

# TRIX

## Fall New Items for 2005



### HIGHLIGHTS

- + Motor with a flywheel.
- + New tooling with a straight cab front.
- + Brass colored boiler bands.



### 12312 Express Train Locomotive with a Tender.

**Prototype:** German State Railroad Company (DRG) class 18.5, 4-6-2 wheel arrangement. Built starting in 1923.

**Use:** Heavy express trains.

**Model:** Era II, in the new, impressive Trix technology: Locomotive and tender made of diecast metal. Powerful can motor with a bell-shaped armature and with a flywheel. Motor and drive gear in the boiler. Digital connector in the tender. Close coupling between the locomotive and tender. The valve gear and the wheel treads are dark nickel plated. The locomotive comes with brass colored boiler bands. Red-white-red band on the smoke stack.

3 axles powered through side rods, 2 traction tires. Length over the buffers 134 mm /5-1/4".

**Cars that go well with this locomotive can be found under item nos. 15780, 15781, 15782, 15783, and 15784.**

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# Switching Like the Pros!

## Analog . . .

### Modern Diesel for Many Uses –

In 1958, the German Federal Railroad (DB) began to place the class V 100 diesel hydraulic general-purpose locomotives into service. These units were very progressive designs for their time and had a power output of 1,100 horsepower. A more powerful version with 1,350 horsepower followed as the V 100.20 starting in 1962. These 12.3 meter / 40 feet 4-1/4 inches long locomotives reached a maximum speed of 100 km/h / 63 mph. Since the conversion to computer numbering in 1968, the first production series, the V 100.10, is now designated as the class 211, and the second series is designated as the class 212. These very versatile locomotives can be used in passenger as well as in freight service, and they quickly replaced many steam locomotives in the DB's motive power roster.



Finally Available  
Again!



#### 12635 Diesel Locomotive.

**Prototype:** German Federal Railroad class V 10020, B-B design, built starting in 1962.

**Use:** Light and medium passenger and freight trains.

**Model:** Era III, motor with flywheel, 4 axles powered, 2 traction tires. Length over buffers 75 mm / 2-15/16".

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Minitrix Switching Package + Minitrix Switching Package + M

... or Digital.

## HIGHLIGHTS

- + Motor with a flywheel.
- + Built-in DCC/Selectrix decoder with automatic system and analog recognition



### 12446 Diesel Locomotive.

**Prototype:** German Federal Railroad (DB) class V 100. B-B wheel arrangement. Built starting in 1962.

**Use:** Lightweight and medium passenger and freight trains.

**Model:** The locomotive comes with a built-in DCC/Selectrix decoder. Original red paint scheme. Era III. Motor with a flywheel, 4 axles powered, 2 traction tires. Length over the buffers 75 mm / 3".

**This model comes with a built-in DCC/Selectrix locomotive decoder. The decoder recognizes analog operation automatically.**

**The Silberlinge cars, item nos. 15720, 15721, and 15722, as well as the fast passenger train cars, item nos. 15723, 15724, and 15725, go well with this locomotive.**



### 15194 Display with Freight Cars.

Display with 8 each freight cars based on the following prototypes:

- German Federal Railroad (DB) type Omm 46 gondola
- German Federal Railroad (DB) type 00tz 43 dump car
- German Federal Railroad (DB) type Kmm 36 gondola with hinged roof hatches
- Tank car, privately owned car used on the German Federal Railroad (DB)
- Beer refrigerator car, privately owned car used on the German Federal Railroad (DB).

**Model:** Era III. All of the cars come with different car numbers and with close coupler mechanisms. All of the cars are individually packed and are available separately at your dealer.

# The Regional Express.

Finally Available  
Again!



