

New Items 2024

Trix H0. The Fascination of the Original.

TRIX

H0



The Longest Passenger Train in the World

03111 RhB World Record Book

This is a book about the world record of the RhB's "THE LONGEST PASSENGER TRAIN IN THE WORLD". It contains the story of the world record on October 29, 2022, and the background to it. The protagonists are also presented in word and image. Images of the construction of the RhB Albula Line are also included.

240 pages, format 21 x 29.7 cm / 8-1/4" x 11-11/16".

- The protagonists in word and image
- Live material of the world record
- Information with figures, data, and facts

The entire world record line at a glance



märklin



Dear Trix Fans,



We are happy to present the Trix H0 new items for 2024. We are quite proud of our highly detailed new tooling for the popular class 86 in addition to the presentation of the Northlander as a new Club model. Intricate and realized as a scale model in 1:87, a new piece of motive power greets you with welded water tanks.

No less interesting and in highly detailed metal construction, a chrome oxide green class 151 is rolling out of the maintenance facility. Built up completely of metal with many extra applied details, new pantographs, imitations of wheel disks, and an additional oncoming lamp, exactly the right locomotive to pull 36 hinged roof cars of the newly developed type Tals 968 freight car. You can assemble so many Era IV bulk freight cars with these new items from a Trix and a Märklin set. A unit train looking for its equal.

Important Note!

The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older. We recommend our Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.

Let's go to the modern period, because other highly detailed new tooling such as the totally modern Desiro HC powered train from Siemens is arriving for you.

Another new piece of tooling for you is the modern type T3000e double articulated cars. Designed for today's requirements, these new Trix developments constructed of die-cast zinc can be loaded with containers or semi rigs.

In addition to these attractive new models many other models await you which are being offered in the Trix new items brochure for your layout. We hope you have a lot of fun browsing through them.

Your Trix H0 Team



TRIX H0

MHI Exclusive 1/2024	2– 5
H0 Trix Club Model for 2024	2– 5
ČD "Passenger Train" Starter Set	8– 9
Germany	10– 48
Switzerland	49– 53
Austria	54– 55
Netherlands	56
Italy	57
Sweden	58
Czech Republic	59
USA	60– 61
Toy Fair Locomotive 2024	62
Accessories	62
New Software for CS3	63
More New Items	64– 65
Museum Car 2024	66
Trix Club	68
Registration Form	69
Trix Club Cars for 2024	71
Index to the Item Numbers	72

Trix Club-Model for 2024: A train writes history

Once upon a time! Most fairytales begin this way and there actually is a train, which became famous in Europe and Canada and whose story is like a fairytale.

It began in 1957, when the Trans Europe Express (TEE) raised traveling by rail in Europe to a new level. The Dutch State Railroad (NS), from which the TEE initiative originated, cooperated with the Swiss Federal Railways (SBB) in the development of the train. Together they purchased five four-part powered trains with a motor performance of 2,000 horsepower, which held its own in terms of comfort and design with the DB icon, the class VT 11.5.

The active career of the trains designated as the RAm or DE4 began with a lot of promise, among other things with the TEE "Edelweiss" on the route Zürich – Basle – Strasbourg – Luxembourg – Brussels – Amsterdam, whose running time represented an almost sensational achievement for that time. This TEE required only 9 hours and 30 minutes with 13 intermediate stops for the 1,050 kilometer / 656 mile trip, which meant an average speed of 110 km/h / 69 mph. The "Edelweiss" was in 1974 the last service of the RAm/DE4 after train number RAm 501 had been destroyed three years before as TEE "Bavaria" in the tragic accident at Aitrang, Germany.

Unexpectedly a prince came from distant Canada and kissed the remaining RAm and DE4 units awake. In distant Ontario, the state Ontario Northland Railway (ONR) wanted to usher in a new era

in passenger service. On June 9, 1977, the once European TEE finally started from Union Station in Toronto for the first time as the "Northlander" on a Northland run to Timmins, around 750 km / 469 miles. Before that the trains were overhauled in the Netherlands and Switzerland. This involved the installation of new headlights, marker lights, number boards, horns, and bells adhering to Canadian standards. The elegant ONR paint scheme of yellow/blue was also applied to the trains in their old home.

The "TEE Trains" quickly became a big success, especially since the "Northlander" ran through a fabulous landscape. The running time of around 11 hours was absolutely acceptable by Canadian standards. The unusually comfortable travel experience stood in the foreground. After numerous failures, the susceptible motor cars were replaced at the start of the Eighties however by proven GM type FP7 A units. The "Northlander" ran with this consist until 1992.

The fairytale appeared to end again at a graveyard for retired rail vehicles. Then the Swiss association TEE Classics brought five cars back to Europe. Moreover, with significant help from the firm Märklin, which was able to present this famous train soon after

its arrival in Göppingen, Germany. Road number V 200 007 handled the transport from Hamburg Harbor to Swabia. The small "Northlander" is thus an eye-catcher in German miniature landscapes too. Especially since there is no TEE train able to ascend to the double TV star. The video producer Eisenbahn-Romantik devoted two episodes to these trains: "From the TEE to the Northlander" describes with unique historic scenes the train's use in Europe and mostly in Canada. "Ontario – the Northland and Return" depicts the adventurous return from North Bay in Ontario right up to the train's arrival in Hamburg Harbor. Both episodes can be called up in the ARD Media Library and on YouTube.

And what about the happy ending that every fairytale ought to have? It is there in a number of ways: The five former "Northlander" cars are currently at the Netherlands Transportation Museum (www.nederlandstransportmuseum.nl) where the overhaul has begun. The real life "Northlander" discontinued in 2012 is to return starting in 2025 or 2026 with modern Siemens-powered trains on its old route and the legendary European-Canadian train will remind people of a quite unusual train with the perfect Märklin Insider model at least in a small scale.





The number boards can be controlled separately in digital operation



Interior lighting, engine room and cab lighting included



Classification Lights – they are designated as limit lights and give information about the status of the train



Additional details and inside views of our current Trix Club model can be found in a special brochure and the Club News.

Completely to scale and constructed of die-cast metal



Trix Club-Model for 2024: A train writes history



Order deadline February 29, 2024

22975 "Northlander" Diesel Powered Train

Prototype: Ontario Northland Railway (ONR), Canada (former class RAm TEE diesel powered train) "Northlander" diesel powered train. 4-part set in azure/yellow basic paint scheme. 1 motor car, 1 compartment car, 1 dining car, 1 open seating car with a control cab. Road number 1981. The train looks as it did in the Eighties.

Model: This is a 4-part unit. It has a digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a flywheel in the motor car, centrally mounted. Two of three driving wheelsets in the two 3-axle trucks are powered using cardan shafts. Traction tires. There is factory-installed interior lighting in the compartment,

dining, and open seating cars. Triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The interior lighting in the baggage area of the motor car can be controlled separately in digital operation. The engine room lighting in the motor car and cab lighting in the motor car and control cab of the open seating car can all be controlled separately in digital operation. The classification lights on the ends of this train can be controlled digitally. Maintenance-free, warm white and various colored LEDs are used for the lighting. There are multiple conductor special couplings with guide mechanisms between

the train units for a continuous electrical connection of the entire train. There is pickup changeover with current supply depending on the direction of travel from the motor car or the open seating car with a control cab, depending on which car is at the front of the train. There are many separately applied details. The two ends of the train have a Scharfenberg coupler (no function) modelled. The minimum radius for operation is 437.5 mm / 17-1/8". The train can be run on Radius 1 if you ignore the clearance profile. Total length of the powered train over the couplers approximately 113 cm / 44-1/2".




Exclusively for Trix Club Members.



EXKLUSIV

1/2024

 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 72 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de



- Prototypical tooling changes based on the new tooling for the RAm TEE
- Heavy metal construction
- RailCom capable DCC/mfx digital decoder with extensive sound and light functions
- Factory-installed interior lighting can be controlled digitally
- Factory-installed engine room and cab lighting can be controlled digitally
- Various classification lights on the ends of the train can be controlled digitally
- Controlled, high-efficiency propulsion with a flywheel in the motor car, 4 axles powered

Digitally controlled engine room lighting included



Digital functions under DCC and mfx

Headlight(s)
Interior lights
Diesel locomotive op. sounds
High Pitch Horn
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Low Pitch Horn
Engineer's cab lighting
Operating Sounds 1
Blower motors
Bell
Number Board Lights
Light Function 1
Light Function 2
Replenishing diesel fuel
Sanding
Conductor's Whistle
Doors Closing
Light Function 3
Brake Compressor
Letting off Air
High Pitch Horn
Low Pitch Horn
Generator Sounds
Rail Joints
Switching maneuver
Train announcement

märklin

This model can be found in the Märklin HO assortment under item number 39705 exclusively for Club members.

Trix H0 – New Items 2024





ČD "Passenger Train" Starter Set



21505 ČD "Passenger Train" Starter Set

Prototype: Czech State Railroad (ČD) class 380 (Škoda Type 109 E), one type Bmz 235 passenger car, 2nd class, and one type Apmz 143 passenger car, 1st class. Road number 380 001-8.

The train looks as it did starting in 2018.

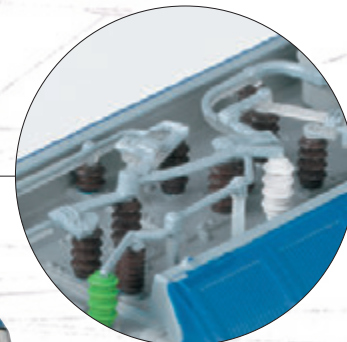
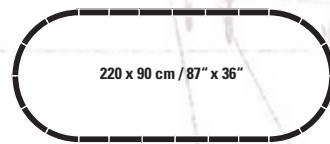
Model: The locomotive has a digital decoder and extensive sound functions. It also has a metal body. All four axles powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white and red LEDs are used for the lighting. The headlights at Locomotive Ends 2 and 1 can be turned off separately. When the headlights are off at both ends of the locomotive, then the double A light function is on at both ends. There are two mechanically working pantographs. The passenger cars have underbodies and trucks specific to the car types. The 7319 current-conducting couplings or 72022 current-conducting couplers, 73410/73411 interior lighting kits, the 66716 current pickup set, and 73407 marker lights can be installed in the cars.

The minimum radius for operation is 360 mm / 14-3/16".

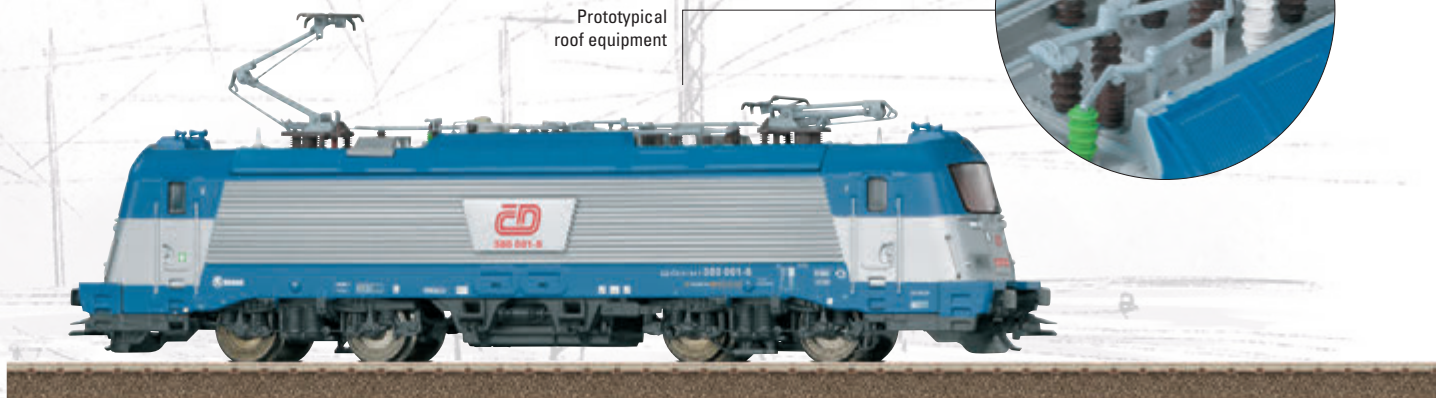
Total length over the buffers 77.1 cm / 30-3/8".

Contents: 12 no. 62130 curved track, 8 no. 62188 straight track, 8 no. 62172 straight track. Track connector box, Trix Mobile Station, and a 230 volt / 36 VA switched mode power pack.

This starter set can be expanded with the 62900, 62902, and 62903 C Track extension sets as well as the entire C Track program.



Prototypical roof equipment



- The ideal way to get started in the digital world of Trix HO
- Modern Era VI train composition
- Locomotive frame and body constructed of metal
- Automatic registration with the built-in mfx decoder at the Mobile Station
- Extensive light and sound functions
- Easy to set up Trix C Track layout



Digital functions under DCC and mfx

Headlight(s)
Station Announcements
Electric locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlights locomotive end 2 off
Whistle for switching maneuver
Headlights locomotive end 1 off
Doors Closing
Blower motors
Conductor's Whistle
Brake Compressor
Letting off Air
Sanding
Coupler sounds



Cladding to Protect against Frost Included



25532 Class 52 Steam Locomotive

Prototype: German State Railroad (DR) class 52 heavy freight locomotive with a type 2'2'T30 tub-style tender. Dark gray basic paint scheme. Without smoke deflectors. Frost protection cladding for the air compressor and clad lubrication lines. The pilot truck wheelset includes solid wheels. Locomotive road number 52 1400.

