



TRIX

FALL NEW
ITEMS FOR
2010

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TRIX. THE FASCINATION OF THE ORIGINAL.

EXCLUSIV 2/2010



HIGHLIGHTS

- + Digital decoder for DCC, Selectrix, and conventional operation.
- + Extensive sound functions that can be controlled in digital operation.



12466 Diesel Locomotive.

Prototype: Krauss-Maffei type ML 3000 C'C' general-purpose heavy diesel hydraulic locomotive. Built in 1957 by Krauss-Maffei as the type ML 2200 C'C', remotored in 1958 as the type ML 3000 C'C'. The locomotive looks as it did from 1958 to 1964.

Model: Era III. The locomotive frame is die-cast metal. The locomotive has a digital decoder with extensive

sound functions. The locomotive can be run on DCC, Selectrix, and conventional operation. The locomotive has a 5-pole motor with 2 flywheels. 4 axles powered. Traction tires. The headlights and marker lights are LEDs and can be controlled digitally. The engineer's cabs have interior details in relief. The locomotive has a close coupler mechanism. Length over the buffers 127 mm / 5".

Digital Functions	Sx	DCC
Headlight(s)	x	x
Diesel locomotive op. sounds		x
Locomotive whistle		x
Whistle for switching maneuver		x
Sound of Couplers Engaging		x

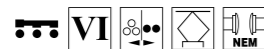
One-time series.

Digital version for DCC and Selectrix, with sound functions.



HIGHLIGHTS

- + Current Märklin promotional locomotive.



12345 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 120 fast general-purpose locomotive. B-B wheel arrangement. Built starting in 1987.

Use: Passenger trains.

Model: Era VI. The locomotive has a 5-pole motor with a flywheel. A digital decoder can be installed with a small amount of soldering work. 4 axles powered. The headlights and marker lights are LEDs, and they change over with the direction of travel. The close couplers have a guide mechanism. Length over the buffers 120 mm / 4-3/4".

One-time series.





HIGHLIGHTS

- + Promotional locomotive for the important anniversary "175 Years of Railroads in Germany".
- + Warm white LEDs for headlights.
- + Digital sound: horn and station announcements.



22199 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 120.1 electric locomotive. In a promotional paint scheme "175 Years of Railroads in Germany".
Model: Era VI. The locomotive has a DCC decoder and factory-installed, controllable sound functions. It also has controlled high-efficiency propulsion. 2 axes

powered. Traction tires. The headlights are warm white LEDs. They will work in conventional operation and can be controlled digitally. The cab lighting for the engineer's cabs can also be controlled digitally. The locomotive has separately applied grab irons.
 Length over the buffers 221 mm / 8-11/16".

One-time series.



22645 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 19 electric locomotive. In the blue paint scheme with older design headlights. The locomotive looks as it did around 1967. Road no.: E 19 01.
Use: Express and fast passenger service.

Model: Era III. The locomotive frame is constructed of die-cast metal. The locomotive has a 21-pin digital connector. It also has a 5-pole motor with a skewed armature and a flywheel, centrally mounted. 2 axes powered. The headlights are maintenance-free, warm white LEDs, and they will work in conventional operation. The locomotive has detailed roof equipment. The engineer's cabs have interior details and a figure of an

engineer. The locomotive has NEM coupler pockets. The buffer beam details are included in a bag so that the front of the locomotive can be fully equipped for display or equipped for operation.
 Length over the buffers 194.5 mm / 7-11/16".

One-time series.

The German State Railroad Company preferred electric motive power more and more for express passenger service. In 1937, 2 each of the class E 19 locomotives were ordered from AEG and Siemens/Henschel. They were intended to serve the planned electric connection from Berlin to Munich via Halle. The maximum speed was planned for 180 km/h / 113 mph and 60 km/h / 38 mph had to be maintained with a fully loaded express train

on the grades for the Frankenwaldbahn line. Both firms developed the locomotives on the basis of the proven E 18. Road number E 19 01 built by AEG was presented in 1938 and was placed in regular service after successful test runs. All four locomotives had the elegant red paint scheme that identified express locomotives, and the emblem of that time for the German State Railroad Company was ostentatiously present on the ends of the

locomotives. The planned test runs at 225 km/h / 141 mph did not take place and the outbreak of World War II precluded further purchases of the E 19. After 1945, these powerful, fast locomotives remained in the West and the German Federal Railroad stationed them in Nürnberg, from where they ran as express locomotives to Regensburg and in Inter-zone service to Probstzella. The maximum speed was reduced to 140 km/h / 88 mph,

the skirting at the ends was removed, and the paint scheme changed on some locomotives to the German Federal Railroad green in effect at that time and on others to the German Federal Railroad blue. The class 119 was the most powerful electric express locomotive on the German Federal Railroad until the class 103 was placed into service.

