
MÄRKLIN
D 56 Eo,F

We regret we are unable to supply you direct from our Works. We reserve the right to alter our designs. All dimensions and weights are given without guarantee. This Catalogue cancels all previous ones.

GEBR. MÄRKLIN & CIE. GMBH

Makers of Fine Metal Toys

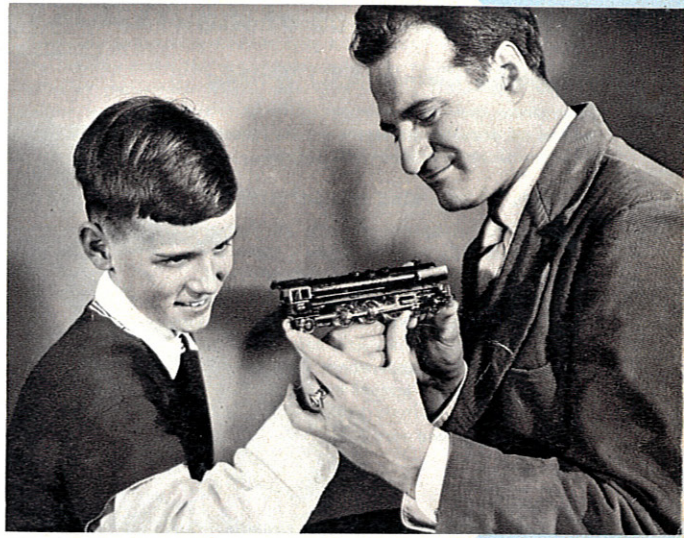
GÖPPINGEN/WÜRTTEMBERG (GERMANY)

O A 0756 t

Trade Mark

Thiemigdruck München

To all MÄRKLIN Fans:



Among our new models this year, the FM 800 engine, the range of rolling stock on pages 26 and 27, and the scale model track with centre stud contact all deserve your special attention.
The new FM 800 passenger engine is a masterpiece and an outstanding scale model.
The range of new rolling stock is also true "scale model" and has the new decoupler. The strong thin sliding doors on wagons 310/1 and 312/1 are particularly noteworthy.
The scale model track with centre stud contact is ideal, as it combines the advantages of the scale model track and the standard model track with third rail conductor.

These new models, with those already famous, give you a complete picture of our range of models.
Choose your models carefully. A MÄRKLIN Railway lasts for years and is often handed down from one generation to another; that is the real magic of a railway – always in demand, and can be renewed and enlarged year after year.
Study the following pages and you will understand why MÄRKLIN models are so sought after the whole world over. Experienced designers using the latest progress in engineering have made these models for you. Modern workshops using only selected materials, and the many years' experience of skilled craftsmen form the foundation on which the excellence of our quality rests. So you will easily see that with such a big demand for MÄRKLIN productions all over the world, it is sometimes not possible to satisfy all requirements immediately. If a model should be unobtainable for the moment, don't forget that it is always worth while to wait for MÄRKLIN quality.

GEBR. MÄRKLIN & CIE. GMBH · GÖPPINGEN/WÜRTT.

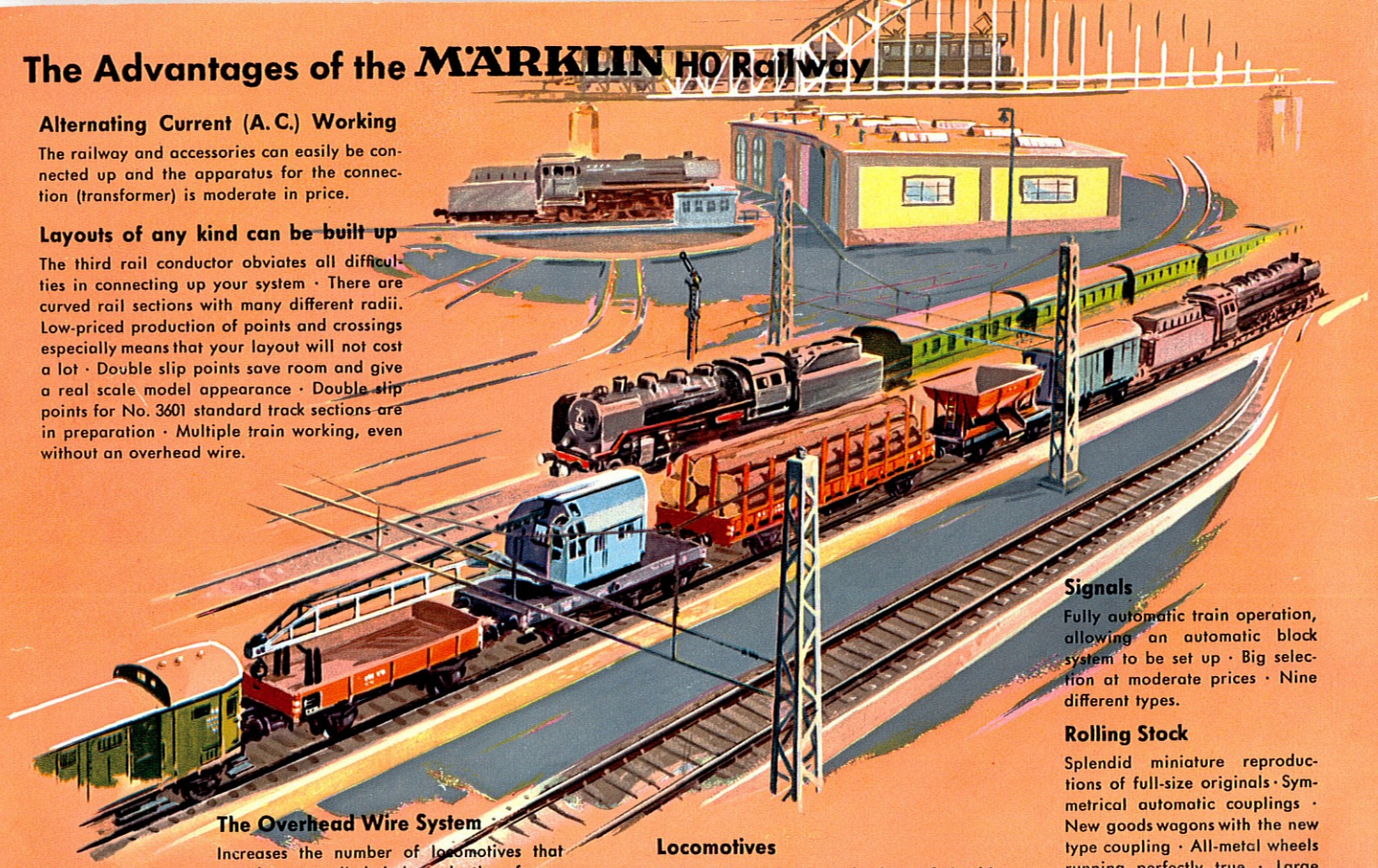
The Advantages of the MÄRKLIN HO Railway

Alternating Current (A. C.) Working

The railway and accessories can easily be connected up and the apparatus for the connection (transformer) is moderate in price.

Layouts of any kind can be built up

The third rail conductor obviates all difficulties in connecting up your system · There are curved rail sections with many different radii. Low-priced production of points and crossings especially means that your layout will not cost a lot · Double slip points save room and give a real scale model appearance · Double slip points for No. 3601 standard track sections are in preparation · Multiple train working, even without an overhead wire.



The Overhead Wire System

Increases the number of locomotives that can be controlled independently of one another.
Many other advantages will be found on page 40 in this Catalogue.

Locomotives

True scale model reproductions of the big originals that can hardly be improved upon · A big selection — 18 different types.

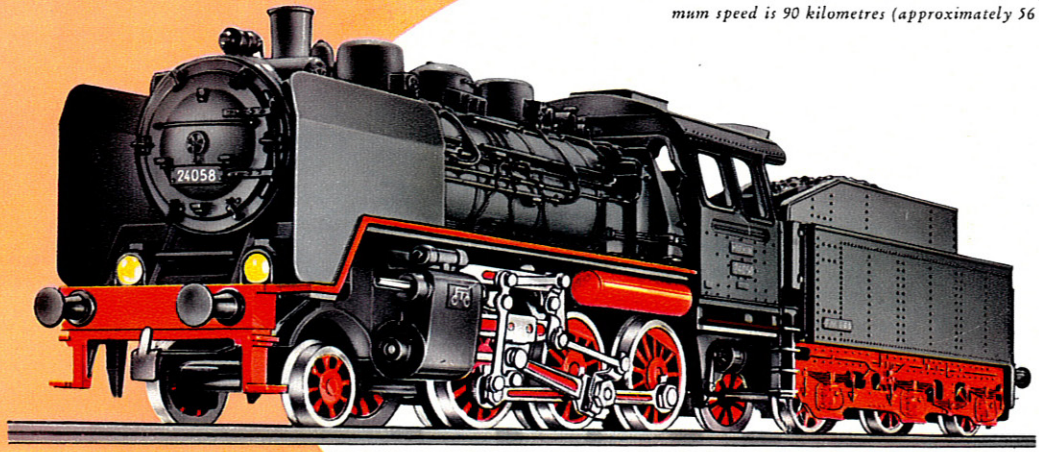
Signals

Fully automatic train operation, allowing an automatic block system to be set up · Big selection at moderate prices · Nine different types.

Rolling Stock

Splendid miniature reproductions of full-size originals · Symmetrical automatic couplings · New goods wagons with the new type coupling · All-metal wheels running perfectly true · Large selection — 18 different types of passenger coach and 29 different goods wagons.

The German Federal Railways Type 24 is a standard locomotive used chiefly for passenger services on long branch lines · Its large coal-carrying capacity makes this engine better suited for running on branch lines, often of considerable length, than tank engines · Moreover, Series 24 engines are also used for hauling light trains on main lines, and as goods locomotives as well on branch lines with easy gradients · Their maximum speed is 90 kilometres (approximately 56 miles) an hour.



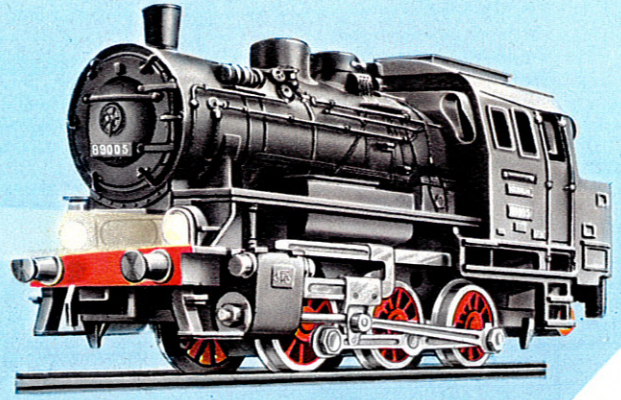
This model needs No. 278 A transformer, but for using with lighted trains it is advisable to have the No. 280 A transformer.

FM 800

Passenger tender engine, modelled after the German Federal Railways Series 24 engine · Eight-wheeled 2-6-0 type, reversing by remote control and extra hand lever; Heusinger valve gear · Pony truck is sprung to avoid risk of derailment · Full coupling gear both ends of engine · Plastic tyres on trailing driving wheels to increase the tractive effort · Specially low reduction gear · Two electric headlights · Unbreakable plastic casing, finished dull black, with accurate scale model reproductions of the boiler fittings of its big original · Die-cast zinc frame · Tender close-coupled to engine · Reproduction of six-wheeled riveted tender in all details · Length over buffers about 8 inches; weight, including tender, about 12 ozs.

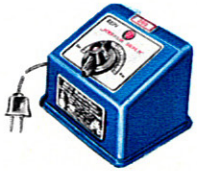
Accessories

Turntables, loco sheds and slewing cranes provide the opportunity for building scale model locomotive running sheds · A great variety of other accessories is presented in the Catalogue.



Powerful Tank Engines

The No. 278 A transformer is needed for working these engines, but where trains are to be lighted, No. 280 A transformer is recommended.



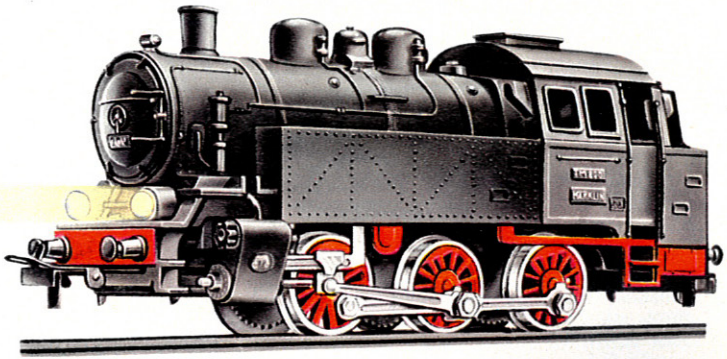
The many purposes for which they can be used on passenger and goods services, especially for shunting at goods stations, their appearance, and their ease of railing, have gained many adherents to these types. Easy running on curves, high efficiency and harmony in their appearance are the special advantages of these models.

CM 800

Tank engine modelled after German Federal Railways Series 89 locomotive · Six-wheeled 0-6-0 type, reversing by remote control with extra hand lever. Improved hauling and climbing power by plastic tyres on trailing driving wheels · Motor has specially low reduction gear giving slow running in constant service · Two electric headlights · Unbreakable plastic casing, finished dull black · Cast metal frame · Accurate reproduction of the boiler fittings, cab, coal bunker and water tanks · Strong coupling hooks each end · Length over buffers about 4½ inches; weight approximately 7 ounces

TM 800

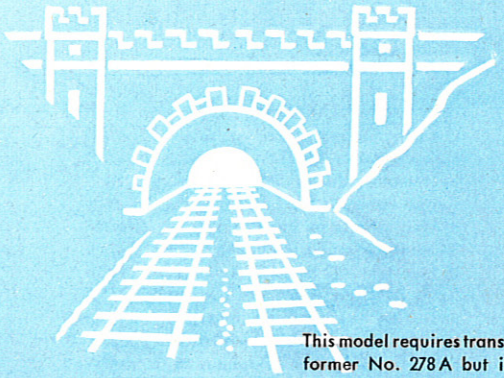
Tank engine modelled after German Federal Railways Series 80 locomotive · Six-wheeled 0-6-0 type, reverses by remote control and extra hand lever · Plastic tyres on trailing driving wheels · Particularly powerful · Two electric headlights · Strong all-metal casing with fine reproduction of boiler fittings, finished dull black · Automatic couplings each end · Length over buffers about 5¼ inches; weight about 15 ozs.



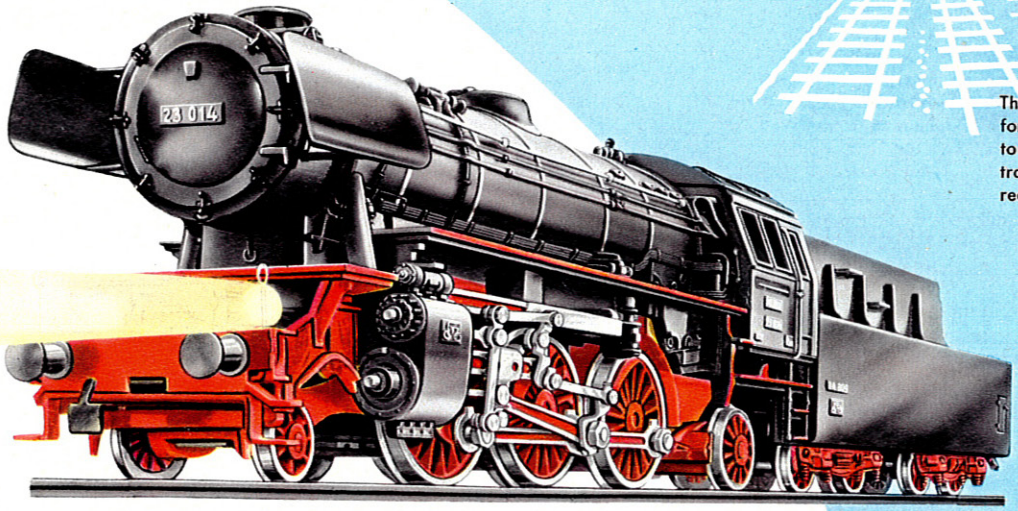
TM 800

A Very Successful Model

The German Federal Railways Series 23 engines are used for medium and heavy passenger services, for fast and light express and goods trains. Engines and tenders are built by the latest welding process and their good design enables them to run at 110 kilometres (about 69 miles) an hour forwards and 85 kilometres (about 53 miles) an hour in reverse. As this type is allowed to run at high speed in reverse over busy lines, they are also used frequently for heavy suburban and interurban traffic in place of tank engines.



This model requires transformer No. 278 A but if to run with lighted trains, transformer No. 280 A is recommended.



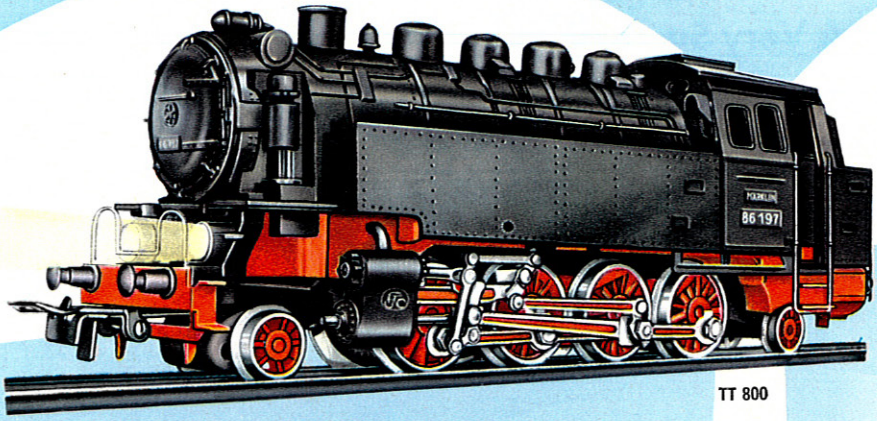
DA 800

A passenger engine with separate tender, modelled on the Series 23 of the German Federal Railways · Ten-wheeled 2-6-2 type; reverses by remote control with extra hand lever · Heusinger valve gear · Both trucks sprung to avoid risk of derailment and give good running on curves · Coupling hook on front pony truck, giving full coupling facilities · Plastic tyres on third pair of driving wheels to increase tractive effort · Specially low reduction gear · Two electric headlights · Strong all-metal casing, finished dull black, with true scale model reproduction of the boiler fittings and allover cab of the big original engine · Cast metal frame; tender close-coupled to engine and a true reproduction of the welded original · Two bogies; automatic coupling and numerous details · Length over buffers about 9¾ in. · Weight, including tender, about 19½ ozs.

Indestructible Models

TT 800

Tank engine, "Mikado" type, modelled on German Federal Railways Class 86 locomotive; twelve-wheeled 2-8-2 type; reverses by remote control and hand lever · Heusinger valve gear · Plastic tyres on rear driving wheels to increase tractive effort · Specially low-geared motor allows engine to be run slowly as well · Two electric headlights front and rear that switch over automatically when engine reverses · Strong dull black all-metal casing with numerous details · Automatic couplings both ends · Length over buffers about 6½ in.; weight about 22 ozs.

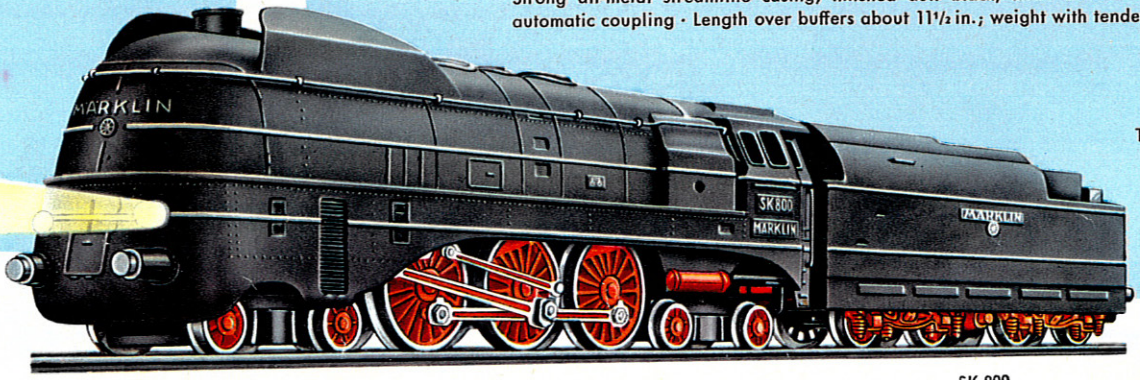


TT 800

SK 800

Streamline Express Tender Locomotive, fourteen-wheeled 4-6-4 type; reversing by remote control and hand lever · Plastic tyres on rear driving wheels to increase tractive effort · Bogies with spoked wheels are sprung to prevent derailment · Specially low-geared motor; two electric headlights · Strong all-metal streamline casing, finished dull black, lined silver · Double-bogie tender with automatic coupling · Length over buffers about 11½ in.; weight with tender about 32 ozs.

Transformer 280 A required

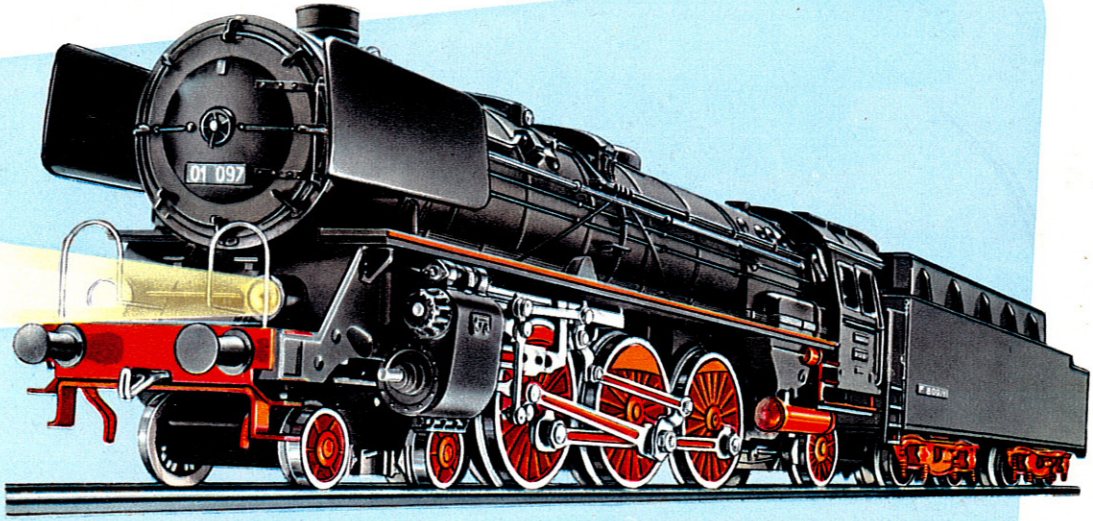


SK 800

MÄRKLIN

A Super H0 Gauge Model

This locomotive is one of the finest Märklin models and is a true scale model reproduction of the German Federal Railways Class 01 express engine. Outstanding features are its fine proportions and excellent performance. A model that no system should be without.



Requires transformer No. 280 A

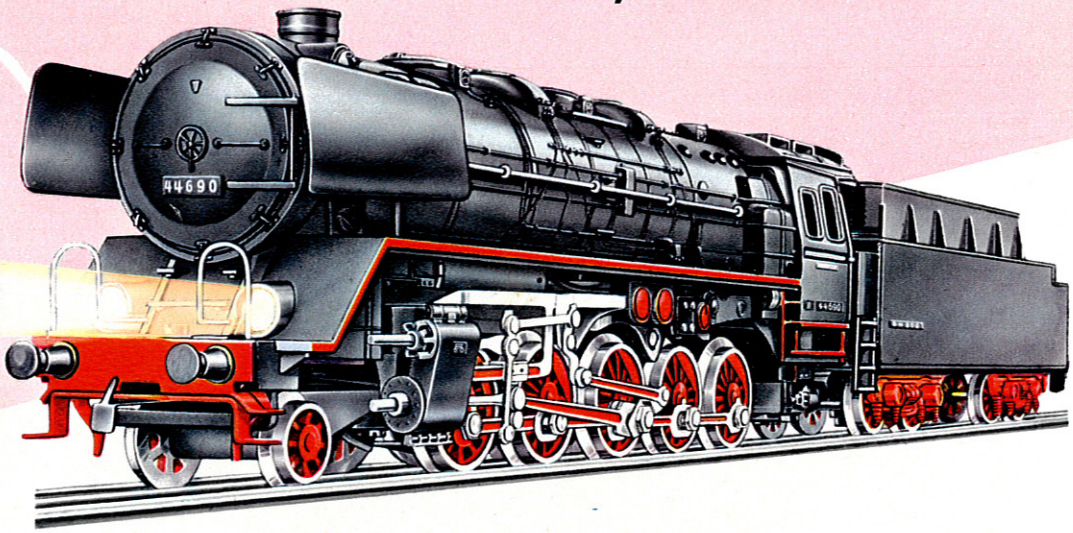
F 800

Express tender locomotive, modelled on the German Federal Railways Class 01 engine · Twelve-wheeled 4-6-2 ("Pacific") type · Reverses by remote control and hand lever · Heusinger valve gear. Leading bogie and trailing truck are sprung to prevent derailment · Coupling for banking engine · Will negotiate curves easily. Plastic tyres on rear driving wheels · Specially low-geared motor. Two electric headlights · Dull black, strong all-metal casing · True reproduction of boiler fittings and cylinders; scale model deflectors · Double bogie tender with automatic coupling · Length over buffers about 11 in.; weight, including tender, about 26 ozs.