The locomotive looks as it did around 1943/44.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. Dual headlights, which change over with the direction of travel, and the smoke unit, which can be installed, will work in conventional operation and can be controlled digitally. Cab lighting can also be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism in an NEM pocket on the rear of the tender and the front of the locomotive. Also, the buffer height on the front adheres to the NEM. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

- **Detailed version constructed mostly of metal**
- **Prototypical cladding for protection against frost**
- **Buffer height on the front adheres to the NEM and the coupler is flat**
- **RailCom capable DCC/mfx digital decoder and numerous operation and sound functions included**
- **Intricate running gear with mostly open view between the running gear and the boiler**
- **High-efficiency propulsion with a flywheel, in the boiler**

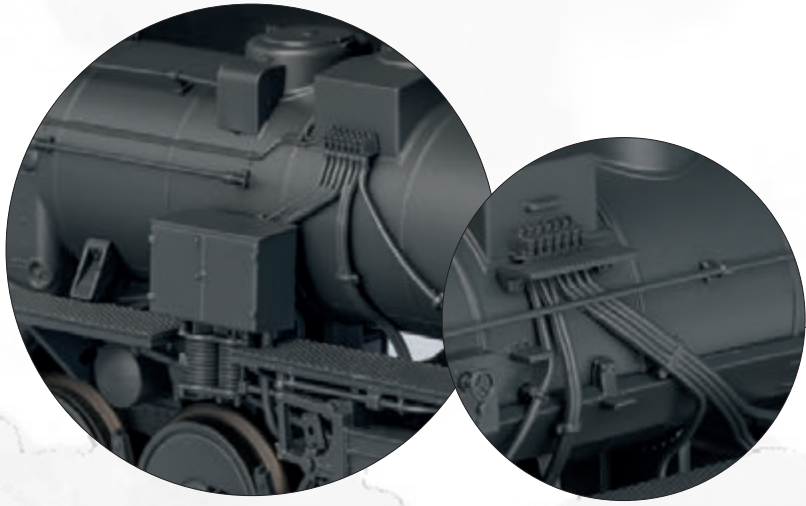
Digital functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Air Pump
Letting off Steam
Sound of coal being shoveled
Tipping grate
Injectors
Water Pump
Sanding
Replenishing sand
Replenishing water
Replenishing coal
"Switcher Double "A" Light"
Switching range + switching light
Generator Sounds
Special sound function
Rail Joints
Safety Valve
Sound of Couplers Engaging



märklin

This model can be found in the Märklin HO assortment under item number 39532.



Prototypically realized on the model of the class 52, the cladding on the air compressor to protect against frost and the clad lubrication lines

Prototypically designed boiler with free-standing lines

Model constructed mostly of metal and because of the blackish gray paint scheme recognizable as a wartime locomotive of that time

Cab lighting

Buffer height conforms to the NEM and the pilot truck wheelset has solid wheels



Under a Protective Tarp

*The ideal add-on from
the Märklin assortment*



48660 Type SSyms Köln Heavy-Duty Flat Car Set – Use the DC wheelset E700580 for the exchange



| 48660 (Märklin)

| 48660 (Märklin)

| 25532 |

Strong, Nimble, and Rugged – the 86, a Jack-of-All-Trades



25086 Class 86 Steam Locomotive

Prototype: German Federal Railroad (DB) Class 86.0-8 steam tank locomotive. Black basic paint scheme with red running gear. Version with 4 boiler appliances. Welded water tanks with long cutouts over the cylinders and rounded edges. Triple headlights with DB Reflex glass lamps. Bell and turbo dynamo on the left, smoke box door without central locking and with a number board centrally mounted, without inductive magnet, coal bunker with a straight applied board. Road number 86 507. Stationed at Wuppertal District, Dieringhausen maintenance facility. The locomotive looks as did around 1964.

Model: The locomotive has a digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion with a flywheel in the boiler. 4 axes powered. Traction tires. The locomotive is

constructed mostly of metal. The 72270 smoke unit can be installed in the locomotive. Triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Dual red marker lights can be controlled separately in digital operation. Cab lighting can also be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There are numerous separately applied metal grab irons and lines. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protective sleeves, brake hoses, and imitation prototype couplers are included separately. Length over the buffers 16 cm / 6-5/16".

- Completely new tooling
- Intricate construction mostly of metal
- Prototype selection is the longer variant of the class 86
- Welded water tanks
- Long cutout on the water tanks
- Triple headlights with DB Reflex glass lamps
- Cab lighting can be controlled separately in digital operation
- Red marker lights can be controlled separately in digital operation
- 72270 smoke unit can be installed
- RailCom-capable DCC/mfx digital decoder with a variety of light and sound functions
- Buffer height conforms to the NEM

*Highly detailed new tooling of the popular class 86
Intricately modelled to scale in 1:87*



The image shows the locomotive with the brake hoses and prototype coupler included from the factory as accessory parts.

It is a must for every Trix railroader committed to Era III. The class 86 was an important jack-of-all-trades on the German Federal Railroad. The 86 is now being issued again – as a finely detailed model with high-tech features. Whether it is pulling a short limited-stop fast passenger train, long passenger trains, local branch line consists, or in freight service: The class 86 will bring variety to a model railroad. Stories can be told from the heyday of railroading when freight was still transported by rail to every corner of West Germany. The right cars are rolling as well into the Trix program with the new four-part branch line freight train.



Welded water tanks with long cutouts and rounded upper edge



Boiler rich in details, including many separately applied lines



Turbo dynamo for electric lighting and bell between the smoke stack and steam feedwater dome

Digital functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Marker light(s)
Sound of squealing brakes off
Engineer's cab lighting
Bell
Direct control
Whistle for switching maneuver
Letting off Steam
Sound of coal being shoveled
Tipping grate
Air Pump
Conductor's Whistle
Water Pump
Injectors
Replenishing water
Replenishing coal
Replenishing sand
Sanding
"Switcher Double "A" Light"
Switching range + switching light
Generator Sounds
Operating sounds
Rail Joints
Safety Valve
Sound of Couplers Engaging

märklin

This model can be found in the Märklin HO assortment under item number 37086.

Passenger cars such as the "Donnerbüchsen" / "Thunder Boxes" or appropriate freight cars to go with this locomotive can be found in the current Märklin HO assortment along with information about required exchange wheelsets.

Learn more about the prototype:
<https://www.trix.de/products/25086>



24140

25086

Load Master



24140 Branch Line Freight Car Set

Prototype: Four different design German Federal Railroad (DB) freight cars. One type LpwPost local railroad baggage car, one type Gmhs 53 boxcar, one type Omm 37 gondola, and one type Rlmms 56 stake car. The cars look as they did at the end of the Fifties.

Model: The local railroad baggage car has many separately applied details. The boxcar has an arched roof and side walls covered with plywood. The gondola has wood side walls and double-piece side wall doors. There is a load insert to represent scrap metal. The stake car has separately applied truss rods. It is loaded with logs. Stakes for separate installation on the car are included. All the cars are individually packaged in a master package.

Total length over the buffers approximately 50.5 cm / 19-7/8".

AC wheelset E36667900 (baggage car), E700150.

- Authentic branch line freight train
- Two cars include loads



Type Omm 37 freight car loaded with scrap metal



24140

25086



Massive Pressure in the Boiler

In 1936, the Schwartzkopff Berlin Machinery Construction Company, Inc. delivered the first class 41 fast freight locomotives. These units turned out to be general-purpose locomotives for medium weight trains. Between 1936 and 1941, a total of 366 locomotives of this class were built, of which most were taken over after the war by the German Federal Railroad and the German State Railroad.



25042 Class 042 Steam Locomotive

Prototype: Class 042 freight steam locomotive with oil main firing and a type 2'2'T 34 standard design oil tender. Converted version with a new construction high-power boiler. German Federal Railroad (DB). Black/red basic paint scheme. Witte smoke deflectors, DB Reflex glass lamps, and inductive magnets on both sides. Locomotive road number 042 206-3. The locomotive looks as it did around 1970.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. Triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The close coupling with a guide mechanism between the locomotive and

tender can be adjusted for different curves. There is a close coupler with a guide mechanism and an NEM pocket on the back of the tender and the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves, brake hoses, and prototype coupler imitations are included. Length over the buffers 27.5 cm / 10-13/16".

- **Intricate model, constructed mostly of metal**
- **Partially open bar frame and many separately applied details**
- **Controlled high-efficiency propulsion with a flywheel, mounted in the boiler**
- **RailCom-capable DCC/mfx digital decoder with a variety of operation and sound functions**

Early Era IV version around 1969/70



Digital functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Air Pump
Whistle for switching maneuver
Letting off Steam
Operating Sounds 1
Water Pump
Injectors
Bell
Replenishing fuel
Replenishing water
Replenishing sand
Sanding
"Switcher Double "A" Light"
Switching range + switching light
Generator Sounds
Operating Sounds 2
Rail Joints
Safety Valve
Sound of Couplers Engaging

märklin

This model can be found in the Märklin H0 assortment under item number 37931.

Freight cars to go with this locomotive can be found in the current Märklin H0 assortment along with information but the required exchange wheelsets.





Made for Heavy Loads



25651 Class 151 Electric Locomotive

Prototype: German Federal Railroad (DB) class 151 electric locomotive. Chrome oxide green basic paint scheme. Road number 151 034-6. The locomotive looks as it did starting in 1974.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can

be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel. It and engine room lighting can be controlled digitally. An approach light changes over with the direction of travel and can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The roof equipment is detailed with new tooling for the type DBS 54 pantographs. The pantographs can be raised and lowered digitally. There are many

separately applied parts such as control wheel imitations in the cabs, grab irons, sand boxes, UIC sockets, and roof conductors. The buffer height conforms to the NEM. Brake lines, prototype couplers, and various sockets are included separately for installation on the locomotive. Length over the buffers approximately 22.4 cm / 8-13/16".

Completely new tooling with highly detailed metal construction

Buffer height conforms to the NEM

Many separately applied details, such as wheel imitations

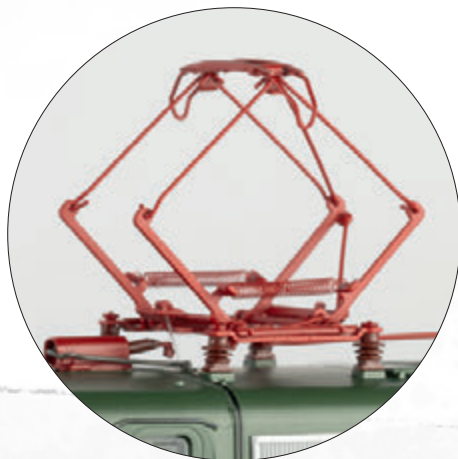
Cab and engine room lighting can be controlled digitally

Railcom capable



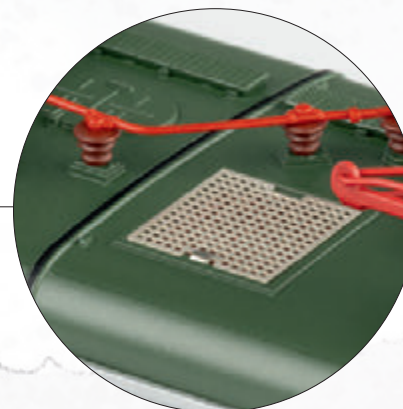
Approach lamp can be controlled separately in digital operation





The vent grills are also modelled prototypically by being set off in color and made as separately etched parts

New tooling for type DBS 54 pantographs that can be raised and lowered



Digital functions under DCC and mfx

Headlight(s)
Pantograph control
Electric locomotive op. sounds
Horn
Pantograph control
Direct control
Engine's cab lighting
Sound of squealing brakes off
Engine room lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Approaching train lamp
Blower motors
Compressor
Letting off Air
Sanding
Train control warning sound
Coupler sounds
Coupler sounds
Opening cab door



märklin

This model can be found in the Märklin HO assortment under item number 39132.



Unloading Using Gravity





24968 Type Tals 968 Hinged Roof Car Display

Prototype: 12 German Federal Railroad (DB) type Tals 968 four-axle, high-capacity hinged roof cars. Used to transport moisture-sensitive bulk freight. Reddish brown basic paint scheme. All the cars have 2 transition platforms. 6 cars have a handbrake at one transition platform and 6 do not have a handbrake. Type 665 trucks. The cars look as they did around 1984.

Model: These hinged roof cars are to scale and are detailed in their construction with many separately applied details. There are 12 different car numbers. All the cars have 2 separately applied transition platforms and a brake wheel at Car End 2. The side of each car includes a step for boarding the car and boarding grab irons as well as boarding holes on the upper body. The hinged roof can be swung manually to the side. All the cars in the display are individually packaged. The buffer height on all the cars conforms to the NEM.

Length over the buffers per car 14.4 cm / 5-11/16".

AC wheelset per car E700150.

- **Completely new tooling for the type Tals 968 hinged roof car**
- **Scale construction in 1:87**
- **Many separately applied details**
- **12 different car numbers**
- **Ideal for unit trains**
- **Buffer height conforms to NEM**
- **Individual sale from the display**



The hinged roofs can be tipped prototypically to the side



The Powerful One



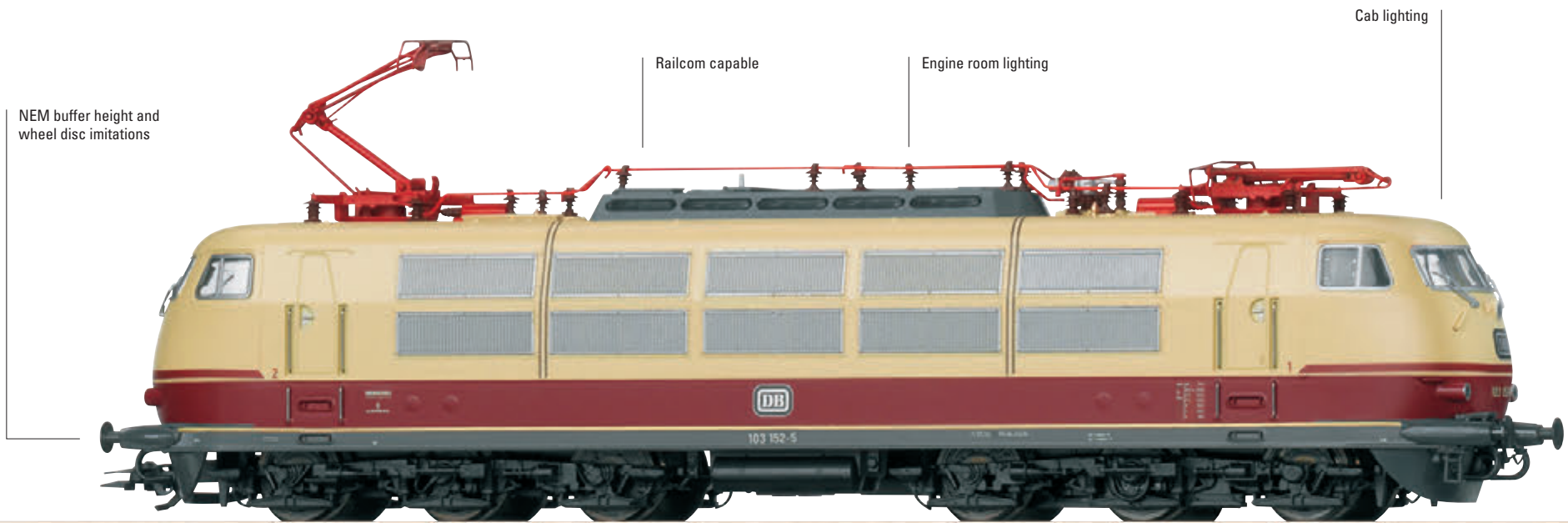
22931 Class 103 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103 electric locomotive. Version with “short” cabs, single-arm pantographs, end skirting, and buffer cladding. Crimson/beige basic paint scheme. Road number 103 152-5. The locomotive looks as it did starting in 1979.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive

Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel. It and engine room lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There are many separately applied control wheel imitations in the cabs, grab irons, windshield wipers, UIC sockets, and roof conductors. The buffer height conforms to the NEM. Brake lines, sockets, steps, prototype couplers, and close skirting are included separately for installation on the locomotive. Length over the buffers approximately 22.4 cm / 8-13/16”.

