

New Items 2025

Trix H0. The Fascination of the Original.

TRIX H0





Deutsche Reichsbahn
Oldenburg 551
01

Erdbahnwagen

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Dear Trix Fans,



2025 is going to be a rather special model year for various reasons. Let us begin historically: 175 years ago, in 1850, the Geislingen Grade was given over to rail service as the first railroad mountain crossing in continental Europe. We are celebrating this with two models of locomotives that were developed, not least with an eye on the Grade and also other steep routes. The class 59, former Württemberg class K, comes highly detailed and with a buffer capacitor in this year's Trix program; the class 193 is being issued new on the occasion of the anniversary as it looked in Era IV at Kornwestheim.

Another reason for celebration is the 100th anniversary of the class 01. We are committing to this even anniversary with a model of the long-distance express FD 226 pulled by a class 01 including the newly developed type PwPost4ü-28 baggage and mail car that goes with this train.

Something quite special is our completely new tooling for the class 186. With buffer capacitors, new intricate pantographs, and countless light functions, this model shows

how attractive types seen also in the prototype as bread and butter locomotives can look as models. The class 186 is coming in three variations into our new items program, and they form a theme for all the cross border service between Germany, France, and the Benelux.

Our new tooling for the RS1 Regio Shuttle enables an attractive start into the hobby of model railroading. Three different versions of the 30 cm / 11-13/16" short, powered rail car model provides lively and modern train operations on more than just beginner layouts. For anyone wanting it shorter, you will not come up too short with us: The model of the VT 88.9 measures only 13.5 cm / 5-5/16". We have detailed the "Pig's Nose" with a high level of detailing and have included a buffer capacitor and different sound and light functions. It is completely new tooling. In a German and a Belgian version this beloved rail bus can soon make its rounds on your layout.

Your Trix H0 Team



Buffer capacitor included to bridge over short areas without current

Simply look for our new pictogram.



TRIX H0

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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.

Trix Club-Model for 2025

Listen to the sound now:
www.trix.de/products/25950



25950 Class E 95 Electric Locomotive

Prototype: German State Railroad Company (DRG) class E 95 heavy freight electric locomotive. Used to pull heavy unit coal trains in the Silesian network. Bluish gray basic paint scheme. The electric locomotive was the largest electric locomotive in Germany for a long time. Locomotive road number E 95 01. The locomotive looks as it did around 1928.

Model: The locomotive has a digital decoder and extensive light and sound functions. There are 2 controlled, high-efficiency propulsion units, each with a flywheel, 1 motor in each locomotive half. Both outer drive wheel sets powered in each group of drive wheels. 2 Traction tires. Both locomotive halves are permanently coupled together using couplings with guide mechanisms. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is also a third headlight mounted above as an oncoming train light, and it can be controlled separately at the front in the direction of travel. There is cab lighting and engine room lighting in each locomotive half that can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. There are buffer capacitors. The pantograph on each locomotive half can be raised and lowered separately

in digital operation. The highly detailed construction is mostly of metal and includes many separately applied individual parts. There are close couplers with close coupler mechanisms and NEM pockets at both ends of the locomotive. The buffer height adheres to the NEM. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses and prototype coupler imitations are included for mounting on the locomotive. Length over the buffers 24.1 cm / 9-1/2".

Exclusively for Trix Club Members.

Other model highlights:

- Ideal locomotive for unit coal trains with the type 00t Oldenburg high-capacity dump car as new tooling
- Cab and engine room lighting that can be controlled digitally
- A high-efficiency propulsion in each locomotive half along with a flywheel and 2 driving wheelsets powered in each locomotive half
- RailCom capable DCC/mfx digital decoder and extensive light and sound functions included
- Buffer memory included to bridge over short locations without current

In highly detailed metal design and with many applied details

Both halves of the locomotive are firmly connected to each other

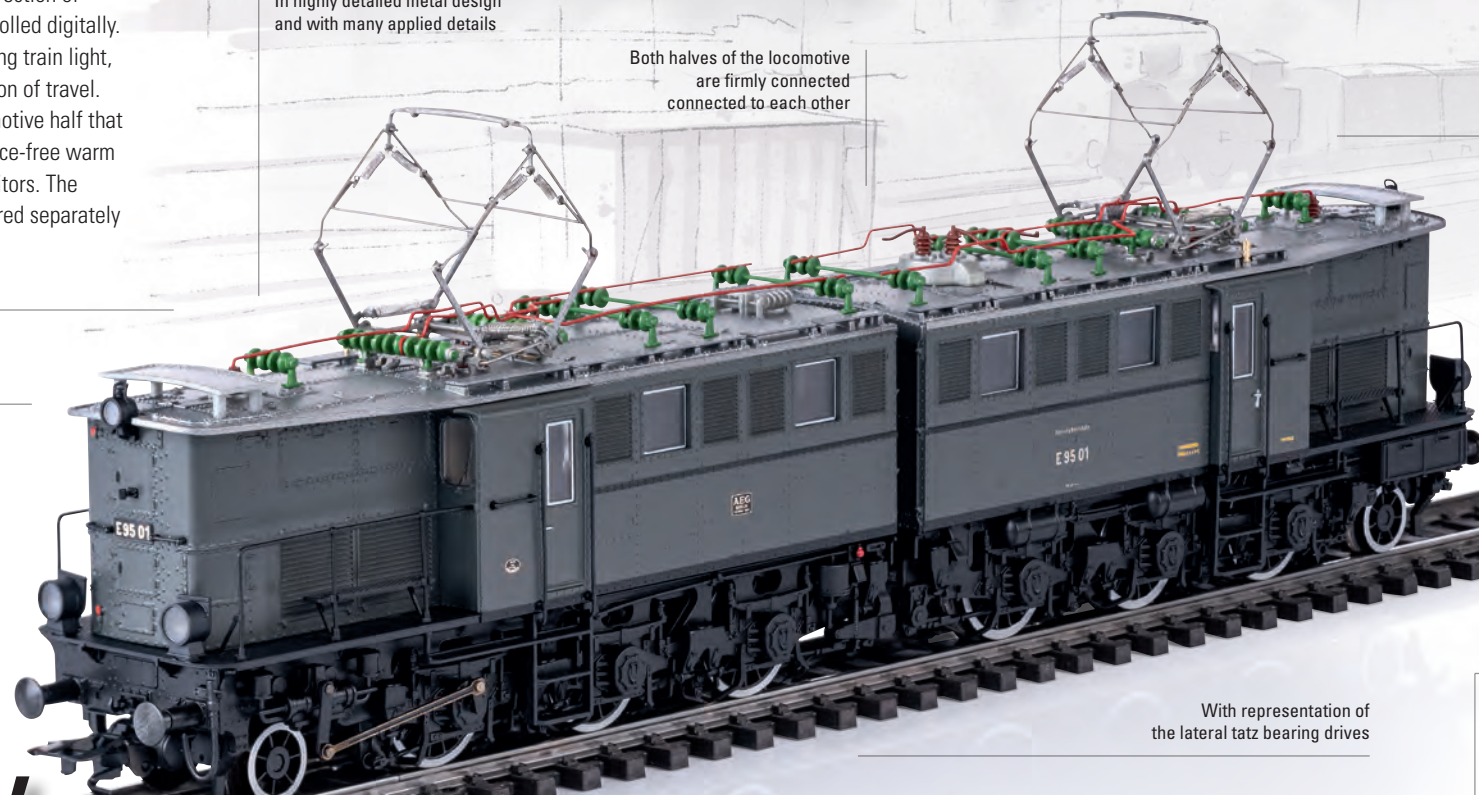
Detailed roof superstructures

The third headlight can be switched on as a train meeting light

Prototypically reproduced, fine lamps

Buffer height conforms to the NEM

With representation of the lateral tatz bearing drives



**For the first time at Trix and
exclusively for Club Members!**
**The E 95 as a completely new development and
with buffer storage for uninterrupted running**

Order deadline February 28, 2025

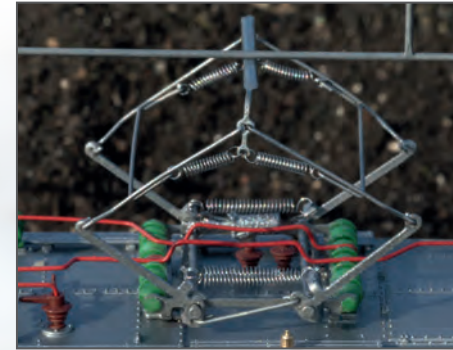


Filigrane scissor pantograph on SBS 9
version can be raised and lowered digitally



A visual highlight in action are the movable pendulum lever
and the drive rod, which is driven by the rear drive wheel.
This is a simple but very effective way of mechanically
supporting the E 95's electrical compressed air generation.

Comprehensive light and sound functions provide an authentic,
digitally controlled driving experience



Digital functions under DCC and mfx

Headlight(s)
Light(s) for Oncoming Train
Electric locomotive op. sounds
Locomotive whistle
Direct control
Pantograph 1
Engineer's cab lighting
Pantograph 2
Engineer's cab lighting
Sound of squealing brakes off
Main Relay
Whistle for switching maneuver
Engine room lighting
Engine room lighting
Rail Joints
Front Headlights off
Rear Headlights off
Switching range + switching light
Blower motors
Blower motors
Brake Compressor
Letting off Air
Sanding
Replenishing sand
Buffer to buffer
Sound of Couplers Engaging

märklin

This model can be found in the Märklin HO
assortment under item number 38950.



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



| 24987 |

46226 (Märklin)

| 24266

| 25950 |

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 65 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de

Impressive unit train



24266 Type 00t Oldenburg Dump Car Set

Prototype: 10 German State Railroad Company (DRG) type 00t Oldenburg four-axle high-capacity dump cars. Version with end brakeman's platform and a hand wheel on one end of the car as well as marker sign supports on the upper body. Representation of the steering axles. Used to transport coal. The cars look as they did at the end of the Twenties / beginning of the Thirties.

Model: The cars feature detailed construction with optically striking rows of rivets and marker sign supports on the upper body. The steering axles are modelled. The cars have different car numbers. All the cars have a brakeman's platform and end set wheels on one side. Load inserts of real, scale-sized coal are included.

Length over the buffers per car 11.5 cm / 4-1/2".

AC wheelset per car E700150.



Separately applied marker sign supports on the ends.

All the cars loaded with real coal

märklin

A type 00t Oldenburg dump car set with another 10 car numbers can be found in the Märklin H0 assortment under item number 46226 along with information about the necessary DC wheelsets.

mhi
märklin Händler-Initiative

Handwheels with discs

Buffer height adheres to the NEM



Type 00t Oldenburg high-capacity dump car as new tooling

Detailed construction of striking rows of rivets

Set with 10 different car numbers



Exclusively for Trix Club Members.



EXKLUSIV 1/2025

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 65 for warranty terms. A current explanation of the symbols can be found on the Internet at www.trix.de



An optimistic mood dominated in the Golden Twenties. After the inflation the economy was booming, everything was going up. This was associated with a constantly growing hunger for energy, which was filled at that time almost exclusively with domestic coal. The railroad was responsible for fast and affordable transport. This was reaching its limits at that time. The required quantities could soon no longer be transported affordably with the traditional gondolas, which were time-consuming and expensive to load and unload. The German State Railroad therefore developed the type 00t Oldenburg dump car at the beginning of the Twenties. This car type could be loaded in a train consist and unloaded automatically chiefly at power plants. With its pioneering technology and a capacity of 75 cubic meters / 2,648 cubic feet these cars turned out so well that this basic design is still considered as a standard in bulk freight service. The new Trix models remind people of the time when unit coal trains in particular symbolized the breakthrough to a new railroad age. These trains can be powered on a layout with the ultramodern electric locomotives of that time as well as heavy steam freight locomotives whose prototypes dated back in part to the age of the provincial railroads. The fascination of model railroading at its finest.



24987 Type Pwg Pr 14 Freight Train Baggage Car

Prototype: German State Railroad Company (DRG) type Pwg Pr 14 two-axle freight train baggage car. Roof cupola included. Sides with continuous step boards. The car looks as it did at the end of the Twenties.

Model: This model features a roof cupola and continuous step boards. The car has a brownish green paint scheme. Marker sign supports with marker signs included in a flat package for mounting on the car. Length over the buffers 9.6 cm / 3-3/4". DC wheelset E700150.

- Tooling change for the first time with continuous step boards
- Marker sign supports with marker signs for mounting on the car included
- Prototypical end car to go with long coal trains



Shape variant: New side panels
Continuous running board on each side
With end plate holder



märklin

This model can be found in the Märklin HO assortment under item number 46987 exclusively for Club members.

Exclusively for Trix Club Members.



The epitome of an express steam locomotive

epoche
era
époque

II



25001 Class 01 Steam Locomotive

Prototype: German State Railroad Company (DRG) class 01 express steam locomotive, with a type 2'2'T34 coal tender. Wagner smoke deflectors and smoke box with central lock. Locomotive road number 01 184. The locomotive looks as it did around 1936.

Model: 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. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Firebox flickering can be controlled digitally. Maintenance-free warm white and red 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 and an NEM pocket on the tender. Piston rod protective sleeves and brake hoses are included. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 27.5 cm / 10-13/16".

