

Summer New Items 2013

# TRIX



# Class 139 Electric Locomotive

New:  
5 Year  
Warranty\*\*



*The same is not the same. Part of the class E 40 freight locomotives were equipped with an additional electric brake from the class E 10 and were thereby able to be used on steep grades. These locomotives became the class 139 with the introduction of the UIC numbering system.*



## 16961 Electric Locomotive.

**Prototype:** German Federal Railroad (DB) class 139. B-B wheel arrangement. Built starting in 1959.

**Use:** Passenger and freight trains.

**Model:** The locomotive has a digital connector. It also has a motor with a flywheel. 4 axles powered. Traction tires. The locomotive has a close coupler mechanism. The headlights and the marker lights change over with the direction of travel. The pantographs can be raised and lowered manually and can take power from the catenary.

Length over the buffers 103 mm / 4-1/16".

**One-time series.**



© T. Estler

EXCLUSIV 2/2013

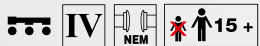
\*\* Brand new:  
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013 

# "Freight Transport" Car Set

**TRIX**  
MINITRIX

New:  
**5 Year**  
Warranty\*\*



## 15285 "Freight Transport" Car Set.

**Prototype:** 1 pressurized gas tank car, 1 type Tims-ww 858 sliding roof gondola car, 1 type Sdgmss deep well flat car, 1 chemical tank car, 1 type Ucs silo container car, all painted and lettered for the German Federal Railroad (DB).

**Model:** The cars have close coupler mechanisms. Total length over the buffers 430 mm / 16-15/16".

One-time series.



15285

16961

One-Time Series for 2013



# "Construction Train" Starter Set



## 21523 "Construction Train" Starter Set.

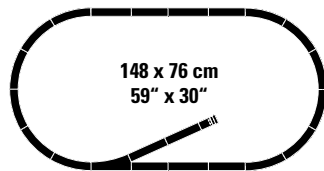
**Prototype:** Henschel design type DHG 500 diesel switch engine, type Kklm 505 low side car, high side gondola, and a dump car.

**Model:** The locomotive has a metal frame and a special motor. 1 axle powered. Traction tires. The locomotive has triple headlights that change over with the direction of travel. The set has a low side car, a dump car, and a gondola car with a load insert of "sand". All of the cars have Relex couplers. Train length 45.7 cm / 18".

A card stock sheet of cutout "containers" and a load of "gravel" are included with the set as an accessory and a load.

**Contents:** 12 no. 62130 curved track, 4 no. 62188 straight track, 5 no. 62172 straight track, 1 no. 62611 left turnout, and a no. 62977 track bumper. A Trix locomotive controller and a 120 volt / 18 VA switched mode power pack.

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



12 x  
62130



4 x  
62188



5 x  
62172



1 x  
62611

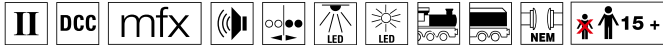


1 x  
62977



**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.

# Diesel Powered Rail Car with a Trailer



## 22832 Diesel Powered Rail Car with a Trailer.

**Prototype:** German State Railroad Company (DRG) 2-part diesel powered rail car, consisting of a class VT 135 Nürnberg motor car and a class VB 140 Nürnberg trailer car, 3rd class. Wine red / beige basic paint scheme. Engineer's cabs in the motor car include sunscreens and a straight horn at each end of the car. Roof equipment of the motor car includes applied roof air coolers as well as intake and exhaust pipes. Signal brackets with marker signs at one end of the trailer car. Thin design buffers on the motor and trailer car. Road numbers VT 135 009 and VB 140 032. Train route "Nürnberg-Erlangen". The cars look as they did mid to end of the Thirties.

**Model:** The powered rail car has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the motor car. Both axles on the motor car are powered. Traction tires. The motor car and trailer car have factory-installed interior lighting. The dual headlights and dual red marker lights on the motor car change over with the direction of travel; they as well as the interior lighting will work in conventional operation and can be controlled digitally. The headlights and interior lighting are maintenance-free warm white LEDs. The headlights / marker lights on the motor car can be turned off separately on End 2 and End 1. As in the prototype, the trailer car has no headlights. Current-conducting couplers are included and can be inserted on both ends as a connection between the motor car and trailer car. The cars have interior details. There is a clear view in the motor car and the trailer car. There are separately applied ladders on the motor car.

Length over the buffers for the two-car set 28.1 cm / 11-1/16".