HO

MÄRKLIN

Heavy Goods Locomotive



Long-distance goods traffic on the German Federal Railways is continually increasing and is hauled over non-electrified sections chiefly by the powerful Class 44 engines. That is why this type of locomotive is so frequently encountered on busy main lines, arousing interest and wonderment among all railway enthusiasts. Its particularly fine appearance and massive design are the reasons for its reproduction in this fine model.

GN 800

Heavy Goods Locomotive, modelled on the German Federal Railways Class 44 engine · Twelve-wheeled 2-10-0 type · Dividing the frame into two separate driving units gives excellent running, even over short-radius curves · Reverses by remote control and hand lever on engine casing · Heusinger valve gear · Plastic tyres on rear driving wheels to increase tractive effort and climbing power. All driving wheels flanged and motor-driven. Leading pony truck sprung to prevent derailment · Front coupling hook on pony truck gives full coupling facilities · Negotiates curves extremely well · Specially low-geared motor gives slow running also · Two electric headlights · Strong dull black all-metal casing, with scale model reproduction of all boiler fitting details · Scale model deflectors · Eight-wheeled double bogie tender with automatic coupling · Length over buffers about 11 in.; weight, including tender, about 29 ozs.

Requires transformer 280 A

A Powerful Twin-unit Locomotive

MÄRKLIN

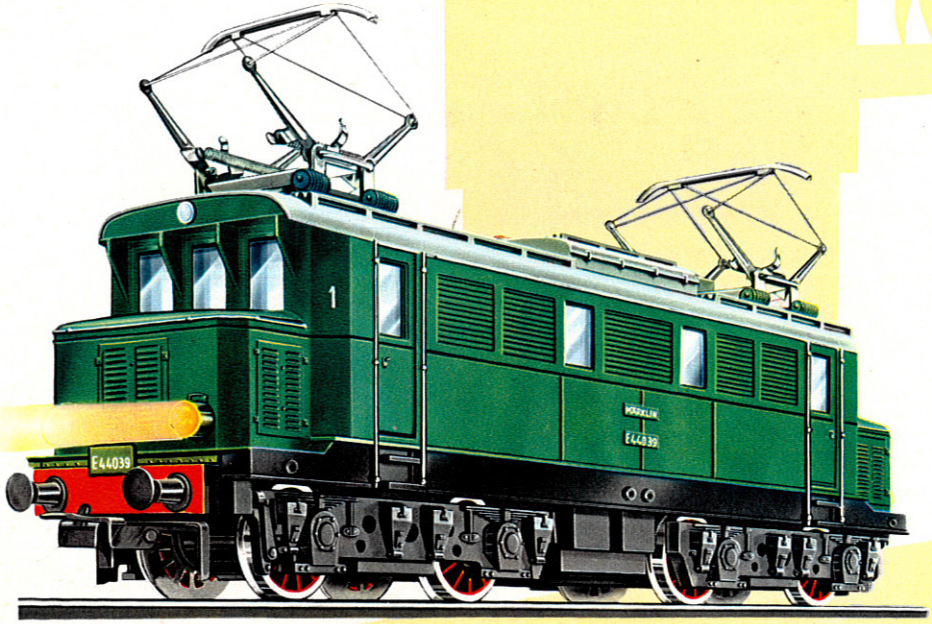
As the name itself implies, this is a model of a type with an outstanding performance. All axles are driven by a propeller shaft. Bow collectors for screwing to the roof without tools enable the model to be used as an electric locomotive.

Requires
transformer 280 A.

DL 800

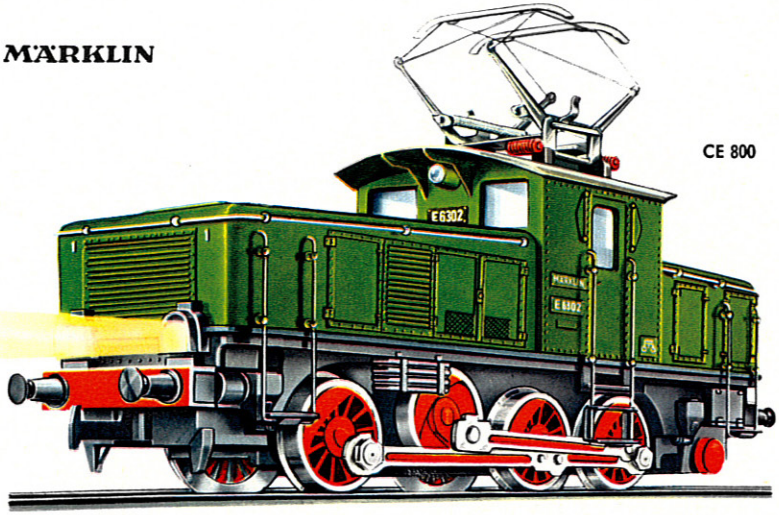
Twin-unit Electric Locomotive, twelve-wheeled 0-4-4-4-0 type with Jacobs centre truck · Reverses by remote control and hand lever · The specially powerful motor driving through all six axles gives exceptional pulling power · Three electric headlights at each end that switch over automatically when engine reverses · Selector switch lever for optional overhead wire or third rail working · Two bow collectors supplied with the locomotive · Strong reddish-brown all metal body with numerous details · Low centre of gravity eliminates risk of derailment · Automatic couplings at each end · Length about 17 in.; weight about 40 ozs.

General Purpose Locomotives



SET 800

Electric eight-wheeled general service locomotive · The four inner wheels are motor-driven, with the leading and trailing wheels mounted in pony trucks to give easier running on curves · The axles are arranged to give the impression of the 0-4-4-0 arrangement of the German Federal Railways Class E 44 engine · Reverses by remote control and hand lever · Plastic tyres on one set of driving wheels give a specially high tractive effort · Two electric headlights front and rear switching over automatically when the engine reverses · Lever switch for optional working from overhead wire or third rail · Two sprung bow collectors · Well-designed green all-metal body with numerous details · Automatic couplings each end · Length over buffers about 6½ in.; weight about 25 ozs.



CE 800

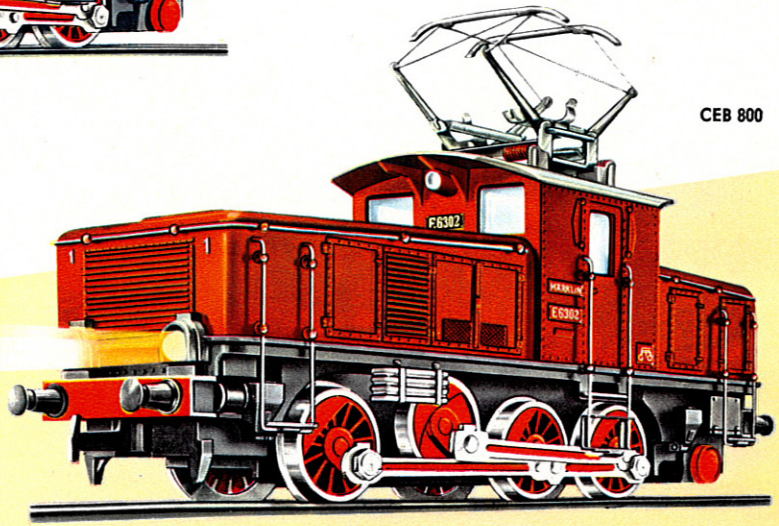
A Very Popular Model

CE 800

Electric Shunting Engine, modelled on the German Federal Railways Class E 63 0-6-0 engine · Gear-driven jackshaft · Reverses by remote control and hand lever · Plastic tyres on rear wheels give increased tractive effort and climbing power · Specially low and durable gearing allows the engine to run slowly also · Two electric headlights at each end switch over automatically when engine reverses · Lever switch for optional overhead wire or third rail working · Special lightly-sprung current collector · Green indestructible plastic body with handrails fitted and numerous details · Cast metal frame; Cellon windows · Strong coupling hooks each end · Length over buffers about 4¾ in.; weight about 8¾ ozs.

The models on pages 10 and 11 require transformer 278 A, but transformer 280 A is advisable for lighted trains.

CEB 800



CEB 800

Electric Shunting Engine · The same as the CE 800, but finished in brown colouring

Outstanding Models of Western European Locomotives

The original of the SEH 800 locomotive is engaged on the Netherlands Railways express services in Holland and the original of the SEF 800 engine is in use in France.

SEF 800

SEH 800

SEH 800

Electric Express Locomotive, eight-wheeled, the same type as the SET 800 · Reversing by remote control and hand lever · Plastic tyres on one set of driving wheels give a very high tractive effort · Two electric headlights front and rear switch over automatically when the engine reverses · Lever switch for optional overhead wire or third rail working · Two sprung bow collectors on roof · Blue all-metal body with silver lining and side porthole type windows · Automatic coupling at each end · Length over buffers about 6½ in.; weight about 25½ ozs.

SEF 800

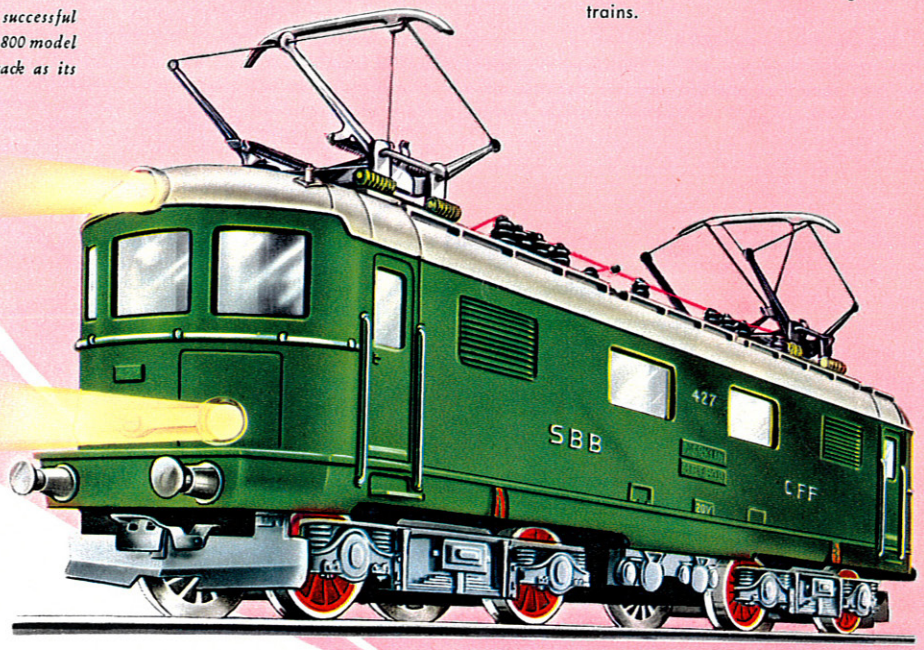
Electric Locomotive as SEH 800, but with green finish

The Very Popular Swiss Locomotive

MÄRKLIN

The big originals—the Class Re 4/4 locomotives—are designed for hauling the popular lightweight express trains in Switzerland. Both individually, as well as in the train series as a whole, this is one of the most outstanding locomotive types and ist successful reproduction is an acquisition to any system. This RET 800 model gives as sensational ap performance on its miniature track as its big original does on the line.

The models on pages 12 and 13 require transformer 278 A, but 280 A is advisable for use with lighted trains.



RET 800

Electric Locomotive, eight-wheeled, the same type as the SET 800 · Reverses by remote control and hand lever · Plastic tyres on one set of driving wheels gives very high tractive effort · Three electric headlights front and rear switch over automatically when the engine reverses · Lever switch for optional overhead wire or third rail working · Two sprung bow collectors on roof · Green all-metal body with numerous details · Automatic couplings at each end · Length over buffers about 6½ in.; weight about 23 ozs.

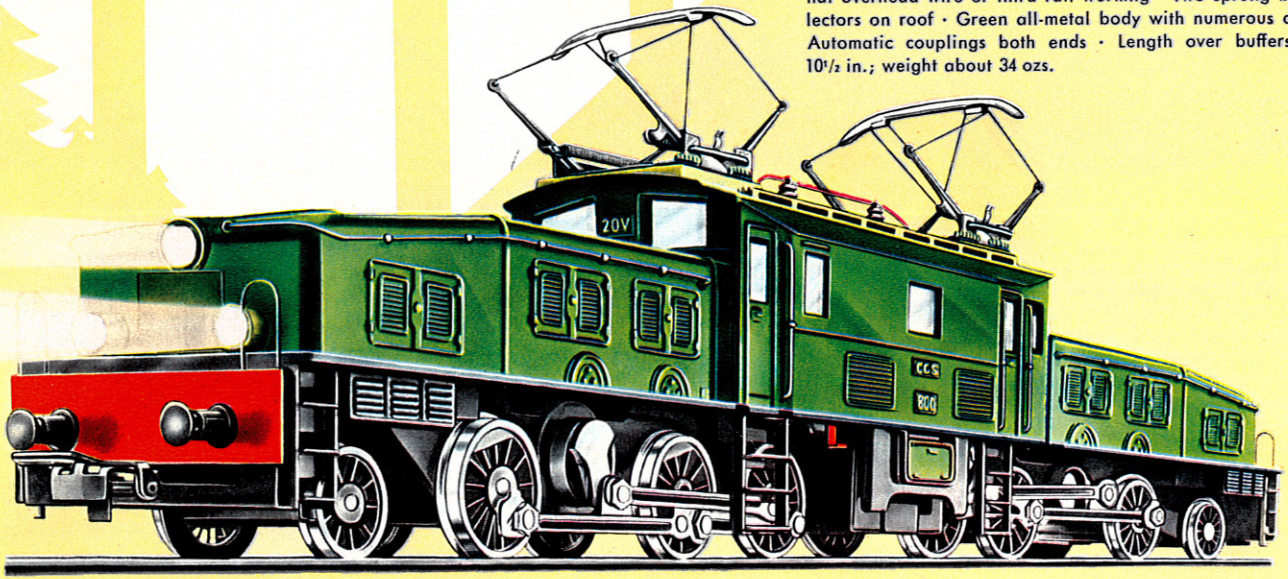
Heavy Electric Goods Engine

This miniature masterpiece is a true reproduction of its internationally famous original (Class Ce. 6/8) that hauls heavy goods trains over the many curves and long gradients of the St. Gotthard line. The model is one of the most characteristic and finest types of the Swiss Federal Railways.

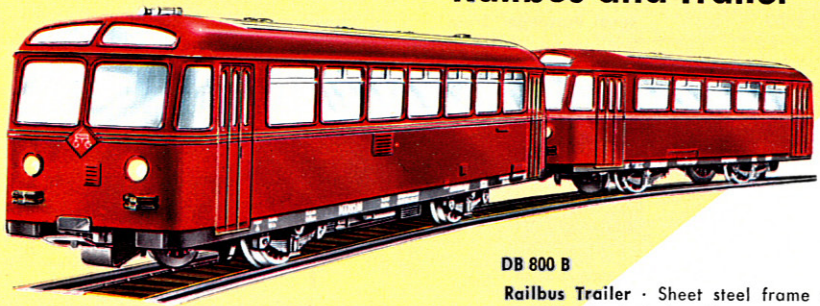
CCS 800

The "Crocodile" Sixteen-wheeled 2-6-6-2 Electric Heavy Goods Engine · The articulated design of this locomotive enables it to take curves of normal radius easily · Reverses by remote control and hand lever · The leading and trailing pony truck wheels are sprung to prevent derailment · Extra powerful motor with specially low reduction gear · Three electric headlights front and rear switching over automatically when the engine reverses · Lever switch for optional overhead wire or third rail working · Two sprung bow collectors on roof · Green all-metal body with numerous details · Automatic couplings both ends · Length over buffers about 10½ in.; weight about 34 ozs.

Requires transformer 280 A



Railbus and Trailer



The DB 800 K model requires transformer 278 A

ST 800 MT

Centre portion Extension Unit · The ST 800 three-car train can be lengthened by one to two cars by a simple snap connection that connects up the lighting to the centre cars as well · These extra cars are supplied in the same colours as the front and rear cars, so please state the colour required when ordering.

DB 800 K

Railbus and Trailer

Railbus · Four-wheeled, reversing by remote control and hand lever · Plastic tyres on driving wheels · Lights at either end and interior lighting by two bulbs · Red unbreakable plastic body with numerous details · Cast metal frame with fine plastic reproductions of the axleboxes, springs and rail guards · Cellon windows · Latest type symmetrical couplings at both ends for specially close-coupling the two units · Length over buffers about 5¾ in.; with trailer, about 11 in.; weight about 9¾ ozs.

DB 800 B

Railbus Trailer · Sheet steel frame with fine plastic reproductions of the axleboxes, springs and rail guards · Plastic body with numerous details · Cellon windows · Red tail lights at both ends; one bulb for interior lighting and pick-up shoe for lighting current · Special symmetrical coupling for railbus only · Length over buffers about 4¾ in.

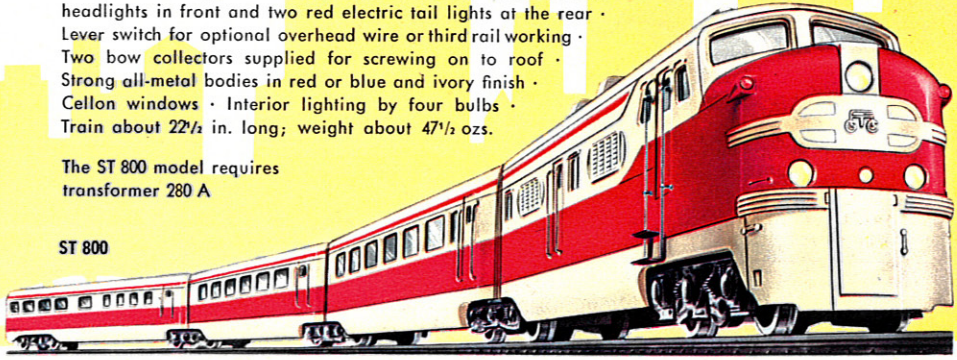
Diesel Express Train

ST 800

Diesel Express Train · High-speed three-unit railcar train on sixteen wheels in four four-wheeled bogies, the centre ones being the Jacobs type common to two units · Reverses by remote control and hand lever · Specially powerful motor · The low centre of gravity ensures safety in running, even at high speeds · Three white electric headlights in front and two red electric tail lights at the rear · Lever switch for optional overhead wire or third rail working · Two bow collectors supplied for screwing on to roof · Strong all-metal bodies in red or blue and ivory finish · Cellon windows · Interior lighting by four bulbs · Train about 22½ in. long; weight about 47½ ozs.

The ST 800 model requires transformer 280 A

ST 800



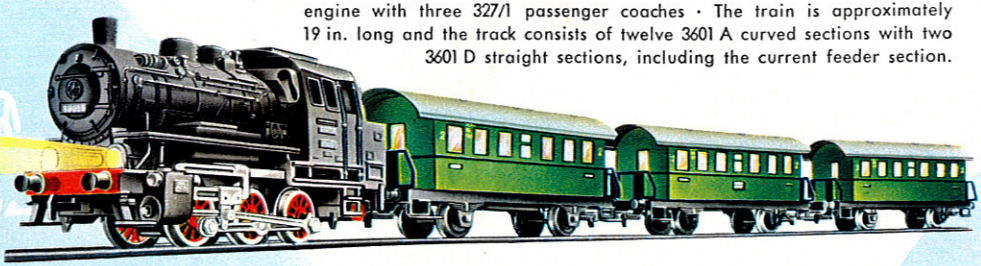
MÄRKLIN

High-class Sets at specially Low Prices

These train sets are some of the most outstanding models in our production range, despite their very low price. The cost of these made-up sets is so moderate as to enable anyone to have a MÄRKLIN Railway for very little outlay.

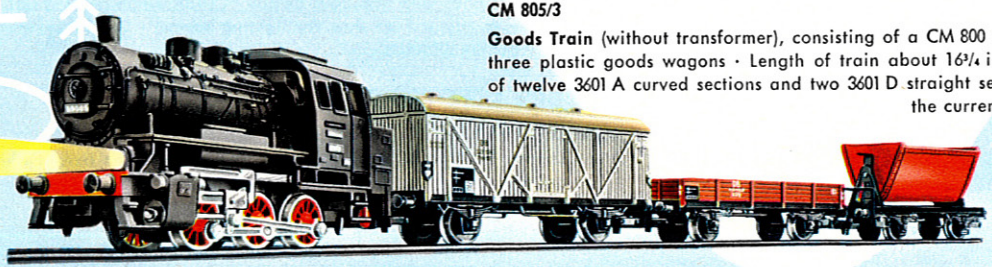
CM 827/3

Local Passenger Train (without transformer), consisting of a CM 800 tank engine with three 327/1 passenger coaches · The train is approximately 19 in. long and the track consists of twelve 3601 A curved sections with two 3601 D straight sections, including the current feeder section.



CM 805/3

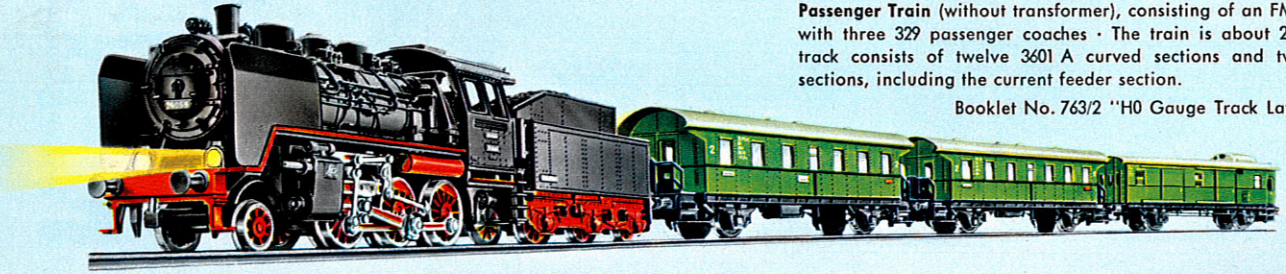
Goods Train (without transformer), consisting of a CM 800 tank engine with three plastic goods wagons · Length of train about 16¾ in.; track consists of twelve 3601 A curved sections and two 3601 D straight sections, including the current feeder section.



FM 829/3

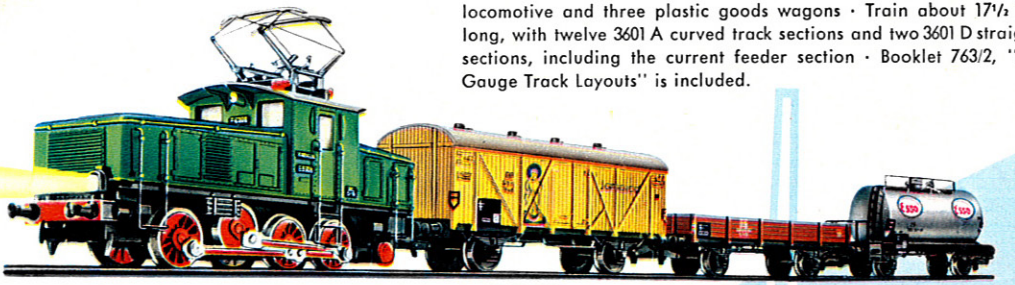
Passenger Train (without transformer), consisting of an FM 800 tender engine with three 329 passenger coaches · The train is about 24 in. long and the track consists of twelve 3601 A curved sections and two 3601 D straight sections, including the current feeder section.

Booklet No. 763/2 "H0 Gauge Track Layouts" is included.



Train Sets with Oval Tracks, without Transformers

The train sets shown on pages 16 and 17 require the 278 A transformer, but if the trains are to be lighted up, it is advisable to use the 280 A transformer.

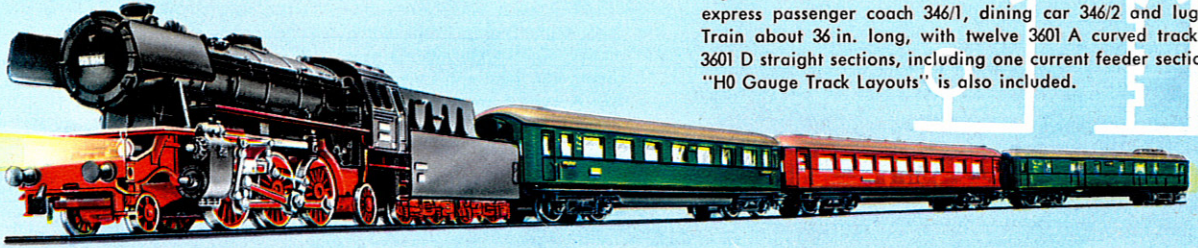


CE 807/3

Goods Train (without transformer), consisting of a CE 800 electric locomotive and three plastic goods wagons · Train about 17½ in. long, with twelve 3601 A curved track sections and two 3601 D straight sections, including the current feeder section · Booklet 763/2, "H0 Gauge Track Layouts" is included.