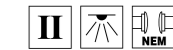
Passenger Cars

In the late 1920s, the Rheingold cars were considered very special both in terms of interior comfort and exterior appearance. The elegant violet-ivory exterior finish emphasized the special quality of this deluxe train. Originally, only the round emblem of the German State Railroad was present in the area beneath the window

line next to the classification number and the direction signs. Later, the name "Rheingold" was applied in the form of brass lettering in relief in two locations on each side of the car in this area. The German State Railroad had a total of 29 Rheingold cars, including 9 1st class cars, 17 2nd class cars and 3 baggage cars. In the train,

one salon car with a kitchen was combined with another salon car of the same class without a kitchen, so that the one kitchen provided food and beverages for both cars. The passengers were served at their seats, all of which were equipped with tables. The standard consist of 4 salon cars was adapted to day-to-day requirements

with additional cars. Additional pairs of cars were made available at least during peak travel times. In 1934, a small galley was installed in 3 additional type SB 4ü-28 cars (with no galley), in order to provide catering service also in individual 2nd class cars in the train.



15780 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type SA4ü-28 1st class "Rheingold" salon car.

Model: Era II. The car has illuminated table lights and a close coupler mechanism.

Length over the buffers 147 mm / 5-13/16".

New production run.



New production run.



15781 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type SA4ük-28 1st class "Rheingold" salon car.

Model: Era II. The car has illuminated table lights and a close coupler mechanism.

Length over the buffers 147 mm / 5-13/16".



15783 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type SB4ük-28 2nd class "Rheingold" salon car.

Model: Era II. The car has illuminated table lights and a close coupler mechanism.

Length over the buffers 147 mm / 5-13/16".

New production run.



New production run.



15782 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type SB4ü-28 2nd class "Rheingold" salon car.

Model: Era II. The car has illuminated table lights and a close coupler mechanism.

Length over the buffers 147 mm / 5-13/16".

The right locomotive to go with these cars can be found in the Trix New Items Program.



New production run.

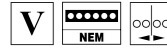


15784 Express Train Baggage Car.

Prototype: German State Railroad Company (DRG) type SPw4ü-28 "Rheingold" baggage car.

Model: Era II. The car has a close coupler mechanism.

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



12328 Diesel Locomotive.
Prototype: French State Railways (SNCF) class CC 72000 in the "En Voyage" paint scheme. C-C wheel arrangement. Built starting in 1967.
Use: Passenger and freight trains.
Model: Era V. The locomotive has a digital connector. It also has a motor with a flywheel. 4 axles powered. 2 traction tires.
 Length over the buffers 125 mm / 4-15/16".

One-time series.



12367 General-Purpose Diesel Locomotive.
Prototype: French State Railways (SNCF) class BB 67000. Diesel electric propulsion. Built starting in 1967. Version in the classic paint scheme.
Model: Era V. The locomotive has an NEM digital connector. It also has a 5-pole motor with a flywheel. 4 axles powered. The headlights and marker lights change over with the direction of travel. The locomotive has a guide mechanism for close couplers.
 Length over the buffers 107 mm / 4-1/4".

Export model for France.

In the steam locomotive era the class 85 was the typical locomotive on the Höllentalbahn line and the Black Forest line. The passenger trains were composed for the most part of "Donnerbüchsen / Thunder Boxes".

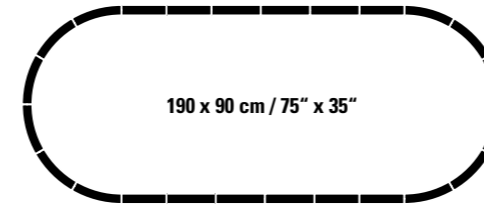


21516 "Höllental / Valley of Hell" Starter Set.
Prototype: German Federal Railroad (DB) class 85 tank locomotive. 4 "Donnerbüchse / Thunder Box" design branch line railroad cars: Type ABi-29, 1st and 2nd class, type Bi-28, 2nd class, type Bi-29 (rebuilt), 2nd class, type Pwi-30 baggage car.
Model: Era III. The locomotive has a 21-pin NEM digital connector. It also has high efficiency propulsion. 5 axles powered. Traction tires. The locomotive has triple

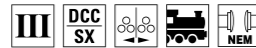
headlights that change over with the direction of travel. It has NEM coupler pockets. The baggage car has sliding doors.
 Length over the buffers 832 mm / 32-3/4".

