

Summer New Items 2024

**TRIX**  
H0





# Created for Freight Service



## 22640 Class 140 Electric Locomotive

**Prototype:** German Federal Railroad (DB) class 140. Version with worn buffer beams. Ocean blue / ivory basic paint scheme. Road number 140 800-4. The locomotive looks as it did starting in 1986.

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 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 End 2 and 1 can be turned off separately in digital operation. The locomotive has a Double A Light function. The cab lighting and engine room lighting can be controlled

digitally. Maintenance-free warm white and red LEDs are used for the lighting. The roof equipment is detailed and includes newly designed type DBS 54 pantographs. The pantographs can be raised and lowered digitally. There are many separately applied parts such as grab irons, steps, and UIC sockets. The buffer height conforms to the NEM. There are close couplers with a guide mechanism. There is a figure of a locomotive engineer seated in Cab 1. Brake lines and prototype couplers are included as parts that can be mounted separately on the locomotive. Length over the buffers approximately 19 cm / 7-1/2".

One-time series.

**märklin**

This model can be found in the Märklin H0 assortment under item number 37407.

**Tooling changes with worn buffer beams**



Cab lighting can be controlled digitally  
Figure of a locomotive engineer seated in Cab 1

Digital decoder with extensive operation and sound functions  
DCC, mfx, and RailCom capable

**New:** Engine room lighting can be controlled digitally

Buffer height adheres to the NEM and close couplers with a guide mechanism







Newly designed type DBS 54 pantographs can be raised and lowered digitally

In their type plan for standardized electric locomotives, the new German Federal Railroad defined a unit for freight service in the class 140. This design corresponded chiefly to the class 110, with a gear reduction adapted to the tasks of a freight locomotive. It was also used to pull passenger trains and was omnipresent thanks to the enormous quantity of 879 units. Delivery began in January of 1957. In August of 1973, the DB was finally able to take delivery of the last 140. Consequently, there were many small design differences. Several locomotives were thus equipped with buffer beams with expendable parts and multiple unit control for double-heading and shuttle train operation. The class 140 locomotives are still in use on privately owned railroads. DB Cargo has not used these units since October of 2016.

**The ideal add-on from the Märklin assortment**

The entire set stands out with the different basic paint colors and repaired areas

#### Digital functions under DCC and mfx

Headlight(s)
Pantograph control
Electric locomotive op. sounds
Horn
Pantograph control
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Engine room lighting
Blower motors
Compressor
Letting off Air
Sanding
Main Relay
Opening cab door
Train radio
Opening side cab window
Coupler sounds
Operating sounds
Windshield wiper sounds
Operating sounds



**00723 Type Ucs 908 Silo Car Display** – Use the DC wheelset E700580 for the exchange



00723

22640



# The Most Beautiful One among the Beauties



## 25323 Steam Locomotive, Road Number 18 323

**Prototype:** Express steam locomotive, road number 18 323, with a type 2'2 T29,6 tender, German Federal Railroad (DB). Former Baden class IVh. Experimental locomotive at the German Federal Railroad Experimental Office in Minden. Black/red basic paint scheme. Witte smoke deflectors and an inductive magnet on the engineer's side. Smokestack with a Caledonian rim. The locomotive looks as it did around 1966.

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a factory-installed smoke generator in the locomotive. It has dynamic smoke exhaust that varies with the locomotive speed and is digitally controlled. The triple headlights change over with the direction of travel, will work in conventional operation, and

can be controlled digitally. There are also dual red lamps on the front of the locomotive, which can be controlled digitally. The cab lighting, running gear lights, and firebox flickering can 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 an NEM pocket and a current-conducting guide mechanism on the tender. The buffer height on the locomotive and tender adhere to the NEM. The minimum radius for operation is 360 mm / 14-3/16". More tightly mounted entry steps below the cab are included for installation for large radius curves or display cases. Piston rod protection sleeves and heating and brake hoses are also included. Length over the buffers 27.2 cm / 10-11/16".

- **Completely new tooling**
- **Especially intricate metal construction**
- **A variety of separately applied details**
- **Buffer height on the locomotive and tender adheres to the NEM**
- **Factory-installed smoke unit and dynamic smoke exhaust that varies with the locomotive speed can be controlled digitally, included**
- **Cab lighting, running gear lights, and firebox flickering can be controlled separately in digital operation**
- **RailCom capable DCC/mfx decoder and extensive operation and sound functions included**
- **Folding walkover plate between the cab and the front of the tender**

**märklin**

This model can be found in the Märklin H0 assortment under item number 38323.

