

Fall New Items 2016

TRIX



Lufthansa Airport Express

When the newly constructed line from Stuttgart to Mannheim went into operation on July 2, 1991, it was planned that the Airport Express Stuttgart – Frankfurt Airport would take this route. However, due to the higher speed and above all the pressure problems in the numerous tunnels on this new line, the existing cars and locomotives could no longer be used here. Along with a decrease in the running time to 90 minutes came an expansion to four daily pairs of trains that were to be run with only one locomotive. Admittedly, two train sets were required due to the short turnaround times in Stuttgart. Airtight cars repainted

to Lufthansa specifications were assigned to the Airport Express with electric locomotive 103 101, also painted to match the train, from the Frankfurt/Main District.

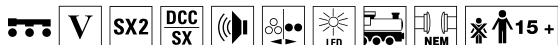
The class 103 changed to the Lufthansa colors to match the cars in the train. Light Gray (RAL 7035) now dominated on the locomotive body and the roof hood. A narrow edge of Melon Yellow (RAL 1028) gleamed on the lower edge of the locomotive body at the transition to the bridge frame. This color continued in the upper part of the bridge frame. The older design ventilation grills kept their customary

silver gray color. The lower part of the bridge frame including the buffer cladding and trucks have by contrast a dark gray color (NCS 8000). On the sides in the yellow area of the frame the lettering, "Lufthansa Airport Express", stood out and the DB emblem was located in a greatly reduced form only on the sides to the left next to the road number. Compared to the rolling stock road number 103 101 was not airtight and the schedules were therefore designed so that trains could not meet in the tunnel sections. The short turnaround times in Stuttgart then led to a "flying change" between the two car sets, usually

consisting of three cars, which played out as follows: One car set stood on a track in readiness in the Stuttgart stub end station. The Airport Express coming from Frankfurt arrived on this track, the locomotive uncoupled from that train and coupled again to the cars already standing there in readiness. A switch engine pulled the car set just arrived to the coach yard to be readied for the next run and after a few minutes, the Airport Express could depart again. Unfortunately Lufthansa halted all service at "Elevation Zero" on May 23, 1993 and road number 103 101 was thereby underway for the last time on the day before.



EXCLUSIV 3/2016



16303 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103.1. In the special paint scheme for German Lufthansa. C-C wheel arrangement. Built starting in 1970. Use: German Federal Railroad express train for Lufthansa customers for the route Frankfurt (M) Airport – Stuttgart.

Model: The locomotive has a built-in digital decoder and sound generator for operation with DCC, Selectrix, and Selectrix 2. The locomotive has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the lighting. The cab lighting and engine room lighting can be controlled digitally. The locomotive has a close coupler mechanism. It also has separately applied grab irons. All of the functions can also be controlled in the digital format SX2. Length over the buffers 122 mm / 4-13/16".

- Sound including many functions.
- Warm white LEDs for lighting.
- Reworked trucks.
- Reworked battery boxes.

One-time series.



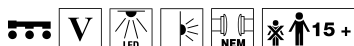
Lufthansa

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One-time series.



15673 "Lufthansa Airport Express" Car Set

Prototype: One type Avmz 106 passenger car and two type Bpmz 296 passenger cars painted and lettered in 1991 for the German Federal Railroad (DB) in the special paint scheme of German Lufthansa.

Model: The cars have tooling changes for airtight SIG diaphragms. The cars have close coupler mechanisms and

built-in LED interior lighting. One type Bpmz car has LED marker lights that can be turned off. All of the cars are painted for the Lufthansa Airport Express of 1991. The cars have special book packaging for a stylish presentation, including a space for the 16303 locomotive that goes with these cars.

Total length over the buffers 495 mm / 19-1/2".

- Tooling changes.
- LED interior lighting.
- LED marker lights.
- Special book packaging.



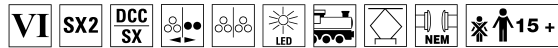
This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See the back cover for an explanation of the symbols and age information.



