TRIX

NEW ITEMS 2009

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TRIX. THE FASCINATION OF THE ORIGINAL.

DEAR TRIX ENTHUSIASTS,

The repositioning of the Trix brand at the end of 2007 demonstrates: We are on exactly the right path. Our assortment and our new items from the past year such as the ÖBB 1012, the 120.1, the TEE Ram, or the TRAXX locomotives have scored points for running characteristics and detailing and are thereby satisfying the most stringent demands. We will continue this standard. A 21-pin digital connector and five-pole, skewed armature motors are standard as are decoders for several models. You can start looking forward to our new items for 2009 now!

Trix models represent a real investment that provides a piece of timelessness to our hobby in these fast-paced times. Model railroading is and remains a way to spend time that provides each person involved in it with a wonderful experience. A genuine quality of life experience – evoked by working with first class models. From Trix.

We are particularly proud of our newly designed model of the S 3/6; in the eyes of many people it has been the most beautiful provincial railroad locomotive. The "High Stepper" with its large driving wheels was particularly impressive. Several variations of this remarkable steam locomotive will be available as early as the first half of 2009. The many members of the Trix Profi Club will be delighted in particular because there will be a special model of the S 3/6.

We are presenting the class 23 as an uncompromising, outstanding model. It has a can motor with a bell-shaped armature and a flywheel that leaves nothing to be desired in analog operation too. With the class 23 we are also showing the high level of detailing possible with metal.

Trix does not just build wonderful locomotives and fine cars. The annual themes continue to enthrall people for the first time in a very special way. "Black Gold" is the theme for 2009. The series of laser-cut, high quality cardstock models will be continued in this theme. With an immense coking plant with everything that goes with it ready to assemble. Together with appropriate locomotives and cars, we guarantee that this exciting theme will be an attention getter on your layout in 2009!

In 2009, Minitrix is celebrating an anniversary! In 1959, the firm of Trix presented its first push toy models in a scale of 1:180. They were given the name "Minitrix", and their descendants continue to be developed today as excellent locomotives and cars to the delight of everyone. All of the followers of the popular N Scale will find a rich product program in the anniversary year.

Members of the Trix Profi Club can look forward to a catenary maintenance car in 2009. Fans of long freight trains can add 40 ore cars for the "Langen Heinrich" / "Long Henry" to their wish lists. Probably only N railroaders can use and experience such a prototypically long train on their layouts.

The Trix Team wishes you days full of adventure with your Trix model railroad!

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TRIX H0

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EXCLUSIV 1/2009

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H0

The Märklin "Exclusiv" Program is an association of mid-sized toy and model railroad dealers in Germany (MHI).

Since 1990, the MHI / Märklin "Exclusiv" Program has supported its members with one-time special series that can only be purchased from Märklin "Exclusiv" dealers.

"Exclusiv" special productions are innovative products differing from regular models in their paint scheme, imprinting, and technical features for the for experienced model railroaders or also replicas from Märklin's past.

"Exclusiv" products are manufactured exclusively in one-time series and are only available in limited quantities. The dealers in our association are distinguished in particular by carrying the Märklin / Trix full line program and by special qualifications in help and service.

"Exclusiv" dealers in your area can be found on the Internet at
www.maerklin.com
www.marklin.com (for North America).

IV 21 LED

22234 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Version in the pure orange / light gray paint scheme as a "City-Bahn" locomotive for the route Cologne – Gummersbach.
Use: Passenger trains. Road number 218 143-6.

Model: Era IV. The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector. It also has a can motor with a bell-shaped armature and a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs. They will work in conventional operation and can be controlled digitally. The headlights can be turned off at the end of the locomotive with Engineer's Cab 1 or 2, when a 66849 decoder is used in digital operation. The locomotive has separately applied metal grab irons. It also has a detailed buffer beam. The locomotive has NEM coupler pockets.
Length over the buffers 189 mm / 7-7/16".

This model can be found in an AC version in the Märklin H0 assortment under item no. 39182.

One-time series for 2009.

EXCLUSIV 1/2009

IV

23434 "City-Bahn" Car Set.
Prototypes: German Federal Railroad (DB) "City-Bahn" type Bnrzb 778.1 commuter car, 2nd class (car number 50 80 22-34 180-6), "City-Bahn" type ABnrzb 772.1 commuter car, 1st/2nd class (car number 50 80 31-34 013-8), and "City-Bahn" type BDnrzf 784 commuter cab control car, 2nd class (car number 50 80 82-34 295-9).

Models: Era IV. The cars have the new, longer length. The cars have underbody details specific to the different cars. The trucks have disk brakes. The cars are ready for installation of the 66719 lighting kit and the Märklin 73409 marker light kit at the end of the train with a corridor connection. The cab control car has triple headlights that change over to dual red marker lights; these lights will work in analog and digital operation.

The cab control car has maintenance-free, warm white LEDs. This car also has a friction switch for changing the headlights / marker lights over. The minimum radius for operation is 356 mm / 14-3/16". The cars have NEM coupler pockets with close coupler guide mechanisms. All of the cars come individually packaged in a master package.
Length over the buffers for each car 282 mm / 11-1/8".

This model can be found in an AC version in the Märklin H0 assortment under item no. 43808.

One-time series for 2009.

City-Bahn.

Branch lines have always been problem children for the German railroad. In 1984, the German Federal Railroad took a new approach to increase the attractiveness of service on little used routes. The project went under the name "City-Bahn" and initially one route for selected for this service: Cologne – Gummersbach. "Silberlinge" / "Silver Coins" commuter cars were used as rolling stock and were rebuilt to the latest standard at that time. A train café was set up in one of the cars and the exterior of these trains was borrowed from the paint scheme for the S-Bahn in the Rhine/Ruhr area. The paint scheme for the locomotives was adapted to that of the trains in order to achieve a high level of recognition for the "City-Bahn" product. Class 218 diesels were used on the route Cologne – Gummersbach. The railroad was able to register a clear increase in passengers thanks to the "City-Bahn", and this increase was the result of the dense service at regular intervals. Without a doubt the "City-Bahn" concept kept rail service alive on routes threatened with abandonment until it was replaced by its successor, the "Stadt-Express" or "City Express".

IV NEM 1:93,5

23435 "City-Bahn" Add-On Car.
Prototype: German Federal Railroad (DB) commuter car, 1st/2nd class (type ABnrzb 772.1). "Silberling" / "Silver Coins" design with a rounded roof painted and lettered for "City-Bahn", with a cafeteria area. Car number 50 8031-34 025-2.

Model: Era IV. The car has the new longer length. The car has underbody details specific to this design. The trucks have disk brakes. The car is ready for installation of 66719 lighting kit and the Märklin 73409 marker light kit. The minimum radius for operation is 356 mm / 14-3/16". The car has NEM coupler pockets and a close coupler mechanism.
Length over the buffers 282 mm / 11-1/8".

This model can be found in an AC version in the Märklin H0 assortment under item no. 43818.

TRIX
MINITRIX

III NEM

12272 Freight Steam Locomotive with an Oil Tender.
Prototype: German Federal Railroad (DB) class 41. 2-8-2 wheel arrangement, built starting in 1936 for the German State Railroad Company, rebuilt starting in 1957 to oil firing.

Use: Fast freight trains.
Model: The locomotive has a motor with a flywheel, and the tender body is constructed of die-cast metal. There is a digital connector in the tender. There is a close coupling between the locomotive and tender. 4 axles powered. Traction tires.
Length over the buffers 150 mm / 5-7/8".

A retrofit kit for brakeman's steps, rail guards, and a front coupler with a pocket are included.

This locomotive is the ideal motive power for the "Langen Heinrich" / "Long Henry" with the ore cars from the car set, item no. 15509.

One-time series for 2009.

50 YEARS OF FASCINATION WITH MINITRIX.

"The name says it all: Minitrix – this is the reduced size version of the well-known Trix H0 railroad system, one of the oldest model railroad systems in Germany.

What began rather harmlessly in 1959 with collectible and toy models, developed in the following decades into a full-fledged model railroad system in a scale of 1:160.

Considerable further development of Minitrix was and is still being done by engineers.

The models have always been at the latest level of technical and economic possibilities and in the process have become more and more prototypical.

In addition to human skills and a high degree of creativity, the latest developments from the areas of design, mold and tooling creation as well as production, for example CAD, CAM, electro-erosion techniques, and pad printing, have contributed considerably to the further development of Minitrix.

Many locomotive and car models from Minitrix have attained railroad history significance. You can even talk about railroad history in the model, whereby interest in the prototypes of real life railroading has been awakened again among model railroad fans.

Essential technical new items such as the introduction of the remote control systems "EMS" and "Selectrix" are among the milestones in model railroad technology."

The now 50 year old history of Minitrix is neatly summarized in a few words by Hans Zschaler in the introduction to "Faszination Spur N" ("The Fascination of N Gauge") from 2002.

We view these developments in model railroad technology with pride. Last but not least is the repositioning of Trix in 2008, where we took in the multi-faceted desires of our DC customers and oriented our assortment and most particularly our new items to these desires.

Here too you can find the internal values in addition to a broad international model program in which everything fits with everything: Minitrix is the only manufacturer of N Gauge to offer a digital connector in all of its locomotives – in just a few exceptions, where there is not enough space for the connector, we even offer the locomotive from the factory in a digital version.

All of our cars have a close coupler mechanism with NEM coupler pockets.

For the anniversary "50 Years of Minitrix" there are of course specially selected and prepared train sets that make getting started in or re-entering the world of N Scale as easy as possible.

MINITRIX seit 1959

TRADITION WITH A FUTURE.

The changing history of Trix also reflects a piece of German economic history. Mergers and takeovers repeatedly resulted in new ownership relationships and product focal points. However, developments came out of the firm of Trix that are among the milestones of model railroading.

The origin was the firm J. Hafner founded in 1838, after that the Vereinigten Spielwarenfabriken Andreas Förtner und J. Hafners Nachf. AG or United Toy Manufacturers Andreas Förtner and J. Hafners Descendants, Inc., which initially produced tin figures and subsequently sheet metal toys. Stephan Bing, who in 1928 brought the know-how for model trains, was among later owners.

In 1959, Minitrix was born in a scale of 1:180 and initially came onto the market with rather harmless, unpowered collector and toy models, which developed over the succeeding decades into a full-fledged model train system. In 1964, Minitrix came onto the market in 1:160, the electric model train system for N Gauge.

Trix International, the two-conductor DC system based on NEM standards, appeared in the same year. The Trix Express models were now offered in parallel for the International system.

Trix e.m.s., the electronic multi-train control system, came out as early as 1973. Trix e.m.s. doubled the possibilities for controlling trains individually – for example, six locomotives could run independently of each other with Trix Express with catenary.

The digital age began in 1983 with Selectrix. This multiple train control system with microprocessor technology was compatible with NEM standards and could be used for other gauges and brands. Selectrix finally replaced the e.m.s. system.

The ownership odyssey finally came to a good end, when Trix was taken over in 1997 by Märklin and became a subsidiary of Märklin Holding. The merger of these two traditional manufacturers promised uninterrupted further development, in which Trix could make use of all of its advantages and competence for DC model railroads in N and H0.

The current assortment includes the product brands Minitrix, Trix H0 (formerly International) and Trix Systems.

Trix Specialties.

Experienced model railroaders recognize a Trix model without looking at the brand (on the underside). "Typically Trix" is what is usually meant as a compliment.

Actually, the brand has gained a profile that applies equally to N and H0 and that features fidelity to the different eras, careful detailing, and flawless printing.

As a Nürnberg firm we have taken on in particular the baroque grandeur of the provincial railroads, especially those of Bavaria. We have not limited ourselves in the process to just a few flagship models. If you have dedicated your layout to a particular period, you can assemble complete passenger and freight trains faithful to the era in question. From the "Glaskasten" or "Glass Box" right on up to the elegant S 3/5, there are suitable locomotives to pick from.

Now, the provincial railroad period is a very challenging area, because a certain search for pomp on the part of the rulers demands the finest representation on the models of numerous decorative elements, striping, lettering, and fittings. We had to perfect our production methods accordingly.

The comparatively plain models from the German State Railroad period as well as the eras for modern railroading have also profited from the high level of our production technology.

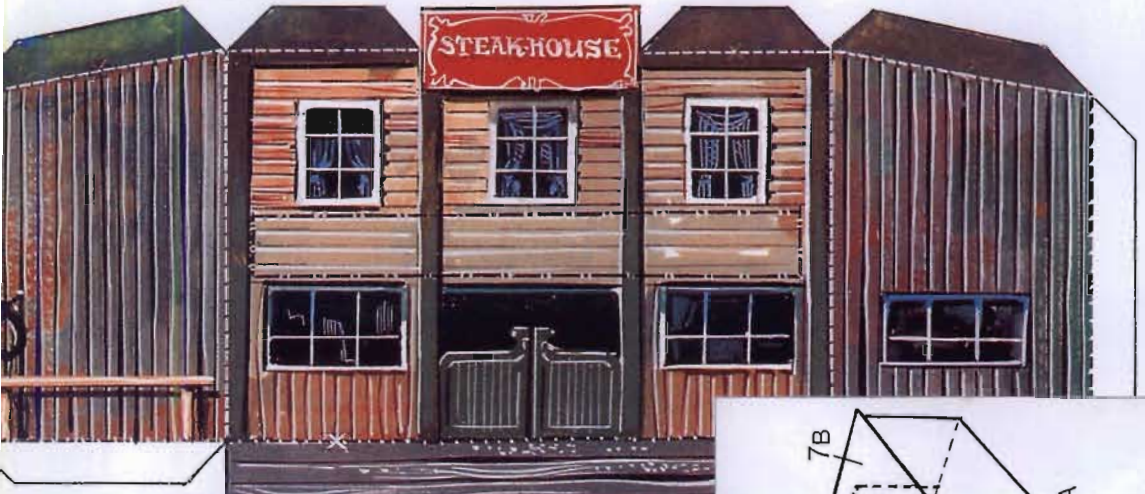
Detailing often as fine as a single hair and super fine lettering require the latest technologies for die-casting and printing, which also benefit the larger scale.

schiedene „Work Train Cars“ (Arbeitszugwagen). Ein Landschaftsdiorama – gedruckt auf

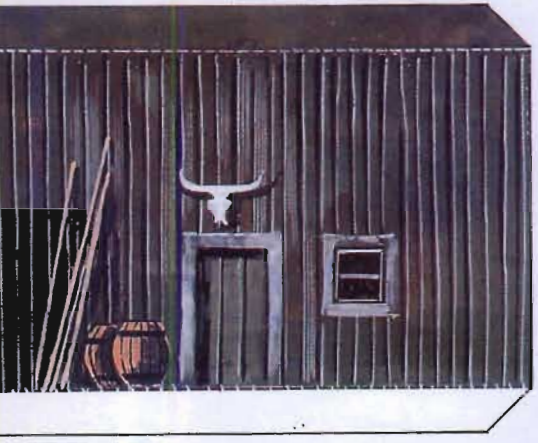
Pap… …rgrundkulisse, typischen Bahnbauten und Indianerzelten zum Ausschnei-

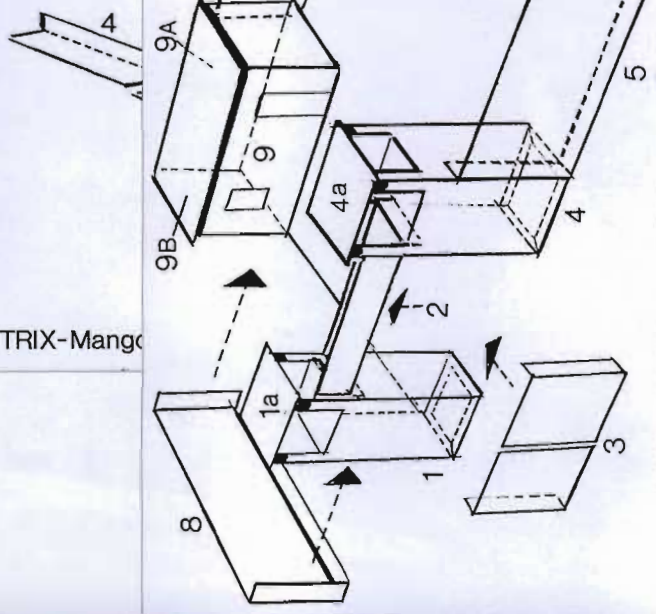
Begleitbroschüre
Packung „Work Train“
von MINITRIX

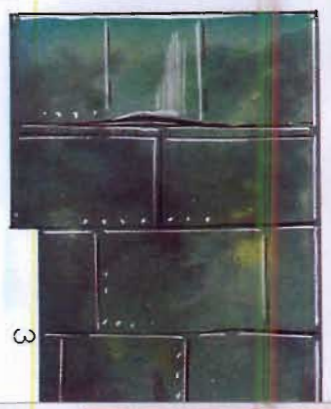
TRADITION WITH A FUTURE.

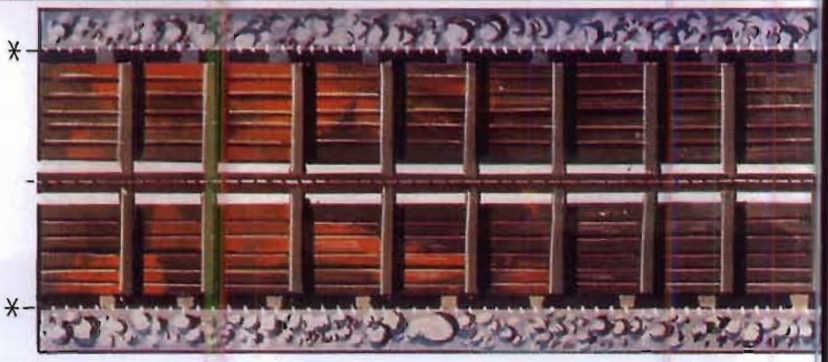


Steak-House
Anleitung zum Schneiden und Kleben siehe Inn



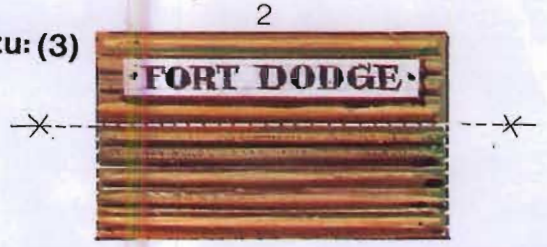






(3) Montage- (Klebe-) Skizze zum Fort (auf dem Innenrand des Deckels)

2 **zu: (3)**



MIT KARL MAY IN DEN WILDEN WESTEN AUS DER PIONIERZEIT DER EISENBAHN

NEW ITEMS FOR H0 GAUGE.

We are well underway. A year ago we made adjustments to the H0 Scale program and changed several critical parameters. The first successes are visible – in the truest sense of the word.

For example, the new 120.1 rolls as smooth as silk on C Track, warm white LEDs provide authentic lighting. We are continuing this development accordingly with no ifs, ands, or buts. You can thus look forward to the class 18.4 and the newly developed class 23, two wonderful steam locomotives.

And yet, the fans of steam locomotives are not the only ones who will get their money's worth: An E 19, perfect in its construction, will take its place at the head of the newly designed "Hechtwagen" / "Pike Cars". These cars come in exact 1:87 scale length, a development that we at Trix will maintain for the most part with our models.

The class 218 and the class 150 are growing with additional variations of these popular locomotives. Naturally, a sturdy can motor with a bell-shaped armature in both models provides first rate running characteristics.

A popular locomotive with photographers of the prototype will soon be at home on many DC layouts: road number 120 151 in its blue paint scheme as the ZDF advertising locomotive.

Trix is offering beautiful new items in more than just the high-end models. A new piece of tooling is coming into the program with the good old V 100, a model that is also very affordable. It is being planned in three different variations so that everyone can enjoy this locomotive that was so widely used in the prototype.

There are also new freight cars in almost all of the eras that can be used with more than just the V 100.

We are especially proud again of our annual theme. After "From Ore to Steel" comes this year's theme "Black Gold". The centerpiece is a coking plant with everything that goes with it. The professional quality architectural models made of special, laser-cut hard cardstock give a thoroughly realistic effect. A classic theme containing many sentiments.

These are not all of the new items for 2009 by a long shot. Complete information can be found on the following pages in text and images.

Have fun reading!


E 1902
E 1902

THE ERAS OF THE V 100.

The V 100 -- A Powerful Non-Smoker as a Replacement for Steam Locomotives.

The proven, economical use of new types of motive power made it clear to railroad officials as early as the Thirties that steam locomotives would be replaced in a few years by diesel and electric locomotives.

After the first years of reconstruction, the German Federal Railroad set about developing new motive power; a powerful locomotive for light passenger and freight trains on branch lines was the highest priority among others. In 1956, the V 100 was developed by the railroad's central office and the engineering firm Maschinenfabrik Kiel (MaK). It came to the German Federal Railroad in 2 versions: as the V 100.10 and as the more powerful V 100.20. The V 100.10 was 12.10 meters / 39 feet 8-3/8 inches long, weighed 62 metric tons and was built in quantities of 364 units from 1958 to 1963. Its power was 809 kilowatts / 1,085 horsepower and it reached a maximum speed of 100 km/h / 63 mph. The V 100.10 was designated as the 211 starting in 1968 and was in service on branch lines for almost forty years until it was finally retired in 2001 by the DB AG.

Unlike the V 100.10, the more powerful version was also intended to be used on main lines and lines with steep grades. The V 100.20 was built from 1963 to 1966, was later designated as the class 212, weighed one ton more and had a continuous power rating of 993 kilowatts / 1,332 horsepower. The firm MaK also supplied the 12 cylinder motor used on this locomotive.

The 381 locomotives built completely fulfilled the expectations set for them. On the DB and the DB AG there were a number of subclasses, such as the class 714 used as motive power for the tunnel rescue train.

Regularly scheduled use of the class 212 has also already come to an end. After they were taken out of service on the DB AG, several class 211 locomotives went to the ÖBB, where they were used for different tasks for several years more as the class 2048. Many of the retired class 212 locomotives were sold to Alstom as part of a joint venture, where they are being overhauled and offered to interested private railroads and track laying firms.

HIGHLIGHTS

+ Completely new tooling.
+ Well-detailed, affordable beginner's model.

III 21

22850 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 100.0 diesel hydraulic general-purpose locomotive. Original version in the crimson paint scheme.
Model: Era III. The locomotive has a special motor with a flywheel. 4 axles powered. 2 traction tires. The locomotive has a 21-pin digital connector. The triple headlights change over with the direction of travel. The headlights are maintenance-free LED's. The locomotive has a reproduction of interior details for the engineer's cab. The locomotive has NEM coupler pockets with Märklin couplers.
Length over the buffers 139 mm / 5-1/2".

HIGHLIGHTS

+ Completely new tooling.
+ Well-detailed, affordable beginner's model.

IV 21

22851 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 211 diesel hydraulic general-purpose locomotive. B-B wheel arrangement. Former class V 100.0.
Model: Era IV. The locomotive has a special motor with a flywheel. 4 axles powered. 2 traction tires. The locomotive has a 21-pin digital connector. The triple headlights change over with the direction of travel. The headlights are maintenance-free LED's. The locomotive has a reproduction of interior details for the engineer's cab. The locomotive has NEM coupler pockets with Märklin couplers.
Length over the buffers 139 mm / 5-1/2".

HIGHLIGHTS

+ Completely new tooling.
+ Well-detailed, affordable beginner's model.

V 21

22852 Diesel Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 211 diesel hydraulic general-purpose locomotive. B-B wheel arrangement. Former class V 100.0. The locomotive looks as it did before being retired from the DB AG.
Model: Era V. The locomotive has a special motor with a flywheel. 4 axles powered. 2 traction tires. The locomotive has a 21-pin digital connector. The triple headlights change over with the direction of travel. The headlights are maintenance-free LED's. The locomotive has a reproduction of interior details for the engineer's cab. The locomotive has NEM coupler pockets with Märklin couplers.
Length over the buffers 139 mm / 5-1/2".

ERA I.

It's been said that the Bavarians know how to live really well. It may possibly be due to a tradition passed down and cultivated for generations according to the motto "Live and let live". Trix was originally a Bavarian firm and always felt an obligation to this tradition. So, it's no wonder that mostly models with the finest construction of Bavarian prototypes were and are in the assortment. At the head of the group the wonderful S 3/6. This locomotive has a legendary reputation as a real star of the rails. The new H0 models do not take a back seat to anyone: the finest of detailing and loaded with quite a few filigree components such as petroleum oil lamps.

The "High Stepper", the nickname for this locomotive, does more than just look awfully good. A five-pole, skewed armature motor with a flywheel built into the tender enables it to glide swiftly and with dignity at the point of express trains on your layout. A set of etched signs included with the locomotive rounds out the perfect appearance.

The large Mallet probably once stood a little in the shadow of the proud express locomotive. And yet, on steeply graded routes the frolicking was over. There the powerhouse class Gt 2x4/4 was at the head of the line and also had to provide pusher service to the S 3/6. Another model of the Mallet is now coming out on the market with a new road number. Because, it's always better to have two instead of only one of these mighty locomotives on your railroad division.

THROUGH BAVARIA BY STEAM AND ELECTRICITY.

TRIX HO

HIGHLIGHTS

\+ New road number.

I DCC SX NEM

22055 Tank Locomotive.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class Gt 2x4/4 heavy freight locomotive, 0-8-8-0T wheel arrangement (Mallet locomotive). Built starting in 1913. Road number 5761.

Use: Freight trains and pusher service on steep grades.
Model: Era I. The frame and body are constructed of die-cast metal. The locomotive has a DCC digital decoder with a sound effects generator. It also has a 5-pole motor. 4 axles powered. Traction tires. The locomotive has an articulated frame for better negotiation of curves. The headlights will work in conventional operation and can be controlled digitally. The locomotive has NEM coupler pockets with a close coupler mechanism.
Length over the buffers 203 mm / 8".

I NEM

22056 Electric Locomotive.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class EP 3/6 branch line locomotive, 2-6-4 wheel arrangement. Built in 1914.
Use: Passenger service. Locomotive number 20103.
Model: Era I. The locomotive has an NEM 8-pin digital connector. It also has a motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The locomotive has asymmetrically arranged, older design pantographs. It also has a reproduction of the boiler for steam heat. A smoke generator can be installed in the locomotive. The locomotive has NEM coupler pockets.
Length over the buffers 142 mm / 5-5/8".

S 3/6 HIGH-STEPPING BAVARIAN BEAUTY.

One of the most beautiful and also one of the most successful steam locomotive designs came from Bavaria: the class S 3/6. The firm Maffei in Munich built 159 of these famous locomotives in several series between 1908 and 1931. They were the Pacific locomotive of the provincial railroad period built in the largest numbers and were technically developed parallel to the Baden IV h. The S 3/6 also had four-cylinder compound running gear with single axle drive on the second driving axle and reached a maximum speed of 120 km/h / 75 mph. Its elegant form, the cone-shaped smoke box door, and the aerodynamic engineer's cab on some of the series built contributed to the mystique of this locomotive. The series d and e stand out in particular from the various series. They were specially planned for the more gently graded Bavarian express train routes, such as between Munich and Nürnberg. Because of their assigned task, the decision was made to increase the driving wheel diameter from 1,870 mm / 73-5/8" to 2,000 mm / 78-3/4" which quickly bestowed it the nickname "High Stepper". The 18 locomotives in the series d and e were also equipped with a larger tender, but without a streamlined engineer's cab, which makes you wonder, since they were built exclusively for express train service at high

HIGHLIGHTS

- \+ Completely new tooling.
- \+ Highly detailed construction with many separately applied parts.
- \+ 5-pole can motor with a skewed armature and a flywheel for silky smooth running characteristics.
- \+ All 4 axles on the tender powered for optimal pulling power.
- \+ Buffer beam can be installed for display purposes.
- \+ Warm white LEDs for headlights.
- \+ Factory-installed digital decoder with many sound functions.

I DCC SX LED NEM

22040 Express Locomotive with a Tender.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6 express locomotive, builder's series d/e. Road number 3624. Locomotive as it looked in 1914 with kerosene lamps.
Use: Premium passenger service.
Model: Era I. The locomotive has a 5-pole motor with a skewed armature and a flywheel, a controlled DCC / Selectrix digital decoder and a sound effects generator with many functions, built into the tender. The locomotive can be operated with DCC, Selectrix and Trix Systems as well as conventional power packs. 4 axles powered. A smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The locomotive whistle sound, steam locomotive operating sounds, the sounds of coal being shoveled, air compressor sounds and brake sounds , short whistle blast for switching operations, injector sounds, the sound of steam being let off, steam chest sounds, and the acceleration and braking delay can be controlled with DCC or Trix Systems. There is a permanent close coupling between the locomotive and the tender and an NEM coupler pocket with a guide mechanism along with a close coupler on the rear of the tender. Minimum radius for operation 360 mm / 14-3/16". Detail parts such as brake hoses, couplers, and cylinder rod protection sleeves as well as a set of etched signs with two other different road numbers printed on them are included.
Length over the buffers 254 mm / 10".

Recommended minimum radius 420 mm / 16-9/16".

Scheduled delivery date is the spring of 2009.

speeds. After World War I, 19 units of the S 3/6 went to other European countries as reparations payments. The remaining units in Germany were designated as the class 18.4 by the German State Railroad. The DRG purchased another 30 units because the standard design locomotives were not yet available. The class 18.4 continued to be used as motive power for express trains and cut quite a good figure on the point of the Orient Express as well as the Rheingold. The German Federal Railroad took over a still larger number of locomotives and partially rebuilt them. They were considered the most economical steam locomotives on the German Federal Railroad. It was the rebuilding that accelerated their being taken out of service. Cracks developed in the boiler and the boiler pressure had to be lowered which resulted in a reduction in performance. By 1965, all of the locomotives were removed from regularly scheduled service and the majority fell victim to the cutting torch and scrap press. Several remained preserved however, and remind people of the glamour of the fame-filled past of the beautiful Bavarian S 3/6. A "High Stepper" is currently in the transportation center of the German Museum in Munich on the Therese Heights.

HIGHLIGHTS

- Completely new tooling.
- Highly detailed construction with many separately applied parts.
- 5-pole can motor with a skewed armature and a flywheel for silky smooth running characteristics.
- All 4 axles on the tender powered for optimal pulling power.
- Buffer beam can be installed for display purposes.
- Warm white LEDs for headlights.
- 21-pin digital connector, ready for the future.

22041 Express Locomotive with a Tender.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6 express locomotive, builder's series d/e. Road number 3626. Locomotive as it looked in 1914 with kerosene lamps.
Use: Premium passenger service.
Model: Era I. The locomotive has a 5-pole motor with a skewed armature and a flywheel built into the tender. It also has a 21-pin digital connector. 4 axles powered. A smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. There is a permanent close coupling between the locomotive and the tender and an NEM coupler pocket with a guide mechanism along with a close coupler on the rear of the tender. Minimum radius for operation 360 mm / 14-3/16". Detail parts such as brake hoses, couplers, and cylinder rod protection sleeves as well as a set of etched signs with two other different road numbers printed on them are included.
Length over the buffers 254 mm / 10".

Recommended minimum radius 420 mm / 16-9/16".

Scheduled delivery date is the spring of 2009.

TRAVELLING IN BAVARIA.

I NEM 1:87

23469 Express Train Passenger Car.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train baggage car, type PPü. Built starting in 1908.

Model: Era I. The car has 4 sliding doors that can be opened, black spoked wheels, NEM coupler pockets, and a close coupler mechanism.
Length over the buffers 199 mm / 7-7/8".

66678 Lighting kit for Trix H0,
33340009 Trix Express wheel sets,
34301211 AC wheel sets.

I NEM 1:87

23470 Express Train Passenger Car.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train passenger car, 1st/2nd class, type ABBü. Built starting in 1905.

Model: Era I. The car has black spoked wheels, NEM coupler pockets, and a close coupler mechanism.
Length over the buffers 216 mm / 8-1/2".

66678 Lighting kit for Trix H0,
33340009 Trix Express wheel sets,
34301211 AC wheel sets.

I NEM 1:87

23471 Express Train Passenger Car.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train passenger car, 3rd class, type CCü. Built starting in 1908.

Model: Era I. The car has black spoked wheels, NEM coupler pockets, and a close coupler mechanism. Length over the buffers 220 mm / 8-5/8".

