

# TRIX

H0



Summer New Items 2022

# Made for Wood



**47153 Stake Car Set with a Load of Wood**  
**Prototype:** Three German Railroad, Inc. (DB AG) type Rs 684 stake cars. The cars look as they did in 2020.  
**Model:** All of the cars have a load of laminated wood. The cars have different car numbers and are individually packaged. There is also a master package. Total length over the buffers approximately 69 cm / 27-1/8".

- All if the cars have an attractive load of laminated wooden beams

One-time series.



You need the E700580 DC wheelset per car to use the car(s) on your layout. Many specialty dealers will be happy to help you with the wheelset exchange and they will exchange these wheelsets free of charge.



**mhi**  
märklin Händler-Initiative

**EXKLUSIV** 2/2022

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). The warranty terms and a current explanation of the symbols can be found on the Internet at [www.trix.de](http://www.trix.de)

# “DAMPFBahn-ROUTE Sachsen” (“STEAM RAILROAD ROUTE Saxony”)

**TRIX**  
HO



## 25377 Class 101 Electric Locomotive



Road number 101 088 has been promoting the Steam Railroad Route Saxony since the end of November 2021. Presented on its sides in addition to the Saxonia and Sachsenstolz (Saxon Pride) locomotives are locomotives and cars of the Saxon narrow gauge railways.

**Prototype:** German Railroad, Inc. (DB AG) class 101 express locomotive. Promotional design “DAMPFBahn-ROUTE Sachsen” (“STEAM RAILROAD ROUTE Saxony”). Road number 101 088-3. The locomotive looks as it currently does in 2022.

**Stop by:**  
[www.dampfbahn-route.de](http://www.dampfbahn-route.de)

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. Four axles 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. Long-distance headlights can be controlled separately. Cab lighting can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, the double “A” light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has couplers with a guide mechanism. Length over the buffers 21.9 cm / 8-5/8”.

- Centrally mounted motor, all four axles powered
- Cab lighting
- Couplers with a guide mechanism
- DCC/mfx digital decoder

**One-time series.**

### Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Horn
Long distance headlights
Direct control
Engineer's cab lighting
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Station Announcements
Conductor's Whistle
Blower motors
Compressor
Letting off Air
Switching maneuver
Sanding
SIFA warning sound
Switching range + switching light
Sound of Couplers Engaging
Sound of uncoupling
Pantograph Sounds



Left side of locomotive



Right side of locomotive

**märklin**

This model can be found in the Märklin HO assortment under item number 39377.

# Switzerland



## 25666 Class Ae 6/6 Electric Locomotive



© S. Gallola, www.bahnfotoschweiz.ch

**Prototype:** SBB Historic class Ae 6/6 electric locomotive as a museum locomotive. Cantonal coat-of-arms for Graubünden/Grischun. Road number 11421. Fir green basic paint scheme. The locomotive looks as it currently does in 2022.

The image shows a stereo-lithographic hand sample

For the 175th anniversary of Swiss Railroading and the 70th anniversary of the class Ae 6/6



**Model:** The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck powered. Traction tires. Triple headlights and a white marker light (Swiss headlight / marker light changeover) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Additional separately controlled light functions: switching to a red marker light, switching to two red marker lights, switching to a warning light, locomotive running authorization light, and switching movements light. The cab and engine room lights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for lighting. The locomotive has many separately applied details such as metal grab irons. It also has a close coupler mechanism.

Length over the buffers 21 cm / 8-1/4".

- Prototypically improved shape of the ends
- Centrally mounted motor and 4 axles powered for the first time
- Cab and engine room lights can be controlled separately in digital operation
- Numerous light functions that can be controlled separately in digital operation
- Close coupler mechanism

Now with a centrally mounted motor!