## 12759 General Purpose Electric Locomotive.

**Prototype:** German Railroad, Inc. class 111, B-B design. Built starting in 1974.

**Use:** Passenger and freight trains.

**Model:** Era V, ready for installation of a 66836 Selectrix decoder, small amount of soldering required, 4 axles powered, 2 traction tires.  
Length over buffers 104 mm / 4-1/8



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Regional Express Promotion + Regional Express Promotion + R

Finally Available Again!  
With Interior Lighting!

TRIX



**15824 Bilevel Car Set.**

**Based on the following German Railroad, Inc. prototypes:**

2 type DBz 750 bilevel cars, 2nd class, 1 type DABpbzf 764 bilevel cab control car, 1st/2nd class.

**Use:** Regional service.

**Model:** Era V, the cab control car has LED white headlights / red marker lights that change over with the direction of travel. The cars come with built-in interior lighting. The cab control car has new shape for the rear of the car.

All of the cars come with close coupler mechanisms.

Total length 510 mm / 20-1/16".



+ Regional Express Promotion + Regional Express Promotion

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# ÖBB Starter Set.



## 21504 Starter Set with Trix C Track and Trix Systems.

**Prototype:** Modern European train used for transport materials for sugar refining. 1 ÖBB class 2016 "Hercules" diesel locomotive, 1 type Es gondola, 1 type Ucs silo car, and 1 tank car.

**Model:** Era V, the locomotive has a diecast metal frame and body. It has a digital decoder for DCC and Trix Systems. 4 axles powered. The headlights are maintenance-free LED's. Triple headlights front and rear that change over with



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**C Track, good and a great price.**

## Limited Special Series!



## 15658 Sliding Wall Boxcar Set.

**Prototype:** 3 privately owned sliding wall boxcars, used on the Swiss Federal Railways (SBB), Era V.

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# TRIX

Das C-Gleis:

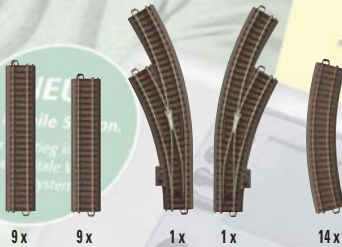
- Klare ausbaufähige Geometrie.
- Kinderleichte Montage.

the direction of travel. The cars have NEM coupler pockets and close coupler mechanism. C Track layout with a large oval 184 x 84 cm / 73" x 34" and 2 curved turnouts for a passing siding. Transformer, Mobile Station locomotive controller for Trix Systems, and a section of track with a connector box. Train length 555 mm / 21-7/8".

• Geschützte elektrische Verbindungen ohne Schienenverbinder.  
• Realistische Optik mit niedrigem Schienenprofil.  
• Hohe Laufruhe und Zuverlässigkeit.

New!

184 x 84 cm / 73\* x 34\*



Ask your authorized dealer.

TRIX H0



Export Model for Switzerland.

**Model:** Three sliding wall boxcars with different "Feldschlösschen" themes. The cars come with close coupler mechanisms. Length for each car 91 mm / 3-9/16".

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# European Bulls across Borders –

Power  
Stark

*European Bulls was founded on January 13, 2005 as an alliance of several European railroad freight companies with the main objective of setting up a Europe-wide system of quality, reliable rail freight service focused on customers. For the first time, customers for European Bulls can contract with this association in one step for international rail service without restrictions by old national borders and considerations having to be taken into account between state railroads. The partners in European Bulls offer Pan-European transport services as they have been offered for a long time on roads and waterways, services that have always failed by rail because of the areas of responsibilities for the various national railroads. The members of the alliance are: Comsa Rail Transport (Barcelona, Spain) Ferrovie Nord Cargo (Milan, Italy) LTE Logistik- und*

**HIGHLIGHTS**  
 + Diecast metal frame and body.  
 + Headlights with maintenance-free LED's.



## 22088 Diesel Locomotive.

**Prototype:** EuroRunner class ER 20. Privately owned locomotive painted and lettered for the firm LTE Logistik- und Transport GmbH, Graz, Austria, in the association Rail Freight Alliance European Bulls.

