TRIX

Summer New Items 2015

E

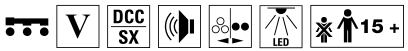
The Flying Hamburg Train

DR SVT 137 225 "Hamburg Design".

The VT 877a/b ushered in a revolution in express service on the German State Railroad (DRG). As the "Flying Hamburg Train", this 160 km/h / 100 mph fast diesel-powered rail car did the 287 kilometer / 179.4 mile long route Berlin – Hamburg for the first time in only two hours and 18 minutes on May 15, 1933 in a regular schedule. This corresponded to a speed of 124.8 km/h / 78 mph. Building on the experiences with this powered rail car, the DRG ordered 13 similar double powered rail cars as the "Hamburg" design (SVT 137 149-152 and 224-232).

A slightly altered end shape as well as the installation of a Scharfenberg coupler formed the most noticeable differences from the first "Hamburg". The car bodies for all of the units were an aerodynamic lightweight steel design with rib construction. Powerful Maybach diesel motors of 302 kilowatts / 405 horsepower along with main generators were located in both end trucks. The drive was done with DC axle-suspended motors in the center Jakobs truck.

These diesel-powered rail cars learned to fly starting in 1935 and the DRG revolutionized its schedule with a unique network of fast powered rail car routes. The unfortunately short-lived era of the famous "Flying Trains" had begun. From Berlin Cologne, Frankfurt/Main, Basle, Stuttgart, Munich, Breslau, and even Beuthen were now reached in addition to Hamburg. The express powered rail car service ended with the beginning of the war. After the end of the war, these attractive express powered rail cars were scattered to the four winds. Two "Hamburg" trains found themselves after 1945 in the area of the later GDR. SVT 137 226 was no longer in operation and the DR converted SVT 137 225 into a salon powered rail car train by February 1951/52. It was thus available for use by important bigwigs in the GDR Transportation Ministry until October 1981. Designated as a museum unit, it began its second career in which it was allowed in the summer of 1985 with official GDR "Excursion Permission" to take part in the anniversary exhibition "150 Years of Railroading in Germany" in Nürnberg. After the reunification of Germany, SVT 137 225 was given one more overhaul and was restored to its original elegant beige/violet paint scheme. It is no longer operational and can be admired on the museum track in the Leipzig Main Station.



16372 Express Diesel Powered Rail Car.
Prototype: German Railroad, Inc. (DB AG) class SVT 137 Express Powered Rail Car. Earlier German State Railroad Company (DRG) "Hamburg" design. Version as museum powered rail car 137 225.
Model: The model has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. Motor powering 2 axles built into the Jakobs truck. Both halves of the unit and the Jakobs truck are connected by a guide mechanism thus producing a prototypical look of a close spacing without open space when the model is standing on straight track. The headlights / marker lights change over white / red. They and the interior lighting are LEDs.
Total length over the buffers 278 mm / 10-15/16".

- **Digital sound including many functions.**
- **Factory-installed interior lighting.**

One-time series.

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Interior lights	•	•	•
Locomotive operating sounds	•	•	
Horn	•	•	
Direct control	•	•	
Station Announcements	•	•	
Rear Headlights off	•	•	
Sound of squealing brakes off	•	•	
Front Headlights off	•	•	
Horn blast 1	•	•	
Doors Closing	•	•	
Conductor's Whistle	•	•	
Rail Joints	•	•	
Sanding	•	•	
Letting off Air	•	•	
Prelubrication	•	•	

Total length 278 mm / 10-15/16"

Factory-installed interior lighting

5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Cross-Border Freight Service

TRIX MINITRIX

VI | DCC SX | LED | NEM | 15 +

16893 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 189 multiple system electric locomotive. Builder designation ES 64 F4. B-B wheel arrangement, built starting in 2002.
Model: The locomotive has a built-in digital decoder with the digital formats DCC, Selectrix, and Selectrix 2. It also has a guide mechanism for close couplers and a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the headlights. The cab lighting and the long-distance headlights can be controlled digitally. The outer pantographs can take power from catenary.
Length over the buffers 122 mm / 4-13/16".

- **Headlights can be turned off.**
- **Long-distance headlights and cab lighting.**
- **Specially designed packaging.**

One-time series.

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

25 märklin 25 Jahre Märklin-Händler-Initiative 1990-2015 MHI

V | NEM | 15 +

15544 Sliding Wall Boxcar Set.
Prototype: Two German Railroad, Inc. (DB AG), DB Cargo business area, type Hirrs-tt 325 sliding wall boxcars.
Model: The cars have close coupler mechanisms.
Length over the buffers per car 168 mm / 6-5/8".

One-time series.

25 märklin 25 Jahre Märklin-Händler-Initiative 1990-2015 MHI

15544 | 37578

See the back cover for an explanation of the symbols and age information.