- Detailed construction mostly of metal
- Digitally controlled firebox flickering
- RailCom capable DCC/mfx digital decoder included and extensive operation and sound functions



Digitally controlled firebox flickering

Locomotive for the anniversary "100th Anniversary of the Class 01 Standard Design Steam Locomotive"

True to the era with Wagner wind deflectors

Digital functions under DCC and mfx
Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Coal being shoveled and firebox flickering
Flickering Light in Fire Box
Air Pump
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Whistle for switching maneuver
Replenishing coal
Replenishing water
Replenishing sand
Sanding
"Switcher Double "A" Light"
Switching maneuver
Generator Sounds
On/off function
Rail Joints
Safety Valve
Sound of Couplers Engaging
Sound of uncoupling
Conductor's Whistle



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This model can be found in the Märklin H0 assortment under item number 39003.

Postal wagon PwPost4ü-28 – a new design to scale



23650 FD 226 Express Train Car Set for the Class 01

Prototype: 2 four-axle express train cars type AB4ü-28, 1st/2nd class, standard design 1928 to 1930 (Application Group 29), 1 type PwPost4ü-28 four-axle baggage and mail car. German State Railroad Company (DRG). Both cars in a brownish green basic paint scheme. Long distance express train FD 226 with train route Berlin-Hannover-Hamm-Wuppertal/Elberfeld-Cologne. The cars look as they did in the Mid-Thirties.

Model: The cars have detailed construction and are full scale length. The minimum radius for operation is 360 mm / 14-3/16". The trucks are type Görlitz II heavy. The car ends have separately applied ladders and separately applied grab irons. The passenger cars have interior details in multiple colors. All the cars have factory-installed LED interior lighting, with warm white LEDs and buffer capacitors. The normal new close coupler heads for lower buffer heights are used on all the cars. Buffer heights on all the cars conform to the NEM. Total length over the buffers approximately 76.2 cm / 30".

*Long-distance express train FD 226
from Berlin to Cologne for the anniversary
"100 years of the standardized steam locomotive class 01"*

Separately applied grab irons at the entry doors | Prototypical with lantern roof



All cars with LED interior lighting and buffer capacitor

Interior details in multiple colors on the passenger seating cars



Separately applied ladders on the ends of the cars



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This model can be found in the Märklin HO assortment under item number 42490.

Buffer height conforms to the NEM



23650

25001

Built for the Geislingen Grade



25059 Class 59 Steam Locomotive

Prototype: Class 59 (former Württemberg class K) heavy freight steam locomotive with a type 2 2 T20 coal tender. German Federal Railroad (DB). Black basic paint scheme with red running gear. Road number 59 032. Based in the Stuttgart District, Plochingen maintenance facility. The locomotive looks as it did around 1949.

Model: 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. The locomotive has frame type running gear and includes axles with side play to enable the locomotive to negotiate sharp curves. 6 axles powered. Traction tires. A 7226 smoke unit can be installed in the locomotive. There are dual headlights that change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a buffer capacitor. There is also a close coupling between the locomotive and tender. Piston rod protection sleeves, brake hoses, and imitation prototype couplers are included separately. Length over buffers 23.5 cm / 9-1/4".

Other model highlights:

- Steam locomotive from the Esslingen Machinery Company built for the Geislingen Grade
- Detailed construction mostly of metal
- RailCom capable DCC/mfx digital decoder and extensive operation and sound functions
- 7226 smoke unit can be installed in the locomotive
- Buffer capacitor included to bridge over short areas without current

Prototypical arrangement of the piping and an open view



Locomotive for the anniversary "175th Anniversary of the Opening of the Geislingen Grade"

Model with an abundance of high detailing



Digital functions under DCC and mfx

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

märklin

This model can be found in the Märklin H0 assortment under item number 38059.

Wismar Rail Bus

epoche
era
époque

III

TRIX
HO



25135 Class VT 88.9 Diesel Powered Rail Car – the “Pig’s Snout”

Prototype: Cvt-34 “Wismar Rail Bus” type Cvt-34 diesel powered rail car (type “Hannover A”) as the DB class VT 88.9. Crimson paint scheme. The rail car looks as it did around 1950. Road number VT 88 902, Nürnberg.

Model: The rail car has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 2 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 Cabs 2 and 1 can be turned off separately in digital operation. The headlights above can be controlled separately in digital operation. The factory-installed interior lighting can be controlled digitally. Lighting for the control desks can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. A buffer capacitor is included. There are separately applied metal grab irons. Length over the bumpers approximately 13.5 cm / 2-1/2”.

- **Completely new tooling mostly of metal**
- **Factory-installed interior lighting**
- **Buffer capacitor included to bridge over short areas without current**
- **Many separately applied details**
- **Separately applied metal grab irons**
- **RailCom compatible DCC/mfx digital decoder and extensive sound functions included**

*For the first time at Trix in HO!
The four-window pig’s snout in HO
in a completely new design*

The third headlight can be switched on and off digitally



The lighting on the control panel can be switched on and off digitally

Very high level of detail



Interior details done in multiple colors

With reproduction of the briquette heater



Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
Warning Sound
Interior lights
Direct control
Sound of squealing brakes off
Headlights locomotive end 2 off
Horn blast 1
Headlights locomotive end 1 off
Light Function
Conductor’s Whistle
Doors Closing
Train announcement
Control desk lighting
Special light function
Whistle for switching maneuver
Switching maneuver
Switching range + switching light
Compressor
Letting off Air
Sanding
Windshield wiper sounds
Surrounding sounds
Replenishing diesel fuel
Replenishing sand
Rail Joints
Announcement: history of the locomotive

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This model can be found in the Märklin HO assortment under item number 38135.

A two-axle tank car – New tooling

epoche
era
époque

III

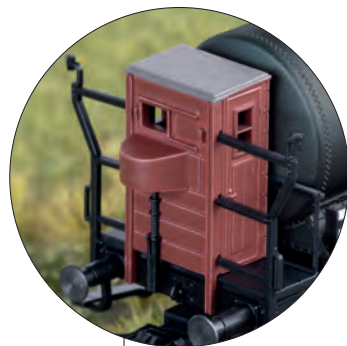


24170 Tank Car Display

Prototype: Six different tank cars with two wheelsets per car and a riveted tank with a capacity of 19.2 cubic meters / 5,072 gallons. Four tank cars without a brakeman's cab and two with a brakeman's cab. Four tank cars without a brakeman's cab and two with a brakeman's cab. One BP tank car, one DEA tank car, one HOBUM tank car, one EVA tank car, one BOLTE tank car, and one DB maintenance tank car. The cars look as they did from 1950 to 1959.

Model: The tank cars have two wheelsets in detailed construction with different car numbers, locations, and owners. Four cars have handbrakes and brakeman's platforms without a brakeman's cab, and two cars have handbrakes and brakeman's platforms with a brakeman's cab. The car frames are detailed and partially open. The handbrake cranks, brake rigging, and emptying pipes are modeled in detail and separately applied.

The work platforms are separately applied with ladders. The brakeman's platforms are separately applied without and with separately applied brakeman's cabs. The cars have close couplers with guide mechanisms. Each car is individually packaged in marked boxes. Length over the buffers per car approximately 10.1 cm / 3-15/16". DC wheelset E700150.



The outer railings of the brakeman's cabs are fitted with raised signal supports

On tank wagons without a brakeman's cab, the signal holders are on the inside railing



Each with newly designed side tank brackets on the underframe



- New tooling based on drawings of the German State Railroad Car Association (DWW)
- Six different car numbers
- Different locations and owners
- Separately applied brake rigging modeled in detail

New tooling

märklin

Additional cars can be found in the Märklin HO assortment under item number 00719.

Prototype reproduction of the braking system according to DWW drawing

All 6 tank wagons with brakeman's platform and 2 wagons with additional brakeman's cab

With prototypical offset of the panels to the opposite side

With internal drawgear as per DWW drawing

With buffer height at NEM level



DB shunting classic V 60



25600 Class V 60 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 60 diesel switch engine. Crimson basic paint scheme. Diesel hydraulic drive with a jackshaft. Hoods and cab from the regular production version. Cab roof in the design of the locomotives up to about V 60 390. Cab roof includes ventilation hatches. First form of the muffler. Dofa stove with coal firing, coal bunker on the right running board behind the Dofa stove. Road number V 60 334. The locomotive looks as it did around 1960.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. One axle powered, two axles and the jackshaft driven using side rods. 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 cab lighting can be controlled digitally. Running gear lights can be controlled digitally. The double "A" light can

be controlled. Maintenance-free warm white and red LEDs are used for the lighting. A buffer capacitor is included. There are Telex couplers front and rear that can be controlled separately in digital operation. There are separately applied grab irons and railings of metal. Length over the buffers approximately 12 cm / 4-3/4".

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This model can be found in the Märklin H0 assortment under item number 38600.



Completely new tooling

With prototypically realized
roof superstructure



Digital decoder and
extensive sound functions



With prototypical control cable routing
underneath the circulation, coal box and
nozzle for pressurized refueling

With replica of the Sifa switch box

With movable lubrication pump drive

Buffer capacitor included to bridge
over short areas without current

Couple maneuvers included

Digital functions under DCC and mfx

- Headlight(s)
- Diesel locomotive op. sounds
- Engineer's cab lighting
- Horn
- Direct control
- Headlights locomotive end 2 off
- Telex coupler on the rear
- Headlights locomotive end 1 off
- Telex coupler on the front
- Sound of squealing brakes off
- Whistle for switching maneuver
- Switching maneuver
- Coupler procedure for uncoupling
- Blower motors
- Running gear lights
- Compressor
- Letting off Air
- Sanding
- Train radio
- SIFA warning sound
- Surrounding sounds
- Coupler procedure for uncoupling
- Replenishing diesel fuel

With Telex couplers at the front and rear,
separately digitally switchable as well as
correct and prototypical implementation
of the lower headlights

With driver's cab and running gear lighting





25905 Class 01.5 Steam Locomotive

Prototype: Class 01.5 express steam locomotive with a type 2'2'T34 coal tender. "Reko" version of the German State Railroad of the GDR (DR/GDR). Dark green basic paint scheme with white decorative striping. Also included, Boxpok wheels, special design Witte smoke deflectors for the class 01.5, continuous dome streamlining, and side cladding of the running boards. Locomotive road number 01 504. The locomotive looks as it 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. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 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. The 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 and an NEM pocket on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 28.2 cm / 11-1/8".

- Intricate model, mostly constructed of metal
- Partially open bar frame and many separately applied details
- RailCom capable DCC/mfx digital decoder and a variety of operation and sound functions included

With striking white decorative strip

With side cladding on the circulation panels up to under the driver's cab

Dome cladding only up to the smoke chamber

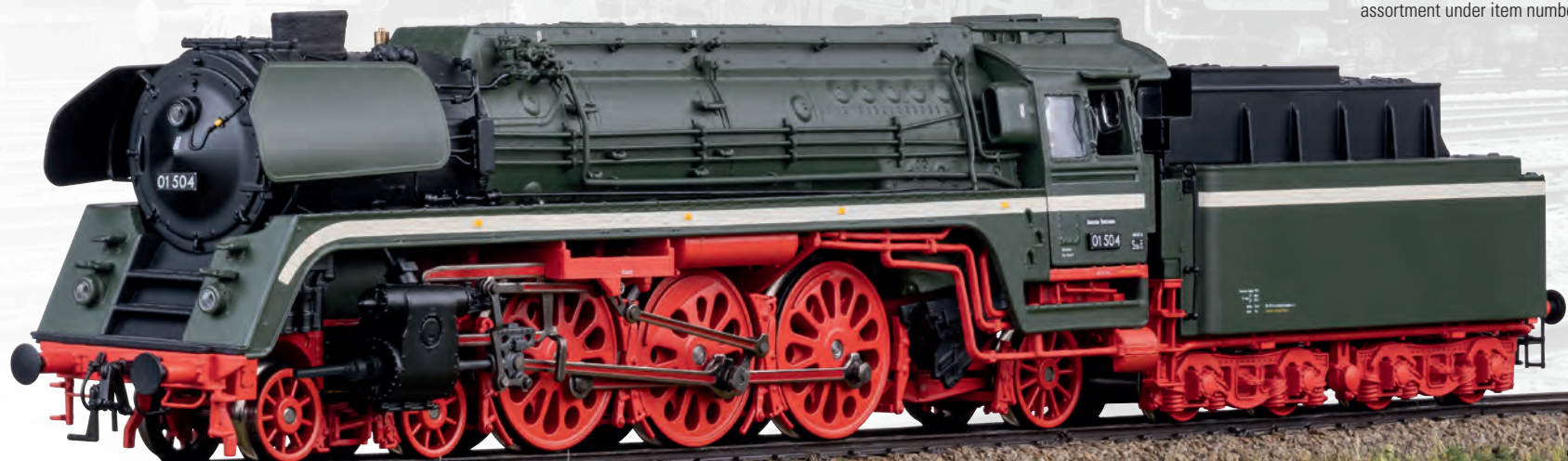
Digitally switchable cab lighting

With chimney in the shape of a Giesel ejector

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
Operating sounds
Letting off Steam
Tipping grate
Air Pump
Water Pump
Injectors
Sanding
Replenishing coal
Replenishing water
Replenishing sand
"Switcher Double "A" Light"
Switching range + switching light
Generator Sounds
Operating sounds
Rail Joints
Sound of uncoupling
Sound of Couplers Engaging

märklin

This model can be found in the Märklin H0 assortment under item number 38205.



