

MÄRKLIN

1960/61 E \$





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MÄRKLIN

**CATALOG
REFUND COUPON**

1960

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I reproduction combined with economy can be fulfilled by viz. on account of: their 100 years of experience in the production methods of production, their working of selected materials. More than 2000 trained helpers form the basis for the outstanding

work, together with well-tried models. You will be surprised by the range of price. Please observe the two following pages giving details of all models in 1960 are clearly marked by the term "New". This is why MÄRKLIN models are in such demand throughout the world. MÄRKLIN that is mainly sold!

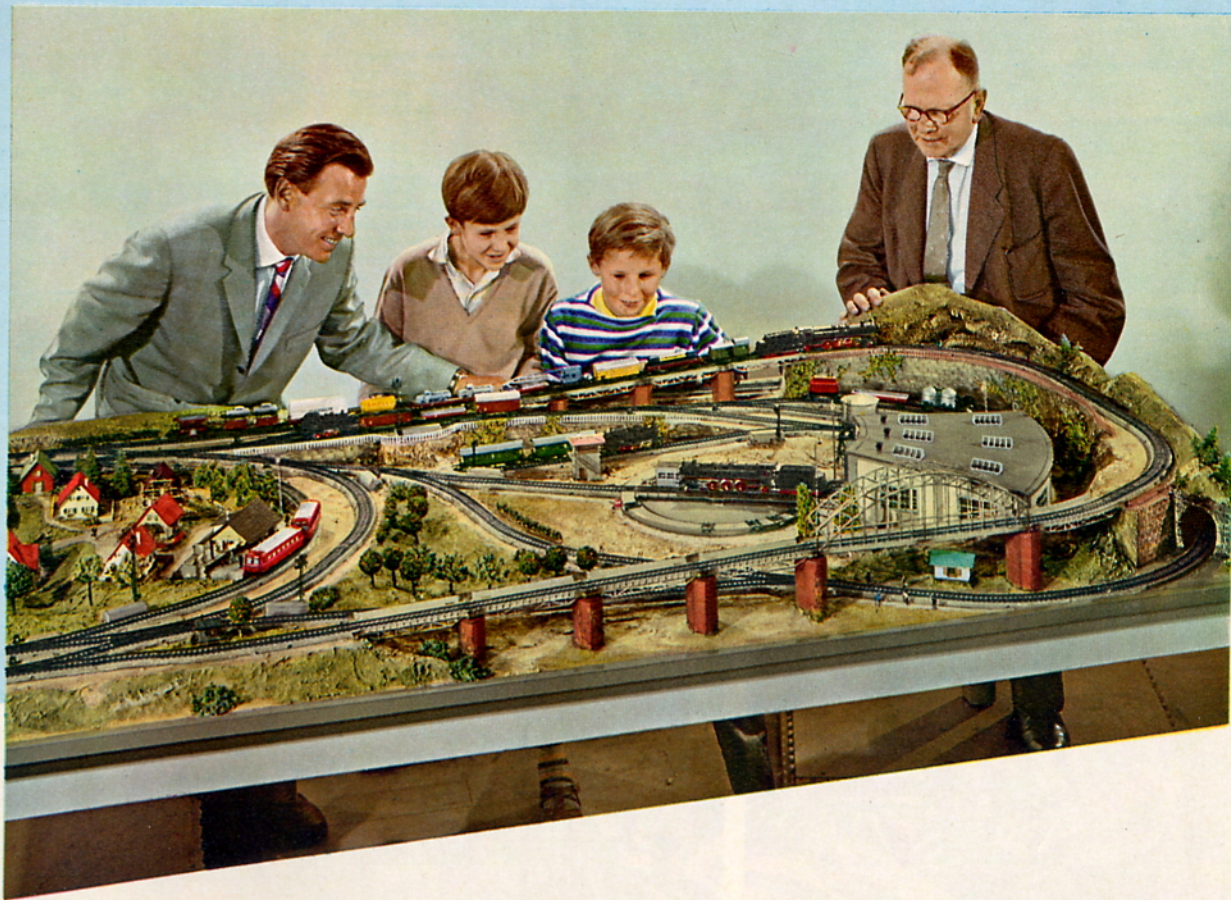


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To all our **MÄRKLIN** Friends:

Your wishes for high quality and fidelity of model reproduction combined with economy can be fulfilled by MÄRKLIN. MÄRKLIN offer you such a warranty, viz. on account of: their 100 years of experience in the production of toys, their foresighted trend of design, their modern methods of production, their working of selected materials. All these advantages and the experience of more than 2000 trained helpers form the basis for the outstanding MÄRKLIN productions.

In this catalogue you will find our novelties of this year, together with well-tried models. You will be surprised by the variety of offer and more especially by the advantage of price. Please observe the two following pages giving the special features of MÄRKLIN model railways. All models in 1960 are clearly marked by the term "New". Upon perusal of this catalogue you will understand why MÄRKLIN models are in such demand throughout the world, for: The toy desired by young and old – It's MÄRKLIN that is mainly sold!



GEBR. MÄRKLIN & CIE. ^{GM}_{BH} · GÖPPINGEN / WÜRTT.



No problems with the layout

The MÄRKLIN Model Railway is so simple that anyone can easily understand how to build it up, and this is its great feature. Track formations on full-sized railways — such as reversing loops and triangles — can be reproduced without any difficulty, needing neither special connections nor any deep pondering over.

The current supply

Current is supplied to the trains by stud contacts and returns through the two outer or running rails via all wheels on locomotives and rolling stock, except driving wheels with plastic tyres. With this MÄRKLIN system, dust and dirt have very little effect on the running of the locomotives and other powered stock.