CE 829/3

Local Passenger Train (without transformer), consisting of a CE 800 electric locomotive and three 329 coaches · Train about 22 in. long, with twelve 3601 A curved track sections and two 3601 D straight sections, including the current feeder section · Booklet 763/2, "H0 Gauge Track Layouts" is included.

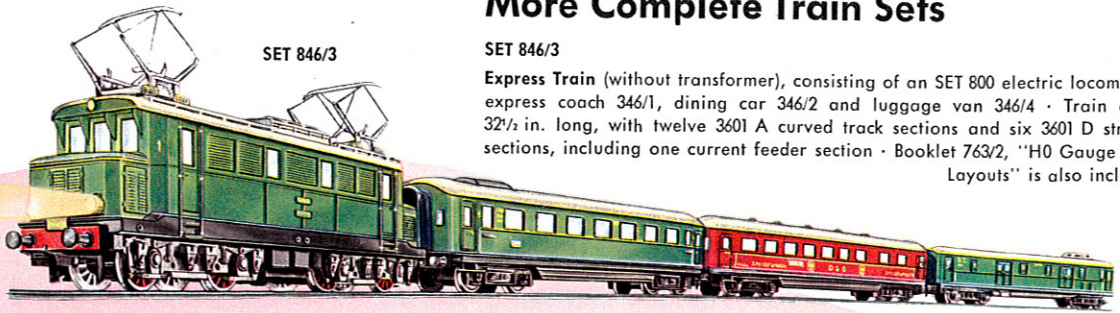


DA 846/3

Express Train (without transformer), consisting of a DA 800 steam engine, express passenger coach 346/1, dining car 346/2 and luggage van 346/4 · Train about 36 in. long, with twelve 3601 A curved track sections and six 3601 D straight sections, including one current feeder section · Booklet 763/2, "H0 Gauge Track Layouts" is also included.

MÄRKLIN

More Complete Train Sets



SET 846/3

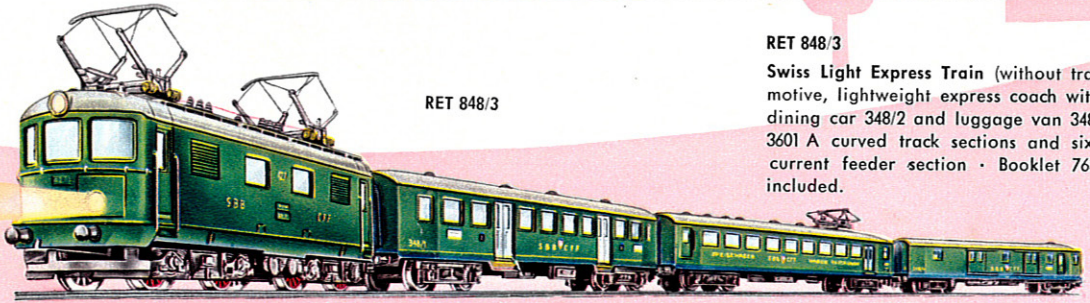
SET 846/3

Express Train (without transformer), consisting of an SET 800 electric locomotive, express coach 346/1, dining car 346/2 and luggage van 346/4 · Train about 32½ in. long, with twelve 3601 A curved track sections and six 3601 D straight sections, including one current feeder section · Booklet 763/2, "H0 Gauge Track Layouts" is also included.

SEH 846/3 J

SEH 846/3 J

Western European Type Electric Express Train (without transformer), consisting of an SEH 800 electric locomotive, express coach 346/1, dining car 346/2 J and luggage van 346/4 · Train about 32½ in. long, with twelve 3601 A curved track sections and six 3601 D straight sections, including one current feeder section · Booklet 763/2, "H0 Gauge Track Layouts" is also included.



RET 848/3

RET 848/3

Swiss Light Express Train (without transformer), consisting of an RET 800 locomotive, lightweight express coach with sliding doors 348/1, lightweight express dining car 348/2 and luggage van 348/4 · Train about 33 in. long, with twelve 3601 A curved track sections and six 3601 D straight sections, including one current feeder section · Booklet 763/2, "H0 Gauge Track Layout", is also included.

The double sliding doors are opened and closed by turning a knob on the roof of the coach.

Complete Train Sets, ready to run, with Oval Tracks but without Transformers

F 846/4

These train sets make it easy for MÄRKLIN fans to choose the kind of train they like best. The track and accessories that go with the train are mentioned at the same time to make selection easier. A set can be enlarged later, just as its owner wishes, the great variety of our production imposing no limits whatever to this.

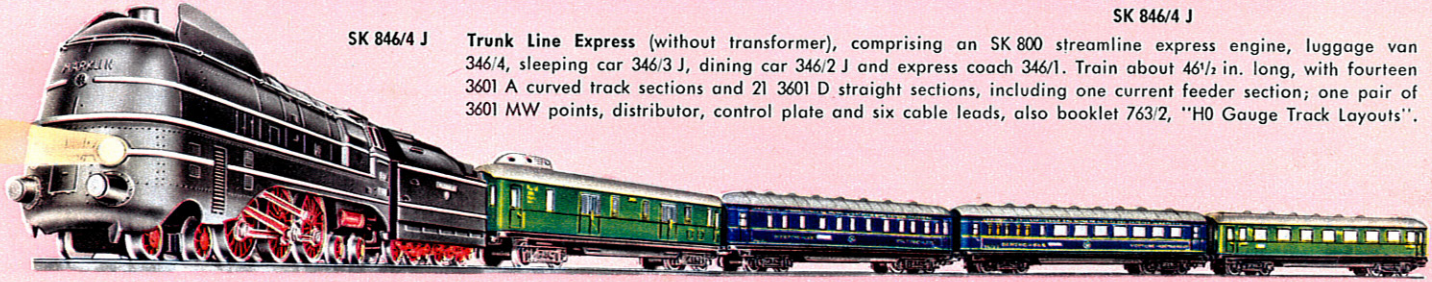
MÄRKLIN

F 846/4

Express Train (without transformer), comprising an F 800 tender locomotive, luggage van 346/4, sleeping car 346/3 dining car 346/2 and express coach 346/1 · Train about 46½ in. long, with fourteen 3601 A curved track sections and 21 3601 D straight sections, including one current feeder section; one pair of 3601 MW points, distributor, control plate, six cable leads and booklet 763/2, "H0 Gauge Track Layouts".

The F 846/4 express train can also be supplied finished in the international colouring (blue), and its reference number is then F 846/4 J.
The trunk line express SK 846/4 J (below) can also be supplied with the German Sleeping Car Co's. coaches under reference SK 846/4.

SK 846/4 J

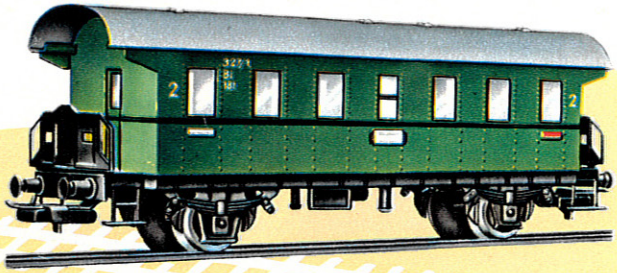


SK 846/4 J

Trunk Line Express (without transformer), comprising an SK 800 streamline express engine, luggage van 346/4, sleeping car 346/3 J, dining car 346/2 J and express coach 346/1. Train about 46½ in. long, with fourteen 3601 A curved track sections and 21 3601 D straight sections, including one current feeder section; one pair of 3601 MW points, distributor, control plate and six cable leads, also booklet 763/2, "H0 Gauge Track Layouts".

Passenger Coaches of finely printed sheet steel

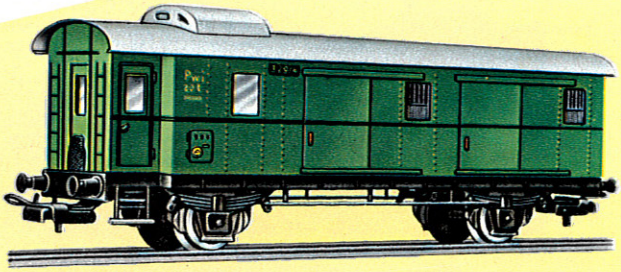
All coaches have **automatic couplings** and equipment for fitting interior lighting



329/1

Local passenger coach with platforms and end entrances

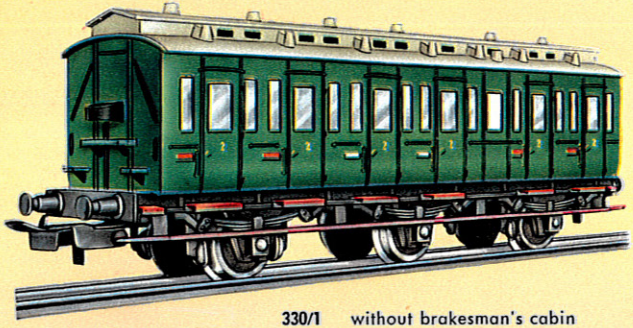
327/1 Plainer type, illustrated on page 51



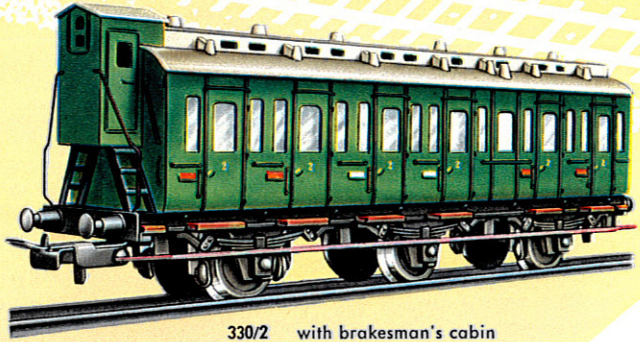
329/4

Luggage Van, with sliding doors each side and guard's lookout on roof

Standard Type Coaches with all details well reproduced · Cellon windows · Dark green with grey roof · Numerous markings · Length over buffers, about 5½ in.



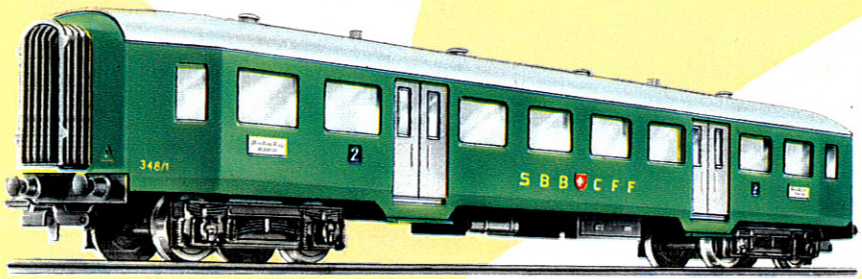
330/1 without brakesman's cabin



330/2 with brakesman's cabin

Compartment Coaches, six-wheeled, with sides divided up into six compartments · Dark green with grey roof; numerous markings · Length over buffers, about 5¼ in.

The Swiss Federal Railways All-metal Light Express Coaches



All coaches have **automatic couplings** and equipment for fitting interior lighting

See page 39 for tail lights for the No. 348 coaches

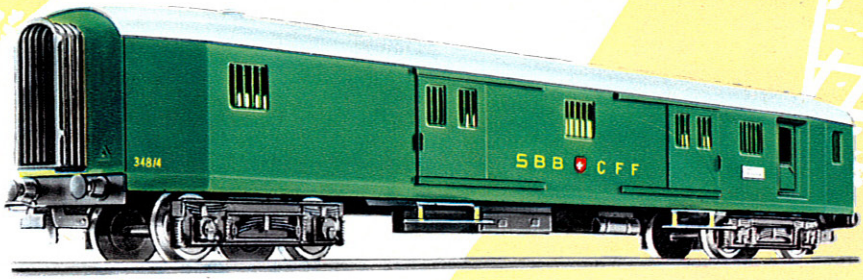
348/1

Light Express Coach, eight-wheeled, modelled on the Swiss Federal Railways (SBB) coaches; bogies with movable side equalisers to take up track irregularities · Two double sliding doors either side, operated by turning a knob on the roof · Cellon windows; reproduction of numerous details—vestibule concertina connections, footboards, battery boxes and markings · Dark green with silver-grey roof · Length over buffers about 8½ in.

348/2

348/2

Dining Car, with bow collector on roof for car lighting current · Window and roof ventilators; vestibule concertina connections; ground glass windows to kitchen compartment · Battery boxes · Dark green, yellow lettering and silver-grey roof · Length over buffers about 8½ in.



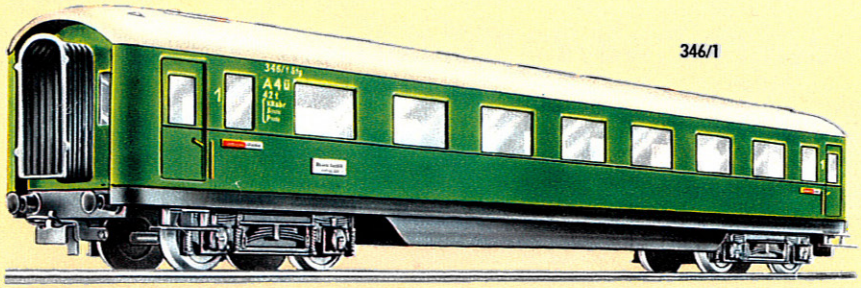
348/4

348/4

Luggage Van · Sliding doors in sides; barred windows; many details · Dark green, silver-grey roof, yellow lettering · Length over buffers about 8½ in.

Express Coaches - All-metal type

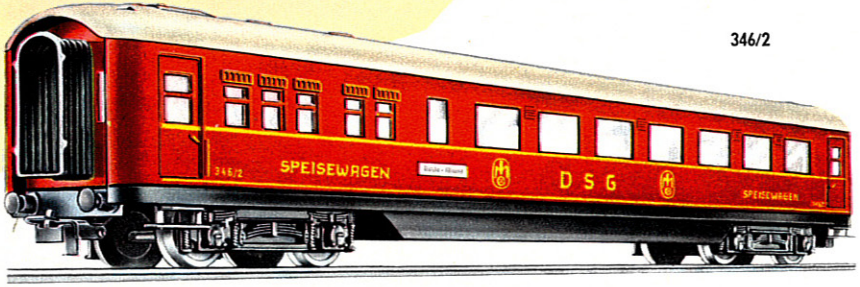
All coaches have **automatic couplings** and equipment for fitting interior lighting



346/1

346/1

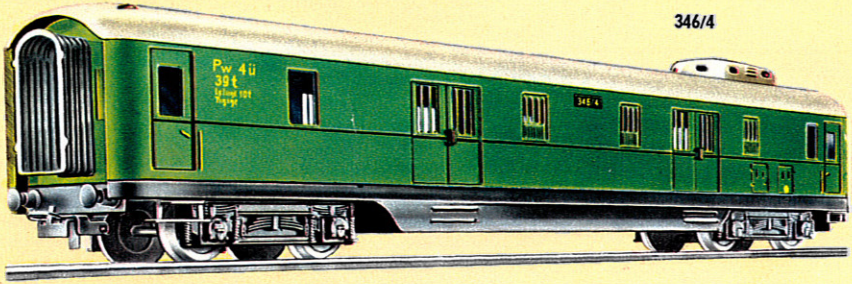
Eight-wheeled double-bogie **express coach**; detachable roof; real windows with cellon panes · Dark green, grey roof · Length over buffers about 8 in.



346/2

346/1 B

Express train coach as 346/1, but with tail lights and bow collector



346/4

346/2

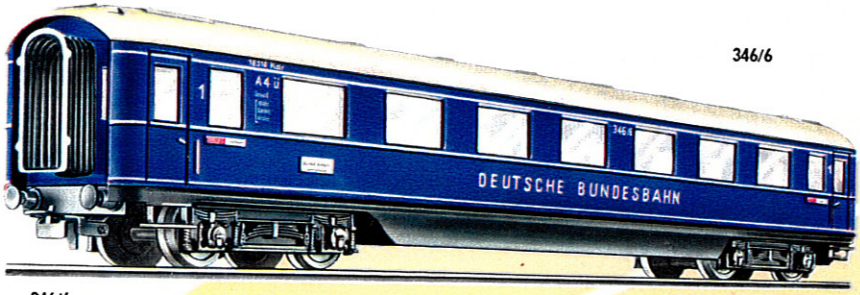
Eight-wheeled double-bogie **dining car**, modelled on the German Sleeping Car Co's. (DSG) coaches · Wine red, yellow lettering, grey roof · Length over buffers, about 8 in.

346/2 J

Dining Car as above, but modelled on the International Sleeping Car Co's. (ISG) stock · Blue, with yellow lettering and grey roof

346/4

Express Train Luggage Van, barried windows; two double sliding doors either side. Dark green, yellow lettering, grey roof · Length over buffers about 8 in.

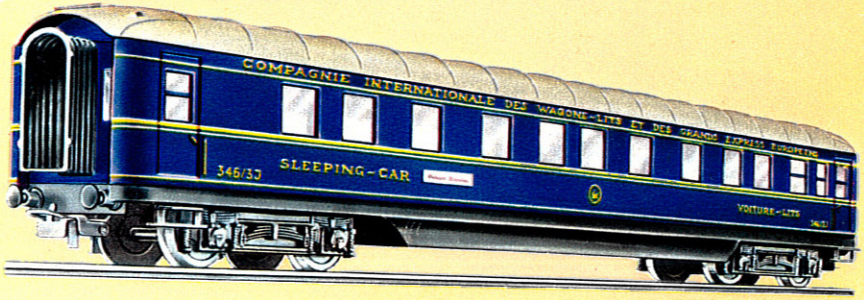


346/6

The model coaches illustrated are reproductions of the eight-wheeled double-bogie stock used on long-distance express services. They have finely-printed sheet steel bodies with colouring true to the originals. The bogies have movable side equalisers to compensate for irregularities in the track. Very easy running on curves; vestibule concertina connections. Detachable roofs; real windows with cellon panes. The length of these express coaches has been designed to allow them to run freely over the sharpest standard curved tracks.

346/6

German Federal Railways trunk line Express Coach · Eight-wheeled double-bogie type · Blue, roof and lettering silver · Length over buffers about 8 in.



346/5

Express Post Office Coach (Mail Van) · Barred windows · Stamped imitation double doors; eight roof lights · Green, with yellow lettering, grey roof · Continental Post Office post horn marking · Length over buffers about 8 in.

346/3 J

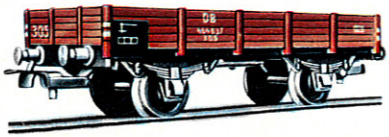
Sleeping Car, 8-wheeled double-bogie type, modelled on the International Sleeping Car Co's. (ISG) stock · Blue, with yellow lettering and grey roof · Length over buffers about 8 in.

346/5

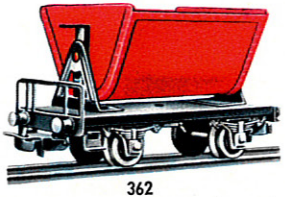
346/3

Sleeping Car as above, but modelled on the German Sleeping Car Co's. (DSG) stock · Wine red, yellow lettering and grey roof

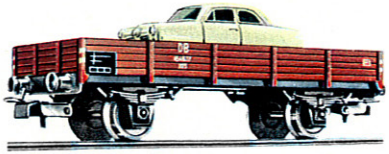
Goods Wagons with Thermoplastic Bodies and Automatic Couplings



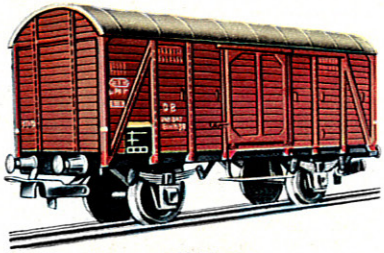
305/1
Low-sided Goods Truck, brown, length about 4 in.



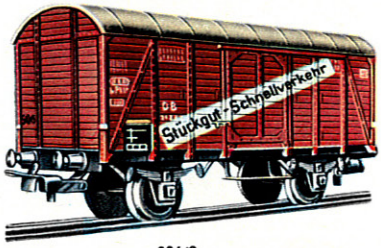
362
Tipping Truck, red, empties either side, with locking gear · Length about 3¼ in.



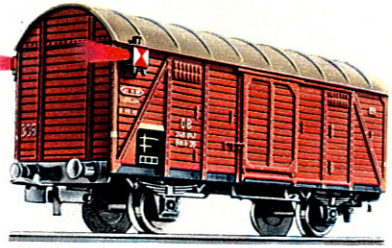
305/2
Low-sided Goods Truck, brown, loaded with miniature Ford Taunus 12 M car · Length about 4 in.



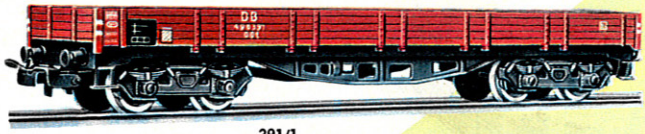
306/1
Closed Goods Van, brown with grey roof, about 4 in. long



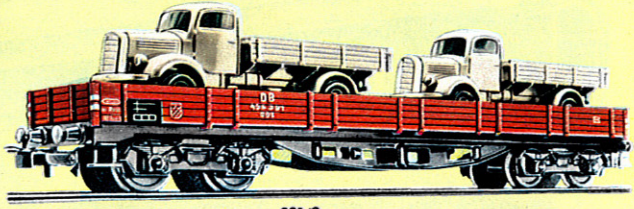
306/2
Closed Goods Van, brown, with grey roof, diagonal lettering; length about 4 in.



306/1 S
Closed Goods Van, brown with grey roof; well-designed electric tail lights at sides, and with current pick-up shoe · Length about 4 in.



391/1
Low-sided bogie Goods Truck · Brown, eight-wheeled · Length about 7¼ in.

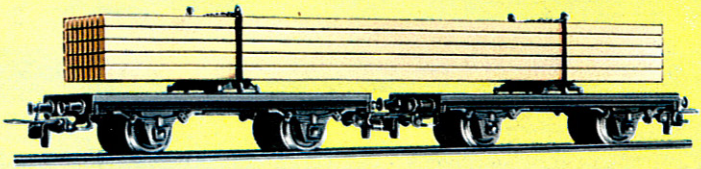


391/2
Low-sided bogie Goods Truck, brown, loaded with 2 3½-ton Mercedes model lorries · Length about 7¼ in.

The wagons on pages 24 and 25 have sheet steel enamelled frames, thermoplastic bodies (except No. 361 G and No. 392 C) and die-cast metal wheels. The lengths given are measured over the buffers. All wagons can be used with those with the new type of coupling without difficulty.

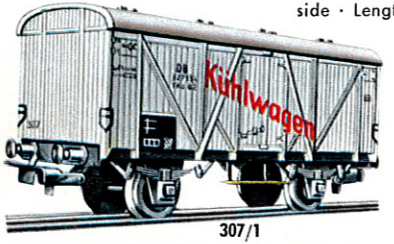
308/2

Pulverised Coal Wagon · Two silver-coloured bulk containers for pulverised coal, with fillers and connected by a runway with a ladder each side · Length about 4 in.



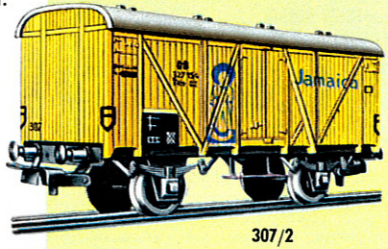
361 G

Timber Truck, loaded with baulks of timber · Black, all-metal truck; two units; length about 7½ in.



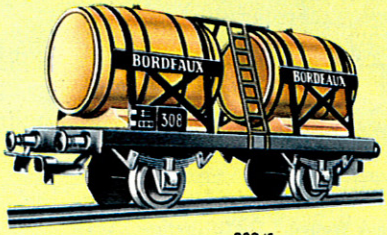
307/1

Refrigerated Van, white, with red lettering · Imitation ventilating flaps in roof · Length about 4 in.



307/2

Banana Van, with picture of a banana gatherer · Yellow, with blue lettering and white roof · Length about 4 in.

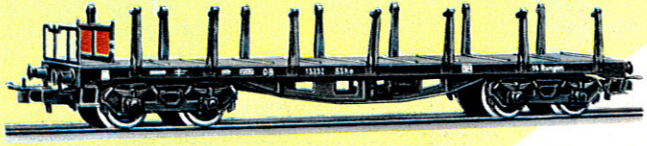


308/1

Wine Wagon, with two barrels and ladders each side · Light brown barrels, lettered "BORDEAUX" · Length about 4 in.

393 C

Bogie Tilt Truck, eight-wheeled · Brown, with white tilt cover · Length about 7¼ in.