A child of the Ruhr area

epoche
era
époque

IV

TRIX
HO



25830 Class 051 Steam Locomotive with a Cabin Tender



© P. Schiffer, Eisenbahnstiftung

Prototype: German Federal Railroad (DB) class 051 steam freight locomotive with a cabin tender. Witte smoke deflectors, 4 boiler appliances, shortened running boards, DB Reflex glass lamps and inductive magnets on both sides of the locomotive. Road number 051 341-6. The locomotive looks as it did at the start of the Seventies.

You can find freight cars in the Märklin H0 assortment to go with this class 051 steam freight locomotive. Also included is information about the required DC wheelsets.

At home in Oberhausen – Osterfeld-Süd

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed 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. The cab lighting can be controlled separately in digital operation. 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 and an NEM pocket on the rear of the tender and the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protective sleeves and brake hoses are included. Length over the buffers 26.5 cm / 10-7/16".

- Detailed construction mostly of metal
- Partially open bar frame and many separately applied details
- High-efficiency propulsion with a flywheel, mounted in the boiler
- Digitally controlled cab lighting
- RailCom capable DCC/mfx digital decoder and extensive light and sound functions included

Perforated bar frame

With four domes and angular inlet pipes

With indusi on both sides



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
Bell
Air Pump
Letting off Steam
Sound of coal being shoveled
Tipping grate
Water Pump
Injectors
Replenishing coal
Replenishing water
Replenishing sand
Sanding
"Switcher Double "A"" Light"
Switching range + switching light
Generator Sounds
On/off function
Rail Joints
Safety Valve
Sound of Couplers Engaging

märklin

This model can be found in the Märklin H0 assortment under item number 37814.

Powerhouse for the Geislingen Grade

epoche
era
époque

IV



25873 Class 193 Electric Locomotive

Prototype: German Federal Railroad (DB) class 193 heavy electric freight locomotive. Chrome oxide green basic paint scheme. 6 sand boxes, startup train lamps, and inductive magnets. Locomotive road number 193 008-0. Stuttgart District, Kornwestheim Maintenance Center. The locomotive looks as it did around 1976.

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. 2 axles of each truck powered using cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends of the locomotive, the double "A" light function is activated. The cab lighting changes over with the direction of travel and can also be controlled digitally. In addition, a startup train light changes over with the direction of travel and can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are separately applied grab irons. The cabs and the engine room have interior details in relief. Brake hoses and coupler hooks are included that can be mounted on the locomotive. Length over the buffers approximately 20.3 cm / 8".

- **Locomotive for the anniversary "175th Anniversary of the Opening of the Geislingen Grade"**
- **Detailed construction mostly of metal**
- **RailCom capable DCC/mfx digital decoder and extensive operation and sound functions included**
- **Digitally controlled startup train lamp**
- **Digitally controlled cab lighting**

*Locomotive for the anniversary
"175th Anniversary of the Opening of the Geislingen Grade"*



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
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Approaching train lamp
Blower motors
Blower motors
Sound of Couplers Engaging
Pantograph Sounds
Rail Joints
Brake Compressor
Letting off Air
Sanding
Warning announcement
Conductor's Whistle
Station Announcements
Doors Closing
Compressor
Squeaking sounds from wheels
Station Announcements
Station Announcements
Blower motors
Operating sounds
Switching maneuver

märklin

This model can be found in the Märklin H0 assortment under item number 37873.

Electric Locomotive Class E 93 (193)

The 18 units of the class E 93 led a rather inconspicuous existence for many years in the Swabian part of Germany. It is easy to overlook that the E 93 was a trailblazing new development specially designed for the requirements of the Württemberg main line Stuttgart – Ulm that was operated electrically beginning June 1, 1933. Its designers had especially to take into account mastering the Geislingen Grade with appropriate loads. The E 93 thus formed the first German “Crocodile” with its half high hoods borrowing from the prototype of Swiss electric locomotives and it was also the ancestor of an entire generation of six-axle electric locomotives without pilot trucks for heavy freight service. When it was purchased, the time was close to trying out the design principles of the class E 44 on a six-axle freight locomotive – close-coupled trucks without pilot trucks, bridge frames, and axle-suspended propulsion. In the design of the E 93, particular value was laid on cost reduction. Compared to its predecessors it was possible to simplify the electrical equipment radically and welding technology was used extensively for the mechanical parts. The three-axle

trucks had to be designed carefully in order to guarantee good running on curves. The flanges on the center driving wheel sets were reduced by 10 mm / about 3/8” to reduce wear on the rails. In addition, equalizing bars in conjunction with the close coupling between the trucks were intended to eliminate easing the load on the rear wheel sets when starting up. The so-called start up lamp was also important here. This was located initially on the engineer’s side of each cab. It served chiefly as a motion monitor, particularly on difficult nighttime startups. Much damage and the lack of spare parts led to them being removed starting in 1967 and they were replaced by a new lamp under the cab next to the steps up to the cab. In 1933, AEG delivered the first two units as road numbers E 93 01-02 to the maintenance facility at Kornwestheim. They fulfilled completely their intended operation program that stipulated among other things hauling 1,600 metric ton trains on 0.5% grades at 60 km/h / 37.5 mph. Even 1,200 metric tons could be hauled over the Geislingen Grade with a pusher locomotive. Two more units (E 93 03-04) did not follow until 1935. With the

maximum speed increased to 70 km/h / 43.75 mph, road numbers E 93 05-18 appeared in 1937/39, and then the more powerful E 94 provided the succession. All 18 units survived the war with some damage and were restored. In the first postwar years, most of the E 93 units were based at the maintenance facility at Ulm for long runs between Kornwestheim and Munich. By the spring of 1951, some of these locomotives were racking up over 13,000 km / 8,125 miles per month. By May of 1951, almost all of the locomotives then landed back at the maintenance facility at Kornwestheim. In addition to pusher service on the Geislingen Grade, the E 93 units (starting in 1968: 193) chiefly took care of freight service in the area of the Stuttgart “Church Tower”. The first unit to be retired in January of 1977 was road number 193 010. The chapter was closed with the withdrawal from service of road numbers 193 004 and 006 in January of 1985. Road numbers 193 008 (KKW Neckarwestheim) and 012 (privately owned in Ettlingen) remain preserved in addition to the DB Museum locomotive 193 007 (Museum Maintenance Facility at Koblenz-Lützel).

The ideal add-on from the Märklin assortment



48876 Type Rlmmps Heavy-Duty Flat Car –
Use the DC wheelset E700580 for the exchange



48877 Type Rlmmps Heavy-Duty Flat Car –
Use the DC wheelset E700580 for the exchange



46929 Type Kbs 443 Stake Car –
Use the DC wheelset E700580 for the exchange



48878 Type Rlmmps Heavy-Duty Flat Car –
Use the DC wheelset E700580 for the exchange



48879 Type Rlmmps Heavy-Duty Flat Car –
Use the DC wheelset E700580 for the exchange



46928 Type Kbs 443 Stake Car –
Use the DC wheelset E700580 for the exchange



| 48879 (Märklin) | 48878 (Märklin) | 48877 (Märklin) | 48876 (Märklin) | 46928 (Märklin) | 46929 (Märklin) | 25873 |

Universal locomotive for many routes

epoche
era
époque

IV



25101 Class 211 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 211 diesel locomotive. The locomotive looks as it did around 1981.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles driven 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 can be turned off separately at both ends of the locomotive. When the headlights are off at both ends, then there is the double "A" light function at both ends. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The buffer beams are detailed. Brake hoses that can be installed on the locomotive are included. Length over the buffers approximately 13.9 cm / 5-1/2".

- **Digitally controlled cab lighting**
- **Metal body**
- **Central motor, all four axles driven using cardan shafts**
- **RailCom capable DCC/mfx digital decoder and extensive sound functions included**

Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Conductor's Whistle
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Low Pitch Horn
Headlight(s): Cab1 End
Engineer's cab lighting
Doors Closing
Blower motors
Compressor
Letting off Air
Switching maneuver
Whistle for switching maneuver
Sanding
Switching range + switching light
Coupler sounds
Coupler sounds
Replenishing diesel fuel
Station Announcements
Grade crossing



märklin

This model can be found in the Märklin H0 assortment under item number 38100.



23177

23167

23127

25101

German Federal Railroad (DB) passenger car for so-called lightweight express trains (LS). Commonly known also as "Center Entry Cars". Version with small marker lights mounted above at the ends of the car and single-piece windows on the entries at the end of the car. Ocean blue / ivory paint scheme. The car looks as it did around 1980.

Models: The car has factory-installed LED interior lighting and current-conducting couplers. **The interior lighting only works in conjunction with the center entry car cab control car and can be turned on and off using a decoder in the cab control car.** To do this a defined car order is prescribed. The ends of the car have red transparent marker light inserts. The underbody is specific to the type of car. The trucks are type Minden-Deutz heavy with double brake shoes and type D 62s generator. The minimum radius for operation is 360 mm / 14-3/16". Restroom fall pipes and shuttle train control lines are included as separate parts for installation on the car for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8".

- **Factory-installed LED interior lighting**
- **Operating, current-conducting couplers**
- **Interior lighting for the entire car consist can be controlled digitally using a decoder in the cab control car**
- **Prototypical car route: Kassel Main Station**

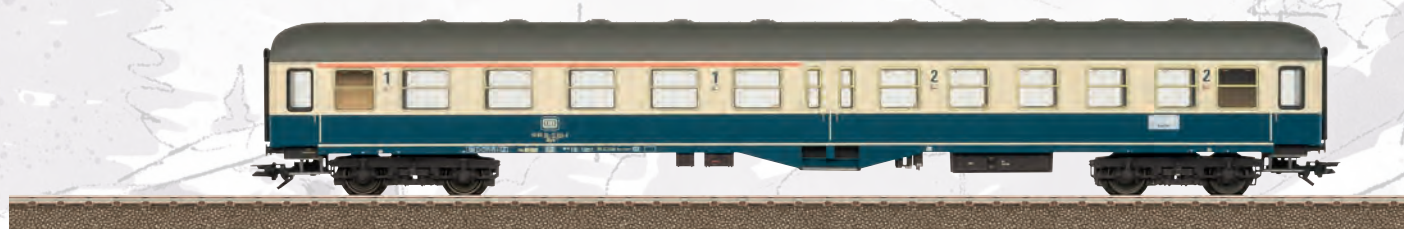
märklin

These models can be found in the Märklin HO assortment under item numbers 43127, 43167 and 43337.



23127 Type ABylb 411 Passenger Car

Prototype: Passenger car, 1st/2nd class. Type ABylb 411.



23167 Type Bylb 421 Passenger Car

Prototype: Passenger car, 2nd class. Type Bylb 421.



23177 Type BDylf 457 Cab Control Car

Prototype: Cab control car, 2nd class. Type BDylf 457 with a baggage area, without a side corridor.

Model: The car has a digital decoder. Triple headlights and dual red marker lights work change over with the direction of travel, will work in conventional operation and can be controlled digitally. There is factory-installed LED interior lighting that can be controlled digitally. The cab lighting can be controlled digitally. The current-conducting coupler can be controlled digitally. The end of the car without a cab has red transparent marker light inserts. The trucks are type Minden-Deutz heavy with double

brake shoes and type D 62s generator. The truck at the front end of the car has rail clearance devices, a Sifa relay box, inductive magnets, and a type D 62 generator. Length over the buffers 28.2 cm / 11-1/8".

Digital functions under DCC and mfx

Headlight(s)
Current-conducting coupler
Interior lights
Engineer's cab lighting





Halberstadt Center Entry Car



23180 Halberstadt Center Entry Car Passenger Car Set

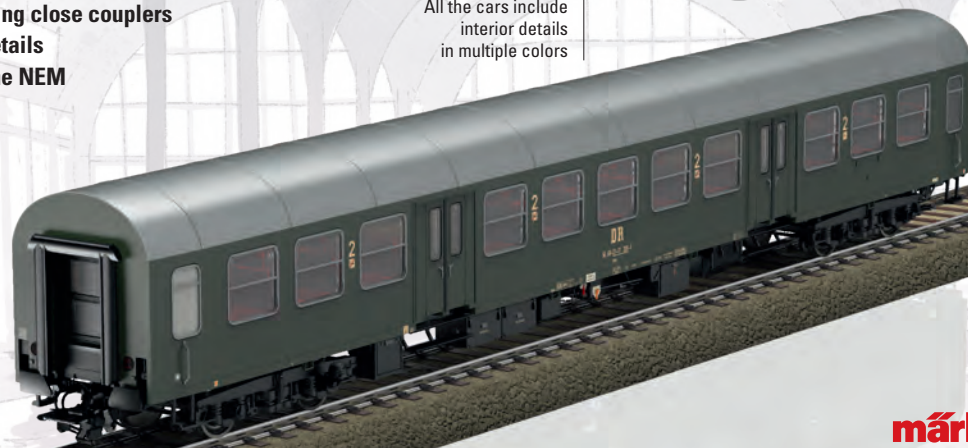
Prototype: Three German State Railroad (DR/GDR) type BmH passenger cars, 2nd class. "Halberstadt Center Entry Car" design. Two cars in dark green (TGL 2233) and one car in chrome oxide green (TGL 2235) basic paint scheme. The cars look as they did at the end of the Eighties.