*Highly detailed construction with full steam locomotive sound and dynamic smoke*



Experience more with the new episode of Märklin TV.  
<https://www.youtube.com/watch?v=rTPptrdzmQM>







Digital functions under DCC and mfx
Headlight(s)
Smoke generator
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Flickering Light in Fire Box
Coal being shoveled and firebox flickering
Running gear lights
Tipping grate
Air Pump
Letting off Steam
Water Pump
Injectors
Replenishing coal
Replenishing water
Replenishing sand
Sanding
Conductor's Whistle
Rail Joints
"Switcher Double ""A"" Light"
Switching range + switching light
Generator Sounds
On/off function
Safety Valve
Sound of Couplers Engaging

**The ideal add-on from the Märklin assortment**

Additional details and insights for this model can be found in the special brochure.



**42510 Type AB4üwe Express Train Passenger Car, 1st/2nd Class**  
– Use the DC wheelset E700600 for the exchange



**42520 Type B4üwe Express Train Passenger Car, 2nd Class**  
– Use the DC wheelset E700600 for the exchange



**42540 Type Pw4üe Express Train Baggage Car**  
– Use the DC wheelset E700600 for the exchange



**42521 Type B4üwe Express Train Passenger Car, 2nd Class**  
– Use the DC wheelset E700600 for the exchange



**42500 Type B4üwe Express Train Passenger Car, 2nd Class**  
– Use the DC wheelset E700600 for the exchange



**42530 Type WR4ü(e) Express Train Dining Car**  
– Use the DC wheelset E700600 for the exchange



| 42521 | 42500 | 42530 | 42510 | 42520 | 42540 | 25323 |



# In Use without a Pause



## 25231 Class 023 Passenger Steam Locomotive



**Prototype:** German Federal Railroad (DB) class 023 passenger steam locomotive with a type 2'2'T31 coal tender. Locomotive from the first production run. Witte smoke deflectors. Locomotive road number 023 011-0. The locomotive looks as it did around 1970.

**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. 3 axles powered. Traction tires. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. 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". Separate parts for brake hoses and piston rod protection sleeves are included. Length over the buffers 24.5 cm / 9-5/8".

**märklin**

This model can be found in the Märklin H0 assortment under item number 39231.

### Digital functions under DCC and mfx

Headlight(s)
Smoke generator contact
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Air Pump
Whistle for switching maneuver
Letting off Steam
Water Pump
Injectors
Sound of coal being shoveled
Tipping grate
Conductor's Whistle
Replenishing coal
Replenishing water
Replenishing sand
Sanding
"Switcher Double "A"" Light"
Switching range + switching light
Generator Sounds
Light Function
Rail Joints
Safety Valve
Sound of Couplers Engaging

Controlled high-efficiency propulsion with a flywheel in the boiler

7226 smoke generator can be installed in the locomotive

RailCom-capable DCC/mfx digital decoder included with a wide variety of operation and sound functions