MÄRKLIN couplings

All rolling stock units can be coupled to locomotives and to one another, irrespective of the direction they are to run in.

1. The automatic coupling

This type couples up automatically when shunting and can be uncoupled again by an uncoupling track section.

2. Automatic coupling with the "Advance" uncoupler

Most of the rolling stock is fitted for "Advance" uncoupling. With this coupling, a train can still be shunted after the uncoupling track section has operated without the coupling re-engaging, and so rolling stock can be shunted to anywhere desired.

3. The MÄRKLIN-TELEX-COUPLING

This is the ideal electro-magnetic remote uncoupling device and does not require any extra appliances. Various locomotives are fitted with this coupling (see pages 5 and 7). It enables coaches or wagons to be uncoupled from the locomotive at any desired point on the set by remote control from the transformer.

These couplings can all be used together indiscriminately.

Advantages of the MÄRKLIN H0 Gauge Railway

Working with alternating current (A. C.)

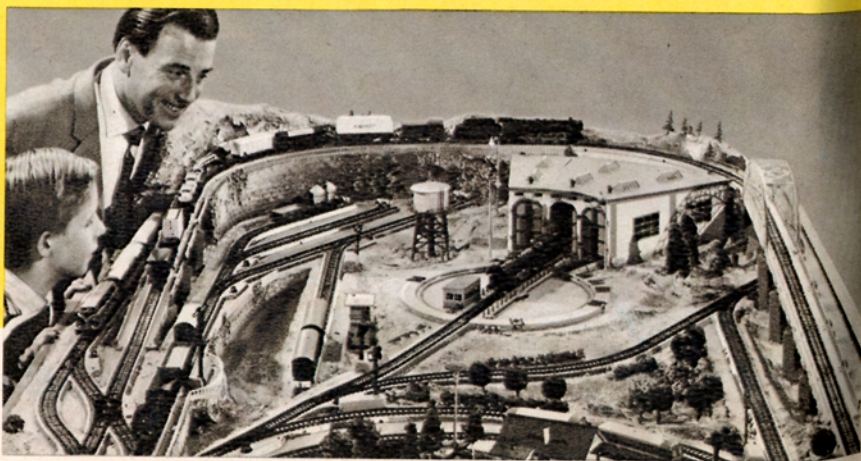
The railway and its connections are very easily connected to the current supply through transformers that are very reasonable in price. No additional appliances are required for the MÄRKLIN-TELEX-COUPLING, and the locomotives will run smoothly to a standstill when the current is switched off.

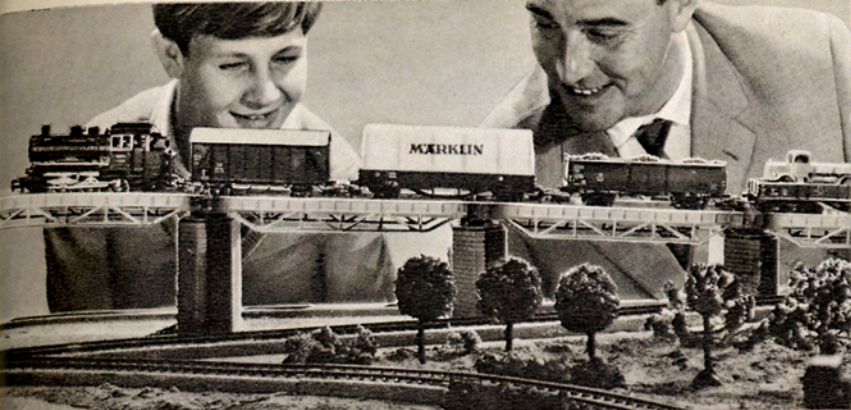
Splitting up the electrical circuits

Splitting up the track electrically is quite simple, needing no insulated track sections that could adversely affect the versatile nature of the system. This splitting-up is used for dead-end sidings, passing tracks, tracks with signals and running sheds, as well as for running services with more than one train.

Signals

MÄRKLIN signals can be set up anywhere desired, on either the right or left-hand side of the track, no insulating section being required to break the run of the track. An extra relay is not necessary for all-automatic block system working through the home signals. There is a wide range of signal types available for equipping the set in true scale-model style.





Tractive effort

The very good contact provided by the system described above enables all MÄRKLIN locomotives — even the smallest — to be fitted with plastic tyres — a feature of major importance where the tractive effort is concerned.

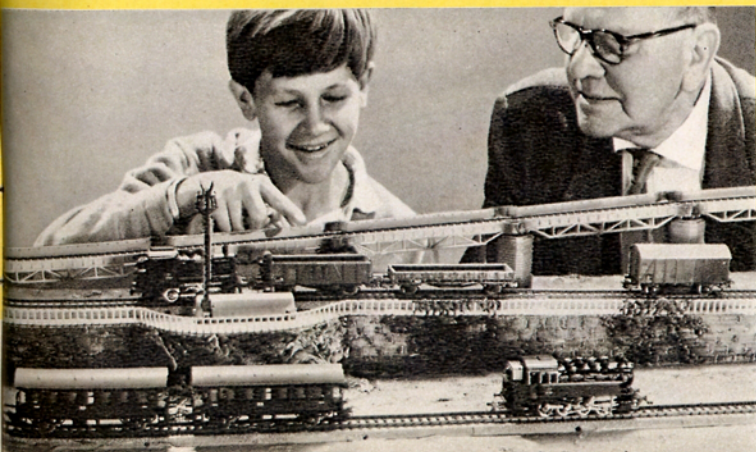
Radio suppression

All MÄRKLIN locomotives are fitted with two 250 pF condensers and a 13 uH choke for suppression of radio interference. There is also the 5130 suppressor track section available for the medium and long-wave bands. (See page 36).