- **Decoder with extensive sound functions.**
- **Factory-installed interior lighting with warm white LEDs in the motor car and trailer car.**
- **Trailer car includes signal brackets and marker signs.**
- **Bodies constructed mostly of metal.**

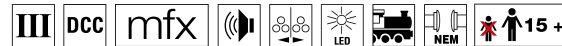
**One-time series.**

Digital Functions	DCC
Headlight(s)	x
Interior lights	x
Diesel locomotive op. sounds	x
Warning Sound	x
Direct control	x
Sound of squealing brakes off	x
Rear Headlights off	x
Bell	x
Front Headlights off	x
Doors Closing	x
Conductor's Whistle	x

# Class 23 Passenger Locomotive with a Tender



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. 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, 2005 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.



## 22834 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 1960. Version with black boiler bands.

**Use:** Passenger trains.

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. 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 headlights are maintenance-free, warm white LEDs. A 7226 smoke generator can be installed in the locomotive. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. 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". Brake hoses and piston rod protection sleeves are included.

Length over the buffers 24.5 cm / 9-5/8".

- A variety of operating and sound functions that can be controlled digitally.

**One-time series.**

**This model can be found in an AC version in the Märklin H0 assortment under item number 39233.**

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

# Class E 10.12 Electric Locomotive



## 22836 Electric Locomotive.

**Prototype:** German Federal Railroad (DB) class E 10.12 express locomotive with aerodynamic ends ("Bügel falte"/"Pants Crease"). Production run with high-performance trucks and buffers clad with streamlining. The locomotive looks as the prototype did starting in May of 1967.

**Model:** The locomotive has a 21-pin digital connector. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel. The headlights are maintenance-free warm white LEDs. The locomotive has separately applied metal grab irons. It also has interior details for the engineer's cabs. Length over the buffers 18.9 cm / 7-7/16".

**One-time series.**

**The passenger car set to go with this locomotive can be found in the Märklin H0 assortment under item number 43857.**

**This model can be found in an AC version in the Märklin H0 assortment under item number 37014.**



© Otto Blaschke



Märklin 43857

22836



# Class 189 Electric Locomotive

**TRIX**  
H0



*The ES 64 developed by Siemens Transportation System (TS) in Munich for four power systems (EuroSprinter with 6.4 megawatts / 8,582 horsepower continuous rating) was planned and is already in use for heavy service all over Europe. It can run on the alternating current systems (15 kilovolts / 16.7 Hertz) in Germany, Austria, Switzerland, Sweden, and Norway, (25 kilovolts / 16.7 Hertz) in Denmark, Luxembourg, Northern France, and Hungary. Its area of use on direct current systems (3 kilovolts) stretches from Belgium, Italy, and Poland (1.5 kilovolts) to the Netherlands and Southern France. It can also be used on the so-called mixed systems in Slovakia and the Czech Republic. DB Cargo ordered 100 units as the class 189 (delivery time 2003 to 2005). This locomotive comes with 2 trucks (B-B wheel*

*arrangement), has a total weight of 87 metric tons, a length over the buffers of 19,580 millimeters / 64 feet 2-3/4 inches and reaches a maximum speed of 140 km/h / 88 mph. This locomotive borrows its looks from the modern DB electric locomotives with their striking end shape. The fluted walls on the locomotive serve to reduce weight and also give the locomotive a striking appearance on the sides. In addition to the four required type SBS 2T pantographs, the roof also has the AC main relay, the current system selection relay, and the lightening arrester. These components had to be mounted externally to allow enough space in the engine room for the direct current components and for train safety systems, which vary from country to country.*



## **22378 Electric Locomotive.**

**Prototype:** German Railroad, Inc. (DB AG) class 189 fast general-purpose locomotive. Multi-system locomotive with 4 pantographs. The locomotive looks as it currently does in real life.

**Use:** Cross-border, fast freight trains.

**Model:** The locomotive has a die-cast metal frame and body. It also has a 21-pin digital connector with bridge plugs for conventional operation. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal handrails. The engineer's cabs have interior details. Length over buffers 22.5 cm / 8-7/8".