15673

16303

"Freight Train" Digital Starter Set



11143 "Freight Train" Digital Starter Set

Prototype: Locon, Inc. class ES 64 F4 electric locomotive, 2 privately owned four-axle pressurized gas tank cars, used on the German Railroad, Inc. (DB AG), and a German Railroad, Inc. (DB AG) type Sgns four-axle container flat car. "Traffic Red" basic paint scheme. Loaded with 4 WoodTainer type XS containers with covers, lettered for the Austrian firm Innofreight, A-8600 Bruck an der Mur.

Model: The locomotive frame is constructed of die-cast metal. The locomotive has a DCC/Selectrix decoder and a 5-pole motor with a flywheel. It also has a close coupler

mechanism. The headlights change over with the direction of travel. 4 axles powered. Traction tires. The cars have close coupler mechanisms. A Mobile Station, a track connector box, a 230 volt / 36 VA switched mode power pack, and an oval of track with Radius 2 curved track are included. Required space: 110 x 50 cm / 44" x 20". Total length over the buffers for the train approximately 405 mm / 35-5/8".

- Locomotive equipped with a DCC/Selectrix decoder.

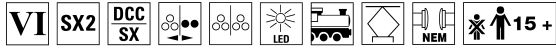
One-time series.

Can be expanded with the entire Minitrix track program.

Delivery planned for the 4th quarter of 2016.

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





11144 "Freight Train" Digital Starter Set

Prototype: Luxembourg State Railroad (CFL) class 4000 general-purpose locomotive with 4 pantographs. 3 privately owned four-axle pressurized gas tank cars, used on the German Railroad, Inc. (DB AG).

Model: The locomotive frame is constructed of die-cast metal. The locomotive has a DCC/Selectrix decoder and a 5-pole motor with a flywheel. It also has a close coupler mechanism. The headlights change over with the direction of travel. 4 axles powered. Traction tires. The cars have

close coupler mechanisms. A Mobile Station, a track connector box, a 230 volt / 36 VA switched mode power pack, and an oval of track with Radius 2 curved track are included. Required space: 110 x 50 cm / 44" x 20". Total length over the buffers for the train approximately 358 mm / 14".

- Locomotive equipped with a DCC/Selectrix decoder.

One-time series.

Can be expanded with the entire Minitrix track program.

Delivery planned for the 4th quarter of 2016.

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



Freight Cars



15926 Boxcar

Prototype: Type G 02 boxcar. Privately owned car used on the German Federal Railroad (DB).

Model: The car has a close coupler mechanism. Length over the buffers 57 mm / 2-1/4".

One-time series.



15927 Refrigerator Car

Prototype: Löwenbräu refrigerator car. Privately owned car used on the German Federal Railroad (DB).

Model: The car has a close coupler mechanism. Length over the buffers 55 mm / 2-1/8".

One-time series.



15929 Gondola

Prototype: German Federal Railroad (DB) type O 11 gondola with ship's hawsers as a freight load.

Model: The gondola has a close coupler mechanism and ship's hawsers as a freight load. Length over the buffers 42 mm / 1-5/8".

One-time series.



15928 Flat Car with a Freight Load

Prototype: German Federal Railroad (DB) type SSw 07 heavy-duty flat car with a ship's propeller as a freight load.

Model: The flat car has a close coupler mechanism. Length over the buffers 106 mm / 4-1/8".

One-time series.

- Ship's propeller as a freight load.



The "Rheingold" had a rich tradition and ran starting in May 1965 as a Trans-Europe-Express (TEE) in the two-color TEE scheme of a crimson red belt line and an ivory window band. From May 23, 1982 on, its route was limited to Amsterdam – Basle SBB. A year later there were only two TEE trains left: the "Mediolanum" (Munich – Milan) made up of FS cars and the TEE 7/6 "Rheingold" that was viewed more as a tourist attraction. Starting with the summer schedule of 1983 all of the Rheingold cars were run with overhauled interiors and were provided with an orange decorative stripe below the windows for purposes of identification. New among the cars was the club car (type WGM 804) that presented the lettering "Rheingold-Club" on the sides. Three of these "new" club cars were made from former open seating cars and they now had a small galley and fifteen rather ordinary tables with 34 swiveling armchairs. In addition, three regular dining cars were available