Contents: 12 no. 62130 curved track, 6 no. 62188 straight track, 6 no. 62172 straight track. A Trix controller and a 230 volt / 36 VA switched mode power pack are included.

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



"Freight Train" Digital Starter Set



21515 "Freight Train" Digital Starter Set with Trix C Track and the New Trix Mobile Station. 230 Volts.

Prototype: German Federal Railroad (DB) freight train. German Federal Railroad (DB) class V 80 with diesel hydraulic drive and universal shaft power transmission. Version with noise suppressor. 5 German Federal Railroad (DB) type Fal 167 hopper cars. Version with "Minden-Dorstfeld" design trucks.

Model: Eras III/IV. The locomotive is constructed of metal. It has a special can motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a built-in DCC/Selectrix digital decoder with automatic recognition of analog operation. The triple headlights change over with the direction of travel, will work in conven-

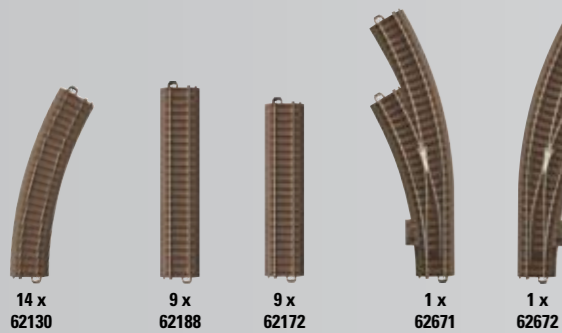
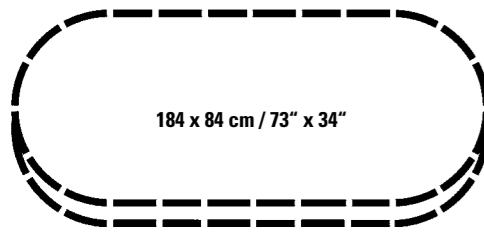
ditional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has NEM coupler pockets. The cars have different car numbers. They are loaded with real fine-grained coal. The cars have NEM coupler pockets and a close coupler mechanism. Length over the buffers 812 mm / 32".

Contents: 14 no. 62130 curved track, 9 no. 62188 straight track, 9 no. 62172 straight track, 1 pair of no. 62671 and no. 62672 curved turnouts. The new Trix Mobile Station, a track connector box, and a 36 VA switched mode power supply unit are also included.

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

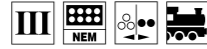
Electric mechanisms can be installed in the turnouts.

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



“Blauer Enzian” / “Blue Gentian”

The class V 200 was one of the German Federal Railroad's (DB) flagship locomotives in the Fifties and Sixties. At the same time it was a sign that the steam locomotive was going to be replaced before long. The original version with the striking large letters DEUTSCHE BUNDESBahn on the side made the V 200 one of the most attractive diesel locomotives in the postwar period and was a symbol at the same time of the economic upswing of those years.



22373 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 200.0. B-B wheel arrangement, built starting in 1953.

Use: Medium and heavy express and fast passenger trains.

Model: Era III. The frame and body are constructed of die-cast metal. The locomotive has a digital connector and a 5-pole motor. 2 axles powered. Traction tires. The locomotive has NEM coupler pockets. Length over the buffers 210 mm / 8-1/4".

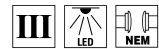
The “Blauer Enzian” / “Blue Gentian” express train passenger car set goes well with this locomotive and can be found under item no. 23373.