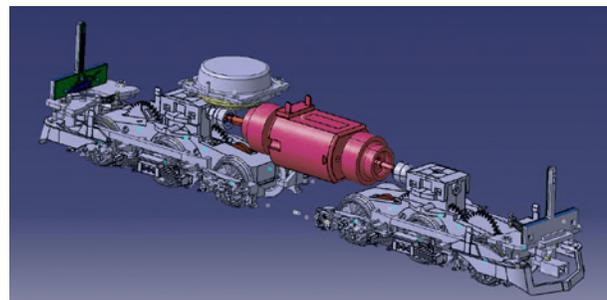
### Almost Silent

There are many positive arguments for propulsion by a centrally mounted motor. The propulsion essentially still goes via both trucks. A locomotive model thus reaches the best tractive effort with optimal weight distribution and almost silent, smooth running behavior.



At the end of the Forties, the Swiss Federal Railways (SBB) grappled again intensively with the problems of hauling trains on the Gotthard route. Extensive studies led to the realization that a new type of locomotive had to be designed with six driving axles, without pilot trucks, with a weight of about 120 metric tons, and a performance of 4,300 kilowatts / 5,764 horsepower for the constantly increasing trainloads. After almost three years of development and construction time, the two prototypes of the Ae 6/6 were ready and put into operation in the fall of 1952 and January of 1953. After overcoming several teething problems and above all in-

stalling wheelsets with side play as well as reducing the flanges on the center wheelsets of the trucks, the SBB initiated regular production of the locomotive in 1954. A total of 118 additional units were delivered between 1955 and 1966. It quickly turned out that a great success was at hand with road numbers Ae 6/6 11401-11520 and a "new Gotthard locomotive" was sparking in the locomotive heavens. The only short-coming on the Ae 6/6 was its trucks, which proved to be real "rail grinders" on certain routes and caused excessive wear on the track.



Centrally mounted, the motor drives both trucks.



The complete history about the "new Gotthard Locomotive" can be found online at: <https://www.trix.de/products/25666>

**märklin**

This model can be found in the Märklin HO assortment under item number 39365.

#### Digital functions under DCC and mfx

Headlight(s)
Engineer's cab lighting
Electric locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Light Function
Headlight(s): Cab2 End
Whistle for switching maneuver
Switching range + switching light
Headlight(s): Cab1 End
Light Function
Blower motors
Conductor's Whistle
Brake Compressor
Light Function
Letting off Air
Light Function
Station Announcements

The ends of the Ae 6/6 are modelled prototypically thanks to the completely new insert for the rail clearance devices and the window bars incorporated in the body.



The image shows a stereo-lithographic hand sample





**Jahre Schweizer Bahnen**  
**ans de chemin de fer en Suisse**  
**anni di ferrovie svizzere**  
**onns viafiers svizras**

Everything began with the “Spanish Brötli” – a delicious pastry from the Swiss resort town of Baden. Naturally, this is not the whole truth, but on August 9, 1847, the first railroad built in Switzerland from Zürich to Baden started scheduled operations. Now the servants of high Zürich society could pick up this famous pastry rolling out early in the morning comfortably by train and bring it promptly to the Sunday breakfast table, without an hour’s trip to Baden and back. For that reason, this route soon acquired the name “Spanisch-Brötli-Bahn” (“Spanish Brötli Railroad”). In succeeding years a rail construction boom broke out in Switzerland too, which reached a route length of 2,457 kilometers / 1,536 miles within 35 years. Finally, between 1902 and 1909, the five large railroad companies were nationalized into the Swiss Federal Railways (SBB). The result was the weaving of an increasingly dense rail network across Switzerland, which is still extensively used today. The Swiss still show a marked preference for using the railroad, because on average they travel about 1,800 kilometers / 1,125 miles per year by train. On this notable anniversary, the SBB is presenting an electric locomotive with an appropriately striking special design. Road number Re 420 251 (former Re 4/4 II 11251) was selected for this purpose. For decades, this general-purpose class has been an essential support of locomotive-hauled SBB service. At 276 units built between 1964 and 1985, it is also the class built in the highest quantity for the Swiss Railways.