Intricate model, constructed mostly of metal



# In Express Train Service



## 22831 Class 110.3 Electric Locomotive

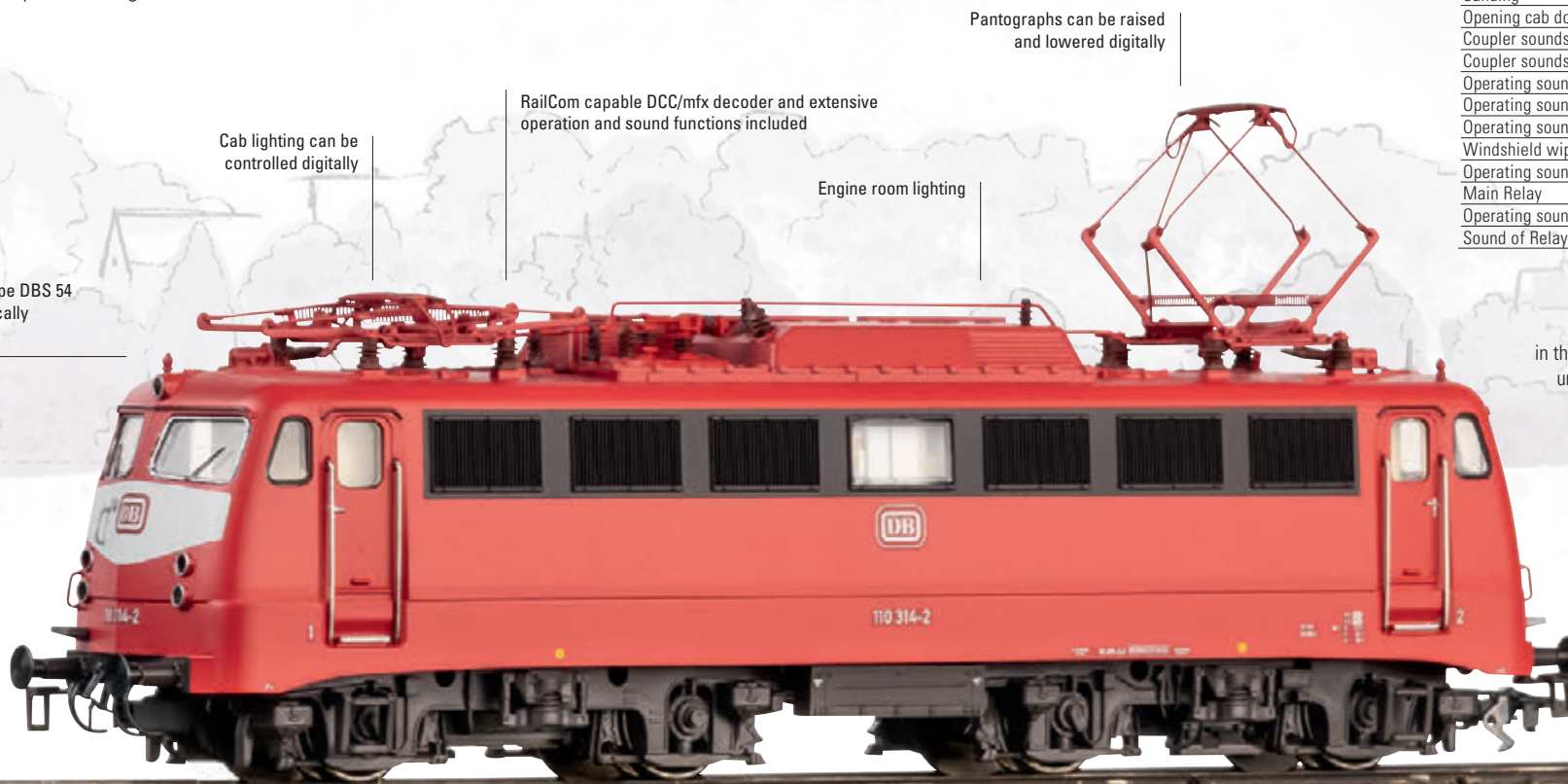
**Prototype:** German Federal Railroad (DB) class 110.3. Express locomotive with aerodynamic ends, including the so-called "Pants Crease". Orient red paint scheme. Rebuilt version with rectangular Klatte ventilation grills, rectangular engine room windows, without a continuous rain gutter, without skirting, and without buffer cladding. Road number 110 314-2. The locomotive looks as it did around 1993.

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 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 End 2 and 1 can be turned off

separately in digital operation. The locomotive has a Double A Light function. The cab lighting can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The roof equipment is detailed and includes newly designed type DBS 54 pantographs. The pantographs can be raised and lowered digitally. There are many separately applied parts such as grab irons, steps, and UIC sockets. The buffer height conforms to the NEM. There are close couplers with a guide mechanism. Brake lines and prototype couplers are included as parts that can be mounted separately on the locomotive. Length over the buffers approximately 18.9 cm / 7-7/16".

### Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Horn
Pantograph control
Pantograph control
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Headlights locomotive end 2 off
Whistle for switching maneuver
Switching range + switching light
Headlights locomotive end 1 off
Conductor's Whistle
Blower motors
Compressor
Letting off Air
Sanding
Opening cab door
Coupler sounds
Coupler sounds
Operating sounds
Operating sounds
Operating sounds
Windshield wiper sounds
Operating sounds
Main Relay
Operating sounds
Sound of Relays Clicking



Cab lighting can be controlled digitally

RailCom capable DCC/mfx decoder and extensive operation and sound functions included

Engine room lighting

Pantographs can be raised and lowered digitally

The new tooling for the type DBS 54 pantograph sits prototypically on the insulators

Buffer height adheres to the NEM and close couplers with a guide mechanism

**märklin**

This model can be found in the Märklin HO assortment under item number 37019.