Prices

The MÄRKLIN range provides a very extensive selection at all prices. Locomotives are from \$ 8.25; railway sets with transformer \$ 19.80; hand-operated points \$ 4.— a pair; electro-magnetic points \$ 9.— a pair; double slip points \$ 8.40.

Prices are still surprisingly low, despite increased costs of production.



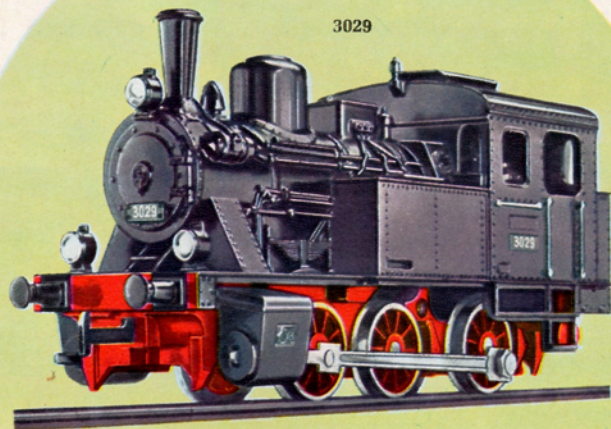
Further advantages

A very extensive assortment of track parts, including points, crossings and double-slip points, for normal as well as concentric circles.

All magnetically-operated accessories have their coloured cables and plugs permanently attached, so that building up a railway system is straightforward and easy, and only one kind of control panel is required for operating these accessories.



MARKLIN



New - and very good value, too

▲ Interesting newcomers

3029 \$ 8.25

Tank engine, modelled on a works locomotive · Six-wheeled, 0-6-0 type, remote control reversing · Plastic tyres on trailing drivers to increase the tractive effort · Dull black unbreakable plastic casing with cast metal frame; all fittings reproduced in fine detail · Coupling hooks at both ends · 4 in. long over buffers; weight 6 oz.



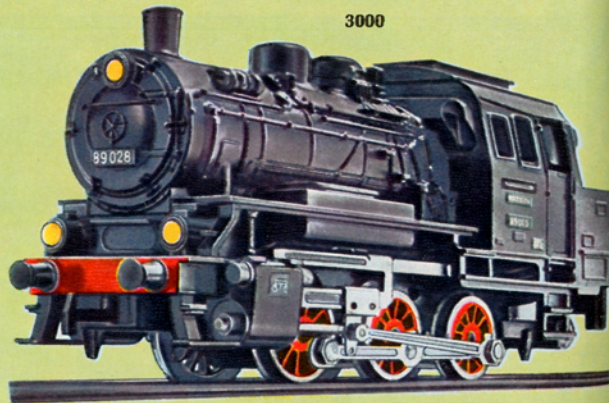
A transformer with a 16 VA output is adequate for working this model, but a 30 VA transformer is advisable if trains are to light up

Tank engine

These engines are favourites with many railway operators owing to the many possibilities for using them for passenger and goods traffic, and especially for shunting in marshalling yards; they are also liked for their appearance and easy rerailing. Good running on curves, a high performance, and harmony in their general appearance are the particular advantages of these models.

3000 \$ 9.95

Tank engine, modelled on the German Federal Railways Class 89 engine · Six-wheeled, 0-6-0 type, reversing by remote control with extra hand lever · Plastic tyres on trailing drivers to give increased tractive effort and climbing power · Specially low-g geared motor with very durable gearing · Three electric headlights · Dull black unbreakable plastic casing with cast metal frame; exact reproductions of boiler fittings, cab, coal bunker and water tanks · Strong coupling hooks at both ends · 4 1/8 in. over buffers; weight 7 oz.



Tank engines with the MÄRKLIN TELEX COUPLING

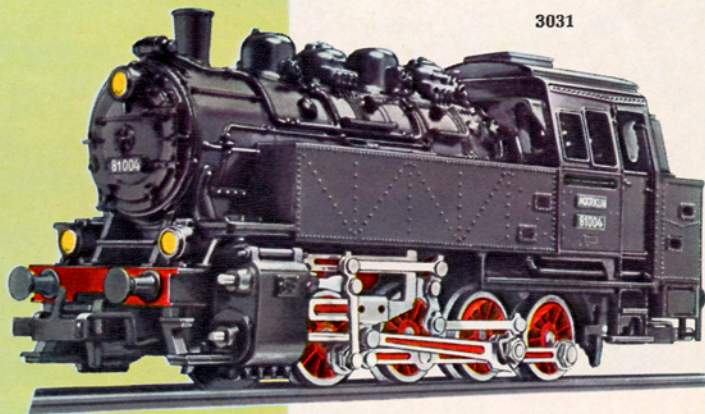
3031 \$ 19.80

Tank engine, Class 81; eight-wheeled 0-8-0 type; reversing by remote control with extra hand lever · Walschaerts valve motion; plastic tyres on trailing drivers · Three headlights both front and rear to light up · Dull black all-metal casing with all fittings an exact reproduction of the prototype · MÄRKLIN TELEX COUPLINGS at both ends · 5 in. long over buffers; weight 14 oz.

The MÄRKLIN TELEX COUPLING fitted in the coal bunker allows the train of coaches or wagons to be uncoupled at any point on the system by remote control from the transformer, no extra appliance being required.

3032 \$ 17.50

Tank engine, as 3031, but without the MÄRKLIN TELEX COUPLING and with automatic couplings instead at both ends · Weight 13½ oz.