- Cab and engine room lighting can be controlled digitally
- Separately applied control wheel imitations in the cabs
- Locomotive frame and body constructed of metal
- Buffer height conforms to the NEM
- Digital decoder with extensive light and sound functions
- DCC, mfx, and RailCom capable



43861 (Märklin)

43872 (Märklin)

43852 (Märklin)

22931



© Ulrich Budde

Digital functions under DCC and mfx

Headlight(s)
Engineer's cab lighting
Electric locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engine room lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Blower motors
Compressor
Letting off Air
Coupler sounds
Station Announcements
Conductor's Whistle
SIFA warning sound
Sanding
Rail Joints
Grade crossing
Surrounding sounds

The ideal add-on from the Märklin assortment



43852 Type Avmz 111 Express Passenger Car – Use the DC wheelset E700580 for the exchange



43861 Type Apmz 121 Express Passenger Car – Use the DC wheelset E700580 for the exchange



43872 Type WRmh 132 Dining Car – Use the DC wheelset E700580 for the exchange

märklin

This model can be found in the Märklin HO assortment under item number 39151.

The "Pants Crease"



22774 Class 110 Electric Locomotive

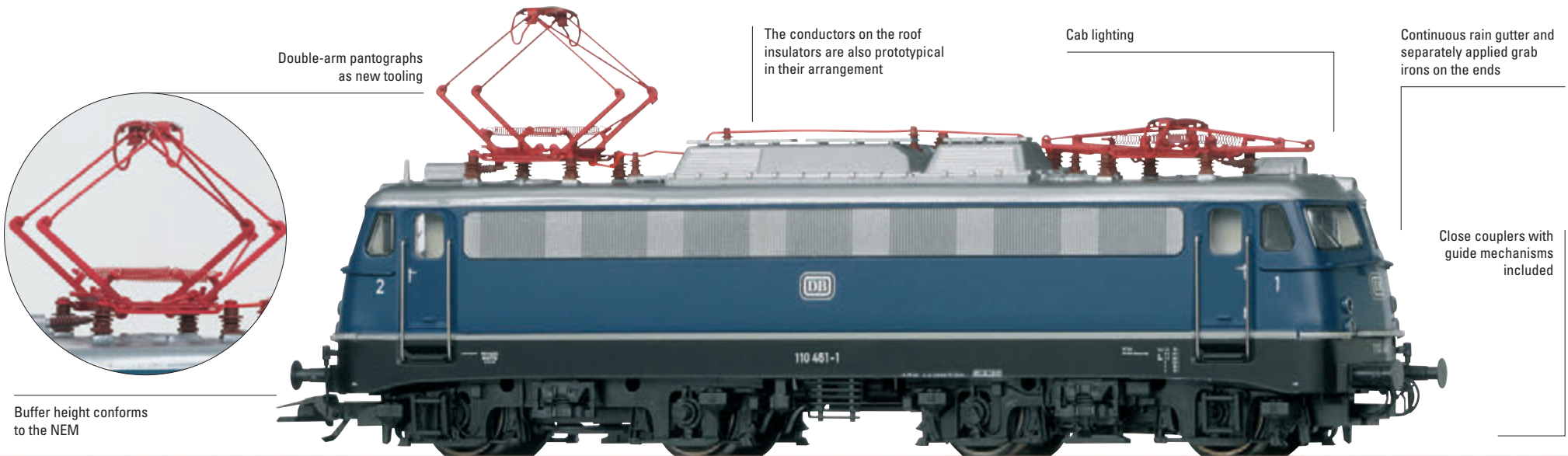
Prototype: German Federal Railroad (DB) class 110 electric locomotive. Locomotive body includes aerodynamic ends, the so-called pants crease, with continuous ventilation bands, continuous rain gutter, and end grab irons. Cobalt blue basic paint scheme. Road number 110 461-1. The locomotive looks as it did starting in 1978.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted. All four axles powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can

be turned off separately in digital operation. There is a double A light function. Cab lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The roof equipment is detailed with new tooling for the type DBS 54 pantographs. The pantographs can be raised and lowered digitally. There are many separately applied parts such as grab irons, steps, and UIC sockets. The buffer height conforms to the NEM. There are close couplers with guide mechanisms. Brake lines and prototype couplers are included separately for installation on the locomotive. Length over the buffers 18.9 cm / 7-7/16".

**New: Close couplers with guide mechanisms,
Buffer height conforms to the NEM**

- Type DBS 54 pantographs as new tooling
- Pantographs can be raised and lowered digitally
- Cab lighting can be controlled digitally
- Buffer height conforms to the NEM
- Close couplers with guide mechanisms
- Digital decoder with extensive light and sound functions
- DCC, mfx, and RailCom capable



43953 (Märklin)

43934 (Märklin)

43925 (Märklin)

43914 (Märklin)

22774

Passenger cars from the Märklin assortment to go with this model can be found on the following page.

The "Pants Crease" or rather prosaically the class E 10.3: There is hardly a German locomotive type which left its mark so vividly on the heyday of the German Federal Railroad starting in the Sixties as the elegant and streamlined units of the class E 10.3. Their impressive success story began in the Fifties when the new German Federal Railroad pressed ahead with electrification and ordered the E 10 in large numbers as a powerful and fast electric locomotive type. The first production runs (E 10.0 and E 10.1) still

had a mundane, squared off locomotive body. In 1962, the first units appeared with aerodynamic ends. This striking design with the "Crease" in the middle soon gave this variant rostered as the class E 10.3 the name "Pants Crease". For decades, the class E 10 units were workhorses in high-quality DB passenger service and the "Crease" was certainly one of the stars on German rails. Starting in 1990 the E 10 units wandered into regional service and performed their duties dependably there. The last "Pants Crease" units with millions of miles or kilometers under their belts did not go into retirement until 2013.

Digital functions under DCC and mfx

Headlight(s)
Pantograph control
Electric locomotive op. sounds
Horn
Pantograph control
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Blower motors
Compressor
Letting off Air
Sanding
Station Announcements
Conductor's Whistle
Opening cab door
Coupler sounds
Coupler sounds
Train radio

märklin

This model can be found in the Märklin H0 assortment under item number 39125.



*The ideal add-on for the "Pants Crease"
from the Märklin assortment*



43914 Type Am 203 Express Passenger Car – Use the DC wheelset E700580 for the exchange



43925 Type Bm 234 Express Passenger Car – Use the DC wheelset E700580 for the exchange



43953 Type BDms 273 Half Baggage Car – Use the DC wheelset E700580 for the exchange



43934 Type ABm 225 Express Passenger Car – Use the DC wheelset E700580 for the exchange

Sorted According to Postal Code

Hauling mail and baggage by rail was once a lively everyday event and since the early period of service by rail an obvious self-evident fact. When the new, comfortable 26.4 meter / 86 foot 7 inch express cars conquered the German Federal Railroad rails starting in the Fifties, the German Federal Postal System purchased 685 new railroad postal cars to go with them. Following the old tradition, there was a slot for depositing letters, and work went on during the

train's run in the postal compartment of these cars. And not only in the express cars. Well into the late German Federal Railroad period there were fixed postal car routes in addition to the big urban routes, such as in the limited stop fast trains and the Württemberg South Railroad Ulm – Friedrichshafen, in which travel baggage was conveyed mostly. All that has been history for a long time. The enduring success story over 150 years of hauling mail and baggage

no longer had a future in the eyes of modern railroad managers at the start of the Nineties. The last baggage counter closed in 1995. Postal cars still ran until 1997 – at the end only in fast postal IC trains.



23150 Postal Car

Prototype: A type Post mr-a railroad postal car for the German Federal Postal System (DBP), used on the German Federal Railroad (DB). Version of the railroad postal car as a general-purpose railroad postal car with an exhaust hood for a coal oven, side air intake fins, and air changeover equipment. Car routing: Ulm – Friedrichshafen/Ravensburg. Chrome oxide green paint scheme. The cars look as they did around 1978.

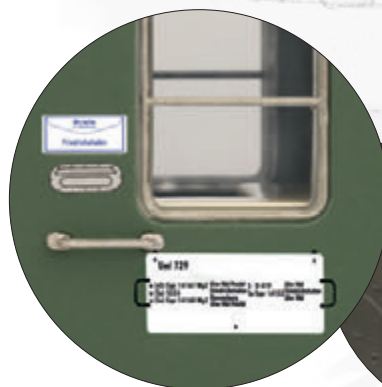
Model: The type Post mr-a railroad postal car is completely new tooling. This is a version of the railroad postal car as a general-purpose postal car with type 330 heavy Minden-Deutz (MD) trucks with a type D 150 cardan shaft generator on the right side of the car on both trucks. 7319 current-conducting coupling drawbars or 72022 current-conducting close couplers can be installed on both cars. 73410/73411 and a 66716 pickup set can be installed on both cars. The cars have underbodies specific to the car types. Both cars have imprinted car route sides. The minimum radius for operation is 360 mm / 14-3/16". Total length over the buffers 28.2 cm / 11-1/8". AC wheelset E700150.

Completely new tooling for the type Post mr-a

Car routing: Ulm – Friedrichshafen – Lindau

märklin

Passenger car sets to go with these cars can be found in the Märklin HO assortment under item numbers 42850 and 43936.



Letter slot and direction sign included



Exhaust hood for the coal stove included



Prototypically equipped with Minden-Deutz (MD) heavy type 330 trucks including a type D 150 cardan axle generator



The Living Legend of the German Federal Railroad



22431 Class 218 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 218 diesel locomotive. Ocean blue / ivory basic paint scheme. Road number 218 401-8.

The locomotive looks as it did starting in 1976.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. All four axles powered. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel. It and the engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons on the sides and ends. The buffer height conforms to the NEM. There are close coupler with guide mechanisms. Brake lines and prototype couplers are included separately for installation on the locomotive.

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

Roof includes separately applied vent grills as etched parts and prototypically without hoods



Buffer height conforms to the NEM and coupling with a guide mechanism

- **First time to include digitally controlled engine room lighting**
- **Locomotive frame and body constructed of metal**
- **Prototypical roof construction of the class 218.4 with large cooling vents**
- **Cab lighting can be controlled digitally**
- **Close couplers with guide mechanisms**
- **Buffer height conforms to the NEM**
- **Digital decoder with extensive light and sound functions**
- **DCC, mfx, and RailCom capable**

Passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 43897 and 43898 along with information about the required exchange wheelsets.

Cab lighting

Engine room interior details including lighting



Digital functions under DCC and mfx

Headlight(s)
Engineer's cab lighting
Diesel locomotive op. sounds
Horn
Direct control
Engine room lighting
Sound of squealing brakes off
Headlights locomotive end 2 off
Switching range + switching light
Whistle for switching maneuver
Headlights locomotive end 1 off
Blower motors
Compressor
Letting off Air
Horn
Sanding
Opening cab door
Operating sounds
Train control warning sound
Replenishing diesel fuel
Coupler sounds
Conductor's Whistle
Rail Joints

märklin

This model can be found in the Märklin H0 assortment under item number 39215.



FD Königssee

Family vacation by train: Board the train, feel comfortable, enjoy the scenery passing by, and arrive fully relaxed at your holiday destination. For decades that was no fiction in this country, but rather an offer that opened up the most beautiful and popular holiday areas in Germany. At first it was through cars that brought people in search of recuperation directly to the places of longing. In the Economic Miracle years large organizers such as Touropa or Scharnow and later TUI even introduced their own tourism trains that very successfully defied the rubber competition and the introduction of air tourism.

The German Federal Railroad brought full tourism trains into the plan at the end of the Seventies. There was a desire to mix in

this market with its own concept. In 1983, a new train class then appeared in the schedule books: The long-distance express, shortened to FD, was planned to produce "fast and comfortable direct connections from the urban areas to areas of interest to tourists". Analog to the extremely successful IC79 trains the railroad insisted exclusively on daytime trains. They connected Northern Germany and the Ruhr area all year with destinations of interest to tourists chiefly in Southern Germany and Austria. Modern, 200 km/h / 125 mph fast cars pulled by new three-phase current class 120 locomotives offered a comfortable trip similar to trains such as the TEE and InterCity trains. In addition to winter sports fans, hiking vacationers, and spa guests, the DB also

wanted to appeal to families for whom a trip by auto for hours over clogged freeways was often a form of torture. For that reason, the FD "Königssee" Hamburg – Berchtesgaden, the longest domestic German FD train run, ran a children's car in the consist. A cafeteria was set up in one half of the car and in the other half a spacious children's play area.