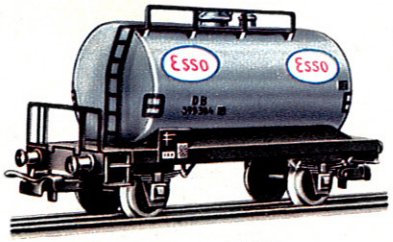


392 C

Platform bogie Truck with stanchions; eight-wheeled. Sheet steel body · Length about 7¼ in.

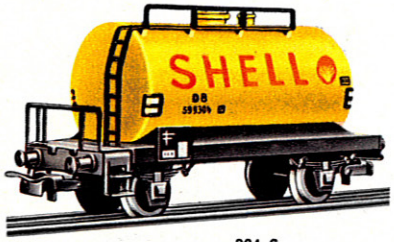
Model Goods Wagons with the Ideal Advance Uncoupler

These wagons have die-cast zinc frames and thermoplastic bodies, all details being reproduced in true scale model fashion. Very easy running. With the new advance uncoupler the wagons remain uncoupled after the track uncoupling device has acted — which can be on the ascending side of the marshalling hump. This new design prevents the wagons recoupling, and so they can be shunted off at any point desired on the system. All wagons with the advance uncoupler can be used without difficulty with the existing wagons.



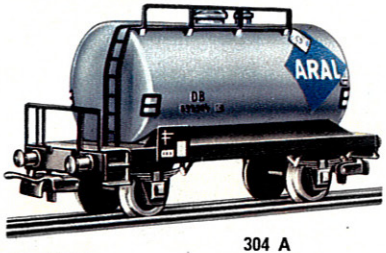
304 E

Tank Wagon, "ESSO", silver · **Sheet steel, with thermoplastic body** · Length about 4 in.



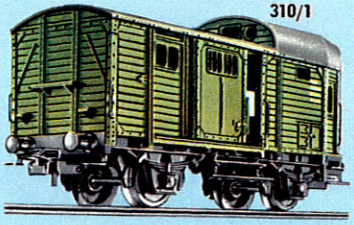
304 S

Tank Wagon, "SHELL", yellow · **Sheet steel, with thermoplastic body** · Length about 4 in.



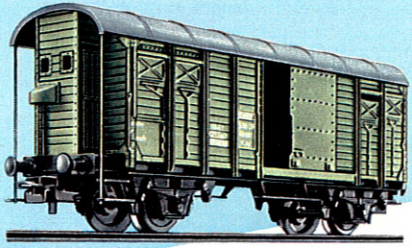
304 A

Tank Wagon, "ARAL" (petrol), silver · **Sheet steel, with thermoplastic body** · Length about 4 in.



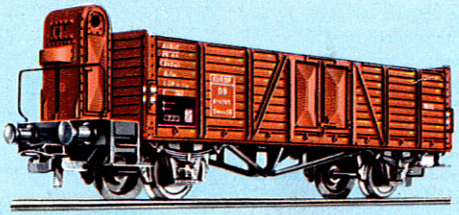
310/1

Goods Train Luggage Van (German Federal Railways Pwg type) · Green, with grey roof · Doors open on both sides · Length about 3½ in.



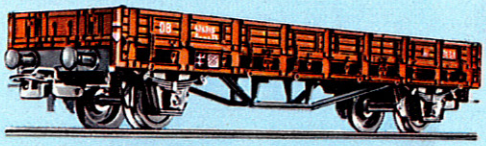
312/1

Closed Goods Van with Brakesman's Cabin · (Swiss Federal Railways K³ type) · Grey, with silver roof · Doors open on both sides · Length about 4⅜ in.



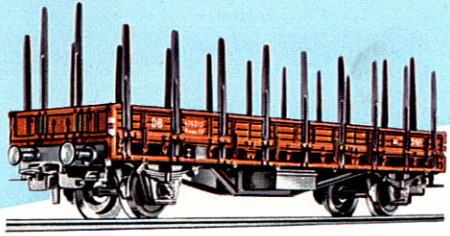
311/1

Open Goods Truck with brakesman's Cabin · (German Federal Railways Omm-33 type) · Brown · Length about 4½ in.



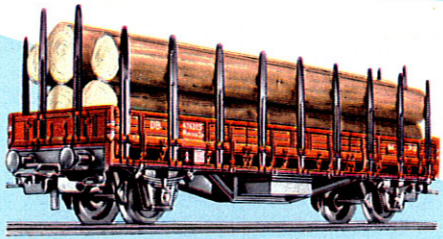
313/1

Low-sided Goods Truck (German Federal Railways Rmms-33 type) · Brown, length about 5¼ in.



313/2

Platform Truck with stanchions · (German Federal Railways Rmms-33 type), with detachable stanchions to be carried in sliding compartment under the platform · Brown · Length about 5¼ in.

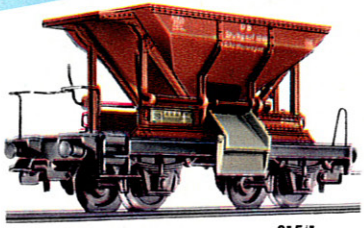


313/2 H

Timber Truck, loaded with tree trunks · (German Federal Railways Rmms-33 type). Detachable stanchions · Brown · Length about 5¼ in.

313/3

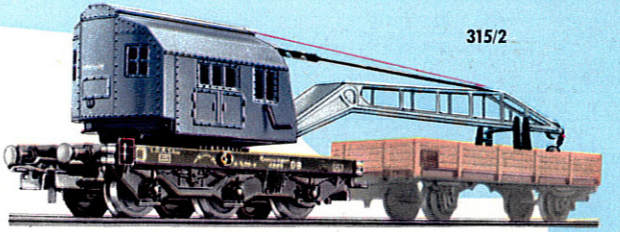
Tilt Truck · (German Federal Railways Rmms-33 type) Brown, with white tilt · Length about 5¼ in.



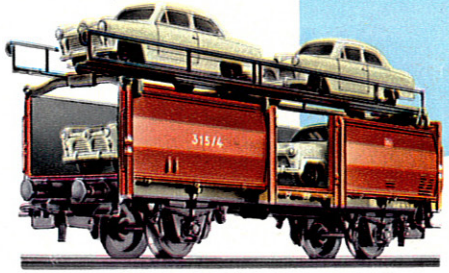
315/1

Ballast Truck, with discharging doors operated by hand lever · Brown, length about 3¾ in.

315/2

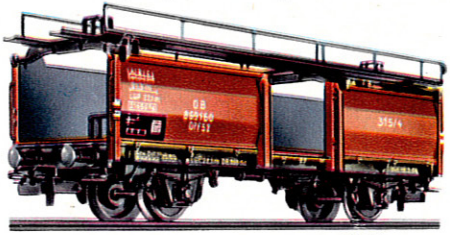


Crane Truck with slewing Crane, movable jib and jib support · Crane hook rises and falls by crank handle · Frame black, crane light blue, jib, silver · Frame about 3½ in. long · (The low-sided truck No. 305/1 is not included in the price for the crane).



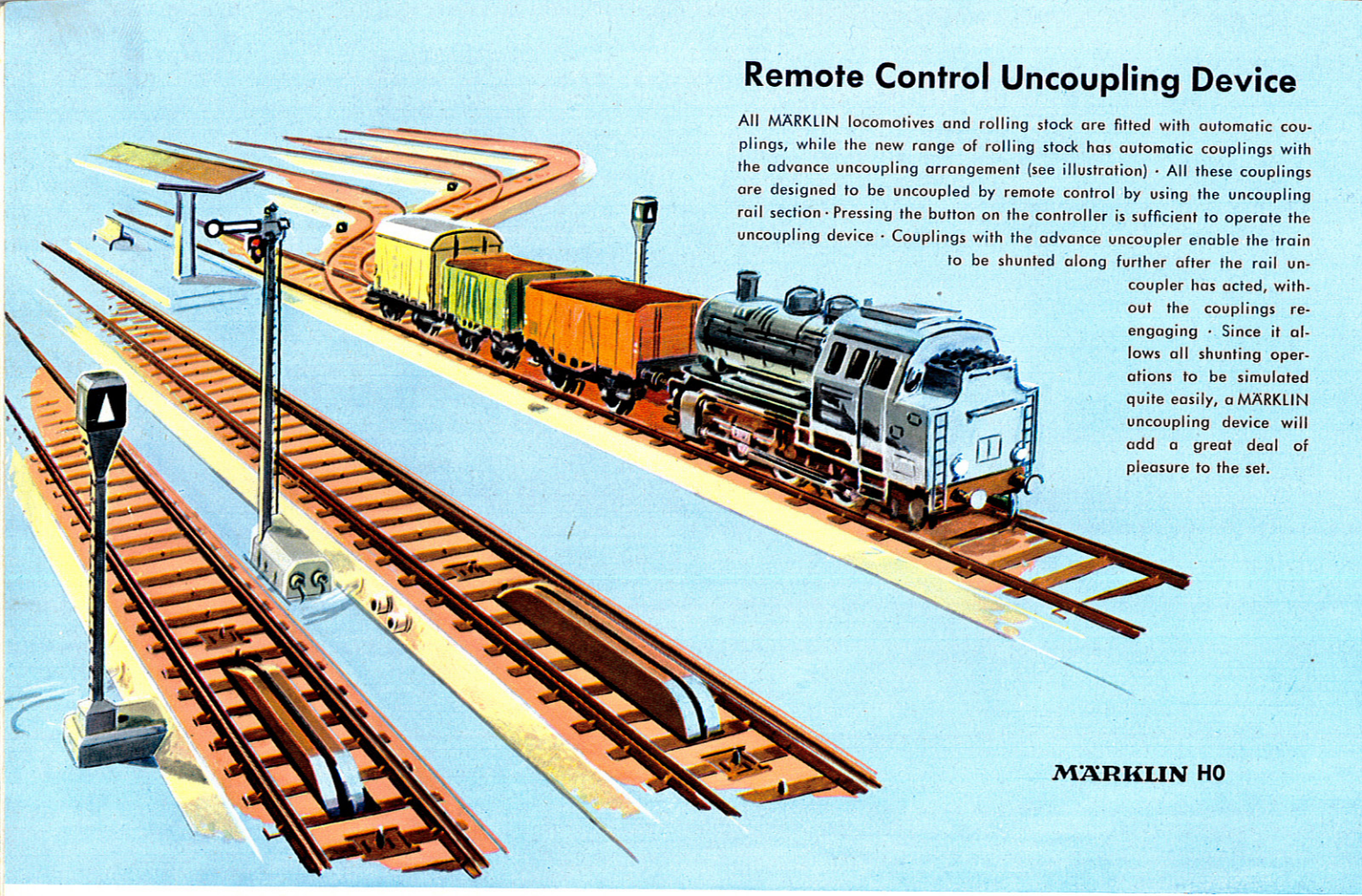
315/4 G

Motor Car Transporter Truck with loading Ramp · Loaded with miniature Ford Taunus 12M cars · Brown; ramp black · Length about 4½ in.



315/4

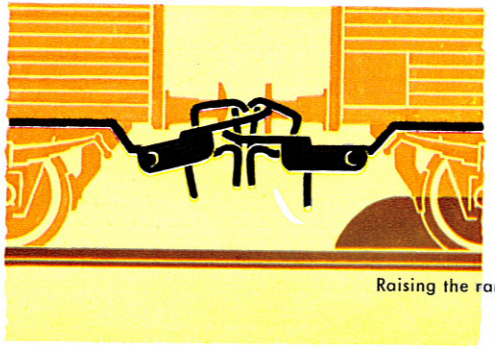
Motor Car Transporter Truck, with loading ramp · Unladen · Brown, ramp black; length about 4½ in. (On the German Federal Railways, two transporter trucks are always made up into one unit, designated Off 52).



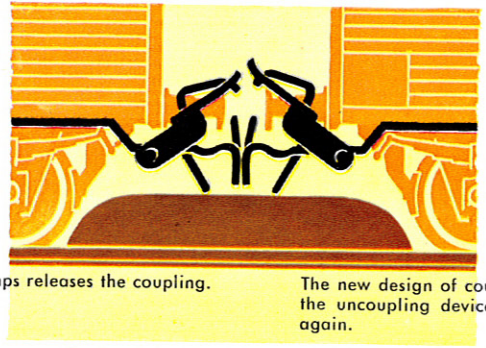
Remote Control Uncoupling Device

All MÄRKLIN locomotives and rolling stock are fitted with automatic couplings, while the new range of rolling stock has automatic couplings with the advance uncoupling arrangement (see illustration) · All these couplings are designed to be uncoupled by remote control by using the uncoupling rail section · Pressing the button on the controller is sufficient to operate the uncoupling device · Couplings with the advance uncoupler enable the train to be shunted along further after the rail uncoupler has acted, without the couplings re-engaging · Since it allows all shunting operations to be simulated quite easily, a MÄRKLIN uncoupling device will add a great deal of pleasure to the set.

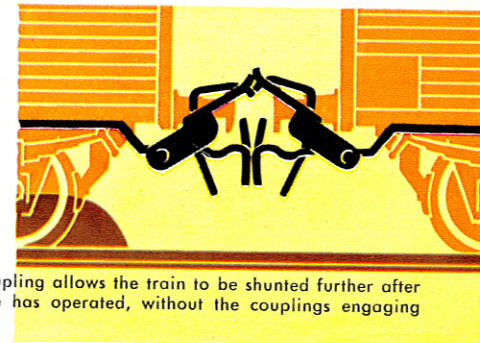
MÄRKLIN H0



Raising the ramps releases the coupling.



The new design of coupling allows the train to be shunted further after the uncoupling device has operated, without the couplings engaging again.



The New Uncoupling Track Section can be used in all sorts of ways

On the up-grade to the marshalling hump, in conjunction with the fly-shunting signal No. 446/22 (page 44).*

On tracks in stations, for changing engines by remote control.** On the sidings in running shed yards where rolling stock is run into.**

On sidings in shunting yards on to which coaches etc. are shunted.**

* If fly-shunting signal No. 446/22 be used, the No. 3601 EKL signal lamp post must be used.

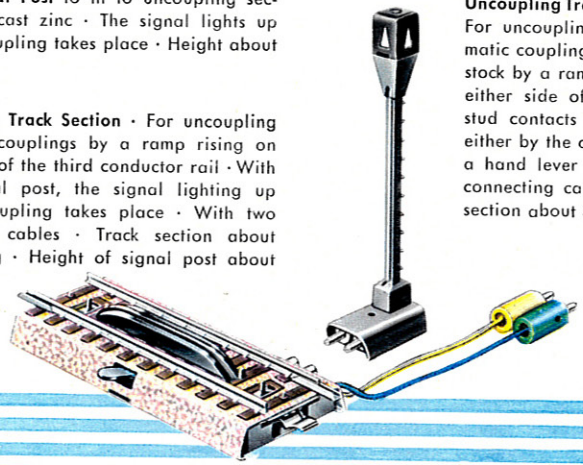
** The use of No. 3601 EKL signal lamp post is recommended. Using the No. 3601 EKL signal lamp post is also always recommended where several uncoupling track sections are included in a small space, as the signal lamp post shows which uncoupling section is in operation.

3601 EKL

Lamp Signal Post to fit to uncoupling section · Die-cast zinc · The signal lights up when uncoupling takes place · Height about 3⅜ in.

3600 EKS

Uncoupling Track Section · For uncoupling automatic couplings by a ramp rising on either side of the third conductor rail · With lamp signal post, the signal lighting up while uncoupling takes place · With two connecting cables · Track section about 3½ in. long · Height of signal post about 4 in.

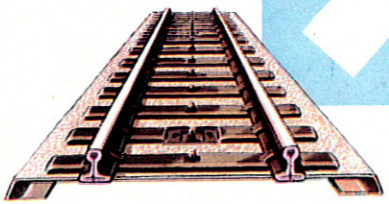


3601 EK

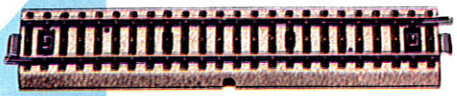
Uncoupling Track Section · For uncoupling the automatic couplings on rolling stock by a ramp rising on either side of the centre stud contacts · Operated either by the controller or a hand lever · With two connecting cables · Track section about 3½ in. long.

The New MÄRKLIN Standard Track No. 3601, with Centre Stud Contact

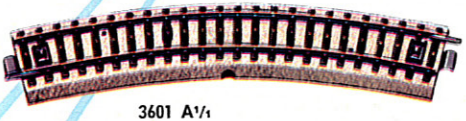
Twelve track sections make a circle about 30 in. diameter



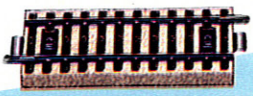
The No. 3601 track sections are all-metal with hollow section rails. The centre conductor consists of stud contacts which, with the finely stamped imitation ballast, gives a track resembling the actual thing to a very great extent. Twelve No. 3601 A1/1 sections make a circular track, its diameter, including the roadbed, being approximately 30 inches. The contact tongues cannot short-circuit and ensure a reliable path for the current. The new No. 3601 standard track can be used with any other Märklin track sections without any difficulty, and these new track sections are recommended when buying a set for the first time. Additions to the standard track with stud contacts — such as double slip points and parallel circles, for instance — are in preparation.



3601 D1/1
Straight track section, about 7 in. long.

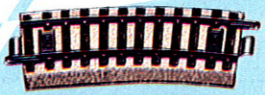


3601 A1/1
Curved track section, about 7 1/2 in. long

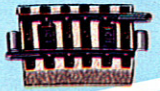


3601 D1/2
Straight track section, about 3 1/2 in. long

3601 D1/4
Straight track section, about 1 3/4 in. long



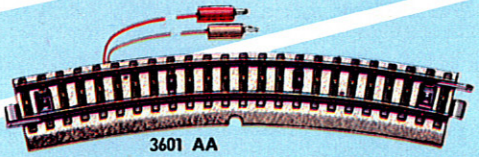
3601 A1/2
Curved track section, about 3 3/4 in. long



3601 A1/4
Curved track section, about 1 7/8 in. long

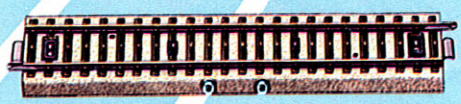
3601 D3/16
Straight track section, about 1 5/16 in. long

3601 D1/8
Straight track section, about 7/8 in. long

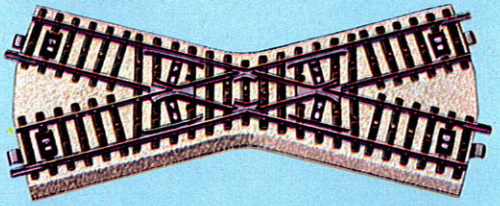


3601 AA
Track feeder section, curved, with two connecting cables

3601 DA
Track feeder section, straight, with two connecting cables

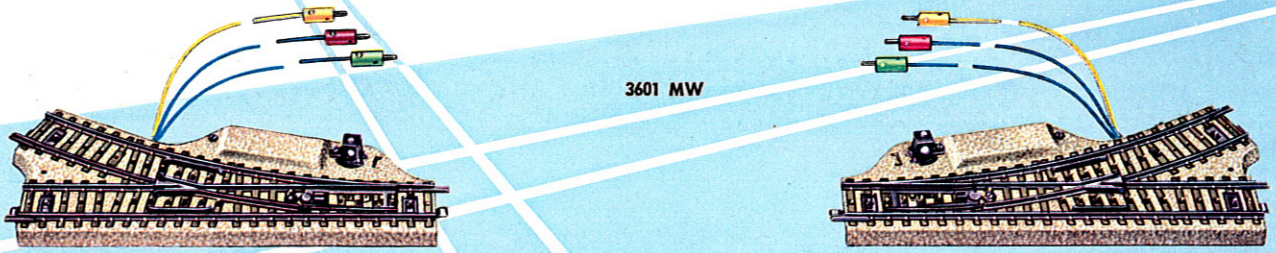


3601 BSD **Contact sections,** straight
3601 BSA **Contact section,** curved



3601 K **Crossing,** about 7 9/16 in. long

Electro-magnetically operated points



3601 MW

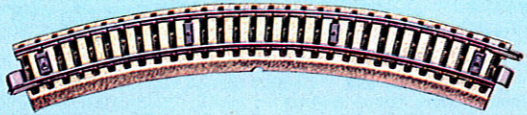
3601 MW
Electro-magnetically operated points (one pair), comprising one right-hand set and one left-hand, both with double solenoid actuation · Small scale model ground signals to light up · Crossing type with guide rail etc. · Sprung tongues · With three connecting cables each · The rail lengths are the same as those of track sections Nos. 3601 D$^{1}/_{1}$ and 3601 A$^{1}/_{1}$.

Pair of points for hand lever operation

3601 W

3601 W
Pair of points for hand lever operation, with crossing, guide rail, etc. · Sprung tongues · Track sizes the same as No. 3601 MW above.

3601 U



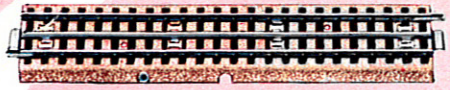
3601 U
Curved track section, about 8$^{7}/_{8}$ in. long · Branch lines and sidings to industrial concerns can be laid with a small radius by using No. 3601 U track sections · The diameter of the circle is about 24 in., eight sections being needed for a circle · The finish of the 3601 U section is the same as that of the standard No. 3601 track sections.

Just the same as in actual railway working, only the smaller types of engines can run services on branch lines, owing to the smaller radius of the curved sections of track.

The MÄRKLIN Standard Track with Centre Conductor Rail

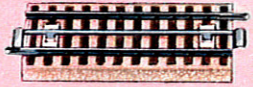
Twelve track sections make up a circular track approximately 30 in. diameter.

The No. 3600 track sections are all-metal hollow-section rail tracks and make up the Märklin standard track with centre or third rail. A circle consists of twelve No. 3600 A1/1 curved sections with an overall diameter of approximately 30 in. The sections have stamped imitation ballast and contact tongues that cannot short-circuit.



3600 D1/1
Straight section, about 7 in. long

3600 A1/1
Curved section, about 7½ in. long



3600 D½
Straight section,
about 3½ in. long

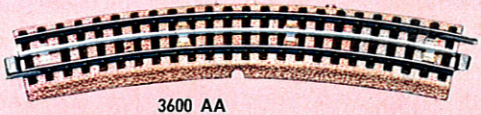
3600 D¼
Straight section,
about 1¾ in. long

3600 A½
Curved section,
about 3¾ in. long

3600 A¼
Curved section,
about 1⅞ in. long

3600 D3/16
Straight section,
about 1⅝ in. long

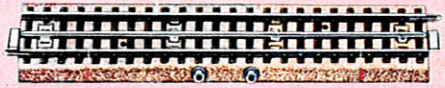
3600 D1/8
Straight section,
about ⅞ in. long



3600 AA
Feeder section, curved, 2 connecting cables

3600 DA
Feeder section, straight, 2 connecting cables

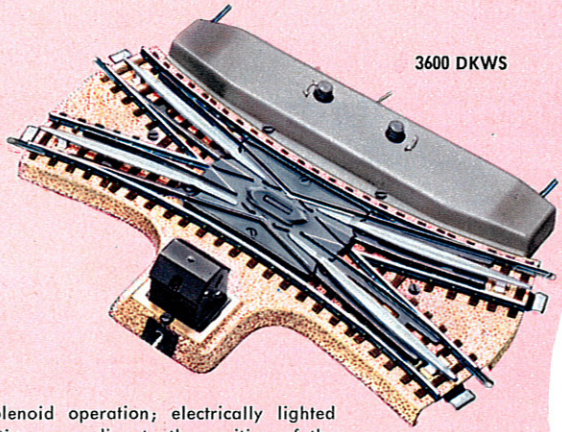
3600 K **Crossing,** length about 7⅝ in.



3600 BSD **Contact section,** straight
3600 BSA **Contact section,** curved

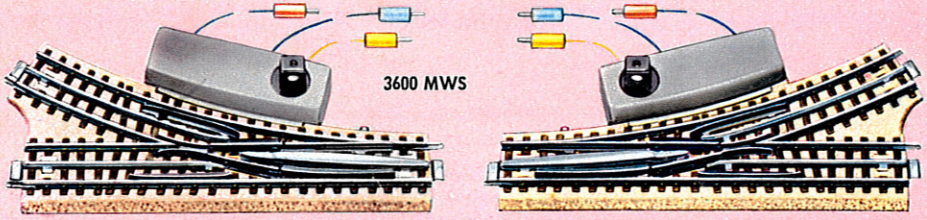
Electro-magnetic Points, remote-controlled, with double-solenoid operation

The No. 3600 MWS electro-magnetic points and No. 3600 DKWS double slip points have double-solenoid operation, electrically-lighted ground signals showing the position of the points. Derailment will not occur if the points should be "forced", and they return automatically to their original position.



3600 DKWS

3600 DKWS
Double slip points with double-solenoid operation; electrically lighted ground signals change their indications according to the position of the tongues, as their originals do · Hand operation also by two rotating knobs · Straight length about 7⁹/₁₆ in., curved length about 7½ in.



3600 MWS

Pair of electro-magnetic points, one right and one left-hand, both with double solenoid operation · Electric ground signals · Three connecting cables each · Lengths the same as sections 3600 D¹/₁ and 3600 A¹/₁.