The “Blaue Enzian” stood for a type of mystique during the German Economic Miracle period. The precursors to the West German economic miracle made themselves known quite soon after the founding of the German Federal Railroad (DB). And, the DB management recognized early on that the senior managers for the economy would need a reliable transportation network. The worst of the damage from World War II had hardly been cleared, and the railroad prepared a train network as early as 1951 that was planned to connect the important West German urban centers by means of fast trains. The so-called “F-Zug” network had its roots in the express powered rail car network of the pre-war period, but it had an important difference: While the German State Railroad Company (DRG) before World War II had oriented the network of “Flying Trains” to Berlin, the main routes of the F-Zug network in the postwar period ran from North to South due to the “Iron Curtain”. Fast train connections were set up between Hamburg, Bremen, the Rhine-Ruhr area and Cologne, Frankfurt (Main), Stuttgart, Nürnberg, Munich, and Basle, trains which ran with just a few stops out in the morning and

back in the evening. The idea was that it should be possible to do an outside business appointment in one day. Of course, this did not work for great distances such as Hamburg – Munich. Borrowing from the “FD” in use before the war, the train class was now called “F-Züge”, where the “F” stood for “Long Distance”. An “F” surcharge had to be paid in addition to the regular ticket price. The train routes were given euphonious names starting in 1953: The train pair F 55/56 (Hamburg – Munich – Hamburg) was the first and was given the name “Blauer Enzian”. With “Gambrinus”, “Helvetia”, “Senator”, “Roland”, and “Domspatz” – to mention just a few – the “F-Züge” or “Long Distance Trains” bore additional melodious names and became the pride of the new German Federal Railroad. The name “Blauer Enzian” did not have its roots in the famous song of a German hit singer; that came much later. The “Blauer Enzian” was more the result of a contest organized among the passengers, who voted for the alpine flower. It's possible that the passengers associated the paint scheme and the train's destination near the Alps with the rare bright, pure blue color of the

flower. The “Blaue Enzian” was an exception among the “F” trains due to its cars, because from December of 1953 on it was upgraded through the use of the car set for the former Henschel-Wegmann train. The Henschel-Wegmann train ran between Berlin and Dresden before World War II starting with the summer schedule of 1936. It served the barely 180 kilometer / 113 mile route with two pairs of trains daily. The fastest run for this distance required 1 hour and 35 minutes. This made the Henschel-Wegmann train a good half hour faster than all of the previous trains. Even today there is no comparable offering by far; the fastest connection between Berlin and Dresden adds up to a good two hours and 15 minutes. In 1946, this set of cars was standing totally plundered and no longer usable in Hamburg-Langenhelde. In 1952, the DB had it brought back to the builder, Wegmann, in Cassel, where the five cars were completely overhauled, updated, and painted in the blue of the “F” trains. The design of the cars remained largely unchanged. The trucks however were equipped with a fourth spring and the basic plan as well as the interior features was adapted to the new requirements of the

“F” train service. The train offered an elegant view in its steel blue and silver paint scheme with black skirting. After the DB had presented this rebuilt train to the public at the German Transportation Exhibition in Munich from June to November of 1953, it was in service for 5 years starting in December of 1953 as long distance train F 55/56 “Blauer Enzian” between Hamburg and Munich with intermediate stops in Hannover, Göttingen, Fulda, Würzburg, Treuchtlingen, and Augsburg. Starting at the end of 1956 / beginning of 1957 the steam motive power in use until then north of Würzburg gave way to diesel power with the new class V 200.0. South of Würzburg older class E 17 and E 18 electric locomotives were used until the new class E 10 electrics entered service. In 1959, the German Federal Railroad took the Henschel-Wegmann train out of service and stored it at the maintenance facility in Neuaußing. It was scrapped there in 1962 after it was finally retired.



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

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

Use: Express train service.
Model: The cars have side skirting and truck covers that move back and forth for small track curves. The cars have factory-installed LED interior lighting with warm white LEDs. The cars have NEM coupler pockets, also on both end cars. Total length over the buffers 1,254 mm / 49-3/8".

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



Austria



22332 Diesel Locomotive.

Prototype: Austrian Federal Railroad (ÖBB) class 2070 "Hector" general-purpose locomotive. Diesel hydraulic model G 800 BB from the firm Vossloh Schienenfahrzeugtechnik GmbH (VSFT), developed from the standard design locomotives of the former firm MaK.

Use: Freight trains and occasionally passenger trains on short routes.

Model: Era V. The locomotive has a die-cast metal frame and body. It comes with an 8-pin NEM digital connector. The locomotive has a centrally mounted powerful can motor with a bell-shaped armature and a flywheel. 4 axles powered. Traction tires. The headlights are maintenance-free LED's. The locomotive has metal railings front, rear and on the sides. It also has NEM coupler pockets.

Length over buffers 165 mm / 6-1/2".

An AC version of this model is available in the Märklin assortment under item no. 37659.

Reissue.



TRIX



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