for the route Amsterdam – Basle. There were also fifteen compartment cars and six open seating cars. In the club cars the DB provided beer on tap and snacks among other things from the small bistro for the comfort of the passengers. Hired musical and folklore groups provided entertainment part of the time. In the summer of 1986, there was even a whirlpool tub in addition to an artificial palm for a couple of days to offer the opportunity for a soak. Indeed the "Rheingold" was now limited primarily to the route Amsterdam – Basle, yet it still occasionally ran through cars to Chiasso, Brig, and in the winter to Chur. In addition, a branch train (TEE 17/16) to Munich with train separation/joining in Mannheim (later Mainz) rounded out the new concept. In the last two years of its existence (1986/87 as TEE 15/14), the through cars to/from Brig and Chiasso also disappeared. There were still through cars between Amsterdam and Chur only in the winter season. Up

until May 30, 1987, the legendary "Rheingold" still snaked day after day through the maze of track in the Ruhr area, past the Cologne cathedral and the Lorelei cliffs, and crossed the Upper Rhine plains between the Black Forest and the Vosges. Yet with the start of the summer schedule on May 31, 1987 and the introduction of the EuroCity trains, the last TEE still running in Germany disappeared completely from the rails of the German Federal Railroad. Motive power for the "Rheingold" until its end was the class 103.1 electric locomotives as the classic flagship locomotive for TEE and IC trains. Regular production of them started in 1969, and by 1974, there were 145 of these powerful six-axle units with road numbers 103 101-245 on the DB roster. They were designed from the start for a speed of up to 265 km/h / 166 mph, but they were only allowed to run at a maximum

speed of 200 km/h / 125 mph. The 103 units with their elegant streamlined shape and the Siemens rubber ring spring cardan shaft propulsion was the most powerful German electric locomotive and had an hourly rating of 7,780 kilowatts / 10,581 horsepower.



TEE Rheingold



11628 "Rheingold TEE 7" Train Set

Prototype: German Federal Railroad (DB) express locomotive, road number 103 178-0. C-C wheel arrangement. Built starting in 1970. 3 express train passenger cars consisting of the types Apmz 122, WRmh 132.1, and Avmz 111.1 The cars are painted and lettered completely in the design of the Rheingold train of 1984.

Use: High quality long distance service, here in the Rheingold TEE 7 of 1984.

Model: The locomotive has a built-in digital decoder for operation with DCC, Selectrix, and Selectrix 2. The locomotive has a motor with a flywheel. 4 axles powered. Traction tires. The headlights and marker lights change over with the direction of travel. Warm white LEDs are used for the lighting. The cab lighting and engine room lighting can be controlled digitally. The locomotive has a close coupler mechanism. All of the functions can also be controlled in the digital format SX2. Length over the buffers 122 mm / 4-13/16".

The express train passenger cars have close coupler mechanisms.

Total length over the buffers 617 mm / 24-5/16".

The set has special book packaging for a stylish presentation.

- **Special book packaging for collectors.**
- **Reworked trucks.**
- **Reworked battery boxes.**

One-time series.

Delivery at the start of 2017.

66616 LED lighting kit.

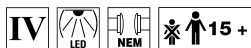
An add-on car to go with this set is available under item number 15679.

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



15679

11627



15679 "TEE Rheingold" Passenger Car

Prototype: German Federal Railroad (DB) type Avmz 111.1 TEE compartment car, 1st class, as it looked for the TEE 7 Rheingold in the summer of 1984.

Model: The car has a close coupler mechanism, and a lighting kit can be installed in it. This car is for the TEE 7 Rheingold with the routing Amsterdam – Brig. Length over the buffers 165 mm / 6-1/2".

**One-time series.
Delivery at the start of 2017.**

66616 LED lighting kit.

**The ideal add-on car for the TEE Rheingold train set,
item number 11628.**



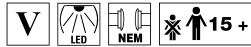
100 Years of MITROPA

At the end of the Thirties, the German State Railroad (DRG) also purchased skirted MITROPA dining cars similar to the skirted passenger cars. A first series of 40 type WR4ü-39 (car numbers 1148-1187) were delivered in 1939 in equal parts by Wumag in Görlitz and LHW in Breslau. Compared to the day coaches, here the skirting formed part of the load-bearing design of the 23,500 mm / 77 foot long dining cars. They had two large areas (smoking/non-smoking) with 42 seats. Sycamore wood was used for the interior sheathing of the walls. The seating was benches in a 2+1 arrangement and was upholstered in green artificial leather. The exterior paint scheme in Bordeaux