Pleased with a successful event: René Treier (General Manager of Märklin Sales, Inc.), Vincent Ducrot (CEO SBB, Inc.) and Wolfrad Bächle (Managing Director of Gebr. Märklin & Cie. GmbH)



## 25875 Class Re 420 Electric Locomotive

**Prototype:** Swiss Federal Railways (SBB), SBB Cargo Business Area, class Re 420 electric locomotive. Special adhesive covering for the anniversary "175 Years of Swiss Railroading". Road number Re 420 251-1. The locomotive looks as it currently does in 2022.

**Model:** The locomotive has an mfx digital decoder and extensive sound functions. 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 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation,

and can be controlled digitally. When the locomotive is running "light", the lighting can be switched to 1 red marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends as a red emergency light. The locomotive has long-distance headlights, cab lighting, and engine room lighting, each of which can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The couplers can be replaced by end skirting included with the locomotive. Length over the buffers 17.1 cm / 6-3/4".

## Attractive promotional design for "175 Years of Swiss Railroading"

- Attractive promotional design for "175 Years of Swiss Railroading"
- Centrally mounted motor and all 4 axles powered by means of cardan shafts
- A variety of light and sound functions included
- Design created in cooperation with Ms. Gudrun Geiblinger

### Digital functions under DCC and mfx

Headlight(s)
Marker light(s)
Electric locomotive op. sounds
Locomotive whistle
Direct control
Long distance headlights
Engineer's cab lighting
Headlight(s): Cab2 End
Switching maneuver
Whistle for switching maneuver
Headlight(s): Cab1 End
Engineer's cab lighting
Sound of squealing brakes off
Light Function
Marker lights
Blower motors
Letting off Air
Pantograph Sounds
Sanding
Doors Closing
Compressor
Sound of Couplers Engaging
Conductor's Whistle
Main Relay

Right side of locomotive



Left side of locomotive



**märklin**

This model can be found in the Märklin HO assortment under item number 37875.

Images show the hand sample

# 175 Years of Railroading in Denmark

*The most beautiful steam locomotive on the Danish State Railways (DSB) was the class (Litra) E. It originated among eleven Pacific express locomotives of the Swedish State Railways (SJ) class F, which disappeared from service in 1937 due to increasing electrification. The DSB was able to acquire these powerful locomotives and then roster them as road numbers E 964–974. Starting in 1940, the DSB urgently needed additional powerful steam locomotives and so it had another 25 class E locomotives built with small improvements by Frichs in Aarhus as road numbers E 975–999. These Pacifics maintained their role pulling passenger and freight trains up into the Sixties.*

*However, one after the other they were put into storage. Several units were preserved however, including road number E 991 as an operational DSB museum locomotive. It was in operation almost continuously until 2010 for special service and had the great honor on November 14, 2000 to be the motive power for the special train with the casket for Queen Ingrid from Copenhagen to the burial in Roskilde.*



Additional details and insights can be found in our special brochure. Ask your specialty dealer or go to [www.trix.de](http://www.trix.de)

The enlarged side windows on the cabs are prototypically modelled



## 25491 Steam Locomotive, Road Number E 991

**Prototype:** Danish State Railways (DSB) steam locomotive with a tender, road number E 991. The locomotive looks as it did around 2007.

**Model:** The locomotive has a digital decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. Three axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. The locomotive has a factory-installed smoke unit. Triple headlights on the locomotive and the tender, which change over with the direction of travel, and the built-in smoke unit will work in conventional operation and can be controlled

digitally. The emergency light on the smoke box door can be controlled separately in digital operation. Cab lighting and firebox flickering can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is an adjustable close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". There are various separately applied details such as steps, brake hoses, piping, and imitation prototype couplers included. Length over the buffers approximately 24.5 cm / 9-5/8".