66678 Lighting kit for Trix H0,
33340009 Trix Express wheel sets,
34301211 AC wheel sets.

I NEM 1:87

23472 Express Train Passenger Car.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) express train passenger car, 3rd class, type CCü. Built starting in 1908. With a separate compartment for women.

Model: Era I. The car has black spoked wheels, NEM coupler pockets, and a close coupler mechanism. Length over the buffers 220 mm / 8-5/8".

66678 Lighting kit for Trix H0,
33340009 Trix Express wheel sets,
34301211 AC wheel sets.

TRAVELLING ELEGANTLY.

One-time series.

I NEM 1:87

23473 Dining Car.
Prototype: Six-axle dining car in the teak wood brown paint scheme of the "Compagnie Internationale des Wagons-Lits" (CIWL). Version as a through car on the "Paris-Karlsbad Express". The car looks as it did in the winter of 1914. Car number 1702 D.

Model: Era I. The model is finely constructed with many separately applied details. The car has an interior in several colors. The car has factory-installed interior lighting. It also has its own power pickup. The car has NEM coupler pockets and a close coupler mechanism. Length over the buffers 237 mm / 9-5/16".

One-time series.

I NEM 1:87

23474 Sleeping Car.
Prototype: Four-axle sleeping car in the teakwood brown paint scheme of the "Compagnie Internationale des Wagons-Lits" (CIWL). Version as a through car on the "Paris-Karlsbad Express". The car looks as it did in the winter of 1914. Car number 666 A.

Model: Era I. The model is finely constructed with many separately applied details. The car has an interior in several colors. The car has factory-installed interior lighting. It also has its own power pickup. The car has NEM coupler pockets and a close coupler mechanism. Length over the buffers 246 mm / 9-11/16".

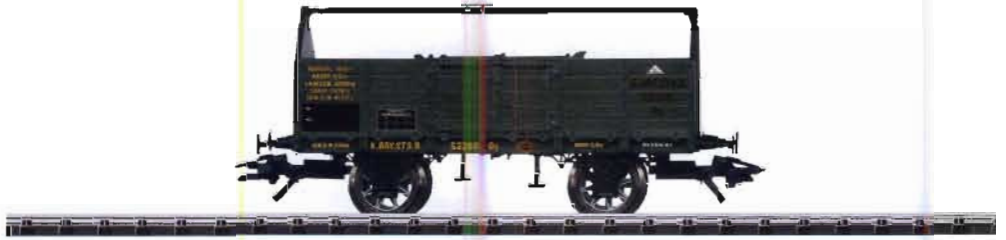
ALL SORTS OF BAVARIAN FREIGHT.

I NEM

24098 Freight Car Set.
Prototype: 5 different Royal Bavarian State Railways (K.Bay.Sts.B.). 1 boxcar without a brakeman's cab, 3.21meter / 10 foot 6-3/8 inch wheelbase, lettered for "Kalksteintransport Hartmannshof Kalkwerk Carl-Sebald Söhne Gegr. 1860 / Limestone Transport Hartmannshof Lime Works Carl-Sebald Sons Est. 1860", beer car, 3 meter / 9 foot 7/8 inch wheelbase, with a brakeman's cab, lettered for "Bürgerliches Brauhaus München / People's Brewery Munich", 1 flat car with trucks lettered "Langeisentransport Rosenberg / Rosenberg Long Iron Pieces Transport", loaded with "H" beams, 1 gondola loaded with potatoes, and 1 boxcar, 5.5 meter / 18 foot 1/2 inch wheelbase, without a brakeman's cab, lettered for "Mechanische Bindfadenfabrik Immenstadt gegr. 1855 / Mechanical Twine Company Immenstadt est. 1855."
Model: Era I. The car frames and bodies are well detailed. The cars come individually packaged and marked. There is also a master package for the cars. The cars have NEM coupler pockets with a close coupler mechanism.
Total length over the buffers 561 mm / 22-1/8".

One-time series.

AC wheel set for spoked wheels: 700150.
AC wheel set for spoked wheels: 34301211.



I NEM

24097 Peat Transport Car.
Prototype: Peat supply car used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Privately owned car lettered for the firm "Torfwerk Gebr. Patzer".

Model: Era I. The car has gray spoked wheels and NEM coupler pockets with a close coupler mechanism.
Length over the buffers 90 mm / 3-1/2".

AC wheel set 2 x 34301211.

I NEM

24099 Boxcar.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) short Bavarian freight car. Version without brakes as a boxcar without a brakeman's cab.

Model: Era I. The frame and body are finely constructed. The car has spoked wheels. The car has NEM coupler pockets with a close coupler mechanism.
Length over the buffers 81 mm / 3-3/16".

AC wheel set 2 x 34301211.

ERA II.

"Orient Express" and "Rheingold"! What melodious names. Travel in the Twenties could be a special treat if you wanted to pay for it. Yes, the claim can be made that you will unfortunately search in main for such quality in travelling on all of the state-owned trails today. The ambiance of these trains was simply marvelous. Since the excellent S 3/6 locomotives were still available after World War I, they were also used to pull these trains. They were now designated as the class 18.4. The corresponding Trix models show all of the design changes experienced by their prototypes (the former provincial railroad units) in Era II, i.e. in the German State Railroad period: The smoke deflectors, pre-heater, and the DRG standard design lamps have been included in the changes to the tooling for the models. Technically, the models are the same internally.

The passenger service in Era II was not the only boom on the railroad; freight service also played a significant role at that time. The trains became longer and heavier. Steam locomotives such as the former Württemberg class K were available to haul heavy freight trains. These giants with their six coupled axles (2-12-0 wheel arrangement) were designated during the German State Railroad period as the class 59, and they are an eyeful as a model. Free-standing lanterns with LEDs adorn these black powerhouses, which are constructed mostly of metal. A powerful motor with a bell-shaped armature is built into the boiler and powers all six axles.

From the book "Kittel-Dampftriebwagen" published by EK-Verlag, photograph from Helmuth Bohner.

BADEN AND WÜRTTEMBERG MAKE STEAM.

TRIX
H0

One-time series.

22156 Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 59 freight locomotive. Former Royal Württemberg State Railways (K.W.St.E.) class K.

Model: Era II. The locomotive has a die-cast metal frame and body. It also has an NEM 21-pin digital connector. The locomotive has a powerful can motor with a bell-shaped armature, built into the boiler. The locomotive's frame has axles with side play to enable better negotiation of curves. 6 driving axles powered. 4 traction tires. There is a close coupling between the locomotive and the tender. The locomotive has free-standing headlights with warm white LEDs. A smoke generator can be installed in the locomotive. The tender has a raised coal pile. The engineer's cab is well detailed, and figures of a locomotive engineer and fireman are included. The locomotive has NEM coupler pockets.
Length over the buffers 235 mm / 9-1/4".

HIGHLIGHTS

\+ Tooling change: version with gas lighting.

22027 Steam Powered Rail Car.
Prototype: German State Railroad (DRB) class CidT "Kittel" design steam powered rail car. Built starting in 1915, originally for the Grand Ducal Baden State Railways. Version of the rail car as it looked in Era II in the typical red/cream paint scheme for powered rail cars. The car looks as it did at the end of the Thirties. Car number 4 Karlsruhe.

Model: Era II. The frame is constructed of die-cast metal. The car has an NEM 21-pin digital connector. It also has a 5-pole motor with a flywheel. 2 axles powered. Traction tires. The dual headlights change over with the direction of travel. The car has NEM coupler pockets. It also has many separately applied details. There is a clear view through the area of the engineer's cab, and the car has a reproduction of the boiler. Buffer beam details are included in a bag to allow you to equip the ends of the car completely like prototype for a display case or for operation on a layout.
Length over the buffers 130 mm / 5-3/16".

This model can be found in an AC version in the Märklin H0 assortment under item no. 37256.

CLASS 18.4 – HIGH-STEPPING BAVARIAN BEAUTY.

One of the most beautiful and also one of the most successful steam locomotive designs came from Bavaria: the class S 3/6. The firm Maffei in Munich built 159 of these famous locomotives in several series between 1908 and 1931. They were the Pacific locomotive of the provincial railroad period built in the largest numbers and were technically developed parallel to the Baden IV h. The S 3/6 also had four-cylinder compound running gear with single axle drive on the second driving axle and reached a maximum speed of 120 km/h / 75 mph. Its elegant form, the cone-shaped smoke box door, and the aerodynamic engineer's cab on some of the series built contributed to the mystique of this locomotive. The series d and e stand out in particular from the various series. They were specially planned for the more gently graded Bavarian express train routes, such as between Munich and Nürnberg. Because of their assigned task, the decision was made to increase the driving wheel diameter from 1,870 mm / 73-5/8" to 2,000 mm / 78-3/4" which quickly bestowed it the nickname "High Stepper". The 18 locomotives in the series d and e were also equipped with a larger tender, but without a streamlined engineer's cab, which makes you wonder, since they were built exclusively for express train service at high speeds. After World War I, 19 units of the S 3/6 went to other European countries as reparations payments. The remaining units in Germany were designated as the class 18.4 by the German State

HIGHLIGHTS

- Highly detailed construction with many separately applied parts.
- 5-pole can motor with a skewed armature and a flywheel for silky smooth running characteristics.
- All 4 axles on the tender are powered for optimal pulling power.
- The buffer beam can be completely detailed for display case use.
- Warm white LEDs for headlights.
- Factory-installed DCC/Selectrix decoder with many sound functions.

II DCC SX LED NEM

22038 Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 18.4 express locomotive. Former S 3/6, production series d/e. Road number 18 444. The locomotive looks as it did at the end of the Twenties with smoke deflectors, pre-heater and standard DRG lights.
Use: Premium passenger service.
Model: Era II. The locomotive has a 5-pole can motor with a skewed armature, and a flywheel, controlled DCC/Selectrix digital decoder, and a sound effects generator with many functions, built into the tender. The locomotive can be run with DCC, Selectrix, and Trix Systems as well as in conventional operation. 4 axles powered. A smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The locomotive whistle sound and steam locomotive operating sounds, the sounds of coal being shoveled, the sounds of the compressor and the brakes, the short whistle blast for switching, the injector sounds, the sound of steam being let off, steam chest sounds, and the acceleration and braking delay can be controlled with DCC or Trix Systems. There is a permanent close coupling between the locomotive and tender; there is an NEM coupler pocket with a guide mechanism and a close coupler on the rear of the tender. Minimum radius for operation 360 mm /14-3/16". Detail parts for brake hoses, couplers, and cylinder rod protection sleeves as well as etched signs with two more road numbers printed on them are included.
Length over the buffers 254 mm / 10".

Recommended minimum radius 420 mm / 16-9/16".

Scheduled delivery date is the spring of 2009.

Railroad. The DRG purchased another 30 units because the standard design locomotives were not yet available. The class 18.4 continued to be used as motive power for express trains and cut quite a good figure on the point of the Orient-Express as well as the Rheingold. The German Federal Railroad took over a still larger number of locomotives and partially rebuilt them. They were considered the most economical steam locomotives on the German Federal Railroad. It was the rebuilding that accelerated their being taken out of service. Cracks developed in the boiler and the boiler pressure had to be lowered which resulted in a reduction in performance. By 1965, all of the locomotives were removed from regularly scheduled service and the majority fell victim to the cutting torch and scrap press. Several remained preserved however, and remind people of the glamour of the fame-filled past of the beautiful Bavarian S 3/6. A "High Stepper" is currently in the transportation center of the German Museum in Munich on the Therese Heights.

HIGHLIGHTS

- \+ Completely new tooling.
- \+ Highly detailed construction with many separately applied parts.
- \+ 5-pole can motor with a skewed armature and a flywheel for silky smooth running characteristics.
- \+ All 4 axles on the tender are powered for optimal pulling power.
- \+ The buffer beam can be completely detailed for display case use.
- \+ Warm white LEDs for headlights.
- \+ 21-pin digital connector, ready for the future.

22039 Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 18.4 express locomotive. Former S 3/6, production series d/e. Road number 18 445. The locomotive looks as it did at the end of the Twenties with smoke deflectors, pre-heater and standard DRG lights.
Use: Premium passenger service.
Model: Era II. The locomotive has a 5-pole can motor with a skewed armature, and a flywheel, built into the tender. The locomotive has a 21-pin digital connector. 4 axles powered. A smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally after a decoder has been installed. There is a permanent close coupling between the locomotive and tender; there is an NEM coupler pocket with a guide mechanism and a close coupler on the rear of the tender. Minimum radius for operation 360 mm /14-3/16". Detail parts for brake hoses, couplers, and cylinder rod protection sleeves as well as etched signs with two more road numbers printed on them are included.
Length over the buffers 254 mm / 10".

Recommended minimum radius 420 mm / 16-9/16".

Scheduled delivery date is the spring of 2009.

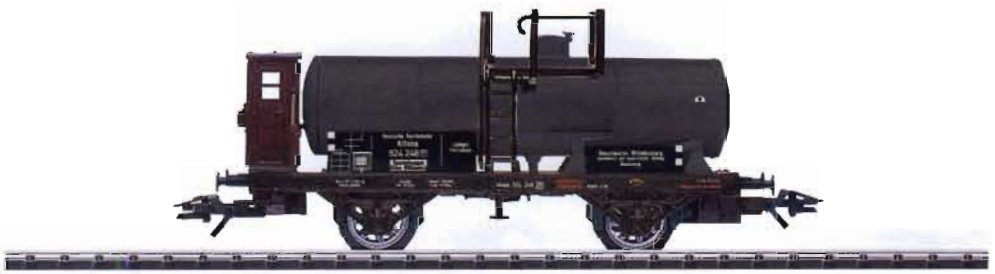
THE GERMAN STATE RAILROAD FOR FREIGHT.

II NEM

24096 Freight Car Set.
Prototype: 5 different German State Railroad Company (DRG). 1 acid transport car with a brakeman's cab, 1 tank car, 1 boxcar with a 3.21 meter / wheelbase, without a brakeman's cab, as a maintenance equipment car, 1 "Löwenbräu" beer car with a 3 meter / wheelbase, with a brakeman's cab, and 1 gondola with medium height walls, with a brakeman's cab and a tarp.
Model: Era II. The car frames and bodies have detailed construction with authentic lettering. The cars come individually packaged and marked. There is also an additional master package for the cars. The cars have NEM coupler pockets with a close coupler mechanism. Total length over the buffers 468 mm / 18-7/16".

One-time series.

AC wheel set for spoked wheels: 700150.
AC wheel set for spoked wheels: 34301211.

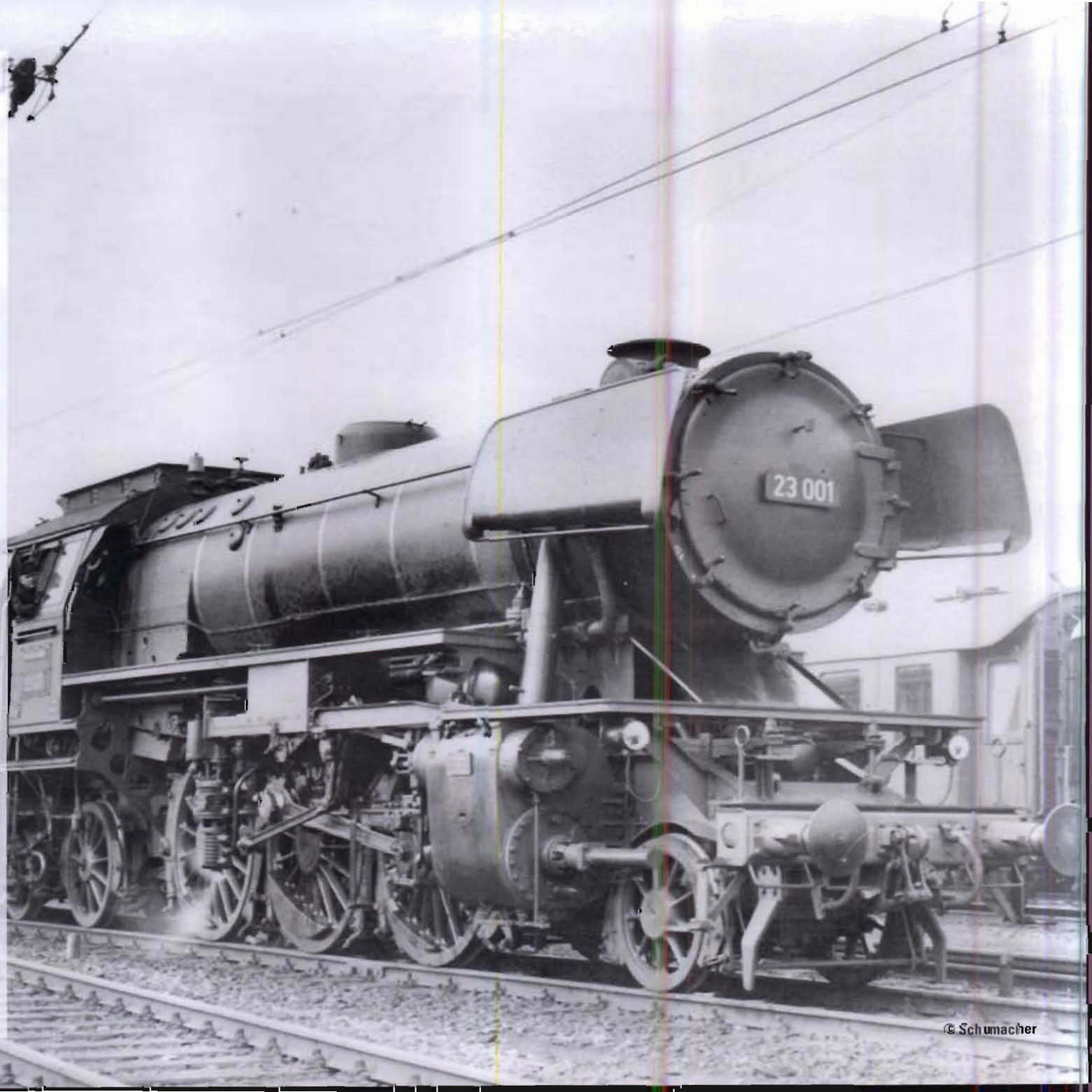


ERA III.

How we envy those people, who still have a lively memory of the good old days of steam trains. Even if we have the opportunity now and then in the present time to inhale the fine smell of steam, thanks to the industrious efforts of many museum railroads, it is more or less just a bland game. It must have been totally different, when the proud "High Steppers" were still in operation. We are talking about the former provincial railroad locomotives that made up the class 18.4. Road number 18 451, as an experimental locomotive for the Minden bureau of the DB, is rolling in exclusively for fans of Era III. Unfortunately, this locomotive is reserved for members of the Trix Profi Club. Disappointed? Then, simply become a member of this club. You'll see, it's worth it.

The class 23 will be rolling in as another gem. With its fine, decorative rings on the boiler, finely detailed valve gear, and superb running characteristics – thanks to a motor with a bell-shaped armature. This locomotive from the German Federal Railroad's postwar new construction program will be properly appreciated with these features. The "Hechten" / "Pike" are the appropriate cars to go with this locomotive; they are new tooling and made exactly to scale. They go not only with the class 23, but also with another new item: the E 19 in "bottle green" with older design lamps.

We could keep on waxing lyrical about the blossoming of the German Federal Railroad, but you can see it all, when you read the following pages.



VERY MUCH ON THE BALL.

TRIX
H0

HIGHLIGHTS

+ Now with a can motor with a bell-shaped armature.

22155 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 50 heavy freight locomotive. The largest class of the standard design electric locomotives from the new construction program of the Fifties. The locomotive looks as it did when first built with double headlights and rain gutters.

Model: Era III. The locomotive has a die-cast metal frame and body. It also has a 21-pin digital connector. The locomotive has a can motor with a bell-shaped armature and a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. The headlights are maintenance-free, warm white LEDs and the maker lights are red maintenance-free LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The locomotive has separately applied metal grab irons. The engineer's cabs and engine room have interior details in relief. The locomotive has NEM coupler pockets.
Length over the buffers 224 mm / 8-13/16".

HIGHLIGHTS

+ Can motor with a bell-shaped armature.
+ Pantograph and work platform can be moved manually.

22215 Powered Catenary Maintenance Car.
Prototype: German Federal Railroad (DB) class TVT 6219 Esn maintenance car. Includes a movable work platform and a double-arm pantograph. Used for maintaining and checking catenary wires.

Model: Era III. The body is constructed of die-cast metal. The car has a 21-pin digital connector. It has a can motor with a bell-shaped armature and a flywheel, centrally mounted. 2 axles powered. The headlights and marker lights are maintenance-free LEDs. They will work in conventional operation and can be controlled digitally. The pantograph and the work platform can be moved manually: The platform can be raised and lowered, turned to the right and the left, and the pantograph can be raised or lowered. The pantograph is not wired to take power from the catenary. The engineer's cab has and interior and separately applied details: upper "skylight" window, antenna, horn, work lights, and ladders.
Length over the buffers 160 mm / 6-5/16".

LONG LIVE THE PASSENGER TRAINS.

III 21 LED NEM 1:87

21345 Branch Line Passenger Train.
Prototype: Branch line passenger train as it looked in early Era III around 1955. The train consists of a German Federal Railroad (DB) class 89.70-75 tank locomotive (former Prussian T3), 1 type PwPost4i postal baggage car, 1 type BC4i passenger car, 2nd/3rd class, 1 type C4itr passenger car with a baggage area, 3rd class, and 1 type C4i passenger car, 3rd class.

Model: The locomotive has a 21-pin NEM digital connector. It also has controlled propulsion with a miniature can motor in the boiler. 3 axles powered. The locomotive has detailed running gear with a representation of the Allan valve gear. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a clear view through the engineer's cab. The locomotive has many separately applied details. The German Federal Railroad (DB) Langenschwalbach design passenger cars with

III NEM

23396 "Passenger Train" Car Set.
Prototype: 3 different German State Railroad (DR) compartment cars. 1 type B-542 compartment car, former DRG type BC-21, car number 542-312. 1 type B-542 compartment car, former DRG type Cd-21b, car number 542-448. 1 type Pwi-742 baggage car, former DRG type Pwi-23, car number 742-172.

Model: Era III. The set has 3 different passenger cars. The cars have built-in interiors. The 66620 interior lighting kit can be installed in the cars. The cars have NEM coupler pockets and close coupler mechanisms. The cars come individually packaged and marked. The 3 cars come with a master carton.
Total length over the buffers 480 mm / 18-7/8".

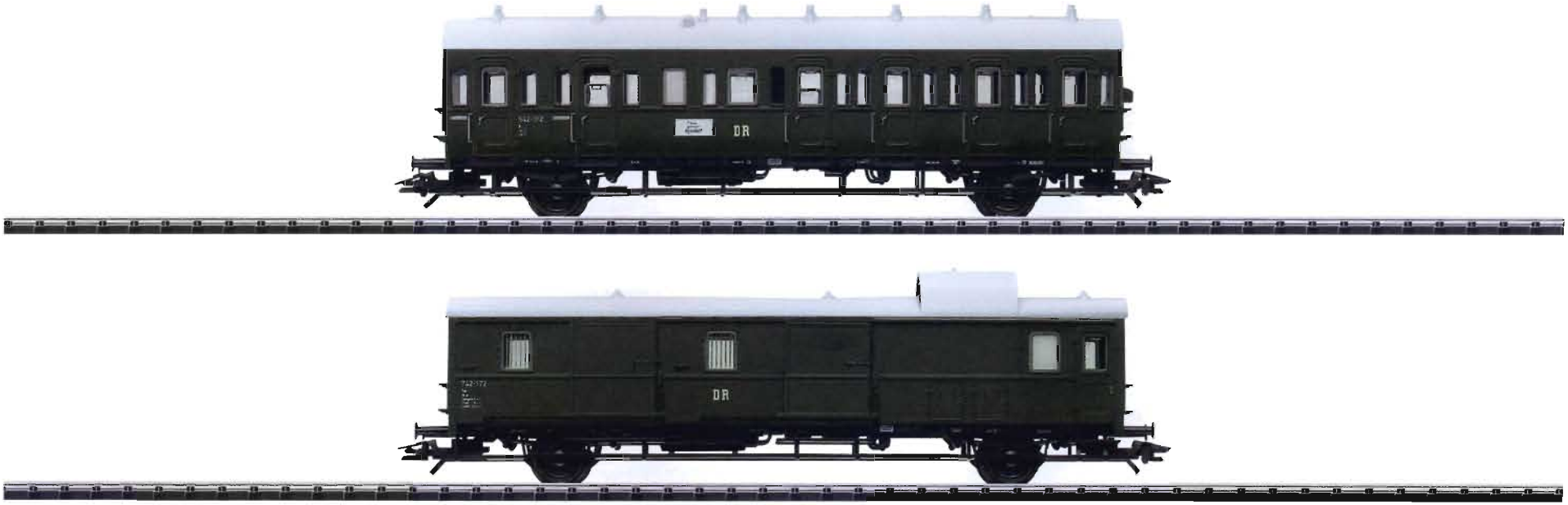
One-time series.

AC wheel set for each car 2 x 36667900.

trucks come in a "bottle green" paint scheme with closed and/or open vestibules. The trucks are specific to the types of cars. The steps, grab irons, and walkover plates are separately applied.
Total length of the train over the buffers 702 mm / 27-5/8".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 26555.



THE DB'S NEW CONSTRUCTION LOCOMOTIVE.

The Class 23.

Right after World War II, the new German Federal Railroad still had to rely on steam motive power. Henschel developed the class 23 to cover the demand for passenger and lightweight steam locomotives. The 105 units built from 1950 to 1959 had a 2-6-2 wheel arrangement and were equipped with a welded frame, boiler, and tender. The maximum speed was 110 km/h / 69 mph forward and 85 km/h / 53 mph in reverse, which was enough to equip several locomotives with shuttle train controls. These locomotives performed their task without a great deal of fanfare in the areas of service planned for them. On January 1, 1968, the class 23 was changed to the computer designation class 023 and the last units of this class remained in service on the German Federal Railroad network until 1976. During this period they were assigned to the Crailsheim District.

HIGHLIGHTS

- \+ Completely new tooling.
- \+ Especially well detailed metal construction.
- \+ High-efficiency propulsion with a can motor with a bell-shaped armature and a flywheel, built into the boiler.
- \+ A wide variety of operation and sound functions that can be controlled digitally.

III DCC SX LED NEM

22230 Passenger Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive. 2-6-2 wheel arrangement, from the first production run. Built starting in 1950. The locomotive looks as it did around 1958. The boiler bands are the version with polished bare metal.

Use: Passenger trains.

Model: Era III. The locomotive has a DCC/Selectrix decoder and a sound generator. It also has controlled high-efficiency propulsion with a can motor with a bell-shaped armature and a flywheel. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. A smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The front of the locomotive and the back of the tender have a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Separate parts for brake hoses and piston rod protection sleeves are included. Length over the buffers 245 mm / 9-5/8".

This model can be found in an AC version in the Märklin H0 assortment under item no. 39230.

Road number 23 105 also wrote German railroad history. It was the last German Federal Railroad steam locomotive put into service, which lent it museum status. However, it was a victim of the catastrophic fire on October 17, 2006 at the Transportation Museum in Nürnberg, where it was heavily damaged. There are several examples of the class 23 preserved as museum locomotives, some of them even operational, due to the good condition of all of these locomotives, when they were retired from regular service.

HIGHLIGHTS

- Completely new tooling.
- Especially well detailed metal construction.
- 21-pin digital connector.
- Can motor with a bell-shaped armature and a flywheel.

22231 Passenger Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive. 2-6-2 wheel arrangement, from the first production run. Built starting in 1950. The locomotive looks as it did around 1959. The boiler bands are the version with black painted metal.
Use: Passenger trains.
Model: Era III. The locomotive has a 21-pin digital connector. It also has a can motor with a bell-shaped armature and a flywheel. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender.

A smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The headlights and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The locomotive has a different road number from that for item no. 22230. The front of the locomotive and the back of the tender have a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Separate parts for brake hoses and piston rod protection sleeves are included. Length over the buffers 245 mm / 9-5/8".

This model can be found in an AC version in the Märklin H0 assortment under item no. 39235.

SWIFT AND TIMELESSLY BEAUTIFUL.

III 21 LED NEM

22607 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 19 electric locomotive. In the green paint scheme with older design headlights. The locomotive looks as it did around 1952. Road number E 19.02.
Use: Express and fast passenger service.
Model: Era III. The locomotive frame is 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. 4 axles powered through cardan shafts. 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 with a guide mechanism. 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".

The "Hechtwagen" / "Pike Passenger Cars", item nos. 23383 through 23387, go well with this locomotive.

"Hechtwagen" / "Pike Cars" – The First Standard Design Cars on the German State Railroad.

At the start of the Twenties, when the decision was made to merge the individual state railroads into the German State Railroad Company (DRG), the managers were confronted with an almost unmanageable variety of rolling stock, which caused problems and higher costs in daily operation of a tightly managed firm. The decision was made to standardize both in the awarding of contracts for new locomotives and the purchase of new cars that were urgently necessary in the aftermath of the extreme demands placed on them in the war years. Emphasis was placed on massively lowering costs. Quick results were achieved in the area of passenger cars and as early as 1922 and 1923 the first all-German, newly developed family of cars was ready to be presented to the public: the family of "Hechtwagen" / "Pike Cars" constructed of iron.

The name for these very reliable cars came from the wedge-shaped tapering car ends that were already in use on the Saxon State Railroad. However, it turned out that this unusual form was not an improvement either visually or technically and they were discarded in the building plans as early as 1928.

In addition to being constructed of iron, another common feature of these cars was the use of wood for interior walls and for lining the ceilings. The cars were laid out with compartments with a side corridor, a sturdy barrel-shaped roof instead of the Prussian clerestory type of roof, ladders on the ends of the cars, and side windows with rather rounded corners. The cars were equipped with electric lighting and "Knorr Kunze S" type air brakes.

In 1922, the car program included type A4ü-23 car, 1st class, type B4ü-22 cars, 2nd class, (both types were initially planned only for the "Hapag-Lloyd trains"), type AB4ü-23a/b/c cars, 1st/2nd class, type C4ü-23 cars, 3rd class, and type Pw4ü-23 baggage cars. The latter did not have the standard length of 20,610 mm / 67 feet 7-7/16 inches; they were only 18,840 mm / 61 feet 9-3/4 inches. The baggage cars also differed in having Prussian standard design trucks. The other cars were equipped with trucks of an American design.

The "Hechtwagen" or "Pike Cars" could be seen in daily service in express trains all over Germany. Their robust construction was so reliable that in addition to the German Federal Railroad taking over these cars after World War II, other railroads such as the German State Railroad (DR) or the Austrian Federal Railways (ÖBB) also incorporated into their rolling stock the cars still in their areas. The German Federal Railroad retired the originally "German" "Hechtwagen" or "Pike Cars" by the mid-Sixties. Similar designs of Polish origin were still in use for a few more years. Several "Hecht" cars were converted to maintenance cars and were even painted in ocean blue.

HIGHLIGHTS

+ Completely new tooling for the "Hechtwagen" / "Pike Car" family.

III NEM 1:87

23383 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 1st/2nd class. Type AB4ü. The car looks as it did before the class reform of 1956.
Use: Express passenger train service.
Model: Era III. The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 66719 lighting kit can be installed in the car. The car has NEM coupler pockets with a close coupler mechanism. Minimum radius for operation is 356 mm / 14-3/16".
Length over the buffers 237 mm / 9-5/16".

A similar model in an AC version can be found in the Märklin H0 assortment with Era IIIb lettering under item no. 42230.

AC wheel set 4 x 700150.

The class E 19 express locomotive goes well with these cars and can be found in the Trix H0 assortment under item no. 22607.

HIGHLIGHTS

+ Completely new tooling for the "Hechtwagen" / "Pike Car" family.

III NEM 1:87

23384 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 3rd class. Type C4ü. The car looks as it did before the class reform of 1956.
Use: Express passenger train service.
Model: Era III. The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 66719 lighting kit can be installed in the car. The car has NEM coupler pockets with a close coupler mechanism. Minimum radius for operation is 356 mm / 14-3/16".
Length over the buffers 237 mm / 9-5/16".