Model: The Halberstadt Center Entry Cars are completely new tooling. The interior details are done in multiple colors. All the cars have factory-installed LED interior lighting. A buffer capacitor is built into each car to bridge over short areas without current. One car has factory-installed marker lights. The cars are equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the marker light car and the prescribed car order must be maintained for this purpose. The trucks, roof forms, side walls, and underbodies have many separately applied details and are specific to the car types. The buffer height conforms to the NEM. Brake hoses, heating lines, and prototype couplers are included as separate parts that can be installed on the cars. The minimum radius for operation is 360 mm / 14-3/16". All the cars are individually packaged and come in a master package. Length over the buffers approximately 84.6 cm / 33-5/16".

- Interior details in multiple colors
- Factory-installed LED interior lighting and including buffer capacitors
- One car includes marker lights
- Operating, current-conducting close couplers
- Many separately applied details
- Buffer height conforms to the NEM



All the cars include interior details in multiple colors



märklin

This model can be found in the Märklin H0 assortment under item number 42580.

Halberstadt Center Entry Cars are completely new tooling



Built-in marker lights included



All the cars have buffer heights conforming to the NEM



23181 Halberstadt Center Entry Passenger Car



© T. Fischer, Eisenbahnstiftung

Prototype: German State Railroad (DR/GDR) type Bmh passenger car, 2nd class. "Halberstadt Center Entry Car" design in dark green (TGL 2233) basic paint scheme. The car looks as it did at the end of the Eighties.

Model: The Halberstadt Center Entry Car is new tooling. The interior details are done in multiple colors. The car has factory-installed LED interior lighting. A buffer capacitor is built the car to bridge over short areas without current. The car is equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the marker light car from the 23180 set and the prescribed car order must be maintained for this purpose. The trucks, roof form, side walls, and underbody have many separately applied details and are specific to the car type. The buffer height conforms to the NEM. Brake hoses, heating lines, and prototype couplers are included as separate parts that can be installed on the car. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8".

- Interior details in multiple colors
- Factory-installed LED interior lighting and including buffer capacitors
- Operating, current-conducting close couplers
- Many separately applied details
- Buffer height conforms to the NEM

*Halberstadt Center Entry Car
is completely new tooling*

märklin

This model can be found in the Märklin H0 assortment under item number 42581.



23180

23181

23180

22407

You will find a matching diesel locomotive for the Halberstadt mid-entry coaches on the following page



22407 Class 132 Diesel Locomotive

Prototype: German State Railroad Company (DR/GDR) class 132 diesel locomotive, also known under the nickname "Ludmilla". Ruby red basic paint scheme. Road number 132 457-3. The locomotive looks as it did around 1990.

Model: The locomotive has an mfx digital decoder and extensive sound functions. 4 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 End 2 and 1 can be turned off separately in digital operation. There is a double "A" function. Warm white and red LEDs are used for the lighting. The locomotive includes simulated exhaust gas using a Piezo nebulizer, digitally controlled using three steps (operation with distilled water). Length over the buffers 23.9 cm / 9-1/2".

- **Simulated exhaust gas digitally controlled in three steps**
- **DCC, mfx, and RailCom capable**

Only she carried the special sign "1000th locomotive for the GDR" – The locomotive 132 457-3



Passenger cars to go with this locomotive can be found in the Trix H0 assortment under item numbers 23180 and 23181.



Digital functions under DCC and mfx

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

märklin

This model can be found in the Märklin H0 assortment under item number 36436.



24429 Pair of Type Laads 800B Flat Cars

Prototype: Pair of type Laads 800B flat cars. Privately owned cars painted and lettered for the firm Transwaggon GmbH, Hamburg, Germany, used on the German Railroad, Inc. (DB AG). Reddish brown basic paint scheme. The cars look as they did starting in 1999.

Completely new tooling

Model: Both flat car halves are constructed of metal. There are many separately applied details such as brake lines, air tanks, crossover plates, steps, and brake rigging. The buffer height conforms to the NEM. There is a rigid prototype coupler between the car halves. Chock blocks for the upper side of the car, chock blocks for the car floor, and brake hoses are included as separate parts for installation on the cars. Length over the buffers 32.4 cm / 12-3/4". AC wheelset E413993.

- Detailed construction mostly of metal
- Many separately applied details
- Buffer height conforms to the NEM

märklin

Another pair of flat cars with different car numbers can be found in the Märklin HO assortment under item number 47431 with information about the required exchange wheelsets.



24428 Pair of Type Laads 800B Flat Cars

Prototype: Pair of type Laads 800B flat cars painted and lettered for the firm Transwaggon GmbH, Hamburg, Germany. Reddish brown basic paint scheme. The cars look as they did starting in 2005.

Model: The cars are loaded with four VW Crafters from the firm Schuco. Length over the buffers 32.4 cm / 12-3/4". AC wheelset E413993.

All additional information can be found under item number 24429.

Completely new tooling

- Detailed construction mostly of metal
- Many separately applied details
- Buffer height conforms to the NEM
- Attractive load included

Wagon body with detailed reproduction of the wooden planks, the sheet metal and the retaining wedges embedded in the wagon



märklin

Another pair of flat cars with different car numbers and load can be found in the Märklin HO assortment under item number 47430 with information about the required exchange wheelsets.



The German Federal Railroad Legend in Heavy Freight Train Service

epoche
era
époque



22487 Class 218 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 218 diesel locomotive. Orient red basic paint scheme. Road number 218 464-6. The locomotive looks as it did starting in 1999.

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. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. There is a double "A" light function. The 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. There is a buffer capacitor. There are separately applied metal grab irons on the sides and ends. The buffer beams are detailed and include snowplows typical for this class. The buffer height conforms to the NEM. There is figure of a locomotive engineer sitting in Cab 1. The locomotive is lightly weathered. There are close couplers with guide mechanisms. Brake lines, prototype couplers, and closed snowplows are included as parts for separate installation on the locomotive. Length over the buffers 18.9 cm / 7-7/16".

- **Digitally controlled engine room lighting**
- **Locomotive frame and body constructed of metal**
- **Equipped with striking snowplows on both ends of the locomotive**
- **Prototypical roof version for the class 218.4 with large cooling fans**
- **Cab lighting can be controlled digitally**
- **Locomotive engineer sitting in Cab 1**
- **Close couplers with guide mechanisms**
- **Locomotive lightly weathered**
- **Digital decoder with extensive light and sound functions**
- **Buffer height conforms to the NEM**
- **DCC, mfx, and RailCom capable**
- **Buffer capacitor included to bridge over short areas without current**

märklin

This model can be found in the Märklin H0 assortment under item number 39217.



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
Warning announcement
Replenishing diesel fuel
Coupler sounds
Conductor's Whistle
Rail Joints





The ideal add-on from the Märklin assortment



46915 DB AG Freight Car Set – Use the DC wheelset E700580 for the exchange



46915 (Märklin)

22487

Reliable powerhouse



25652 Class 151 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 151 electric locomotive painted. Traffic red basic paint scheme. Road number 151 035-3. The locomotive looks as it did starting in 2008.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 2 axles powered in each truck and driven by cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. The headlights at Locomotive End 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. A buffer capacitor is included. startup lamp also changes 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 modelled in detail and the locomotive has single-arm pantographs as new tooling. The pantographs can be raised and lowered digitally. There are many separately applied parts such as wheel imitations, grab irons, sand boxes, UIC plugs, and roof conductors. The buffer height adheres to the NEM. Brake lines, prototype couplers, and various sockets are included as parts for separate installation on the locomotive. Length over the buffers approximately 22.4 cm / 8-13/16".

Molded version for the correct representation of the Era VI version and with buffer storage

Prototypical with attached wear buffer beam and shunting plate in large version above the right buffer

Buffer height conforms to the NEM



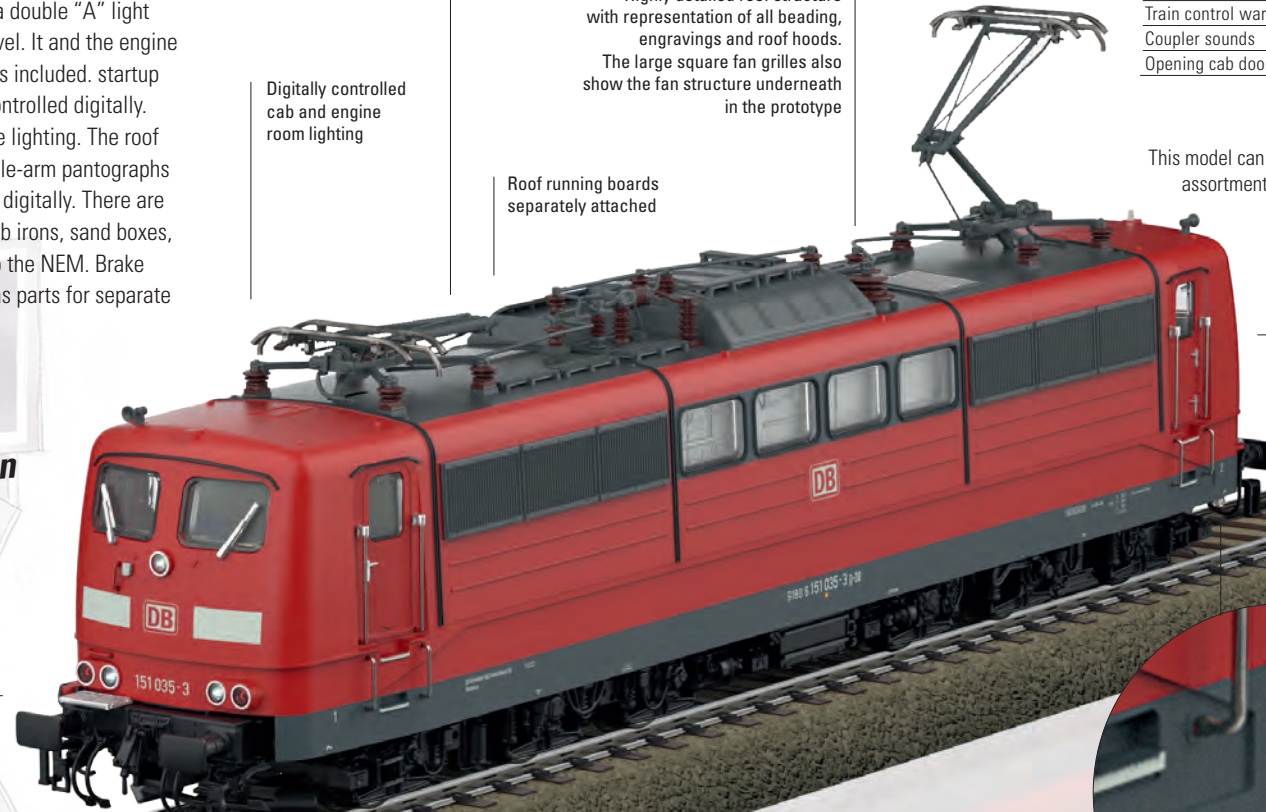
Detailed bogies with many attached parts as well as the separately attached wheel disk imitations

With newly designed pantographs of type DSA 200 that can be raised and lowered digitally, each standing on four insulators

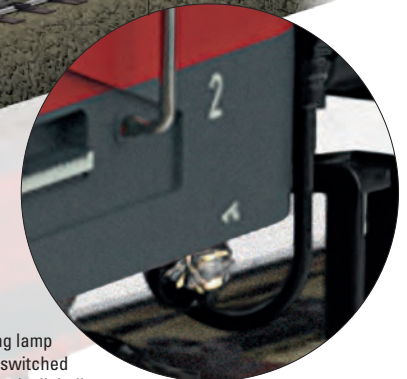
Highly detailed roof structure with representation of all beading, engravings and roof hoods. The large square fan grilles also show the fan structure underneath in the prototype

Digitally controlled cab and engine room lighting

Roof running boards separately attached



DCC, mfx, and RailCom capable



Starting lamp can be switched separately digitally

Digital functions under DCC and mfx

- Headlight(s)
- Pantograph control
- Electric locomotive op. sounds
- Horn
- Pantograph control
- Direct control
- Engineer'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
- Opening cab door

märklin

This model can be found in the Märklin H0 assortment under item number 39133.

Many separately applied details

Black gold

epoche
era
époque

VI

TRIX
HO



24182 Type Falns 182 Dump Car Set

Prototype: 6 German Railroad, Inc. (DB AG) type Falns 182 four-axle, large volume, dump cars. Used to transport moisture-sensitive bulk freight. Reddish brown basic paint scheme. All the cars include 2 crossover platforms. 3 cars include a hand brake on a crossover platform and 3 cars have no hand brake. The trucks are type 665. The cars look as they did around 2015.