Parallel Circular Track

Twelve sections make up a circle about 36 in. diameter (including roadbed).

3700 A¹/₁ length about 9 in.
3700 A ½ length about 4½ in.

Curved sections for building double track circles, using No. 3600 DA straight sections for feeders, and taking standard points, crossings and double slip points · An inner circle of No. 3600 A track is about 30 in. diameter, and of No. 3700 A track, about 36 in. diameter, the tracks being about 3 in. apart, centre to centre.

Scale-Model Track with Centre Stud Contact instead of a Third Rail

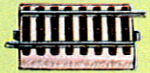
Sixteen track sections make a circle about 48 in. diameter

Just like a full-sized track, the sleepers are separate from the roadbed and the parallel curved track gives a very realistic copy of the real thing. A circle of No. 3900 track is about 48 in. diameter, and of No. 3800, about 44 in. diameter, both including the road bed. Each circle takes sixteen sections, either No. 3900 A1/1 or 3800 A1/1. Distance between track centres, 2 in., over roadbeds, 4 in. Track sections Nos. 3601, 3600 and 3700 can be used with the scale model track sections Nos. 3800 and 3900 without difficulty.

3900 D1/1
Straight section, about 8¾ in. long

3900 DE
Straight extra section, about 4½ in. long, adjusting section for points and crossings on double tracks

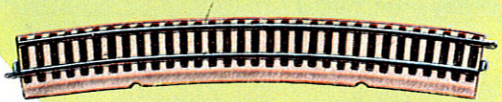
3900 D ½
Straight section, about 4⅜ in. long



3900 D ¼
Straight section, about 2³/₁₆ in. long

3900 D1/7
Straight section, about 1⁵/₁₆ in. long

3900 D1/8
Straight section, about 1³/₃₂ in. long



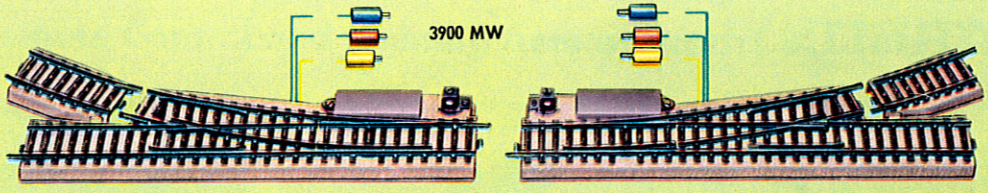
3900 A1/1
Curved section, about 9 in. long

3900 A ½
Curved section, about 4½ in. long

3900 A ¼
Curved section, about 2¼ in. long

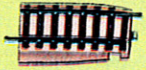
3900 BSD
Straight contact section, about 8¾ in. long

3900 BSA
Curved contact section, about 9 in. long

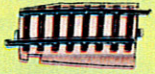


3900 MW

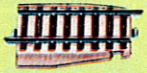
Pair of electro-magnetic points, one right-hand, one left-hand, about 9 in. long, including extra track sections Nos. 3900 ZR and 3900 ZL · The curve is three-quarters the length of track section No. 3900 A1/1 · Takes bulb No. 485 · Spring tongues; three connecting cables.



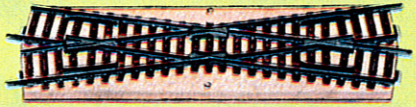
3900 ZL
Extra track section, left-hand, 2¼ in. long



3900 ZR
Extra track section, right-hand, 2¼ in. long



3900 ZD
Extra track section, straight, 2³/₁₆ in. long

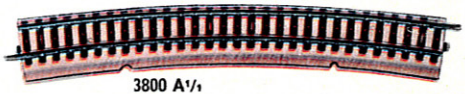


3900 K **Crossing,** 7 in. long.

◀ *For crossings and points also, when not used with other points and crossings, but with straight and curved sections.*

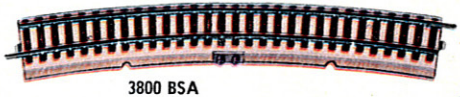
Parallel Circular Track

Sixteen sections make a circle about 44½ in. diameter (including the roadbed)

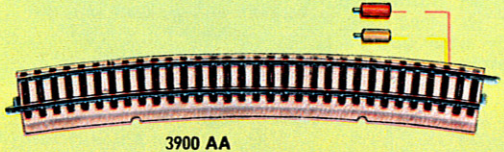


3800 A1/1
Curved track section, about 8¼ in. long

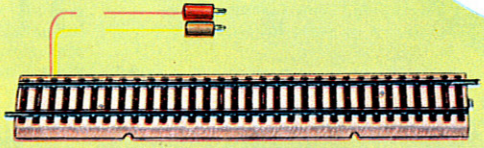
3800 A ½
Curved track section, about 4⅛ in. long



3800 BSA
Contact section, curved, about 8¼ in. long



3900 AA
Curved feeder section, about 9 in. long, with two connecting cables



3900 DA
Straight feeder section, about 8¾ in. long, with two connecting cables

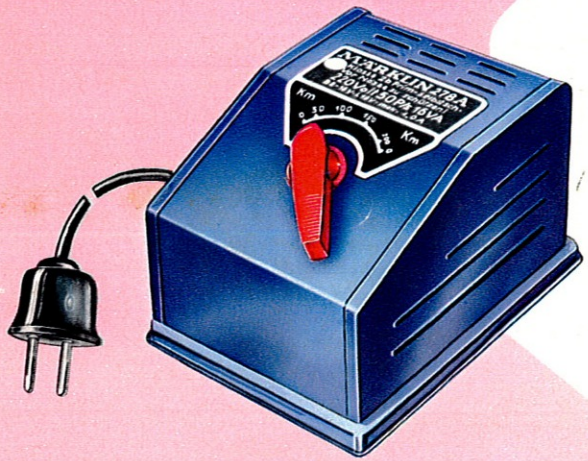
Full instructions for building up the track are included with both these feeder sections.

The Efficient MÄRKLIN Transformers

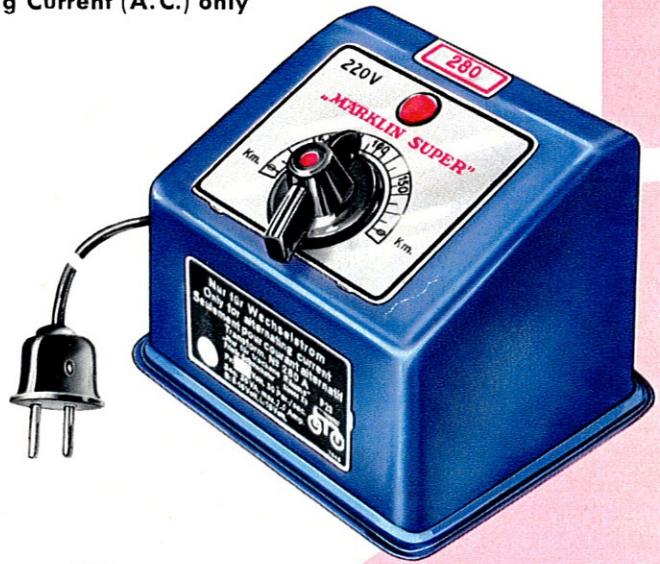
These transformers, with their steel casings and very efficient insulation (tested to several thousand volts) preclude any possibility of accidental contact with the mains voltage side, this feature of their design, together with an automatic short-circuiting cutout ensuring absolutely safe operation · The mains connection is by a plug and cable permanently connected to the transformer · Transformers can be supplied for 110, 125, 150 or 220-volt mains, so please state mains voltage required when ordering.

A controller giving stepless regulation of the 8 to 16 volts low-tension traction current and needing no other appliance, shows the train speed on a scale and embodies a push-button reversing control (the 24-volt "Perfect" switchgear) · The transformers supply an 8 to 16 volts traction current (socket B) and a 16 volts current for the lamps and magnetically-operated accessories (socket L), the current in both cases returning through the earthing socket C.

For use with Alternating Current (A.C.) only

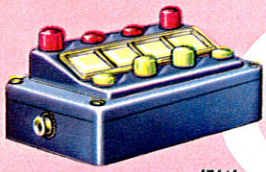


278 A
Transformer · Output 16 VA · Weight about 2½ lbs. · Dimensions: 4¾ x 3½ x 2¾ in.



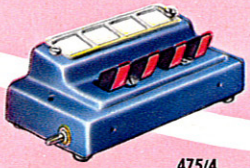
280 A
Transformer · Output 30 VA · Red pilot light · Weight about 4½ lbs. · Dimensions: 5½ x 4¾ x 4 in.

Remote Control and Lighting Accessories



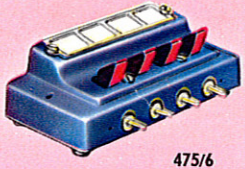
476/4

Control Plate with eight socket connections for operating four double-solenoid electromagnetic accessories · The positions of these accessories is shown by the position of the push-button controls on the plate. Length 3¹/₄ in., width. 1³/₄ in.



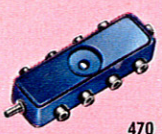
475/4

Switch Panel, for switching one traction and lighting current to four different conductors through four tumbler switches · Length, 3¹/₄ in., width, 1³/₄ in.



475/6

Switch Panel, to switch four different traction or lighting current circuits on and off by four tumbler switches · Length 3¹/₄ in., width 1³/₄ in.



470

Distributor, with nine single-pole connection sockets · Dimensions, 2¹/₄ x ³/₄ in.

433 G/12

Set of Number Plates for marking points, signals etc., consisting of twelve cast bases with slots into which cut-out numbers from 1 to 24 can be inserted

489/1

Lead, single, with one plug and one socket · In any of the colours red, brown, black, blue or yellow · 39 in. long

489/2

Lead, single, with one plug and one socket · In any of the colours red, brown, black, blue or yellow · 79 in. long

489 GP

33 ft. of cable packed separately in the colours most used.

The MÄRKLIN wiring system uses chiefly the following colours, viz:

Red: Traction circuit, (from transformer to centre rail or overhead wire)

Brown: Earth return from permanent way, lighting point or control plate to transformer

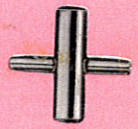
Yellow: Lighting and electromagnetic accessories

Blue: Earth return from electromagnetic accessories to control plate or contact rail section (with green, red or orange plugs)

In red, blue, brown, black, green, yellow and orange

490 Z

Connecting or double plug · For connecting two sockets



490 Y

Cross plug connector, for use as No. 490 Z, but enables two plugs to be connected also

497/3 P

Pair of brushes to suit practically all H0 gauge locomotives, consisting of either 2 black graphite brushes, or one graphite brush and one copper one

497/4 P

Pair of brushes for CCS 800, DL 800 and ST 800

497/3 LP

Pair of brushes as No. 497/3 P, specially for slow running · Can only be used in pairs

Some Favourite H0 Gauge Track Layouts

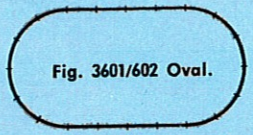


Fig. 3601/602 Oval.

Size 59 x 30 in.
Track sections: 11 A, 1 AA, 8 D.

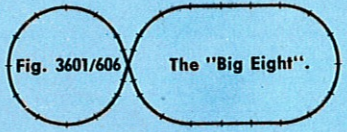


Fig. 3601/606 The "Big Eight".

Size 82 x 30 in.
Track sections: 19 A, 1 AA, 4 A½, 6 D, 1 K.

Fig. 3601/605 Oval with Loop.

Size 59 x 34 in.
Track sections, 11 A, 1 AA, 10 D, 1 D¼, one pair of points W.

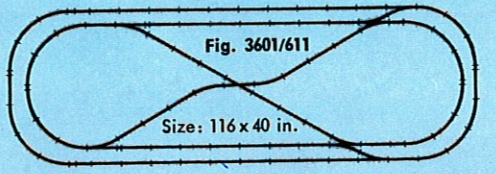
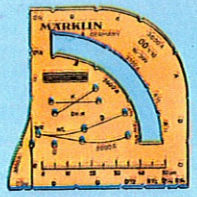


Fig. 3601/611

Size: 116 x 40 in.

Double-track oval, with double cross-over reversing loops. Track sections: 25 A, 1 AA, 50 D, 4 D½, 2 D¼, 6 D⅛, two pairs of points MW, 3 3601 K or 2 3600 DKWS and 1 K

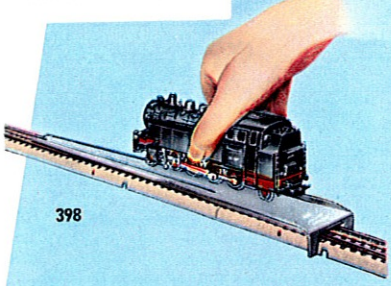


399
Stencil · transparent plastic, for designing track layouts for the Nos. 3600, 3700 and 3601 track sections (Scale 1 to 10).

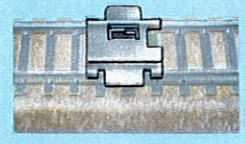
753/2
Booklet · "The MÄRKLIN H0 Gauge Railway and its Big Prototype". A handbook for MÄRKLIN Model Railway fans · 168 pages, sitze 8¼ x 5¾ in., in English · Contains suggestions for track layouts with a landscape background; the MÄRKLIN locomotives and rolling stock and their big prototypes; signals; railway operating regulations, electrical circuits, etc.

763/2
Booklet · "Track Layouts for H0 Gauge Toy and Model Railways" · Contains track layout plans for the Nos. 3600, 3700 and 3601 standard track · In three languages - English, German and French.

398
Re-railing Ramp, for placing bogie locomotives and rolling stock on the track easily · 12 in. long, ¾ in. high.



398

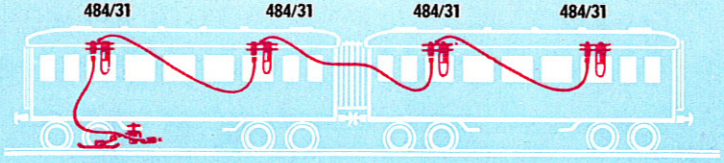


397/12
Coupling jig, nickel-plated sheet steel, for straightening bent couplings.

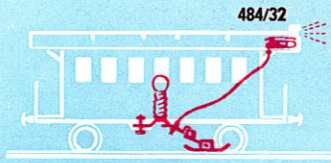
448/4
Station Lamp Standard.
Suitable for platforms, station forecourts and for street lighting also · 5 in. high, base 1 in. diameter · Takes No. 495 bulb; lead with metal plugs.

448/5
Arc Lamp.
6 in. high, base 1⅛ in. diameter · Takes No. 495 bulb; lead with metal plugs.

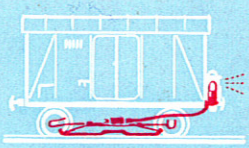
448/3
Arc Lamp with Lattice Mast, for use with overhead wire. 8¼ in. high, base 1 x 1¼ in. · Takes bulb No. 495; lead with metal plugs.



484/21



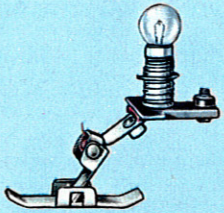
484/12



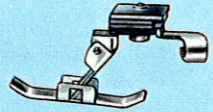
484/22 484/33

Electric Train Lighting

MÄRKLIN

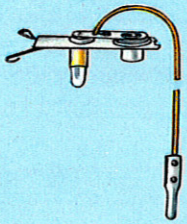


484/12
Interior lighting for Nos. 329 and 330 passenger coaches, with socket connections for extra lighting

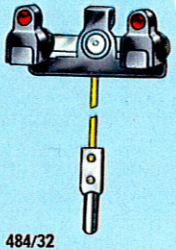


484/21
Current pick-up for No. 484/31 coach lighting

484/22
Current Pick-up for No. 484/31 coach lighting and No. 484/33 tail lights when using passenger coach No. 327 and four-wheeled goods wagons



484/31
Coach Lighting for all main line coaching stock · With socket connections for additional lighting · Takes No. 485 bulb



484/32
Tail Lights for No. 329/1 coaches · Takes two No. 485 bulbs · Requires No. 484/12 for connection

484/33
Tail Light, takes No. 485 bulb · Fixes on buffer (not for No. 346 stock) · Requires No. 484/12, 484/21, 484/22 or 484/31 for connection

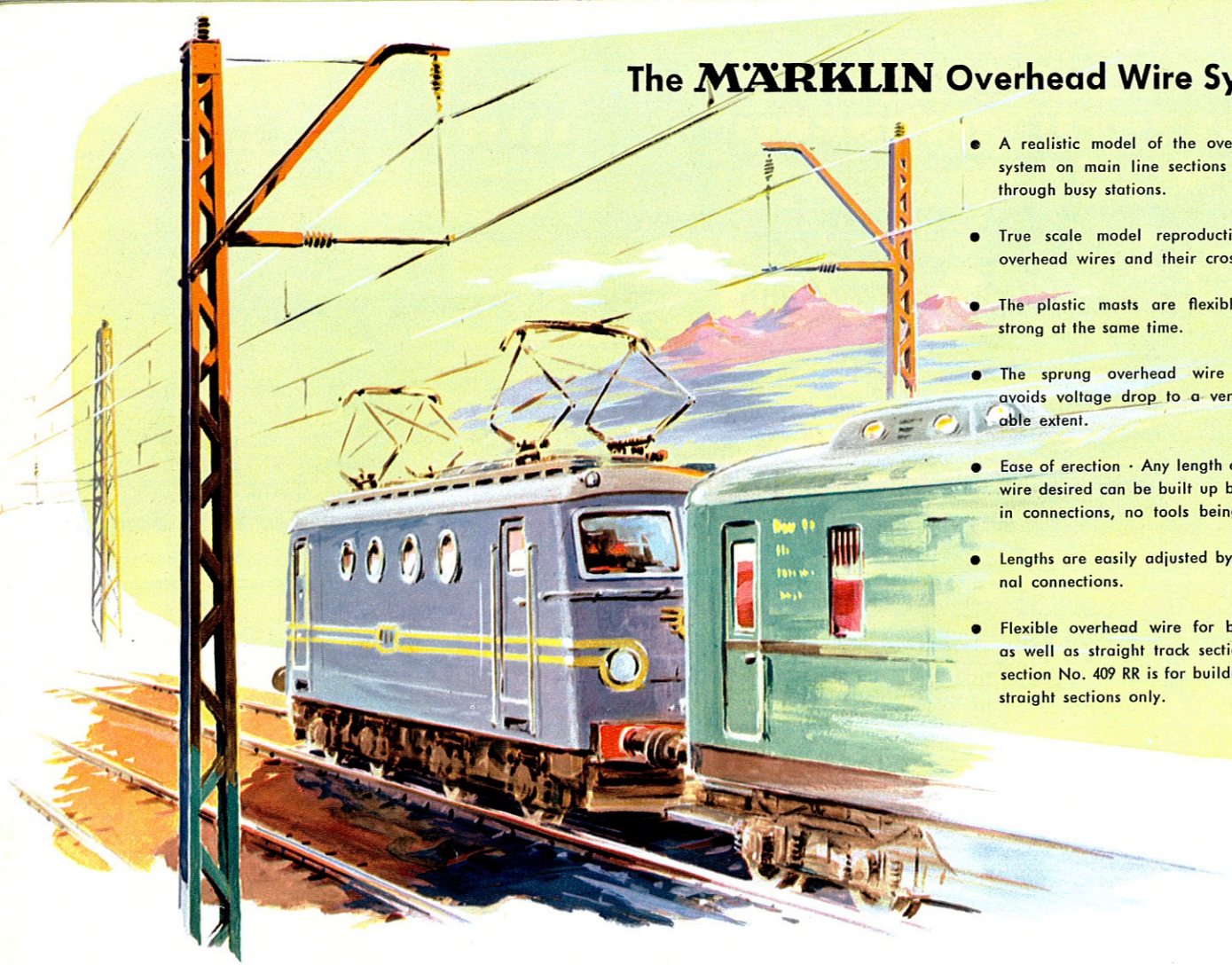
H0 Gauge Plastic Tyres

Replacement Tyres for the new Type H0 Gauge MÄRKLIN Locomotioes

No.	For Locomotives
496/12	DL 800, DT 800
496/13	CM 800
496/14	RES, SE, SEW, SEWH 800
496/14/1,6	CE, CEB, DB, RET, SEF, SEH, SET 800
496/16	G, RM, RSM, TM, TT 800
496/16/1,6	FM 800, GN 800
496/20	DA 800, S 870
496/22	F 800,. SK 800

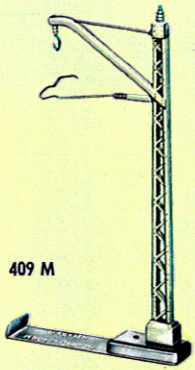
Fitting instructions are contained in the Directions for Operating the Locomotives.

The MÄRKLIN Overhead Wire System



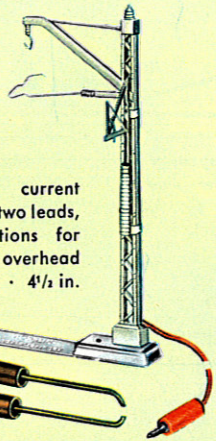
- A realistic model of the overhead wire system on main line sections as well as through busy stations.
- True scale model reproduction of the overhead wires and their cross supports.
- The plastic masts are flexible and yet strong at the same time.
- The sprung overhead wire suspension avoids voltage drop to a very considerable extent.
- Ease of erection · Any length of overhead wire desired can be built up by the push-in connections, no tools being required.
- Lengths are easily adjusted by the sectional connections.
- Flexible overhead wire for both curved as well as straight track sections · Wire section No. 409 RR is for building up long straight sections only.

Parts for the Overhead Wire System



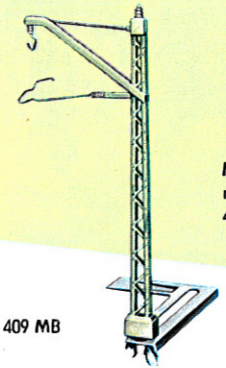
409 M

Mast, general type, for overhead wire · 4½ in. high



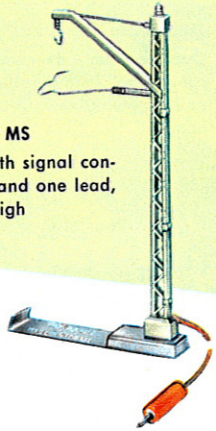
409 MA

Mast with current feede, with two leads, and instructions for using the overhead wire system · 4½ in. high



409 MB

Bridge mast, with fixing 4½ in. high



409 MS

Mast, with signal connection and one lead, 4½ in. high

409 RR

409 R

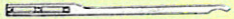
409 P

409 SP

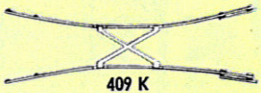
409 PH

409 V

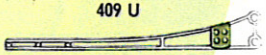
409 PN



409 Z

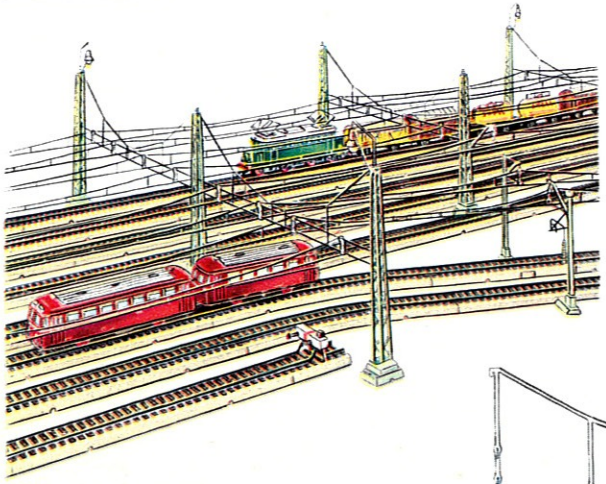


409 K

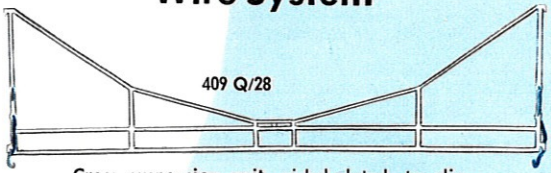


409 U

		Length
409 RR	Catenary wire section for straight sections only	14¼ in.
409 R	Catenary wire section for straight and curved sections	10¾ in.
409 P	Catenary wire section with plug in connection for straight and curved stretches	9½ in.
409 PH	Catenary wire section socket piece (for plug-in connection)	4½ in.
409 V	Adjusting section with plug-in connection	4 in.
409 PN	Catenary wire section with plug piece for plug-in connection	4½ in.
409 Z	Adapter section for 407 to 409, with plug piece for plug-in connection	4 in.
409 K	Crossing section for 3601 K, 3600 K and DKWS (plug-in connection)	
409 U	Circuit-breaker section with plug piece for plug-in connection	4½ in.
409 SP	Overhead wire tensioner for fitting to section and tower masts	
409 GS	Overhead wire outfit for signals not placed near tower masts, consisting of 2 409-MS signal posts, 2 409-U circuit-breaker sections and 2 409-PH sections, suitable for all signals for train control.	