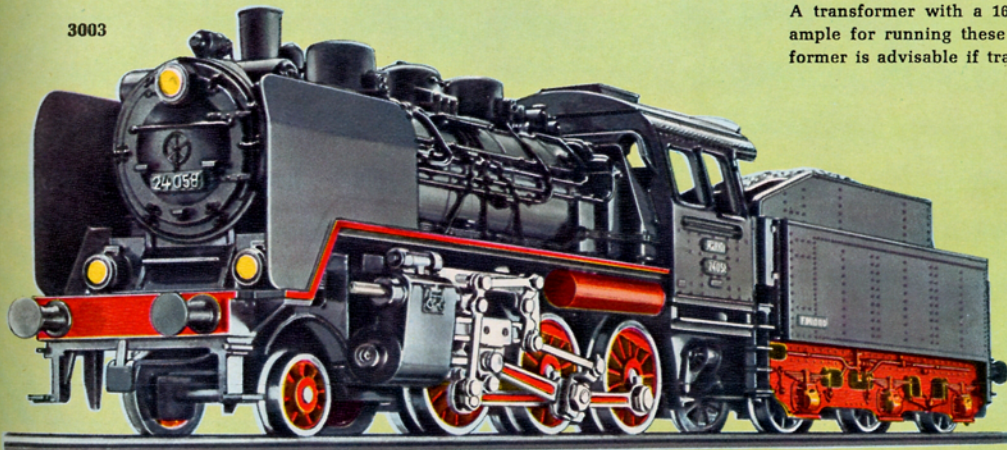


3031

A transformer with a 16 VA output (see page 41) is ample for running these engines, but a 30 VA transformer is advisable if trains are to light up



3003



The German Federal Railways' Class 24 is a standardised engine used for passenger and goods services. Its maximum speed is 90 kilometres (about 56 miles) an hour.

Mixed traffic engine

3003 \$ 17.00

Passenger engine and tender, modelled on the German Federal Railways' Class 24 · Eight-wheeled, 2-6-0 type; reversing by remote control with extra hand lever · Walschaerts valve motion · The leading truck is held down on the track by a spring, avoiding all risk of derailment · Full coupling facilities at both ends of the engine · Plastic tyres on trailing drivers to increase the tractive effort · Specially low gearing · Three electric headlights · Dull black unbreakable plastic casing with exact scale-model reproduction of the boiler fittings on the full-sized prototype · Die-cast zinc frame; tender close-coupled to engine · Six-wheeled tender with reproduction of all riveted details · 8 in. long over buffers; weight 11 oz. including tender



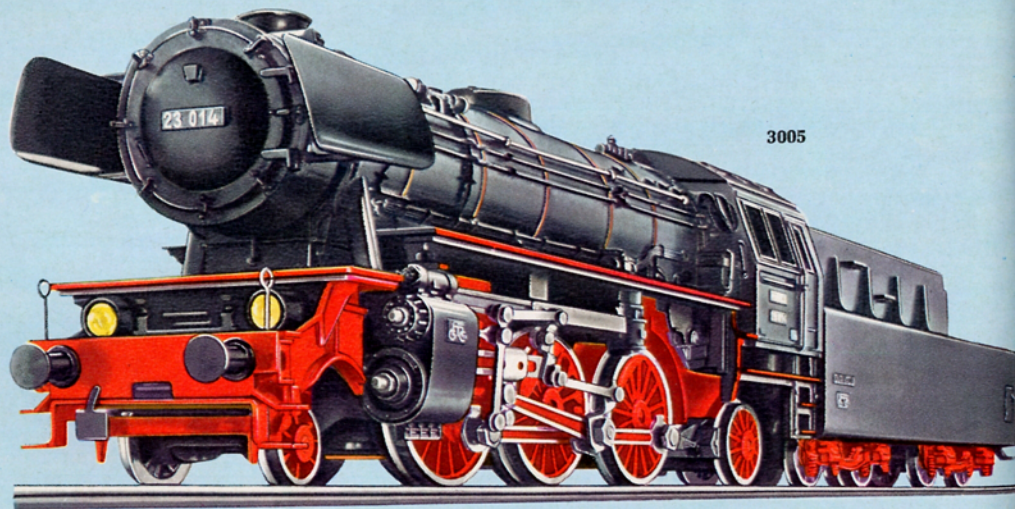
Modern Steam Locomotives

3005 \$ 23.50

Engine and tender, modelled on the German Federal Railways' Class 23 engine · Ten-wheeled, 2-6-2 type · Reverses by remote control with extra hand lever · Walschaerts valve motion · Leading and trailing pony trucks kept to the track by springs, preventing risk of derailment and ensuring good running on curves · Coupling hook fitted to leading truck, giving full coupling facilities in front as well · Plastic tyres on trailing drivers to increase tractive effort · Specially low reduction gearing · Two electric headlights · Dull black strong all-metal casing with exact scale-model reproduction of the boiler fittings and all-over cab of the full-sized original · Cast metal frame · The double-bogie tender is a reproduction of the welded original close-coupled to the engine; numerous details and an automatic coupling fitted · 9³/₄ in. long over buffers, weight 19¹/₂ oz. including tender

MÄRKLIN

A transformer with a 16 VA output (see page 41) is ample for running this engine, but a 30 VA transformer is advisable if trains are to light up



The German Federal Railways' Class 23 engines are used on medium and heavy passenger services, as well as for express and ordinary goods. Engine and tender are both built by the latest welding processes, and the design is good enough to allow speeds of 110 kilometres (about 68 miles) an hour running forward and 85 kilometres (about 53 miles) an hour when running tender first. As this type can run tender first at high speed on main lines, it is frequently used for heavy suburban and inter-urban traffic as well, instead of tank engines.

These MÄRKLIN models are genuinely true reproductions of the originals working on the German Federal Railways' main lines.