A similar model in an AC version can be found in the Märklin H0 assortment with Era IIIb lettering under item no. 42250.

AC wheel set 4 x 700150.

The class E 19 express locomotive goes well with these cars and can be found in the Trix H0 assortment under item no. 22607.

REAL PIKE.

HIGHLIGHTS

+ Completely new tooling for the "Hechtwagen" / "Pike Car" family.

III NEM 1:87

23385 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 3rd class. Type C4ü. The car looks as it did before the class reform of 1956.
Use: Express passenger train service.
Model: Era III. The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 66719 lighting kit can be installed in the car. The car has NEM coupler pockets with a close coupler mechanism. Minimum radius for operation is 356 mm / 14-3/16".
Length over the buffers 237 mm / 9-5/16".

A similar model in an AC version can be found in the Märklin H0 assortment with Era IIIb lettering under item no. 42251.

AC wheel set 4 x 700150.

The class E 19 express locomotive goes well with these cars and can be found in the Trix H0 assortment under item no. 22607.

HIGHLIGHTS

+ Completely new tooling for the "Hechtwagen" / "Pike Car" family.

III NEM 1:87

23387 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" baggage car. Type Pw4ü. The car looks as it did before the class reform of 1956.
Use: Express passenger train service.
Model: Era III. The car is constructed with many details and comes in the full length for the scale. The underbody and the trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 66719 lighting kit can be installed in the car. The car has NEM coupler pockets with a close coupler mechanism. Minimum radius for operation is 356 mm / 14-3/16".
Length over the buffers 217 mm / 8-1/2".

A similar model in an AC version can be found in the Märklin H0 assortment with Era IIIb lettering under item no. 42260.

AC wheel set 4 x 700150.

The class E 19 express locomotive goes well with these cars and can be found in the Trix H0 assortment under item no. 22607.


E 1902
E1902
JOSWOODsche

ET 56 – THE ELECTRIC EGGHEAD FOR THE ECONOMIC MIRACLE.

The German Federal Railroad urgently needed new electric powered rail cars to manage the increase in passengers during the "Economic Miracle". This was brought about by the standardization of electric operation during the postwar years and the rapid conversion to catenary operation of lines around urban areas.

The decision was made to adapt the concept for the first generation of electric postwar powered rail cars from the diesel powered rail cars being developed parallel to these units. The characteristic shape of the ends of the electric trains was almost identical in design to the diesel units, which was colloquially nicknamed in a friendly almost laughing manner as "Egghead", something that railroad crews and personnel did not like so much.

An ET 56 consisted of three close-coupled units. The end cars (Eta and Etb) each had a power truck with 2 powered axles at the outer ends; the middle car (EM) only had regular trucks. While the electric part merely represented a further development of powered rail cars already proven before the war in the urban areas, the car bodies themselves were a completely new development following the principles of lightweight construction.

Here too, the diesel powered rail car trains were the inspiration: For example the door and seating arrangement was taken from the VT 12, which was primarily used in commuter service like the ET 56. The firm of Brown Boveri & Cie, Mannheim, Germany was responsible for the electrical equipment on the powered rail cars, with the exception of the transformers and traction motors, which the German Federal Railroad recruited from old and reserve stock and had installed in the cars.

The maximum speed was set at 90 km/h 56 mph due to these powered rail cars being used in suburban commuter service where faster acceleration was more important than a high maximum speed.

The German Federal Railroad placed a total of seven units of the class ET 56 into service in 1952 and concentrated on the development of the ET 30, also a newly developed „Egghead".

The different paint schemes looked good on the rounded shape of the ET 56: in crimson with and without dark gray "glasses" (removed at the start of the Seventies), more or less decorative striping, and also the "ocean blue / beige" paint scheme introduced in 1975 and criticized at the time, but now rated as almost classic.

These electric "Eggheads" were gradually scrapped in the mid-Eighties; the last ET 56 vanished from the rails of the German Federal Railroad in 1986. Two years later than the newer, more modern ET 30 – unfortunately, not a single unit has been preserved.

HIGHLIGHTS

- \+ Completely new tooling.
- \+ Highly detailed model.
- \+ First time in H0 as a large production model.
- \+ Baggage area door is a swinging door, correct for the era.
- \+ All of the lights are maintenance-free, warm white LEDs.
- \+ 5-pole motor with a skewed armature and a flywheel for silky smooth running characteristics.
- \+ Electrical pickup changeover feature.
- \+ 21-pin digital connector, ready for the future.

22625 Electric Powered Rail Car.
Prototype: German Federal Railroad (DB) class ET 56 electric powered rail car train. The train looks as it did in the early Sixties.
Use: Suburban commuter service.
Model: Era III. The train has a 21-pin digital connector. It also has a 5-pole motor with a skewed armature and a flywheel, centrally mounted. 4 axles on the middle car powered through cardan shafts. The frame for the middle car is die-cast metal. The headlights are maintenance-free, warm white LEDs, and they will work in conventional operation. The triple headlights and dual red marker lights change over with the direction of travel. The end cars have an electrical pickup changeover feature, and the pickups at the front of the train pick up current. There are close coupler guide mechanisms and electrical connections between the cars. The 66718/66719 interior lighting kits can be installed in the train. The train has highly detailed plastic bodies with many separately applied parts such as grab irons, electrical plugs, windshield wipers, antennas, whistles, and horns. The train has interior details in several colors. There is a detailed representation of the Scharfenberg coupler (non-working) at the ends of the train.
Length over the couplers 919 mm / 36-3/16".

Recommended minimum radius 420 mm / 16-9/16".

AUSTRIA.

22856 Tank Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 647. Former Royal Prussian State Railways (K.P.E.V.) class T 12. Road number 674.498.
Use: Passenger trains.

Model: Era III. The locomotive has an NEM 21-pin digital connector. It also has a 5-pole motor with a flywheel. 3 axles powered. Traction tires. The locomotive has dual headlights that change over with the direction of travel. It also has NEM coupler pockets. The locomotive has many separately applied details.
Length over the buffers 127 mm / 5".

One-time series.

HIGHLIGHTS

\+ The "Oppeln" design cars are completely new tooling.

24539 Freight Car Set.
Prototype: 2 different Austrian Federal Railways (ÖBB) type Gms freight cars (Oppeln). 1 car with a long frame and a brakeman's cab, 1 car with a short frame without a brakeman's cab or a brakeman's platform.

Model: Era III. The cars' frames and bodies are finely constructed. The cars have NEM coupler pockets with a close coupler mechanism.
Total length over the buffers 217 mm / 8-1/2".

AC wheel set 4 x 700150.

One-time series.

BELGIUM.

TRIX
HO

One-time series.

22855 Tank Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 96. Former Royal Prussian State Railways (K.P.E.V.) class T 12.
Use: Passenger trains. Road number 96 015.

Model: Era III. The locomotive has an NEM 21-pin digital connector. It also has a 5-pole motor with a flywheel. 3 axles powered. Traction tires. The locomotive has triple headlights that change over with the direction of travel. It also has NEM coupler pockets. The locomotive has many separately applied details.
Length over the buffers 127 mm / 5".

FRANCE.

HIGHLIGHTS

+ New loading gauge on the tender.

III 21

22369 Freight Locomotive with a Tender.
Prototype: French State Railways (SNCF) class 040D Est. 0-8-0 wheel arrangement. Built starting in 1913 as the class G 8.1 for the KPEV.
Use: Freight trains.
Model: Era III. The frame and the body are constructed of die-cast metal. The locomotive has a digital connector and a powerful can motor with a bell-shaped armature and a flywheel, mounted in the boiler. 4 axles powered through the side rods. 2 traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling between the locomotive and the tender, and the locomotive has NEM coupler pockets with a close coupler mechanism. A Seuthe smoke unit can be installed in the locomotive. Length over the buffers 210 mm / 8-1/4".

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item no. 37556.

22858 Tank Locomotive.
Prototype: French State Railways (SNCF) class 130 TB.
Former Royal Prussian State Railways (K.P.E.V.)
class T 12.
Road number 130.TB.717.
Use: Passenger trains.

Model: Era III. The locomotive has an NEM 21-pin digital connector. It also has a 5-pole motor with a flywheel. 3 axles powered. Traction tires. The locomotive has dual headlights that change over with the direction of travel. It also has NEM coupler pockets. The locomotive has many separately applied details.
Length over the buffers 127 mm / 5".

One-time series.

ERA IV.

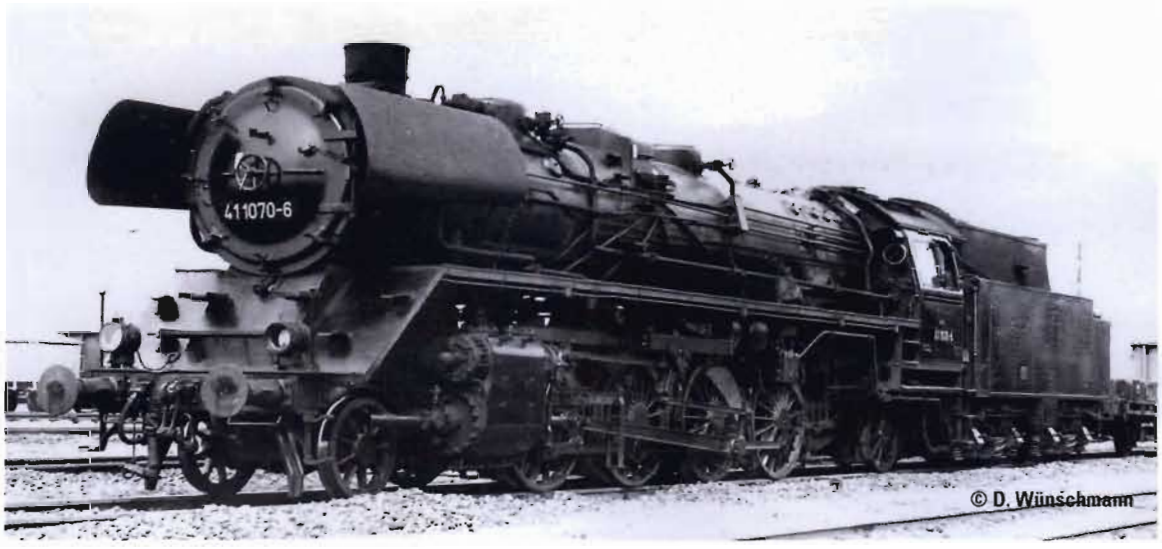
The life of the good old steam locomotive slowly but surely went out at the start of Era IV.

They had outlived themselves and had to make way, since modern times were prevailed. Later they would be missed by railroad fans. Just like the fantastically comfortable TEE trains.

And yet, thanks to the new car models, the "Roland" will remain fixed in our memory just like the "Brabant". Both trains were still in operation in Era IV.

MOTIVE POWER IN THE EAST AND WEST.

TRIX
HO



22157 Freight Locomotive with a Tender.
Prototype: German State Railroad Company (DR) class 41.1, 2-8-2 wheel arrangement, built starting in 1937 for the German State Railroad Company (DRG).
Use: Freight trains and lightweight passenger trains.
Road number 41 1070-6.
Model: Era IV. The locomotive has a 21-pin digital connector for the 66839 decoder that can be installed in it. The locomotive has a high-efficiency propulsion system in the boiler. 4 axles powered. Traction tires. A smoke generator (Märklin item no. 7226) can be installed in the locomotive. The triple headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The tender has NEM coupler pockets with a close coupler mechanism.
Length over the buffers 275 mm / 9-1/4".

22232 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Crimson paint scheme. Version without exhaust hoods and without diagonally mounted end grab irons. Road number 218 151-9.

Use: Passenger and freight trains.
Model: Era IV. The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector. It also has a can motor with a bell-shaped armature and a flywheel, centrally mounted. 4 axles powered through cardan shafts. The headlights are maintenance-free, warm white LEDs. They will work in conventional operation and can be controlled digitally. The headlights can be turned off at the end of the locomotive with Engineer's Cab 1 or 2 in digital operation. The locomotive has separately applied metal grab irons. It also has a detailed buffer beam. The locomotive has NEM coupler pockets.
Length over the buffers 189 mm / 7-7/16".

ROAD NO. 218 217-8 IN TEE PAINT SCHEME.

The class 218 in service in its crimson paint scheme was chosen by the German Federal Railroad to be used as the test bed for the new paint scheme at that time. Two locomotives, road nos. 218 217-8 and 218 218-6, were the first units on the German Federal Railroad in 1974 to get the new paint scheme. The latter, road no. 218 218-6, was painted in ocean blue / beige, which then became the rule for most of the locomotive classes. Road no. 218 217-8, another unit, initially still without the striking exhaust hoods, was painted in red / beige in a scheme that was the same as on the sample, road no. 218 218-6. Only this was the TEE paint scheme. This elegant paint scheme was limited to only this one locomotive and it did nothing to gain it TEE status. Road no. 218 217-8 in red / beige performed its normal service far from the TEE routes and was a consistently popular theme for railroad photographers until it was repainted years later the same as other locomotives.

IV 21 LED

22233 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Without exhaust hoods. Red / beige experimental paint scheme of 1974.
Use: Passenger and freight trains. Road number 218 217-8.

Model: Era IV. The frame and body are constructed of die-cast metal. The locomotive has a 21-pin digital connector. It also has a can motor with a bell-shaped armature and a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs. They will work in conventional operation and can be controlled digitally. The headlights can be turned off at the end of the locomotive with Engineer's Cab 1 or 2, when a 66849 decoder is used in digital operation. The locomotive has separately applied metal grab irons. It also has a detailed buffer beam. The locomotive has NEM coupler pockets.
Length over the buffers 189 mm / 7-7/16".

One-time series.


TRIX
H0
DB
218 217-8
© T. Estler

THE "ROLAND" TEE.

In the heyday of TEE trains running exclusively with first class cars, the F-Zug express train "Roland" was upgraded in 1969 to a Trans-Europe-Express. The "Roland" linked Bremen via Hannover, Frankfurt, Heidelberg, Basle, and Chiasso with Milan.

This train also had a through car to Chur and took on a car at Basle from the "Rheingold" TEE that came from either Dortmund or Hook of Holland. Like all of the other TEE trains, the "Roland" was also painted in "Bordeaux red"/ cream, and the cars offered the highest level of comfort; naturally, there was air conditioning.

The "Roland" had to do without a vista dome car however; it ran a bar car in its place and one of the then new type WRmh 132 dining cars. These cars were built in a group of 27 from 1964 to 1968 and replaced the bi-level dining cars (nicknamed in German "Buckelspeisewagen") that were so complicated to operate. In Germany, the motive power for the "Roland" TEE was usually a class 103, in Switzerland, one of the class Re 4/4 II units painted in TEE colors, and on the Italian part of the route, the FS's flagship locomotive at that time, the class E 444, also known as "Tartaruga".

The name "Roland" could be found in the schedule books for the three participating state railroads until 1979, when the new Inter-City (IC) product sent it into retirement. The new connecting linking Northern Germany with Lombardian Milan was now called "Tiziano" IC; only now the beginning or end of the long run was no longer Bremen but Hamburg-Altona.

HIGHLIGHTS

+ Authentic reproduction of the "Roland" TEE 75 from Bremen Main Station to Milan Main Station with appropriate through cars.
+ Notes included with each car for authentic train compositions.
+ All of the cars are available separately.

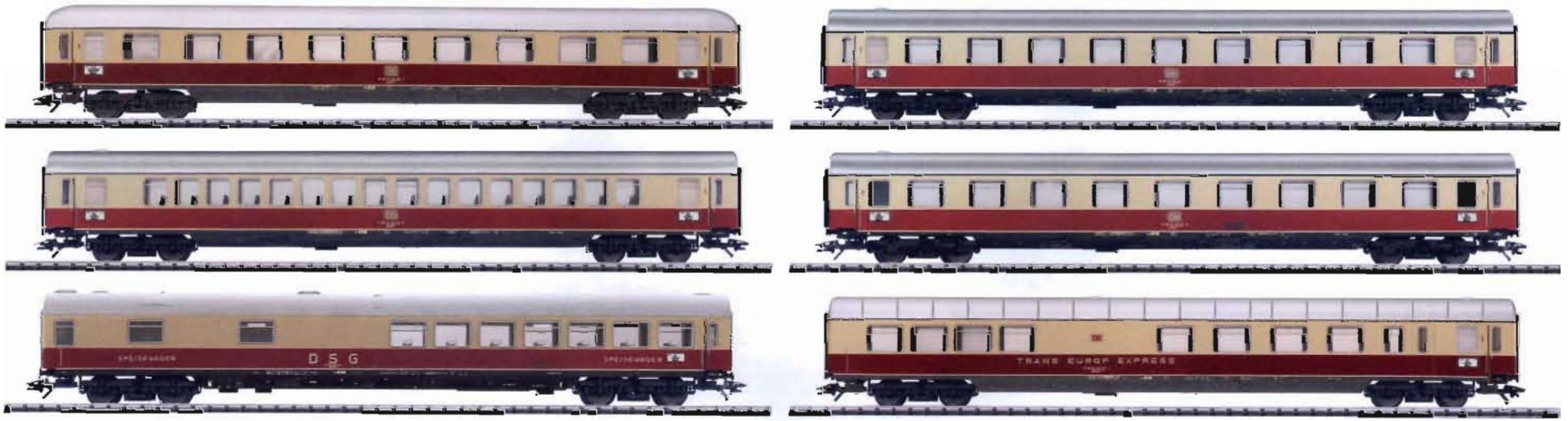
IV

23477 "Roland" TEE 75 Car Display.
Prototype: 3 type Avümh 111 TEE compartment cars with roofs rounded on the ends, 3 type Avümh 111 TEE compartment cars with roofs with vertical ends, 2 type Apümh 121 open seating cars with roofs with vertical ends, 2 type ARDümh 105 TEE bar cars with roofs with vertical ends, and 2 type Wrümh 132TEE dining cars, all painted and lettered for the German Federal Railroad (DB).
Model: Era IV. This set is 12 TEE cars with different lettering in an attractive display. The cars have the new, longer length. The underbodies are specific to the cars and have skirting. The trucks have regular brake shoes, magnetic rail brakes, and separately applied generators. The 66718 lighting kit and the Märklin 73407 marker light kit can be installed in the cars. The cars have NEM coupler pockets with close coupler guide mechanisms. Each of the cars comes individually packaged.
Minimum radius for operation is 356 mm / 14-3/16".
Length over the buffers for each car 282 mm / 11-1/8".

One-time series.

AC wheel set for each car 4 x 700150.

All of these cars are available separately at your authorized dealer.



CLASS 456 – EGGHEAD IN 1:87 SCALE.


DB

CLASS 456 – EGGHEAD IN 1:87 SCALE.

The German Federal Railroad urgently needed new electric powered rail cars to manage the increase in passengers during the "Economic Miracle". This was brought about by the standardization of electric operation during the postwar years and the rapid conversion to catenary operation of lines around urban areas. The decision was made to adapt the concept for the first generation of electric postwar powered rail cars from the diesel powered rail cars being developed parallel to these units. The characteristic shape of the ends of the electric trains was almost identical in design to the diesel units, which was colloquially nicknamed in a friendly almost laughing manner as "Egghead", something that railroad crews and personnel did not like so much.
An ET 56 consisted of three close-coupled units. The end cars (Eta and Etb) each had a power truck with 2 powered axles at the outer ends; the middle car (EM) only had regular trucks. While the electric part merely represented a further development of powered rail cars already proven before the war in the urban areas, the car bodies themselves were a completely new development following the principles of lightweight construction. Here too, the diesel powered rail car trains were the inspiration: For example the door and seating arrangement was taken from the VT 12, which was primarily used in commuter service like the ET 56. The firm of Brown Boveri & Cie, Mannheim, Germany was responsible for the electrical equipment on the powered rail cars, with the exception of the transformers and traction motors, which the German Federal Railroad recruited from old and reserve stock and had installed in the cars. The maximum speed was set at 90 km/h 56 mph due to these powered rail cars being used in suburban commuter service where faster acceleration was more important than a high maximum speed. The German Federal Railroad placed a total of seven units of the class ET 56 into service in 1952 and concentrated on the development of the ET 30, also a newly developed "Egghead". The different paint schemes looked good on the rounded shape of the ET 56: in crimson with and without dark gray "glasses" (removed at the start of the Seventies), more or less decorative striping, and also the "ocean blue / beige" paint scheme introduced in 1975 and criticized at the time, but now rated as almost classic.

These electric "Eggheads" were gradually scrapped in the mid-Eighties; the last ET 56 vanished from the rails of the German Federal Railroad in 1986. Two years later than the newer, more modern ET 30 – unfortunately, not a single unit has been preserved.

HIGHLIGHTS

+ Completely new tooling.
+ Highly detailed model.
+ First time in H0 as a large production model.
+ Baggage area door is a roll-down door, correct for the era.
+ All of the lights are maintenance-free, warm white LEDs.
+ 5-pole motor with a skewed armature and a flywheel for silky smooth running characteristics.
+ Electrical pickup changeover feature.
+ 21-pin digital connector, ready for the future.

22626 Electric Powered Rail Car.
Prototype: German Federal Railroad (DB) class 456 electric powered rail car train. The train looks as it did at the end of the Seventies.
Use: Suburban commuter service.
Model: Era IV. The train has a 21-pin digital connector. It also has a 5-pole motor with a skewed armature and a flywheel, centrally mounted. 4 axles on the middle car powered through cardan shafts. The frame for the middle car is die-cast metal. The headlights are maintenance-free, warm white LEDs, and they will work in conventional operation. The triple headlights and dual red marker lights change over with the direction of travel. The end cars have an electrical pickup changeover feature, and the pickups at the front of the train pick up current. There are close coupler guide mechanisms and electrical connections between the cars. The 66718/66719 interior lighting kits can be installed in the train. The train has highly detailed plastic bodies with many separately applied parts such as grab irons, electrical plugs, windshield wipers, antennas, whistles, and horns. The train has interior details in several colors. There is a detailed representation of the Scharfenberg coupler (non-working) at the ends of the train.
Length over the couplers 919 mm / 36-3/16".

Recommended minimum radius 420 mm / 16-9/16".

© T. Estler

IS THAT MY BEER?

IV NEM

24416 "Würzburger Hofbräu" Car Set.
Prototype: 3 different refrigerator cars, used on the German Federal Railroad (DB). Privately owned brewery cars for delivering beer in barrels and bottled beer over long distances.

Model: Era IV. The car bodies are designed differently from authentic prototypes of the "Würzburger Hofbräu" brewery. The cars come individually packaged and marked. There is also a master package. The cars have NEM coupler pockets with a close coupler mechanism. Total length over the buffers 417 mm / 16-7/16".

One-time series.

BELGIUM.

22365 Diesel Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 59. Later version with the double lamps of the original class 201. B-B wheel arrangement. Version in a yellow / green paint scheme.
The locomotive looks as it did at the beginning / mid Eighties.
Road number 5917 "Haine St. Pierre".
Model: Era IV. The locomotive has a DCC/Selectrix decoder and a powerful 5-pole motor. 2 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel. The headlights are maintenance-free, warm white LEDs. The lights will work in conventional operation and can be controlled digitally. A whistle sound, the headlights and marker lights, and the acceleration and braking delay can be controlled digitally. The locomotive has a different overhang beyond the trucks, which is prototypical, as well as steps under the lights. The locomotive has separately applied grab irons and ventilation grills. The cars have NEM coupler pockets and a close coupler mechanism.
Length over the buffers 186 mm / 7-5/16".

One-time series.

LUXEMBOURG.

22366 Electric Locomotive.
Prototype: Luxembourg State Railways (CFL) class 3600. Version is a basic color of wine red. The locomotive looks as it did at the beginning of the Nineties. French design similar to the BB 12 000.

Model: Era IV. The locomotive has an NEM 8-pin digital connector. It also has a die-cast metal frame and body and separately applied metal grab irons. The locomotive has the original dual headlights and dual red marker lights that change over with the direction of travel, and the headlights are maintenance-free, warm white LEDs. The locomotive has a powerful 5-pole motor with a flywheel. 4 axles powered. Traction tires. The pantographs are mounted on free-standing frames. Brake hoses and reproduction prototype couplers can be installed on the buffer beams. The locomotive has NEM coupler pockets. Length over the buffers 175 mm / 6-7/8".

This model can be found in an AC version in the Märklin H0 assortment under item no. 37334.

FRANCE.

The Brabant TEE.

The introduction of the "Brabant" TEE in 1963 between Paris and Brussels by the SNCF and SNCB harkened back to the famous, legendary region in Flanders. Initially, French class X277x TEE diesel powered rail cars were used on this route, but they were soon replaced by electric, locomotive-hauled trains. The PBA design INOX cars were particularly typical for many years. These cars were only first class and offered passengers a high level of comfort in terms of seating, speed, and smoothness. This fast train connection between the two capitals had different locomotives for motive power, often the Belgian class 18 and its "parent" locomotive the SNCF's class CC 40100 der SNCF. The competition from cars and airplanes forced the SNCF and the SNCB to rethink the TEE concept and the decision was made on June 2, 1984 to stop the "Brabant" TEE service as well as other TEE connections between Paris and Brussels. From the summer of 1984 on, two-class Inter-Citys ran in their place, initially with almost identical cars and locomotives.

IV NEM 1:87

23484 "Brabant" TEE Add-On Car Set.
Prototype: INOX cars (constructed of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (TEE PBA). 2 type A8uj compartment cars and 1 type A3rtuj bar car, painted and lettered for the French State Railways (SNCF). All of the cars are 1st class. Built starting in 1964. Used for the "Brabant" TEE.
Model: Era IV. The cars are reproduced to scale without compromise in all of the dimensions. Minimum radius for operation is 358 mm / 14-3/16" (with sufficient clearance). The cars have underbodies specific to the various types of cars. The cars have type Y 24 trucks. The cars have a special paint finish to represent the INOX surface. The 66719 lighting kit can be installed in the cars. Marker lights can be installed prototypically at both ends of the cars.
Total length over the buffers 880 mm / 34-5/8".

One-time series.

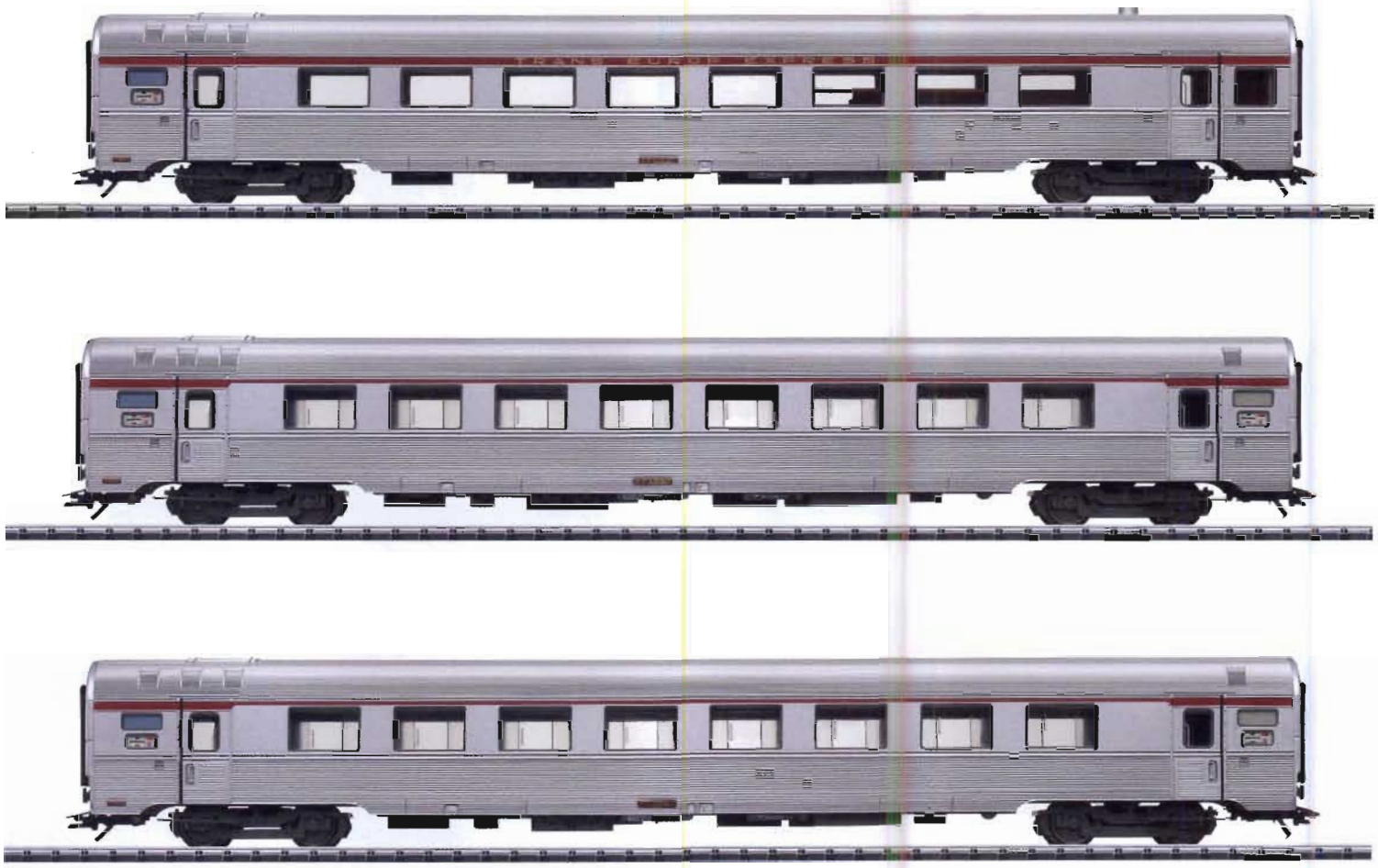
700150 (Märklin) AC wheel set.

These TEE cars have been designed to scale without compromises for clearance.

These models will run on curves with a minimum radius of 358 mm / 14-3/16" or more, but a suitable spacing must be maintained between the track and catenary masts, bridge railings, or signals.

The addition of the 23484 set to the open seating cars and dining car in the 23483 set brings the latter up to a prototypical train composition for the "Brabant" TEE. The locomotives to go with this train are the 22576 (France) and 22577 (Belgium) models.

A similar TEE with PBA cars is offered by Märklin for the AC system.



IV LED NEM 1:87

23483 "Brabant" TEE Car Set.
Prototype: INOX cars (constructed of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (TEE PBA). 2 type A8tuj open seating cars, painted and lettered for the Belgian State Railways (SNCB/NMBS). Type A5rtuj dining car with galley and type A2Dxj generator car with a service compartment, painted and lettered for the French State Railways (SNCF). All of the cars are 1st class. Built starting in 1964. Used for the "Brabant" TEE.
Model: Era IV. The cars are reproduced to scale without compromise in all of the dimensions. Minimum radius for operation is 358 mm / 14-3/16" (with sufficient clearance). The cars have underbodies specific to the various types of cars. The cars have type Y 24 trucks. The cars have a special paint finish to represent the INOX surface. The 66719 lighting kit can be installed in the cars.
Total length over the buffers 1,130 mm / 44-1/2".

One-time series.