- Completely new tooling
- Especially intricate metal construction
- Factory-installed smoke unit
- Emergency light can be controlled separately in digital operation
- Cab lighting can be controlled separately in digital operation
- Firebox flickering can be controlled separately in digital operation

### Digital functions under DCC and mfx

Headlight(s)
Steam locomotive op. sounds
Locomotive whistle
Smoke generator
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Flickering Light in Fire Box
Whistle for switching maneuver
Letting off Steam
Light Function
Sound of coal being shoveled
Tipping grate
Air Pump
Water Pump
Injectors
Sanding
Replenishing water
Replenishing coal

*Especially intricate metal construction*



**märklin**

This model can be found in the Märklin HO assortment under item number 39491.

# Freight Service Right across Europe



## 47568 Type Zacens Tank Car Set

**Prototype:** Three type Zacens four-axle tank cars. Version with insulated funnel-flow tanks, side ladders, and type Y 25 trucks. Privately owned by Wascosa, Inc., Lucerne, Switzerland, registered in the Netherlands. The cars look as they did around 2014.

**Model:** The cars have detailed, partially open frames and many separately applied details. All of the tank cars have different car numbers. The cars are individually packaged and there is a master package.

Length over the buffers per car 18 cm / 7-1/16".

Total length over the buffers approximately 54.5 cm / 21-1/2".



You need the E700580 DC wheelset per car to use the car(s) on your layout. Many specialty dealers will be happy to help you with the wheelset exchange and they will exchange these wheelsets free of charge.





## 22004 Class 189 Electric Locomotive

**Prototype:** MRCE class 189 electric locomotive leased by Rotterdam Rail Feeding B.V. (RRF). Multi-system locomotive with 4 pantographs for cross-border freight service between the Netherlands and Germany. Road number 189 091-2. The locomotive looks as it did starting in 2019.

**Model:** The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered using cardan shafts. 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 at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" light function is on at both ends. The long-distance headlights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive

has separately applied metal grab irons. The locomotive is prototypically equipped with different pantographs for the current systems in Germany and the Netherlands. Length over the buffers 22.5 cm / 8-7/8".

- Prototypically equipped with two different pantographs
- Long-distance headlights can be controlled
- Extensive operation and sound functions included

## Locomotive for Cross-Border Freight Service

### Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Long distance headlights
Horn
Direct control
Headlight(s): Cab2 End
Whistle for switching maneuver
Switching maneuver
Headlight(s): Cab1 End
Sound of squealing brakes off
Sound of Couplers Engaging
Compressor
Letting off Air
Sanding
Warning announcement
Station Announcements
Stat. Announce. – Dutch

**märklin**

This model can be found in the Märklin HO assortment under item number 39867.



# Freight Service Right across Europe



## 47136 Type Sgnss Container Transport Car

**Prototype:** Four-axle type Sgnss container transport car for combined load service for the firm T.R.W., Brussels, registered in Belgium. Loaded with a 40-foot box container. The car looks as it did around 2020.

**Model:** The car has type Y 25 trucks. The transport car floor is prototypically partially open and is constructed of metal with striking fish belly type side sills. The transport car is loaded with a 40-foot box container, which can be removed.

Length over the buffers 22.7 cm / 8-15/16".

- 40-foot box container, which can be removed
- For even more variety in combined load service



You need the E700580 DC wheelset per car to use the car(s) on your layout. Many specialty dealers will be happy to help you with the wheelset exchange and they will exchange these wheelsets free of charge.

Locomotive road number 5707 is available in the Trix assortment under item number 22921.



# Accessories



## 72887 Locomotive Shed Kit

**Prototype:** Roundhouse locomotive shed of brick construction with support structure set off in a different color.

**Model:** The stalls are arranged on 12° angles. This kit goes well with the 74861, 74862, and 66861 (Trix HO) turntables. This kit can be used with C Track and K Track (track not included).