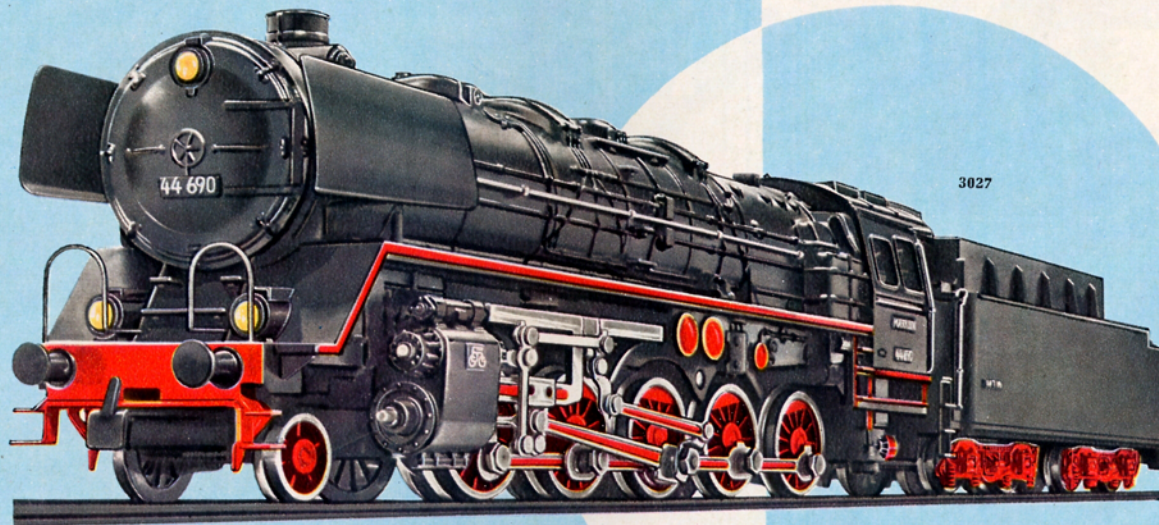
Heavy Goods Engine with MÄRKLIN TELEX COUPLING

3027 \$ 39.00

Heavy goods engine, modelled on the German Federal Railways' Class 44 engine · Engine and tender permanently coupled together · Twelve-wheeled, 2-10-0 type · The running gear is divided into two separate groups of driving wheels, giving excellent running, even on curves of short radius · Remote control reversing with extra hand lever on engine · Walschaerts valve motion · Sprung leading pony truck to prevent derailment · Flanges on all wheels, running very freely on curves · Plastic tyres on trailing drivers to increase tractive effort and climbing power · All driving axles are driven · Specially low-g geared motor also gives slow running · Three headlights · Dull black strong allmetal casing · Front coupling hook fixed on leading truck, giving full coupling facilities · Scale-model reproduction of all boiler fitting details · Scale-model smoke deflector plates · Eight-wheeled bogie tender with MÄRKLIN Telex coupling · 11 in. long over buffers, weight 29 oz. including tender · The MÄRKLIN Telex coupling fitted in the tender allows the train to be uncoupled from the engine by remote control at any point on the system, no extra appliance being required



A transformer with a 30 VA output (see page 41) is required for this model



The steady increase in long-distance goods traffic on the German Federal Railways is dealt with mostly by the powerful Class 44 engines on non-electrified sections; that is the reason for this particular type of engine being met with so often on the main lines of the full-sized railway, arousing the interest and admiration of all railway enthusiasts. Its fine outlines and massive proportions particularly were the inspiration for its reproduction in the form of this splendid model.

The steaming locomotive a super-model - Even more true to scale - and still more realistic

New

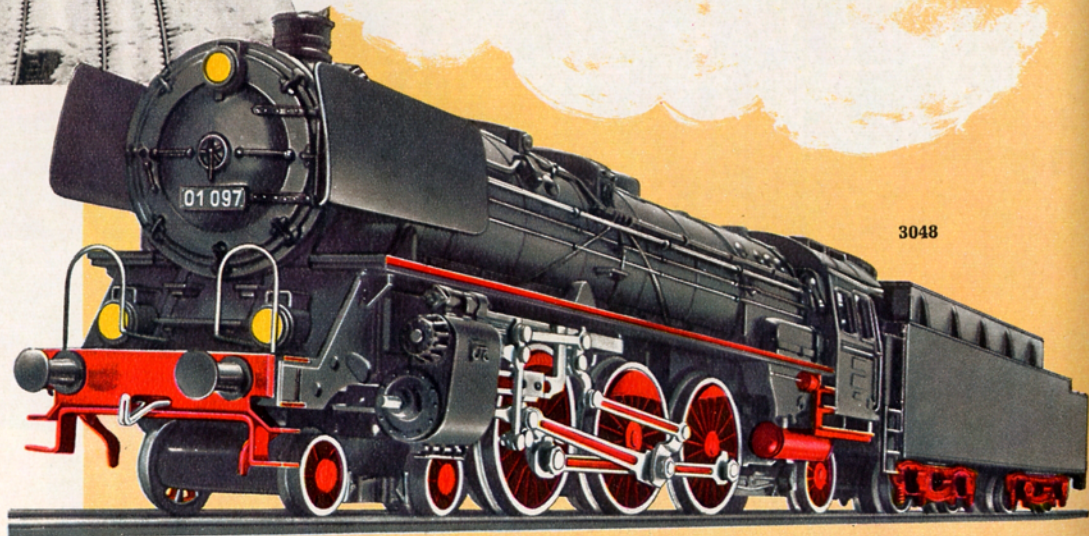
3048 \$ 31.50

Express engine and tender, modelled on the German Federal Railways' Class 01 · Twelve-wheeled, 4-6-2 type · Reverses by remote control with extra hand lever · **Fitted to produce a close imitation of real steam** · The steam or smoke equipment fitted to the engine consists of an extra steam pipe, cleaning wire, tweezers and smoke fluid cartridge · Leading bogie and trailing pony truck are sprung to prevent derailment · Runs easily on curves · Plastic tyres fitted to trailing drivers to increase tractive effort and climbing power · Three headlights · Dull black strong all-metal casing with exact reproduction of boiler fittings and cylinders · Scale model smoke deflector plates · Double bogie tender with automatic coupling · 11 in. long over buffers, weight 26 oz., including tender