Red was the same as the customary Mitropa scheme. With a weight of 51 metric tons, the type WR4ü-39 cars were quite heavy. To achieve good riding comfort a fourth spring had to be installed on the type "Görlitz III heavy" trucks. In the next year, a series of 30 cars (car numbers 1188-1217) followed, which Wumag delivered in 1940. Of the third order with 40 more cars (planned as car numbers 1218-1257), only five slightly altered cars were delivered. After that production not critical to the war had to be halted and dining car routes were done away with due to the war. After the end of World War II, the newly established German Sleeping and Dining Car

Company (DSG) in the area of the German Federal Railroad (DB) rostered 30 type WR4ü-39 skirted dining cars by 1949. The cars were slightly updated and provided with new galley equipment. They were used chiefly in the DB's new long-distance express train network and with several important express trains. Between 1958 and 1964, the older design diaphragms were replaced by rubber tube designs. At the start of the Sixties, they were equipped with air conditioning and between 1958 and 1964 there were new type Minden-Deutz MD 34 trucks for 160 km/h / 100 mph. The last units were taken out of service by 1984. As a result of the reunification, on January 1, 1994 the

East German MITROPA and the West German DSG merged under the old company name MITROPA. To celebrate its 80th anniversary, in 1996 MITROPA had the repair facility in Munich-Neuaubing restore an "historic dining car" as much as possible to its original condition. The former type WR4ü 1189, used by the DSG since 1980 as a training car, was available for this purpose. Since then this skirted dining car has been resplendent in almost the condition in which it was delivered originally.



15707 Historic Dining Car for the Anniversary "100 Years of MITROPA"

Prototype: Type WR4ü, used on the German Railroad, Inc. (DB AG) in restored condition as it looked in 1996.

Model: The car has type Görlitz trucks. It also has NEM coupler pockets with a close coupler mechanism. A brochure about the prototype is included. Length over the buffers 165 mm / 6-1/2".

- Information brochure about the prototype.

66616 LED Lighting kit.

One-time series.



16703 Class BB 67400 Diesel Locomotive

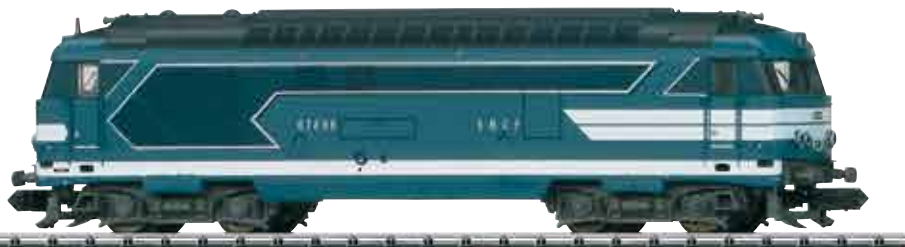
Prototype: French State Railways (SNCF) class BB 67400. Diesel electric propulsion. Built starting in 1967. Original version with large vent grills in the classic "Livree Arzens" paint scheme.

Model: The locomotive has a 14-pin digital interface connection and 5-pole motor with flywheel. All 4 axles powered. Traction tires. The headlights and marker lights

change over with the direction of travel. The locomotive has a close coupler mechanism. Length over the buffers 107 mm / 4-1/4".

- Headlights can be turned off.

One-time series.



65415 Accessory Set of Automobile Models

Prototype: 3 automobile models (Wiking) of the Sixties.

One-time series.





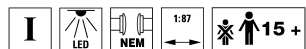
Orient Express

Today an image full of mystique, magic, longing, and wanderlust is associated with the glorious name "Orient Express", because over the course of many years, a legend formed from the train of diplomats, adventurers, agents, profiteers, "femmes fatales" as well as crowned and uncrowned heads of state. It played a main role in countless books, spy histories, and films. It had its beginning with the grandiose idea of Georges Nagelmackers to introduce deluxe sleeping car trains on the European continent. He founded his "Compagnie Internationale des Wagons-Lits" (CIWL) on December 4, 1876 in Brussels and the company is still in existence today. With the growth of the rail network in the direction of the Balkans Nagelmackers developed plans for a train assembled entirely from CIWL cars from the Channel harbors