Model: The dump cars feature scale and detailed construction with many separately applied individual parts. There are 6 different car numbers. All the cars have 2 each separately applied crossover platforms and 3 cars have a set wheel for hand brakes at Car End 2. Prototypically, both sides of the cars do not have climbing holes on the upper body and do not have climbing grab irons. The dump cars have load inserts of real coal. All the cars in the set are individually packaged. The buffer heights conform to the NEM. Length over the buffers per car 14.4 cm / 5-5/8". AC wheelset per car E700150.

- Scale construction in 1:87
- Many separately applied details
- 6 different car numbers
- Load inserts with real coal included
- Ideal for unit trains
- Buffer heights conform to the NEM
- Individual sale from the car set



3 cars have a set wheel for hand brakes
at Car End 2

märklin

A dump car set with 12 more car numbers can be found in the Märklin HO assortment under item number 46670 along with information about the required DC wheelsets.

Type Falns 182 dump car is new tooling



24182

46670 (Märklin)

25652

Attractive introduction to the model railroad hobby



25965 Regio Shuttle RS1 Class 650 Diesel Powered Rail Car

Prototype: German Railroad, Inc. (DB AG) type Regio Shuttle RS1 class 650 diesel powered rail car. Version with prototype couplers, buffers, and train destination signs mounted above. Traffic red basic paint scheme. Road number 650 020-0. The rail car looks as it did starting in 2015.

Model: There are separately applied brake hoses, prototype couplers, and control lines at both ends of the rail car. The buffer height conforms to the NEM. Open panels, shorter control lines, and a coupling rod are included for double unit operation.

Length over the buffers 29.3 cm / 11-1/2".

All additional information can be found under item number 25966.

- **Completely new tooling for the Regio Shuttle RS1**
- **Many separately applied details**
- **Factory-installed interior lighting**
- **Possibility of coupling several units using the coupling rod included with the rail car**
- **DCC, mfx, and RailCom capable**
- **Buffer height conforms to the NEM**

märklin

This model can be found in the Märklin H0 assortment under item number 36965.

Additional variations of the Regio Shuttle with different versions of the ends can be found under item numbers 25966 and 25967.





25966 Regio Shuttle RS1 Class 650 Diesel Powered Rail Car

Prototype: Southwest German Provincial Transportation, Inc. (SWEG) type Regio Shuttle RS1 class 650 diesel powered rail car. Version with Scharfenberg couplers and low mounted train destination signs. Paint scheme in the provincial design of Baden-Württemberg ("bwegt"). Road number 238 (NVR Number: 95 80 0 650 634-8 D-SWEG). The rail car looks as it did starting in 2024.

Model: The rail car has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. Two 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. There is a double "A" light function. There is factory-installed interior lighting. Maintenance-free warm white and red LEDs are used for the lighting. There are many separately applied details. There are separately applied imitations of Scharfenberg couplers at both ends of the rail car. Open panels and a coupling rod are included for double unit operation. Minimum radius for operation 360 mm / 14-3/16" disregarding the clearance gauge. Length over the buffers 29.3 cm / 11-1/2".

- **Completely new tooling for the Regio Shuttle RS1**
- **Many separately applied details**
- **Factory-installed interior lighting**
- **Possibility of coupling several units using the coupling rod included with the rail car**
- **DCC, mfx, and RailCom capable**

märklin

This model can be found in the Märklin H0 assortment under item number 36966.

Digital functions under DCC and mfx 25965 / 25966

Headlight(s)
Passenger area lighting on/off
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Rear Headlights off
Switching range + switching light
Whistle for switching maneuver
Front Headlights off
Coupler sounds
Blower motors
Compressor
Letting off Air
Replenishing diesel fuel
Sanding
Train announcement
Doors Closing



Border crosser

epoche
era
époque

VI



25800 Class 186 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 186 electric locomotive. Traffic red basic paint scheme. Road number 186 339-8. The locomotive looks as it did starting in 2019.

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. Long-distance headlights can be controlled. 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 control desk lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. A buffer capacitor is included. There are many separately applied

parts such as grab irons, sandboxes, UIC sockets, and roof conductors. The roof equipment is detailed with four newly designed pantographs with different contact strips for use in Germany, France, and Belgium. The buffer height conforms to the NEM. Brake lines, prototype couplers, sockets, and closed rail clearance devices are included separately for installation on the locomotive. Length over the buffers 21.7 cm / 8-9/16".

Listen to the sound now:
www.trix.de/products/25800



*Completely new construction
in highly detailed metal design
and with buffer tank*

Buffer memory included to bridge over short locations without current

Newly designed pantographs with different contact strips

Long-distance headlights, cab lighting, and control desk lighting can be controlled digitally

Highly detailed roof design with many separately applied details

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

märklin

This model can be found in the Märklin H0 assortment under item number 38800.

Controllable switching lights and special lights for Belgium and France



Buffer height conforms to the NEM

Light pictures



High beam can be switched on



Shunting signal Belgium



Flashing warning signal BE/FR/LU

Digital functions under DCC and mfx
Headlight(s)
Engineer's cab lighting
Electric locomotive op. sounds
Low Pitch Horn
Long distance headlights
Direct control
Sound of squealing brakes off
Light Function
High Pitch Horn
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Light Function
Light Function
Blower motors
Compressor
Letting off Air
Sanding
Opening cab door
Opening side cab window
Coupler sounds
Train control warning sound
Train radio
Station Announcements
Pantograph Sounds
Dialog
Train radio



Diesel Power

epoche
era
époque

VI



22996 Class 77 Diesel Locomotive

Prototype: Type JT42CWRM diesel electric freight locomotive, better known as Class 77. Euro Cargo Rail diesel locomotive leased to DB Schenker Rail Germany. Road number 247 047-4. The locomotive looks as it did around 2018.

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. 4 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 End 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 can be controlled digitally. The control desk lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. The locomotive is authentically weathered. Length over the buffers approximately 24.7 cm / 9-3/4".

- **Factory-installed smoke generator with dynamic smoke exhaust**
- **Digital decoder with extensive sound and light functions**
- **Authentic weathering of the locomotive included**



With dynamic smoke exhaust

Digitally controlled cab and control desk lighting

Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Whistle for switching maneuver
Headlight(s): Cab1 End
Engineer's cab lighting
Blower motors
Control desk lighting
Compressor
Letting off Air
"Switcher Double "A" Light"
Switching maneuver
Sanding
Low Pitch Horn
Whistle for switching maneuver
Switching range + switching light
Sound of Couplers Engaging
Replenishing diesel fuel
Sound of uncoupling
SIFA warning sound
Warning announcement
Opening cab door



Vectron Dual Mode light for DB Cargo



25299 Class 249 Dual Power Locomotive

Prototype: DB Cargo, Inc. class 249 (Vectron Dual Mode light) dual power locomotive. From the Vectron Product Family of Siemens. Road number 249 006. The locomotive looks as it did in 2024.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. Triple head-lights 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. Control desk lighting can be controlled digitally. Engine room lighting 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. A buffer capacitor is included. The pantographs can be raised and lowered digitally. There are Telex couplers at both ends that can be controlled separately in digital operation. Coupler maneuvers are available. Brake hoses and switching couplers are included for installation on the locomotive. Length over the buffers approximately 23.6 cm / 9-1/4".

- **Coupler maneuvers**
- **Buffer height conforms to the NEM**
- **Frame and body constructed mostly of metal**
- **Numerous separately applied details**

märklin

This model can be found in the Märklin H0 assortment under item number 39297.

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 48067.

Digital functions under DCC and mfx

Headlight(s)
Long distance headlights
Pantograph control
Electric locomotive op. sounds
Telex coupler on the rear
Diesel locomotive op. sounds
Telex coupler on the front
Low Pitch Horn
Headlights locomotive end 2 off
High Pitch Horn
Headlights locomotive end 1 off
Direct control
Engineer's cab lighting
Engine room lighting
Sound of squealing brakes off
Blower motors
Whistle for switching maneuver
Blower motors
Switching maneuver
Compressor
Letting off Air
Sanding
Coupler sounds
Sound of Couplers Engaging
Sound of uncoupling
SIFA warning sound
Train control warning sound
Horn
Horn



Buffer capacitor included to bridge over short areas without current

Version with digitally raised and lowered pantographs



Digitally controlled engine room lighting

Digitally controlled cab and control desk lighting

Buffer height conforms to the NEM

New Telex couplers front and rear





25803 Class 186 Electric Locomotive

Prototype: Railpool, Inc. class 186 electric locomotive, leased to HSL. Road number 186 181-4. The locomotive looks as it did starting in 2018 with the attractive advertising design “HSL – Wir verbinden Europa” / “HSL – We Connect Europe”.

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. Long-distance headlights can be controlled. 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 control desk lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. A buffer capacitor is included. There are many separately applied parts such as grab irons, sandboxes, UIC sockets, and roof conductors. The roof equip-

ment is detailed with four newly designed pantographs with different contact strips for use in Germany, Belgium, the Netherlands, and Austria. The buffer height conforms to the NEM. Brake lines, prototype couplers, sockets, and closed rail clearance devices are included separately for installation on the locomotive. Length over the buffers 21.7 cm / 8-9/16”.

Completely new construction in highly detailed metal design and with buffer tank

Long-distance headlights, cab lighting, and control desk lighting can be controlled digitally

Buffer height conforms to the NEM

Newly designed pantographs with different contact strips

Many separately applied details

Buffer memory included to bridge over short locations without current

With the additional high beam and shunting signal Belgium light functions, the model has five switchable light signals



märklin

This model can be found in the Märklin H0 assortment under item number 38803.



Light pictures

epoche
era
époque

VI

TRIX
HO



Warning signal BE/FR/LU



Shunting signal Netherlands



Warning signal Netherlands

Digital functions under DCC and mfx

Headlight(s)
Engineer's cab lighting
Electric locomotive op. sounds
Low Pitch Horn
Long distance headlights
Direct control
Sound of squealing brakes off
Light Function
Light Function
High Pitch Horn
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Light Function
Light Function
Blower motors
Compressor
Letting off Air
Sanding
Opening cab door
Opening side cab window
Coupler sounds
Train control warning sound
Train radio
Station Announcements
Pantograph Sounds
Dialog
Train radio
Stat. Announce. – Dutch
Light Function – Dutch switching light





25680 Class Ae 6/8 Electric Locomotive

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) class Ae 6/8 electric locomotive. Locomotive from the 2nd production run. Dark brown basic paint scheme with black running gear. Version as it originally looked with 2 pantographs and brake resistors in the engine room. Crossover plates and wrong line operation light on the ends of the locomotive. Signum Integra magnet on Locomotive End II. On each of the locomotive sides are 4 engine room windows and fin-type ventilation grills. Locomotive road number 207. The locomotive looks as it did at the end of the Forties/ beginning of the Fifties.

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. The outer driving wheelsets in each power truck are driven using cardan shafts. Traction tires. Triple headlights and 1 white marker light (Swiss 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 switched to 1 red marker light. The wrong line operation light can be controlled separately in digital operation. The headlights at Locomotive End 2 and 1

can be turned off separately in digital operation. There is a double "A" light function. There is also cab lighting, control desk lighting, and engine room lighting that can each be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. A buffer capacitor is included. The locomotive features highly detailed metal construction with many separately applied details. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses and imitations of prototype couplers are included. Length over the buffers 23.3 cm / 9-3/16".

In early Era III design with two pantographs



The cab, engineer's cab and engine room lighting can be controlled digitally

With built-in buffer storage

For the first time at Trix!
The Ae 6/8 from the 2nd construction series as a completely new design, highly detailed metal construction

Highly detailed metal construction

Buffer height conforms to the NEM

- Completely new tooling
- Locomotive from the 2nd production run with road number 207
- Highly detailed metal construction
- RailCom capable DCC/mfx digital decoder including extensive operation and sound functions
- Cab, control desk, and engine room lighting can be controlled digitally
- Buffer capacitor included to bridge over short areas without current
- Buffer height conforms to the NEM



The pantographs with prototypical narrow collector strips



Delicately worked out and with high detailing in the area of the bogies and platforms



Version of the 2nd construction series with modernized driver's cab

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
Light Function 1
Light Function 2
Blower motors
Letting off Air
Pantograph Sounds
Rail Joints
Brake Compressor
Headlights locomotive end 2 off
Headlights locomotive end 1 off
Doors Closing
Sound of Couplers Engaging
Operating Sounds 1
Buffer to buffer
Conductor's Whistle
Operating Sounds 2
Switching maneuver
Switching range + switching light

märklin

This model can be found in the Märklin HO assortment under item number 38680.