A transformer with a 30 VA output is required for this model (see page 41)



This engine is one of the finest MÄRKLIN models and is a faithful reproduction of a German Federal Railways' Class 01 express engine, notable for its fine design and excellent performance. A model that no railway system should be without.



3048

A diesel-hydraulic locomotive

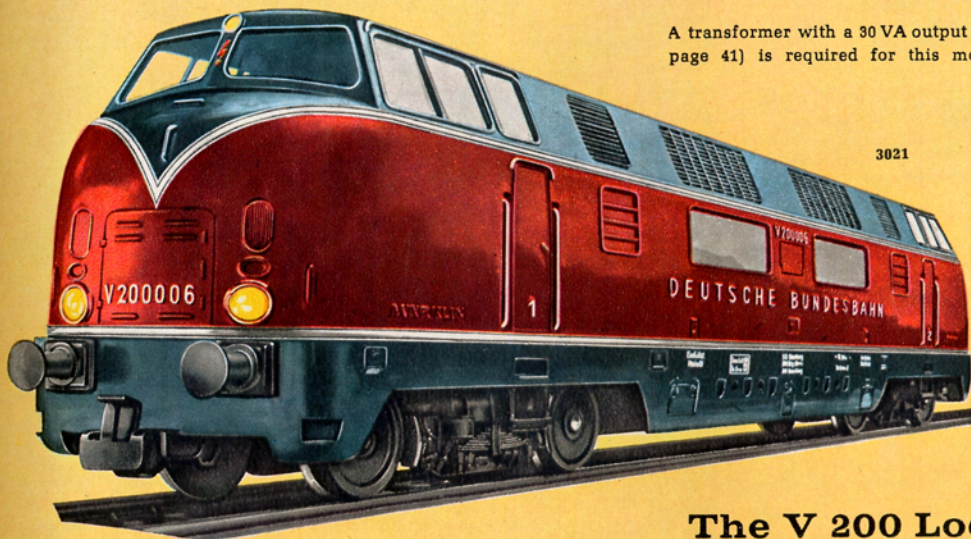
3021 \$ 22.00

Diesel locomotive, modelled on the German Federal Railways' Class V 200 · Eight-wheeled 0-4-4-0 type · Both rear bogie axles are driven · Reverses by remote control with extra hand lever · Plastic tyres on driving bogie wheels, giving an extra high tractive effort · Scale model lighting both sides · Red and blue-grey all-metal superstructure with numerous details · Silver roof, windows glazed with cellophane · Automatic couplings at both ends · 8 $\frac{3}{4}$ in. over buffers, weight 16 oz.



A transformer with a 30 VA output (see page 41) is required for this model.

Diesel locomotives of the V 200 Class are used on the German Federal Railways to replace steam engines. The V 200 is a diesel-hydraulic locomotive with two engines, each developing 1000 HP. The locomotive is designed for a speed of 140 kilometres (approximately 87 miles) an hour and is used chiefly for express services.

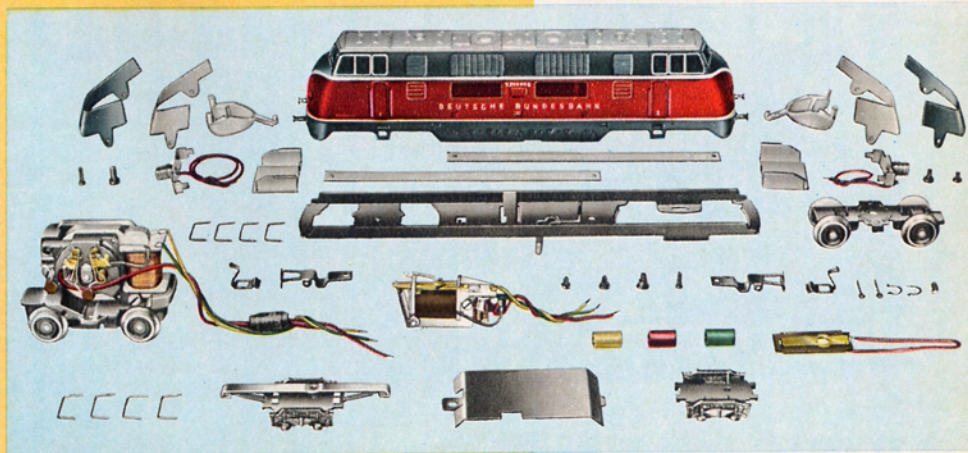


The V 200 Locomotive Building Set

3921 \$ 17.50

Diesel Locomotive Building Set

Contains all parts for building the 3021 diesel locomotive, except lamp bulbs (though the finished locomotive can be lighted up) · Needs only a screwdriver with a blade 3 mm wide and a pair of flat pliers to assemble the parts, there being no painting or soldering work · This engine is rather more difficult to assemble than coaching stock · Illustrated instructions for building are included with every set