to the Balkan States and the end destination of Constantinople (the present day Istanbul) that at the time could still not be reached by rail. The legend finally began on June 5, 1883 in Paris with the first "Express d'Orient". Just a dining car, two sleeping cars, and two baggage cars made up the first "Orient Express" that started out on that memorable afternoon in the Gare de l'Est station to write transportation history. Yet, the trip to the Balkans was still quite exhausting because passengers had to do part of the route by boat or postal coach. The Orient Express did not reach its end destination of Constantinople until August 12, 1888 via Budapest, Belgrade, and Sofia, and this deluxe train quickly developed into a total success. With the start of World War I this deluxe train had to be halted. After the end of the war, a

so-called "Train de luxe militaire" for the victorious powers initially ran starting in February of 1919 with CIWL cars between Western and Eastern Europe, but bypassing Germany. It was not until 1920 that normal passengers could also use it and the route ran again via Strasbourg, Karlsruhe, Stuttgart, and Munich. Finally, with the start of the 1921 summer schedule, the train was running again with its traditional name and its route was lengthened from Vienna via Bratislava and Budapest to Bucharest. The motive power on the Baden part of the Orient Express' route was the Baden class "IV h" Pacific express locomotives that had been delivered in three production runs by Maffei from 1918 to 1920 for a total of 20 units. Originally planned for heavy express train service primarily on the Rhine Valley line

Basle – Mannheim these elegant, modern 4-6-2 units also pulled the Orient Express. With their four-cylinder compound running gear with tandem slide valves and the almost unique large grate of 5 square meters / 7,750 square inches in conjunction with their good counterbalance weight they advanced to the position of first-rate, fast long-distance runners. Between January of 1923 and November 29, 1924, the Orient Express could no longer run through Germany due to the occupation of the Ruhr area and had to detour to the Arlberg route. After that the IV h with its attractive outline was seen pulling this deluxe train again, from 1925 on as the DRG class 18.3 with road numbers 18 301-303, 18 311-319, and 18 321-328.



24794 CIWL Orient Express Add-On Car Set

Prototype: 2 sleeping cars lettered for Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL). Both cars in a brown paint scheme. Car routing from Calais via Paris – Strasbourg – Stuttgart – Munich – Salzburg – Vienna – Budapest to Bucharest. Around 1921.

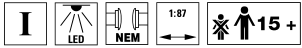
Model: The models have fine construction with many separately applied details. The cars have different car numbers. The cars have extended diaphragms. Both cars have factory-installed LED interior lighting. Each individual car has current pickup. Total length over the buffers 48.5 cm / 19-1/8".

- Built-in LED interior lighting.

One-time series.

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24793 CIWL Orient Express Passenger Train Car Set

Prototype: 5 different type teak wood cars lettered for Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL). 2 each baggage cars, 2 sleeping cars, and 1 dining car in a brown paint scheme. Car routing from Calais via Paris – Strasbourg – Stuttgart – Munich – Salzburg – Vienna – Budapest to Bucharest. Around 1921.

Model: The models have fine construction with many separately applied details. The interiors are of different colors. The cars have different car numbers. The set has retracted diaphragms with raised walkover plates for the end cars. The doors on the baggage cars can be opened. All of the cars have factory-installed LED interior lighting. Table lights in the dining car are lit. Each individual car has current pickup. Total length over the buffers approximately 117.5 cm / 46-1/4".

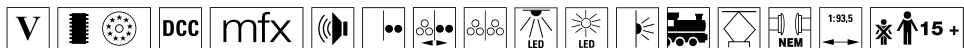
- Built-in LED interior lighting.

One-time series.



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

Legendary Speedster



21680 Lufthansa Airport Express

Prototype: German Federal Railroad (DB) express train for the route Frankfurt (M) Airport – Stuttgart in a special German Lufthansa paint scheme. Class 103 electric locomotive with a type Avmz 106 compartment car and two type Bpmz 296 open seating cars. Both car types have airtight construction. The train looks as it did in the summer of 1991.