46575 (Märklin)

25680

The ideal add-on from the Märklin assortment



46575 Freight Car Set for the Class Ae 6/8 – Use the DC wheelset E700580 for the exchange



46575 (Märklin)

25680

For the anniversary “50th Anniversary of the Swiss Express”

TRIX
HO

While the international long-distance trains of the Swiss Federal Railways (SBB) offered travelers a high standard, the domestic offerings limped behind. The SBB therefore put a new product on the rails in the Mid-Seventies, an express train connecting Swiss cities that ran from Geneva via Lausanne, Bern, to Zürich. For the first time a purely domestic Swiss consist had air conditioning in first and second class. Moreover, this express train featured a catered dining car. This train was soon given the name “Swiss Express”. The six train sets were formed from 14 Mark III cars and coupled to one another using center buffer couplers. Five sets were needed for the schedules, and one was kept in reserve.

Visually these long trains immediately attracted attention, which on the one hand was due to the successful paint scheme in blood orange / pebble gray and on the other hand was due to the locomotives: Re 4/4 II from the first production run, with even two prototypes here. All these units had merely one double-arm pantograph. Due to their dual color paint scheme with the pebble gray link below the side windows, they were soon given the nickname “Cream Slice”.

After 1982 the concept was changed, and the cars were used in shuttle train service. Later they went to the BLS Lötschberg Railroad which used them until 2021 in shuttle trains and in its own color design. After that, a remarkable chapter ended in Swiss rail service. Yet, fans of these special trains can continue to draft new stories in HO Scale.



Switzerland – For the anniversary “50th Anniversary of the Swiss Express”



25420 Class Re 4/4 II Electric Locomotive, 1st Production Run

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II electric locomotive, 1st production run. pebble gray / blood orange basic paint scheme as motive power for the Swiss Express. Road number 11141. The locomotive looks as it did starting in 1975.

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 driven using cardan shafts. Traction tires. Triple headlights and one white marker light (Swiss light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When running light, the lighting can be changed to a red marker light. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. Switching, warning, and wrong line operation lights can be controlled digitally. The cab and engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. A buffer capacitor is included. The roof equipment is modelled in detail and includes a double arm panto-

graph as new tooling. There are many separately applied details such as grab irons and modelling of the automatic coupler including a crosswise rod. The buffer beams conform to the NEM. Brake lines, plugs, fill-in pieces for the rail clearance devices, and the complete automatic coupler are included as separate parts for installation on the locomotive. Length over the buffers 17.8 cm / 7”.

Buffer capacitor included to bridge over short areas without current

For the first time at Trix!
Complete new construction of the Re 4/4 II,
1st series with one pantograph

With switchable shunting, warning and wrong way signals

Many applied details such as automatic coupler and its linkage



Newly designed fine scissor pantograph

Roof garden prototypically implemented



- Many separately applied details such as the modelling of the automatic coupler
- Digitally controlled cab and engine room lighting
- Also controlled switching, warning, and wrong line operation lights
- Close couplers with guide mechanisms
- DCC, mfx, and RailCom capable
- Buffer height conforms to the NEM

The roof garden is authentically realized with its pantograph, separately applied insulators, lines, main switch and conductor rails

The extended buffer beam and tread plate are prototypically constructed

The front of the newly designed Re 4/4 II is true to form



Digital functions under DCC and mfx

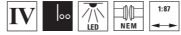
Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching maneuver
Headlights locomotive end 1 off
Engineer's cab lighting
Engine room lighting
Light function for warning light for Switzerland
Blower motors
Compressor
Letting off Air
Light Function – Swiss oncoming train light
Main Relay
Conductor's Whistle
Train announcement
Opening side cab window
Sanding
Pantograph Sounds
Opening cab door
Light function for warning light for Switzerland
Train radio

märklin

This model can be found in the Märklin HO assortment under item number 38420.

Swiss Express passenger cars to go with this locomotive can be found in the Trix HO assortment as completely new tooling under item numbers 23690 and 23691. The switching coupling car "Sputnik" to go with this locomotive can also be found as new tooling under item number 24650.

For the anniversary "50th Anniversary of the Swiss Express"



23690 Swiss Express Passenger Car Set

Prototype: Four Swiss Federal Railways (SBB/CFF/FFS) standard design passenger cars type Mark III. A type AD half baggage car, 1st class, a type WR dining car, and two type B open seating cars, 2nd class. Pebble gray / blood orange basic paint scheme for the Swiss Express. Train route: Geneva–Lausanne–Bern–Zürich Main Station. Car assignment numbers 1, 13, and 14. Dining car without an assignment number. The cars look as they did starting in 1975.

Model: The Mark III car family is completely new tooling. The interiors are done in multiple colors. All the cars have factory-installed LED interior lighting. A buffer capacitor is installed in each car to bridge over short areas without current. The dining car has lighted table lamps. One open seating car has factory-installed marker lights. The cars are equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the marker light car and the assigned car order must be followed for this function. There are trucks specific to the types of cars, roof shapes, side walls, and underbodies with many separately applied details. The buffer height on the cars conforms to the NEM. There are separately applied vents, grab irons, control lines, and steps on the trucks. There are imprinted car route signs and car assignment numbers. Two crossover end doors are included with each car. These doors were installed on the prototype for crossovers. An imitation of an automatic coupler is included with the marker light car. All the cars are individually packaged in an additional master package. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers approximately 113.2 cm / 44-1/2".

Completely new tooling for the Mark III car family

Factory-installed LED interior lighting with buffer capacitors

With prototypical tapering to the roof



Marker light car included imitation of an automatic coupler



märklin

This model can be found in the Märklin H0 assortment under item number 42190.



23690

23691



23691 Swiss Express Passenger Car Set

Prototype: Two Swiss Federal Railways (SBB/CFF/FFS) standard design passenger cars type Mark III. A type A open seating car, 1st class, and a type B open seating car, 2nd class. Pebble gray / blood orange basic paint scheme for the Swiss Express. Train route: Geneva–Lausanne–Bern–Zürich Main Station. Car assignment numbers 2 and 12. The cars look as they did starting in 1975.

Model: The Mark III car family is completely new tooling. The interiors are done in multiple colors. Both cars have factory-installed LED interior lighting. A buffer capacitor is installed in each car to bridge over short areas without current. The cars are equipped with operating, current-

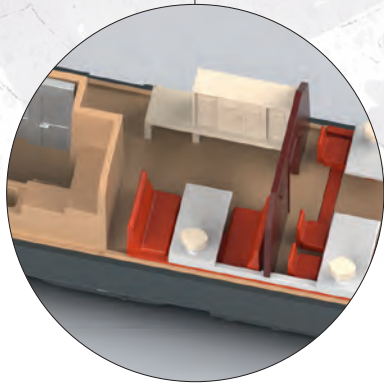
conducting close couplers. The interior lighting works in conjunction with the marker light car from the 42190 set and the assigned car order must be followed for this function. There are trucks specific to the types of cars, roof shapes, side walls, and underbodies with many separately applied details. The buffer height on the cars conforms to the NEM. There are separately applied vents, grab irons, control lines, and steps on the trucks. There are imprinted car route signs and car assignment numbers. Two crossover end doors are included with each car. These doors were installed on the prototype for crossovers. A decal set is included with the two cars with four additional car numbers and assignment numbers.

Together with the 23690 set the use of five add-on sets can allow a prototypical 14 part consist to be made. Both cars are individually packaged in an additional master package. The minimum radius for operation is 360 mm / 14-3/16".

Length over the buffers approximately 56.6 cm / 22-1/4".

- **Decal set included for additional car numbers and assignment numbers**

Multi-colored interiors in all cars and dining cars with illuminated table lamps



All cars with current-carrying close couplers and buffer height according to NEM

märklin

This model can be found in the Märklin HO assortment under item number 42191.

Together with the 23690 set the use of five add-on sets can allow a prototypical 14 part consist to be made.

You will also find the matching "Sputnik" shunting coupler cars as a new design under item number 24650 on page 44.





24650 Swiss Express "Sputnik" Coupling Car Set



Prototype: Two Swiss Federal Railways (SBB/CFF/FFS) former type Db service escort cars. Pebble gray / blood orange basic paint scheme in use as coupling cars for the Swiss Express. The cars look as they did starting in 1975.

Model: These cars are completely new tooling for the type Db "Sputnik" service escort car. The underbodies on the cars are specific to their types and include many separately applied details. The buffer height conforms to the NEM. The grab irons, hand brake cranks, gas box, and roof vents are separately applied. Interior details are included. Length over the buffers approximately 21.3 cm / 8-3/8". AC wheelset E700150.

- Many separately applied details
- Buffer height conforms to the NEM



The Sputniks were not really comfortable. Discarded interior fittings dominated and the toilet did not flush. The window openings on the sides, which allowed a view along the train, seemed like true luxury

Completely new tooling for the "Sputnik" service escort car



24650

23690

24650



25667 Class Ae 610 Electric Locomotive

Prototype: SBB Cargo class Ae 610 electric locomotive. Ultramarine / flame red basic paint scheme. Road number 610 519-1 with cantonal coat-of-arms for Giubiasco. The locomotive looks as it did starting in 2005.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 2 axles powered in each truck. Traction tires. The triple headlights and a white marker light (Swiss light code) change over with the direction of travel and can be controlled digitally. There are other separately controlled light functions: Switching to a red marker light, switching to dual red marker lights, switching to warning lights and switching lights. 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. A buffer capacitor is included. There are many separately applied parts such as metal grab irons. The locomotive has close coupler mechanisms. Closed panels for the rail clearance devices are included as parts for separate installation on the locomotive. Length over the buffers 21 cm / 8-1/4".

- Centrally mounted motor with drives to four axles
- Digitally controlled cab and engine room lighting
- Numerous light functions that can be controlled separately in digital operation
- Many separately applied details
- Close coupler mechanisms
- Digital decoder with extensive operation and sound functions
- DCC, mfx, and RailCom capable

Buffer capacitor included to bridge over short areas without current



märklin

This model can be found in the Märklin H0 assortment under item number 39366.

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
Marker light(s)
Blower motors
Brake Compressor
Letting off Air
Light function for warning light for Switzerland
Station Announcements
Coupler sounds
Rail Joints



46336 (Märklin)

46336 (Märklin)

25667



25804 Class 186 Electric Locomotive

Prototype: Euro Cargo Rail (ECR) class 186 electric locomotive. Light gray basic paint scheme. Road number 186 310-9. The locomotive looks as it did starting in 2018.

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 headlamps and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Long-distance headlamps can be controlled. The headlamps at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double "A" light function. Cab lighting and control desk lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. A buffer capacitor is included. There are many separately applied parts such as grab irons, sandboxes, UIC sockets, and roof conductors. The roof equipment is detailed with four newly designed pantographs with different contact strips for use in Germany, France, and Belgium. The buffer height conforms to the NEM. Brake lines, prototype couplers, sockets, and closed rail clearance devices are included separately for installation on the locomotive.

Length over the buffers 21.7 cm / 8-9/16".

- **Many separately applied details**
- **Long-distance headlamps, cab lighting, and control desk lighting can be controlled digitally**
- **Newly designed pantographs with different contact strips**
- **Controllable switching lights and special lights for Belgium and France**
- **Buffer height conforms to the NEM**
- **Digital decoder with extensive operation and sound functions**
- **DCC, mfx, and RailCom capable**
- **Buffer capacitor included to bridge over short areas without current**

Completely new tooling with highly detailed metal construction

Elaborately designed front panel



The switchable light signals can be found on page 31.

Digital functions under DCC and mfx

Headlight(s)
Engineer's cab lighting
Electric locomotive op. sounds
Low Pitch Horn
Long distance headlamps
Direct control
Sound of squealing brakes off
Light Function
High Pitch Horn
Headlamps locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlamps locomotive end 1 off
Light Function
Light Function
Blower motors
Compressor
Letting off Air
Sanding
Opening cab door
Opening side cab window
Coupler sounds
Train control warning sound
Station Announcements
Station Announcements

märklin

This model can be found in the Märklin H0 assortment under item number 38804.

Freight cars from Era VI to go with this locomotive can be found in the Trix and Märklin H0 assortments.

Listen to the sound now:
www.trix.de/products/25804





24473 Type Sdggmrss Double Pocket Car

Prototype: CFL Cargo type Sdggmrss (T3000e) 6-axle double pocket car with articulation. Modern flat car for combined load service. Pure green 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 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 holders for high and low version kingpins, brakeman's steps, and an air tank for the ends of the cars 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".

DC wheelset E700150.

- Many separately applied details
- Buffer height adheres to the NEM
- Loaded with two semi rigs

*Detailed construction mostly of metal
Folding tie bars mounted and functional*



Another double pocket car with a different car number and load can be found in the Märklin HO assortment under item number 47473 with information about the necessary exchange wheelsets.

The class 186, 189, 193, or 248 modern electric locomotives to go with this car can be found in the Trix HO assortment.



Perfect new design of a Märklin cult locomotive for the 75th birthday of the 1100 series

25110 Class 1100 Electric Locomotive

Prototype: Dutch State Railways (NS) class 1100 electric locomotive. Locomotive from the 1st production run, without end reinforcement. Dark blue basic paint scheme with black running gear. Decorative striping in relief included. Trucks with rounded cutouts. Locomotive road number 1108. The locomotive looks as it did in the Mid-Seventies.