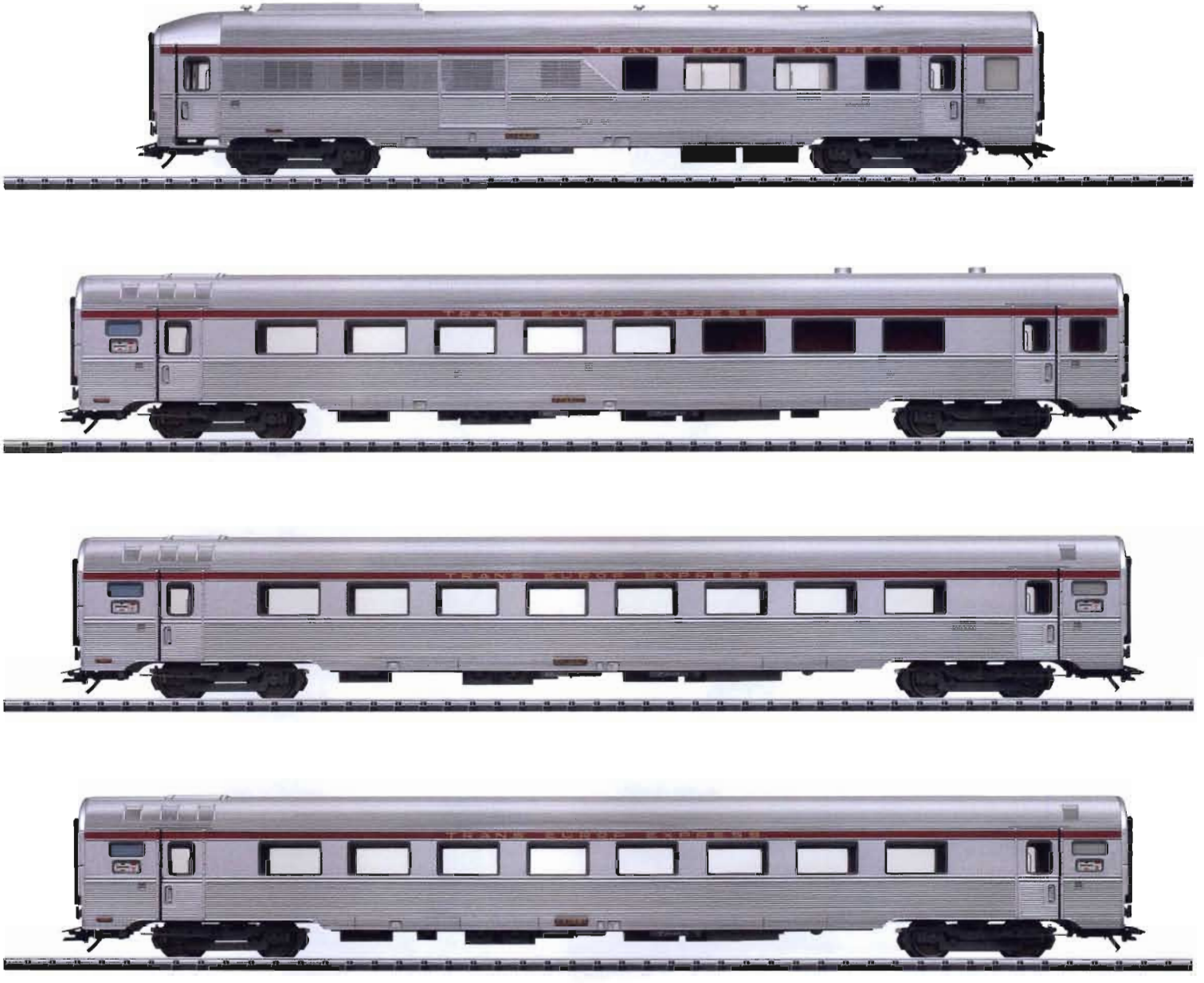
700150 (Märklin) AC wheel set.

These TEE cars have been designed to scale without compromises for clearance.

These models will run on curves with a minimum radius of 358 mm / 14-3/16" or more, but a suitable spacing must be maintained between the track and catenary masts, bridge railings, or signals.

The addition of the bar car and the compartment car in the 23484 set to the 23483 set brings the latter up to a prototypical train composition for the "Brabant" TEE. The locomotives to go with this train are the 22576 (France) and 22577 (Belgium) models.

A similar TEE with PBA cars for the route of the "L'Oiseau Bleu" is offered by Märklin for the AC system.



Black gold also has a white side.

Blast furnaces constantly need coke – no, not that white stuff, or? At least in large quantities and we're talking about a business in the millions. Sound exciting? It is! Without coke there would not be any smelting of ore into crude iron. And without crude iron there would be no steel. And without steel there would be no railroad. And without the railroad life would be only half as beautiful. So, reason enough to get involved with it and to devote a Trix annual theme to the rather large coke business.

So, what is coke? Why is it needed?

Coke is made from coal and is a porous fuel strong in coal content and having a large, specific surface. This fuel is produced by cutting of oxygen. Hard coal cannot be used directly in a blast furnace to create crude iron, because it gives off to much sulfur, soot, and other materials when it is burned. During the coking process the volatile components in coal are removed. The production of coke is called the black side; the further petrochemical processing of the volatile components is called the white side of a coking plant. The coking plant gas that is generated was fed into the local network as municipal gas. Today this gas is largely used as a valuable source of energy in the steel plants. This finally makes clear what is meant by the white side of black gold and that everything is according to the law in the example of our coke. Other by-products from the coking plant are coal tar, sulfuring acid, and crude benzene, which are used in the chemical industry.

The operation of a coking plant has – how can it be otherwise – a lot to do with the subject of railroading. The hard coal, also called coking coal, is delivered, unloaded, and initially brought to the sorting tower by means of conveyor bridges. The coal is transported to different coal bunkers in the building, depending on the quality and desired coke composition. The black gold finally reaches the pit coal tower by means of another conveyor bridge and waits for the charging car, which constantly supplies the different chambers in the coke furnace battery with additional fuel. The coal falls from the charging car into the respective furnace chamber, and the latter is then closed up airtight. The coking process occurs at over 1,000°C / 1,832°F with all oxygen in the air removed. When the baking process is completed, and it can last up to 24 hours, the furnace is chamber is opened from both sides and a press machine pushes the fresh coke into a quenching car on the other side. In the presence of air the hot pieces of coke immediately catch fire from contact with the oxygen in the air. The coke is now immediately taken in the quenching car by a special locomotive under the so-called quenching tower, where the coke is quenched with water. Characteristic clouds of steam visible from a distance are generated in the process. The quenched coke now proceeds from the quenching car onto the coke loading bay and is transported from there by means of conveyor belts to the screening plant, where it is sorted by size and loaded into railroad cars. The latter transport this valuable freight to the blast furnaces at steel plants.

The prototype for our model is the Hansa Coking Plant in Dortmund-Huckarde, Germany. This large coking plant was put into operation in 1928 and was an important part

A DIESEL BRINGS COAL.

TRIX HO

in the association of the Dortmund coal and steel industry. It ordered hard coal from the neighboring mines and delivered the coke produced and the coking plant gas to Dortmunder smelters. The most important production areas of the coking plant (the basic plant from 1928) have been under historical preservation protection since 1998 and can be toured today.

Several models in the kit series "From Ore to Steel" with the blast furnace from 2008 can also be used for the coking plant: The gasometer, item no. 66167, can be used to store coking plant gas for the blast furnaces or to store municipal gas produced by the coking plant. The smoke stack, item no. 66168, can also be used in several situations to complete an impressive industrial skyline.

IV NEM

22067 Heavy Diesel Locomotive.
Prototype: German State Railroad (DR) class 232 "Ludmilla".
Road number 232 284-0.
Model: Era IV. The locomotive is constructed of metal. It has an 8-pin digital connector. The locomotive has a special can motor with a flywheel. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel. The headlights are maintenance-free LEDs. The locomotive has NEM coupler pockets.
Length over the buffers 239 mm / 9-7/16".

One-time series.

IV NEM

24422 "Max-Hütte" Coking Coal Car Set.
Prototype: 2 different type E 032 coking coal cars with body height extension for the firm Maxhütte, privately owned cars used on the German Federal Railroad (DB). Car numbers: 44 80 510 0 072-8 P and 44 80 510 0 136-1 P.
Use: Transporting coking coal.
Model: Era IV. The cars have a finely detailed representation of the frames and car bodies. The cars come loaded with real, scale sized coking coal. The cars have different car numbers. They also have NEM coupler pockets with a close coupler mechanism. The cars come individually packaged and marked. There is also a master package.
Total length over the buffers 226 mm / 9-7/8".

One-time series.

AC wheel set 4 x 700150.

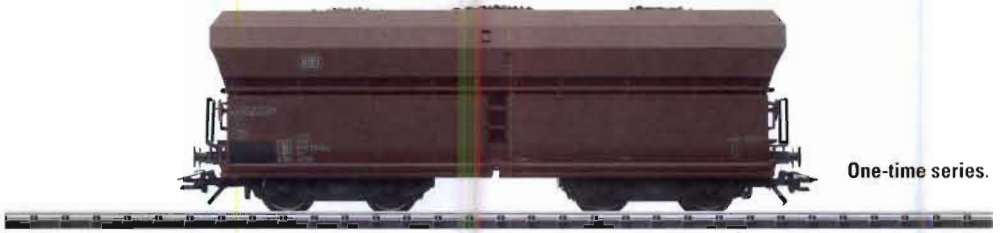
TRANSPORT CARS.

IV NEM

24107 "Coal Transport" Car Set.
Prototype: 5 German Federal Railroad (DB) type Fal 167 hopper cars. Version with "Minden-Dorstfeld" design trucks.
Use: Unit trains for transporting coal.

Model: Era IV. The cars have different car numbers. The cars come loaded with real small coal. The cars have NEM coupler pockets and close coupler mechanisms.
Total length over the buffers 665 mm / 26-3/16".

AC wheel set 20 x 700150.



One-time series.

IV NEM

24108 Set with 3 Side Dump Cars.
Prototype: 3 type Fc 090 dump cars. Privately owned cars painted and lettered for "Eschweiler Bergwerkverein" / "Eschweil Mine Association (EBV)".

Model: Era IV. The cars are finely constructed with numerous, separately applied details. The cars have separately applied chute extensions. They also have different car numbers. The cars are loaded with real scale sized small coal. The cars have NEM coupler pockets with a close coupler mechanism.
Total length over the buffers 340 mm / 13-3/8".
Each car comes individually packaged and marked.

One-time series.

AC wheel set 6 x 700150.


TRIX
H0
DB
232 313-7

TRANSPORT CARS.

VI NEM

24536 "Coal Transport" Car Set.
Prototype: 5 Polish State Railroad (PKP) type Falns high-capacity hopper cars. Version in a blue/yellow paint scheme.
Use: In unit trains for transporting coal to Germany.
Model: Era VI. The 5 cars have different car numbers. The metal end platforms and ladders are separately applied. The car bodies are weathered. The cars come loaded with real, scale sized coal. The cars have NEM coupler pockets with a close coupler mechanism. The cars come individually packaged and marked.
Total length over the buffers 665 mm / 26-3/16".

AC wheel set 20 x 700150.

One-time series.

IV

24417 Carbide Cylinder Car Set.
Prototype: 2 privately owned cars lettered and painted for SKW Trostberg, with brakeman's cabs, used on the German Federal Railroad (DB).

Model: Era IV. The cars have metal side sills. The cars are finely constructed with partially open car floors. The cars have separately applied data boards. The carbide cylinders are removable and have detailed reproduction of the rivets and openings. The cars have NEM coupler pockets with a close coupler mechanism.
Total length over the buffers 286 mm / 11-1/4".

AC wheel set 4 x 700150.

HIGHLIGHTS

+ Ideal for unit trains.
+ A wish list model for many years.
+ Detailed construction.
+ In Era IV for the first time.

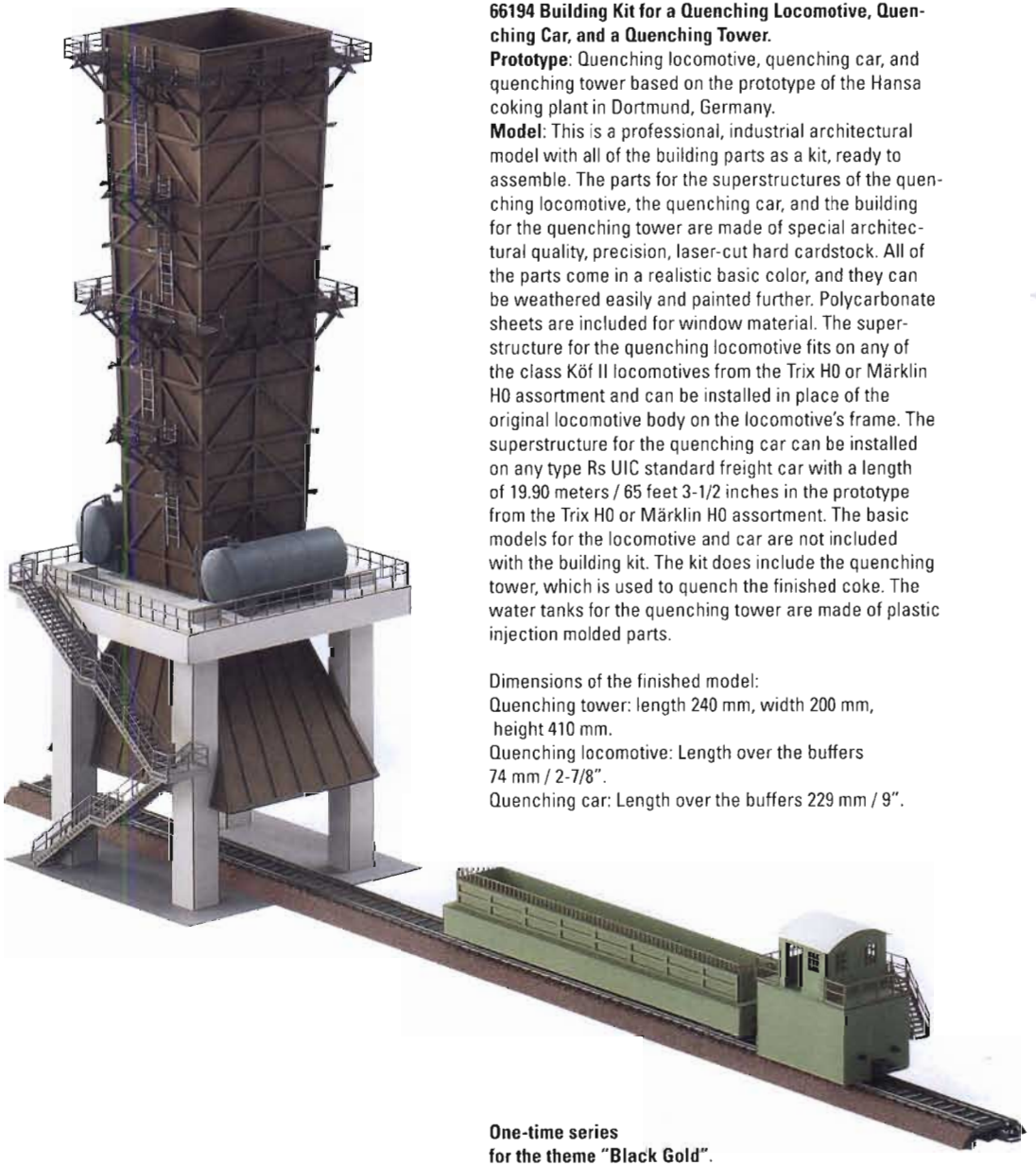
IV

24415 "Fuel Oil Maintenance Tank Car" Car Set.
Prototype: German Federal Railroad (DB) fuel oil maintenance tank car set. With brakeman's platforms.
Model: Era IV. The set has 3 fuel oil maintenance tank cars with different car numbers. The cars have ladders at the ends. They also have a detailed reproduction of the sheet metal sheathing. The cars have NEM coupler pockets with a close coupler mechanism. The cars come individually packaged and marked. There is also a master package.
Total length over the buffers 400 mm / 15-3/4".

AC wheel set for each car 4 x 700150.

THE COKING COAL PLANT.

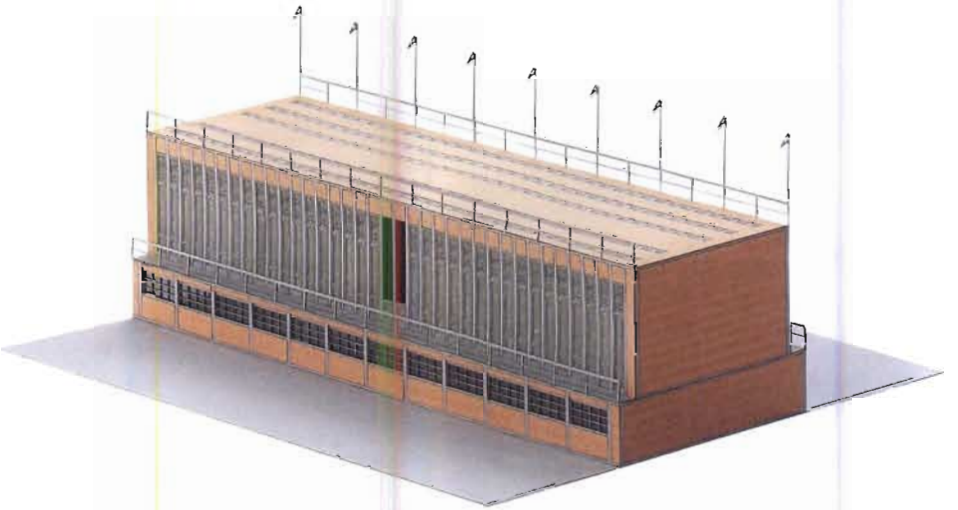
II III IV V



66194 Building Kit for a Quenching Locomotive, Quenching Car, and a Quenching Tower.
Prototype: Quenching locomotive, quenching car, and quenching tower based on the prototype of the Hansa coking plant in Dortmund, Germany.
Model: This is a professional, industrial architectural model with all of the building parts as a kit, ready to assemble. The parts for the superstructures of the quenching locomotive, the quenching car, and the building for the quenching tower are made of special architectural quality, precision, laser-cut hard cardstock. All of the parts come in a realistic basic color, and they can be weathered easily and painted further. Polycarbonate sheets are included for window material. The superstructure for the quenching locomotive fits on any of the class Köf II locomotives from the Trix H0 or Märklin H0 assortment and can be installed in place of the original locomotive body on the locomotive's frame. The superstructure for the quenching car can be installed on any type Rs UIC standard freight car with a length of 19.90 meters / 65 feet 3-1/2 inches in the prototype from the Trix H0 or Märklin H0 assortment. The basic models for the locomotive and car are not included with the building kit. The kit does include the quenching tower, which is used to quench the finished coke. The water tanks for the quenching tower are made of plastic injection molded parts.

Dimensions of the finished model:
Quenching tower: length 240 mm, width 200 mm, height 410 mm.
Quenching locomotive: Length over the buffers 74 mm / 2-7/8".
Quenching car: Length over the buffers 229 mm / 9".

One-time series for the theme "Black Gold".



II III IV V LED

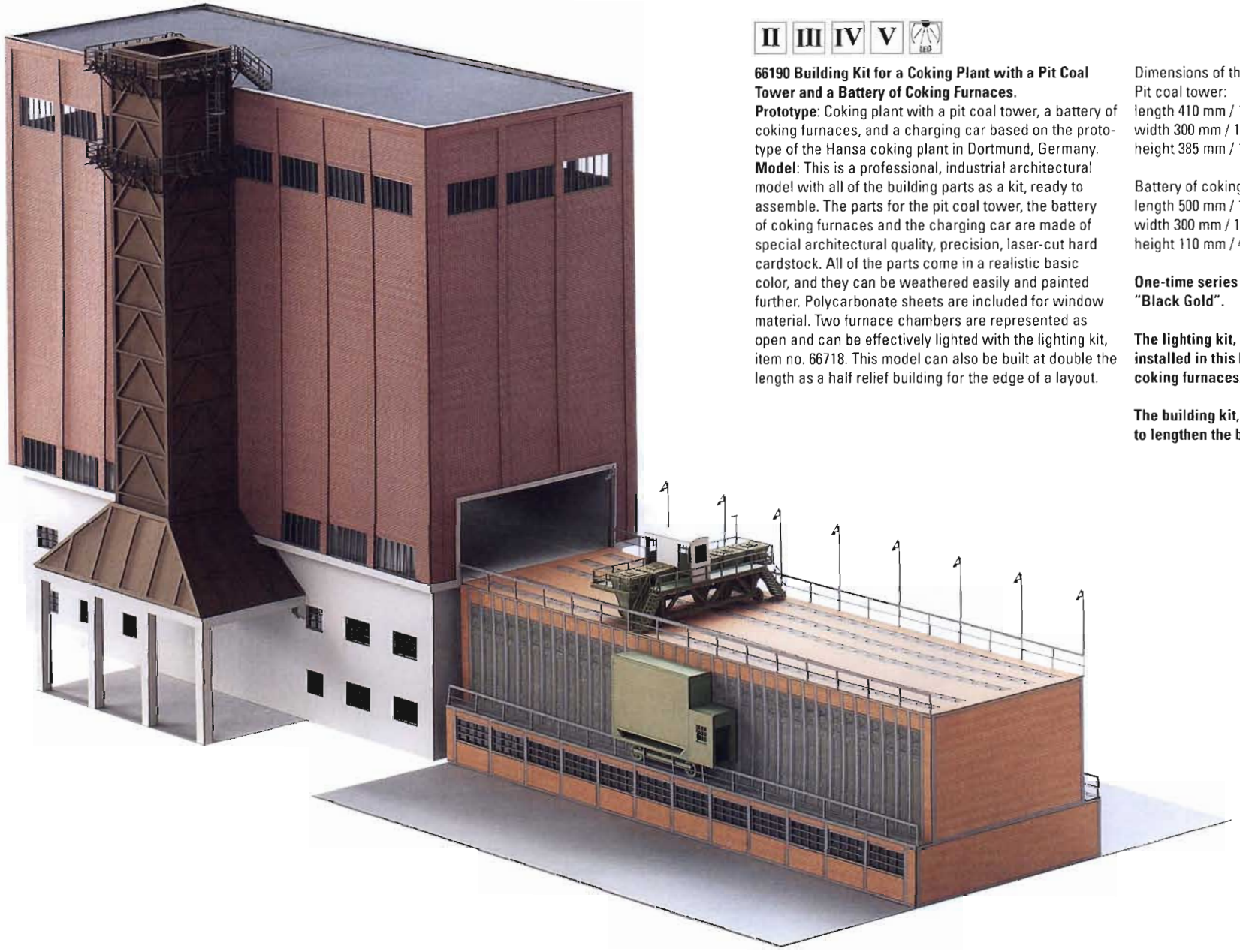
66191 Building Kit for a Battery of Coking Furnaces.
Prototype: A battery of coking furnaces based on the prototype of the Hansa coking plant in Dortmund, Germany.
Model: This is a professional, industrial architectural model with all of the building parts as a kit, ready to assemble. The parts for the battery of coking furnaces are made of special architectural quality, precision, laser cut hard cardstock. All of the parts come in a realistic basic color, and they can be weathered easily and painted further. Two furnace chambers are represented as open and can be effectively lighted with the lighting kit, item no. 66718. This model can also be built at double the length as a half relief building for the edge of a layout.

Dimensions of the finished model:
Battery of coking furnaces:
length 500 mm / 19-11/16",
width 300 mm / 11-13/16",
height 110 mm / 4-5/16".

One-time series for the theme "Black Gold".

The lighting kit, item no. 66718, can be installed in the building kit for a battery of coking furnaces.

The battery of coking furnaces can be used to lengthen the building kit, item no. 66190.



II III IV V

66190 Building Kit for a Coking Plant with a Pit Coal Tower and a Battery of Coking Furnaces.
Prototype: Coking plant with a pit coal tower, a battery of coking furnaces, and a charging car based on the prototype of the Hansa coking plant in Dortmund, Germany.
Model: This is a professional, industrial architectural model with all of the building parts as a kit, ready to assemble. The parts for the pit coal tower, the battery of coking furnaces and the charging car are made of special architectural quality, precision, laser-cut hard cardstock. All of the parts come in a realistic basic color, and they can be weathered easily and painted further. Polycarbonate sheets are included for window material. Two furnace chambers are represented as open and can be effectively lighted with the lighting kit, item no. 66718. This model can also be built at double the length as a half relief building for the edge of a layout.

Dimensions of the finished model:
Pit coal tower:
length 410 mm / 16-1/8",
width 300 mm / 11-13/16",
height 385 mm / 15-1/8".

Battery of coking furnaces:
length 500 mm / 19-11/16",
width 300 mm / 11-13/16",
height 110 mm / 4-5/16".

One-time series for the theme "Black Gold".

The lighting kit, item no. 66718, can be installed in this building kit for a battery of coking furnaces.

The building kit, item no. 66191, can be used to lengthen the battery of coking furnaces.

LOADING COKING COAL.

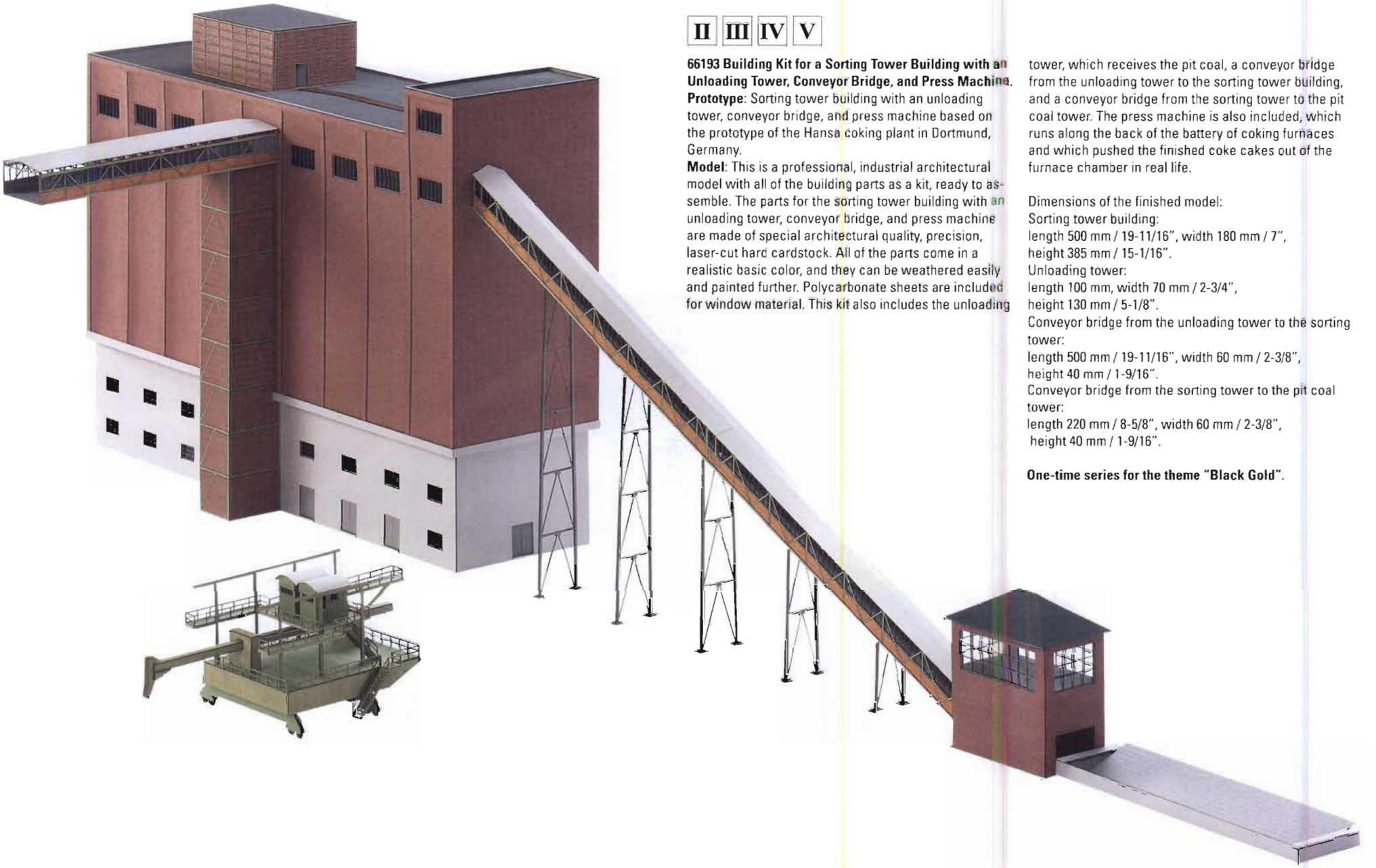
II III IV V

66192 Building Kit for a Screening Building with Coke Loading Facilities and a Conveyor Bridge.
Prototype: Screening building with coke loading facilities and a conveyor bridge as well as a coke loading bay based on the prototype of the Hansa coking plant in Dortmund, Germany.
Model: This is a professional, industrial architectural model with all of the building parts as a kit, ready to assemble. The parts for the screening building with coke loading facilities and a conveyor bridge and a coke loading bay are made of special architectural quality, precision, laser cut hard cardstock. All of the parts come in a realistic basic color, and they can be weathered easily and painted further. This building is designed for 3 loading tracks with the C Track spacing of 77.5 mm / 3-1/16". The vertical clearance is sufficient for locomotives and cars, without catenary and including the C Track roadbed. Polycarbonate sheets are included for window material. This kit also includes a coke loading bay, where the quenched coke is dumped, and a conveyor bridge to the screening building.

One-time series for the theme "Black Gold".

Dimensions of the finished model:
screening building:
length 325 mm / 12-13/16", width 245 mm / 9-5/8", height 225 mm / 8-7/8".
Coke loading bay:
length 500 mm / 19-11/16", width 60 mm / 2-3/8", height 15 mm / 5/8".
Conveyor bridge:
length 600 mm / 23-5/8", width 60 mm / 2-3/8", height 40 mm / 1-9/16".

THE SORTING TOWER.



II III IV V

66193 Building Kit for a Sorting Tower Building with an Unloading Tower, Conveyor Bridge, and Press Machine.
Prototype: Sorting tower building with an unloading tower, conveyor bridge, and press machine based on the prototype of the Hansa coking plant in Dortmund, Germany.
Model: This is a professional, industrial architectural model with all of the building parts as a kit, ready to assemble. The parts for the sorting tower building with an unloading tower, conveyor bridge, and press machine are made of special architectural quality, precision, laser-cut hard cardstock. All of the parts come in a realistic basic color, and they can be weathered easily and painted further. Polycarbonate sheets are included for window material. This kit also includes the unloading tower, which receives the pit coal, a conveyor bridge from the unloading tower to the sorting tower building, and a conveyor bridge from the sorting tower to the pit coal tower. The press machine is also included, which runs along the back of the battery of coking furnaces and which pushed the finished coke cakes out of the furnace chamber in real life.

Dimensions of the finished model:
Sorting tower building:
length 500 mm / 19-11/16", width 180 mm / 7",
height 385 mm / 15-1/16".
Unloading tower:
length 100 mm, width 70 mm / 2-3/4",
height 130 mm / 5-1/8".
Conveyor bridge from the unloading tower to the sorting tower:
length 500 mm / 19-11/16", width 60 mm / 2-3/8",
height 40 mm / 1-9/16".
Conveyor bridge from the sorting tower to the pit coal tower:
length 220 mm / 8-5/8", width 60 mm / 2-3/8",
height 40 mm / 1-9/16".

One-time series for the theme "Black Gold".

TRIX
H0

ERAS V AND VI.

Red is a beautiful color. Most people are positively affected when looking at red tones. For that reason the railroad has been successful in placing locomotives and cars painted in red in a pleasant light. For example, red bi-level cars have a friendly effect; they invite you to board. The motive power for the railroad is also mostly painted in the "traffic red" scheme. The few "colorful birds" or locomotives and cars painted in other colors seen on the railroad naturally stand out considerably from this "Traffic Red World". An example of this would be road number 120 151 in blue. It is advertising for a public broadcaster of many years standing. Soon, this blue one-of-a-kind locomotive will be seen on many DC layouts.

Thanks to the reunification of the two German states, the class 232, also called "Ludmilla", can be seen all over Germany, where there is no catenary present. Several model variations of this six-axle diesel locomotive will be entering the assortment from the division of affordable locomotives that are totally suitable for everyday use.

And now an interesting question in passing: What does a locomotive do, when it is no longer needed in a country? – It simply emigrates. This is what happened to the ÖBB's class 1012. At present, the locomotives in this class are in operation for a Swedish firm with the name HectorRail. A current Trix model has the 1012 as its prototype and will probably bring delight in 2009 to more than just Sweden.

ELECTRIC LOCOMOTIVE.

TRIX
HO

One-time series.

22629 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 120.1 electric locomotive. "ZDF" advertising locomotive of many years. Road number 120 151-6.
Use: Premium passenger and freight service.
Model: Era V. The 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. 4 axles powered through cardan shafts. The headlights are maintenance-free, warm white LEDs, and they will work in conventional operation. The headlights can be turned off in digital operation at the end of the locomotive with Engineer's Cab 1 or at the end with Engineer's Cab 2. The roof has detailed equipment. The engineer's cabs have interior details, and the front one has a figure of a locomotive engineer. The locomotive has NEM coupler pockets with a guide mechanism. Buffer beam details are included in a bag so that the end of the locomotive can be equipped for a totally prototypical appearance in a display case or for operation on a layout.
Length over the buffers 220.7 mm / 8-11/16".