Model: The class 103 electric locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends

are turned off, then the "Double ‚A‘ Light" function is on at both ends. The engine room lighting can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The compartment car and open seating cars have underbody details specific to the car types. The type Avmz 106 has Fiat type Y 0270 S trucks with shock absorbers to reduce "hunting". The type Bpmz cars have type MD trucks without generators. The cars have structural features of airtight cars such as SIG diaphragms, entry doors, and windows. All of the cars have factory-installed LED interior lighting. One car has built-in marker lights. Total length over the buffers approximately 107 cm / 42-1/8".

- The class 103 includes over 16 functions for the first time.
- Cab lighting.
- Engine room lighting.
- Locomotive engineer.
- Partially new tooling for the types Avmz and Bpmz.
- Types Avmz and Bpmz in the airtight version.
- Passenger cars with SIG diaphragms.
- All of the cars include factory built-in LED interior lighting.
- One car includes marker lights.

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 26680.



Digital Functions	DCC	mfX
Headlight(s)	•	•
Electric locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Engineer's cab lighting	•	•
Rear Headlights off	•	•
Conductor's Whistle	•	•
Front Headlights off	•	•
Sound of squealing brakes off	•	•
Interior lights	•	•
Station Announcements	•	•
Station Announcements	•	•
Operating sounds	•	•
Doors Closing	•	•
Operating Sounds 2	•	•
Blower motors	•	•
Brake Compressor	•	•
Letting off Air	•	•
Pantograph Sounds	•	•

When the newly constructed line from Stuttgart to Mannheim went into operation on July 2, 1991, it was planned that the Airport Express Stuttgart – Frankfurt Airport would take this route. However, due to the higher speed and above all the pressure problems in the numerous tunnels on this new line, the existing cars and locomotives could no longer be used here. Along with a decrease in the running time to 90 minutes came an expansion to four daily pairs of trains that were to be run with only one locomotive. Admittedly, two train sets were required due to the short turnaround times in Stuttgart. Airtight cars repainted to Lufthansa specifications were assigned to the Airport Express with electric locomotive 103 101, also painted to match the train, from the Frankfurt/Main District.

The class 103 changed to the Lufthansa colors to match the cars in the train. Light Gray (RAL 7035) now dominated on the locomotive body and the roof hood. A narrow edge of Melon Yellow (RAL 1028) gleamed on the lower edge of the locomotive body at the transition to the bridge frame. This color continued in the upper part of the bridge frame. The older design ventilation grills kept their customary silver gray color. The lower part of the bridge frame including the buffer cladding and trucks have by contrast a dark gray color (NCS 8000). On the sides in

the yellow area of the frame the lettering, "Lufthansa Airport Express", stood out and the DB emblem was located in a greatly reduced form only on the sides to the left next to the road number. Compared to the rolling stock road number 103 101 was not airtight and the schedules were therefore designed so that trains could not meet in the tunnel sections.

The short turnaround times in Stuttgart then led to a "flying change" between the two car sets, usually consisting of three cars, which played out as follows: One car set stood on a track in readiness in the Stuttgart stub end station. The Airport Express coming from Frankfurt arrived on this track, the locomotive uncoupled from that train and coupled again to the cars already standing there in readiness. A switch engine pulled the car set just arrived to the coach yard to be readied for the next run and after a few minutes, the Airport Express could depart again. Unfortunately Lufthansa halted all service at "Elevation Zero" on May 23, 1993 and road number 103 101 was thereby underway for the last time on the day before.



All of the passenger cars include the design features of airtight construction



LED marker lights



Lufthansa

Officially Licensed Product

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Electric Locomotives



22684 Class 120.0 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 120.0 general-purpose express locomotive. Pre-production version in the original paint scheme but with the new DB "cookie". Road number 120 003-9. The locomotive looks as it did starting in November of 1994. Nürnberg 1 District.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cab lighting can be controlled separately in digital operation. The cabs have interior details. The locomotive has close couplers in standard pockets with a guide mechanism. It also has separately applied grab irons.

Length over the buffers 22.1 cm / 8-11/16".

- Centrally mounted motor, 4 axles powered.
- Close couplers in standard pockets with a guide mechanism.
- Digital decoder including extensive sound functions.
- Road number 120 003-9 for the first time in a metal version.
- Pre-production locomotive for the first time with the DB, Inc. logo in Era V.

One-time series.