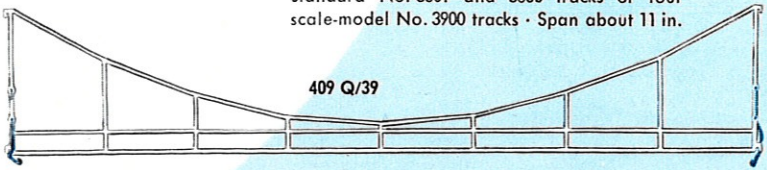


Single Parts for Tower Mast Overhead Wire System



409 Q/28

Cross suspension unit, nickel-plated, to clip into tower mast · Will span about three standard No. 3601 and 3600 tracks or four scale-model No. 3900 tracks · Span about 11 in.

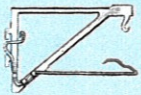


409 Q/39

Cross suspension unit, nickel-plated, to clip into tower mast · Will span about four standard No. 3601 and 3600 tracks or six scale-model No. 3900 tracks · Span about 15½ in.

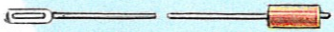
The ingenious design of the tower masts allows the overhead wire system to be modelled even in the largest station yards. One cross suspension unit requires two tower masts; larger layouts with two cross units need three tower masts; three cross units need four tower masts; Single tracks passing outside the masts can be connected to the overhead system by the 409 ZA cantilever fitting.

409 ZA



Cantilever fitting, allows a single track passing outside the tower mast to be connected to the overhead system.

409 AK



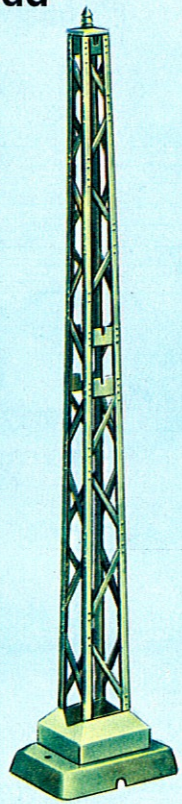
Overhead wire connecting lead, for connecting signals in the station yard and supplying current to any desired point

409 J

Overhead wire (catenary) insulator · Insulates the catenary wire sections from the cross suspension units · One each required per track and suspension unit · Illustration shows actual size.

409 BG

Fixing Kit · Consisting of 5 screws, 5 nuts and 5 washers · The normal equipment is generally adequate for fitting up the overhead system, though in rare cases screws and nuts may be the only possible way of connecting two overhead wire sections.



409 T

Tower Mast, thermoplastic, with detachable cap · Base about 1⅛ in. square; 6½ in. high · For tower mast with arc lamp see page 38.

The MÄRKLIN 446 Range of Signals

Marvels of precision and reliability, true to scale and unbreakable — nothing could be more suitable than these fine model signals for building up a realistic model MÄRKLIN railway, and making its operation as entertaining as it is exciting. All signals are notable for being scale model replicas in miniature of the essential features of their prototypes, as well as for their fine detail finish. All posts are made of practically indestructible zinc die castings.

These signals can be placed anywhere on either the standard or scale model track sections, on either the left or right side, and on straights or curves.

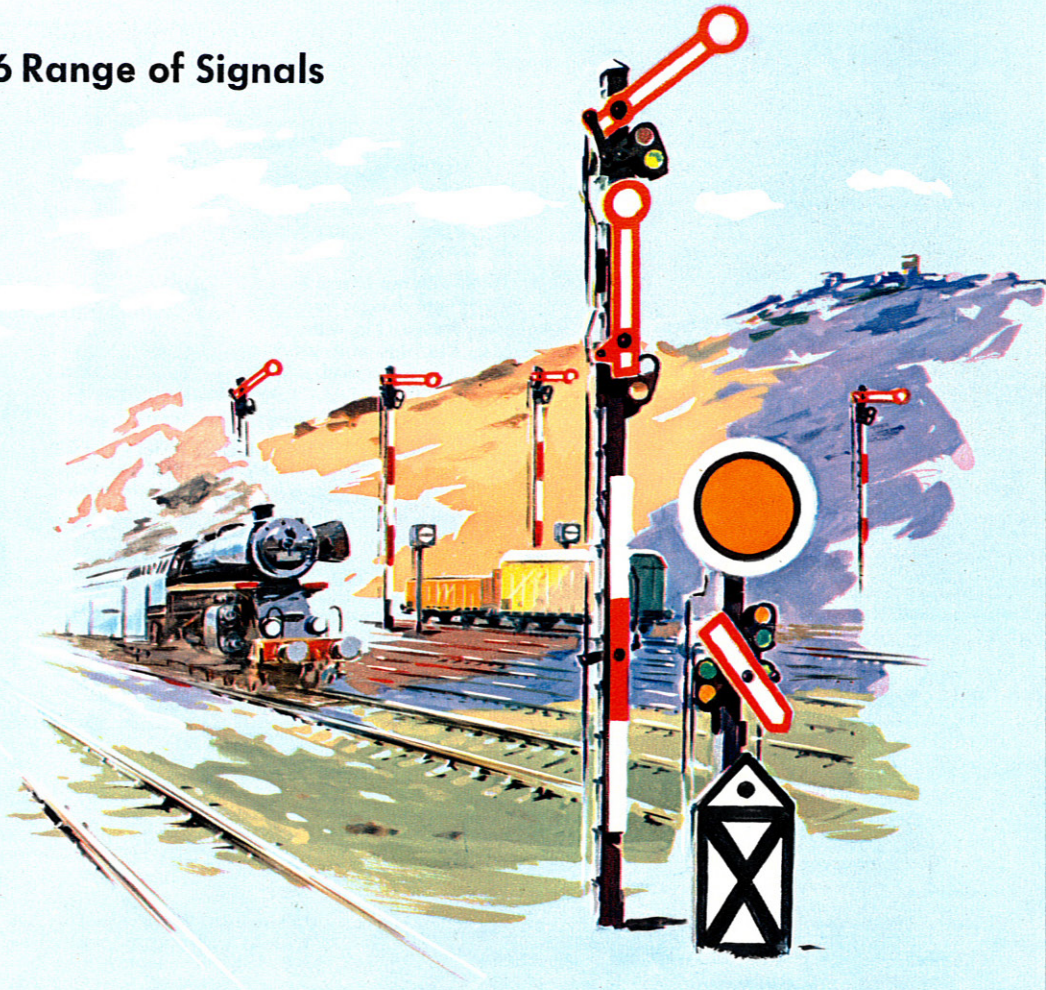
The baseplate fixes the signals to the track sections quite firmly.

The indications of all signals, and the settings of the points, are shown on the control plate by the **double solenoid actuation** of the electro-magnetic switchgear. The electro-magnetic coils are made of extremely durable material.

Train control is provided at all home, track block and fly-shunting signals by built-in traction circuit switches with silver contacts, without using any special extra appliances.

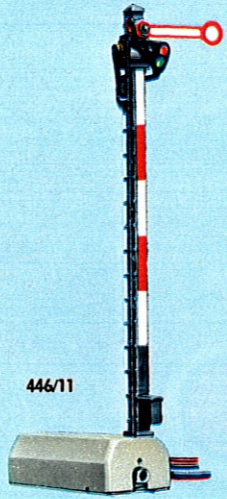
Fully-automatic Block Working, controlling several trains by automatic signal operation, can easily be arranged with all MÄRKLIN home signals.

Distant signals, like the points, can be interconnected with home signals, so that the distant and home signals give the same indication.



Signals with Train Control for Overhead Wire and Third Rail

These signals—home, block or shunting—are all fitted with traction circuit cutouts providing train control by the overhead wire and third rail systems independently of each other.
The electro-magnetic switchgear of the No. 446/13 home signal and No. 446/22 shunting signal has three solenoids fitted, the other signals having double solenoids. The current-conducting springs on the traction circuit switches have silver contacts so as to cope with very heavy traction currents.
Every signal has cable connections with cross plug-in connections, marked with the circuits and lighting colours. The electrical connections are completed by two sockets for the overhead wire and one socket for earthing. Lighting is by No. 485 bulbs, No. 3600 Z third rail insulators, baseplate and brief instructions are included with every signal.

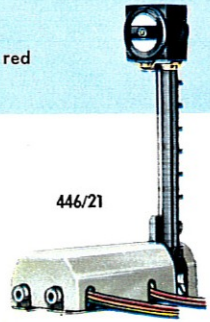


446/11

Home signal, with one arm · Light changes from red to green · 1 in. wide, 2¾ in. long, 5 in. high

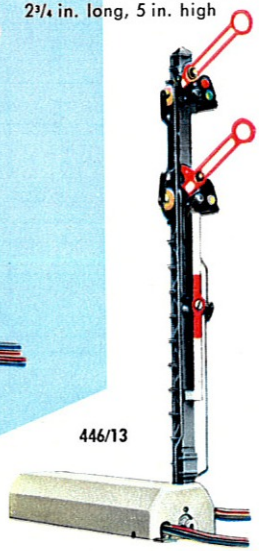
446/12

Home signal, with two interconnected arms; light changes from red to green/orange · 1 in. wide, 2¾ in. long, 5 in. high



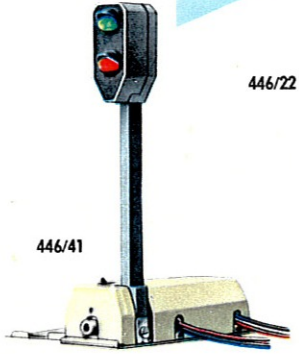
446/21

Track blocking signal · Post with movable front and rear discs · 1⅛ in. wide, 2¾ in. long, 2¾ in. high



446/13

Home Signal, with two independent arms · Operation, connections and traction circuit control as with all signals for train control, but with an extra third solenoid · The current returns through an extra blue lead with orange cross plug-in connection · The three signal indications possible are obtained by energising each coil separately through the two armatures being coupled mechanically · Light changes from red to green or from red to green/orange · 1 in. wide, 3⅞ in. long, 5 in. high



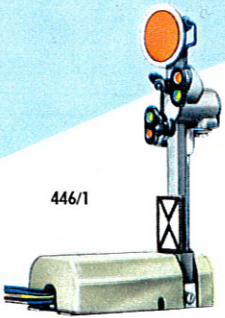
446/41

Colour-light Home signal · Light changes from red to green; takes No. 485 bulbs, red and green · Extra manual operating lever · 1⅛ in. wide, 2¾ in. long, 3¾ in. high

446/22

Fly-shunting signal · The arm has three positions: "Stop", "fly-shunt slowly" and "fly-shunt moderately fast" · Current is cut off in the "Stop" position and switched on in the other two positions · Connecting leads: Yellow with yellow plug; blue with red plug; blue with green plug and blue with orange plug · 1 in. wide, 3⅞ in. long, 5⅛ in. high

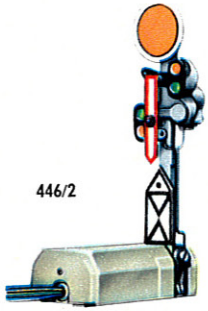
Distant Signals without Train Control



446/1

446/1

Distant Signal without semaphore arm · Double solenoid · Light changes from orange/orange to green/green · Two blue leads for automatic working · Connection to control plate or to work with the home signal · Yellow lead for current supply · The three plugs—red, green and yellow—are the cross-socket type · For use together with No. 446/11 home signal · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high



446/2

446/2

Distant signal with movable arm and fixed disc · Operation, lighting and leads as No. 446/1 · Light changes from orange/orange to orange/orange/green · For use together with home signal No. 446/12 · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high

446/3

Distant Signal with movable arm and disc · Double solenoid · Light changes either as No. 446/1 or 446/2 · Three blue leads, with red, green and orange cross-socket plugs · Current supplied by yellow lead with yellow cross-socket plug · For use mostly together with No. 446/13 home signal · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high

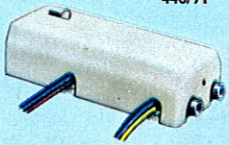
446/3

446/99

The "MÄRKLIN Model Signals" a complete, illustrated guide for the No. 446 signals series · Enlarged edition in English

446/91

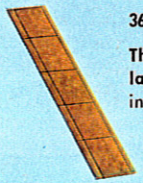
Universal remote control switch · For switching on, off and reversing the traction and lighting circuits of electro-magnetic accessories · Control via the contact rails, control plate or by the additional hand levers · Has very many uses, such as switching the lighting on and off in trains in motion, cutting out the signal train control in certain running directions and so on—all described in the Instructions and in the No. 446/99 Book "MÄRKLIN Model Signals".



446/91

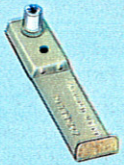
3600 AK

Connecting lead for Centre Rail · 30 in. long



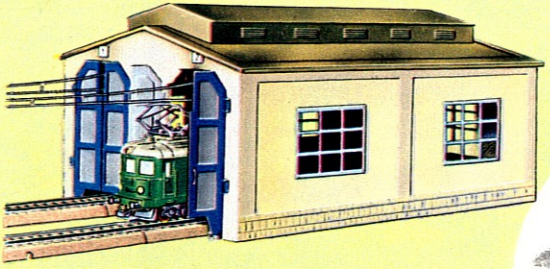
3600 Z

Third Rail insulation for five insulating points



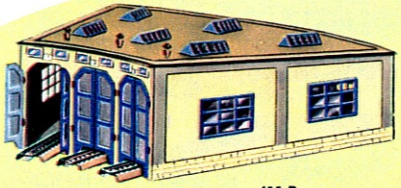
3600 J

Isolating indicator for marking isolated sections



Locomotive Sheds

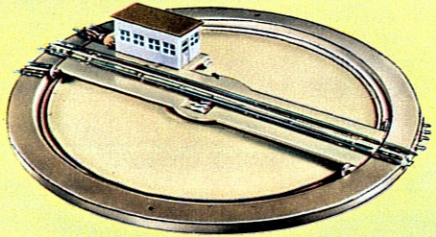
412
Loco Sheds with doors for two tracks closing automatically · Roof light and real windows (locomotives, track and overhead wire system not included) · Fittings for adding interior lighting later on, by two No. 481 lampholders and No. 409 overhead system set · Size 13 x 7⅛ in., 6 in. high · Track centre spacing about 3⅝ in.

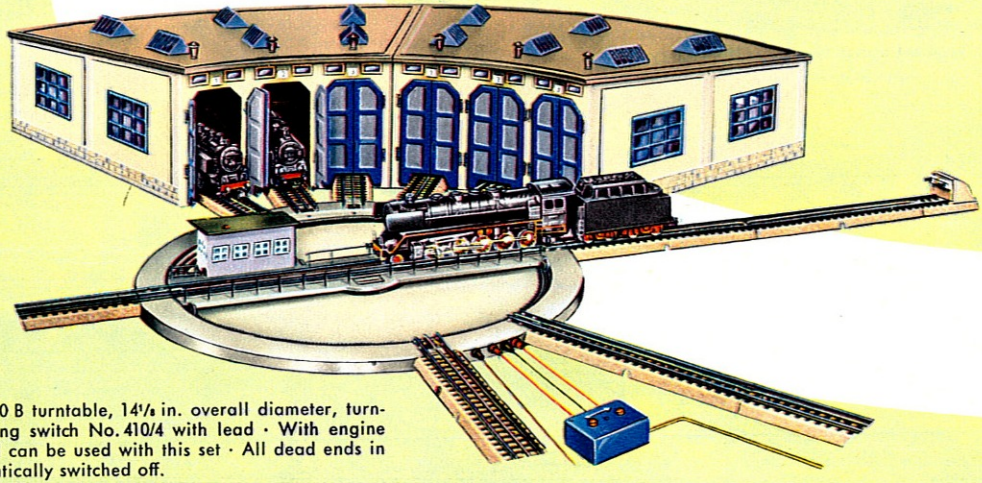


411 B
Loco sheds with three tracks; roof lights, smoke shafts, interior lighting and three doors closing automatically · Enamelled in colours · (Track sections not included) · Size 14¼ x 14½ in., 5½ in. high

409 LG
Overhead wire set for loco shed No. 412, consisting of two overhead wire suspension units

Remote-controlled Turntables



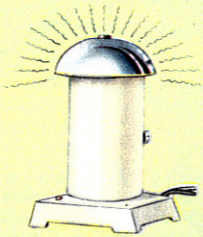


410 BG
Turntable set, standard pattern, comprising No. 410 B turntable, 14⅛ in. overall diameter, turning in either direction by remote control; reversing switch No. 410/4 with lead · With engine house · One No. 411 B or one No. 412 engine shed can be used with this set · All dead ends in sheds not registering with the turntable are automatically switched off.

410 NG
Turntable Set, super pattern, comprising No. 410 N turntable, 14⅛ in. overall diameter, turning in either direction by remote control; reversing switch No. 410/4 with lead · Two No. 411 B or three No. 412 engine sheds can be used with this set · Turntable track has guard rails and engine house · Red warning light flashes while turning · All dead ends in sheds not registering with the turntable are automatically switched off.

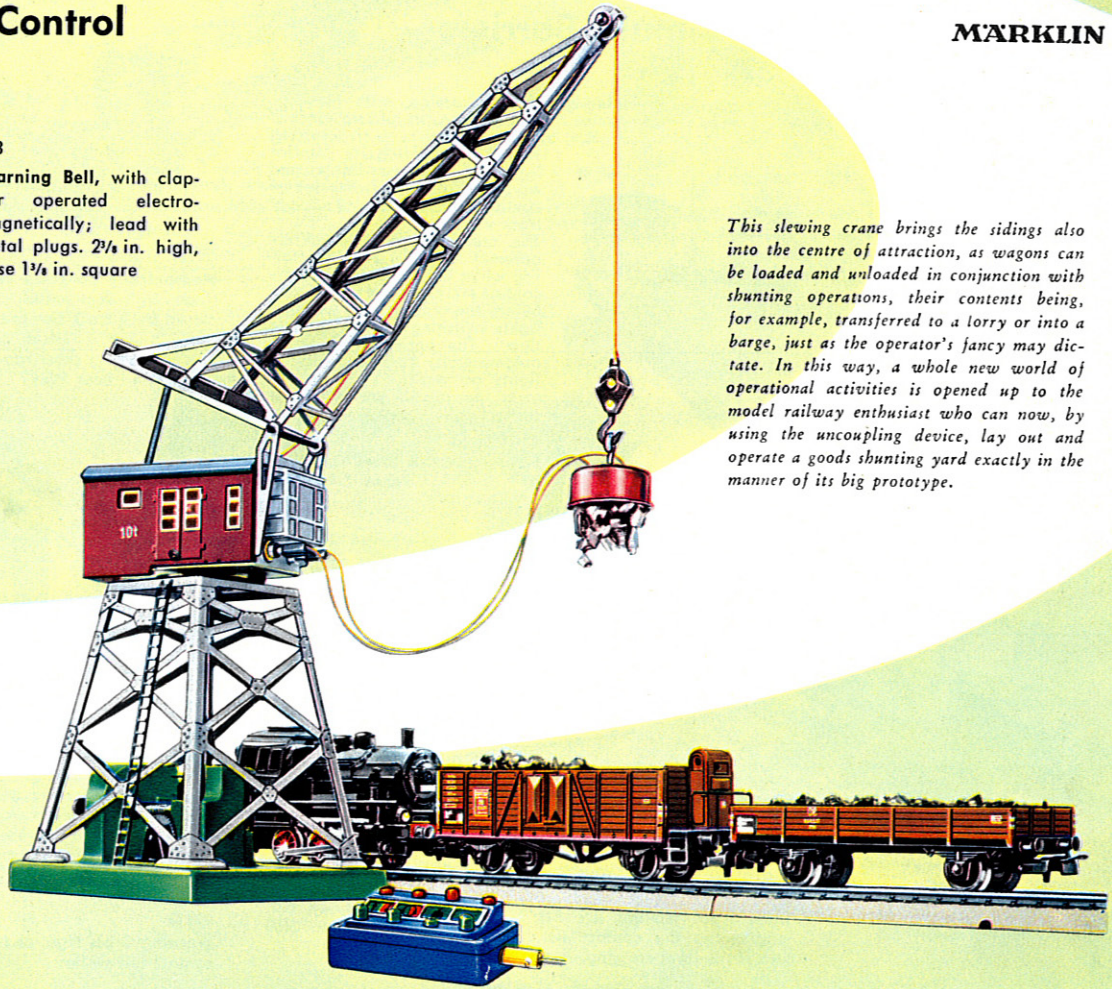
This illustration shows the harmonious combination of two loco running sheds and the turntable as a true reproduction of the actual prototype.

All by Remote Control



438

Warning Bell, with clapper operated electromagnetically; lead with metal plugs. 2⅜ in. high, base 1⅜ in. square

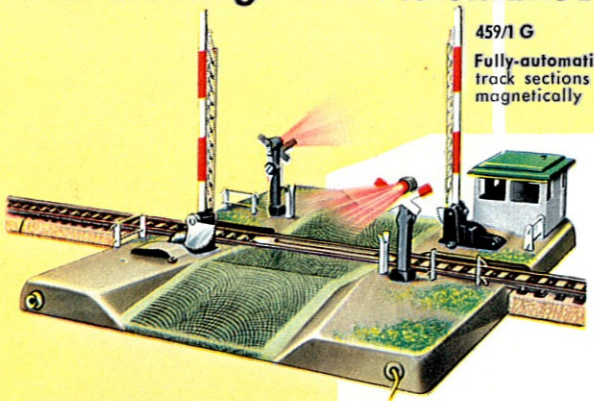


This slewing crane brings the sidings also into the centre of attraction, as wagons can be loaded and unloaded in conjunction with shunting operations, their contents being, for example, transferred to a lorry or into a barge, just as the operator's fancy may dictate. In this way, a whole new world of operational activities is opened up to the model railway enthusiast who can now, by using the uncoupling device, lay out and operate a goods shunting yard exactly in the manner of its big prototype.

451/2 G

Remotely-controlled Slewing Crane with lifting magnet · With two motors—one for slewing the jib and one for raising and lowering the load · Crane hook with lifting magnet enables iron objects to be handled by remote control · Jib adjustable for height by hand · Lighting in driver's cabin · Finished in colours · 10⅜ in. high; base 3⅝ in. square · One control and switch panel · Less rolling stock and track

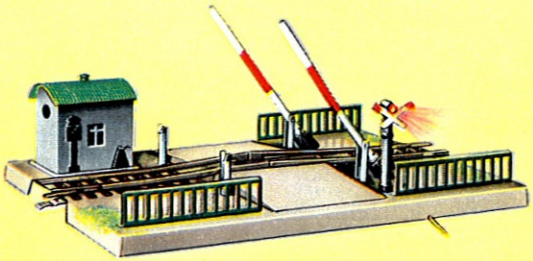
Level Crossings with Automatic Barriers



459/1 G

Fully-automatic Level Crossing, with No. 3601 track sections · The set consists of two electro-magnetically operated barriers with crossing keeper's hut (fitted for interior lighting), warning lights and warning crosses, also a set of contact rail sections (four straight track sections).
The crossing operates entirely automatically, the barriers closing when a train runs over the contact sections some rail lengths before the crossing, the warning lights switching on at the same time · The barriers rise again automatically and the warning lights go out as soon as the train has passed over the last contact rail.

With the addition of the No. 459/1 G supplementary set, this crossing can be made up for more than one set of rails, the automatic working still being retained.

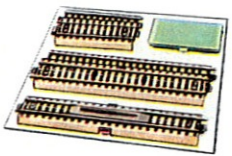


457/1

Mechanically operated Level Crossing · For single-line tracks with centre-stud contact rail sections · Barriers closed by a track bar pressed down by the train wheels passing over it · With crossing keeper's hut and railings · Warning cross road sign lights up when the barriers close · Base 5⅛ x 7 in.

459 MG

Fully-automatic Level Crossing, as No. 459/1 G, but with No. 3600 track sections.