Model: The locomotive has a digital decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered using cardan shafts. Traction tires. Triple headlights as a reversed "L" light code (2 x yellow below, 1 x white above) and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then there is switching lighting per locomotive end 1 x yellow below. The cab lighting and engine room lighting can be controlled separately in digital operation. Maintenance-free yellow, warm white, and red LEDs are used for the lighting. There is a buffer capacitor. The roof equipment is modelled in detail and includes Faively G5 double arm pantographs as new tooling. Close couplers in standard coupler pockets are on the trucks. The buffer height conforms to the NEM. Brake lines and prototype couplers are included for separate installation on the locomotive.

Length over the buffers 14.9 cm / 5-7/8".

Lighting with yellow LEDs at the bottom and warm white LEDs at the top, as well as red LEDs as marker lights

Buffer height conforms to the NEM

With switchable shunting lighting
1 x yellow on each side bottom left



Front side with raised logo and locomotive number



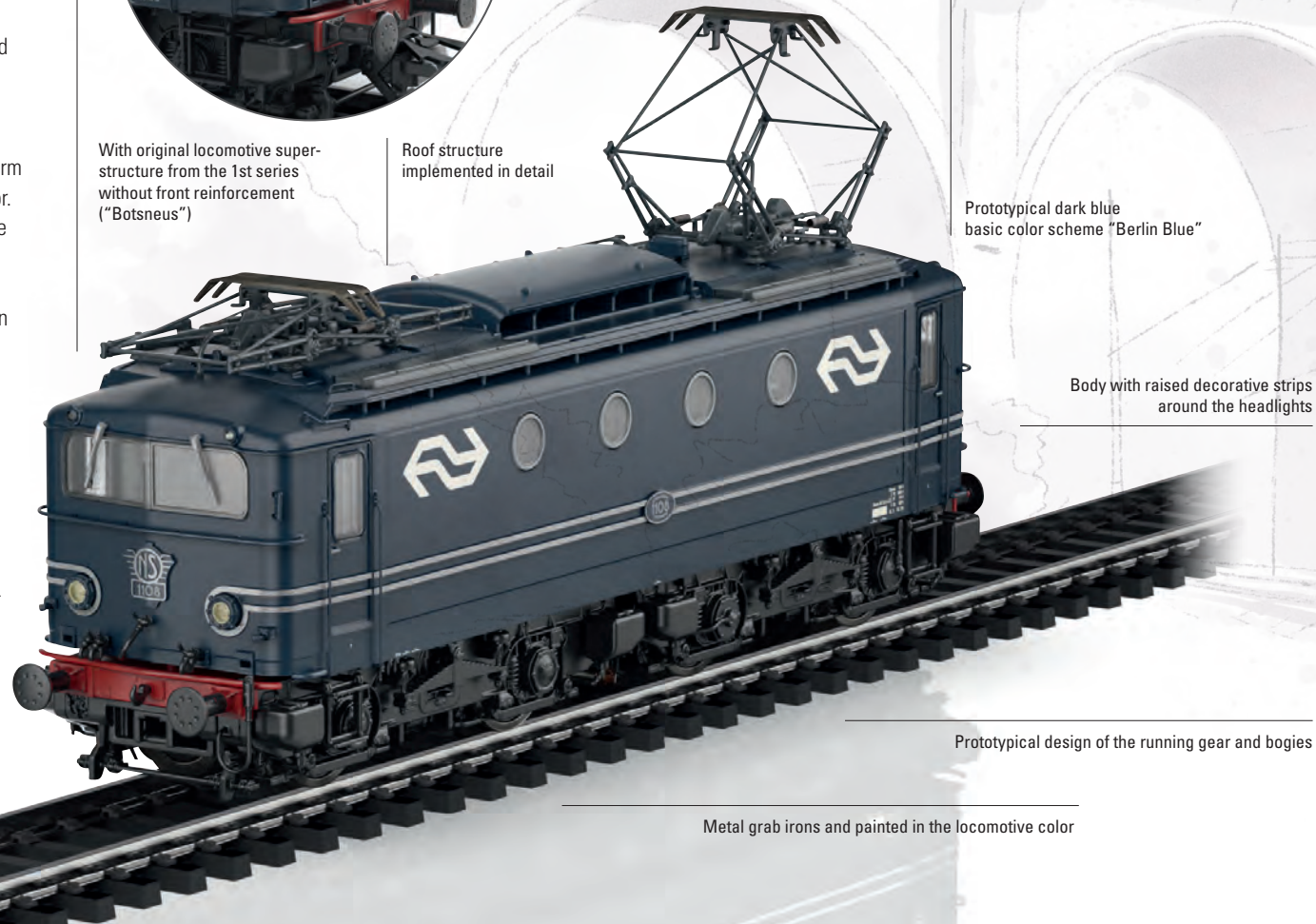
On the respective right-hand side of the locomotive the bottom of the access door is the holder for the engraved on the bottom of the access door

With original locomotive superstructure from the 1st series without front reinforcement ("Botsneus")

Roof structure implemented in detail

Prototypical dark blue basic color scheme "Berlin Blue"

Body with raised decorative strips around the headlights



Prototypical design of the running gear and bogies

Metal grab irons and painted in the locomotive color

- Completely new tooling
- One-time production for the anniversary
"75th Anniversary of the Class 1100 Electric Locomotive"
- Locomotive from the 1st production run, without end reinforcement (locomotive road numbers 1101 to 1150)
- Intricate metal construction including many separately applied details
- Digitally controlled cab and engine room lighting
- Close couplers in standard coupler pockets
- RailCom compatible DCC/mfx digital decoder with extensive light and sound functions
- Buffer capacitor included to bridge over short areas without current
- Buffer height conforms to the NEM



© Hans Scherpenhuijzen

The ideal add-on from the Märklin assortment



46632 Type Uces and Ucs-y Spherical Container Car Set – Use the DC wheelset E700580 for the exchange



46632 (Märklin)

46632 (Märklin)

46632 (Märklin)

25110

Digital functions under DCC and mfx

Headlight(s)
Engine room lighting
Electric locomotive op. sounds
High Pitch Horn
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Low Pitch Horn
Engineer's cab lighting
Conductor's Whistle
Headlights locomotive end 2 off
Headlights locomotive end 1 off
Blower motors
Compressor
Letting off Air
Pantograph Sounds
Sanding
Rail Joints
Sound of Couplers Engaging
Buffer to buffer
Switching range + switching light
Operating Sounds 1
Operating Sounds 2
Stat. Announce. – Dutch
Grade crossing

märklin

This model can be found in the Märklin HO assortment under item number 38110.

Belgium



25138 Wismar CFV3V Rail Bus

Prototype: Cvt-34 "Wismar Rail Bus" type Cvt-34 diesel powered rail car (type "Hannover A"), for the Chemin de Fer à Vapeur des Trois Vallées (CFV3V), Mariembourg, Belgium. Crimson paint scheme / pure white. Era V/VI (the unit looks as it did from 1978 to 2014).

Model: The rail car has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 2 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 Cabs 2 and 1 can be turned off separately in digital operation. The headlights above can be controlled separately in digital operation. The factory-installed interior lighting can be controlled digitally. Lighting for the control desks can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. A buffer capacitor is included. There are separately applied metal grab irons. Length over the bumpers approximately 13.5 cm / 2-1/2".

- **Factory-installed interior lighting**
- **Buffer capacitor included to bridge over short areas without current**
- **Many separately applied details**
- **Separately applied metal grab irons**
- **Digital decoder and extensive sound functions included**

Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
Warning Sound
Interior lights
Direct control
Sound of squealing brakes off
Headlights locomotive end 2 off
Horn blast 1
Headlights locomotive end 1 off
Light Function
Conductor's Whistle
Doors Closing
Train announcement
Control desk lighting
Special light function
Whistle for switching maneuver
Switching maneuver
Switching range + switching light
Compressor
Letting off Air
Sanding
Windshield wiper sounds
Surrounding sounds
Replenishing diesel fuel
Replenishing sand
Rail Joints
Announcement: history of the locomotive

For the first time at Trix in HO!
The four-window pig's snout in HO
in a completely new design



Interior details done in multiple colors

Prototypical without roof extension, ladder and roof running boards

Very high level of detail

The third headlight can be switched on and off digitally

The lighting on the control panel can be switched on and off digitally



märklin

This model can be found in the Märklin HO assortment under item number 38138.





25199 Class 370 Electric Locomotive

Prototype: PKP Cargo class 370 (Siemens Vectron MS) electric locomotive. Road number 370 058. 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. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately. Cab lighting can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, there is a double "A" light function at both ends of the locomotive. Maintenance-free warm white and red LEDs are used for the lighting. A buffer capacitor is included. Length over the buffers approximately 21.8 cm / 8-5/8".

- **Buffer capacitor included to bridge over short areas without current**
- **Die-cast zinc locomotive body and frame**
- **Many separately applied details**
- **Digitally controlled cab lighting**
- **Digital decoder including extensive light and sound functions**

Approved for the following countries:
PL / D / A / H / CZ / SK

With Buffer capacitor



märklin

This model can be found in the Märklin H0 assortment under item number 39336.

Switchable
spotlight

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
Blower motors
Compressor
Running against traffic PL light function
Switching maneuver
Switching light
Letting off Air
Sanding
Opening side cab door
Opening side cab window
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Switching range + switching light
Sound of Couplers Engaging
Sound of uncoupling
Grade crossing



48458 (Märklin)

48458 (Märklin)

25199



25967 Regio Shuttle RS1 Class 840 Diesel Powered Rail Car

Prototype: Czech State Railroad (ČD) type Regio Shuttle RS1 class 840 diesel powered rail car. Version with prototype couplers, buffers, and low mounted train destination signs. Light gray / azure basic paint scheme. Road number 840 006-1. The rail car looks as it did starting in 2020.

Model: The rail car has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. Two 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. There is a double "A" light function. There is factory-installed interior lighting. Maintenance-free warm white and red LEDs are used for the lighting. There are many separately applied details. There are separately applied brake hoses, prototype couplers, and control lines at both ends of the rail car. The buffer height conforms to the NEM. Open panels, shorter control lines, and a coupling rod are included for double unit operation. Minimum radius for operation 360 mm / 14-3/16" disregarding the clearance gauge. Length over the buffers 29.3 cm / 11-1/2".

- **Completely new tooling for the Regio Shuttle RS1**
- **Many separately applied details**
- **Factory-installed interior lighting**
- **Possibility of coupling several units using the coupling rod included with the rail car**
- **DCC, mfx, and RailCom capable**
- **Buffer height conforms to the NEM**
- **Use in German-Czech border traffic**

*Attractive introduction
to the model railroad hobby*



Digital functions under DCC and mfx

Headlight(s)
Passenger area lighting on/off
Diesel locomotive op. sounds
Horn
Direct control
Sound of squealing brakes off
Rear Headlights off
Switching range + switching light
Whistle for switching maneuver
Front Headlights off
Coupler sounds
Blower motors
Compressor
Letting off Air
Replenishing diesel fuel
Sanding
Train announcement
Doors Closing

märklin

This model can be found in the Märklin HO assortment under item number 36967.

Additional variations of the Regio Shuttle with different versions of the ends can be found under item numbers 25965 and 25966.



25443 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive for Norfolk Southern (NS). Gray/black/blue basic paint scheme of the former Central of Georgia Railway. Road number 8101.

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 on the rear of the locomotive. These lights change over with the direction of travel, will work 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".

- **Limited special model with a consecutively numbered certificate of authenticity**
- **Locomotive frame and body constructed of metal**
- **Variation with additional lamps on the rear running board**
- **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**

This model is being issued in a one-time series in 2025 and is limited worldwide to 300 pieces. A consecutively numbered certificate of authenticity is included.

*Second model in the collectors series
of historic locomotives
Limited worldwide to 300 pieces*

märklin

This model can be found in the Märklin H0 assortment under item number 38443.

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
Light Function
Rear Headlights off
Rear Headlights off
Light Function
Letting off Air
Sanding
Compressor
Replenishing diesel fuel
Procedure function
Cab Radio
Cab Radio
Opening cab door



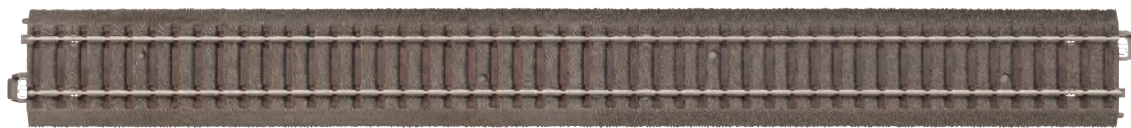
25445 Type GE ES44AC Diesel Locomotive



62360 Trix Straight HO Track Length 360 mm / 14-3/16"

Trix HO track combines ruggedness, electrically reliable connections, and prototypical appearance. This HO track system can be expanded as you like. The ideal track system for new beginners and advanced modelers. Trix straight HO track with a length of 360 mm / 14-3/16". The plug-in connection with the "Click". Set up and take down in a jiffy. Sturdy and long lasting.