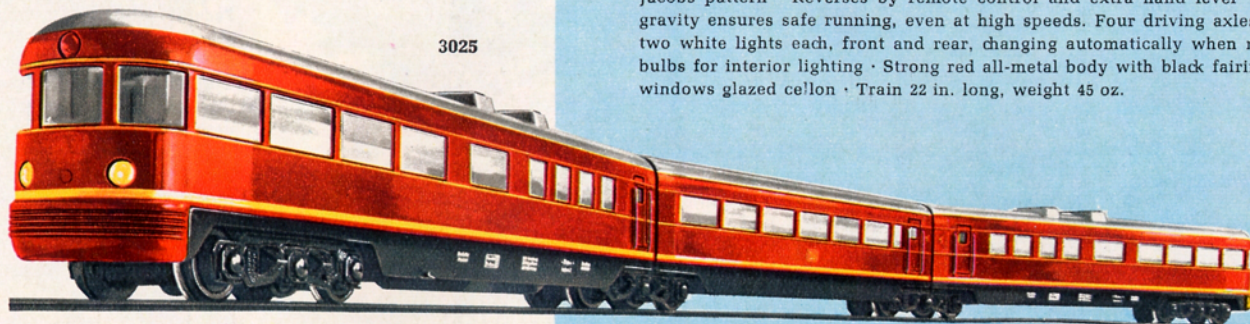


Railcar Flyer Train

MARKLIN

3025 \$ 51.00

Railcar Flyer Train, three-unit type on four bogies, the two middle ones being the Jacobs pattern · Reverses by remote control and extra hand lever · Low centre of gravity ensures safe running, even at high speeds. Four driving axles · One red and two white lights each, front and rear, changing automatically when reversing · Four bulbs for interior lighting · Strong red all-metal body with black fairing · Silver roof, windows glazed cello · Train 22 in. long, weight 45 oz.



This model requires a transformer with a 30 VA output (see page 41)

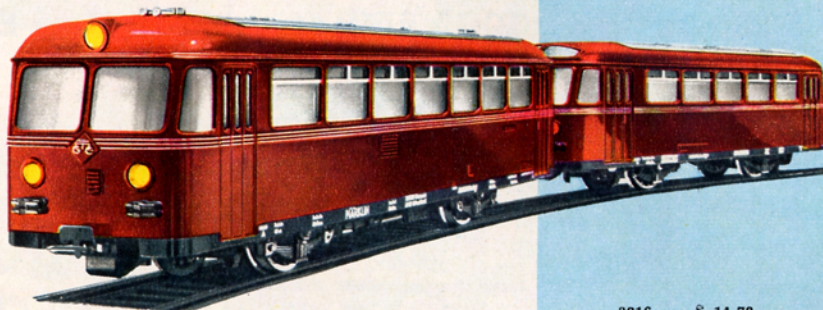
Railbus and Trailer

3016

4018

4018 \$ 5.80

Railbus Trailer · Sheet steel frame with fine plastic reproduction of axleboxes, springs and rail guards · Plastic bodywork with numerous details · Windows glazed with cello · Red tail lights at both ends and interior lighting by one bulb · Current collector shoe for lighting · Special symmetrical coupling to fit railbus only · 4³/₄ in. long over buffers, weight 3 oz.



A transformer with a 16 VA output (see page 41) is ample for working this model.



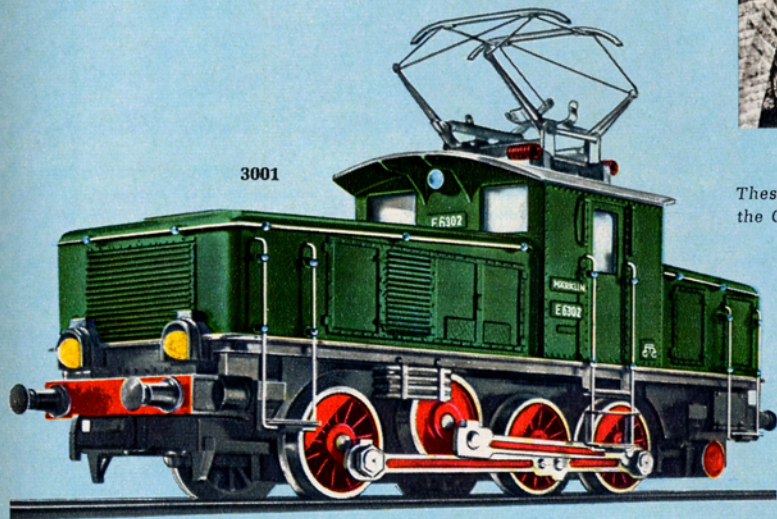
3016 \$ 14.70

Railbus, four-wheeled · Reverses by remote control with extra hand lever · Plastic tyres on driving wheels · Lamps at both ends, with two bulbs for interior lighting · Red unbreakable plastic bodywork with numerous details · Cast metal frame with fine plastic reproductions of axleboxes, springs and railguards · Windows glazed with cello · Special symmetrical close couplings at both ends · 5⁷/₈ in. long over buffers, weight 10 oz.

A much-admired design

3001 \$ 14.95

Electric Shunting Locomotive, modelled on the German Federal Railways' Class E 63 · Six-wheeled 0-6-0 type, with gear-driven jackshaft · Reverses by remote control and extra hand lever · Plastic tyres on trailing drivers give extra tractive effort and climbing power · Specially low-g geared motor with durable gearing · Two electric headlights at each end, changing automatically when reversing · Lever for optional current pick-up from overhead wire or surface contact · Special lightly-sprung current collector · Green unbreakable plastic superstructure with handrails mounted separately and numerous other details · Cast metal frame; windows glazed with cellophane · Strong coupling hooks both ends · 4³/₄ in. over buffers, weight 8³/₄ oz.