Impressive Performance

TRIX
MINITRIX

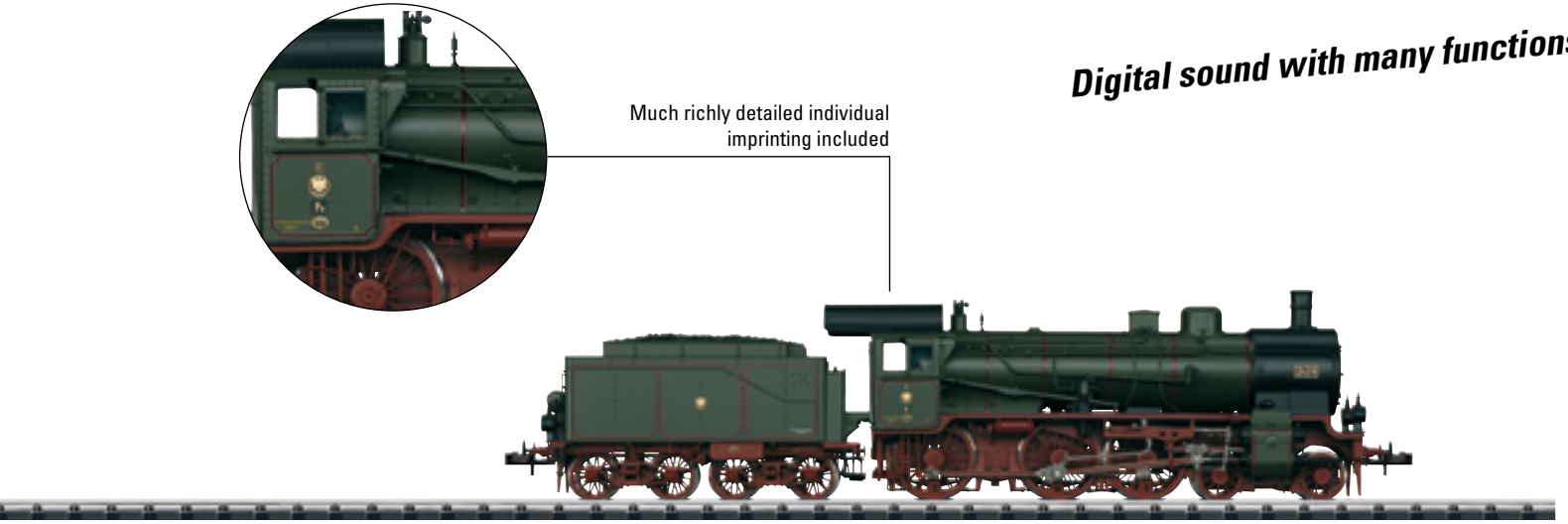
For almost 100 years, the railroad fans in Germany and Europe have generally considered the Prussian P8 to be one of the most beautiful locomotives. Over 3,800 units were built from 1906 to 1928 for the Royal Prussian Railroad Administration (K.P.E.V.), for other provincial railroads, for foreign railroads, and for the German State Railroad (DRG). After 1945 over 300 locomotives were still in use in Germany. The last units worked in regional service well into Seventies. Around 20 locomotives have survived in operational condition down to the present, spread almost all over Europe.

I DCC SX LED 15 +

16381 Steam Locomotive with a Tender.
Prototype: Royal Prussian Railroad Administration (K.P.E.V.) class P8. As it originally looked with a box-style tender.
Model: The locomotive and tender are constructed mostly of die-cast metal. The locomotive has a motor with a bell-shaped armature and a flywheel, mounted in the boiler. It also has a built-in digital decoder and a sound generator with the formats DCC, Selectrix, and Selectrix 2. The locomotive and tender are close coupled. 3 axles powered. Traction tires. The locomotive has dual headlights with warm white LEDs. All of the functions can also be controlled in the Selectrix digital format.
Length over the buffers 116 mm / 4-9/16".

- **New tooling.**
- **Digital sound with many functions.**

One-time series.



Digital sound with many functions

Digital Functions	DCC	SX2	SX
Headlight(s)	•	•	•
Locomotive whistle	•	•	•
Steam locomotive op. sounds	•	•	
Bell	•	•	
Direct control	•	•	
Sound of squealing brakes off	•	•	
Air Pump	•	•	
Whistle for switching maneuver	•	•	
Letting off Steam	•	•	
Sound of coal being shoveled	•	•	
Grate Shaken	•	•	

Diva Robed in Black

TRIX
H0

II DCC mfx NEM 15 +

22065 Steam Express Locomotive with a Tender.
Prototype: Bavarian class S 2/6 steam express locomotive in a black/red basic paint scheme as the German State Railroad Company (DRG) class 15. Locomotive road number 15 001. The locomotive looks as it did around 1925.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The 72270 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. The headlight for oncoming trains and the cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. The locomotive has detailed running gear with a partially open bar frame. The locomotive is modeled to show streamlined sheathing of the smoke box, smoke stack, dome, and cylinder group as well as the streamlined cab. There is a close coupling between the locomotive and tender. A close coupler with a guide mechanism and an NEM pocket is mounted on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods are included separately.
Length over the buffers 25.1 cm / 9-7/8".