In 1988, ten FD pairs of trains controlled tourist traffic to the Black Forest, Lake Constance, the Bavarian Forest, the Allgäu area, and chiefly the most beautiful regions in the Bavarian Alps. Through cars ran to Schruns, Klagenfurt, and Zell am See. The FD connection gave numerous stations on branch lines the wide and comfortable world of long-distance service. Examples are Seebrugg in



the Black Forest, Füssen, Oberstdorf, and Bad Wörishofen in the Allgäu area, Bayerisch Eisenstein in the Bavarian Forest as well as Lenggries, Tegernsee, and Berchtesgaden in the Alps. The star train of the FD through lines was undoubtedly the already mentioned FD "Königssee". This was not only due to the children's car. Since 1988 it had run in a first partial section of the new high-speed line Hannover – Würzburg at scheduled speeds of 200 km/h / 125 mph. That only worked with airtight cars. For that reason, it received the first air-conditioned IC cars in second class too as an FD train as well as a modern IC dining car. The children's compartment was installed in a type Bpmz 291.2 open seating car set up for the purpose. This FD 1980/1981, which looked almost like a

normal IC, was however only a very short, but extremely interesting chapter in the history of the German Federal Railroad. For the cars were repainted after only a short time in the new paint scheme of long-distance blue / pastel blue / light gray. Only the class 120 locomotives for motive power kept their red paint scheme with bibs. After the introduction in 1988 of the Interregio trains (IR), the FD star began to sink rapidly. The DB had marketed the IR as the "train for feeling comfortable" and claimed the vacation areas were better served with this type of train. The reality looked rather different. The IR routes were mostly shorter, and they often did not go to the holiday stations served by the FD trains. This thus required changing trains and the feeling comfortable effect of the

IR trains did not reach the FD trains. Nothing helped. In 1993, after ten years the FD trains disappeared from the DB schedules and the ostensible feel comfortable successor, the IR, survived only until shortly after the turn of the millennium. Only the FD "Königssee" in H0 gauge can still tell the story of the children's area in a comfortable DB vacation train.



FD Königssee



22198 Class 120 Electric Locomotive

Prototype: German Federal Railroad (DB) class 120 electric locomotive. Orient red basic paint scheme. Road number 120 120-1. The locomotive looks as it did starting in 1987.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted. All four axles powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can

be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered digitally. There are separately applied grab irons, UIC sockets, and roof conductor lines. The buffer height conforms to the NEM. There is a seated locomotive engineer in Cab 1. Brake lines and prototype couplers to mount on the locomotive are included separately. Length over the buffers 22.1 cm / 8-11/16".

Digital functions under DCC and mfx

Headlight(s)
Pantograph control
Electric locomotive op. sounds
Horn
Pantograph control
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Blower motors
Compressor
Letting off Air
Sanding
Main Relay
Procedure function
Surrounding sounds
Station Announcements
Conductor's Whistle
Opening side cab window



- First time including pantographs, which can be raised and lowered digitally
- Cab lighting can be controlled digitally
- Locomotive frame and body constructed of metal
- Separately applied grab irons and UIC sockets on the ends
- Buffer height conforms to the NEM
- Digital decoder with extensive light and sound functions
- DCC, mfx, and RailCom capable



märklin

This model can be found in the Märklin HO assortment under item number 37829.

Single-arm pantographs that can be raised and lowered digitally

Cab lighting can be controlled digitally, changes over with the direction of travel

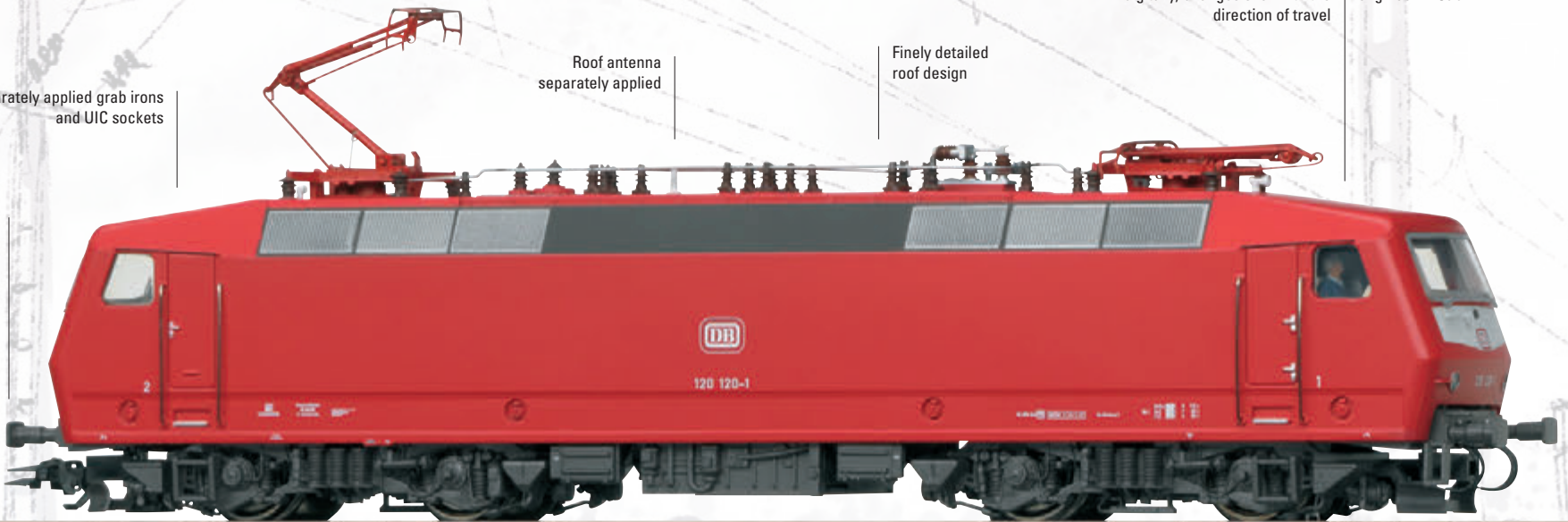
Locomotive engineer in Cab 1

Separately applied grab irons and UIC sockets

Roof antenna separately applied

Finely detailed roof design

Buffer height conforms to the NEM



23142

23144

23143

23142

22198

FD Königssee



23142 FD Königssee Passenger Car Set

Prototype: Three different design passenger cars for the long-distance express FD 1980 "Königssee". One type ARmz 211.0 half dining car and two type Bpmz 291.2 open seating cars, 2nd class, painted and lettered for the German Federal Railroad (DB). Train route: FD 1980 from Berchtesgaden to Hamburg Altona. Car sequence numbers 65 and 277 (through car Klagenfurt-Hamburg). Dining car without a sequence number. The cars look as they did in 1988.

All the FD Königssee cars include interior lighting, buffer capacitors, and multi-color interiors

Model: The type ARmz 211.0 half dining car is partially new tooling and includes a built-in digital decoder and extensive light and sound functions. Table lamps, open seating area lighting, dining area lighting, and galley/bar lighting can be controlled separately in digital operation. The interior details are multi-colored. All the cars have factory-installed LED interior lighting. A buffer capacitor is built into each car to bridge over temporary spots without current. The cars are equipped with operating, current-conducting couplers. The interior lighting works in conjunction with the dining car. The assigned order of the cars must be maintained for this purpose. The interior lighting for the entire car consist can be turned on

and off digitally using the decoder in the dining car. The interior lighting is turned on in conventional operation. The trucks, roof shapes, side walls, underbodies, and skirting are specific to the types of cars. One type Bpmz 291.2 open seating car has factory-installed marker lights. The car route signs and sequence numbers are imprinted on the cars. Toilet downpipes for the dining car are included separately for installation on this car. The minimum radius for operation is 360 mm / 14-3/16". All the cars are individually packaged and there is also a master package. Length over the buffers approximately 84.6 cm / 33-5/16".



Factory-installed marker lights



23142

23144

23143

23142

22198

- Type ARmz 211.0 half dining car as partially new tooling
- Multi-colored interior details
- Extensive light and sound functions using the built-in decoder in the dining car
- Table lamps can be controlled separately in digital operation
- Factory-installed LED interior lighting with buffer capacitors
- Factory-installed marker lights
- Operating, current-conducting couplers
- Many separately applied details

Multi-color interior details and table lamps that can be controlled separately in digital operation



Partially new tooling for the type ARmz 211.0 half dining car with a pantograph, buffer capacitor, sound, and lighted table lamps



Digital functions under DCC and mix

Interior lighting for the dining area
Interior lights
Table Lamps
Current-conducting coupler
Interior lights
Loading
Loading
Train announcement
Order
Order
Dialog
Dialog
Order
Enjoy
Dialog
Dialog
Train announcement

märklin

This model can be found in the Märklin HO assortment under item number 43767.

Image shows the first model as a hand sample

FD Königssee



23143 FD Königssee Passenger Car Set

Prototype: Two different design passenger cars for the long-distance express FD 1980 “Königssee”. One type Avmz 111.1 compartment car, 1st class, and one type Bpmz 291.2 open seating car, 2nd class with a children’s play area, painted and lettered for the German Federal Railroad (DB). Train route: FD 1980 from Berchtesgaden to Hamburg Altona. Car sequence numbers 61 and 63. The cars look as they did in 1988.

Model: The interior details of the cars are multi-colored. The interior of the “Kinderland-Wagen” / “Children’s Land Car” is newly designed with separately installed details such as play tables and a slide. Both cars have factory-installed LED interior lighting. A buffer capacitor is built into each car to bridge over temporary spots without current. The cars are equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the dining car from the 23142 car set. The assigned order of the cars must be maintained for this purpose. The trucks, roof shapes, side walls, underbodies, and skirting are specific to the types of cars. The car route signs and sequence numbers are imprinted on the cars. The minimum radius for operation is 360 mm / 14-3/16”. Both cars are individually packaged and there is also a master package. Length over the buffers approximately 56.4 cm / 22-3/16”.

*Extensively modelled
children’s compartment*

Factory-installed LED
interior lighting with
buffer capacitors

Multi-colored
interior details

The children’s car with a
prototypical play area

Operating, current-conducting
close couplers

märklin

This model can be found in the Märklin H0
assortment under item number 43768.





23144 FD Königssee Passenger Car

Prototype: German Federal Railroad (DB) type Bpmz 291.2 open seating car, 2nd class. Ocean blue / ivory basic paint scheme. Train route: FD 1980 from Berchtesgaden to Hamburg Altona. Car sequence number 64. The car looks as it did in 1988.

Model: The interior details of the car are multi-colored. The car has factory-installed LED interior lighting. A buffer capacitor is built into the car to bridge over temporary spots without current. The car is equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the dining car from the 23142 car set. The assigned order of the cars must be maintained for this purpose. The underbody is

specific to the type of car. The trucks are type MD 52. The car route signs and sequence numbers are imprinted on the car. The minimum radius for operation is 360 mm / 14-3/16".

Length over the buffers approximately 28.2 cm / 11-1/8".

märklin

This model can be found in the Märklin HO assortment under item number 43769.



23142

23144

23143

23142

22198

Taiga Drum or Simply Just “The Pistol”



25201 Class 220 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 220 diesel locomotive, also known under the nickname “Taigatrommel” / “Taiga Drum”. Includes Soviet design muffler, intake grille with vertical fins and cooling vents with fluttering fins. The locomotive looks as it did in 1994. Road number 220 274.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. Two axles powered in each truck using 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 light function is on. The cab lighting changes over with the direction of travel and can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied side grab irons. The end skirting can be swapped for closed skirting. The DB AG logo is included as a decal. Length over the buffers approximately 20.2 cm / 7-15/16”.

- Soviet design muffler included
- Buffer height conforms to the NEM
- Locomotive frame and body constructed mostly of metal
- Metal grab irons separately applied on the sides
- Cab lighting can be controlled digitally
- Engine room lighting can be controlled digitally
- Extensively detailed trucks
- Digital decoder with a variety of light and sound functions
- DCC, mfx, and RailCom capable



Prototypical roof cupola



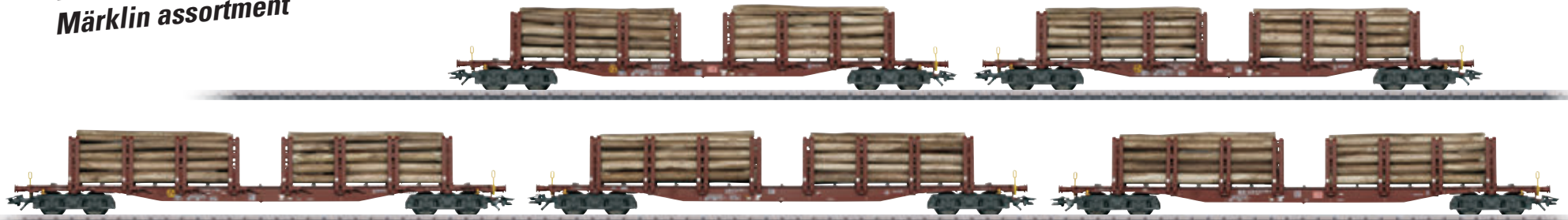
märklin

This model can be found in the Märklin HO assortment under item number 39201.



Digital functions under DCC and mfx
Headlight(s)
Diesel locomotive op. sounds
Low Pitch Horn
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Engine room lighting
High Pitch Horn
Blower motors
Compressor
Letting off Air
SIFA warning sound
Low Pitch Horn
Switching maneuver
Sanding
Operating sounds
Replenishing diesel fuel
Sound of Couplers Engaging
Sound of uncoupling

The ideal add-on from the Märklin assortment



47154 Stake Car Set for Wood Transport – Use the DC wheelset E700580 for the exchange



47154 (Märklin)

25201

Commuter Service with Many Talents



25463 Siemens Desiro HC Electric Powered Train

Prototype: German Railroad, Inc. (DB AG) Siemens Desiro HC electric powered train as the class 1462/1862. One class 1462.0 end car, 2nd class, one class 1862.0 intermediate car, 2nd class, one class 1862.5 intermediate car, 2nd class, and one class 1462.5 end car, 1st/2nd class. The train is part of the Rhine Valley Network. Painted and lettered in the provincial design for Baden-Württemberg. The train looks as it did starting in 2020.