CLASSIC AND MODERN DIESELS.

21343 "ALEX" Train Set.
Prototype: Bavarian "ALEX" (Arriva Provincial Railroad Express) commuter train. Operated by the Regental Railroad, Inc. Arriva Provincial Railroad Express "ALEX" class ER 20 diesel locomotive. Diesel electric design. 1 type Bm compartment car, 2nd class, 1 type Bn open seating car, 2nd class, and 1 type ARmh "ALEX Treff" dining car.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive has an 8-pin digital connector. It also has a motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel and will work in conventional operation. The headlights are maintenance-free LEDs. The cars have NEM coupler pockets with a close coupler guide mechanism. The cars also have interior details. Total length over the buffers 1,023 mm / 40-1/14".

This model can be found in an AC version in the Märklin H0 assortment under item no. 26552.

The 23243 express train passenger car is the ideal add-on for this train.

V NEM 1:100

23243 "ALEX" Express Train Passenger Car.
Prototype: Type Bm compartment car, 2nd class, painted and lettered for the "ALEX" Arriva Provincial Railroad Express.
Model: The car comes with a length corresponding to a scale of 1:100. The car has NEM coupler pockets with a close coupler guide mechanism.
Length over the buffers 271 mm / 10-5/8".

This model can be found in an AC version in the Märklin H0 assortment under item no. 42954.

This express train passenger car is the ideal add-on for the 21343 "ALEX" train set.

V NEM

22069 Heavy Diesel Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 234 "Ludmilla". Version in a "traffic red" paint scheme. Road number 234 292-1.
Model: Era V. The locomotive is constructed of metal. It has an 8-pin digital connector. The locomotive has a special can motor with a flywheel. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel. The headlights are maintenance-free LEDs. The locomotive has NEM coupler pockets.
Length over the buffers 239 mm / 9-7/16".

THE CLASS 150 – PUSHER SERVICE IN THE MITTELGEBIRGE REGION.

The class 150 was without a doubt the most powerful locomotive from the standard design locomotive program of the Fifties. For decades it was not only the backbone of heavy freight service on the German Federal Railroad, it was also indispensable in pusher service in the Spessart region and on the Geislingen Grade, where class 194 locomotives had been used for this purpose until 1987. The use of a train with an uncoupled pusher locomotive between Geislingen and Amstetten is limited to a speed of 60 km/h / 37 mph; the normal maximum speed on the grade is 70 km/h / 43 mph. The DB AG's intensive new procurement policy was supposed to remove the remaining units of the class 150 from service and thereby also the pusher locomotives by the end of the Nineties, but their retirement was delayed until 2003 due to their reliability. The class 150 was replaced by the class 151 on the Geislingen Grade. The latter class is used primarily for freight trains over the grade; in passenger service the new, powerful electric locomotives usually do not require pusher service.

HIGHLIGHTS

+ Can motor with a bell-shaped armature and a flywheel.
+ Telex couplers.

22154 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 150 heavy freight locomotive. The largest class of the standard design electric locomotives from the new construction program of the Fifties. The locomotive looks as it did around 2000 in the "traffic red" paint scheme as a pusher locomotive on routes with steep grades.
Use: Freight trains and pusher service. Road number 150 124-6.
Model: Era V. The locomotive has a die-cast metal frame and body. It also has a digital decoder for DCC, Selectrix, and Trix Systems, with automatic system recognition, and it can also be used in conventional operation. The locomotive has a can motor with a bell-shaped armature and a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs and the maker lights are red maintenance-free LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The locomotive has Telex couplers as well as acceleration and braking delay that can be controlled digitally with DCC. The locomotive has separately applied metal grab irons. The engineer's cabs and engine room have interior details in relief. The locomotive has NEM coupler pockets.
Length over the buffers 224 mm / 8-13/16".

This model can be found in an AC version in the Märklin H0 assortment under item no. 39502.

TRAXX – THE NEXT GENERATION.

TRIX
H0

VI 21 LED NEM

22639 Electric Locomotive.
Prototype: DB Schenker, Business Area Railion Deutschland, class 185.2 electric locomotive. Built starting in 2005 by Bombardier as a unit from the TRAXX-locomotive program. Road number 185 320-9.
Use: Freight service.
Model: Era VI. The 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. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs, and they will work in conventional operation. The headlights can be turned off in digital operation at the end of the locomotive with Engineer's Cab 1 or at the end with Engineer's Cab 2. The roof has detailed equipment. The engineer's cabs have interior details, and the front one has a figure of a locomotive engineer. The locomotive has NEM coupler pockets with a guide mechanism. Long and short brake hoses and buffer beam details are included in a bag so that the end of the locomotive can be equipped for a totally prototypical appearance in a display case or for operation on a layout.
Length over the buffers 217.2 mm / 8-9-1/16".

SWITZERLAND.

HIGHLIGHTS

+ Completely new tooling for the type Sgns car.
+ Interesting load.

V NEM

24426 "Crossrail-SBB Cargo" Container Car Set.
Prototype: 3 different German Railroad, Inc. (DB AG) type Sgns 691 flat cars. Each car loaded with 3 tank containers.
Model: Era V. The cars have type Y 25 trucks. They also have prototypical partially open metal car floors with unique "fish-belly" design side sills. The cars have separately applied steps. Each flat car comes loaded with three 20 foot tank containers. The cars have different car numbers and the containers have different registration numbers. The cars and their loads come individually packaged. The cars have NEM coupler pockets with a close coupler mechanism. There is a master package for the cars and their loads.
Total length over buffers 681 mm / 26-13/16".

One-time series.

AC wheel set 12 x 700150.


EUROTAINER
EUROTAINER
DB Cargo

BY TRAIN INTO THE COUNTRY.

One-time series.

V NEM LED NEM

22770 Electric Locomotive.
Prototype: German Railroad, Inc./Railion (DB AG) class 152 express general-purpose locomotive. Advertising design (combine harvester theme) for the firm CLAAS KGaA mbH in Harsewinkel, Germany near Osnabrück.

Model: Era V. The frame and body are constructed of die-cast metal. The locomotive has an NEM 8- pin digital connector with a bridge plug for conventional operation. The locomotive has a powerful 5-pole motor. 2 axles powered. 2 traction tires. The headlights are maintenance-free, warm white LEDs. The headlights and the marker lights will work in conventional operation and can be controlled digitally after a decoder has been installed in the locomotive. The engineer's cabs have interior details. The locomotive has separately applied grab irons. It also has NEM coupler pockets.
Length over the buffers 225 mm / 8-7/8".

V NEM

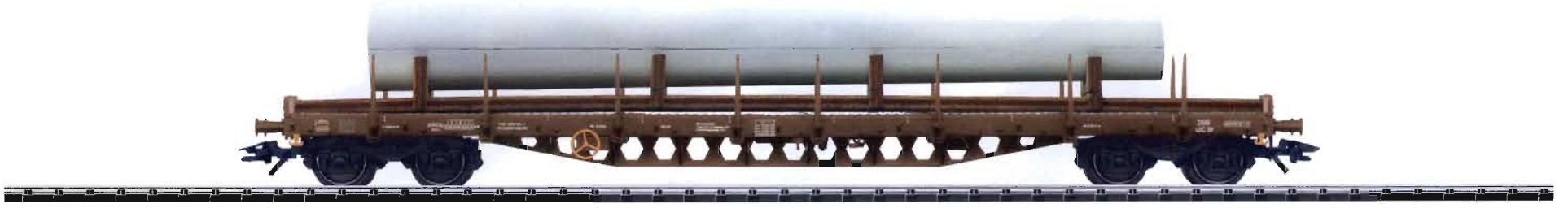
24427 Stake Car.
Prototype: German Railroad, Inc. (DB AG) type Res 687. European standard design car with a length of 19.90 meters / 65 feet 3-1/2 inches. Version with turn-down stakes, aluminum side walls and rectangular buffers. Loaded with 2 "Claas Arion 540" tractors.

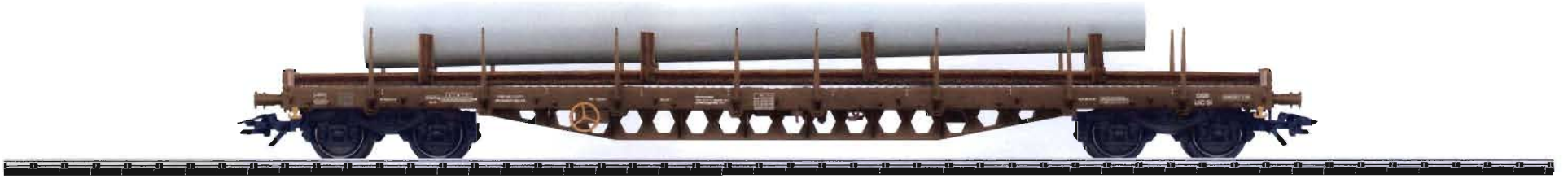
Model: The car has a metal insert for goof running characteristics. It also has a representation of the wood floor with built-in load supports, 8 stakes, and separately applied end walls. The underbody is specific to this car. The trucks are welded type Y 25. The car has NEM coupler pockets with a close coupler mechanism. The tractor models are finely detailed and have metal bodies and rubber tires.
Length over the buffers 229 mm / 9-1/16".

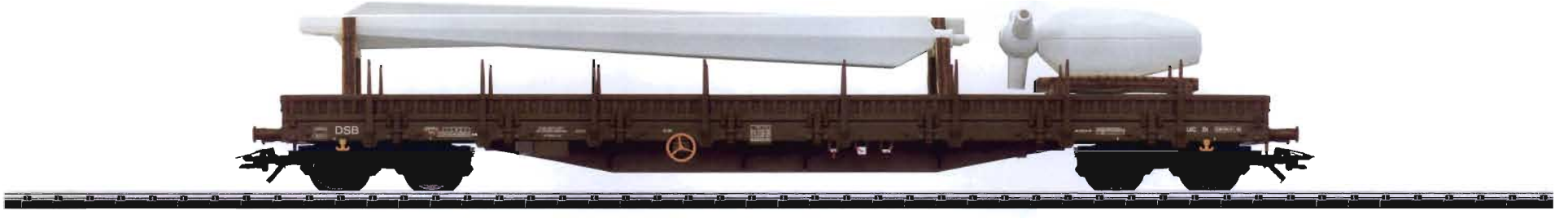
AC wheel set 4 x 700150.

DENMARK.

TRIX
H0







V NEM

24545 "Wind Power Installation" Car Set.
Prototype: 3 different Danish State Railways (DSB) type Rs and Res cars. European standard design car with a length of 19.90 meters / 65 feet 3-1/2 inches. Version with stakes and round buffers, and with steel side walls and rectangular buffers.

Use: Transport of a wind power installation.
Model: Era V. The cars have Minden-Siegen design or type Y 25 trucks. They also have metal inserts for good running characteristics. The stakes can be turned down. The underbody is specific to each car. The cars have many separately applied details. They also have NEM coupler pockets with a close coupler mechanism. The wind power installation can be assembled and used as a model independently of the cars.
Total length over the buffers 687 mm / 27-1/16".

One-time series.

AC wheel set 24 x 700150.

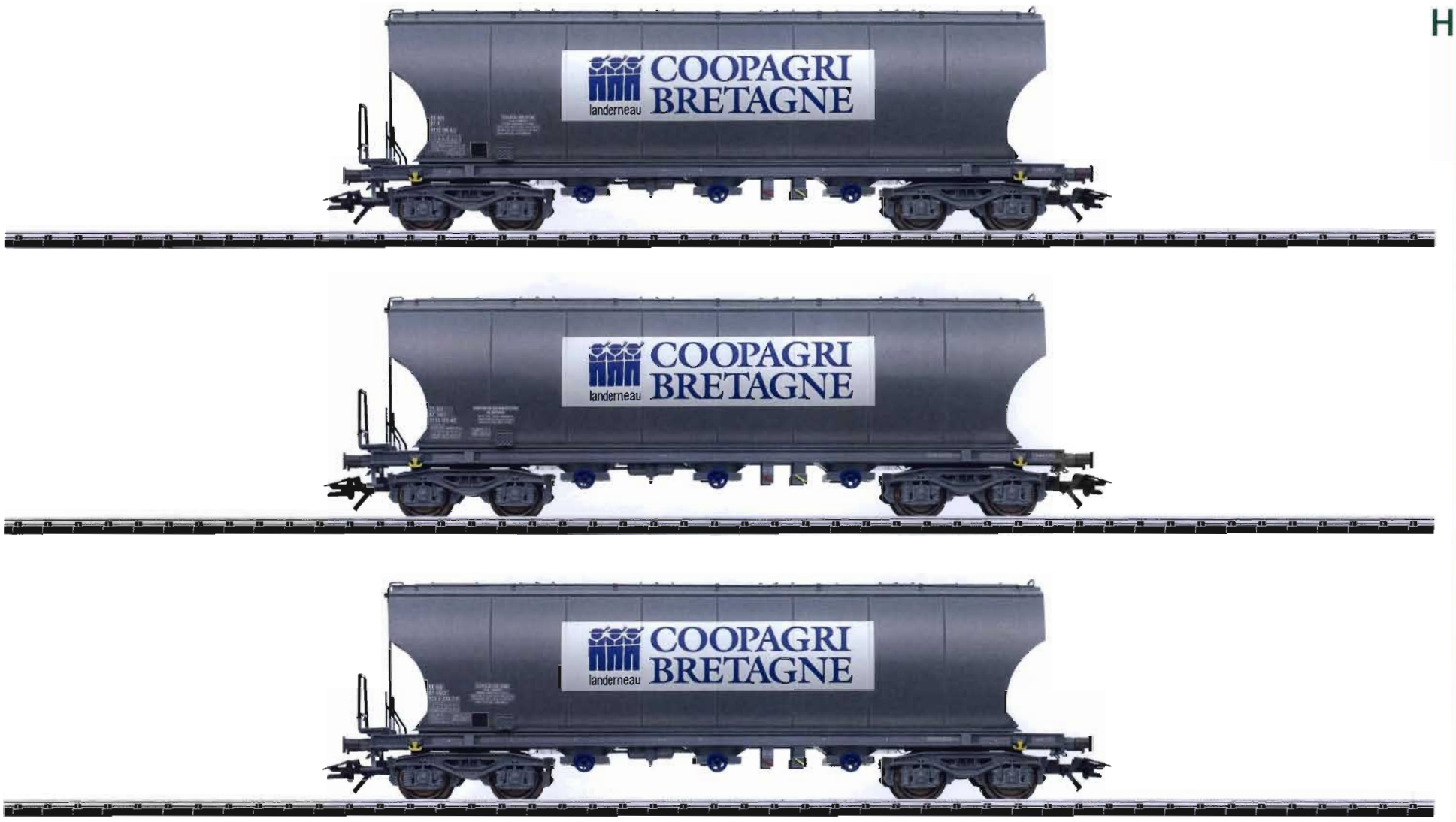
FRANCE.

V NEM

24521 Flat Car with Steel Walls.
Prototype: French State Railways (SNCF) type Res. European standard design car with a length of 19.90 meters / 65 feet 3-1/2 inches. Version with fluted walls, turn-down stakes, and rectangular buffers.

Model: Era V. The car has a metal insert for good running characteristics. It also has a representation of the wood floor, 8 stakes, and separately applied walls. The underbody is specific to this car. The trucks are type Y 25. The car has NEM coupler pockets with a close coupler mechanism.
Length over the buffers 229 mm / 9-1/16".

AC wheel set 4 x 700150.



V NEM

24546 Set mit 3 Covered Hopper Cars.
Prototype: 3 type Uapps high-capacity covered hopper cars for transporting grain, privately owned cars painted and lettered for the firm "CoopAgri Bretagne", used on the French State Railways (SNCF).

Model: Era V. The cars have large format advertising on the side walls for "CoopAgri Bretagne". The cars are finely detailed with many separately applied details. They have metal inserts for a low center of gravity to enable smooth running. The cars have different car numbers. They also have NEM coupler pockets and a close coupler mechanism. The cars come individually packaged with a master package.
Length over the buffers for each car 171 mm / 6-3/4".

One-time series.

AC wheel set 12 x 700150.

SWEDEN.

One-time series.

VI 21 LED NEM

22643 Powerful Electric Locomotive.
Prototype: Swedish privately owned railroad "Hectorrail" class Litt. 141 express locomotive. Former Austrian Federal Railways (ÖBB) class 1012. Built in 1997 by SGP, ELIN, and Siemens as a series of 3 prototypes. Road number 141.003-4 Starling.
Use: Freight trains.
Model: Era VI. The 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. 4 axles powered through cardan shafts. The headlights are maintenance-free, warm white LEDs, and they will work in conventional operation. When a 66849 decoder has been installed in the locomotive, the normal and long-distance headlights can be controlled digitally. The locomotive has separately applied grab irons and many other details. The roof has detailed equipment. The engineer's cabs have interior details, and the front one has a figure of a locomotive engineer. The locomotive has NEM coupler pockets with a guide mechanism. The couplers can be replaced by close end skirting. Brake hoses can be mounted on the locomotive.
Length over the buffers 222 mm / 8-3/4".

ITALY.

TRIX HO

V NEM

24525 Flat Car with Turn-Down Stakes.
Prototype: Italian State Railways (FS) type Rgs. European standard design car with a length of 19.90 meters / 65 feet 3-1/2 inches. Version with turn-down stakes and round buffers.

Model: Era V. The car has a metal insert for goof running characteristics. It also has a representation of the wood floor with built-in load supports, 8 stakes, and separately applied end walls. The underbody is specific to this car. The trucks are type Minden-Siegen. The car has NEM coupler pockets with a close coupler mechanism. Length over the buffers 229 mm / 9-1/16".

One-time series.

AC wheel set 4 x 700150.

V NEM

24535 Set with 3 High Side Gondolas.
Prototype: 2 type Eaos high side gondolas and 1 type Eanos high side gondolas, painted and lettered for the Italian State Railways (FS). Use: Transporting used lumber.
Model: Era V. The cars come with real wood as load inserts. The cars have different car numbers. They are also weathered. The cars have NEM coupler pockets with a close coupler mechanism. The cars come individually packaged.
Total length over the buffers 503 mm / 19-13/16".

AC wheel set 12 x 700150.

AUSTRIA.

V NEM

24531 High-Capacity Sliding Wall Boxcar.
Prototype: Ahaus Alstätter Railroad (AAE) type Habins, leased to the Austrian Federal Railways (ÖBB).

Model: Era V. The car has adjustable buffers and trucks. It also has NEM coupler pockets with a close coupler mechanism.
Length over the buffers 267 mm / 10-1/2".

AC wheel set 4 x 700150.

SWITZERLAND.

V NEM

24544 Chemical Tank Car Set.
Prototype: 3 different chemical tank cars, used on the Swiss Federal Railways (SBB/CFF/FFS). Design with funnel-flow tank. Privately owned cars painted and lettered for the Swiss firm Wascosa AG.
Use: Transport of caprolactam and/or chemicals.

Model: The cars have detailed, partially open frames. They also have separately applied details. The cars have NEM coupler pockets with a close coupler mechanism. The cars come individually packaged.
Total length over the buffers 540 mm / 21-1/4".

AC wheel set 12 x 700150.

One-time series.


COOPAGRI
BRETAGNE
HECTORRAIL
141.003-4

NEW ITEMS FOR N GAUGE.

Anyone planning, building, and playing in N Scale always has an advantage. He needs less space and can design layouts with more sweeping qualities. Sharp curves, on which the beautiful trains would make their painful way squealing in the process, can be avoided in this scale of 1:160.

In addition, the accessory industry has done its homework for some time and can now offer a rather large assortment of suitable decorative material. As a result N Gauge layouts can now be designed very close to nature.

It's worth it in any case to decorate the landscape richly, because then it becomes an environment equal to the locomotives and cars in N Scale, which have a lot more detailing.

The running characteristics are likewise first rate, particularly when the locomotives have a can motor with a bell-shaped armature on board. Digital operation is also possible if you like. An appropriate connector leaves practically all options open.

For the anniversary "50 Years of Minitrix" there are of course specially selected and prepared train sets that make getting started in or re-entering the world of N Scale as easy as possible.

But, the other new items also have these characteristics and offer fans of this small scale, regardless of which era they prefer, a rich assortment from which to choose.

If you want to run long, heavy freight trains on your layout, we can highly recommend the "Lange Heinrich" / "Long Henry". This unit train made up of ore cars and pulled by the class 41 and class 44 steam locomotives will become a marvelous attention-getter on your layout.

An especially beautiful powered unit is the class 701 catenary maintenance car made exclusively for our members of the Trix Profi Club. It even has a decoder inside its yellow body that is able to recognize DCC/Selectrix or analog operation on its own.

You'll be right up-to-date with the TRAXX locomotives and the new "Alpine Transit" freight car display. The latter consists of 20 different cars from the leading European railroads and guarantees an absolutely prototypical train composition.

And yet, that is not everything by a long shot. You'll be amazed at the other new items for N Gauge rolling towards your on the following pages!

GETTING STARTED MADE EASY.

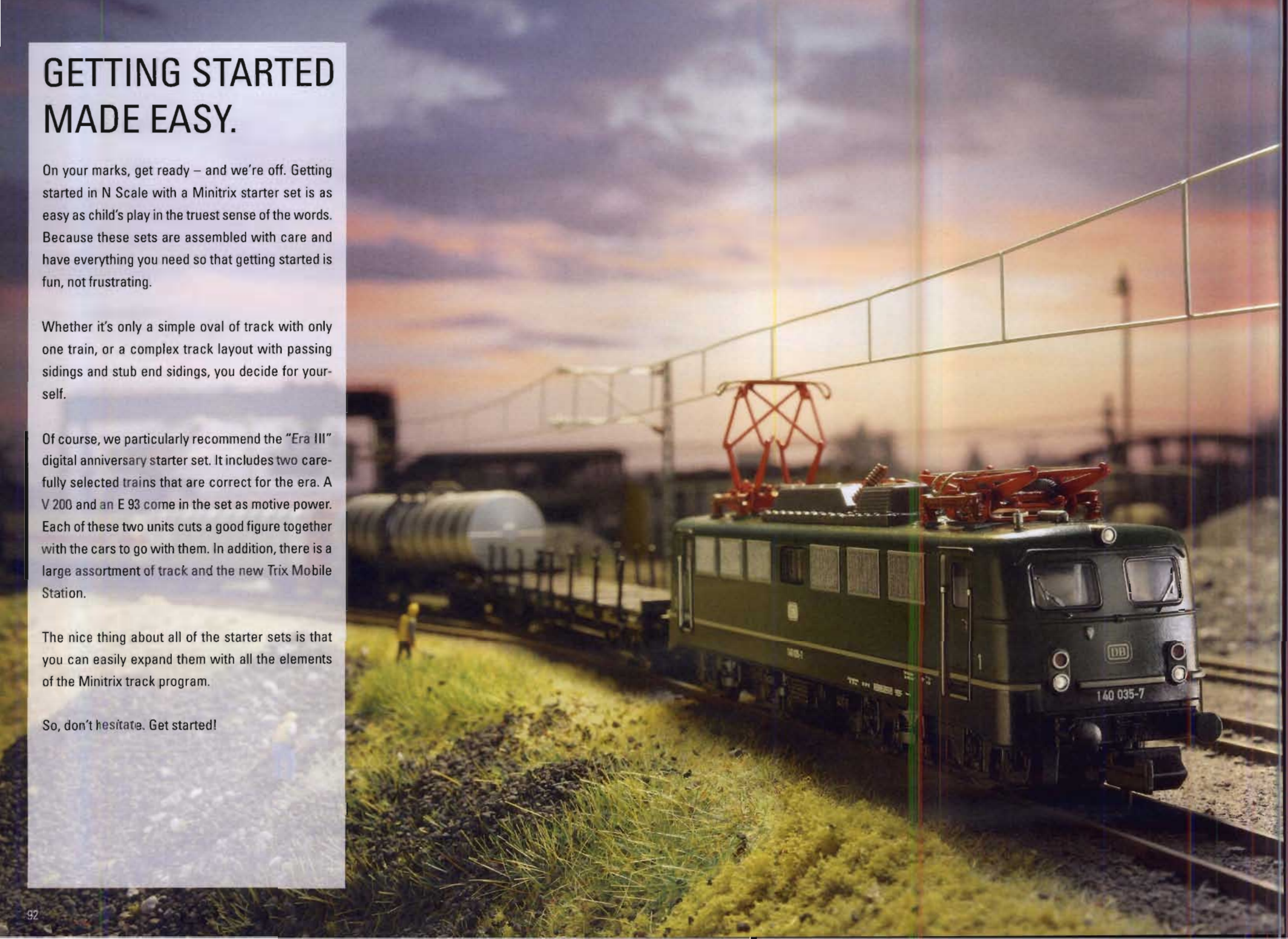
On your marks, get ready – and we're off. Getting started in N Scale with a Minitrix starter set is as easy as child's play in the truest sense of the words. Because these sets are assembled with care and have everything you need so that getting started is fun, not frustrating.

Whether it's only a simple oval of track with only one train, or a complex track layout with passing sidings and stub end sidings, you decide for yourself.

Of course, we particularly recommend the "Era III" digital anniversary starter set. It includes two carefully selected trains that are correct for the era. A V 200 and an E 93 come in the set as motive power. Each of these two units cuts a good figure together with the cars to go with them. In addition, there is a large assortment of track and the new Trix Mobile Station.

The nice thing about all of the starter sets is that you can easily expand them with all the elements of the Minitrix track program.

So, don't hesitate. Get started!



STARTER SET WITH A PASSENGER TRAIN.

TRIX
MINITRIX

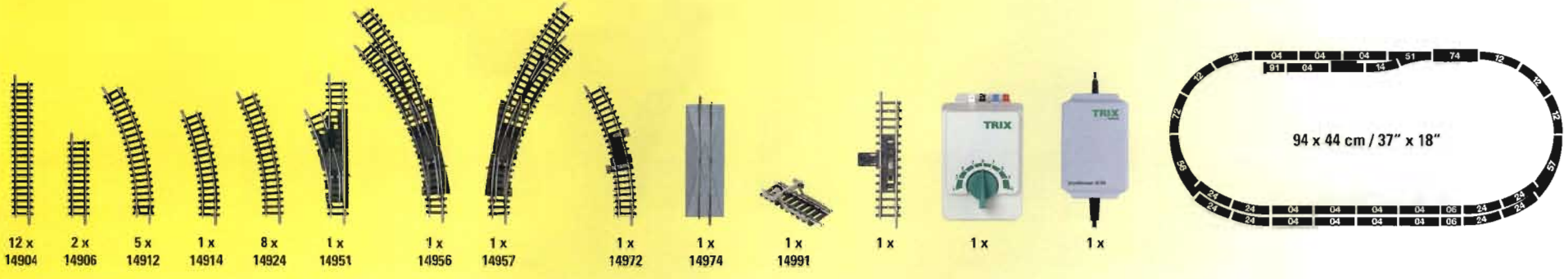
11487 Starter Set with a Passenger Train, Track Layout, and a Locomotive Controller.
Prototype: 1 German Federal Railroad (DB) class E 10 electric locomotive. 1 type AB4nb-59 passenger car ("Silberling" / "Silver Coin"), 1st/2nd class, and 2 type B4nb-59 passenger cars ("Silberling" / "Silver Coin"), 2nd class.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism. The cars have close coupler mechanisms.
Total train length over the buffers 598 mm / 23-1/2".

The set has an oval of track 94 x 44 cm / 37" x 18", a station set with two curved turnouts, and a passing siding as well as a switching set with an uncoupler track.

This set can be expanded with the large track extension set, item no. 14301, and with the entire Minitrix track program.

The 14934/14935 electric turnout mechanisms can be installed in all of the turnouts.



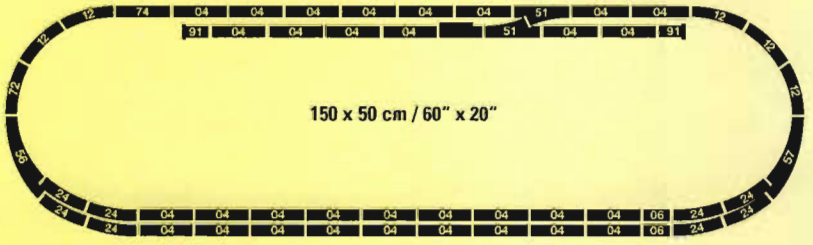
DIGITAL ANNIVERSARY STARTER SET.

11127 "Era III" Digital Anniversary Starter Set .
Prototype: 1 German Federal Railroad (DB) express train and 1 freight train. Version from around 1955. 1 V 200.0 diesel locomotive, 1 "Schürzenwagen" / "Skirted Car", 1st/2nd class, 1 DSG dining car (Group 28), 2 passenger cars (Group 28), 2nd class. 1 E 93 electric locomotive, 1 type Uerdingen 4-axle tank car with a brakeman's platform, 1 type Ssym 46 heavy-duty flat car, 1 type Gr 20 boxcar, and 1 type Rmrs 31 low side car with stakes.
Model: Diesel locomotive: The frame and body are constructed of die-cast metal. The locomotive has a DCC/Selectrix decoder. It also has a powerful motor (can motor with a bell-shaped armature) with a flywheel. The locomotive has a close coupler mechanism and white headlights / red marker lights that change over with the direction of travel. 4 axles powered. Traction tires. Electric locomotive: The locomotive has a DCC/Selectrix decoder. It also has a motor with a flywheel. 6 axles powered. Traction tires. The cars have a close coupler mechanism. Interior lighting can be installed in the passenger cars. The set includes the new Trix Mobile Station, a track connector box, a transformer, a large oval of track 150 x 50 cm / 60" x 20", a passing side with 2 curved turnouts as well as a spur siding with 2 turnouts, an uncoupler track, and 2 track bumpers.
The set can be expanded easily with the entire Minitrix track program.
The 14934/14935 electric turnout mechanisms can be installed in all of the turnouts. A rail cleaning rubber block with instructions is included.
Total length over the buffers for the express train 667 mm / 26-1/4".
Total length over the buffers for the freight train 409 mm / 16-1/8".

50
MINITRIX seit 1959

HIGHLIGHTS

+ New Mobile Station.
+ Both locomotives are equipped with DCC/Selectrix decoders.
+ 2 authentic Era III DB trains.



1 x

1 x

1 x

STARTER SET WITH A FREIGHT TRAIN.

IV NEM NEM

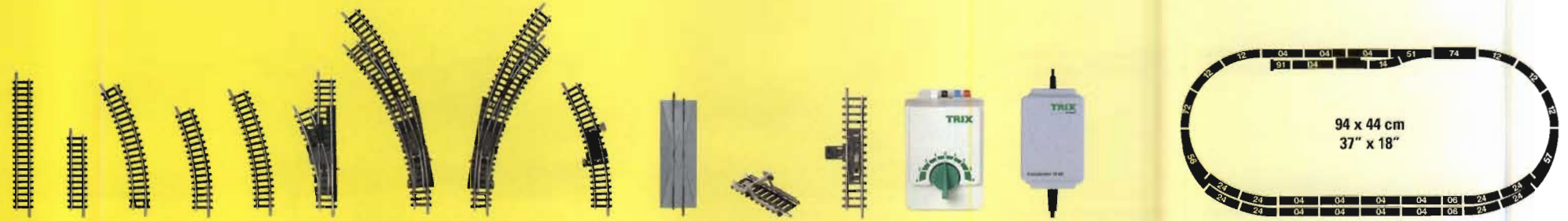
11128 Starter Set with a Freight Train, Track Layout and a Locomotive Controller.
Prototype: German Federal Railroad (DB) freight train: Class 140 electric locomotive, B-B wheel arrangement. 1 type Rs 684 flat car, 1 "VTG" tank car, 1 type Hbbikks-tt 305 sliding wall boxcar, and a type Lgjs 598 flat car for containers.

Model: The locomotive has a digital connector and a motor with a flywheel. 4 axles powered. Traction tires. The headlights change over with the direction of travel. The locomotive and cars have a close coupler mechanism.
Total train length 468 mm / 18-7/16".