Size: 377 x 494 mm, height 129 mm /  
Size: 14-7/8" x 19-7/16", height 5-1/16"

*Can also be used for two-rail track systems  
Automatically opening and closing doors included*



Front Side

Rear Side



## 72889 Locomotive Shed Expansion Kit

**Model:** This is a 2-stall expansion kit without side walls for the 72887 roundhouse locomotive shed, with stalls are arranged on 12° angles. This kit goes well with the 74861, 74862, and 66861 (Trix HO) turntables. This kit can be used with C Track and K Track (track not included).

Size: 369 x 325 mm, height 129 mm /  
Size: 14-1/2" x 12-13/16", height 5-1/16"



Front Side



Rear Side

Interior lighting to go with this kit can be found at Faller under item number 180653.

*The usable track length in the shed is about 30 cm / 11-13/16". The doors to the stalls close automatically when a locomotive enters a stall. Faller 191200SA servos can be installed to operate the doors.*

# Accessories

The new close coupler head is specially planned for newly designed locomotives with prototypically lower buffer beams and thereby lower buffer heights above the top edge of the rail (according to

NEM 303). This is to ensure the required freedom of movement for the coupler system below the buffer plates. This new close coupler head is compatible with all available Märklin couplers.

## 72000 Close Coupler Heads for Standard Coupler Pockets

**Contents:** 50 close coupler heads. They are for use on locomotives and cars with standard coupler pockets (NEM 362) and a guide mechanism, as well as on locomotives and cars with a lower buffer height in accordance with NEM 303. These coupler heads are compatible with standard couplers (NEM 360).

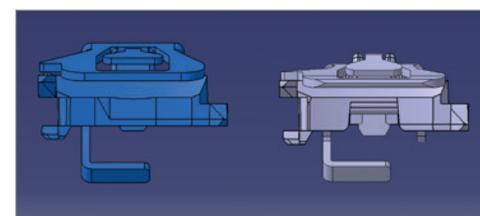
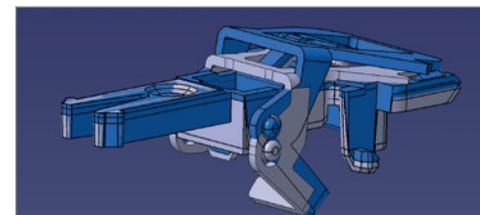
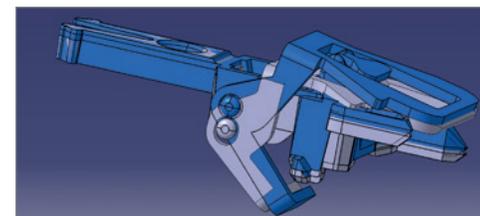
## 72010 Close Coupler Heads for Standard Coupler Pockets, 10 Pieces

**Contents:** 10 close coupler heads.

**Close coupler heads for locomotives and cars with a lower buffer height**



This diagram clearly shows the differences of the old close coupler head (blue) compared to the new close coupler head (gray).



This is a connection hardware kit for the 73410 and 73411 lighting kits. It consists of two pickup springs for electrical connections.

**The 66715 and 66716 connection hardware kits can also be used to operate the 73400 and 73401 interior lighting.**

This is a universal circuit board with several LEDs for installation in most passenger cars in the Trix H0 assortment. A built-in buffer memory allows flicker-free operation. The brightness of the interior lighting can be

adjusted manually. The circuit board can be cut at several locations for shorter cars. Retaining brackets for mounting the circuit board in the car are included.

## 66715 Symmetrical Connection Hardware

It can be used for four-axle passenger cars with symmetrical truck mounting.



## 66716 Asymmetrical Connection Hardware

It can be used for four-axle passenger cars with asymmetrical truck mounting.