Model: The train has a digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a flywheel, built centrally into End Car A. All four axles powered in both trucks using cardan shafts. Traction tires. The current supply changes over with the direction of travel and is picked up at the end car at the front of the train. There are special close couplers with a guide mechanism. Triple headlights and dual red marker lights change over with the direction of

travel, will work in conventional operation, and can be controlled digitally. There is a double A light function. Long-distance headlights prototypically have two levels of brightness. They, the cab and control desk lighting as well as lighting for the train destination signs at the ends and on the sides can be controlled digitally. There is factory-installed LED interior lighting. A buffer capacitor is built into each car to bridge over temporary spots without current. The interior lighting receives current using the continuous electrical connection for the entire train. Maintenance-free warm white and red LEDs are used for all of the train's lighting. The interior details are multi-colored. The pantographs can be raised and lowered digitally. There are many separately applied details. The minimum radius of operation is 360 mm / 14-3/16".

Length of the train approximately 112.6 cm / 44-5/16".

- **Completely new tooling with highly detailed construction**
- **Factory-installed LED interior lighting with buffer capacitors**
- **Multi-color interior details**
- **Pantographs can be raised and lowered digitally**
- **Train destination sign lighting can be controlled digitally**
- **Long-distance headlights can be controlled digitally with two levels of brightness**
- **Cab and control desk lighting can be controlled digitally**
- **Many separately applied details**
- **Digital decoder with extensive light and sound functions**
- **DCC, mfx, and RailCom capable**

märklin

This model can be found in the Märklin H0 assortment under item number 38463.



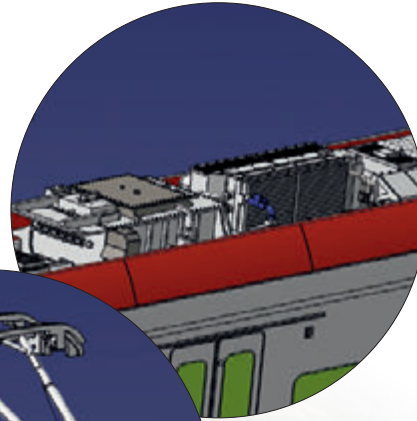
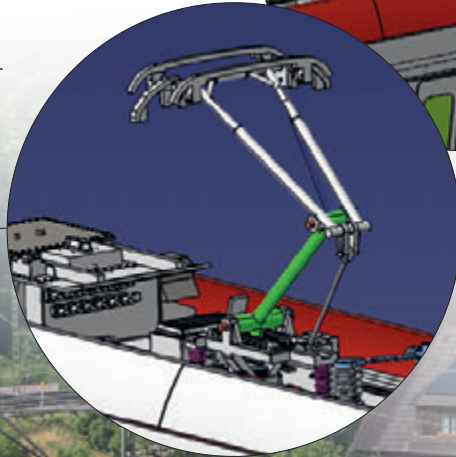


25462 Siemens Desiro HC Electric Powered Train

Prototype: German Railroad, Inc. (DB AG) Siemens Desiro HC electric powered train as the class 1462/1862. One class 1462.0 end car, 2nd class, one class 1862.0 intermediate car, 2nd class, one class 1862.5 intermediate car, 2nd class, and one class 1462.5 end car, 1st/2nd class. The train is part of the Franconian-South Thuringian Network. Traffic red basic paint scheme. The train looks as it did starting in December of 2023.

All additional information can be found under item number 25463.

Finely detailed, single-arm pantographs included as new tooling



Prototypical inclusion in the model of the air conditioning equipment and auxiliary equipment with all their lines, outlets and intakes

Prototypical modelling of all differences in shape in the area of the doors, windows, and train destination signs



Digital functions under DCC and mfx 25462/25463

Headlight(s)
Pantograph control
Electric locomotive op. sounds
Horn
Pantograph control
Direct control
Sound of squealing brakes off
Interior lighting
Engineer's cab lighting
Rear Headlights off
Whistle for switching maneuver
Switching range + switching light
Front Headlights off
Light Function
Train destination sign
Long distance headlights
Long distance headlights
Train announcement
Train announcement
SIFA warning sound
Station Announcements
Conductor's Whistle
Doors Closing
Blower motors

märklin

This model can be found in the Märklin HO assortment under item number 38462.

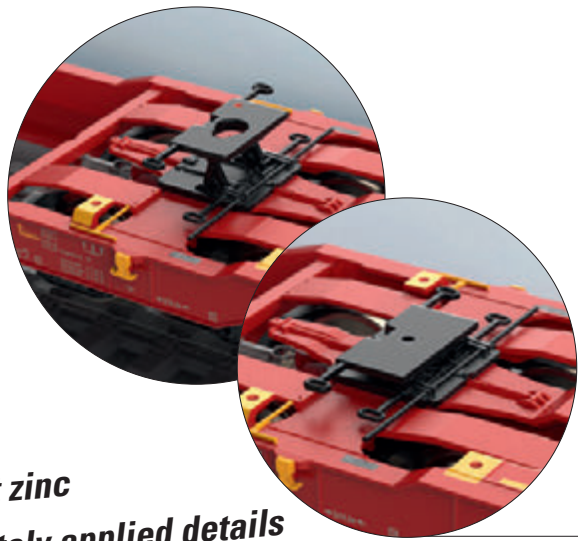
Modern Professionals



24470 Type Sdggmrss 738 Double Deep Well Flat Car

Prototype: German Railroad, Inc. (DB AG) type Sdggmrss 738 (T3000e) 6-axle double deep well flat car with articulation. Modern flat car for combined load service. Traffic red basic paint scheme. Version with two side folding tie bars. The car looks as it did starting in 2013. Loaded with two curtain tarp semi rigs lettered for the freight forwarder LKW Walter.

Model: The cars are loaded with two curtain tarp semi rigs lettered for the freight forwarder LKW Walter. All other information can be found in the model description for 24472.



*Completely new tooling constructed of die-cast zinc
Highly detailed construction with many separately applied details
All the folding tie bars work and come from the factory installed*



The separately applied crossover plate is absolutely prototypical

Buffer height adheres to the NEM



The two position variations for the support blocks included with the cars can be changed depending on the load

Just like the prototype, all the folding tie bars can be folded down. General Purpose, depending on the transport task

märklin
Another double deep well flat car with a different car number and load can be found in the Märklin H0 assortment under item number 47470 with information about the necessary exchange wheelsets.

The class 185, 187, 189, or 193 modern electric locomotives to go with this car can be found in the Trix H0 assortment.





24472 Type Sdggmrss Double Deep Well Flat Car

Prototype: MFD Rail, Inc. type Sdggmrss 6-axle double deep well flat car with articulation and curved sides. Modern flat car for combined load service. Granite gray basic paint scheme. Version with four side folding tie bars. The car looks as it did starting in 2021. Loaded with two curtain tarp semi rigs lettered for the freight forwarder Mars.

Model: Both flat car halves are constructed of metal and are mounted to pivot on the middle truck. Side folding tie bars are installed at the factory. The cars can be folded for the transport of containers or interchangeable bodies. There are many separately applied details such as crossover grills, steps, brake lines, and grab irons at the ends of the cars. The trucks are type Y25. The buffer height conforms to the NEM. There is a pocket for a jack, holders for high and low version kingpins, brakeman's steps, and an air tank for the ends of the cars are included separately as parts for installation on the cars. The cars are loaded with two curtain tarp semi rigs lettered for the freight forwarder Mars.

Length over the buffers approximately 39.3 cm / 15-1/2".

AC wheelset E700150.

76552 40-Foot Container Set



76553 20-Foot Container Set



Containers to go with this car for an authentic load change can be found on page 62.

All the folding tie bars can be folded over

Support block in a flat and extended position included

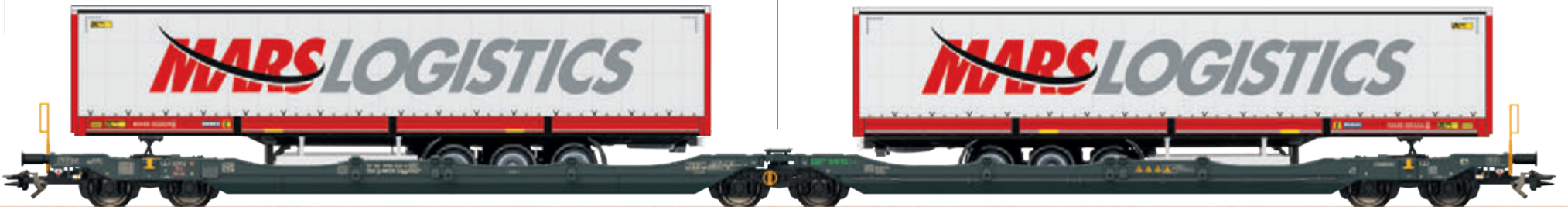
Completely new tooling constructed of die-cast zinc
Highly detailed construction with many separately applied details
All the folding tie bars work and come from the factory installed

Buffer height adheres to the NEM

Prototypical modelling of the car walkover plates

märklin

Another double deep well flat car with a different car number and load can be found in the Märklin HO assortment under item number 47472 with information about the necessary exchange wheelsets.



From the MRCE Fleet



22618 Class 187 Electric Locomotive

Prototype: MRCE class 187 electric locomotive without Flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Deep black basic paint scheme. Road number 187 108-6. The locomotive looks as it did starting in 2022.

Model: The locomotive has an mfx digital decoder and extensive sound functions. All four 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. The sides of the locomotive are prototypically modelled without Flex panels. Length over the buffers approximately 21.7 cm / 8-1/2".

- **Striking MRCE design**
- **Metal body and frame**
- **Side surfaces without Flex panels**
- **Separately applied grab irons on the ends**
- **An mfx decoder and a wide variety of light and sound functions included**
- **DCC, mfx, and RailCom capable**

Digital functions under DCC and mfx

Headlight(s)
Station Announcements
Electric locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Headlights locomotive end 2 off
Switching range + switching light
Whistle for switching maneuver
Headlights locomotive end 1 off
Blower motors
Coupler sounds
Compressor
Letting off Air
Sanding
Rail Joints

Era VI freight cars to go with this locomotive can be found in the Trix and Märklin H0 assortment.

Prototypical with ribbed side walls



märklin

This model can be found in the Märklin H0 assortment under item number 36643.

Exclusively from Trix and Märklin

TRIX
HO



25295 Class 248 Dual Power Locomotive

Prototype: BUG Transportation Construction SE, Berlin, Germany class 248 dual power locomotive (Vectron Dual Mode). From the Vectron Product Family of Siemens. Road number 248 024-2. The locomotive looks as it did starting in 2023.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. All four axles powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is the double A light function. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The buffer height conforms to the NEM. Brake hoses are included for installation on the locomotive.

Length over the buffers approximately 23 cm / 9-1/16".

- Exclusively from Trix and Märklin
- The body and frame are constructed mostly of metal
- Numerous separately applied details
- Cab lighting can be controlled digitally
- Engine room lighting can be controlled digitally
- Buffer height conforms to the NEM
- Digital decoder and extensive sound functions included
- DCC, mfx, and RailCom capable

*Exclusive model
Attractive BUG design
Extensive imprinting*

märklin

This model can be found in the Märklin HO assortment under item number 39295.

Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Diesel locomotive op. sounds
Low Pitch Horn
Direct control
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Engine's cab lighting
Long distance headlights
Engine room lighting
Blower motors
Blower motors
Horn
Switching maneuver
Compressor
Letting off Air
Sanding
Opening cab door
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Switching range + switching light
Horn
Horn
Coupler sounds
Replenishing diesel fuel
Station Announcements
Sound of railroad crossing gates closing
Sound of railroad crossing gates opening



The Star of the IMA for 2023



25298 Class 248 Dual Power Locomotive

Prototype: Alpha Trains Luxembourg S.à r.l, leased to LEONHARD WEISS, Inc. and Company KG, Göppingen, Germany, class 248 dual power locomotive (Vectron Dual Mode). From the Vectron Product Family of Siemens. Road number 248 040. The locomotive looks as it did in 2023.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, the double A light function is on at both ends. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses are included for installation on the locomotive.

Length over the buffers approximately 23 cm / 9-1/16".

As presented at the IMA

- Exclusively from Trix and Märklin
- Buffer height conforms to the NEM
- The body and frame are constructed mostly of metal
- Numerous separately applied details
- Cab lighting can be controlled digitally
- Engine room lighting can be controlled digitally
- Digital decoder and extensive sound functions included
- DCC, mfx, and RailCom capable

The LEONHARD WEISS Vectron is also impressive with its depth of detail



Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Diesel locomotive op. sounds
Low Pitch Horn
Direct control
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Engineer's cab lighting
Long distance headlights
Engine room lighting
Blower motors
Blower motors
Horn
Switching maneuver
Compressor
Letting off Air
Sanding
Opening cab door
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Switching range + switching light
Horn
Horn
Coupler sounds
Replenishing diesel fuel
Station Announcements
Sound of railroad crossing gates closing
Sound of railroad crossing gates opening

märklin

This model can be found in the Märklin HO assortment under item number 39296.



25596 Class Be 6/8 II "Crocodile" Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Be 6/8 II "Crocodile" electric locomotive. Design from the first production series. Fir green basic paint scheme. Two cab doors, wide switching steps on the hood sections, bow-shaped grab irons, sleeve-style buffers, without end walkover plates, with oncoming train lights, and Signum-Integra magnets included. Locomotive road number 13254. The locomotive looks as it did between 1960 and 1965.

Model: The locomotive has a digital decoder and extensive sound functions. It also has 2 controlled high-efficiency propulsion systems with flywheels, 1 motor for each power truck. 3 axles and jackshaft powered in each power truck. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker light. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has highly detailed metal construction with many separately applied details. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. Length over the buffers 22.3 cm / 8-3/4".

- **Highly detailed metal construction**
- **Details adapted to the prototype with only 2 cab doors and wide switching steps**
- **Locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel**
- **RailCom capable DCC/mfx digital decoder and extensive operation and sound functions included**

Variation with only two cab doors and wide switching steps

Digital functions under DCC and mfx
Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Main Relay
Whistle for switching maneuver
Special sound function
Sound of Couplers Engaging
Blower motors
Pantograph Sounds
Sanding
Rail Joints
Letting off Air
Conductor's Whistle
Compressor
Switching maneuver

märklin

This model can be found in the Märklin H0 assortment under item number 39596.