# Sorted According to Postal Code



## 23100 Express Freight Car

**Prototype:** German Federal Railroad (DB) type Dm 903 baggage car in a product paint scheme. The car looks as it did in 1993.

**Model:** This is new tooling for the type Dm 903 baggage car with type Minden-Deutz heavy (type 330) trucks, with double brake shoes. The 7319 current-conducting coupling or the 72022 current-conducting coupling can be installed on this car, as well as the 73400/73401 interior lighting (2 each), 73410 or 73411 lighting, and 66716 connection hardware. The underbody is specific to the type of car. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers approximately 28.2 cm / 11-1/8". AC wheelset E700150.



The type Dm 903 with type Minden-Deutz heavy trucks with double brake shoes, here Truck 2 with a type D150 axle generator on the right side of the car

**märklin**

This model with another car number can be found in the Märklin HO assortment under item number 42830.

*New tooling for the type Dm 903 baggage car*



*The ideal add-on from the Märklin assortment*



**42830 Express Freight Car Set** – Use the DC wheelset E700580 for the exchange



42830

23100

22831



# Vectron Dual Mode light for DB Cargo



## 25293 Class 249 Dual Power Locomotive



**Model:** The locomotive has a digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlamps and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlamps at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlamps are off at both ends, then the double "A" light function is on at both ends. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlamps can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses and a switching coupler are included, which can be mounted on the locomotive. Length over the buffers approximately 23.6 cm / 9-1/4".

**Prototype:** Class 249 dual power locomotive (Vectron Dual Mode Light) with special adhesive lettering in a divided Ludmilla / V 90 design for DB Cargo, Inc. From the Vectron product family from Siemens. Road number 249 001. The locomotive looks as it does in 2024.

- **Frame and body constructed mostly of metal**
- **DCC/mfx digital decoder and extensive sound functions included**
- **DCC, mfx, and RailCom capable**

*Attractive, current special paint scheme included*

Engine room lighting can be controlled digitally

Cab lighting can be controlled digitally

Buffer height adheres to the NEM



### Digital functions under DCC and mfx

Headlight(s)
Electric locomotive op. sounds
Diesel locomotive op. sounds
Low Pitch Horn
Direct control
Headlight(s): Cab2 End
High Pitch Horn
Headlight(s): Cab1 End
Sound of squealing brakes off
Engine's cab lighting
Long distance headlamps
Engine room lighting
Blower motors
Blower motors
Horn
Switching maneuver
Compressor
Letting off Air
Sanding
Opening cab door
Windshield wiper sounds
SIFA warning sound
Train control warning sound
Sound of Couplers Engaging
Sound of uncoupling
Switching range + switching light
Horn
Horn
Coupler sounds
Replenishing diesel fuel
Grade crossing

**märklin**

This model can be found in the Märklin HO assortment under item number 39293.

Numerous separately applied details



# In the "InterCity" Design



## 22662 Class 218 Diesel Locomotive



**Prototype:** German Federal Railroad (DB) class 218 diesel locomotive. Light gray basic paint scheme. Road number 218 341-6. The locomotive looks as it did starting in 2024.

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel,

*With its IC paint scheme, this unit represents a special one-of-a kind among diesel locomotives*

centrally mounted. All 4 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. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The locomotive has a Double A Light function. The cab lighting changes over with the direction of travel and it, and the engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are metal grab irons on the sides and ends. The buffer beams are detailed and have snowplows typical for this class. The buffer height conforms to the NEM. There are close couplers with a guide mechanism. There is a figure of a locomotive engineer seated in Cab 1. Brake lines, prototype couplers, and closed snowplows are included as parts that can be mounted separately on the locomotive. Length over the buffers approximately 18.9 cm / 7-7/16".

Digital functions under DCC and mfx
Headlight(s)
Engineer's cab lighting
Diesel locomotive op. sounds
Horn
Direct control
Engine room lighting
Sound of squealing brakes off
Headlights locomotive end 2 off
Switching range + switching light
Whistle for switching maneuver
Headlights locomotive end 1 off
Blower motors
Compressor
Letting off Air
Horn
Sanding
Opening cab door
Operating sounds
Train control warning sound
Replenishing diesel fuel
Coupler sounds
Rail Joints
Conductor's Whistle

**märklin**

This model can be found in the Märklin H0 assortment under item number 39276.