**Model:** The locomotive has metal construction with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive comes with a load-controlled digital decoder for DCC and Selectrix and with a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they change over with the direction of travel. They will work in conventional operation and can be controlled digitally. Length over the buffers 21.7 cm / 8-1/2".

### Suitable add-ons:

Era V freight cars from almost all of the Central European railroads go well with this locomotive.

**This model can be found in the Märklin assortment in an AC version under item no. 36849.**

**TRIX H0**

ver für Europa.

rke Loks für Modellbahneinsteiger.

# TRIX

Transport (Graz, Austria) rail4chem (Essen, Germany) viamont (Usti nad Labem, Czech Republic) The alliance partners link up their experiences and areas of activity from their home countries for international transportation. For customers this means only one partner at any one time responsible for the entire international service with the same standards. As one of the five members of "European Bulls" "rail4chem" contributes to the European freight service with appropriately designed motive power. In addition, these units have permission and safety packages for cross-border traffic for Germany, Austria, and Switzerland.

## HIGHLIGHTS

- + Diecast metal frame and body.
- + Headlights with maintenance-free LED's.



Foto: rail4chem



### 22089 Electric Locomotive.

**Prototype:** Class 185 dual system locomotive. Privately owned locomotive painted and lettered for the firm rail4chem Railroad Company mbH, Essen, Germany, in the association Rail Freight Alliance European Bulls.

**Model:** Era V. The locomotive has a diecast frame and body. It comes with a load-controlled digital decoder for DCC and Selectrix and with a special can motor. 4 axles powered through cardan shafts. 2 traction tires. Four mechanically working pantographs. The headlights are LED's and they change over with the direction of travel. They will work in conventional operation and can be controlled digitally. Length over the buffers 21.7 cm / 8-1/2" ..

### Suitable add-ons:

Era V freight cars from almost all of the Central European railroads go well with this locomotive.

**This model can be found in the Märklin assortment in an AC version under item no. 36830.**

TRIX H0

# Magnum Set.

## A Half Mile of Track in 1:87\*



### 21507 Magnum Set with a Big Boy, Freight Train, and an Extra Large Track Layout.

**Prototype:** Union Pacific Railroad (UP) class 4000 "Big Boy".

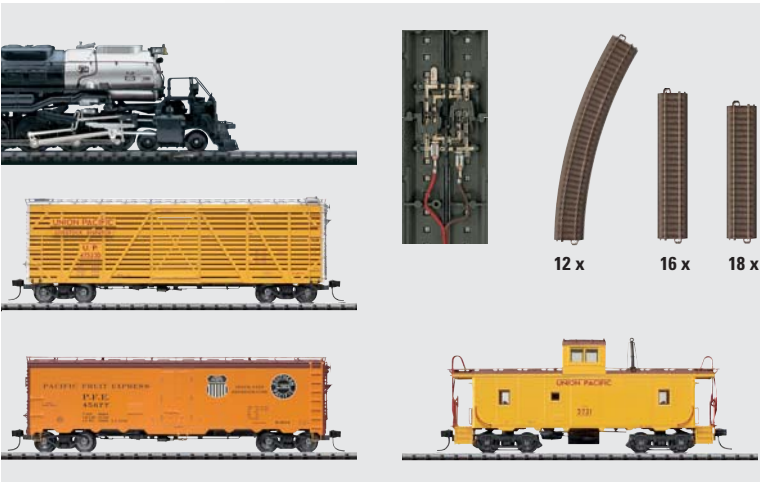
**Cars:** 1 type CA-3 caboose and 3 type S-40-12 livestock cars, all painted and lettered for the Union Pacific Railroad (UP). 3 type R-40-14 refrigerator cars, all painted and lettered for Pacific Fruit Express, owned by the Union Pacific Railroad (UP) and Southern Pacific Railroad (SP).