Model includes 2 propulsion systems

Highly detailed metal construction





25860 Class RCe 2/4 Fast Powered Rail Car

Prototype: Class RCe 2/4 “Roter Pfeil” / “Red Arrow” electric fast powered rail car, 3rd class, as a museum unit maintained for extra runs by the Oensingen-Balsthal Railroad, Inc. (OeBB). Overhauled to reproduce the powered rail car’s external appearance in the mid-Fifties in an SBB crimson basic paint scheme. Powered rail car road number 607. The unit looks as it did in 2023.

Model: The car has a digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion. There is a special motor with a flywheel and a cardan shaft to the power truck. 2 axles powered. Traction tires. The car has the Swiss light chameleon, triple headlights and 1 white marker light, which will work in conventional operation, and can be controlled digitally. The white marker light can be changed to a red marker light. The car has factory-installed interior lighting. Maintenance-free, warm white and red LEDs are used for the headlights, marker lights, and interior lights. Various additional background sounds can be activated using function buttons. Length over the buffers 25.7 cm / 10-1/8”.

- 125th anniversary of the opening of the Oensingen-Balsthal Line
- Powered rail car with factory-installed interior lighting
- Warm white LEDs for the headlights and interior lights
- The marker light can be switched to a red light
- RailCom capable DCC/mfx digital decoder with a variety of operation and sound functions

Digital functions under DCC and mfx

Headlight(s)
Interior lighting
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
Train announcement
Train announcement
Dialog

märklin

This model can be found in the Märklin H0 assortment under item number 38860.

Museum car in the current crimson paint scheme



The class RCe 2/4 607 “Roter Pfeil” / “Red Arrow” fast powered rail car was overhauled to be operational again just in time for the 125th anniversary of the opening of the Oensingen-Balsthal Line. This powered rail car can currently be rented again for special runs.



24471 Type Sdggmrss Double Deep Well Flat Car

Prototype: Wascosa, Inc. type Sdggmrss (T3000e) 6-axle double deep well flat car with articulation. Modern flat car for combined load service. Light reddish orange basic paint scheme. Version with four side folding tie bars. The car looks as it did starting in 2019. Loaded with four 20-foot tank containers lettered for the freight forwarder Bertschi.

Model: Both flat car halves are constructed of metal and are mounted to pivot on the middle truck. Side folding tie bars are installed at the factory. The cars can be folded for the transport of containers or interchangeable bodies. There are many separately applied details such as steps, brake lines, and grab irons at the ends of the cars. The trucks are type Y25. The buffer height conforms to the NEM. There is a pocket for a jack, holders for high and low version kingpins, brakeman's steps, and an air tank for the ends of the cars are included separately as parts for installation on the cars. The cars are loaded with four 20-foot tank containers lettered for the freight forwarder Bertschi.

Length over the buffers approximately 39.3 cm / 15-1/2".
AC wheelset E700150.

*Completely new tooling constructed of die-cast zinc
All the folding tie bars work and come from the
factory installed*



Prototypical with 4 folding tie bars per side for custom changing between 40-foot, 20-foot, or swap bodies

Support blocks in flat and extended positions included



Other double deep well flat cars with prototypical design differences can be found in the TRIX H0 assortment under item numbers 24470 and 24472 as well as in the Märklin H0 assortment under item numbers 47470 and 47472.

The class 185, 187, 189, or 193 modern electric locomotives to go with this car can be found in the TRIX H0 assortment.

Prototypical without a crossover grill between the two cars



märklin

Another double deep well flat car with a different car number and load can be found in the Märklin H0 assortment under item number 47471 with information about the necessary exchange wheelsets.



25590 Class Ae 8/14 Electric Locomotive, Road Number 11852

Prototype: Swiss Federal Railways (SBB) class Ae 8/14 "Landilok" heavy double electric locomotive. Dark green basic paint scheme. Version with 2 pantographs. Sleeve buffers with rectangular buffer plates. Locomotive road number 11852. The locomotive looks as it did at the start of the Seventies.

Model: This locomotive has a digital decoder and extensive light and sound functions. Each locomotive half has controlled, high-efficiency propulsion with a flywheel. 4 axles in each locomotive half powered. Triple headlights and 1 white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. This lighting can be switched to 1 red marker light when the locomotive is running "light". There is a double A light function. Maintenance-free, warm white and red LEDs are used for the lighting.

The lights for running against traffic, cab lighting, and engine room lighting can be controlled digitally. There are close couplers with guide mechanisms at the ends of the locomotive and an operating close coupler between the locomotive halves. The roof equipment is detailed with roof conductors, insulators, and roof walkways as well as double-arm pantographs. Both pantographs can be raised and lowered digitally. The minimum radius for operation is 360 mm / 14-3/16". The cutouts in the end skirting next to the standard coupler pocket can be closed with fill-in pieces included with the locomotive. Brake hoses and prototype coupler imitations are included.

Length over the buffers 39.1 cm / 15-3/8".

märklin

This model can be found in the Märklin H0 assortment under item number 38590.

Digital functions under DCC and mfx

Headlight(s)
Marker lights
Electric locomotive op. sounds
Locomotive whistle
Light Function – Swiss oncoming train light
Engine room lighting
Engineer's cab lighting
Whistle for switching maneuver
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Headlight(s): Cab1 End
Blower motors
Letting off Air
Pantograph 1
Pantograph 2
Sanding
Rail Joints
Brake Compressor
Conductor's Whistle
Opening cab door
Sound of uncoupling
Special sound function
Switching maneuver
Buffer to buffer

Cab and engine room lighting can be controlled digitally

Buffer height conforms to the NEM

The red running authorization light can be controlled digitally

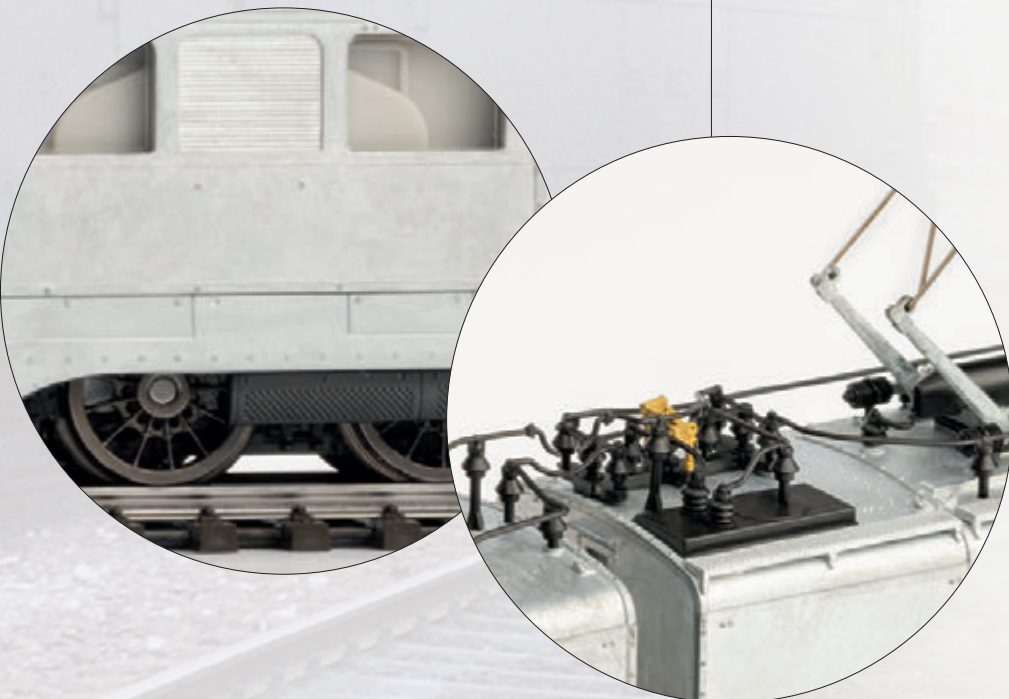
RailCom capable DCC/mfx digital decoder with extensive operation and sound functions

Model includes 2 propulsion systems

Road number Ae 8/14 11852 was the third of the large double locomotives built for heavy service on the Gotthard. It was so to speak a further development of road number 11851, whose running gear and drive – apart from the higher performance – were adopted. The streamlined locomotive body was new, of lightweight construction to compensate for the heavier weight of the electrical equipment. The locomotive was presented at the Swiss Provincial Exhibition in 1939, hence the nickname “Landilok”. With a performance of 8,170 kilowatts – around 11,000 horsepower – for a long time it was the most powerful locomotive in the world, and it was used almost exclusively on the Gotthard. In 1971, the locomotive suffered a cable fire while running in the old Gotthard tunnel. It was damaged so much in this fire that it was not worth repairing. The locomotive was at any rate made visually presentable again and from time to time it is exhibited at the Swiss Transportation Museum in Lucerne. It presently belongs to the foundation SBB Historic.

Completely new tooling in highly detailed metal construction

Its shape is beautiful and at almost 40 cm / 16 inches in length, this model of the “Landilok” is already impressive as a first hand sample





25090 Class 1189 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1189 “Austrian Crocodile” electric locomotive. Blood orange basic paint scheme. Road number 1189.02. The locomotive looks as it did in the mid/end of the Seventies.

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. Two axles in both drive frames powered using cardan shafts. Traction tires. The running gear is articulated for negotiating curves. Triple headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be switched to a white marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting and engine room lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. There is highly detailed metal construction with many separately applied details. Brake hoses and prototype couplers are included separately for installation on the locomotive. Length over the buffers approximately 23.4 cm / 9-3/16”.

- Tooling changes for prototypical modelling of road number 1189.02
- Digital decoder with extensive operation and sound functions
- DCC, mfx, and RailCom capable

Cab and engine room lighting can be controlled digitally

Highly detailed metal construction with many separately applied details

Digital functions under DCC and mfx

Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Direct control
Engine room lighting
Sound of squealing brakes off
Engineer's cab lighting
Headlights locomotive end 2 off
Switching range + switching light
Whistle for switching maneuver
Headlights locomotive end 1 off
Engineer's cab lighting
Blower motors
Letting off Air
Pantograph Sounds
Sanding
Rail Joints
Brake Compressor
Opening cab door
Coupler sounds
Operating sounds
Train radio
Main Relay



Articulated running gear for negotiating curves

This model can be found in the Märklin H0 assortment under item number 39090.

The Austrian Federal Railways (BBÖ) decided as early as the Twenties to electrify its most important routes as fast as possible. The seven class 1100 (class 1089 on the ÖBB) mountain express train locomotives developed on the basis of a Swiss prototype especially for the grades in the mountains were delivered to the BBÖ in 1923/24. The 20,350 mm / 66 foot 9 inch long units consisted of two close coupled sets of driving wheels, on which a short machinery bridge with a transformer, a sliding relay, and two cabs was mounted with articulation. The name "Crocodile" quickly entered

popular conversation due to the locomotive's long, low, and narrow hoods on the driving groups of wheels. These units looked the most like a crocodile of all "Crocodiles". Since this locomotive turned out so well, nine more units were delivered in 1926/27 as road numbers 1100.101-109 (ÖBB: 1189.01-09). They reached a higher speed due to an altered gear reduction and were equipped with more powerful motors.



24121 Hopper Car Set

Prototype: Three Austrian Federal Railways type Fad (former DRB type 00tz 43) four-axle type hopper cars. Version with medium height upper superstructures and brakeman's platforms. Used to transport limestone. Standard design pressed sheet trucks, without lower beams welded in as reinforcement. The cars look as they did around 1971.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and set wheels at the ends. The hopper cars have scale sized load inserts. All of the cars are individually packaged and have a master package. Length over the buffers per car 11.5 cm / 4-1/2". AC wheel set E700150. Trix Express wheelset per car E258259.

- Reissue with new car numbers
- Ideal for unit trains
- Attractive load included

This model can be found in the Märklin H0 assortment under item number 46231.



24121

24121

25089

25090



25161 Class 1800 Electric Locomotive

Prototype: Strukton Rail B.V. class 1800 electric locomotive. Yellow basic paint scheme with striking design on the sides for Strukton Rail. Road number 1824 “Nicole”. The locomotive looks as it did starting at the end of 2021 with additional adhesive sign for “100 Years of Strukton”.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All four axles powered using 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. Additional light functions such as various switching lights and danger lights can be controlled separately. Cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered digitally. The locomotive has separately applied windshield wipers, ventilation grills, grab irons, and roof conductors. The buffer height adheres to the NEM. Brake lines are included as separate parts for installation on the locomotive.

Length over the buffers approximately 20.3 cm / 8”.

- Intricate metal construction including many separately applied details
- Pantographs can be raised and lowered digitally
- Cab lighting can be controlled digitally
- Many controllable switching lights and special lights
- Buffer height adheres to the NEM
- Digital decoder with extensive operation and sound functions
- DCC, mfx, and RailCom capable

Extensive imprinting and paintwork

This model is available in H0 Gauge exclusively from Trix and Märklin.