- **Motor centrally mounted.**
- **First time in Trix H0.**

**One-time series.**

**This model can be found in an AC version in the Märklin H0 assortment under item number 39860.**

# USA "Big Boy"

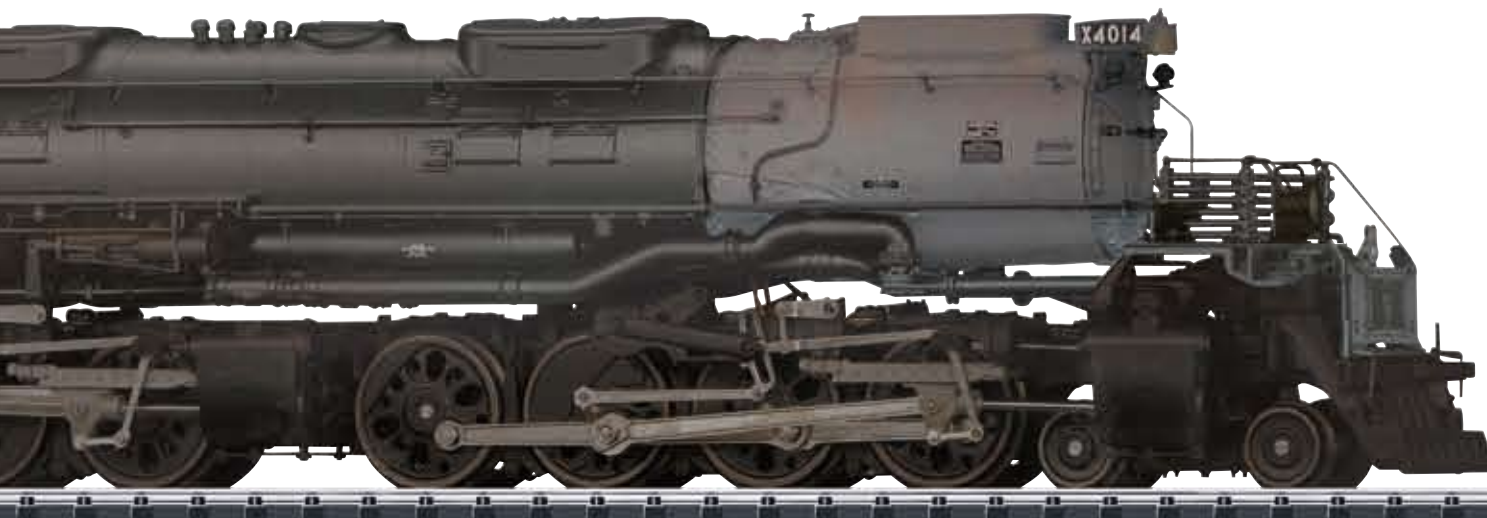


The Union Pacific Railroad (UP) class 4000 known as the "Big Boy" is surely one of the most popular steam giants in America if not worldwide. These articulated locomotives with their 4-8-8-4 wheel arrangement had their origin in 1941 at ALCO from the continuation of the "Challenger" concept, extremely successful UP articulated steam locomotives with a 4-6-6-4 wheel arrangement. The conception of the "Big Boys" resulted from the usual requirements as with all the other American classes of large locomotives. Fewer locomotives were expected to pull heavier loads at higher speeds. The UP bought the 25 units for only one single route: From Cheyenne, Wyoming 830 kilometers / 519 miles westwards through the foothills of the Rocky Mountains over Sherman Hill to Ogden, Utah. Before the pass named after General William T. Sherman is a long grade of about 50 kilometers / 31 miles from Cheyenne with a maximum climb of 1.5 percent. In the opposite direction, the 105 kilometer / 66 mile long grade of 1.14 % through

the Wasatch Range of the Rocky Mountains demands it tribute. The result was a gigantic machine with a service weight of 548 tons (including the tender). An attempt was made to reach an equal distribution of the weight with the 4-8-8-4 wheel arrangement that had not been built up to then. With a grate area of almost 14 square meters / 150.70 square feet and a superheating surface of 229 square meters / 2,464 square feet, the Big Boys had a continuous power rating of 6,290 horsepower at the couplers. Boiler performance of over 10,000 horsepower or 8,200 electrical horsepower was recorded. The assigned range of duties for the "Big Boys" was fast freight service. They were capable of pulling 4,000-ton trains over the mountain passes without help. The new locomotive had a design speed of 128 km/h or 80 mph that it reached with only 1.7 meter / 66-15/16" diameter driving wheels. This put it in the ranks of the fastest articulated steam locomotives. However, these units were not allowed to thunder through this part of