**Model:** Era III locomotive and cars. The locomotive frame, boiler, and tender are made of metal. The locomotive comes with a DCC decoder with a sound effects circuit and a built-in 8-pin NEM digital connector. Powerful can motor with a bell-shaped armature and a flywheel, mounted in the boiler. 8 axles powered. 4 traction tires. Articulated frame to enable the unit to negotiate sharp curves. The driving axles have Boxpok wheels. The middle driving axles are spring loaded. The headlight, the backup light on the tender, and the number boards are maintenance-free LED's. 2 smoke generators can be installed in the locomotive. The headlight and the smoke generator contact will work in conventional operation and can be controlled digitally. The steam locomotive sound effects, which vary with the speed of the locomotive, the bell and whistle, the number board lights and the cab lighting as well as the acceleration and braking delay can be controlled digitally. The tender has a powerful speaker with adjustable volume. Coupler hooks can be plugged into the pilot. There is a close coupling between the locomotive and tender. The steam lines swing out with the cylinders. Separately applied grab irons made of metal. Many separately applied details. Figures of a locomotive engineer and fireman for the cab as well as a plug-in model knuckle coupler (Kadee-compatible) for coupling to the cars are included. Length over the couplers 465 mm / 18-1/4".

**Cars:** The cars have frames and detailed floors made of metal. The brake system, stirrup steps, ladders, grab irons, and other details are separately applied. The sliding doors on the livestock cars can be opened. The cars have different car

TRIX H0

\* = 9.34 meters / 30 feet 7-11/16 inches



numbers. Detailed trucks. NEM wheel sets. NEM coupler pockets with a close coupler mechanism, model knuckle couplers, compatible with the Kadee system. Length of the entire set of cars over the couplers 1,076 mm / 42-1/4".

**TRIX C Track :**

18 each of 62172 straight track, 16 each of 62188 straight track, 12 each of R3 curved track. 1 feeder wire set.

**Notes about operation:**

The locomotive can be used on curves with a radius as small as 360 mm / 14-3/16", but we recommend using larger radius curves. The overhang of the long boiler requires that you place signals, catenary masts, bridge railings, tunnel portal cutouts, etc. at a sufficient distance from the curves. In addition, the larger than normal weight of the locomotive requires that the track be mounted on a strong enough base. The model train in this Magnum Set is designed for European NEM two-rail track.

The Magnum Set can be expanded with the item nos. 24905, 24906, and 24908 car sets.

## HIGHLIGHTS

- + Metal locomotive frame, boiler, and tender: over 1,200 grams / 2 pounds 10 ounces in weight.
- + The locomotive mechanism has a powerful can motor with a bell-shaped armature and a flywheel, in the boiler.
- + The locomotive comes with a built-in DCC decoder and sound effects generator.
- + The locomotive headlight, backup light on the tender, and the number board lights are maintenance-free LED's.
- + Typical American train consist for the Union Pacific Railroad (UP).
- + Super large TRIX C Track layout.

## A Noble Runner for Long Routes –

*The class S3/6 locomotives were ranked as very successful designs. These units proved themselves not only in Bavaria, but were also used in the most important long distance passenger service, in part beyond Germany's borders. The German State Railroad Company therefore placed orders with Maffei and Henschel in the years 1923 to 1930 for more units of this class. The most*



*striking external feature on this production series was the straight front on the engineer's cab in contrast to the pointed version for less wind resistance on earlier units. This new feature together with the seemingly longer boiler gave these locomotives a totally different look.*

*In addition, the locomotive's output was increased slightly by means of different modifications. This made these locomotives, now designated as the class 18.5, the ideal motive power for important, long-distance passenger service. The class 18.5 locomotives were the preferred motive power for the "Rheingold". The locomotives were given a red-white-red band around the smoke stack of this use. The brass boiler bands, always cleaned to a shine, were further evidence of the demands placed on the appearance of the Rheingold flagship trains.*