Cab lighting can be controlled digitally

Digitally controlled engine room lighting

RailCom capable DCC/mfx digital decoder and numerous operation and sound functions included

Locomotive frame and body constructed of metal

Buffer height adheres to the NEM and close couplers with a guide mechanism

Equipped with striking snowplows at both ends of the locomotive





# Diesel power on six axles



## 22695 Class 77 Diesel Locomotive

**Prototype:** Type JT42CWRM diesel electric freight locomotive, better known as Class 77. Euro Cargo Rail diesel locomotive leased to DB Cargo AG.

**Model:** The locomotive has a digital decoder and extensive sound and light 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 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 End 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. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers approximately 24.7 cm / 9-3/4".

- **Factory-installed smoke generator with dynamic smoke exhaust**
- **Digital decoder with extensive operation and sound functions**
- **DCC, mfx, and RailCom capable**

**märklin**

This model can be found in the Märklin HO assortment under item number 39074.



The lighting for the control desk and the cab is digitally controlled

*Dynamic smoke exhaust included*



### Digital functions under DCC and mfx

Headlight(s)
Diesel locomotive op. sounds
High Pitch Horn
Smoke generator
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Low Pitch Horn
Headlight(s): Cab1 End
Engineer's cab lighting
Blower motors
Control desk lighting
Compressor
Letting off Air
"Switcher Double "A" Light"
Switching maneuver
Sanding
Low Pitch Horn
High Pitch Horn
Switching range + switching light
Sound of Couplers Engaging
Replenishing diesel fuel
Sound of uncoupling
SIFA warning sound
Warning announcement
Opening cab door





## 25811 Class RABe 501 Giruno High-Speed Rail Car Train

**Prototype:** Swiss Federal Railways (SBB) EC 250 electric high-speed rail car train as the class RABe 501 "Giruno". 1 type A (Bt1) end car, 2nd class. 1 type D (B9) intermediate car, 2nd class, with a pantograph. 1 type E (B8) intermediate car, 2nd class. 1 type F (B7) intermediate car, 2nd class, with handicapped entries and a pantograph. 1 type G (WR61), with a dining area. 1 type H (A5) intermediate car, 1st class, with handicapped entries and a pantograph. 1 type L (At2) end car, 1st class. Permission planned for use in Germany and Austria. Train number RABe 501 004. Presentation train with striking Swiss/Italian design on the end cars. The train looks as it did around 2018/2019.

**Model:** This is a 7-part basic set. The dining car G and the two intermediate cars F and H arranged on the left and right are coupled permanently to each other with Jakobs trucks. The train has a digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted in the dining car. All 4 axles in both Jakobs trucks on the left and right of the dining car are powered using cardan shafts. Traction tires. The cabs in the end cars have interior details. Current pickup is done from the end car at the front of the train and changes with the direction of travel. There is a guide mechanism in the Jakobs trucks. 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 train can be switched to a white marker light (Swiss headlight / marker light code). There are additional separately controlled light functions. The train has factory-installed interior lighting. The interior lighting is supplied with power from a continuous electrical connection throughout the entire train. The cab and control desk lighting are also each controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for all of the lighting. The pantographs on the D, F, and H intermediate cars can each be raised and lowered separately as a digital function. The train is modelled true-to-scale. The minimum radius for operation is 360 mm / 14-3/16". Length of the basic set approximately 152 cm / 59-7/8".