the West at this speed in regular service. Locomotive engineers confirmed, however that the speedometer often showed more than the allowed 112 km/h / 70 mph when they were running late. According to the legend, these giants acquired the nickname "Big Boy" from a young worker who scribbled the name on the smoke box shortly before the locomotive was presented. Officials from ALCO and UP liked this so much that "Big Boy" was even used in the advertising for the locomotive. On average, these units consumed 47,200 liters or 12,469 gallons of water and 22 tons of coal per hour. Of course, a fireman would have been overwhelmed if he had had to feed one of these ravenous beasts with a shovel. A stoker moved coal from the tender to the locomotive by means of a screw in a pipe and sprayed it into the firebox with steam pressure. The fireman adjusted the distribution of the coal in the firebox by controlling the steam pressure. In the fall of 1945, the UP decided to equip a "Big Boy" with smoke deflectors as an experi-

ment in order to keep the smoke out of the engineer and fireman's eyes. In the beginning of December 1945, the "Big Boy" with road number 4019 had smoke deflectors installed on it at the maintenance center in Green River, Wyoming. The tests were finished on January 20, 1946 and these "large ears" were removed again in Green River. The tests had shown that at lower speeds in freight service and with recently improved blowers, the smoke could be routed ever better over the engineer's cab and without smoke deflectors. The Big Boy era was definitively past in July of 1959 when the fires in all of the units were banked for good. The hope of many railroad fans to see road numbers 4003 and 4019 (stored in operational condition as reserve locomotives in 1960) thundering one more time over Sherman Hill sadly did not happen. At least eight of the steam locomotive giants were preserved but not in operational condition.



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### 22062 Steam Locomotive with a Tender.

**Prototype:** Union Pacific Railroad (UP) class 4000 "Big Boy" heavy freight locomotive. Version with the road number 4014, cooling pipes, and authentic weathering. The locomotive looks as it did around 1948.

**Model:** The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 8 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. The middle driving axles are spring-loaded. The headlight, backup light on the tender, and the number board lights are maintenance-free, warm white LEDs. 2 smoke generators (7226) can be installed in the locomotive; the contacts for them are on constantly. The headlight, backup light on the tender, the number board lights, and the engineer's cab lighting will work in conventional operation and can be controlled digitally. There is a

powerful speaker in the tender and the volume can be adjusted. Coupler hooks can be inserted in the pilot on the front of the locomotive. There is a close coupling between the locomotive and tender. Steam lines are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over the couplers 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

- **Authentic weathering included.**
- **Numerous light and sound functions that can be controlled digitally.**

**One-time series.**

**The image of this model is a retouched digital image.**

**Notes for operating this locomotive:** The locomotive can be used on curved track with a radius of 360 mm / 14-3/16" or more, however we recommend larger radii. Due to the overhang of the long boiler, signals, catenary masts, bridge railings, tunnel portals, etc. must be installed for sufficient clearance on curves. The track must be well mounted due to the heavy weight of the locomotive. The locomotive can only be run through a turntable or transfer table.

Digital Functions	DCC
Headlight(s)	x
Smoke generator contact	x
Steam locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Engineer's cab lighting	x
Bell	x
Warning Sound	x
Sound of squealing brakes off	x
Air Pump	x
Injectors	x
Auxiliary Blower	x
Sound of Couplers Engaging	x
Rail Joints	x
Operating Sounds 2	x
Cab Radio	x

# Switzerland

**TRIX**  
H0

**TRIX**



## 22835 Electric Locomotive.

**Prototype:** Swiss Federal Railways (SBB) class Re 4/4 II (class 420). Rebuilt version in a red basic paint scheme. The locomotive looks as it currently does for Zürich S-Bahn service.

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axes powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately at Locomotive Ends 2 and 1. When the headlights are turned off at both ends of the locomotive, the double "A" light is functioning at both ends. The lighting is maintenance-free warm white and red LEDs. The locomotive has separately applied

metal grab irons on the sides and at the ends. There is a representation on the sides of the air conditioning. The couplers can be replaced by end skirting included with the locomotive.

Length over the buffers 17.1 cm / 6-3/4".

- **First time for an electric locomotive with electric locomotive sounds.**
- **Rebuilt version with new air conditioning system, rear view mirrors, headlights, and buffers.**

### One-time series.

**This model can be found in an AC version in the Märklin H0 assortment under item number 37347.**

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22834	7
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22836	8

Digital Functions	DCC
Headlight(s)	x
Long distance headlights	x
Electric locomotive op. sounds	x
Locomotive whistle	x
Direct control	x
Sound of squealing brakes off	x
Headlight(s): Cab2 End	x
Whistle for switching maneuver	x
Headlight(s): Cab1 End	x
Station Announcements	x
Conductor's Whistle	x
Main Relay	x
Compressor	x

### 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.

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