

Also featured here in the brochure!
Class 56.34-35 steam locomotive



märklin
TRIX



The Lötschberg pioneer

Special announcement of the class Ae 4/4 electric locomotive



38044 / 25044 Class Ae 4/4 Electric Locomotive

Prototype: Class Ae 4/4 electric locomotive of the Bern-Lötschberg-Simplon-Bahn (BLS). Nut-brown basic paint scheme. Road number 251. The loco looks as it currently does as an operational museum locomotive of BLS Historic.

Model: The model has a digital decoder and extensive sound functions. It also has a controlled, high-performance motor with a flywheel, centrally mounted. All four axles are powered by cardan shafts. Traction tires are fitted. The triple headlights and one 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 changed to one red marker light. The headlights at no. 1 and no. 2 ends can be turned off separately in digital operation. The warning and oncoming train lights as well as the long-distance headlights are digitally controllable. The cab lighting and machine room lighting are digitally controllable. Maintenance-free warm-white and red LEDs are used for the lighting. A buffer capacitor is fitted. Detailed roof equipment with a newly designed pantograph. The pantograph can be raised and lowered digitally. Many separately applied details. The buffer height conforms to NEM specifications. Brake lines, screw couplers, and closed rail clearance devices are included separately for installation on the locomotive. Length over the buffers 17.9 cm / 7-3/64".

This model also impresses as a Trix H0 version equipped with a powerful DCC/mfx decoder.



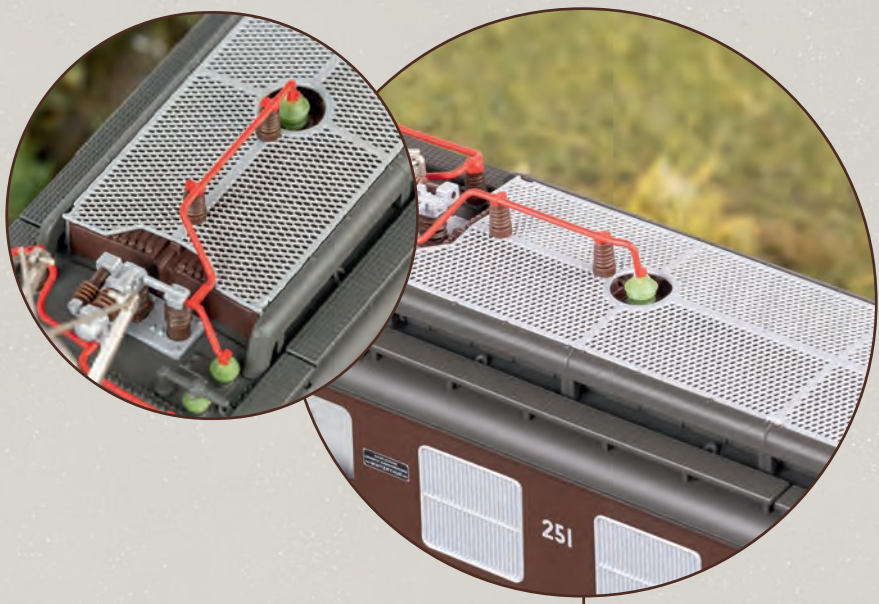
Highlights:

- Completely new tooling with highly detailed metal construction.
- Newly designed pantograph can be raised and lowered digitally.
- Many separately applied details.
- The cab lighting and machine room lighting are digitally controllable.
- Additional controllable warning, and oncoming train lights as well as long-distance headlights.
- Close couplings with guide mechanisms.
- The buffer height conforms to NEM specifications.
- A buffer capacitor to bridge short unpowered sections of track is fitted.
- The locomotive has a digital decoder and extensive light and sound functions.
- For Trix H0: RailCom-enabled.

Completely new tooling



Detail that gets to the heart of the prototype.



The cover over the braking resistors and the roof walkways are replicated in detail.



Flawless printing.



Additional air intake box on the right-hand side of the loco.



The newly designed scissor pantograph can be raised and lowered in digital operation.



The box for the ladder at cab 1 and the footboard mounted on the roof above are prototypically reproduced.



A buffer capacitor to bridge short unpowered sections of track is fitted.

Additional controllable warning, and oncoming train lights as well as long-distance headlights.

The buffer height conforms to NEM specifications.



Separately applied body suspension on the truck.



Separately applied rail clearance devices.
An additional rail clearance device without a cut-out is enclosed for display purposes.



The bundle of pipes on the left-hand side is modeled as a separate component.



The heating socket is separately applied below the buffer beam.



Detailed trucks including the BLS lettering on the axle bearings.

A revolutionary design

In 1897, a brilliant young engineer designed a steam loco for the Habsburg Monarchy that went on to become one of the most important workhorses on the rails in many European countries. At the time, Karl Gölsdorf was the chief design engineer at the Vienna locomotive division of the Imperial Royal Austrian State Railways (kkStB). He was commissioned to design a modern and powerful general-purpose locomotive for the Arlberg Railway that would be capable of hauling even express trains along the mountainous route with its steep gradients and sharp curves. The result was the class 170, an eight-coupled tender locomotive with a leading axle, which entered service as the most powerful steam loco in continental Europe with an output of nearly 1,000 hp. The more modern superheated

steam variant, the class 270, was developed by Gölsdorf’s successor, Mr. Johann Rihosek and built from 1917 onwards. In the end, well over 1,000 units of both classes of this robust and reliable general-purpose locomotive were in service on the railroads of many Central, Southern, and Eastern European countries. In 1938, 100 locomotives were added to the German National Railway fleet as the class 56.34-35. Even after 1945, this masterpiece of Austrian steam locomotive engineering continued to provide valuable service across many regions, and the last units only disappeared from scheduled services in the mid-1970s. As a finely detailed steam loco in 1:87 scale, the new Märklin model now pays fitting tribute to this „jack-of-all-trades“ that is so highly prized by railroad enthusiasts.