459/1 ZG

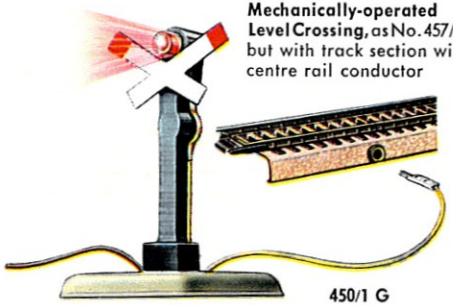
Supplementary Set · With No. 3601 track sections for any other track, consisting of a set of contact rail sections and No. 459/1 Z spacer section for placing in the space between the two tracks

459 ZG

Supplementary Set, as No. 459/1 ZG, but with No. 3600 track sections

457 B

Mechanically-operated Level Crossing, as No. 457/1, but with track section with centre rail conductor

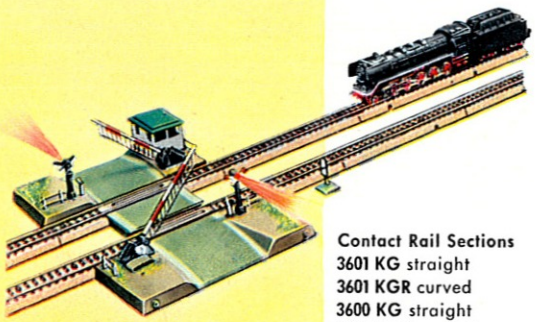


450/1 G

Warning Cross Road Sign, with flashing light for placing at level crossings · Set consists of warning cross sign, two leads and plugs, and contact rail section No. 3601 KS · The red warning light goes on and flashes as soon as the train runs over the contact rail section · 2 in. high; flashing light base 1 in x ¾ in. · Contact rail section 3½ in. long

450 G

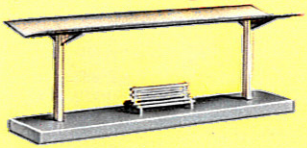
Warning Cross Sign, as No. 450/1 G, but with No. 3600 KS contact rail section



Level crossing No. 459/1 G supplemented by No. 459/1 ZG

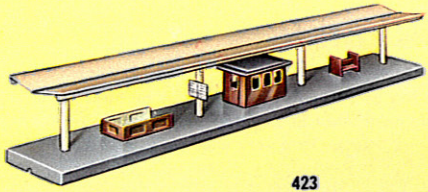
Contact Rail Sections
3601 KG straight
3601 KGR curved
3600 KG straight
3600 KGR curved

These track sections are for lengthening the contact section of the level crossing.



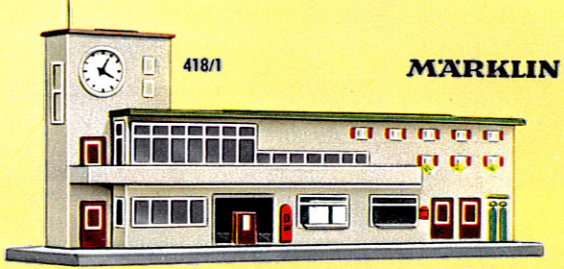
422

Platform, with corrugated iron roof and bench seat · Base 8x1¾ in., 3⅛ in. high



423

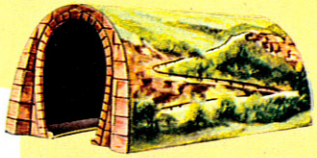
Platform, with roof, waiting room, stairs to subway, seat and timetable board · Base 20½ x 3⅛ in., 3⅛ in. high



418/1

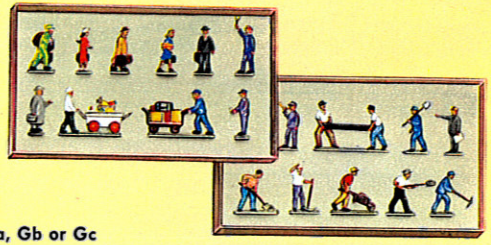
MÄRKLIN

Station Buildings with tower and terrace · Latest window shapes and fine details recently added · Cellon panes for clock and terrace windows · Base 13½ x 4¾ in., 6½ in. high



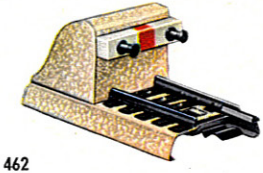
452/1

Tunnel, finely stamped sheet steel; fits over all straight and curved sections even with the overhead wire system · 9¾ x 5½ in., 5 in. high



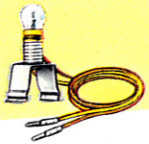
404 Ga, Gb or Gc

Railway Figures · Supplied in three different types: a & b: Travellers and railway staff; c: Permanent way staff · In boxes of ten · Figures are ⅞ in. high



462

Stop Block · Stamped imitation concrete · Base with No. 3600 track section. Length 2⅜ in.



481

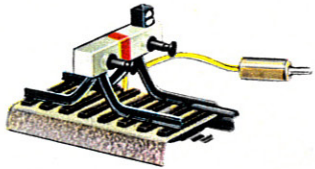
Lampholder with No. 499 clear bulb and lead; for stations, goods sheds etc.

397/11 G

50 Staples for fixing leads to wooden surfaces

431

Distant Signal Warning Boards, set of three, each 1⅜ in. high

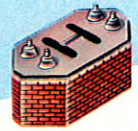


461 B

Stop Block with dead end lamp to light · Die-cast zinc buffer beam · 2¾ in. long

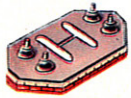
Scale Model Bridges

Bridges and approaches of any size and form can be built up with these bridge parts · The Nos. 467 P/6 c and 467 P/30 c pier-building parts that fit together like building set parts will make up piers of any height in 1/4 in. steps, with the No. 467 P/3 c base as a very effective foundation.



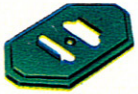
467 P/30 c

Pier, 1 1/4 in. high, thermoplastic



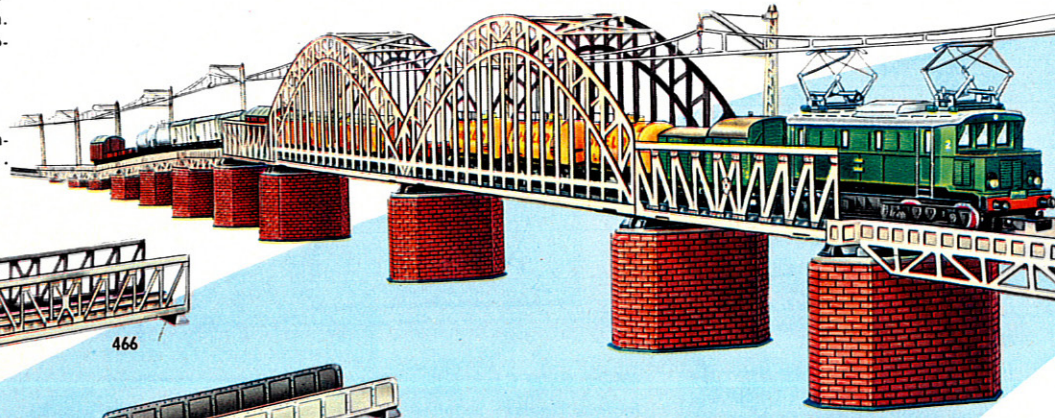
467 P/6 c

Pier, 1/4 in. high, specially designed for laying out approach ramps with a 1/4 in. rise between piers · Thermoplastic



467 P/3 c

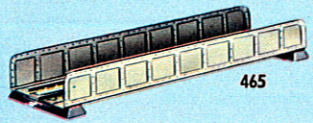
Base Plate for use as a foundation · Green, 1/8 in. high · Thermoplastic



466

Girder Bridge, for use separately, or as an approach to No. 467/2 arched girder bridge · Grey, complete with track 7 in. long and slots for No. 409 MB overhead wire masts · 1 3/4 in. high

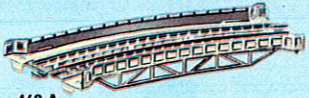
466



465

465

Plate Girder Bridge, grey, complete with track 7 in. long and slots for No. 409 MB overhead wire masts · 1 in. high



468 A

468 A

Curved Ramp Section, standard 3600 curve radius · Grey · 7 1/2 in. long

468 D

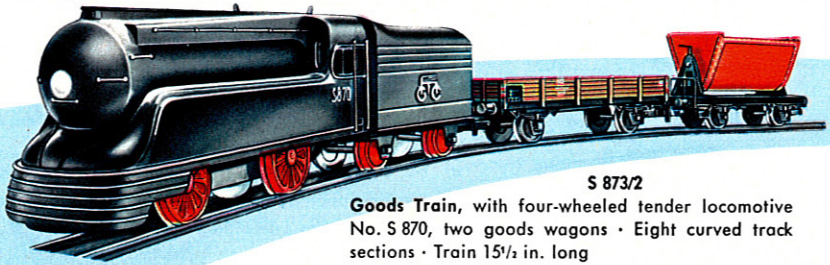
468 D

Straight Ramp Section, 7 in. long

Ramp sections are used with bridge piers to build straight and curved approaches and are complete with track and slots for No. 409 MB overhead wire masts.

467/2

Arched Girder Bridge, grey, complete with track, 14 1/4 in. long, and slots for No. 409 MB overhead wire masts Arch 4 3/4 in. high



S 873/2

Goods Train, with four-wheeled tender locomotive No. S 870, two goods wagons · Eight curved track sections · Train 15½ in. long

Clockwork railways are extremely popular and are especially notable for their durability and good tractive effort. The locomotive and tender have plastic streamline bodies, the couplings are the same as on the electric stock and very little work is needed to convert the rails to electric traction.

All rolling stock fitted with automatic couplings

S 870

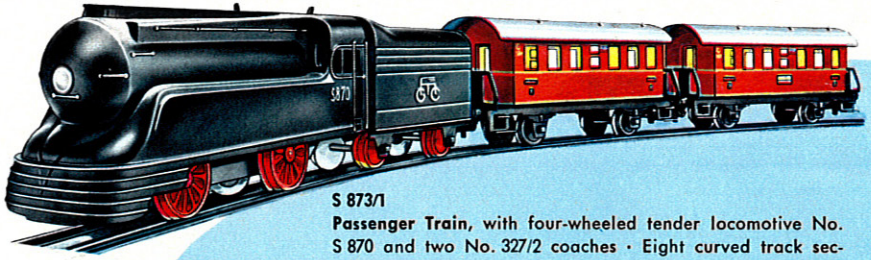
Clockwork locomotive, dull black, 0-4-0 streamline type with streamlined tender · Plastic casing · Handlevers for starting and stopping, forward and reverse · Strong clockwork motor · 7½ in. long, with tender · Weight with tender about 5 ozs.

327/2

Passenger coach, four-wheeled, red · 4½ in. long

327/1

Passenger Coach, as No. 327/2, but green



S 873/1

Passenger Train, with four-wheeled tender locomotive No. S 870 and two No. 327/2 coaches · Eight curved track sections · Train 17 in. long

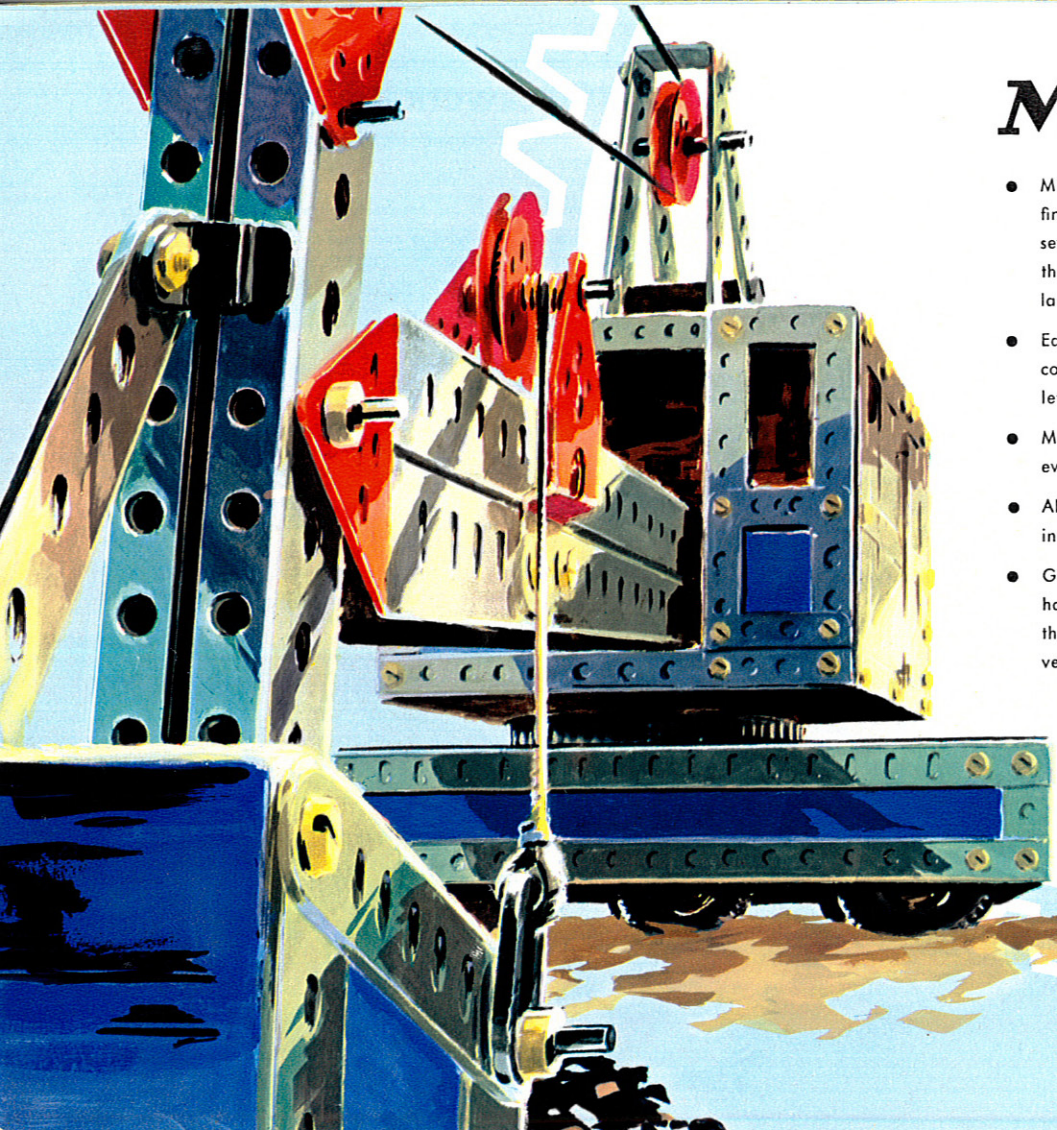
872 MDG

872 MDG

Parts Kit for converting No. 872 D½ straight track sections to electric traction: 1 straight centre rail, two contact tongues and 4 insulating tabs.

872 MAG

Parts Kit for converting No. 872 A½ curved track sections to electric traction: 1 curved centre rail, 2 contact tongues and 4 insulating tabs



MÄRKLIN-

- MÄRKLIN Metal Building Sets are products of the finest quality with a name behind them. There are seven basic sets made, with eight supplementary sets that enable a basic set to be made up to the next larger size.
- Each set contains, in addition to a large variety of constructional parts, an illustrated Instruction Booklet giving many interesting examples.
- Many models of great instructional value can be built, even with the smallest set.
- All parts are made of the finest materials and finished in colours.
- Gearwheels—except the No. 22/14 universal gear—have machine-cut teeth and turned bosses, instead of the stamped and riveted sheet metal parts that are very often found elsewhere.

METAL BUILDING SETS AND THEIR ADVANTAGES

- Coloured cover plates impart a pleasing and realistic appearance to models, a great advantage being that these cover plates can be bent at right angles and the bend smoothed out again afterwards.
- Electrical parts such as commutators, magnet coils, leads etc. are included in the sets from No. 103 onwards, so as to give an insight into the fundamental principles of electricity.
- The great variety of separate parts can be augmented by additional special parts obtainable from all toyshops that stock MÄRKLIN products.
- A MÄRKLIN metal building set as a hobby may well reveal scientific aptitude and creative talent already in early youth.
- MÄRKLIN is synonymous with a first-class product. It is not, therefore, immaterial what youngsters are given. Properly finished playthings are instructive for accurate workmanship in later years.

99

99 Basic Set

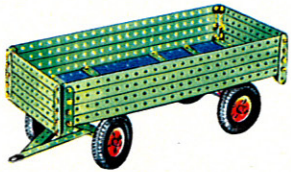
Contains 125 constructional parts, plus 29 clips, making **154 parts** in all.
Size of box: 15¼ x 10½ x 1 in. · Weight about 3 lbs. · Can be made up into No. 100 basic set by supplementary set No. 99 A

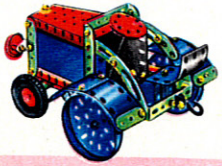
Can be made up into No. 101 basic set by supplementary set No. 100 A

100

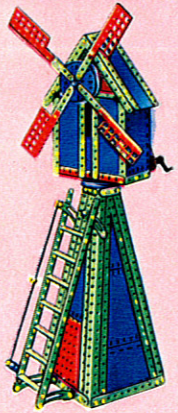
100 Basic Set

Contains 166 constructional parts, plus 43 clips, making **209 parts** in all.
Size of box: 16 x 12 x 1 in. · Weight about 4¼ lbs.





101



101 Basic Set

Contains 232 constructional parts, plus 51 clips, making **283 parts** altogether.
Size of box: 20½ x 14 x 1⅜ in. · Weight about 5 lbs.
One of the most popular basic sets · The parts in this set will make up models from all branches of engineering, the illustrated Instruction Booklet showing a wide variety.
Can be made up into the No. 102 basic set by supplementary set No. 101 A

Set No. 102 improves the number and realism of the models considerably, providing the opportunity for building, among many others, the following, for example: Diesel locomotives, tramway with trolley wire service truck, lorries, tractors, travelling slewing cranes, and even tower slewing cranes and windmills. Models such as surface grinders, high-speed drilling machines, and pendulum and gang saws do not present any difficulties either.

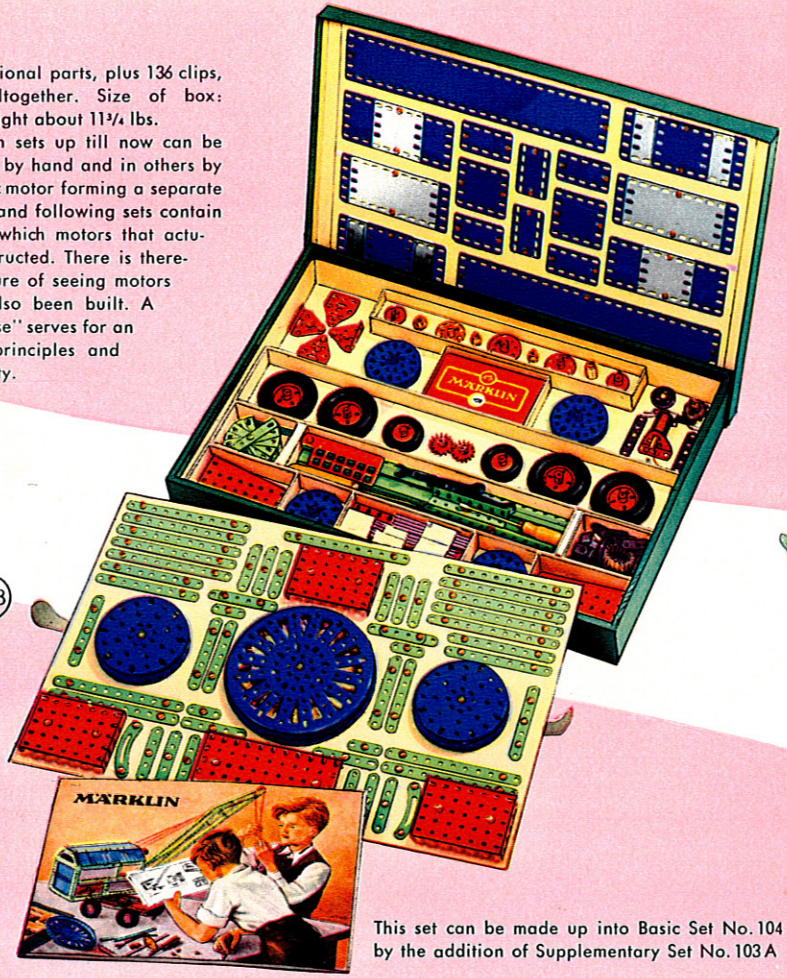
102

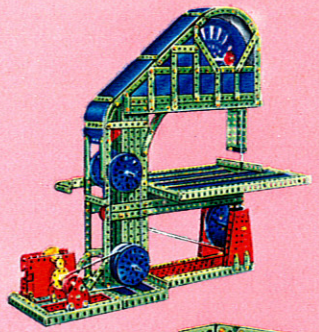
102 Basic Set

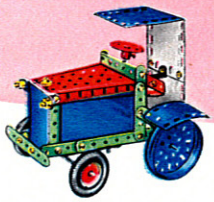
Contains 386 constructional parts, plus 67 clips, making a total of **453 parts** · Size of box: 20½ x 14 x 1½ in. · Weight about 8 lbs.

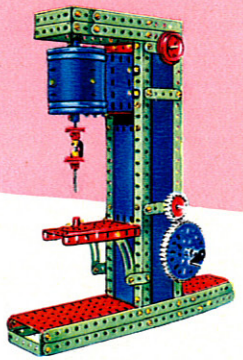
103 Basic Set

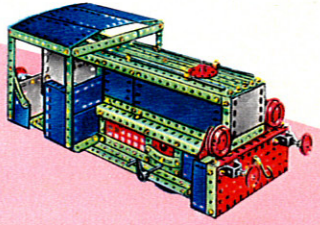
Contains 658 constructional parts, plus 136 clips, making **794 parts** altogether. Size of box: 20½ x 14 x 2½ in. · Weight about 11¾ lbs.
The models built from sets up till now can be worked in some cases by hand and in others by a clockwork or electric motor forming a separate item, but Set No. 103 and following sets contain electrical parts from which motors that actually run can be constructed. There is therefore the added pleasure of seeing motors working that have also been built. A "Short Electrical Course" serves for an introduction to the principles and basic laws of electricity.



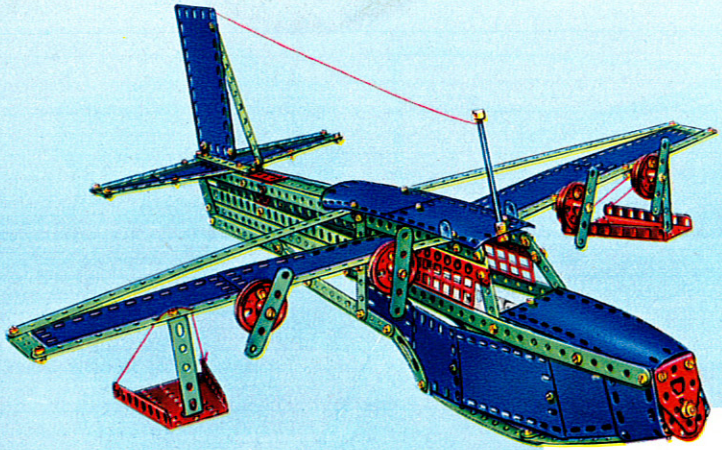




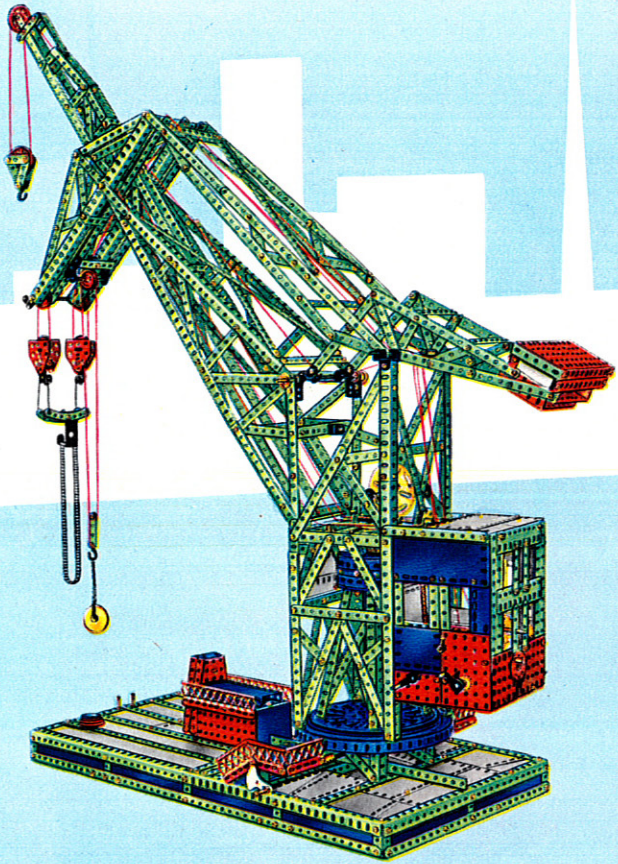




This set can be made up into Basic Set No. 104 by the addition of Supplementary Set No. 103 A



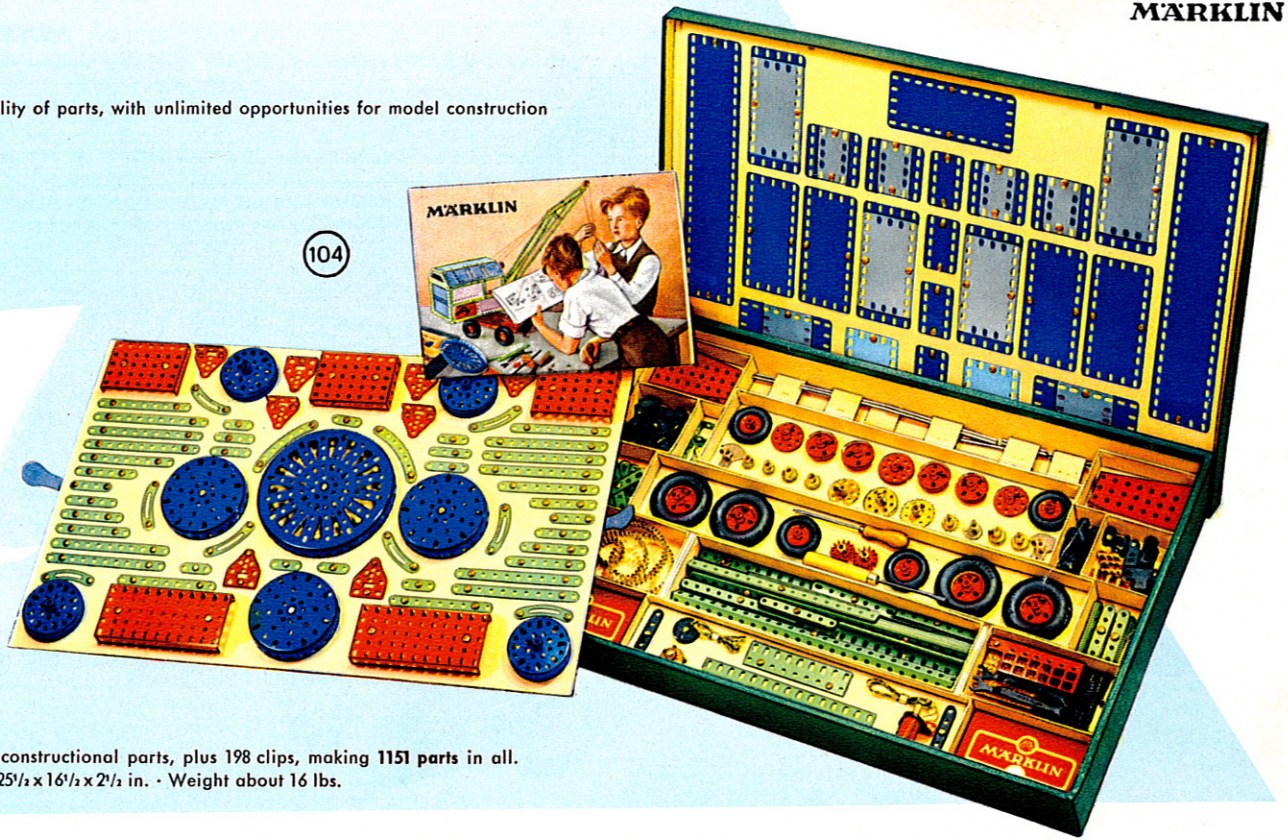
Flying Boat, built up with MÄRKLIN Metal Building Set No. 102



350-ton Floating Crane with eight different motions, built up with Metal Building Set No. 105
This mammoth floating crane is used in large seaports for carrying out ship repairs, such as changing the boilers.