- **Perfect in form and looks: Ballast roadbed, ties, hardware**
- **Code 83: Rail profile 2.1 mm high**
- **Universal: For locomotives and cars adhering to NEM**
- **Perspective: Open rail base between the ties**
- **Geometry: Track combinations without piecing things together**
- **Modular: The roadbed always fits – without extra handling**
- **Below-baseboard: Protected plug-in contacts instead of delicate rail joiners**



62649 Trix HO Crossing Length 103.3 mm / 4-1/16"

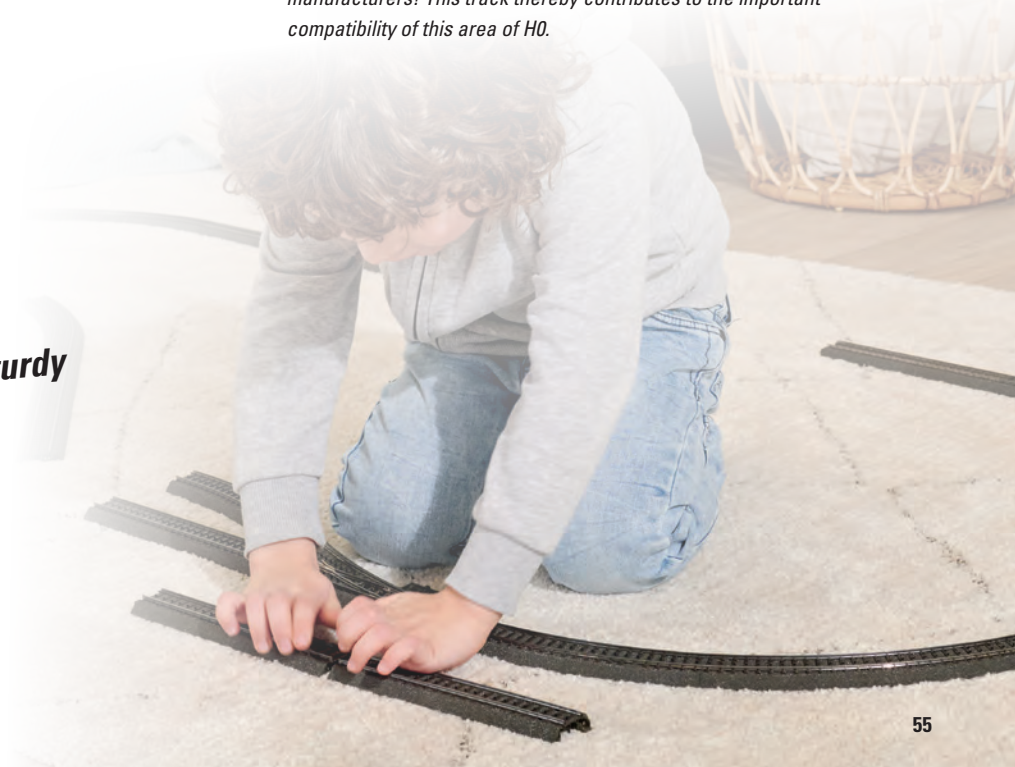
Crossing with a length of 103.3 mm / 4-1/16", 48.6°. For double crossovers or intersecting parallel routes.

- **Prototypical appearance**
- **Electrical operating reliability**



Fast setup and takedown with a sturdy click connection, even on carpets

Trix C Track is the ideal track for fast setup of a track pattern on a table or on the floor. The low resistance click connection on the ends of the track has especially reliable contact and is especially conductive. The connections are designed to be mechanically very precise and display a high level of their own stability in track sections put together. The running and operating current for a model railroad can be fed to the layout everywhere. The feeder wires are connected to the track using spade connectors at the contact tongues present in each section of track. This results in flexibility for all kinds of model railroad track lines. A track system, which allows constantly new operating adventures on constantly new rail lines! If you already have a "two-rail" layout, you can benefit from Trix C Track: Use this elegant roadbed track for any expansion. You use the adapter track (62951) for the transitions in the existing area. It allows connections between Trix C Track and conventional Code 83 track. The low rail profile for Trix C Track is 2.07 mm high and thereby fulfills the standard for Code 83. All HO locomotives and cars with wheel flanges designed for NEM will run here – and that is practically all new models offered in the last two decades for two-rail systems by various manufacturers! This track thereby contributes to the important compatibility of this area of HO.

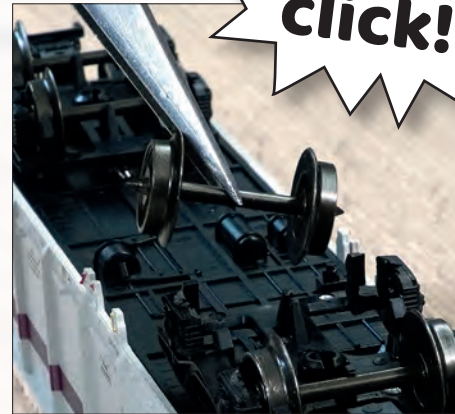


More New Items

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.



46564 Freight Car Set for the Class 52 Steam Locomotive – Use the DC wheelset E700580 for the exchange



48900 Refrigerator Car with a Brakeman's Cab – Use the DC wheelset E700270 for the exchange



44311 Type Fd-z-72 Ommv Freight Car Set – Use the DC wheelset E700580 for the exchange



46464 DSB Pressurized Gas Tank Car – Use the DC wheelset E700580 for the exchange



46664 Freight Car Set – Use the DC wheelset E700580 for the exchange



45032 Type Ibs 377 Refrigerator Car – Use the DC wheelset E32376004 for the exchange



42913 Passenger Car, 1st Class – Use the DC wheelset E700580 for the exchange



42923 Passenger Car, 2nd Class – Use the DC wheelset E700580 for the exchange



42924 Passenger Car, 2nd Class – Use the DC wheelset E700580 for the exchange



43789 Express Train Car Set – Use the DC wheelset E700580 for the exchange



42851 Type Post mr-a Railroad Mail Car –
Use the DC wheelset E700580 for the exchange



48458 Type Fas Side Dump Car Set – Use the DC wheelset E700580 for the exchange

TM & © 1971 - 2025 The Smiley Company.



46336 „HASTAG“ Dump Car Set – Use the DC wheelset E700580 for the exchange



48883 SmileyWorld® Car for 2025 –
Use the DC wheelset E700580 for the exchange



48067 Type Habbins 354 Sliding Wall Boxcar Set – Use the DC wheelset E700580 for the exchange



47226 Type Shimmns Sliding Tarp Car –
Use the DC wheelset E700580 for the exchange



47229 Type Shimmns Sliding Tarp Car –
Use the DC wheelset E700580 for the exchange



45033 Type Iboqqs Beer Refrigerator Car –
Use the DC wheelset E32376004 for the exchange

Museum Car 2025



24725 Trix H0 Gauge Museum Car for 2025

Prototype: German Railroad, Inc. (DB AG) two-axle type Fcs 092 side dump car. Golden yellow body with a black frame. Promotional lettering on the sides on the upper part of the body for the 125th anniversary of the firm Leonhard Weiss, Göppingen, Germany. The car looks as it currently does in 2024.

Model: The car has intricate construction with numerous separately applied details. There are separately applied slide extensions. There is a load of ballast. Length over the buffers 11.2 cm / 4-3/8". AC wheelset E700150. The packaging is attractive and is done in a metal container.

One-time series.

Available only in the Märklineum Shop in Göppingen, Germany.

- Many separately applied details
- Attractive packaging in a metal container
- Several cars can be used chiefly in construction trains
- The construction train can be supplemented with the 48125 Märklin H0 museum car

It's also available:

in Märklin 1 Gauge



in Märklin H0



in Minitrix N



in Märklin Z



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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.

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

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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.

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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).



powered by:

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CLUB

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Becoming a Trix Club member is quite easy:

Either online at 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 2025. Subject to change.



Register now
and reserve the
Club benefits!

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 HO 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 2025):

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. _____

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Bank branch _____

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

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All Countries

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Payment can only be done with online registration.

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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.

Date _____ Signature _____

Date _____ Signature _____

Date _____ Signature _____

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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).

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free of charge

Trix H0



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

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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 2025



24925 Trix H0 Club Car for 2025

Prototype: German Federal Railroad (DB) 2-axle temporary baggage car as the type Pwghs, former Thunder Box car type Bi, 2nd class. Chrome oxide green basic paint scheme. The car looks as it did starting in 1964.

Model: The car has separately applied platform railings and grill doors. Length over the buffers 16 cm / 6-5/16".

AC wheelset E700150.

- **Trix Club Annual Car for 2025**
- **Interesting prototype, temporary baggage car based on a passenger car**

This item is being made in 2025 in a one-time series only for Trix Club members.



33725 Trix Express Club Car for 2025

Prototype: German Federal Railroad (DB) 2-axle temporary baggage car as the type Pwghs, former Thunder Box car type Bi, 2nd class. Chrome oxide green basic paint scheme. The car looks as it did starting in 1964.

Model: The car has separately applied platform railings and grill doors. Length over the buffers 16 cm / 6-5/16".

AC wheelset E700150. Trix H0 wheelset E700580.

- **Trix Express Club Annual Car for 2025**
- **Interesting prototype, temporary baggage car based on a passenger car**

This item is being made in 2025 in a one-time series only for Trix Club members.



Trix Club Anniversary Cars

25 Years of Membership



24782 Trix Club Pocket Car (Trix H0)

Prototype: Type Sdgkms pocket car. Reddish brown basic paint scheme. The car looks as it did in 2000. Loaded with a curtain tarp semi rig in an attractive Trix design.

Model: The frame, floor, and load area are constructed of metal. There are many separately applied details. The trucks are special low designs. The buffers are rectangular. The load restraints are adjustable. Supports and a saddle pedestal are included. The car is loaded with a curtain tarp semi rig in an attractive Trix design.

Length over the buffers 19 cm / 7-1/2". AC wheelset E321973.

This pocket car is being made exclusively for Trix Club members with at least 25 years of membership.

*Attractive load included
Detailed construction mostly of metal
Many separately applied details*



33969 Trix (Express) Club Pocket Car

Prototype: Type Sdgkms pocket car. Reddish brown basic paint scheme. The car looks as it did in 2000. Loaded with a curtain tarp semi rig in an attractive Trix design.

Model: The frame, floor, and load area are constructed of metal. There are many separately applied details. The trucks are special low designs. The buffers are rectangular. The load restraints are adjustable. Supports and a saddle pedestal are included. The car is loaded with a curtain tarp semi rig in an attractive Trix design.

Length over the buffers 19 cm / 7-1/2".

AC wheelset E321973. Trix H0 wheelset E320577.

This pocket car is being made exclusively for Trix Club members with at least 25 years of membership.



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Your Additional Protection When Buying Trix Products.

There are situations which you really do not want to experience. Despite this, it is good for this case if you are ideally insured. A claim is also part of these situations. A new product unfortunately no longer works. What can you do now? The lawmakers include the seller in this case in the liability. An additional possibility is offered by Märklin: **The manufacturer warranty.** This gives you the possibility to go directly to the manufacturer and have the repair or exchange of the product done by him.

The following points about this process are very important: This manufacturer warranty is valid for 24 months from the date on which the product was bought from an official Märklin specialty dealer, at the latest 60 months from the deletion of the item from the catalog assortment, in the case of MHI products the period of validity is 60 months from the date of purchase from the official Märklin specialty dealer, at the latest 72 months from the deletion of the item from the catalog assortment. Either the warranty form filled out completely or the purchase receipt can be used as proof of purchase. Purchase receipts from some other commercial or private reseller are not acceptable for this purpose. Whether the dealer of your choice is actually an official specialty dealer, can be checked in the dealer search on our Web pages for Märklin, Trix, and LGB. Outside of Germany, you can find these addresses at www.maerklin.com.

The manufacturer warranty cannot stand for all possible damages to a model. It therefore includes claims resulting from manufacturing, design, or material flaws. Incomplete products, shipping damage between the dealer and the customer, or damaged packaging therefore do not belong here and can therefore understandably be claimed only vis-à-vis the seller.

Invalidating warranty claims:

- In the event of disturbances caused by wear or regular wear and tear of parts subject to wear.
- When the installation of certain electronic elements contrary to the manufacturer requirements by people not authorized to do this work.
- When used in applications for a purpose other than that prescribed by the manufacturer.
- When the manufacturer's notes in the operating instructions are not followed.
- Any claims for defects are excluded from the warranty, guarantee, or compensation, if outside parts are installed in Märklin products, which are not authorized by Märklin, and the defects or damages have been caused by these parts. The same applies to conversions not done by either Märklin or workshops authorized by Märklin. In general, the rebuttable presumption that the cause for the defects or damages are due to the previously mentioned outside parts or conversions applies to the favor of Märklin.

The warranty deadline is not extended by repair or delivery of a replacement. Warranty claims can be submitted either directly to the seller or by sending the claimed part together with the warranty form or the purchase receipt and a defect report directly to the firm Märklin. In the event of repairs, Märklin and the seller do not assume any liability for data or settings that may be stored on the product by the customer. Warranty claims with postage due cannot be accepted. The purchase made at an official specialty dealer therefore offers not only the guarantee of receiving good advice and extensive service, but also reduces the danger of being left with the costs arising from possible later claims.

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

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>



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

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