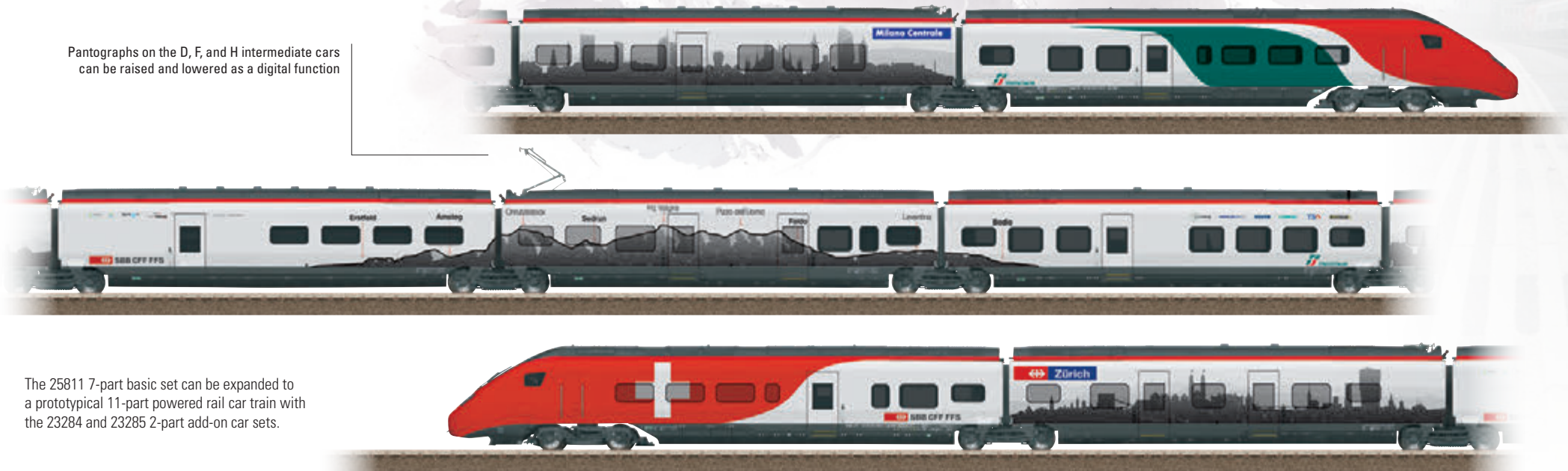
- Cab and control desk lighting can be controlled digitally
- RailCom capable DCC/mfx digital decoder and extensive light and sound functions included
- Train number RABe 501 004

**märklin**

This model can be found in the Märklin H0 assortment under item number 39811.

Digital functions under DCC and mfx
Headlight(s)
Interior lights
Electric locomotive op. sounds
Warning Sound
Direct control
Sound of squealing brakes off
Pantograph control
Light Function
Pantograph control
Station Announcements
Station Announcements
Long distance headlights
Station Announcements
Conductor's Whistle
Doors Closing
Train announcement
Horn
Light Function1
Train announcement
Station Announcements
Pantograph control
Pantograph control
Light Function 2
Engineer's cab lighting
Engineer's cab lighting
Light Function 3
"Switcher Double ""A"" Light"

Pantographs on the D, F, and H intermediate cars can be raised and lowered as a digital function



The 25811 7-part basic set can be expanded to a prototypical 11-part powered rail car train with the 23284 and 23285 2-part add-on car sets.



### The Models:

Add-on cars for the Swiss Federal Railways (SBB) class RABe 501 "Giruno" high-speed powered rail car train.  
The cars go with train number RABe 501 004.

This is a 2-part add-on car set to expand the class RABe 501 "Giruno" high-speed powered rail car train to an 11-part unit. The cars have factory-installed interior lighting with maintenance-free warm white LEDs. The interior lighting is supplied with power from a continuous electrical connection throughout the entire train. It can only work and be controlled digitally in conjunction with the basic set. The pantograph on

an intermediate car can also be raised and lowered as a digital function only in conjunction with the basic set and using the latter's decoder. Both intermediate cars are coupled permanently to each other. There is a guide mechanism in the Jakobs trucks. The train is modelled true-to-scale. The minimum radius for operation is 360 mm / 14-3/16". Length of the pair of cars 40.2 cm / 15-13/16".

**märklin**

These models can also be found in the Märklin H0 assortment under item numbers 43466 und 43467.

*Factory-installed LED interior lighting*  
*Add-on cars for train number RABe 501 004*



### 23284 Add-On Car Set 1 for the Class RABe 501 Giruno

**Prototype:** 1 type B (B11) intermediate car, 2nd class, with a pantograph. 1 type C (B10) intermediate car, 2nd class.  
The cars look as they did in 2018/2019.

- Pantograph can be raised and lowered as a digital function only in conjunction with the basic set



### 23285 Add-On Car Set 2 for the Class RABe 501 Giruno

**Prototype:** 1 type J (A4) intermediate car, 1st class. 1 type K (A3) intermediate car, 1st class.  
The cars look as they did around 2018/2019.