The set has an oval of track 94 x 44 cm / 37" x 18", a station set with two curved turnouts, and a passing siding as well as a switching set with an uncoupler track.

This set can be expanded with the large track extension set, item no. 14301, and with the entire Minitrix track program.

The 14934/14935 electric turnout mechanisms can be installed in all of the turnouts.



ICE 3 STARTER SET.

TRIX
MINITRIX

HIGHLIGHTS

+ Newly designed air conditioning housing on the roofs.
+ Current high speed train between Frankfurt and Paris.

V NEM

11206 Starter Set.
This starter set is based on the following German Railroad, Inc. (DB AG) prototypes: Class 406F ICE 3 MF high speed rail car train, consisting of: 1 class 406.0 end car, 1st class, 1 class 406.3 BordRestaurant intermediate car, 1 class 406.5 end car, 2nd class.

Model: The train has a digital connector and a motor with 2 flywheels. 4 axles powered on the intermediate car.
Traction tires.
Total train length 470 mm / 18-1/2".

The set has an oval of track 52 x 42 cm / 21" x 17" and a battery controller.

This set can be expanded with the entire Minitrix track program.

2 x
14904

12 x
14912

2 x
66515

1 x

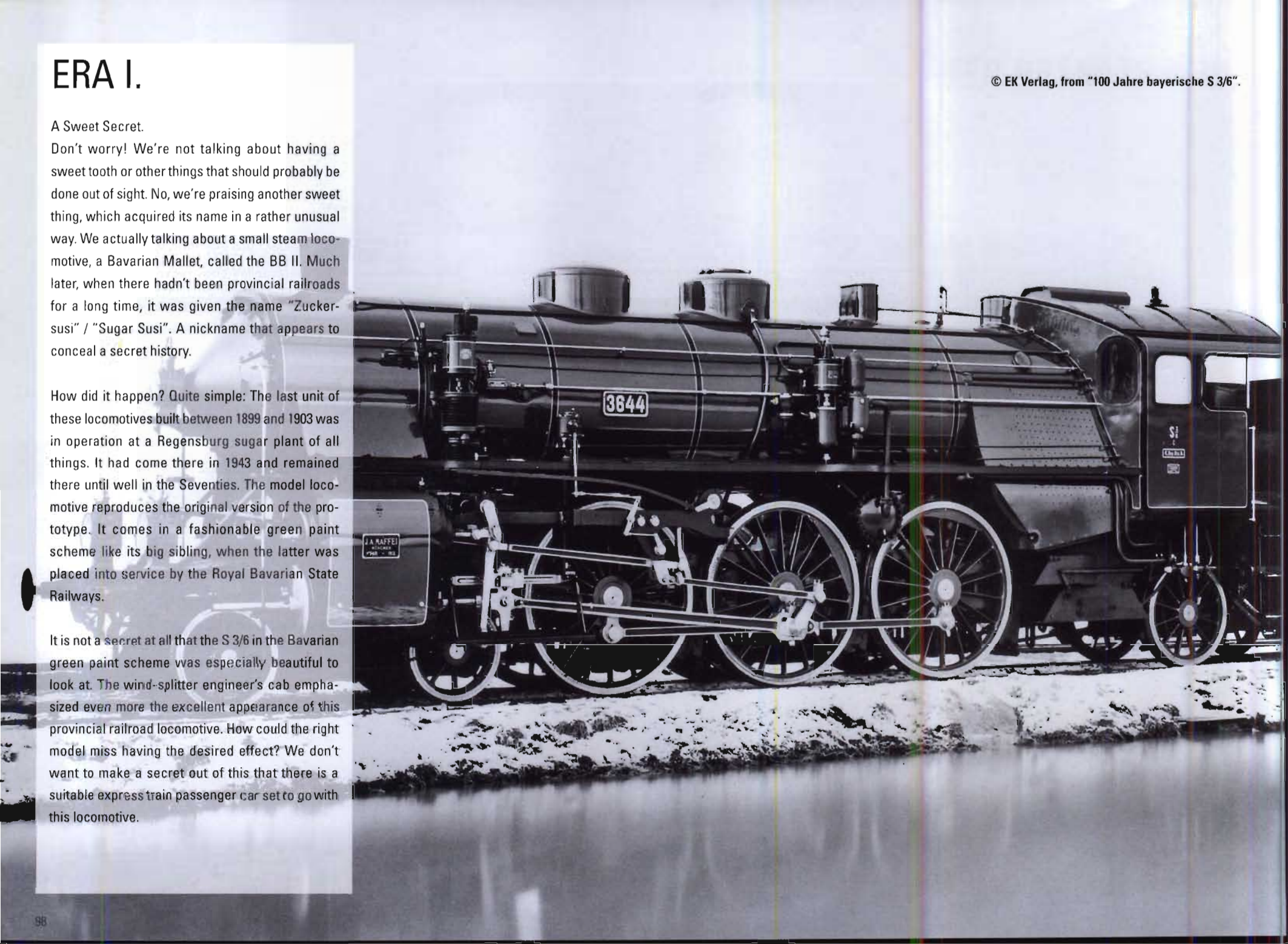
ERA I.

A Sweet Secret.

Don't worry! We're not talking about having a sweet tooth or other things that should probably be done out of sight. No, we're praising another sweet thing, which acquired its name in a rather unusual way. We actually talking about a small steam locomotive, a Bavarian Mallet, called the BB II. Much later, when there hadn't been provincial railroads for a long time, it was given the name "Zuckersusi" / "Sugar Susi". A nickname that appears to conceal a secret history.

How did it happen? Quite simple: The last unit of these locomotives built between 1899 and 1903 was in operation at a Regensburg sugar plant of all things. It had come there in 1943 and remained there until well in the Seventies. The model locomotive reproduces the original version of the prototype. It comes in a fashionable green paint scheme like its big sibling, when the latter was placed into service by the Royal Bavarian State Railways.

It is not a secret at all that the S 3/6 in the Bavarian green paint scheme was especially beautiful to look at. The wind-splitter engineer's cab emphasized even more the excellent appearance of this provincial railroad locomotive. How could the right model miss having the desired effect? We don't want to make a secret out of this that there is a suitable express train passenger car set to go with this locomotive.



ROYAL BAVARIAN STATE RAILWAYS.

TRIX
MINITRIX

I DCC SX

12320 Tank Locomotive.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class BB II steam locomotive, 0-4-4-0 wheel Mallet design. Built starting in 1899.
Use: Passenger trains.
Model: The locomotive has a built-in digital decoder for DCC, Selectrix, Trix Systems, and conventional operation. It also has a 5-pole motor with a flywheel. 4 axles powered. The locomotive body is constructed of die-cast metal. The headlights change over with the direction of travel, will work in analog operation, and can be controlled digitally.
Length over the buffers 64.0 mm / 2-1/2".

I

12319 Tank Locomotive.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class BB II steam locomotive, 0-4-4-0 wheel Mallet design. Built starting in 1899.
Use: Passenger trains.
Model: The locomotive has a 5-pole motor with a flywheel. 4 axles powered. The locomotive body is constructed of die-cast metal. The headlights change over with the direction of travel.
Length over the buffers 64.0 mm / 2-1/2".

I NEM

15808 Bavarian Passenger Car Set.
Prototype: 3 Royal Bavarian State Railways (K.Bay.Sts.B.) passenger cars. 1 type C passenger car, 3rd class, built in 1910, 1 type BC passenger car, 2nd/3rd class, built in 1910, 1 type PwPostL mail/ baggage car, built in 1914.

Model: The cars have close coupler mechanisms. They also have gray spoked wheels.
Total length over the buffers 220 mm / 8-5/8".

ROYAL BAVARIAN STATE RAILWAYS.

I NEM

15800 "Bavarian Express Train" Car Set.
Prototype: 6 different express train passenger cars for the Royal Bavarian State Railways (K.Bay.Sts.B.) and the Compagnie International des Waggons Lits / International Sleeping Car Company (CIWL) . 1 type PPü express train baggage car for the K.Bay.Sts.B., 1 type ABBü express train passenger car, 1st/2nd class, for the K.Bay.Sts.B., 2 type CCü express train passenger cars, 3rd class, 1 heavy 6-axle dining car and 1 heavy 6-axle sleeping car with teakwood bodies luxurious equipment for the CIWL.

Model: Era I. The cars have detailed car bodies with separately applied details. They also have close coupler mechanisms.
Total length over the buffers 729 mm / 28-11/16".

One-time series.

I NEM

12318 Steam Locomotive with a Tender.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class S 3/6 express locomotive. Early production run with a „wind-splitter" engineer's cab and gas lighting.
Use: Fast passenger trains, express trains, and international long distance trains.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a powerful motor with a bell-shaped armature and a flywheel. The motor and gear drive are in the boiler. 3 axles powered. Traction tires. There is a digital connector in the tender. There is a close coupling between the locomotive and tender.
Length over the buffers 134 mm / 5-1/4".

The car set "Bavarian Express Train", item no. 15800, goes well with this locomotive.

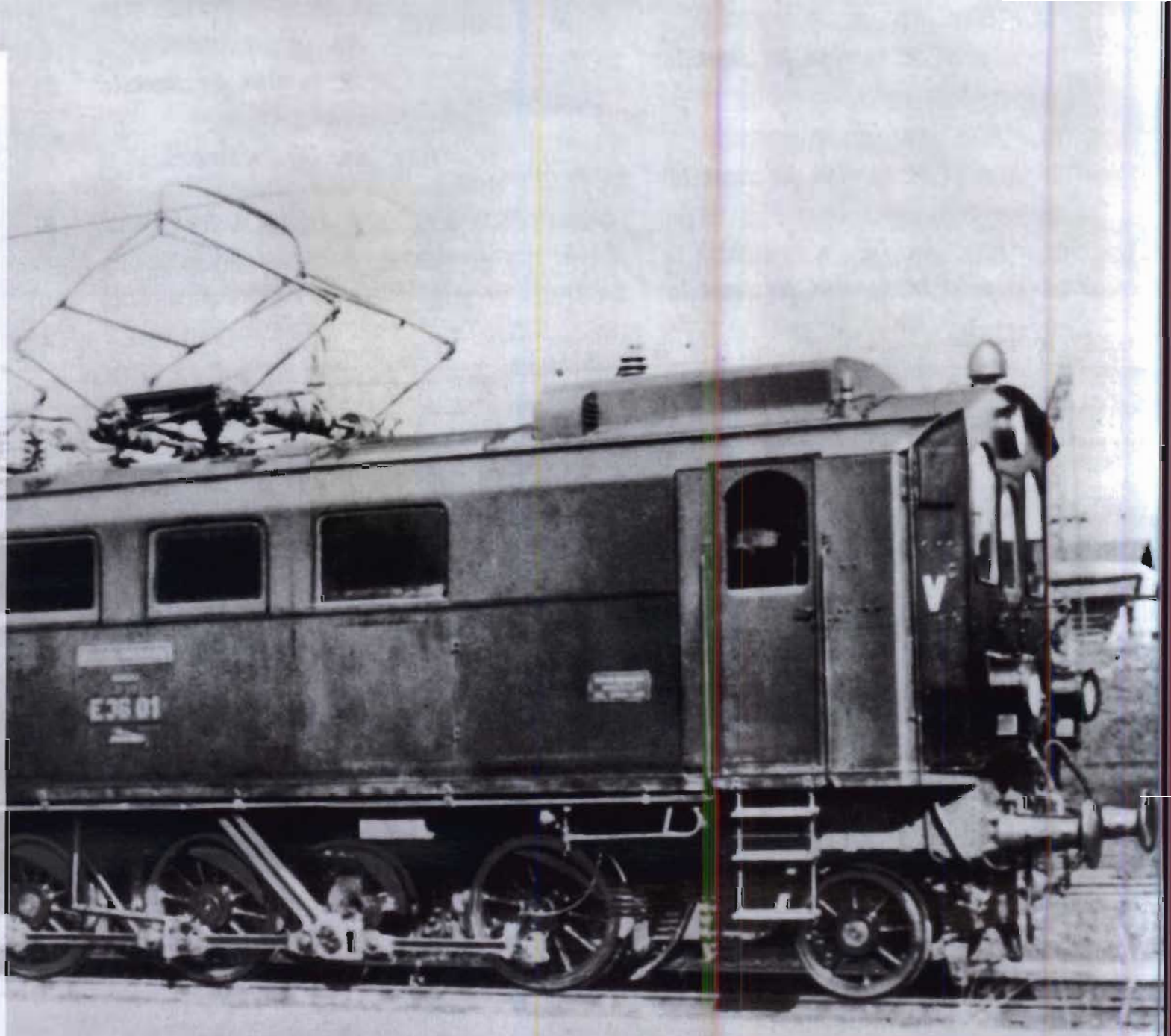
ERA II.

The German State Railroad Company was established in 1924. The period of the colorful provincial railroads was now apparently past even if the change was not immediately noticeable. Locomotives and cars of different designs, some of them in their own paint schemes on purpose, suddenly found themselves in the DRG's common motive power and car roster. This smorgasbord was of course conceivably unsuitable for long range, rational use.

The DRG therefore soon started a standardization program that had as goals standard paint schemes for locomotives and cars, a process for recording the roster, and a process for planning new types.

The DRG worked out a numbering scheme for this that arranged the old as well as the newly designed locomotives according to precisely defined motive power tasks. However, not all provincial railroad "heirlooms" survived to enjoy new class designations. Many exotic units soon disappeared from the rails.

Other former provincial railroad locomotives were so soundly designed that they were able to maintain their position. Among them was the Bavarian S 3/6. Modern standard design locomotives supplemented the proven, old types, which were even built a while longer with contemporary design changes.



GERMAN STATE RAILROAD COMPANY.

TRIX
MINITRIX

II NEM

12462 Electric Locomotive.
Prototype: German State Railroad Company (DRG) class E 36 passenger locomotive, built starting in 1914 as the class EP 3/6 for the Royal Bavarian State Railways (K.Bay.Sts.B.).

Use: Passenger trains.
Model: The locomotive has an NEM digital connector. It also has a 5-pole motor. 3 axles and a jackshaft powered.
Length over the buffers 77 mm / 3".

A car set to go with this locomotive can be found in the Minitrix assortment under item no. 15809.

II NEM

15809 Passenger Car Set.
Prototype: 4 different German State Railroad Company (DRG) passenger cars. 1 type BCi passenger car, 2nd/3rd class, 2 type Ci passenger cars 3rd class, and 1 type PPostL baggage car.

Model: The cars have close coupler mechanisms. They also have different car numbers.
Total length over the buffers 285 mm / 11-1/4".

This set goes very well with the model of the class E 36 locomotive, item no. 12462.

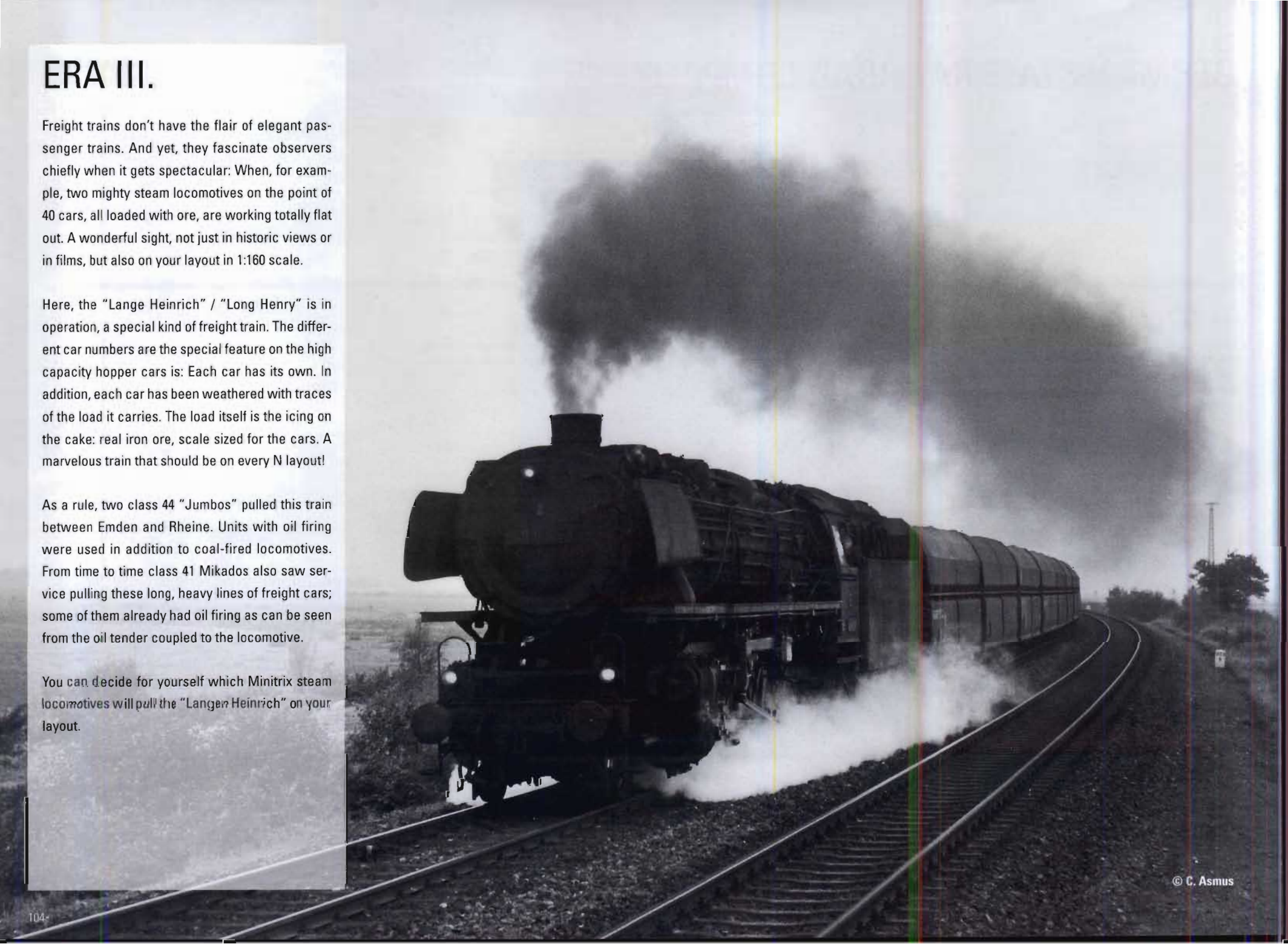
ERA III.

Freight trains don't have the flair of elegant passenger trains. And yet, they fascinate observers chiefly when it gets spectacular: When, for example, two mighty steam locomotives on the point of 40 cars, all loaded with ore, are working totally flat out. A wonderful sight, not just in historic views or in films, but also on your layout in 1:160 scale.

Here, the "Lange Heinrich" / "Long Henry" is in operation, a special kind of freight train. The different car numbers are the special feature on the high capacity hopper cars is: Each car has its own. In addition, each car has been weathered with traces of the load it carries. The load itself is the icing on the cake: real iron ore, scale sized for the cars. A marvelous train that should be on every N layout!

As a rule, two class 44 "Jumbos" pulled this train between Emden and Rheine. Units with oil firing were used in addition to coal-fired locomotives. From time to time class 41 Mikados also saw service pulling these long, heavy lines of freight cars; some of them already had oil firing as can be seen from the oil tender coupled to the locomotive.

You can decide for yourself which Minitrix steam locomotives will pull the "Langen Heinrich" on your layout.



BB II. THE "ZUCKERSUSI" / "SUGAR SUSIE".

TRIX
MINITRIX

The locomotive builder Maffei delivered 29 class BB II locomotives from 1899 to 1903 Royal Bavarian State Railways (K.Bay.Sts.B.). These units were wet steam "Mallet" design locomotives with a maximum speed of 45 km/h / 28 mph.

These little locomotives (10,010 mm / 32 feet 10 inches) were assigned to branch lines with many sharp radius curves. In 1908, another 2 units were added, which were somewhat longer.

The German State Railroad Company (DRG) designated the BB II as the class 98.7 in their motive roster but soon decided to retire most of the locomotives due to insufficient performance.

Many of these locomotives had a second life as industrial locomotives, such as road number 98 727, which was sold in 1943 to the sugar refiner Südzucker AG and which gave valuable service at the company's plant in Regensburg as plant locomotive no. 4. There it acquired the nickname "Zuckersusi" / "Sugar Susie", and it steamed its way into the hearts of the employees, surely a reason why it was not scrapped in 1972 and remains preserved as a museum locomotive to this day.

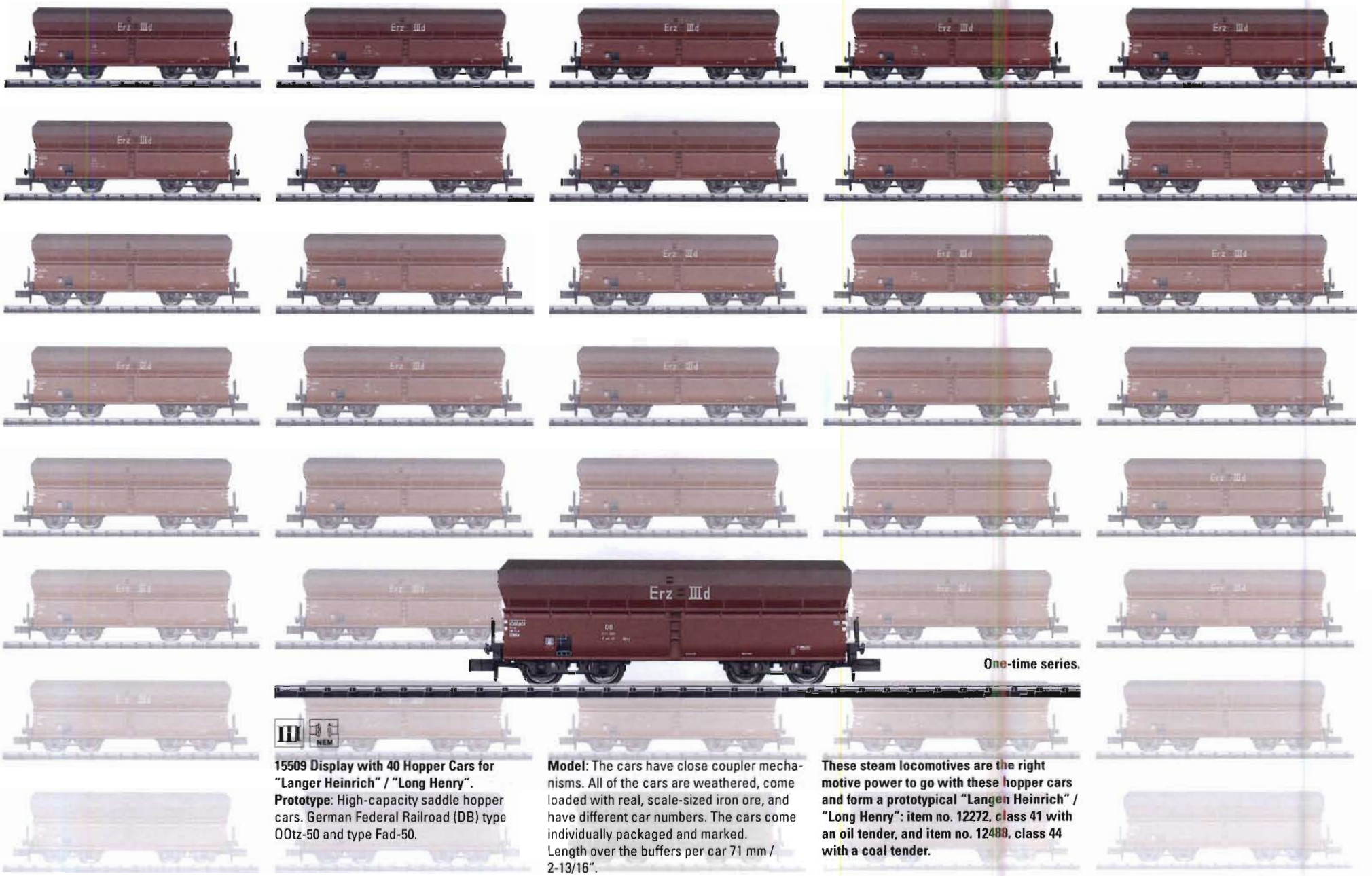
III DCC SX

12404 Tank Locomotive.
Prototype: Class 98.7 ("Zuckersusi" / "Sugar Susie") as plant locomotive no. 4 for Südzucker AG, Regensburg, Germany.
Use: Industrial service.
Model: The locomotive has a built-in digital decoder for DCC, Selectrix, Trix Systems and conventional operation. It also has a 5-pole motor with a flywheel. 4 axles powered. The locomotive body is constructed of die-cast metal.
Length over the buffers 64.0 mm / 2-1/2".

III

12403 Tank Locomotive.
Prototype: Class 98.7 ("Zuckersusi" / "Sugar Susie") as plant locomotive no. 4 for Südzucker AG, Regensburg, Germany.
Use: Industrial service.
Model: The locomotive has a 5-pole motor with a flywheel. 4 axles powered. The locomotive body is constructed of die-cast metal.
Length over the buffers 64.0 mm / 2-1/2".

LANGER HEINRICH / LONG HENRY.



One-time series.

15509 Display with 40 Hopper Cars for "Langer Heinrich" / "Long Henry".
Prototype: High-capacity saddle hopper cars. German Federal Railroad (DB) type OOtz-50 and type Fad-50.

Model: The cars have close coupler mechanisms. All of the cars are weathered, come loaded with real, scale-sized iron ore, and have different car numbers. The cars come individually packaged and marked. Length over the buffers per car 71 mm / 2-13/16".

These steam locomotives are the right motive power to go with these hopper cars and form a prototypical "Langen Heinrich" / "Long Henry": item no. 12272, class 41 with an oil tender, and item no. 12488, class 44 with a coal tender.

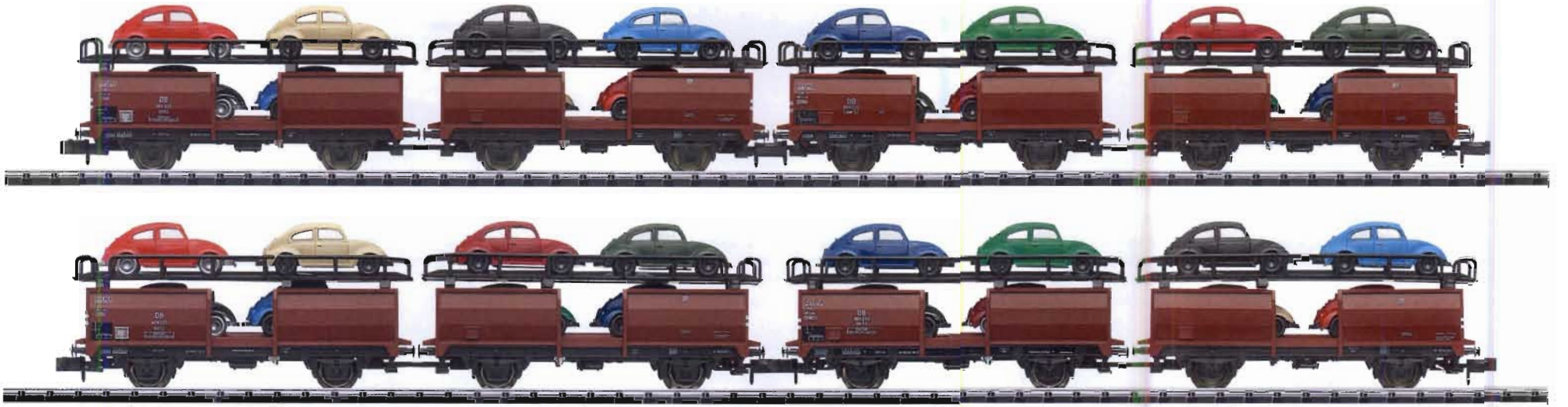
III NEM

12458 Freight Steam Locomotive with a Coal Tender.
Prototype: German Federal Railroad (DB) class 44, 2-10-0 wheel arrangement. Built starting in 1937 as a standard design locomotive for the DRG.
Use: Heavy freight trains.

Model: The locomotive and tender are constructed of die-cast metal. The locomotive has a powerful motor with a bell-shaped armature and a flywheel. The motor and gear drive are in the boiler. There is a digital connector in the tender. There is a close coupling between the locomotive and tender. There is a close coupler mechanism on the back of the tender. The smoke box door can be opened. 5 axles powered through side rods. Traction tires.
Length over the buffers 141 mm / 5-9/16".

This locomotive is the ideal motive power for the "Langen Heinrich" / "Long Henry" with the ore cars from the car set, item no. 15509.

GERMAN FEDERAL RAILROAD.



One-time series.

15507 Auto Transport Car Set.
Prototype: 4 German Federal Railroad (DB) type Off 52 automobile transport car units, each unit consisting of 2 cars permanently coupled together. Built starting in 1953. Loaded with different vehicle models of the VW "Beetle".

Model: This set is 4 units, each consisting of 2 cars, permanently coupled, loaded with 32 models of the VW Beetle. The railroad cars have close coupler mechanisms and different car numbers. They come individually packaged and marked.
Total length for the set 508 mm / 20".

One-time series.

15508 "Mobil Oil" Tank Car Set.
Prototype: 3 privately owned standard design tank cars painted and lettered for "Mobil Oil". Used on the German Federal Railroad, with brakeman's platforms.

Model: The cars have close coupler mechanisms. They also have different car numbers. The cars have separately applied "Mobil" signs.
Total length over the buffers 234 mm / 9-3/16".

12460 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 160 pre-production series. Nicknamed "Lollo". B-B wheel arrangement, built starting in 1964.
Use: Passenger and freight trains.

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

12461 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 160 pre-production series. Nicknamed "Lollo". B-B wheel arrangement, built starting in 1964.
Use: Passenger and freight trains.

Model: The locomotive has a built-in digital connector for DCC, Selectrix, Trix Systems, and conventional operation. It also has a 5-pole. 4 axles powered. Traction tires. The headlights will work in analog operation, and can be controlled digitally.
Length over the buffers 100 mm / 3-15/16".

HIGHLIGHTS

+ Heavy duty flat cars constructed of metal.
+ Wiking fire department vehicles in exclusive paint and lettering schemes.

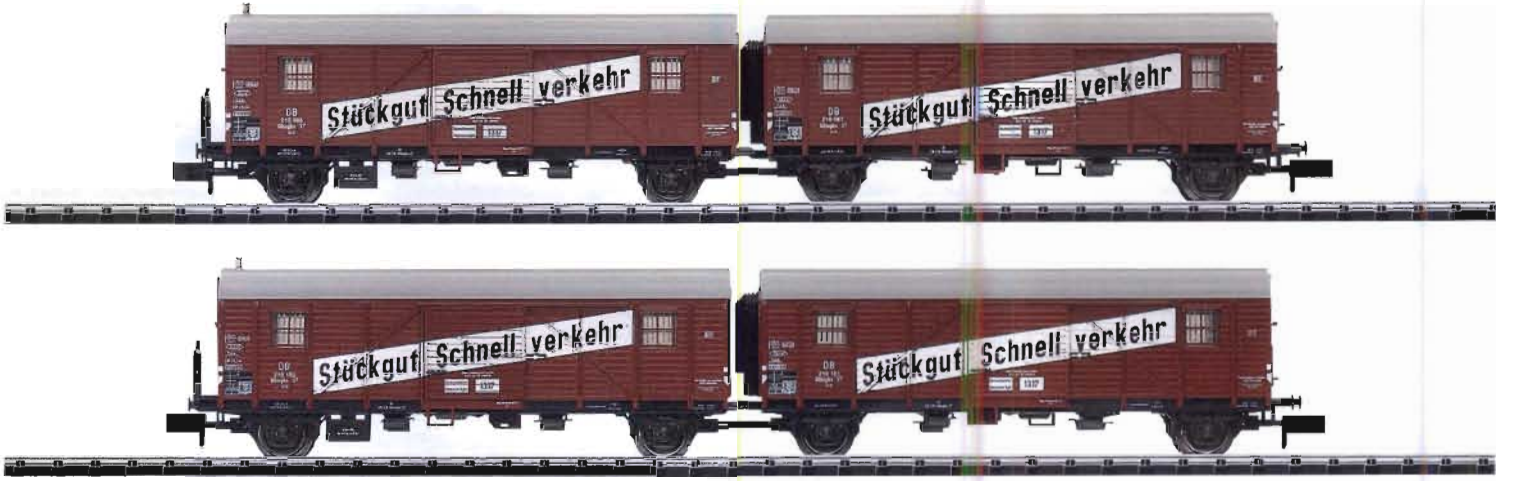
15506 „Fire Department" Car Set.
Prototype: 2 German Federal Railroad (DB) type Sammp heavy duty flatcars.
Use: Transport of heavy freight and vehicles.