LED I - VI

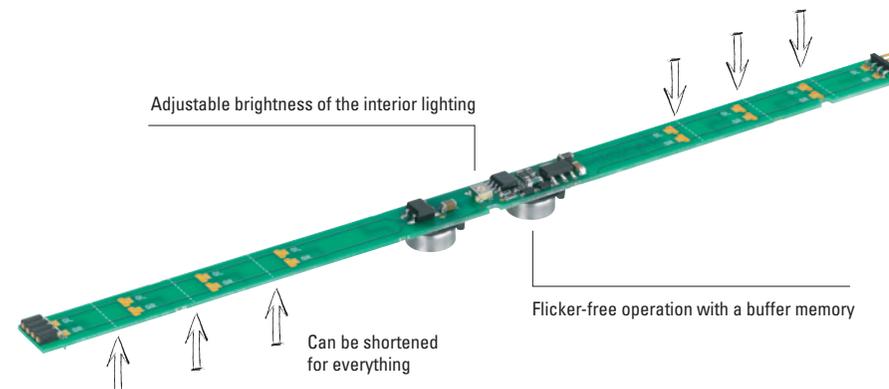
## 73410 Warm White LED Lighting Kit

- Coziness in the car: dimmed LEDs

LED III - VI

## 73411 Cold White LED Lighting Kit

- Bright light in the car: white LEDs



## VI

### 76550 40-Foot Container Set

**Prototype:** Four 40-foot standard box containers for various firms. The containers look as they currently do in Era VI.

**Model:** This set consists of four 40-foot standard box containers in various designs for adding to and going with all existing Märklin/Trix type Sgns and Lg(n)s container transport cars as well as type Sgrrs double container transport cars.



*The ideal add-on for any container train  
The containers can be stacked*

## VI

### 76551 20-Foot Container Set

**Prototype:** Four 20-foot standard box containers for various firms. The containers look as they currently do in Era VI.

**Model:** This set consists of four 20-foot standard box containers in various designs for adding to and going with all existing Märklin/Trix type Sgns and Lg(n)s container transport cars as well as type Sgrrs double container transport cars.



# Märklin Magazin Annual Car



**48522 Märklin Magazin H0 Annual Car for 2022**  
**Prototype:** Type Pwgs 041 freight train baggage car, with a cupola. Privately owned car for the Märklin Magazin, Göppingen, Germany, used on the German Federal Railroad. The car looks as it did around 1990.

**Model:** The roof cupola has an opening into the interior space of the car. The underbody has separately applied brake rigging.

Length over the buffers 11.9 cm / 4-11/16".

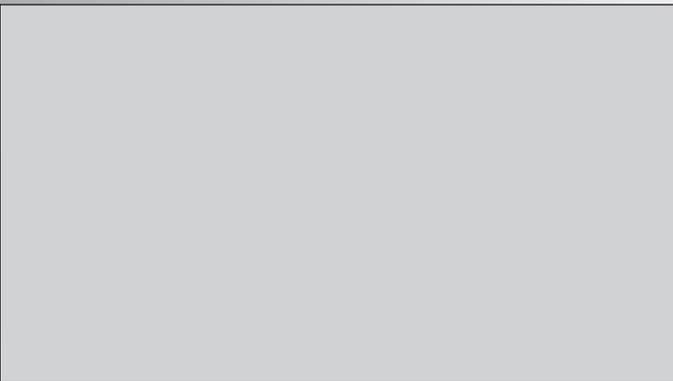
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You need the E700580 DC wheelset per car to use the car(s) on your layout. Many specialty dealers will be happy to help you with the wheelset exchange and they will exchange these wheelsets free of charge.



## Important Note!

The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older. We recommend our Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.

Märklin fulfills the requirements for a quality management system according to the ISO 9001 Standard. This is regularly checked and certified by the TÜV Süd testing organization. You thereby have the assurance of buying a quality product of a certified firm.

# TRIX

Gebr. Märklin & Cie. GmbH  
 Stuttgarter Straße 55-57  
 73033 Göppingen  
 Germany  
[www.trix.de](http://www.trix.de)

**Service:**  
**Telephone: 650-569-1318**  
**E-mail: digital@maerklin.com**

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**If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.**

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