Digital functions under DCC and mfx
Headlight(s)
Pantograph control
Electric locomotive op. sounds
Horn
Pantograph control
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Coupler sounds
Coupler sounds
Blower motors
Compressor
Letting off Air
Light Function – Dutch switching light
Light Function – Dutch switching light
Light Function – Dutch switching light
Opening cab door
Sanding
Light Function
Light Function

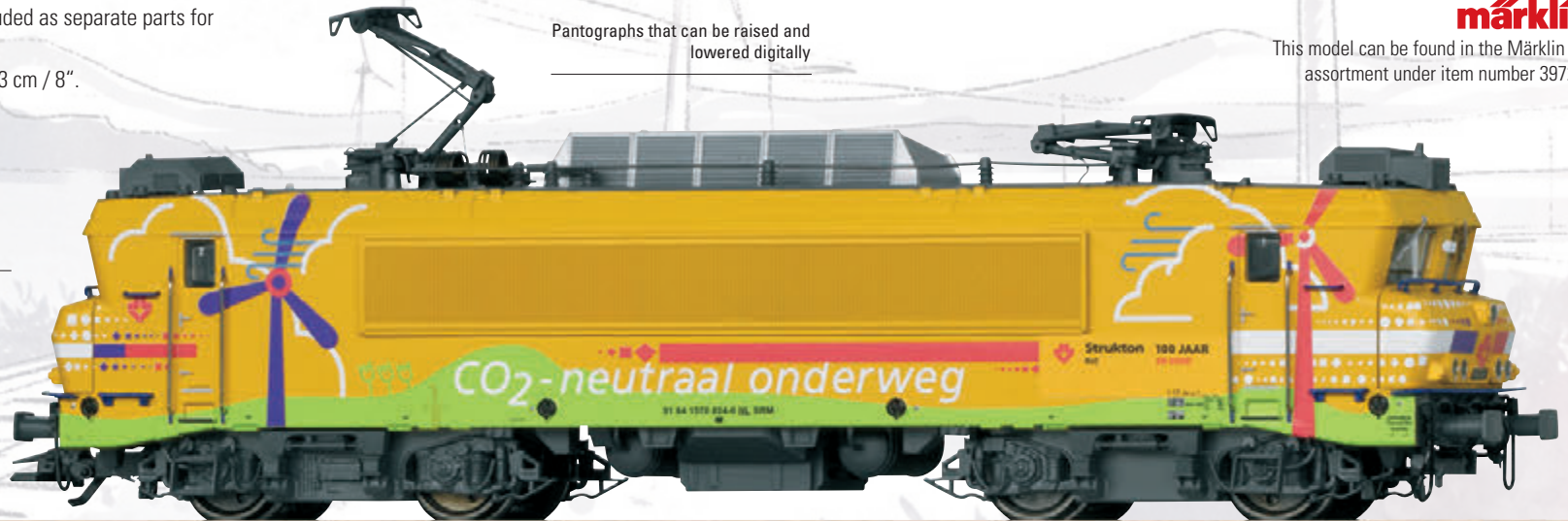
märklin

This model can be found in the Märklin H0 assortment under item number 39721.

Cab lighting

Buffer height adheres to the NEM

Pantographs that can be raised and lowered digitally



48659 (Märklin)

48659 (Märklin)

25161



25195 Class 193 Electric Locomotive

Prototype: Siemens Dispo, Inc. class 193 (Vectron) electric locomotive, leased to MRCE, subleased to Mercitalia Rail S.r.l. (Rome). Road number X4 E – 643. The locomotive looks as it did in 2016.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Long-distance headlights can be controlled separately. The cab lighting 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. Lights for running against traffic and for long-distance lights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers approximately 21.9 cm / 8-5/8”.

- Locomotive body and frame are constructed of die-cast zinc
- Many separately applied details
- Cab lighting can be controlled digitally
- Numerous digitally controllable light functions
- Digital decoder and extensive operation and sound functions included
- DCC, mfx, and RailCom capable

märklin

This model can be found in the Märklin HO assortment under item number 39332.

Model includes four pantographs



Against traffic lights and long-distance headlights can be controlled separately in digital operation

Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Low Pitch Horn
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Long distance headlights
Light function for oncoming train for IT and DK
Blower motors
Light Function – Light test
Compressor
Horn
Switching range + switching light
Letting off Air
Sanding
Opening cab door
Opening side cab window
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Sound of Couplers Engaging
Sound of uncoupling
Grade crossing



47228 (Märklin)

47228 (Märklin)

47228 (Märklin)

25195

Sweden – Powerful and Elegant King of the Rails



25490 Class F 1200 Steam Locomotive

Prototype: Swedish State Railways (SJ) class F 1200 steam locomotive with a tender. The locomotive looks as it currently does in real life operationally based in Gävle, Sweden.

Model: The locomotive and tender are constructed mostly of metal. The locomotive has a digital decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. One axle powered, two axles driven using side rods. Traction tires. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The emergency light on the smoke box door can be controlled separately in digital operation. The cab lighting and the flickering of the fire in the firebox can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke unit, which will work in conventional operation and can be controlled digitally. There is an adjustable coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Various details such as access steps, brake hoses, piping, and prototype coupler imitations are included for installation on the locomotive. Length over the buffers approximately 24.5 cm / 9-5/8".

- **Prototypical tooling changes for the version as the class F 1200**
- **Especially intricate metal construction**
- **Factory-installed smoke unit**
- **Cab lighting can be controlled separately in digital operation**
- **Flickering fire in the firebox can be controlled digitally**
- **Emergency light can be controlled separately in digital operation**
- **DCC, mfx, and RailCom capable**

märklin

This model can be found in the Märklin H0 assortment under item number 39490.

In the Swedish Museum version

Digital functions under DCC and mfx

Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator
Direct control
Sound of squealing brakes off
Light Function
Engineer's cab lighting
Flickering Light in Fire Box
Sound of coal being shoveled
Tipping grate
Letting off Steam
Air Pump
Whistle for switching maneuver
Switching maneuver
Water Pump
Injectors
Sanding
Sound of Couplers Engaging
Sound of uncoupling
Replenishing water
Replenishing coal





25202 Diesel Locomotive, Road Number T 679.1266

Prototype: Czechoslovakian State Railways (ČSD) diesel locomotive, road number T 679.1266, also known under the nickname “Taigatrommel” / “Taiga Drum”. Includes Soviet design muffler, intake grille with vertical fins and cooling vents with a grill. The locomotive looks as it did in 1980.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. Two axles powered in each truck using 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 light function is on. The cab lighting changes over with the direction of travel and can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal side grab irons. The end skirting can be swapped for closed skirting.

Length over the buffers approximately 20.2 cm / 7-15/16”.

- Soviet design muffler included
- Buffer height conforms to the NEM
- Locomotive frame and body constructed mostly of metal
- Metal grab irons separately applied on the sides
- Cab lighting can be controlled digitally
- Engine room lighting can be controlled digitally
- DCC/mfx digital decoder with a variety of light and sound functions
- Extensively detailed trucks

Soviet design muffler included



Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
Low Pitch Horn
Engineer's cab lighting
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Engine room lighting
High Pitch Horn
Blower motors
Compressor
Letting off Air
SIFA warning sound
Low Pitch Horn
Switching maneuver
Sanding
Operating sounds
Replenishing diesel fuel
Sound of Couplers Engaging
Sound of uncoupling

märklin

This model can be found in the Märklin HO assortment under item number 39202.

A car set to go with this locomotive can be found in the Märklin HO assortment under item number 46463.



25445 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Norfolk Southern (NS). Basic paint scheme in Tuscan Red of the former Pennsylvania RR. Road number 8102. The locomotive looks as it currently does as a Heritage Locomotive.

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. Two axles powered in each truck using cardan shafts. Traction tires. The locomotive has four headlights on the front and two lamps on the rear of the locomotive. These lights change over with the direction of travel, will operate in conventional operation,

and can be turned off in pairs in digital operation. The cab lighting, number board lighting, long-distance headlights, and the blinking function of the headlights can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust, and it can be controlled digitally. It also has many separately applied details. The NEM pockets can be fixed in place using shims included with the locomotive for operation with knuckle couplers. A pilot with a small cutout for the front, brake hoses, and two shims for the NEM pocket are included. Length over the couplers approximately 27 cm / 10-5/8".

This model is being issued in a one-time series in 2024, and it is limited worldwide to 300 pieces. A consecutively numbered certificate of authenticity is included.

Start of the collector series of heritage locomotives



- Limited special model with a consecutively numbered certificate of authenticity
- Locomotive frame and body constructed of metal
- Tooling changes with additional lamps on the rear catwalk
- Factory-installed smoke generator with dynamic smoke exhaust
- Many controllable light and sound functions
- Cab lighting can be controlled digitally
- Lighted number boards can be controlled digitally
- Long-distance headlights can be controlled
- Centrally mounted motor, four axles powered using cardan shafts
- Operation possible with knuckle couplers and normal close couplers
- DCC, mfx, and RailCom capable

*Limited worldwide to 300 pieces
Certificate of authenticity*

Digital functions under DCC and mfx

Headlight(s)
Smoke generator
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Switching maneuver
Whistle for switching maneuver
Number Board Lights
Long distance headlights
Light Function
Front Headlights off
Cab Radio
Front Headlights off
Blower motors
Bell
Sound of Couplers Engaging
Sound of uncoupling
Procedure function
Rear Headlights off
Rear Headlights off
Letting off Air
Sanding
Compressor
Replenishing diesel fuel
Procedure function
Cab Radio
Cab Radio
Doors Closing

märklin

This model can be found in the Märklin HO assortment under item number 38445.



Toy Fair Locomotive for 2024



25748 Class E 70.2 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 70.2 electric locomotive. Fictitious black basic paint scheme. Locomotive road number E 70 24. The locomotive looks as it did around 1950.

Model: The locomotive has a digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a fly-wheel. 2 axles and a jackshaft powered in one drive frame. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a double A light function. The light changeover can be switched to dual headlights and dual red marker lights. Maintenance-free warm white and red LEDs are used for the lighting. The running gear is articulated for better operation on curves, and it is mounted to pivot under the fixed hoods. Brake hoses and prototype coupler imitations to mount on the locomotive are included separately. Length over the buffers 14.3 cm / 5-5/8".

- **Toy Fair locomotive for 2024**
- **RailCom capable DCC/mfx digital decoder with a variety of operation and sound functions**
- **The locomotive running gear and body are constructed mostly of metal**

märklin

This model can be found in the Märklin H0 assortment under item number 37480.



Digital functions under DCC and mfx

Headlight(s)
Locomotive whistle
Electric locomotive op. sounds
Light Function
Direct control
Sound of squealing brakes off
Headlights locomotive end 2 off
Bell
Headlights locomotive end 1 off
Whistle for switching maneuver
Pantograph Sounds
Buffer to buffer
Sound of Couplers Engaging
Sound of uncoupling
Blower motors
Brake Compressor
Letting off Air
Conductor's Whistle
Rail Joints
Sanding
Switching maneuver
"Switcher Double "A" Light"

Accessories



76552 40-Foot Container Set

Prototype: Four 40-foot standard box containers for various firms. The containers look as they currently do in Era VI.

Model: This set consists of four 40-foot standard box containers in various designs for adding to and going with all existing Märklin/Trix type Sgns and Lg(n)s container transport cars as well as type Sgrrs double container transport cars.



76553 20-Foot Container Set

Prototype: Four 20-foot standard box containers for various firms. The containers look as they currently do in Era VI.

Model: This set consists of four 20-foot standard box containers in various designs for adding to and going with all existing Märklin/Trix type Sgns and Lg(n)s container transport cars as well as type Sgrrs double container transport cars.



*The ideal add-on
for any container train
The containers can be stacked*

New Software Version 2.5 for Central Station 3

Further developments in the software bring new functions to users of the Central Station 3, whereby model railroad control becomes even better. The free update to Version 2.5 also includes model time in addition to improves operation with Smartphones.

The Central Station 3 and the CS3+ (item numbers 60226, 60216) have been developed in such a way that you can expand the functional possibilities with updated software. With the new Version 2.5 not only the operation at the controller is improved, but a model railroad can now be controlled in comfort from other devices in the same network as the CS3. This means computers, Notebooks, Tablets, or Smartphones become additional operating devices. No special software or app needs to be installed in these units. Operation of the CS3 is done on these devices using an accessible Web browser such as Google Chrome, Mozilla Firefox, Microsoft Edge, or Apple Safari. The only precondition is a common network with the CS3 that does not have to be linked with the Internet. Details for setup are in the instructions. You only need to enter the IP address of the CS3 in the Web browser on the end devices in the same network. The CS3 interface is already displayed. Here in addition to the display for large monitors (on which you can also do settings for locomotives and items) is a cell phone view especially improved for Smartphones. Locomotives, track plans, and also events can be operated easily with it. The CS3 cab can thus be left sometimes without giving up the control.



New cab views and locomotive images are also included in the update.

Introduction of Model Time Editing the Web Views

Model time is new in the world of the CS3 and offers more potential for automation. In the future a schedule plan can be maintained when a model railroader links routes and other functions with the model time. This means popular events can be linked with the clock time, such as the departures of a shuttle train, station announcements, or also turning lighting on and off. Naturally, the model time factor can be set so that 24 hours in the model world runs faster than in reality.

Märklin has improved even more in the software and adapted the improvement to new devices such as the MS WLAN (item number 60667). The complete change log can be found at: www.maerklin.de/cs3/changelog
You can install the software directly from the Internet onto the CS3 or you can store it temporarily from www.maerklin.de at Service – CS3-Updates onto a USB stick. Tip: In any event you should first back up the current CS3 data in the system settings.



Model time can be added as an element on an accessory controller or a panel. The model time factor can be defined in the settings.



Various gateways to the operation of a CS3 are displayed in the Web interface and they can also be reached using the QR code.

Free or charge – The big CS3 update New Control Interfaces on Smartphones New Locomotive Images and Cabs Integration of the MS WLAN



A red dot on the CS3 indicates the availability of an update. Details are in the operating instructions.

The cell phone view has been improved for operation on Smartphones.



More New Items

Use these car models everywhere – with Märklin wheels for Märklin track, with Trix wheels for Trix track.

Swapping wheelsets is extremely easy: Turn the car upside down, press one axle bearing out a little on one side, and pull the axle up at the wheel on the other side. The axle will come loose from its needlepoint bearing and it can be removed. Go in reverse order to install the new wheelset: Set one axle point in a wheel bearing, build up a little pressure with the axle against the bearing, and then push the other end of the axle with a “click” into its position in the second axle bearing. When you do this a couple times, it goes so easily that you don’t want to do without anymore...

Let it “click”.



Naturally, our specialty dealers will be happy to help you. If you buy your car from them, they will be happy to exchange the wheelsets for the right system regardless of whether Märklin or Trix is on the box. The best thing to do is ask the dealer of your choice the next time you buy a car.