This model can be found in an AC version in the Märklin H0 assortment under item number 37528.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Engineer's cab lighting	•	•
Electric locomotive op. sounds	•	•
Low Pitch Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
High Pitch Horn	•	•
Headlight(s): Cab1 End	•	•
Station Announcements	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Compressor	•	•
Letting off Air	•	•
Switching maneuver	•	•

Centrally mounted motor and full sound





22094 Class 193 Electric Locomotive

Prototype: Mitsui Rail Capital Europe electric locomotive, road number 91 80 6193 876-0. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: The electric locomotive is constructed of metal, has an mfx/DCC digital decoder, and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in

digital operation. When the headlights at both ends are turned off, then the "Double „A' Light" function is on at both ends. The engine room lighting can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. 2 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.8 cm / 8-9/16".

- **Specially designed packaging.**
- **Both locomotive sides imprinted differently from each other.**

One-time series.

To be delivered starting in the 2nd quarter of 2017.

This model can be found in an AC version in the Märklin Start up assortment under item number 36194.

Digital Functions	DCC	mfx
Headlight(s)	•	•
Operating Sounds 1	•	•
Electric locomotive op. sounds	•	•
Horn	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Headlight(s): Cab2 End	•	•
Whistle for switching maneuver	•	•
Headlight(s): Cab1 End	•	•
Sound of Couplers Engaging	•	•
Operating Sounds 2	•	•
Letting off Air	•	•
Blower motors	•	•
Conductor's Whistle	•	•
Rail Joints	•	•

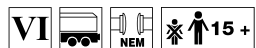
Back page



Front page



Sweden



24247 Type Sgnss KLV Transport Car Set

Prototype: 4 type Sgnss four-axle KLV transport cars in a blue basic paint scheme. Cars for the firm Sveaskog, registered with Tågakeriet. Included are type ExTe SR12 wood load frames and support beams for transporting logs. The cars look as they did in 2015.

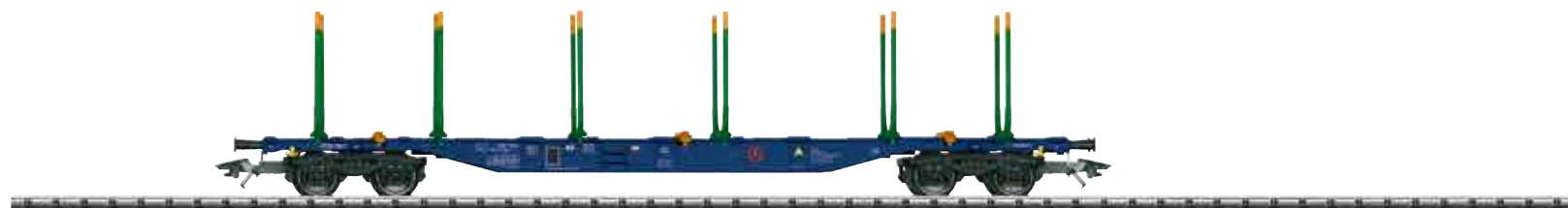
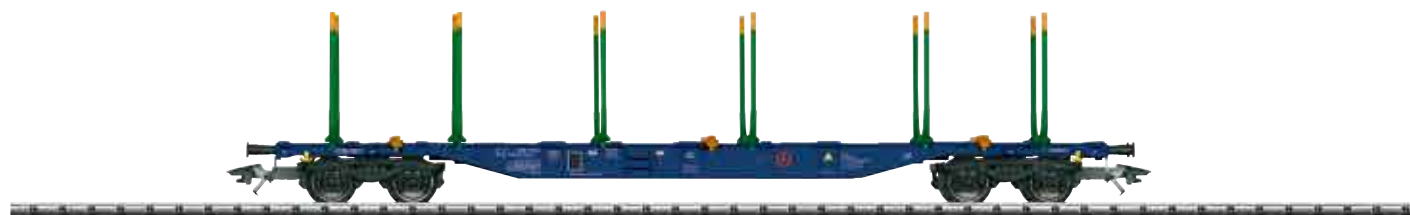
Model: The cars have type Y 25 welded trucks. The transport car floors are prototypically partially open and are constructed of metal with striking fish belly type side sills. Each transport car can be equipped with 6 type SR12 ExTe stakes and 3 support beams. ExTe stakes and support beams are included for mounting on each car. All of the cars have different car numbers and are packaged individually. There is also a master package. Total length over the buffers 91.5 cm / 36".