Basic Sets

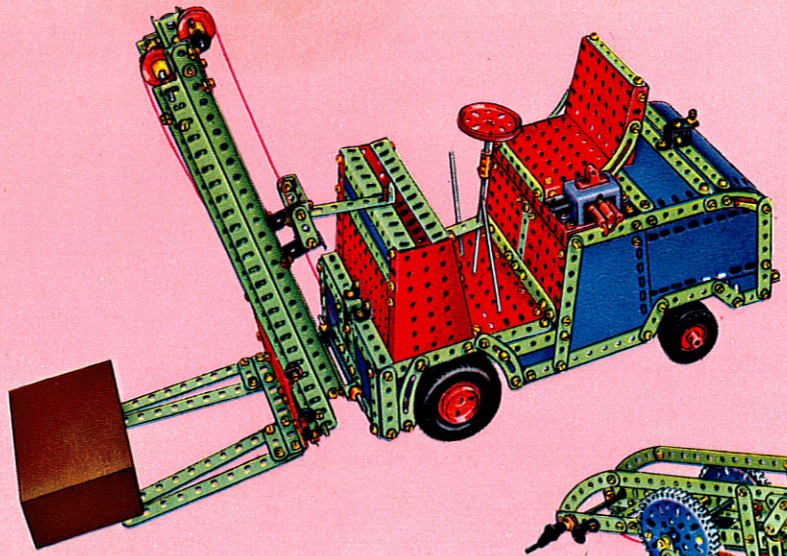
Great versatility of parts, with unlimited opportunities for model construction



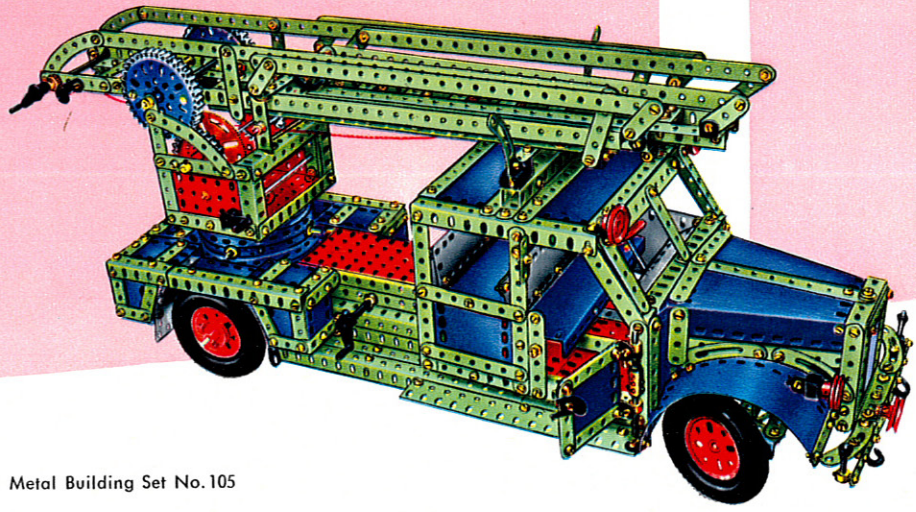
104 Basic Set

Contains 953 constructional parts, plus 198 clips, making **1151 parts** in all.
Size of box: 25½ x 16½ x 2½ in. · Weight about 16 lbs.

A MÄRKLIN Metal Building Set is the plaything of our scientific epoch, delighting our youth over and over again. The unlimited possibilities for modelling by utilising the manifold combinations of parts, act as a stimulus to the mind, sharpen the comprehension and stimulate scientific ability. The increasing perfection from set to set and the true reproduction of the models reach a zenith with the No. 104 Basic Set, and this, again, can be expanded to Basic Set No. 105 by the addition of either Supplementary Set No. 104 A or the two Supplementary Sets Nos. 104 A/1 and 104 A/2



Fork Lift Trucks,
for lifting and stacking boxes, cases, bales etc. · This model is driven by reversible motor No. 1322 G, runs forwards and backwards, and raises and lowers the load · Built with MÄRKLIN Metal Building Set No. 105

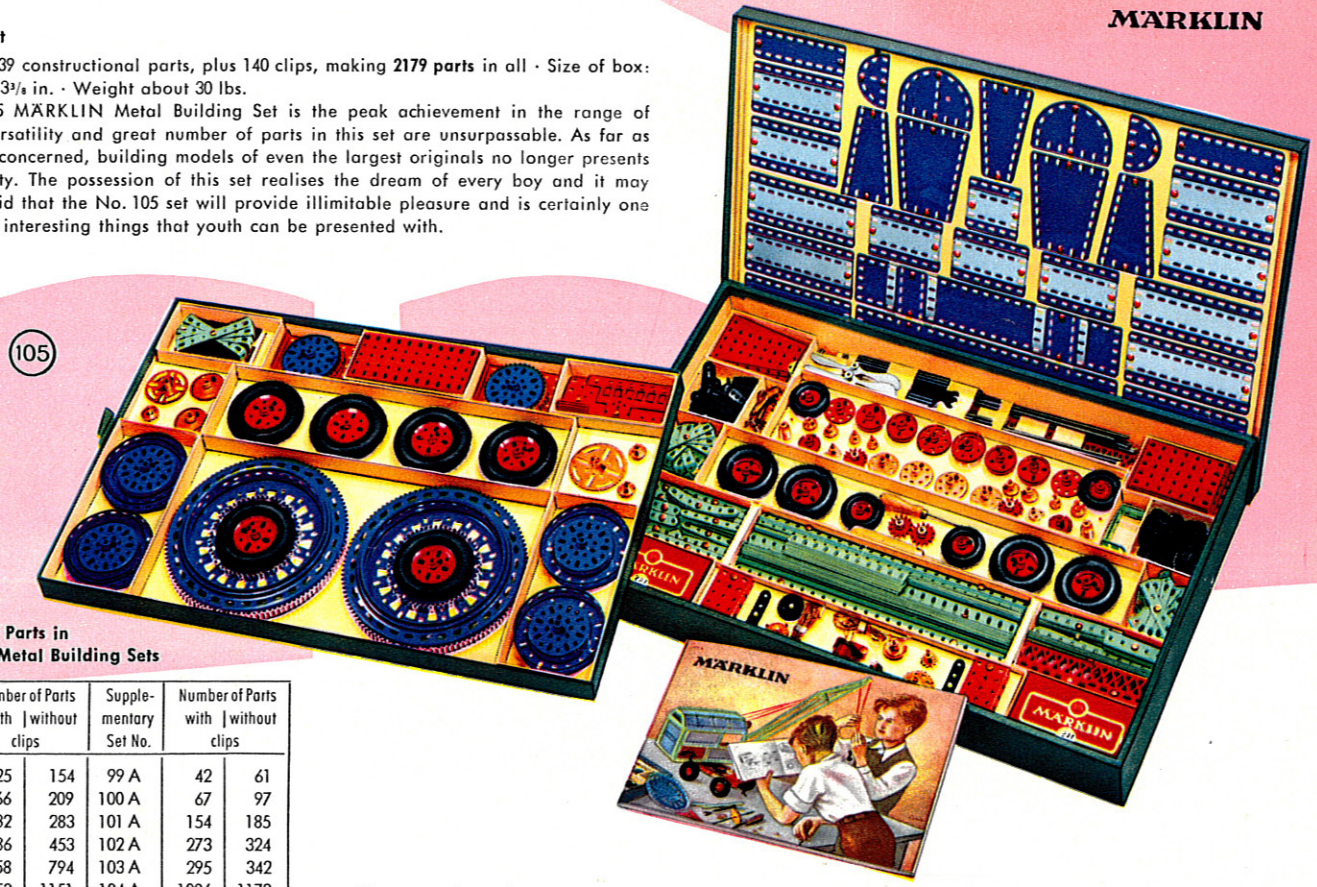


Fire Engine,
with triple extending ladder, built with MÄRKLIN Metal Building Set No. 105

105 Basic Set

Contains 2039 constructional parts, plus 140 clips, making **2179 parts** in all · Size of box: 25½ x 16½ x 3⅜ in. · Weight about 30 lbs.

The No. 105 MÄRKLIN Metal Building Set is the peak achievement in the range of sets. The versatility and great number of parts in this set are unsurpassable. As far as material is concerned, building models of even the largest originals no longer presents any difficulty. The possession of this set realises the dream of every boy and it may justly be said that the No. 105 set will provide illimitable pleasure and is certainly one of the most interesting things that youth can be presented with.



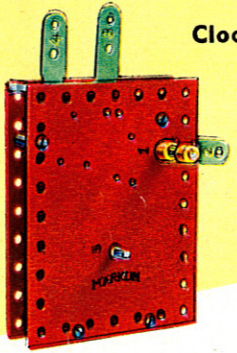
Numbers of Parts in MÄRKLIN Metal Building Sets

Basic Set No.	Number of Parts with clips	Number of Parts without clips	Supplementary Set No.	Number of Parts with clips	Number of Parts without clips
99	125	154	99 A	42	61
100	166	209	100 A	67	97
101	232	283	101 A	154	185
102	386	453	102 A	273	324
103	658	794	103 A	295	342
104	953	1151	104 A	1086	1179
105	2039	2179	104 A/1	560	627
			104 A/2	526	595

The cover plates shown above on the lid of the box add considerably to the completeness of the models. They are fixed in place by the same clips that hold them to the lid of the box.

Motors for driving Models built from Metal Building Sets

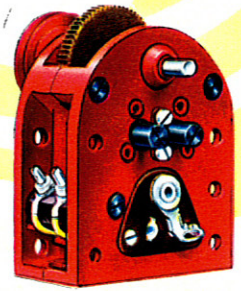
It is a great pleasure to any boy to have built up correctly, one after the other, the models shown in the booklet, but how much greater the thrill of seeing these models working, driven by a clockwork or electric motor. The three motors shown in the following are suitable for the models in every respect. The clockwork or simple electric motor is recommended for the smaller and simpler models, and the universal electric motor for the larger ones.



Clockwork Motor

201 F

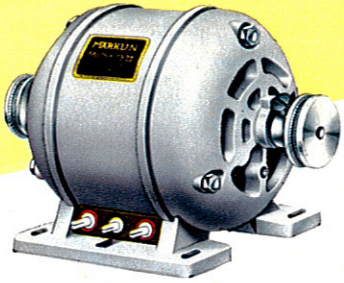
Clockwork Motor · Reversing, to run forwards or reversed and slowly or fast · Driving shaft has adjusting collar · Brake lever · Complete with key and booklet in cardboard box · 4⅝ in. high, 3⅝ in. wide and ¾ in. deep · Weight about 19½ oz.



Electric Motors

1321 G

Electric Motor, simple type · Reversible, to run forwards or reverse · No-load speed about 1,500 r.p.m. · Runs on 16 volts supply and so can be connected to any MÄRKLIN transformer · Accessories: Two No. 489/1 leads (red and brown) · 2⅝ in. high, 2 in. wide, 2 in. deep · Weight about 3½ oz.

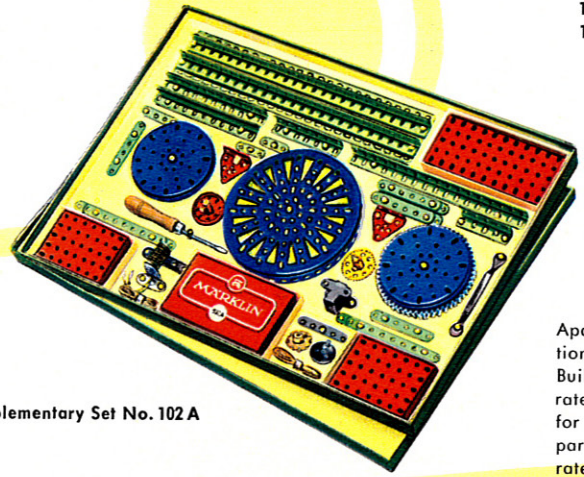


1322 G

Universal Electric Motor · 16 volts · With leads and remote control for reversing · Two grooved pulleys with different ratios on opposite shaft ends · Transformer speed control No-load speed approximately 3000 or 1100 r.p.m. · An extremely efficient motor, suitable for driving the largest models built from the Sets, as well as for driving dynamos and working models of all kinds · (It is advisable to use the No. 280 A transformer only) · Three plug-in connections · 2½ in. high, 3¼ in. wide, 2⅝ in. deep · Distance between pulley groove centres about 3⅝ in. · Weight about 17 oz.

Supplementary Sets

Any basic set can be made up to the next larger set by the addition of a supplementary set, the contents of the two then making up the new basic set. If, for instance, you have No. 101 Basic Set and would like to make it up to the contents of No. 102 Basic Set, then all you need is Supplementary Set No. 101 A.



Supplementary Set No. 102 A

MÄRKLIN

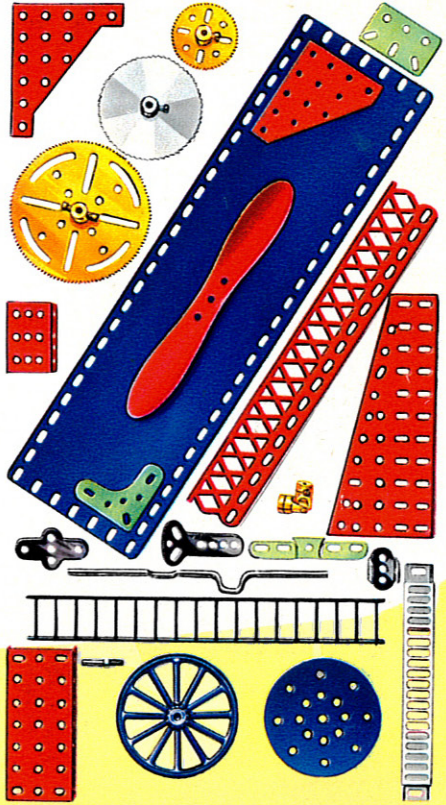
Summary:

Supplementary Set:

99 A makes 99 Set into 100
100 A makes 100 Set into 101
101 A makes 101 Set into 102
102 A makes 102 Set into 103
103 A makes 103 Set into 104
104 A makes 104 Set into 105
104 A/1 } make 104 Set into
104 A/2 } Set 105

Apart from the Supplementary Sets mentioned above, every MÄRKLIN Metal Building Set can be enlarged with separate parts that are insufficient in number for the model required, or with special parts not included with the set. A separate catalogue of these parts, as well as the parts themselves, can be obtained from any toyshop dealing in MÄRKLIN products.

Some of the special parts from the extensive range, obtainable from any toyshop.



The „ELEX" Experimental Electrical Sets

MÄRKLIN-ELEX experimental sets are complete in themselves, and through them a youth can learn the rudiments of magnetism and electrical engineering · With special parts that are contained in Sets Nos. 502 A and 503 respectively, experiments can be carried out up to Wheatstone bridge standard, or even up to a practical telephone system · Apart from all the items required, each set contains a very complete Instruction Booklet with numerous illustrations for all important experiments · A pocket-lamp battery is sufficient, with the help of the Instruction Booklet, to start experimenting · Transformer No. 13470 UG for connecting to an A. C. lighting system, is particularly suitable for operating ELEX models · The No. 502 Basic Set can be made up to No. 503 Basic Set by the Supplementary Set No. 502 A.

ELEX 502

Basic Set for about one hundred experiments, with Instruction Booklet · 17 x 11½ x 1½ in.

ELEX Supplementary Set No. 502 A, converts ELEX No. 502 into ELEX No. 503.

13470 UG

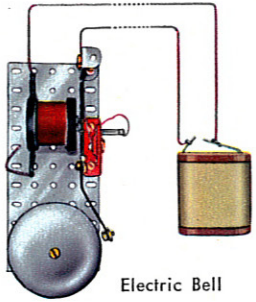
Experimental Transformer, for connecting to an A. C. lighting supply; with sockets for 4—20 volts and red pilot light · Output 12 VA · Please state lighting system voltage when ordering.

ELEX 503

Basic Set for about 160 experiments, with instruction Booklet · 22¾ x 12 x 2¾ in.

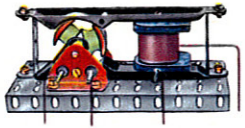
ELEX Models

Some typical working models built with MÄRKLIN-ELEX Sets.

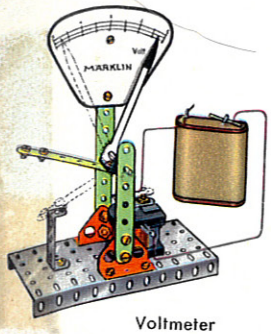


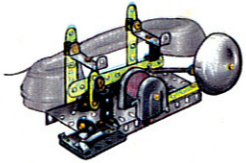
Electric Bell

Galvanometer



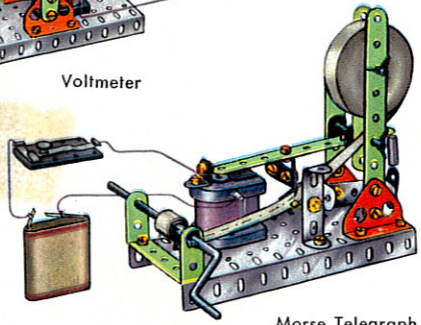
Electric Motor



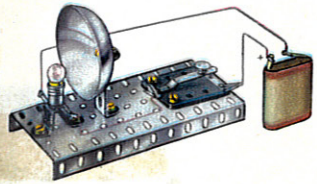


Telephone

Voltmeter



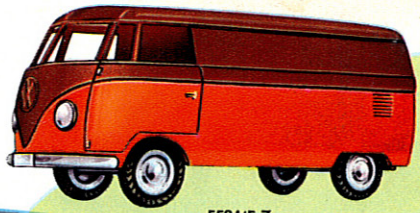
Morse Telegraph



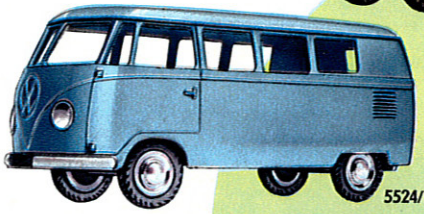
Lamp with concave reflector

Crane with lifting magnet

Miniature cars made of die-cast zinc



5524/5 Z



5524/14 E

5524/5 G

5524/5 Z
Volkswagen Delivery Van · Two colours · Die-cast zinc · 3⅝ in. long

5524/5 E
Volkswagen Delivery Van · One colour · Die-cast zinc · 3⅝ in. long

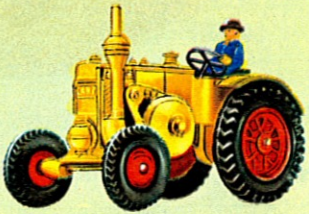
5524/14 E
Volkswagen Microbus · One colour · Die-cast zinc · 3⅝ in. long

5524/14 Z
Volkswagen Microbus · Two colours · 3⅝ in. long

5524/5 G
Volkswagen Delivery Van · Lettered "GASOLIN" · Several colours · Die-cast zinc · 3⅝ in. long

5524/17
Phoenix Van · Several colours · Die-cast zinc 5½ in. long.

Miniature Cars, either die-cast zinc or thermoplastic



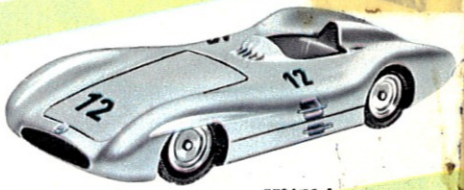
5521/71 F
Lanz Bulldog Tractor, with driver · All details faithfully reproduced · Thermoplastic · Special tyres · 3 in. long

5521/27
Fuel Tanker · Six-wheeled, "BV-Aral" type · Latest articulated tank wagon—two detachable units · Great mobility on curves · Thermoplastic · 6¼ in. long

True scale models of their originals. Rubber tyres. Made in various colours. Skale: About 1/45th full size.

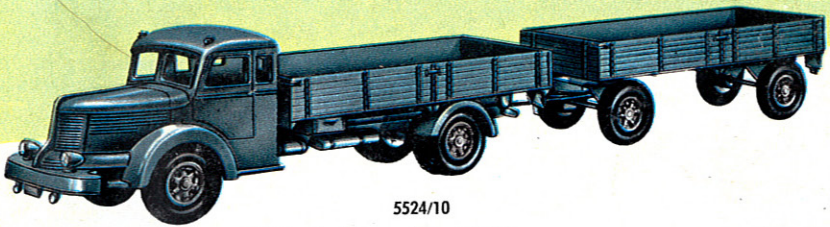
5524/16
BMW "501" Car · Die-cast zinc · 4¼ in. long

5524/15
Borgward "Isabella" Car · Die-cast zinc · 4 in. long



5524/11
Mercedes Formula Racing Car · Without racing number

5524/11 A
Mercedes Formula Racing Car · With racing number · Die-cast zinc, 4 in. long

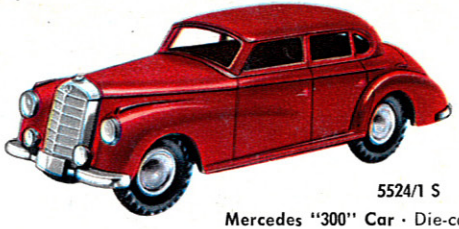


5524/10

Südwerke Lorry · Die-cast zinc · 5½ in. long

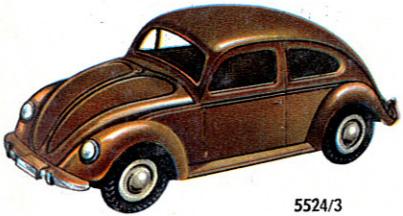
5524/12

Trailer, suitable for lorries and Lanz Bulldog tractor · Die-cast zinc · 4⅜ in. long



5524/1 S

Mercedes "300" Car · Die-cast zinc · 4⅜ in. long

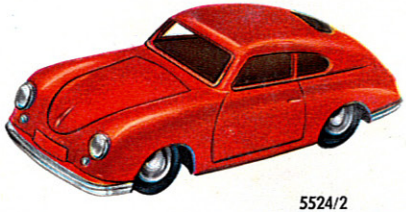


5524/3

Volkswagen Limousine · Die-cast zinc · 3½ in. long

5521/52 S

Limousine de Luxe · Die-cast zinc · 4¾ in. long



5524/2

Porsche Car · Die-cast zinc · 3⅜ in. long

433/5

Transfer numbers for racing cars · (5 sets of 3 numbers)


MÄRKLIN
26
12
GASOLIN
ÄRKLIN
MINIATURAUTOS