Model: Each car comes loaded with a vehicle typical of the era for the Nürnberg Fire. 1 Magirus tank fire extinguishing vehicle and 1 Magirus fire department ladder truck. The cars have different car numbers and close coupler mechanisms.
Total length over the buffers 169 mm / 6-5/8".

LESS-THAN-CAR-LOAD SERVICE.

III NEM

15512 "Leig-Einheit" Car Set.
Prototype: 2 German Federal Railroad (DB) type Gllmghs 37 units, built starting in 1949. Lightweight freight train units for less-than-carload-lot service.
Model: The cars have sliding doors that can be opened. They also have close coupler mechanisms. The cars have different car numbers. The cars come individually packaged and marked.
Total length over the buffers for the two units 292 mm / 11-1/2".



© DB/Slg. Märklin

FRANCE.

TRIX
MINITRIX

III NEM

15863 Display with 20 Hopper Cars.
Prototype: High-capacity type Svywf hopper cars painted and lettered for SGW, used on the French State Railways (SNCF).

Model: The cars have close coupler mechanisms. All of the cars are weathered and come loaded with real, scale-sized coal. The cars have different car numbers.

The cars come individually packaged and marked. Length over the buffers per car 71 mm / 2-13/16".

One-time series.

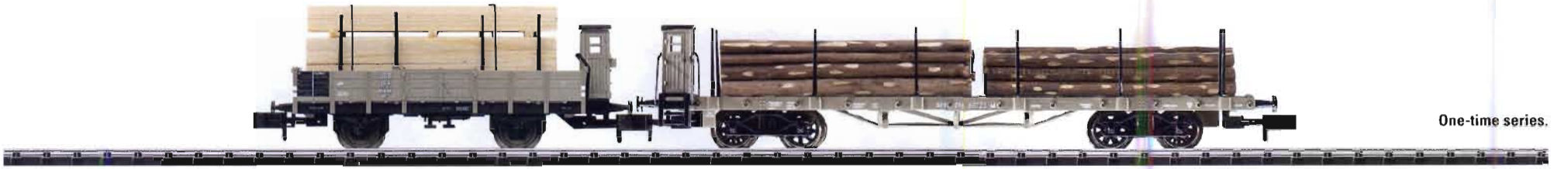
SWITZERLAND.

III

12128 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 III. Built starting in 1926. Articulated locomotive known as the "Crokodile".
Use: Freight trains, more rarely passenger trains, on the Gotthard line.

Model: The locomotive is a conventional version for DC operation. It has a powerful motor with a bell-shaped armature. 6 axles powered. Traction tires. The headlights change over with the direction of travel.
Length over the buffers 125 mm / 4-15/16".

One-time series.



One-time series.

III NEM

15510 Freight Car Set.
Prototype: 4 different freight cars for the Swiss Federal Railways (SBB/CFF/FFS) and the Italian State Railways (FS). 1 wine barrel car lettered for the firm Egli, Zürich, Switzerland, used on the SBB, 1 SBB stake car with a brakeman's cab, 1 SBB four-axle stake car with a brakeman's cab, and 1 FS type F ("peaked roof") boxcar.
Model: The cars have close coupler mechanisms. All of the cars have authentic lettering. The wine car has 2 real wood barrels. The stake car comes loaded with stacks of lumbers. The four-axle stake car comes loaded with logs.
Total see length 271 mm / 10-11/16".

This set goes well with the model of the "Crocodile" locomotive, item no. 12128.

DENMARK.

TRIX
MINITRIX

III

12267 Diesel Locomotive.
Prototype: Danish State Railways (DSB) class MY 1100. Diesel electric NOHAB general-purpose locomotive.
Use: Heavy passenger and freight trains.

Model: A DCC/Selectrix decoders, item no. 66838, can be installed in the locomotive; a small amount of soldering is required. 4 axles powered. Traction tires. Length over the buffers 118 mm / 4-5/8".

One-time series.

© T. Estler

ERA IV.

There were still different types of trains in the Seventies and Eighties, a time when locomotive-hauled trains in first class passenger service dominated the look of the German Federal Railroad. The TEE trains were ranked undisputed at the top. They were run as the name indicates across borders. With the 103 as the flagship locomotive, these trains were always perceived by both observers and travelers as something quite special. They were in the truest sense of the words first class. This also applies to the five-part car set from Minitrix: a wonderful train with a vista dome car and a bi-level dining car to excite the heart of any model railroader. It's clear that only a 103 should pull such a train, right? The train also bears a melodious name: "Rheingold". All of the cars have a close coupler mechanism and except for the vista dome car they are ready for installation of a lighting kit.

The long distance express (FD) was situated only a little bit below the level of a TEE. It was used mostly by vacationers wanting to travel from Hamburg or the Ruhr area in the direction of the Bavarian Alps – free of stress and without changing trains at intermediate stations. One of these trains, the FD "Königsee", had almost a cult status. Two pairs of trains can be reproduced like the prototype with a total of 20 car models, all of them with different car numbers. Who wouldn't get wanderlust from this!

GERMAN STATE RAILROAD.

TRIX
MINITRIX

IV NEM

12459 Freight Steam Locomotive with a Coal Tender.
Prototype: German State Railroad (DR of former East Germany) class 41.1. 2-8-2 wheel arrangement, built starting in 1936 for the German State Railroad Company (DRG), version in Era IV.
Use: Fast freight trains, passenger trains, and express trains.

Model: The locomotive has a motor with a flywheel, and the tender body is constructed of die-cast metal. There is a digital connector in the tender. There is a close coupling between the locomotive and tender. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel. Length over the buffers 150 mm / 5-7/8".

One-time series.

A retrofit kit for brakeman's steps, rail guards, and a front coupler with a pocket are included.

IV NEM

12271 Express Steam Locomotive with an Oil Tender.
Prototype: German State Railroad (DR) class 01.5 steam locomotive, 4-6-2 wheel arrangement. Built starting in 1925 for the German State Railroad Company (DRG), rebuilt by the DR starting in 1961. Version for Era IV.
Use: Express trains as well as Interzone service between Hamburg/Berlin and Kassel/Erfurt.

Model: The locomotive has a motor with a flywheel, and the tender body is constructed of die-cast metal. There is a digital connector in the tender. There is a close coupling between the locomotive and tender. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel. The locomotive is prototypical with spoked wheels, a Giesl injector, a flat smoke stack, and without side skirting in the area of the running gear.
Length over the buffers 150 mm / 5-7/8".

A retrofit kit for brakeman's steps, rail guards, and a front coupler with a pocket are included.

One-time series.

V NEM

12595 Diesel Locomotive.
Prototype: German State Railroad class 232, C-C wheel arrangement, built starting in 1974 in the Soviet Union for the German State Railroad, nicknamed "Ludmilla". Starting in 1992 equipped with new motors at the Cottbus maintenance shops for passenger service at 140 km/h / 87 mph. Version with the DR national emblem, but with a new road number system between 1992 and 1994 (interim locomotive).

Use: Heavy passenger and freight trains.
Model: The locomotive has a digital connector, a can motor with a flywheel. 4 axles powered. Traction tires.
Length over the buffers 126 mm / 4-15/16".

"RHEINGOLD" TEE.

IV

15860 "Rheingold" Car Set.
Prototype: 5 different TEE cars as the train composition "Rheingold" TEE in early Era IV. 1 type Apümh TEE open seating car, 2 type Avümh TEE compartment cars, 1 type ADümh TEE vista dome car, and 1 type WRümh TEE dining car, all painted and lettered for the German Federal Railroad (DB).

Model: All of the cars have a close coupler mechanism. Interior lighting can be installed in all of the cars with the exception of the vista dome car. The cars come individually packaged and marked.
Total length over the buffers 825 mm / 32-1/2".

66656 Lighting kit.
Except for the vista dome car.

IV NEM

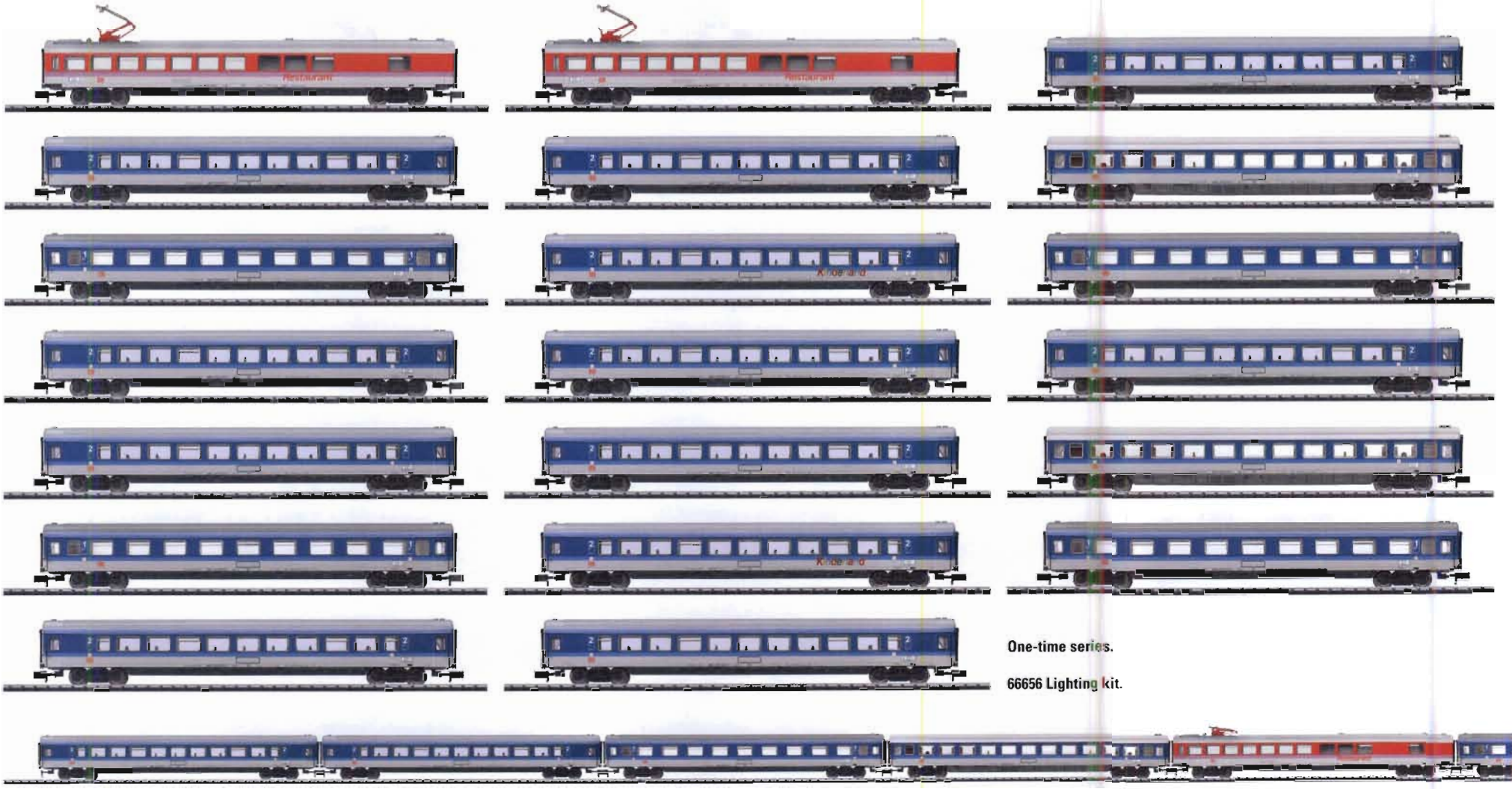
12194 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 103.1. C-C wheel arrangement, built starting in 1970.
Use: TEE and InterCity trains.
Model: The locomotive has a digital connector and motor with 2 flywheels. 4 axles powered. Traction tires. Length over the buffers 122 mm / 4-13/16".

A car set to go with this locomotive can be found at your dealer under item no. 15860.

FD EXPRESS KÖNIGSSEE.

IV NEM

15866 Display with 20 Passenger Cars for the Train "FD Königssee".
Prototype: Different types of German Federal Railroad (DB) express train passenger cars used for the "FD Königssee" long distance express train. Type Avmz 107 compartment car, 1st class, type Bpmz 293.2 open seating car, 2nd class, type Bpmz 293.2 "Kinderland" open seating car, 2nd class, type Bvmz 185.0 compartment / open seating car, 2nd class, and type WRmz 135 dining car.
Model: The cars have close coupler mechanisms. The contents of the display can be used to make up 2 trains, each with 10 cars and a total length each of 1,654 mm / 65-1/8". All of the cars have different car numbers and come individually packaged and marked: 15866-01 Bpmz 293.2, 15866-02 Bpmz 293.2, 15866-03 Bpmz 293.2, 15866-04 Bvmz 185.0, 15866-05 Avmz 107, 15866-06 WRmz 135, 15866-07 Bpmz 293.2 "Kinderland", 15866-08 Avmz 107, 15866-09 Bpmz 293.2, 15866-10 Bpmz 293.2, 15866-11 Bpmz 293.2, 15866-12 Bpmz 293.2, 15866-13 Bpmz 293.2, 15866-14 Bvmz 185.0, 15866-15 Avmz 107, 15866-16 WRmz 135, 15866-17 Bpmz 293.2 "Kinderland", 15866-18 Avmz 107, 15866-19 Bpmz 293.2, 15866-20 Bpmz 293.2.



One-time series.

66656 Lighting kit.

FD-Königssee.

In 1983, the German Federal Railroad introduced a new product: the long distance express or "Fern-Express" (FD), which was used most of all to link Hamburg and the Rhein-Ruhr metropolitan area with vacation destinations in Southern Germany.

The rolling stock consisted of older 1st and 2nd class cars withdrawn from IC service as well as a former "Quick-Pick" dining car. The "Königssee" FD 780/781 pair of trains for Hamburg – Berchtesgaden also ran an additional car with a large children's area, which was identified externally with color letters as a car for children.

Since the "Königssee" was run from 1988 on over the new construction routes with their many tunnels, the rolling stock had to be modified accordingly, i.e. comfortable airtight cars were used. Since this train ran without the IC surcharge and also represented the fastest connection from North to South, it was accepted by more than just vacation travelers and was very busy.

The "Königssee" ran in a paint scheme similar to that for the InterRegio trains; only the dining car stuck out from the blue/white train composition, which did not harm the elegance of the train. Interest in FD trains fell due to the expansion of the IC network and especially due to ICE service from 1991 on and the FD service was halted at the start of the Nineties. The elegant cars of the "Königssee" were put back into normal IC service and were gradually repainted in "Chinese red".

IV NEM NEM

12599 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 120.1 fast general-purpose locomotive. B-B wheel arrangement. Built starting in 1987.
Use: Passenger and freight trains.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. Traction tires. The headlights and marker lights are LEDs and they change over with the direction of travel. The locomotive has a close coupler mechanism. Length over the buffers 120 mm / 4-3/4".

FRANCE.

IV NEM NEM

12134 Electric Locomotive.
Prototype: French State Railways (SNCF) class BB 15000 fast general-purpose locomotive. General-purpose locomotive in the version for the AC network in France (25 kilovolts, 50 Hertz). Built starting in 1978 as the class BB 15000. TEE paint scheme with the "Noodle" logo.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. Both trucks powered. The locomotive has a close coupler mechanism.
Length over the buffers 109 mm / 4-1/4".

V DCC SX

12196 General-Purpose Diesel Locomotive in an M.U. Consist.
Prototype: French State Railways (SNCF) class BB 67000. Diesel electric propulsion. Built starting in 1967. Version in Era V in a blue paint scheme.

Model: One locomotive is powered and has a built-in DCC/Selectrix decoder with automatic system and analog recognition. It also has a motor with a flywheel. 4 axles powered. Traction tires. The locomotive dummy is not powered and has a built-in sound module. Diesel operating sounds, a horn, and other operating sounds can be controlled digitally with Trix Systems or DCC. The headlights on both locomotives change with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights between both locomotives are not on as in the prototype. Both locomotives are permanently coupled together.
Length over the buffers 214 mm / 8-7/16".

LUXEMBOURG.

12269 Diesel Locomotive.
Prototype: Luxembourg State Railways (CFL) class 1600. Diesel electric general-purpose locomotive.
Use: Heavy passenger and freight trains.
Model: A DCC/Selectrix decoders, item no. 66838, can be installed in the locomotive; a small amount of soldering is required. 4 axles powered. Traction tires.
Length over the buffers 118 mm / 4-5/8".

One-time series.

HUNGARY.

12270 Diesel Locomotive.
Prototype: Hungarian State Railways (MAV) class M 61.004. Diesel electric general-purpose locomotive.
Use: Heavy passenger and freight trains.
Model: A DCC/Selectrix decoders, item no. 66838, can be installed in the locomotive; a small amount of soldering is required. 4 axles powered. Traction tires.
Length over the buffers 118 mm / 4-5/8".

One-time series.

BELGIUM.

12268 Diesel Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 54. Diesel electric general-purpose locomotive.
Use: Heavy passenger and freight trains.
Model: A DCC/Selectrix decoders, item no. 66838, can be installed in the locomotive; a small amount of soldering is required. 4 axles powered. Traction tires.
Length over the buffers 118 mm / 4-5/8".

One-time series.

ITALY.

IV

15867 Passenger Car Set.
Prototype: 1 compartment car, 1st and 2nd class, and 2 compartment cars, 2nd class, painted and lettered for the Italian State Railways (FS).
Model: The cars have close coupler mechanisms. Total length over the buffers 495 mm / 19-1/2".

One-time series.

An add-on set to go with this set can be found at your dealer under item no. 15868.

66656 Lighting kit.
66657 Marker light kit.

IV NEM

15868 Passenger Car Set.
Prototype: 3 compartment cars, 2nd class, painted and lettered for the Italian State Railways (FS).
Model: The cars have close coupler mechanisms. Total length over the buffers 495 mm / 19-1/2".

One-time series.

An add-on set to go with this set can be found at your dealer under item no. 15867.

66656 Lighting kit.
66657 Marker light kit.

ERA V.

"Paris lies on ...

... the Seine and I really like Madelaine ...", this line of text comes from a famous hit from the past. Paris is always worth a trip.

The best way is to go by train. In addition to the TGV, a specially equipped ICE 3 runs right into the heart of this French metropolis. Paris can be reached in just four hours with this new train designated as the ICE E 3 MF.

Now, fans of N Gauge face the question of should they build a layout based on a German or a French prototype. Because, the new ICE from Minitrix will surely be a seller. This is where good advice is expensive. Perhaps "Madelaine" can help.

The freight trains are not run quite so fast. The Era V model railroader can soon run them with the current TRAXX locomotives as motive power.

TRAXX LOCOMOTIVES.

TRIX MINITRIX

Locomotives of the TRAXX (Transnational Railway Applications with eXtreme fleXibility) family of locomotive types from Bombardier are in operation today all over Europe. The AEG 12X experimental locomotive appeared in 1994 and was tested as road number 128 001 on the DB.

The experience gained from this flowed into the development of the class 145 that was placed into service starting in 1998 on the DB as a freight locomotive with a top speed of 140 km/h / 87 mph. Eighty locomotives were built for the DB and additional units were built for the Swiss Mittelthurgau Railroad, which were eventually used on the SBB as the class Re 481.

Several more locomotives of the class 145 type are on privately owned railroads. The class 146 was derived from this for commuter service; its most striking feature is a train destination on the end of the locomotive. The class 146.0 is designed for 160 km/h / 100 mph and is also equipped with a time-multiplex shuttle train control system. The real success story began in 2000.

Bombardier presented the multi-system variations: The class 185 was also designed for the current system of neighboring railroads. A total of 400 units of the class 185 are to be purchased.

The locomotives are equipped with the appropriate train safety systems and electrical equipment as a "package", depending on the country in which they are to be used. Thus, there are locomotives with two or four pantographs and different external differences that are very apparent to the eye. There are also many of the class 185.1 locomotives on privately owned railroads. Like the class 146.1, there is also a version of the class 185.1 for 160 km/h / 100 mph for commuter service.

The next step in the evolution was the locomotives of the TRAXX family delivered to European railroads starting in 2005: They were equipped with a crash-resistant locomotive body whose contour looks more powerful and beefier from the ends.

Other changes affected the electrical converter system. Railion has currently placed 200 of these locomotives into service and has designated them as the class 185.2. Here too there is a commuter version for 160 km/h / 100 mph, the class 146.2. Currently, these locomotives are used to pull the latest bi-level trains in the areas of Stuttgart, Freiburg, and Nürnberg.

The German Railroad, Inc. is not the only one busily taking delivery of this family of locomotives focused on the future. The SBB and many privately owned railroads such as the Swiss Crossrail are also placing different models from the various series into service.

V NEM NEM

12192 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 146.2. Commuter service locomotive from the TRAXX family. Version with 2 pantographs.
Use: Commuter service.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. The locomotive has a close coupler mechanism. Length over the buffers 118 mm / 4-5/8".

COMMUTER SERVICE.

15864 Bi-Level Car Set.
Prototype: 2 type Bauart DBz 750.3 bi-level cars, 2nd class,1 type Bauart DABpbzfa 754 bi-level cab control car, 1st/2nd class, all painted and lettered for the German Railroad, Inc. (DB AG). Built starting in 1993.
Use: Commuter service.

Model: The cars have close coupler mechanisms and interior lighting. The cab control car has white headlights and red marker lights that change over with the direction of travel.
Total length over the buffers 512 mm / 20-1/8".

This bi-level car set is the ideal add-on to the bi-level car set, item no. 15865.

12592 "LINT" Diesel Powered Rail Car Train.
Prototype: Powered commuter rail car painted and lettered for Abellio NRW GmbH. Class LINT 41/H with high platform entries.
Model: The powered rail car train has an NEM digital connector. It also has a motor with a flywheel. 2 axles powered. Both halves of the powered rail car train are close coupled by means of a Jakobs truck with a guide mechanism. The headlights, marker lights, interior lighting, and train destination sign are LEDs. The powered rail car train has multi-part interiors.
Length over the buffers 262 mm / 10-5/16".

One-time series.

Version for experienced model railroaders for operation with conventional DC power. A 66838 digital decoder can be installed in this train.

15865 Bi-Level Car Set.
Prototype: 1 type DABz 755.3 bi-level car, 1st/2nd class, and 1 type DBz 750.3 bi-level car, 2nd class, both painted and lettered for the German Railroad, Inc. (DB AG). Built starting in 1993.

Use: Commuter service.
Model: The cars have close coupler mechanisms and interior lighting.
Total length over the buffers 334 mm / 13-1/8".

This bi-level car set is the ideal add-on to the bi-level car set, item no. 15864.

ICE 3.

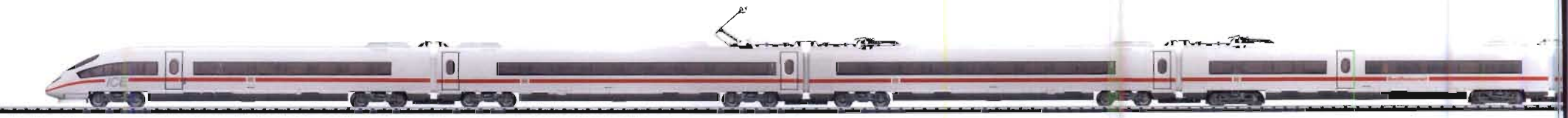
ICE 3 MF – Au Revoir Frankfurt – Guten Tag Paris.

Europe appears to be coming closer together on the transportation technical level as well as the political level. The keen competition from air lines is prompting the DB AG and to attempt to overcome their borders and open the route network in each country to high speed passenger service. After a very long (6 years) and costly authorization phase, everything was finally ready on June 10: The ICE 3 MF ("MF" stands for Multiple System France) is running between Frankfurt/Main and Paris. It runs at a maximum speed of 320 km/h / 200 mph on the new French high speed route LGV Est, and the train arrives in just 4 hours at the Gare de l'Est station in the French capital. Due to the different technical systems used for the the ICE and the TGV respectively, 120,000 kilometers / 75,000 miles of test runs and several conversions on the trains were necessary so that the German trains could run with no problems on the 25 kilo-volt routes in France. Most importantly, the train had to be adapted to the French train control system and safety equipment such as fog signals, warning lights, red flags,

V NEM

12197 Powered Rail Car Train.
Prototype: German Railroad, Inc. (DB AG) class 406F ICE 3 MF powered rail car train. Consisting of: 1 class 406.0 end car, 1st class, 1 class 406.1 transformer car, 1st class, 1 class 406.2 current converter car, 2nd class, 1 class 406.3 BordRestaurant intermediate car, 1 class 406.8 intermediate car, 2nd class, 1 class 406.7 current converter car, 2nd class, 1 class 406.6 transformer car, 2nd class, and 1 class 406.5, 2nd class.
Use: High speed service between Frankfurt and Paris.

Model: The train has a digital connector and a motor with 2 flywheels. 4 axles powered in an intermediate car. Traction tires.
Total length over the buffers 1,230 mm / 48-7/16".



and flares for stopping trains coming from the other direction are now on board. The train also underwent a change in the control of the eddy current brakes that had already caused problems in the authorization process in Belgium, as well as changes to the doors, and the high tension layout. The trains were improved aerodynamically in the areas of the car diaphragms and trucks in order to prevent damage from flying roadbed ballast. A select locomotive engineer team also had to obtain permission to run the train on the French routes so that the ICE could run between the countries without time-consuming crew changes. The authorization process cost the two state railroads 28 million Euros, which signifies for many business travelers a considerable improvement in the transportation services offered and that brings Europe one more step closer together.

HIGHLIGHTS

+ New 4-door car type.
+ New tooling for the air conditioning housing on the roofs.
+ Current high speed train between Frankfurt and Paris.

FREIGHT SERVICE.

© Benjamin Thate

V NEM NEM

12598 Electric Locomotive.
Prototype: German Railroad, Inc./Railion (DB AG) class 152 express general-purpose locomotive. Advertising design (combine harvester theme) for the firm CLAAS KGaA mbH in Harsewinkel, Germany near Osnabrück.
Use: Heavy freight trains.
Model: The locomotive has a digital connector and a close coupler mechanism. It also has a motor with 2 flywheels. 4 axles powered. Traction tires. Length over the buffers 122 mm / 4-13/16".

One-time series.

TRAXX Locomotives.

Locomotives of the TRAXX (Transnational Railway Applications with eXtreme fleXibility) family of locomotive types from Bombardier are in operation today all over Europe. The AEG 12X experimental locomotive appeared in 1994 and was tested as road number 128 001 on the DB.

The experience gained from this flowed into the development of the class 145 that was placed into service starting in 1998 on the DB as a freight locomotive with a top speed of 140 km/h / 87 mph.

Eighty locomotives were built for the DB and additional units were built for the Swiss Mittelthurgau Railroad, which were eventually used on the SBB as the class Re 481. Several more locomotives of the class 145 type are on privately owned railroads. The class 146 was derived from this for commuter service; its most striking feature is a train destination on the end of the locomotive. The class 146.0 is designed for 160 km/h / 100 mph and is also equipped with a time-multiplex shuttle train control system.

The real success story began in 2000. Bombardier presented the multi-system variations: The class 185 was also designed for the current system of neighboring railroads. A total of 400 units of the class 185 are to be purchased. The locomotives are equipped with the appropriate train safety systems and electrical equipment as a "package", depending on the country in which they are to be used. Thus, there are locomotives with two or four pantographs and different external differences that are very apparent to the eye. There are also many of the class 185.1 locomotives on privately owned railroads. Like the class 146.1, there is also a version of the class 185.1 for 160 km/h / 100 mph for commuter service.

The next step in the evolution was the locomotives of the TRAXX family delivered to European railroads starting in 2005: They were equipped with a crash-resistant locomotive body whose contour looks more powerful and beefier from the ends.

Other changes affected the electrical converter system. Railion has currently placed 200 of these locomotives into service and has designated them as the class 185.2. Here too there is a commuter version for 160 km/h / 100 mph, the class 146.2. Currently, these locomotives are used to pull the latest bi-level trains in the areas of Stuttgart, Freiburg, and Nürnberg.

The German Railroad, Inc. is not the only one busily taking delivery of this family of locomotives focused on the future. The SBB and many privately owned railroads such as the Swiss Crossrail are also placing different models from the various series into service.

HIGHLIGHTS

\+ New tooling with crash-resistant locomotive body.

V NEM NEM

12193 Electric Locomotive.
Prototype: German Railroad, Inc., Railion business area, (DB AG) class 185.2. Built starting in 2005 by Bombardier as a locomotive from the TRAXX program of locomotive types.
Use: Freight service.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism.
Length over the buffers 118 mm / 4-5/8".

FREIGHT CARS.

V NEM **15274 "OMV/wascosa" Tank Car Set.**
Prototype: 5 different tank cars. Privately owned cars used on the German Railroad, Inc. (DB AG).

Model: The cars have different car numbers. All of the cars have close coupler mechanisms. The cars come individually packaged and marked.
Length over the buffers per car 106 mm / 4-3/16".

V NEM **15275 Set with 5 Chemical Tank Cars.**
Prototype: 5 different chemical tank cars used on the German Railroad, Inc. (DB AG). Privately owned cars for the firm Eisenbahn Verkehrsmittel Aktiengesellschaft / Railroad Transportation Services, Inc. (Eva) and the firm Vereinigten Tanklager und Transportmittel GmbH / United Tank Storage and Transportation Services, Inc. (VTG).

Model: The cars have close coupler mechanisms. All of the cars have different car numbers and come individually packaged and marked.
Length over the buffers per car 106 mm / 4-3/16".

15275-01, 15275-02 Eva 15275-03, 15275-04, 15275-05 VTG.

V NEM **15273 Set with 5 "Hoyer" Deep Well Flat Cars.**
Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707 deep well flat cars. Designed for transporting containers, convertible truck units, or semi-trailers. Twenty foot tank containers with continuous frames to carry and protect the tank containers.
Model: The car frames are constructed of die-cast metal and the cars have close coupler mechanisms. Each car comes loaded with 2 tank containers painted and lettered for "HOYER Railserv Schienen-Logistik".
All of the cars have different car numbers and come individually packaged and marked.
Length over the buffers per car 102 mm / 4".

One-time series.

One-time series.

One-time series.

FRANCE.

12135 Electric Locomotive.
Prototype: French State Railways (SNCF) class BB 22200 fast general-purpose locomotive. General-purpose locomotive in the version as a multi-system locomotive. Concrete gray color paint scheme with the "Cap" logo and 2 pantographs.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. Both trucks powered. The locomotive has a close coupler mechanism.
Length over the buffers 109 mm / 4-1/4".

12136 Electric Locomotive.
Prototype: French State Railways (SNCF) class BB 7200 fast general-purpose locomotive. Version as a freight locomotive. Green "FRET" paint scheme with the "Snail" logo and 2 pantographs.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. Both trucks powered. The locomotive has a close coupler mechanism.
Length over the buffers 109 mm / 4-1/4".

SWITZERLAND.

TRIX
MINITRIX

TRAXX Locomotives.

Locomotives of the TRAXX (Transnational Railway Applications with eXtreme fleXibility) family of locomotive types from Bombardier are in operation today all over Europe. The AEG 12X experimental locomotive appeared in 1994 and was tested as road number 128 001 on the DB.

The experience gained from this flowed into the development of the class 145 that was placed into service starting in 1998 on the DB as a freight locomotive with a top speed of 140 km/h / 87 mph. Eighty locomotives were built for the DB and additional units were built for the Swiss Mittelthurgau Railroad, which were eventually used on the SBB as the class Re 481.

Several more locomotives of the class 145 type are on privately owned railroads. The class 146 was derived from this for commuter service; its most striking feature is a train destination on the end of the locomotive. The class 146.0 is designed for 160 km/h / 100 mph and is also equipped with a time-multiplex shuttle train control system. The real success story began in 2000.