700150 Märklin AC wheel set.

- ExTe stakes and support beams are specially for transporting wood.

One-time series.

An AC model of these cars with other different car numbers can be found in the Märklin H0 assortment under item number 47093.



Steam Locomotives without Borders



22905 Steam Express Locomotive with a Tender

Prototype: Class 01.5 steam express locomotive with a coal tender. GDR German State Railroad (DR/GDR) "Reko" version. Includes Boxpok wheels, type 2'2'T34 standard design coal tender, special design Witte smoke deflectors for the class 01.5, continuous dome streamlining, inductive magnet on one side, and buffer plate warning stripes. Road number 01 512. The locomotive looks as it did around 1967.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will

work in conventional operation and can be controlled digitally. The cab lights can also be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods and brake hoses are included as detail parts. Length over the buffers 28.2 cm / 11-1/8".

Digital Functions	DCC	mfx
Headlight(s)	•	•
Smoke generator contact	•	•
Steam locomotive op. sounds	•	•
Locomotive whistle	•	•
Direct control	•	•
Sound of squealing brakes off	•	•
Engineer's cab lighting	•	•
Whistle for switching maneuver	•	•
Operating sounds	•	•
Letting off Steam	•	•
Sound of coal being shoveled / Operating Sounds 2	•	•
Grate Shaken / Injectors	•	•
Air Pump	•	•
Water Pump	•	•
Dialog	•	•
Switching maneuver	•	•



22906 Steam Express Locomotive with a Tender

Prototype: Class 01.5 steam express locomotive with an oil tender for oil firing. GDR German State Railroad (DR/GDR) "Reko" version. Includes spoked wheels, type 2'2'T34 (Oil) standard design tender, special design Witte smoke deflectors for the class 01.5, continuous dome streamlining, no inductive magnet, and decorative striping. Road number 01 0505-6. The locomotive looks as it did around 1975/76.

Model: The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will

work in conventional operation and can be controlled digitally. The cab lights can also be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close

coupler with an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods and brake hoses are included as detail parts. Length over the buffers 28.2 cm / 11-1/8".



The Interzone express train passenger car set to go with the class 01.5 steam locomotive can be found in the Märklin HO assortment under item number 42912.





Die-cast zinc



Casting finishing



Galvanizing



Stamping / Die-casting



Imprinting / Painting



Automatic turning



Locomotive assembly

Open House

on September 16 and 17, 2016
from 9:00 AM to 4:00 PM
Entrance to the main plant

Current program information:
www.maerklin.de



- **Factory tour** of current production
- **Display** of model railroad layouts
- **Special cars in H0** "Injection Plastic Molding" Department"
- **Varied program** of activities for "big and little" people

Main Plant

Stuttgarter Straße 55-57
73033 Göppingen
9:00 AM to 5:00 PM

- Big factory tour
- Model railroad layouts
- Bouncing castle and play cars
- Locomotive assembly for our visitors
- Food and beverage service
- Varied entertainment program

- Sale of a special car in H0 "Die-Casting" Department



Special large 1 Gauge display included!

märklin

Märklin Museum

Reutlinger Straße 2
73037 Göppingen
9:00 AM to 6:00 PM

- Extensive children's program
- Attractive offers in the shops
- Sale of accessory items
- Märklin Museum

Worldwide Web TV and Web Radio
Extensive live entertainment program, jointly put on by Radiofips and Filstalwelle Göppingen.
www.radiofips.de / www.filstalwelle.de

Free parking
Over 2,500 parking spaces at the EWS Arena (Corner of Lorcherstraße/Nördl. Ringstraße). Follow the signs in Göppingen.

Shuttle bus service free of charge
EWS Arena • Main Plant • Märklin Museum
Friday and Saturday from 8:30 AM – 6:00 PM



Subject to change

TRIX

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Germany

www.trix.de



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On December 2, 2016 – International Model Railroading Day

Get information about promotions and events near you at www.tag-der-modelleisenbahn.de

Age Information and Warnings.



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



For adults only.