38270 Class 56.34-35 Steam Locomotive

Prototype: German National Railway (DRB) class 56.34-35 freight steam locomotive with a tender, former class 270 of the Imperial Royal Austrian State Railways (kkStB) and the Austrian Federal Railways (BBÖ). The loco looks as it did after the BBÖ was incorporated into the German National Railway starting in 1938.

Model: The loco has an mfx+ digital decoder and extensive light and sound functions. It also has a controlled high-performance motor with a flywheel, mounted in the boiler. One axle is powered directly, and three axles are driven by coupling rods. Traction tires are fitted. The locomotive and tender are constructed mostly of metal. The loco has a factory-fitted smoke generator with speed-dependent, dynamic smoke exhaust. Dual headlights change over with the direction of travel, will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and running gear lights can be individually controlled in digital operation. Maintenance-free warm-white and red LEDs are used for the lighting. A buffer capacitor is fitted. There is a close coupler with a guide mechanism between the loco and tender. The buffer heights on the loco and tender conform to NEM specifications. The minimum radius for operation is 360 mm / 14-3/16“. Protective piston sleeves and brake hoses are supplied. Length over the buffers approximately 20 cm / 7-7/8“.



This item has been developed in a cooperative venture with PIKO Spielwaren GmbH, Sonneberg, Germany.

Highlights:

- Detailed design made largely of metal.
- Motor in the locomotive.
- Finely detailed design with numerous separately applied parts.
- Prototypical and detailed implementation of all defining details on the loco, including the characteristic Kobel smokestack, the large Austrian lamps, as well as the classic kkStB cab.
- Factory-installed smoke generator and speed-dependent, dynamic smoke exhaust.
- Cab lighting, firebox flickering, and running gear lights can be controlled digitally.
- With buffer capacitor to bridge short unpowered sections of track.
- The buffer height conforms to NEM specifications.

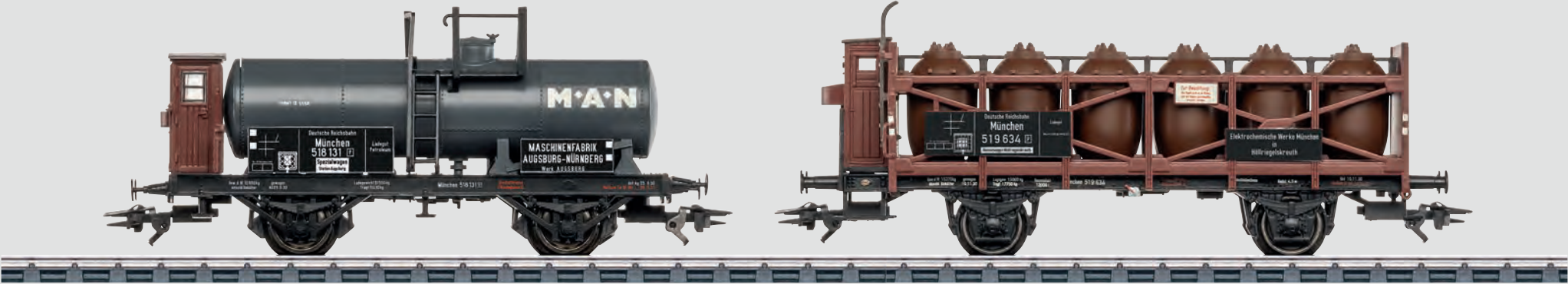
Completely new tooling



46570 Freight Car Set for the Class 56.34-35 Steam Loco

Prototype: Two different two-axle freight car types. Privately owned cars used on the German State Railroad Company (DRG). One vintage tank car with a brakeman’s cab. One acid transport car with a brakeman’s cab. The cars look as they did during the mid/late 1930s.

Model: The acid transport car has intricate braced timber framework and is loaded with acid containers. Both cars are individually packaged and labeled. There is also a master package. Total length over the buffers approximately 22 cm / 8-5/8“. The DC wheel set E32376004 is available for the tank car and E700580 for the acid transport car.



An ideal Christmas gift for the model railroad fans in your life!

19727 Märklin/Trix Wall Calendar 2027

Start off 2027 with 24 powerful railroad themes. You can switch between the calendar pages depending on the model or gauge preferences. One page continuously shows Märklin models in the gauges Z, H0, and 1. The back page has themes from the Trix H0 and Minitrix assortment. This calendar is available at MHI specialty dealers and at www.maerklinshop.de. Club members will receive a rebate of 5 Euros with their order coupon at the MHI specialty dealers. Spiral binding, 49 x 34 cm / 19-1/4" x 13-3/8".



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440 454 – 10 2026



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