46358 CFL Dump Car Set – Use the DC wheelset E700580 for the exchange



46463 Tank Car Set – Use the DC wheelset E700580 for the exchange



43936 Express Passenger Car Set – Use the DC wheelset E700580 for the exchange



42698 DSB Passenger Car Set – Use the DC wheelset E700580 for the exchange



47158 Type Laaeks Double Auto Transport Car –
Use the DC wheelset E700580 for the exchange



47164 Type Rils Sliding Tarp Car – Use the DC wheelset E700580 for the exchange



48659 Heavy-Duty Flat Car Set for Transporting Rails – Use the DC wheelset E700580 for the exchange



47228 Sliding Tarp Car Set – Use the DC wheelset E700580 for the exchange



47180 Type Laaeks 553.1 Double Auto Transport Car –
Use the DC wheelset E700580 for the exchange



47155 Type Rilns Sliding Tarp Car –
Use the DC wheelset E700580 for the exchange



45031 Type Iboqqs Beer Refrigerator Car –
Use the DC wheelset E32376004 for the exchange



46346 Grain Silo Car Set – Use the DC wheelset E700580 for the exchange



42745 Passenger Car, 2nd Class – Use the DC wheelset E700580 for the exchange



43762 Passenger Car, 1st Class – Use the DC wheelset E700580 for the exchange

Museum Car 2024



24724 Trix H0 Gauge Museum Car Set for 2024

Prototype: Two-axle type Pwg freight train baggage car, with advertising lettering on the sides. Bottle green basic paint scheme as a privately owned car for the firm Carl Zeiss, Oberkochen, Germany, used on the German Federal Railroad (DB). One Volkswagen T1 Bulli automobile with a flatbed and a tarp as a company car for the firm Carl Zeiss. The railroad car and the vehicle look as they did around 1960.

Model: The freight train baggage car has a roof cupola. The load area has sliding doors that can be opened.

Length over the buffers 9.6 cm / 3-3/4". AC wheelset E700150.

A model of a Volkswagen VW T1 Bulli from Brekina is included. Attractive packaging in a metal tin.

One-time series. Available only in the Märklineum Shop in Göppingen, Germany.

- Design based on a sample of the ZEISS Railroad from 1920
- Load area doors can be opened
- A model of a Volkswagen T1 Bulli included
- Attractive packaging in a metal tin

It's also available:

in Märklin 1 Gauge



in Märklin H0



in Minitrix N



in Märklin Z



ZEISS® is a registered trademark of Carl Zeiss AG and is used with express permission.

märklin

Another freight train baggage car in another paint and lettering scheme can be found as a Märklin H0 Museum Car for 2024 under item number 48124 with information about the required exchange wheelsets.



**Pure adventure
for the entire family.**

märklineum



HOURS OF OPERATION

Tuesday-Sunday; 10 AM – 6 PM



Current special hours of operation
at www.maerklineum.com



Reuschstraße 6
73033 Göppingen

Gefördert durch ...



Kreissparkasse
Göppingen

Your Club Moment.

Pure excitement when you are a Club member.

As a Trix Club member, you are excited about many more moments full of emotion: Get ready to be surprised about the free Club annual car or the Club packet with the Club News and get ready to be astounded when you have your exclusive Club model in your hands. Take pride in becoming a Club member now: club.trix.de

Your Club Advantages:

X *The Märklin Magazin 6 times a year*

The leading magazine for model railroaders! You will find everything in it about your hobby: Complete instructions about building a layout, product and technical information firsthand, exciting prototype articles, current event tips and much more. The Club membership dues includes 36 Euros for the Märklin Magazin subscription price. Existing Märklin Magazin subscriptions can be transferred.

X *The Trix Club News 6 Times a Year*

You will learn everything about "your brand and your Club" in 24 pages and six times a year. Background articles, a look at production "over the shoulders" of the manufacturers of trains provides a deep insight into the world of Trix.

X *Exclusive Club Models*

Club models, exclusively developed and produced, can be acquired only by you as a Club member.

X *Free Club Annual Car*

Look forward to the attractive annual car available only for Club members, either in Trix H0, Minitrix, or Trix Express.

X *Annual Chronicle*

Experience the high points of the Trix model train year in moving images as an exclusive Club film.

X *Catalog*

Club members receive the main catalog available every year at their specialty dealer.

X *Early information*

about the Trix new items – in advance by a download link and as a printed version in a Club mailing.

X *Club Card*

Your personal Club card newly designed every year opens up the world of model railroading to you in a special way. For as a member you are not only our premium customer, but you also receive an **abundance of advantages** from our currently over **100 cooperative partners**.

In addition, your personal membership card enables you to order exclusive products offered for everyone in the Club.

X *Discounts at seminars*

Club members profit from reduced prices when booking our Seminars and Workshops offered in house.

X *Free shipping in the Online Shop*

Our Online Shop gives members free shipping within Germany.

X *Club Trips**

You will experience your hobby in a special way on the Club trips offered through fantastic landscapes and to extraordinary destinations. Club members receive a discount.

* Depending on availability

X *A Small Welcome Gift*

for each new member – get ready to be surprised.

X *Birthday Coupon*

Club members receive a coupon by email for our Online Shop on their birthday and a one-time free entrance to the Märkliseum.

X *Club Newsletter*

by email, which offers interesting Club topics and exclusive content six times a year as a supplement to Club mailings (only in a German language version).

Becoming a Trix Club member is quite easy:

Either online at the Club using club.trix.de or fill out the registration form and send it to us by regular 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@maerklin.com
Internet: www.trix.de

The Club Team is available to help you personally as follows:
Monday-Friday from 1 PM to 5 PM

The services mentioned here refer to 2024. Subject to change.

powered by:

TRIX
CLUB

PASSION CONNECTS.

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 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 89.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2024):

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

All Countries

Bank transfer (after receipt of invoice)

Payment can only be done with online registration.

Your Trix Club Membership

Thank you very much for your interest in the Trix Club! We are happy to welcome you! Please find the application form overleaf. We kindly ask you to take notice of the following information and the terms and conditions governing the membership relationship between you and us,
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany:

Membership Fee

The membership fee amounts to EUR 89,95 / CHF 109,95 / US \$ 109.00 at the moment for every membership year (depending on where you have your permanent residence). You may specify your payment method in the form. We offer payment of the membership fee via SEPA Direct Debit Scheme, credit slip, bank transfer or credit card.

Beginning and termination of your membership

Your membership (and thereby your personal club year) begins with receipt of your membership fee by us. You will then receive all future club benefits for the term of one year.

The membership prolongs automatically for another club year if you do not terminate your membership with six weeks notice.

We reserve our right to raise the membership fee or to change these terms and conditions. We will inform you in due time, combined with the right to extraordinarily terminate your membership with three weeks notice. We will advise you explicitly again in such case.

Questions and Customer Service

For any questions, please do not hesitate to contact our Club Team from Monday to Friday from 1:00 p.m. – 5:00 p.m., Tel: + 49 (0) 71 61 / 608-213; E-Mail: club@maerklin.com

Privacy Terms

Your personal data you provide us with in your application will be saved compliant with the stipulations set forth in the German Privacy Act. If you did not agree explicitly to receive advertising via email we will use your data only for administration purposes within the Trix Club.

You are entitled to demand information about your personal data stored by us and to revoke the use of your data in future and you may let correct, block or delete your personal data. Please refer directly to us:
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany or via email to: club@maerklin.com

As part of my club membership, I would also like to receive information about Trix products, events and other activities by email (you may revoke this consent at any time).

Please use my information only to manage my membership. I do not want any further contact for marketing or promotional purposes. I am aware that I will no longer receive any information by mail, such as the 2-monthly club-exclusive online newsletter, the reminder service for the order deadline of a club model or even the immediate presentation of new products.

How did you hear about the Club?

Retailer Catalog/New model brochure
 Friends/acquaintances Märklin Magazin
 I received an advertisement. Another model railroad magazine
 Model railroad exhibition/event Social media (Facebook etc.)
 Märklineum Product flier
 Website Flier with online shop order
 Newsletter Campaign

Date

Signature

Date

Signature

Date

Signature

REPLY
Trix Club
Postfach 9 60
73009 Göppingen
Germany

Your Club advantages:

✔ The Märklin Magazin 6 times a year

The leading magazine for model railroaders! You will find everything in it about your hobby: Complete instructions about building a layout, product and technical information firsthand, exciting prototype articles, current event tips and much more. The Club membership dues includes 36 Euros for the Märklin Magazin subscription price. Existing Märklin Magazin subscriptions can be transferred.

✔ The Trix Club News 6 Times a Year

You will learn everything about "your brand and your Club" in 24 pages and six times a year. Background articles, a look at production "over the shoulders" of the manufacturers of trains provides a deep insight into the world of Trix.

✔ Exclusive Club Models

Club models, exclusively developed and produced, can be acquired only by you as a Club member.

✔ Free Club Annual Car

Look forward to the attractive annual car available only for Club members, either in Trix H0, Minitrix, or Trix Express.

✔ Annual Chronicle

Experience the high points of the Trix model train year in moving images as an exclusive Club film.

✔ Catalog

Club members receive the main catalog available every year at their specialty dealer.

✔ Early information

about the Trix new items – in advance by a download link and as a printed version in a Club mailing.

✔ Club Card

Your personal Club card newly designed every year opens up the world of model railroading to you in a special way. For as a member you are not only our premium customer, but you also receive an abundance of advantages from our currently over 100 cooperative partners. In addition, your personal membership card enables you to order exclusive products offered for everyone in the Club.

✔ Discounts at seminars

Club members profit from reduced prices when booking our Seminars and Workshops offered in house.

✔ Free Shipping in the Online Shop

Our Online Shop gives members free shipping within Germany.

✔ Club Trips*

You will experience your hobby in a special way on the Club trips offered through fantastic landscapes and to extraordinary destinations. Club members receive a discount.

* Depending on availability

✔ A Small Welcome Gift

for each new member – get ready to be surprised.

✔ Birthday Coupon

Club members receive a coupon by email for our Online Shop on their birthday and a one-time free entrance to the Märklineum.

✔ Club Newsletter

by email, which offers interesting Club topics and exclusive content six times a year as a supplement to Club mailings (only in a German language version).

Register right now online at club.trix.de

TRIX
CLUB

Club Car of the Year 2024,
free of charge

Trix H0



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

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@maerklin.com

Internet www.trix.de



Club Cars for 2024



24824 Trix H0 Club Car for 2024

Prototype: German Railroad, Inc. (DB AG) type Eaos 106 high-side gondola. Reddish brown basic paint scheme. The car looks as it did starting in 2008.

Model: The trucks are type Y25 welded. The car has rectangular buffers. There is a load insert with modelling of sugar beets. Length over the buffers 16.1 cm / 6-5/16". AC wheelset E700150.

This item is being produced in 2024 in a one-time series only for Trix Club members.



33924 Trix Express Club Car for 2024

Prototype: German Railroad, Inc. (DB AG) type Eaos 106 high-side gondola. Reddish brown basic paint scheme. The car looks as it did starting in 2008.

Model: The trucks are type Y25 welded. The car has rectangular buffers. There is a load insert with modelling of sugar beets. Length over the buffers 16.1 cm / 6-5/16". AC wheelset E700150. DC wheelset E700580.

This item is being produced in 2024 in a one-time series only for Trix Club members.



Index to the Item Numbers



Item no.	Page	Item no.	Page
03111	U2	25195	57
21505	8	25201	40
22198	34	25202	59
22431	30	25295	47
22618	46	25298	48
22774	26	25445	60
22931	24	25462	43
22975	4	25463	42
23142	36	25490	58
23143	38	25532	10
23144	39	25590	52
23150	29	25596	49
24121	55	25651	20
24140	16	25748	62
24470	44	25860	50
24471	51	33924	71
24472	45	76552	62
24724	66	76553	62
24824	71		
24968	23		
25042	18		
25086	14		
25090	54		
25161	56		

A current explanation of the pictograms can be found on the Internet at www.trix.de for a product in question. You do this by going across the symbol field with your mouse.

Helpful information all about Trix H0, the repair service, general notes, and service contact information can be found at <https://www.trix.de>

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

This manufacturer's warranty is valid for 24 months from the date at which the product was purchased at an official Märklin specialty dealer, maximum of 60 months from the time the item is removed from the catalog assortment. With MHI products, the duration is 60 months from the purchase date from an official Märklin specialty dealer, maximum of 72 months from the time the item is removed from the catalog assortment. 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.

The 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.
- The 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



25 TONNE
71.3m
+12.5m-1

31 RIV
00 DB
566 7 307-1
Tals





Come, see, be amazed:

Märklin opens its doors. Experience the production with all of its facets and many other attractions. There is something offered for the entire family – **We look forward to your visit!**

Mark your calendar now!

Current program information: www.maerklin.de



märklin

Open House Day

Admission into the factory from 9:00 AM - 4:00 PM

Current program information: www.maerklin.de

September 13 and 14, 2024 in Göppingen



Detailed information about the hours of operation and entrance guidelines for the Märklineum on this weekend can be found in the current program information.

TRIX

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

www.trix.de

Service:
Telephone: 650-569-1318
E-mail: digital@maerklin.com

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors.

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 images are hand samples, retouched images, and renderings. The regular production models may vary in details from the models shown. Märklin reserves the right to cancel announced new items in the event of insufficient demand.

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

All rights reserved. Copying in whole or part prohibited.

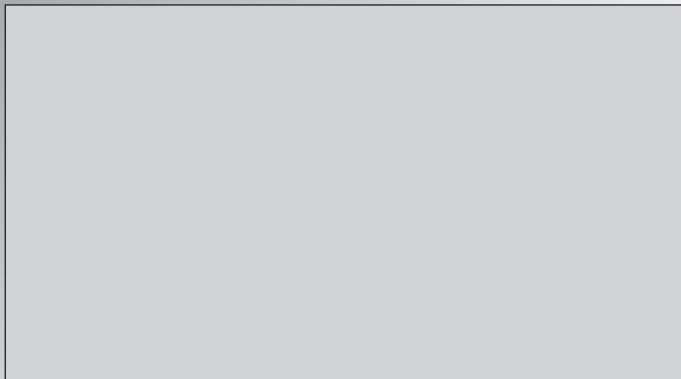
© Copyright by Gebr. Märklin & Cie. GmbH

Printed in Germany.

395 962 – 01 2024



Visit us:
www.facebook.com/trix



Märklin fulfills the requirements for a quality management system according to the ISO 9001 Standard. This is regularly checked and certified by the TÜV Süd testing organization. You thereby have the assurance of buying a quality product of a certified firm.