Bombardier presented the multi-system variations: The class 185 was also designed for the current system of neighboring railroads. A total of 400 units of the class 185 are to be purchased.

The locomotives are equipped with the appropriate train safety systems and electrical equipment as a "package", depending on the country in which they are to be used. Thus, there are locomotives with two or four pantographs and different external differences that are very apparent to the eye. There are also many of the class 185.1 locomotives on privately owned railroads. Like the class 146.1, there is also a version of the class 185.1 for 160 km/h / 100 mph for commuter service.

The next step in the evolution was the locomotives of the TRAXX family delivered to European railroads starting in 2005: They were equipped with a crash-resistant locomotive body whose contour looks more powerful and beefier from the ends.

Other changes affected the electrical converter system. Railion has currently placed 200 of these locomotives into service and has designated them as the class 185.2. Here too there is a commuter version for 160 km/h / 100 mph, the class 146.2. Currently, these locomotives are used to pull the latest bi-level trains in the areas of Stuttgart, Freiburg, and Nürnberg.

The German Railroad, Inc. is not the only one busily taking delivery of this family of locomotives focused on the future. The SBB and many privately owned railroads such as the Swiss Crossrail are also placing different models from the various series into service.

HIGHLIGHTS

+ New tooling with crash-resistant locomotive body.

V NEM NEM

12596 Electric Locomotive.
Prototype: Class 185.5 electric locomotive for the Swiss firm Crossrail. Built starting in 2005 by Bombardier as a locomotive from the TRAXX program of locomotive types.
Use: Freight service.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism.
Length over the buffers 118 mm / 4-5/8".

One-time series.

SWITZERLAND.

TRAXX Locomotives.

Locomotives of the TRAXX (Transnational Railway Applications with eXtreme fleXibility) family of locomotive types from Bombardier are in operation today all over Europe. The AEG 12X experimental locomotive appeared in 1994 and was tested as road number 128 001 on the DB.

The experience gained from this flowed into the development of the class 145 that was placed into service starting in 1998 on the DB as a freight locomotive with a top speed of 140 km/h / 87 mph. Eighty locomotives were built for the DB and additional units were built for the Swiss Mittelthurgau Railroad, which were eventually used on the SBB as the class Re 481. Several more locomotives of the class 145 type are on privately owned railroads. The class 146 was derived from this for commuter service; its most striking feature is a train destination on the end of the locomotive. The class 146.0 is designed for 160 km/h / 100 mph and is also equipped with a time-multiplex shuttle train control system.

The real success story began in 2000. Bombardier presented the multi-system variations: The class 185 was also designed for the current system of neighboring railroads. A total of 400 units of the class 185 are to be purchased. The locomotives are equipped with the appropriate train safety systems and electrical equipment as a "package", depending on the country in which they are to be used. Thus, there are locomotives with two or four pantographs and different external differences that are very apparent to the eye. There are also many of the class 185.1 locomotives on privately owned railroads. Like the class 146.1, there is also a version of the class 185.1 for 160 km/h / 100 mph for commuter service.

The next step in the evolution was the locomotives of the TRAXX family delivered to European railroads starting in 2005: They were equipped with a crash-resistant locomotive body whose contour looks more powerful and beefier from the ends. Other changes affected the electrical converter system. Railion has currently placed 200 of these locomotives into service and has designated them as the class 185.2. Here too there is a commuter version for 160 km/h / 100 mph, the class 146.2. Currently, these locomotives are used to pull the latest bi-level trains in the areas of Stuttgart, Freiburg, and Nürnberg.

The German Railroad, Inc. is not the only one busily taking delivery of this family of locomotives focused on the future. The SBB and many privately owned railroads such as the Swiss Crossrail are also placing different models from the various series into service.

HIGHLIGHTS

+ New tooling with crash-resistant locomotive body.

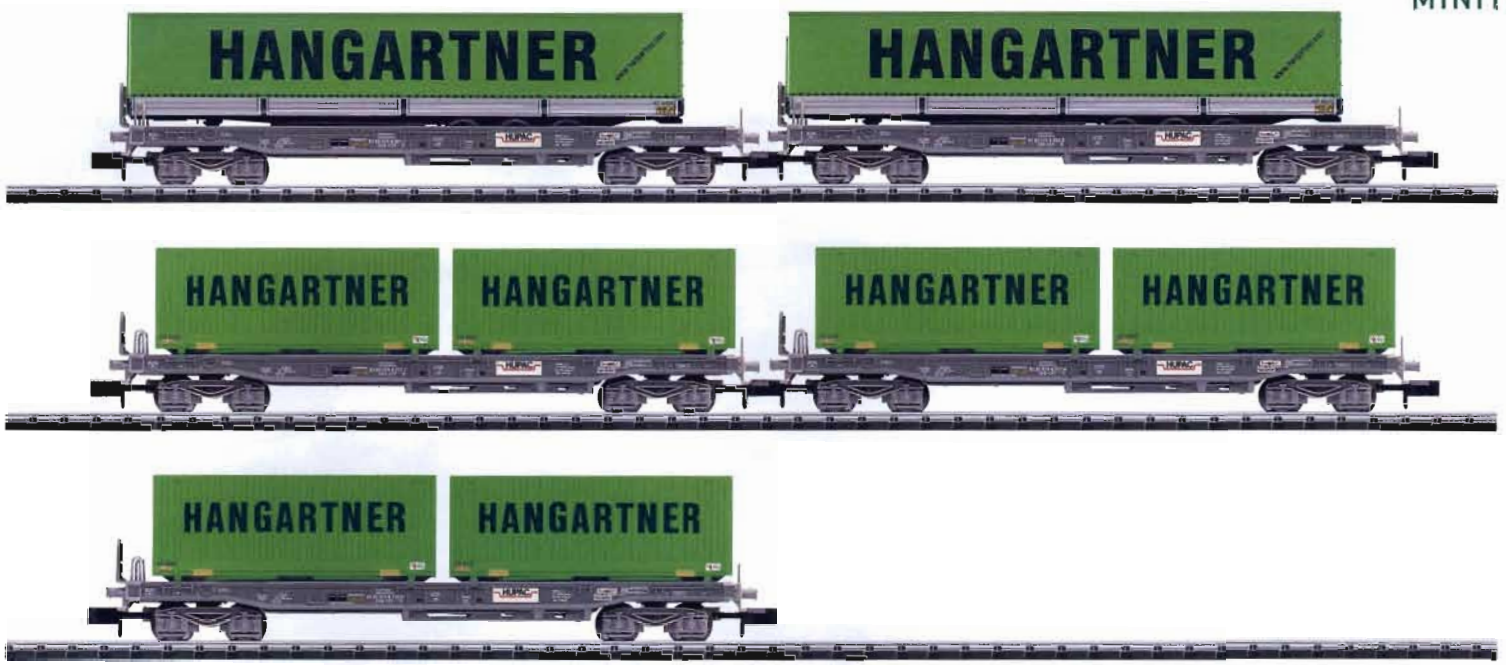
12195 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB Cargo) class Re 482. General-purpose locomotive from the TRAXX family. Version with 4 pantographs.
Use: Cross-border service.

Model: The locomotive has an NEM digital connector. It also has a 5-pole motor with 2 flywheels. 4 axles powered. 2 traction tires. The headlights change over with the direction of travel. The locomotive has a close coupler mechanism.
Length over the buffers 118 mm / 4-5/8".

V NEM

15276 "Hangartner" Deep Well Flat Car Set.
Prototype: 5 different type Sdgmss standard design deep well flat cars painted and lettered for the firm Hupac AG. Loaded with semi-trailers and 20' containers painted and lettered for the freight forwarder Hangartner, Aarau, Switzerland.
Model: 2 cars are loaded with removable semi-trailers, 3 cars are loaded with removable 20' containers. The car frames are constructed of die-cast metal and the cars have close coupler mechanisms. All of the cars have different car numbers. All of the truck trailers and containers are lettered with different registration numbers.
Total length of the set 528 mm / 20-3/4".

One-time series.



© T. Estler

INTERNATIONAL FREIGHT SERVICE.

V NEM

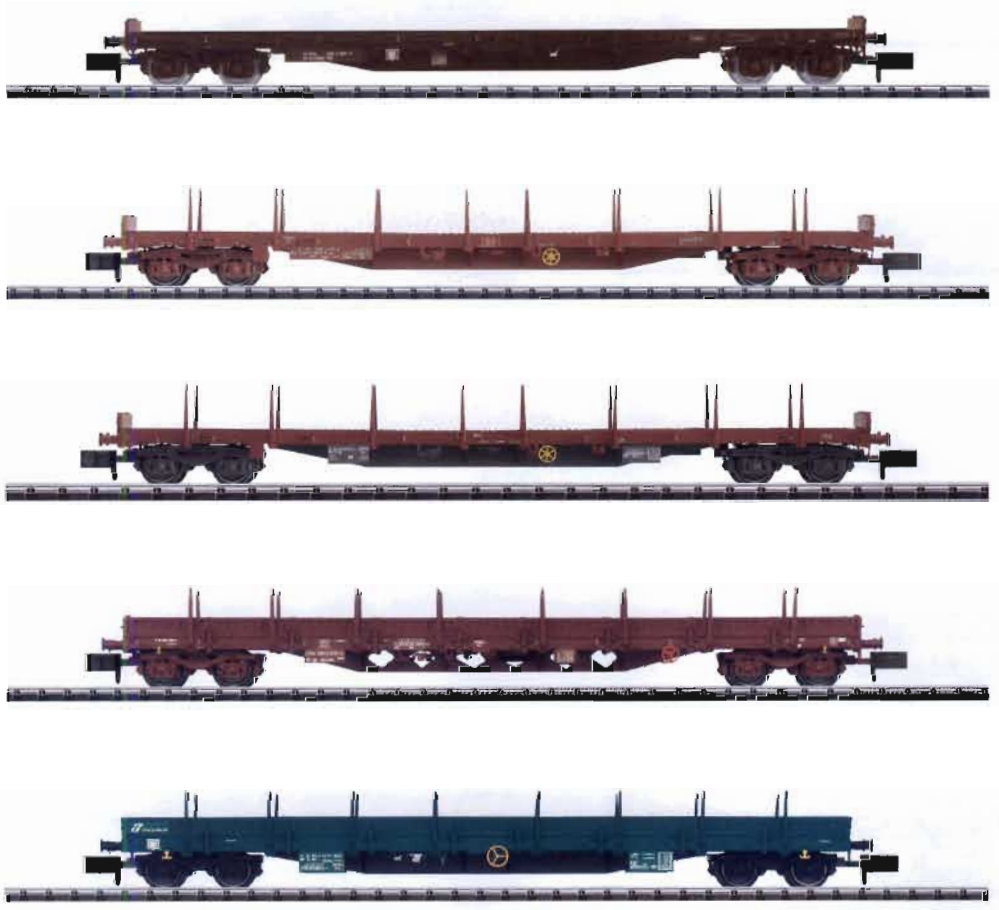
15277 Display with 20 Freight Cars for "Alpine Transit".
Prototype: 20 cars painted and lettered for the German Railroad, Inc. (DB AG), the Austrian Federal Railways (ÖBB), the French State Railways (SNCF), the Belgian State Railways (SNCB/NMBS), the Dutch State Railways (NS), the Swiss Federal Railways (SBB), and the Italian State Railways (FS) from the current European freight service. European standard designs with a length of 19.90 meters / 65 feet 3-7/16 inches.

Model: All of the cars have close coupler mechanisms. The car frames and bodies have details specific to those cars and the details are separately applied.
Length over the buffers per car 124 mm / 4-7/8".

All of the cars have different car numbers and come individually packaged and marked.

15277-01 Rs for the ÖBB
15277-02 Rs for the DB AG
15277-03 Rs for the SNCF
15277-04 Rs for the SBB
15277-05 Rgs for the FS
15277-06 Res for the ÖBB
15277-07 Res for the NS
15277-08 Res for the SNCF
15277-09 Res for the FS
15277-10 Res for the SNCB
15277-11 Rils for the ÖBB
15277-12 Rils for the DB AG
15277-13 Rils for the SNCB
15277-14 Rils for the SNCB
15277-15 Rils for the SNCF
15277-16 bis 15277-20 Sgs for the DB AG.

One-time series.




TRANSPORT GMBH
delacher+co


DB Cargo


CARGO


CARGO


MANNESMANN
Demag Fördertechnik
Heben
Verteilen
Lagern
Antreiben
Steuern
HACO TRANSPORTE
MANNESMANN
Demag Fördertechnik
Heben
Verteilen
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Antreiben
Steuern
HACO TRANSPORTE


MANNESMANN
DEMAG
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SPEDITION
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WINNER SPEDITION
WINNER SPEDITION

BECOME A PRO WITH TRIX.

The attachment to our brand and to our systems is a phenomenon that we have learned to appreciate in our customers over the course of Trix' existence.

We are trying everything in our power to encourage this attachment. Over time this will only be successful with quality, with models that are impressive in their appearance and technology. We would like to offer you still more beyond this:

We invite you to become a member of the Trix Profi Club.

As a member of the Trix Profi Club, you are always one step ahead of the others. You are even closer to everything; you receive regular, current information and have access to exclusive Club models and special models available only for club members.

The following services are provided as part of your annual membership for only Euro 57.00 / CHF 87.00 / US $ 59.00 (as of 2009):

The Trix Club News 4 Times a Year.

With current information about the Club and club activities as well as selected insider tips and information about everything to do with the hobby of model railroading.

All 4 Issues of the Trix Magazine.

The Trix Magazine is a magazine devoted to all H0 and N railroaders. This magazine provides tips and tricks, product information, suggestions for building and for layouts, which will benefit every model railroader.

Exclusive Club Models.

Your membership in the Trix Profi Club entitles you to purchase exclusive club models that have been developed and manufactured only for you as a club member. A certificate underscores the value of these models.

Annual Club Car.

You can look forward to the attractive annual car available only for club members, either in Trix H0, Minitrix, or Trix Express. Collect these models, which are different every year.

Annual Chronicle.

Experience all of the high points of the past Trix model railroad year at home again with a DVD.

Catalog Coupon.

The catalog coupon can be redeemed at your Trix dealer for an exclusive Club version of the current main catalog.

Trix Club Card.

Your personal Club card changes every year. It identifies you as a member and gives you many advantages. You'll receive a small welcome present at different shows and events at the Trix Club stand.
Among the other things we give you are discounted prices for entry to many museums shows, and musicals in Germany.

If you would like to register for membership in the Trix Profi Club:
Just fill out the registration form (example: on our homepage) and send it to us.

And, if you have questions or wants, you can reach us at:

Trix Profi-Club
Postfach 9 60
73009 Göppingen
Germany

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

18147 „Ein Jahr mit Trix" /
„A Year with Trix"
Annual Chronicle.
This DVD shows the high points of the previous year for Trix model railroading. Running time approximately 83 minutes.
(DVD item no. 18147) German version,
(DVD item no. 18148) international version (English, French, Dutch).

EXCLUSIVE – THE SPECIAL PROFI CLUB MODELS FOR 2009.

TRIX PROFI-CLUB

I NEM

15359 Trix N Profi Club Car for 2009.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) Bavarian boxcar with a brakeman's cab. Version painted and lettered as a dairy products transport car for the "Bavarian Milk Supplier Nürnberg".

Model: The car has spoked wheels and a close coupler mechanism.
Length over the buffers 55 mm / 2-3/16".

The 15359 dairy products transport car is being produced in 2009 in a one-time series only for Trix Profi Club members.

I NEM

24086 Trix H0 Profi Club Car for 2009.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) short Bavarian boxcar with a brakeman's cab. Version painted and lettered as a dairy products transport car for the "Bavarian Milk Supplier Nürnberg".
Model: The car has an authentic paint and lettering scheme for Era I. The car frame and car body are finely constructed. The car has spoked wheels. The car has NEM coupler pockets with a close coupler mechanism.
Length over the buffers 81 mm / 3-3/16".

The 24086 dairy products transport car is being produced in 2009 in a one-time series only for Trix Profi Club members.

AC wheel set 2 x 34301211.

I NEM

33961 Trix Express H0 Profi Club Car for 2009.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) short Bavarian boxcar with a brakeman's cab. Version painted and lettered as a dairy products transport car for the "Bavarian Milk Supplier Nürnberg".
Model: The car has an authentic paint and lettering scheme for Era I. The car frame and car body are finely constructed. The car has spoked wheels. The car has NEM coupler pockets with a close coupler mechanism. It also has Trix Express wheel sets.
Length over the buffers 81 mm / 3-3/16".

The 33961 dairy products transport car is being produced in 2009 in a one-time series only for Trix Profi Club members.

AC wheel set 2 x 34301211.

SPECIAL MINITRIX PROFI CLUB MODEL FOR 2009.

HIGHLIGHTS

+ New tooling.
+ DCC/Selectrix decoder with analog recognition.
+ Interesting DB maintenance car.

12560 Powered Catenary Maintenance Car.
Prototype: German Federal Railroad (DB) class 701 maintenance car. The car has a movable work platform and a double arm pantograph. Used for maintaining and checking catenary wires.
Model: The frame is made of die-cast metal. The car has a 5-pole motor with a flywheel. All of the axles are powered. The car has a digital decoder for DCC, Selectrix, Trix Systems, and conventional operation. The decoder automatically recognizes analog DC operation. The car has triple headlights and dual red marker lights with maintenance-free LEDs. They will work in conventional operation and can be controlled digitally. The work platform can be turned, raised, and lowered manually. The car has these separately applied details: skylight windows, antenna, horn, work lights, and ladders. The pantograph is not wired to take power. The ends of the car have non-working reproductions of prototype couplers.
Length over the buffers 87.5 mm / 3-7/16".

The car comes in a wooden case.

The 12560 powered catenary maintenance car is being produced in 2009 in one-time series only for Trix Profi Club members.

SPECIAL TRIX H0 PROFI CLUB MODEL FOR 2009.

TRIX
PROFI-CLUB

The S 3/6 as an Experimental Locomotive.

After World War II most of the track and roadbed and a large part of the rolling stock and locomotives were either destroyed or heavily damaged. Railroad officials for the German Federal Railroad established in 1949 prescribed a rigorous rebuilding program that included new procurement of locomotives and cars as well as the rigorous retirement of older units and splinter classes. The over 40 year old S 3/6 with the road number 18 451 and large driving wheels also fell victim to this retirement. Since the three Baden class IVh locomotives were still not ready for experimental operations, the decision was taken to transfer road number 8 451 to the maintenance facility in Göttingen and use it for experimental purposes at the locomotive test facility located there. This old unit gave great service in admittedly a few runs. For example, it was discovered during a run between Munich and Hamburg that the steam locomotive with several cars coupled to it was superior on grades to the new VT 08 diesel powered rail car. Important conclusions were drawn from the test runs with road number 18 451 about the economical use of locomotive-hauled long distance express trains on the German Federal Railroad. This locomotive became familiar to a large part of the public, when it was used as motive power at the presentation of the prototypes for the 26.4 meter / 86 foot 7-5/16 inch bi-level cars. The final end for this S 3/6 with its large driving wheels came in 1950. It was transferred via the maintenance facility in Ingolstadt to the German National Museum in Munich, where it is still admired today by numerous visitors.

III DCC SX NEM

22045 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 18.4 express locomotive, used at the locomotive test facility in Minden. Former class S 3/6, production run d/e. Road number 18 451. The locomotive looks as it did in early Era III with smoke deflectors, pre-heater and DRG style standard design headlights. Used for technical experimental runs.

Model: Era III. The locomotive has a 5-pole can motor with a skewed armature, and a flywheel, controlled DCC/Selectrix digital decoder, and a sound effects generator with many functions, built into the tender. The locomotive can be run with DCC, Selectrix, and Trix Systems as well as in conventional operation. 4 axles powered. A smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. There is a permanent close coupling between the locomotive and tender; there is an NEM coupler pocket with a guide mechanism and a close coupler on the rear of the tender. Minimum radius for operation 360 mm /14-3/16". Detail parts for brake hoses, couplers, and cylinder rod protection sleeves.
Length over the buffers 254 mm / 10".

Recommended minimum radius 420 mm / 16-9/16".

The 22045 steam locomotive is being produced in 2009 in a one-time series only for Trix Profi Club members.

TRIX ENTHUSIASTS CAN ALSO EXPERIENCE SOMETHING HERE.

Over 1,000 square meters / 10,764 square feet of fascination for model railroading for young and old as well as numerous events make a visit to the Märklin World of Adventure a unique experience for all fans of model railroading.

View numerous Märklin models never shown before. Get ready to be thrilled by large model railroad layouts and historic exhibits.

In a Märklin flagship store you can purchase your own model railroad and extensive accessories from an immense assortment of the brands Märklin, Trix, and LGB.
A Service Point with a workshop for maintenance and repair is also available as well as an extensive spare parts inventory.
We also offer seconds at attractive prices and all sorts of accessories for scenery building.

There's a lot offered for our small visitors too: They can be a locomotive engineer in an original locomotive engineer's cab, they can touch and try out everything in a large children's play area . . . Everything is allowed that is fun!

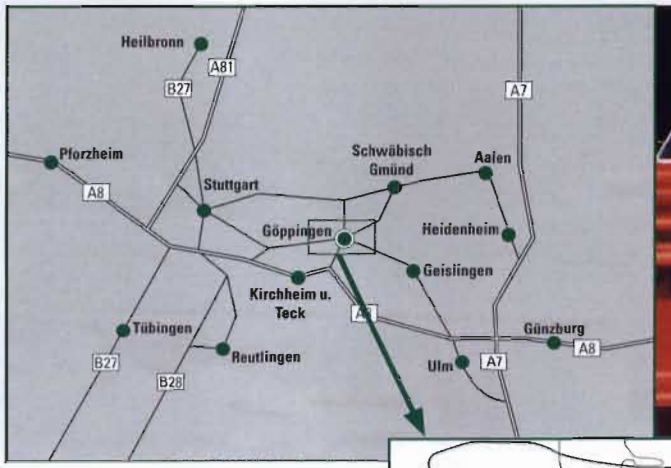
Hours of Operation:

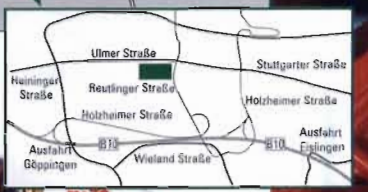
Mondays through Fridays	
	from 10:00 AM to 8:00 PM.
Saturdays	from 10:00 AM to 6:00 PM.
Sundays	from 11:00 AM to 6:00 PM.

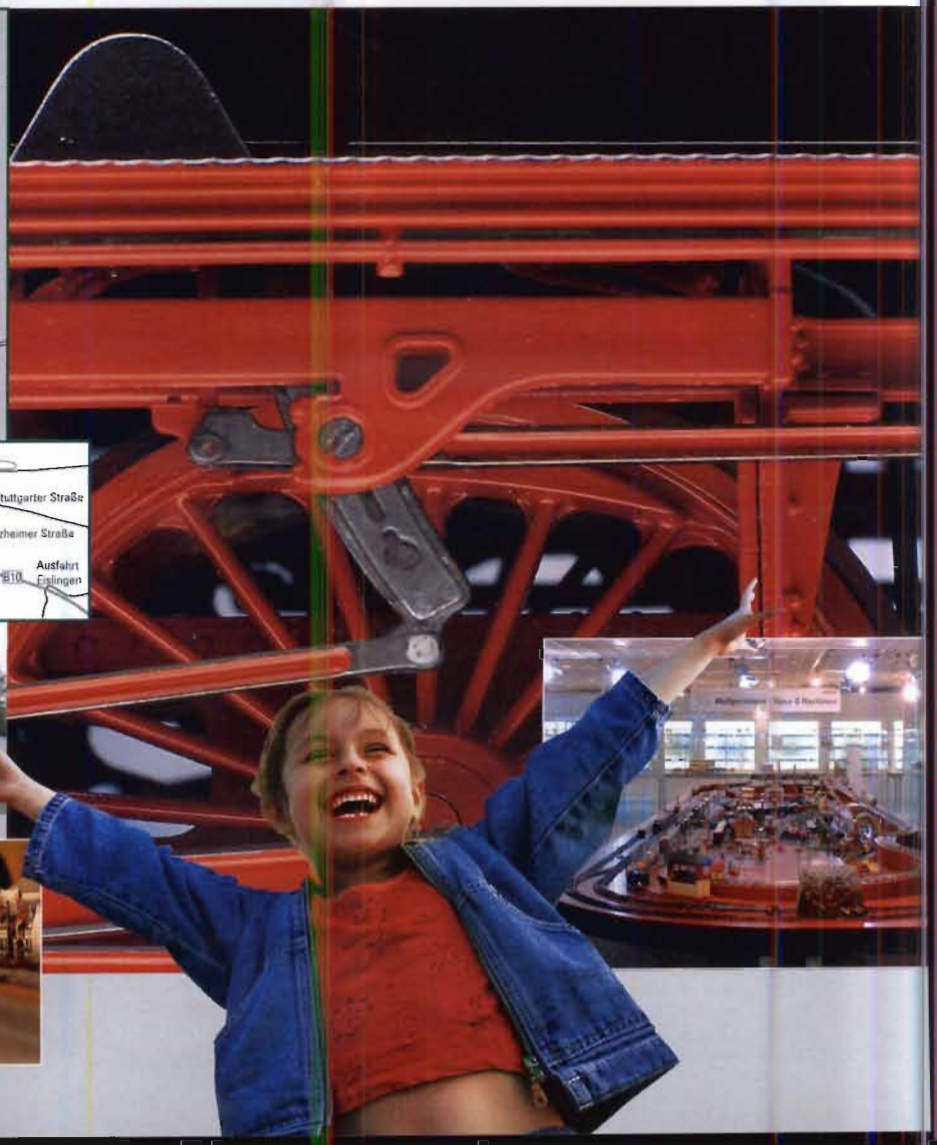
Please note:
The Märklin World of Adventure is closed on several Sundays in the year. For information in advance, see www.maerklin.com.

We are closed in general on holidays.
Entry is free.
There is plenty of parking in front of the museum.

Märklin World of Adventure
Reutlinger Street 2, 73037 Göppingen, Germany
Telephone: +49 (0) 7161 608-289
E-mail: www.maerklin.de
Web: www.maerklin.de







MUSEUM CARS.

TRIX

For the 50th anniversary of Minitrix Trix is making an exception and dedicating the museum car for 2009 to itself in the series of well known firms in the region of Nürnberg. Original advertising themes from 1959 are represented. These themes were designed for the introduction of the models for playing on the floor that were still in a scale of 1:180. The paint and lettering for the delivery truck is also based on a graphical design for an original truck from the Fifties.

III NEM

24085 Trix H0 Museum Car.
Prototype: Type G 02 boxcar with a brakeman's cab, used on the German Federal Railroad (DB). Privately owned car, painted and lettered for the firm Trix, Nürnberg, Germany. Lightweight Mercedes-Benz type L319 truck.

Use: Transport of model railroad equipment.
Model: Era III. The side walls have a vertical board structure. The sliding walls can be opened. The car has NEM coupler pockets with a close coupler mechanism. Length over the buffers 110 mm / 4-5/16".

The model of the delivery truck is constructed of metal and has an exclusive paint scheme.

One-time series.

Available only at the Märklin World of Adventure Museum in Göppingen, Germany.

Märklin AC wheel set 2 x 700150.

III NEM

15360 Minitrix Museum Car for 2009.
Prototype: Type G 02 boxcar with a brakeman's cab. Lightweight Mercedes-Benz type 319 truck with a box body.

Model: Privately owned car, painted and lettered for the firm Trix, Nürnberg, Germany on the occasion of the 50th anniversary of Minitrix.
Length over the buffers 60 mm / 2-3/8".

The model truck is an exclusive edition to go with the boxcar.

One-time series.

Available only at the Märklin World of Adventure Museum in Göppingen, Germany.

SYMBOLS/PICTOGRAMS.

DCC decoder.

Selectrix decoder.

DCC/ Selectrix decoder.

Small digital connector (66836/66838 Selectrix decoders).

Large digital connector (66837 Selectrix decoder).

21-pin connector.

Sound effects circuit.

Single headlight in the front.

Single headlight front and rear that changes over with the direction of travel.

Dual headlights in the front.

Dual headlights in the front that change over in one direction of travel.

Dual headlights front and rear.

Dual headlights front and rear that change over in one direction of travel.

Dual headlights front and rear that change over with the direction of travel.

Dual headlights in the front, dual red marker lights in the rear that change over with the direction of travel.

Triple headlights in the front.

Triple headlights in the front that change over in one direction of travel.

Triple headlights in the front, one white marker light in the rear that change over with the direction of travel.

Triple headlights in the front, dual white marker lights in the rear.

Triple headlights in the front, dual headlights that change over in one direction of travel.

Triple headlights in the front, dual red marker lights in the rear that change over with the direction of travel.

Triple headlights front and rear.

Triple headlights front and rear that change over in one direction of travel.

Triple headlights front and rear that change over with the direction of travel.

Triple headlights in the front, dual white marker lights in the rear that change over with the direction of travel.

Built-in interior lighting.

Interior lighting can be installed.

Built-in marker light(s).

Marker light(s) can be installed.

Built-in LED interior lighting.

LED interior lighting can be installed.

Lighting with warm white LED's.

Metal locomotive frame and body.

Metal locomotive frame and boiler.

Mostly metal locomotive body.

Metal locomotive frame.

Metal car frame and body.

Mostly metal car body.

Metal car frame.

Scale for the passenger car length 1:87.

Scale for the passenger car length 1:93.5.

Scale for the passenger car length 1:100.

Power supply can be switched to operate from catenary.

NEM coupler pocket and close coupler mechanism.

Special exclusive models for the Märklin Dealer Initiative ("Exclusiv" Program) – produced in a one-time series.
The Märklin Dealer Initiative is an association of mid-level toy and model railroad dealers in (MHI).

I **Era I**
Privately owned and provincial railroads from the startup phase of railroads to about 1925.

II **Era II**
Formation of the large state railroad networks from 1925 to 1945.

III **Era III**
New organization of the European railroads and modernization of the locomotives and rolling stock from 1945 to 1970.

IV **Era IV**
All locomotives and cars lettered according to standard European regulations, the so-called UIC computer lettering, from 1970 to 1990.

V **Era V**
Changes in the color schemes and the origins of the high speed networks since 1990.

VI **Era VI**
Fall of 2008 to the present.
The former UIC locomotive/car numbering system is replaced by a 12-digit numbering system. New regulations for rail service conforming to the EU (OTIF, TSI). The development of an international high speed network.

INDEX TO THE ITEM NUMBERS.

TRIX

WE WRITE SERVICE IN CAPITAL LETTERS.

Trix Direct Service.

The authorized Trix specialty dealer is your contact for repairs and for conversions from analog to digital. We can perform conversions in our repair department in Nürnberg for those dealers without their own repair department as well as for consumers.

Since the cost will depend on the model, we recommend that you first send an inquiry to the address given below. After an evaluation of the model you will receive a cost quotation including directions and costs for reliable shipping.

If you want to leave and pick up models in person at our plant in Nürnberg, please note the hours of operation for dealers and consumers.

Trix Modelleisenbahn GmbH & Co. KG
Reparatur-Service
Witschelstraße 104
D-90431 Nürnberg, Germany

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

Hours of Operation:
Tuesday and Thursday 9:30 AM – 12:15 PM and
12:45 PM – 3:00 PM
as well as by appointment.

Manufacturer's Warranty of 24 Months from the Date of Purchase.

Upon purchase of a Trix product the firm of Trix Modelleisenbahn GmbH & Co. KG gives you a manufacturer's warranty (under the conditions described in detail under Warranty Conditions) of 24 months from the date of purchase in addition to and beyond the warranty performance rights available to you legally in your country vis-à-vis your authorized Trix dealer as the contractual selling party. These conditions are described in detail with the warranty accompanying our products.

Regardless of where you purchased the product, you thereby have the possibility of submitting directly for warranty claim to the firm of Trix as the manufacturer of the product defects or flaws occurring during production of the product. Please note that this manufacturer's warranty is valid only when the product has been purchased at an authorized Trix dealer.

Important Service Information.

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