## 25254 Class C 5/6 "Elephant" Steam Locomotive with a Tender

**Prototype:** Swiss Federal Railways (SBB) class C 5/6 "Elephant" Gotthard steam locomotive, with a 3-axle tender, for use in freight and express train service on the Gotthard route. Version as it looked as a memorial locomotive in front of the SLM production plant in Winterthur. Locomotive road number 2969.

The locomotive looks as it did in Era IV/V.

**Model:** The locomotive has a digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed chiefly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights on the locomotive and 2 lights on the tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The front of the locomotive has an NEM pocket and a close coupler. The rear of the tender has an NEM pocket, a close coupler, and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and imitation prototype couplers are included. Length over the buffers 22.3 cm / 8-3/4".

- **Locomotive road number 2969 as it looked as a memorial locomotive in front of the SLM production plant in Winterthur**
- **Cab lighting can also be controlled digitally**
- **Factory-installed smoke unit**
- **RailCom capable digital decoder and extensive operation and sound functions included**

*The most powerful SBB steam locomotive, with the nickname "Elephant"*

### Digital functions under DCC and mfx

Headlight(s)
Smoke generator
Steam locomotive op. sounds
Locomotive whistle
Direct control
Sound of squealing brakes off
Engineer's cab lighting
Whistle for switching maneuver
Letting off Steam
Sound of coal being shoveled
Tipping grate
Air Pump
Water Pump
Injectors
Switching maneuver
Replenishing coal
Replenishing water
Replenishing sand
Sanding
Rail Joints
Coupler sounds
Conductor's Whistle

**märklin**

This model can be found in the Märklin H0 assortment under item number 39253.







## 25426 Class ICM-1 “Koploper” Electric Rail Car Train

**Prototype:** Dutch State Railways (NS) class ICM-1 three-part “Koploper” Intercity electric rail car train. Version in the design for “Martinair Holland”. 1 motor car as a type mBk end car, 2nd class, 1 type AB intermediate car, 1st/2nd class, 1 type sBk cab control car as an end car, 2nd class. Train road number 4012. The train looks as it did in June of 1986.

**Model:** The train has a digital decoder and extensive sound functions. It comes in a three-part version. The powered end car has a die-cast frame. The train has controlled, high-efficiency propulsion with a flywheel. 2 axles in one truck powered. Traction tires. The engineer’s cabs in both end cars have interior details. The train has power pickup in the end car at the front of the train; the power pickup changes with the direction of the train. It also has special close couplers with a guide mechanism. The train has factory-installed interior lighting. The interior details vary with the type of car. The triple headlights, dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The headlights at car ends 2 and 1 can be turned off separately in digital operation. Light yellow and red LEDs are used for the headlights and marker lights. Warm white LEDs are used for the interior lighting. The construction of the running gear and the bodies is detailed. There is a representation of the “Scharfenberg” coupler with a cover on the end cars. A rigid drawbar coupling is included for multiple unit operation. The end cars come from the factory with closed crossover doors. A plug-in part included with the train makes it possible to represent swinging doors with a diaphragm pushed to the side on one end car. Total train length 86.6 cm / 34-1/8”.

- **Factory-installed LED interior lighting**
- **DCC/mfx digital decoder and extensive operation and sound functions included**
- **Train destination signs: Amsterdam CS, Schiphol**



### Digital functions under DCC and mfx

Headlight(s)
Interior lighting
Locomotive operating sounds
Horn
Direct control
Sound of squealing brakes off
Headlight(s): Cab2 End
Stat. Announce. – Dutch
Headlight(s): Cab1 End
Doors Closing
Conductor’s Whistle
Pantograph Sounds
Rail Joints
Train announcement
Letting off Air
Switching maneuver



# Literature

## 03084 Model Railroad Manual "Modellbahn steuern mit der Central Station 3"

German language version.

## 03094 Model Railroad Manual "Control model railways with the Central Station 3"

English language version.

Comprehensive description of the Märklin Digital System. In this book you get all of the essential information about the Central Station 3 with Software Version 2.5: including digital control with the Central Station 3, conversion to digital operation of locomotives and trains, tips for automated processes, designing track plans. 220 pages in format Din A4.

- Contains all the essential information about the Central Station 3 with Software Version 2.5
- The basics for digital control with the CS 3



# TRIX

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**399 106 – 05 2024**

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