- **Completely new tooling for the class S 2/6.**
- **Very finely detailed construction.**
- **Prototypical detail changes.**
- **Locomotive and tender constructed mostly of metal.**
- **Digital decoder with extensive light and sound functions.**

One-time series.

This model can be found in a AC version in the Märklin H0 assortment as item number 37016.

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

Extensive light and sound functions included and the DRG road number 15 001

III 21 NEM 15 +

22257 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 74 tank locomotive.
Use: Freight trains.
Model: The locomotive has an NEM 21-pin digital interface connector. It also has a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel. The locomotive has NEM coupler pockets. It also has many separately applied details.
Length over the buffers 12.7 cm / 5".

- **Detailed, affordable steam locomotive model.**

One-time series.

See the back cover for an explanation of the symbols and age information.

The Change to Electric Train Operations

22609 Electric Locomotive.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class EP 3/6. Original version with a steam heat boiler for passenger trains. Road number 20104. The locomotive looks as it did around 1915.
Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles and a jackshaft powered. Traction tires. The locomotive has a factory-installed 72270 smoke unit. 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. When the headlights are turned off at both ends of the locomotive, then both ends have the double "A" light on. Maintenance-free warm white and red LEDs are used for the lighting. The older style pantographs are asymmetrically arranged. The locomotive has a reproduction of the steam heat boiler. A figure of a locomotive engineer is included.
Length over the buffers 14.3 cm / 5-5/8".

- **Headlight / marker light changeover now with warm white and red LEDs.**
- **Factory-installed smoke unit included.**
- **Figure of a locomotive engineer included.**
- **Digital decoder and extensive operation and sound functions included.**

One-time series.

A passenger car set to go with this locomotive is offered as item number 24609 in the Trix assortment.

This model can be found in an AC version in the Märklin H0 assortment as item number 37069.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator	•	•
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	•	•
Station Announcements	•	•
Conductor's Whistle	•	•
Rail Joints	•	•
Letting off Steam	•	•
Sound of coal being shoveled	•	•
Switching maneuver	•	•

Factory-installed smoke unit included

Figure of a locomotive engineer included

A special attention getter:
Steam heat boiler included for the train heating

See the back cover for an explanation of the symbols and age information.

I LED NEM 15 +

24609 Passenger Car Set.
Prototype: 3 different design Royal Bavarian State Railroad (K.Bay.Sts.B.) 3-axle passenger cars, for use on the route Salzburg-Freilassing-Berchtesgaden. 1 type ABü three-axle passenger car, 1st/2nd class. 1 type Cü three-axle passenger car, 3rd class. 1 type Pü three-axle baggage car. The cars look as they did around 1915.
Model: All of the cars have factory-installed interior lighting with maintenance-free LEDs. All of the cars are individually packaged and have a master package. Total length over the buffers 47.2 cm / 18-9/16".

- **Used on the route Salzburg – Freilassing – Berchtesgaden.**
- **All of the cars include factory-installed LED interior lighting.**

One-time series.

The class EP 3/6 electric locomotive goes well with the 24609 passenger car set. It is also being offered in the Trix assortment as item number 22609.

This passenger car set can be found in an AC version in the Märklin H0 assortment under item number 43320.

Salzburg – Freilassing – Berchtesgaden

24609 | 22609

A Successful Design

22785 Steam Freight Locomotive with a Cabin Tender.
Prototype: German Federal Railroad (DB) class 50 steam freight locomotive with a cabin tender. Witte smoke deflectors, 4 boiler domes, shortened running boards, DB Reflex glass lamps, and without inductive magnets. Road number 50 1581. The locomotive looks as it did around 1967.
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. A 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses are included. Length over the buffers 26.5 cm / 10-7/16".

- **Newly developed cabin tender.**
- **Prototypical design changes to the locomotive, shortened running boards included.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **Digital decoder and extensive operational and sound functions included.**

A tank car set to go with this steam freight locomotive can be found in the Märklin H0 assortment under item number 46536 with a reference about a wheel set exchange to DC wheel sets.

This model can be found in an AC version in the Märklin H0 assortment under item number 37835.

TRIX
H0

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

One-time series.

Age Information and Warnings.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

For adults only.

TRIX

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

www.trix.de

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A current explanation of the pictograms can be found on the Internet at www.trix.de or in the current Trix main catalog.

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