3001



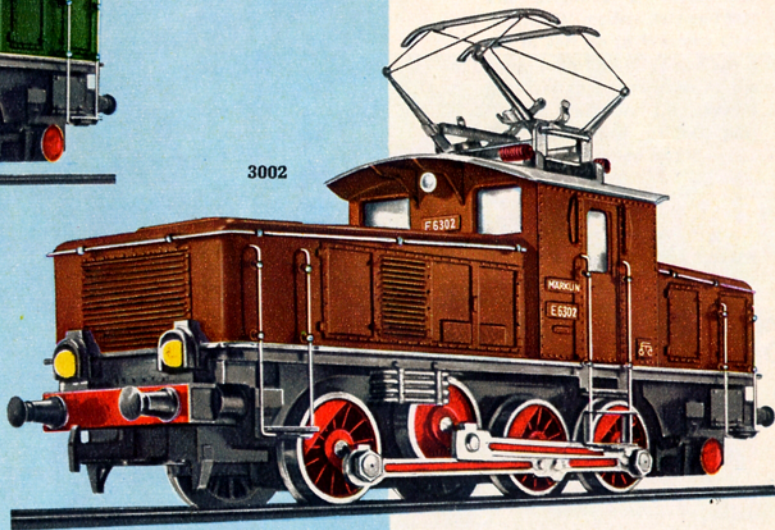
These MÄRKLIN locomotives are faithful reproductions of the originals on the German Federal Railways.



A transformer with a 16 VA output (see page 41) is ample for working this model, though a 30 VA transformer is advisable if trains are to light up

Electric shunting locomotive, as 3001, but finished brown

3002 \$ 14.95



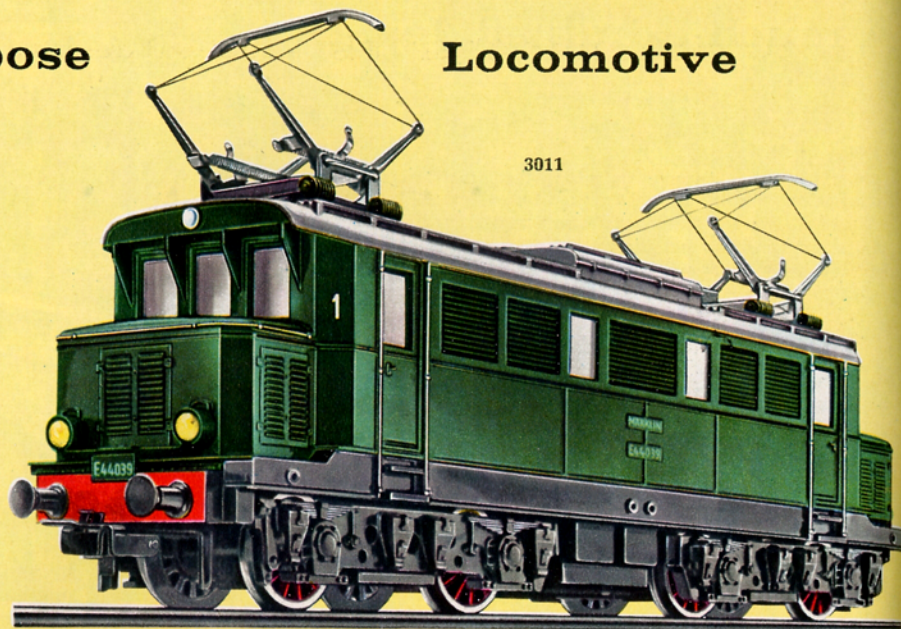
3002

An all-purpose

Locomotive

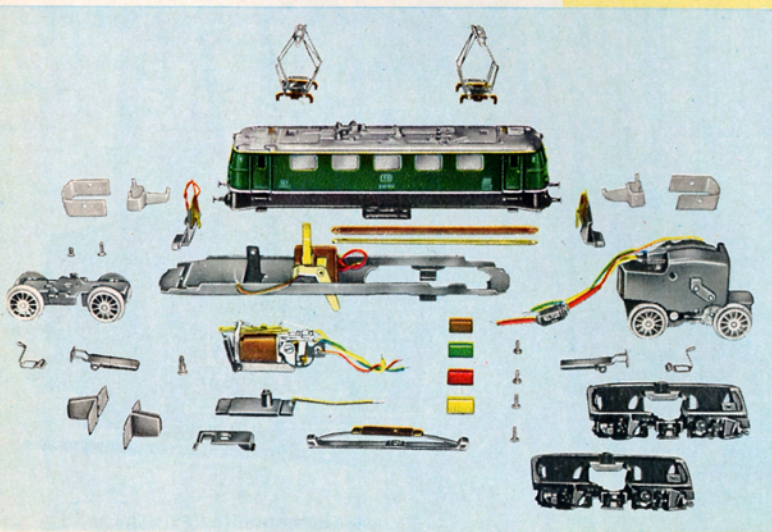


A transformer with a 30 VA output (see page 41) is required for working this model, especially if trains are to light up



3011 § 23.50

Electric locomotive for mixed traffic · Eight-wheeled · The two inner axles are driven by the motor and the two outer ones are each carried in separate trucks to improve running on curves · The axles are arranged to give the impression of the 0-4-4-0 layout on the full-sized original — the German Federal Railways Class E 44 · Reverses by remote control and extra hand lever · Plastic tyres on one set of driving wheels give extra tractive effort · Two electric headlights each, front and rear, change automatically when the locomotive reverses · Lever for optional current pick-up from overhead wire or surface contact · Two sprung current collectors on roof · Green all-metal superstructure of very complete design with numerous details · Windows glazed with cellophane · Automatic couplings at each end · 6 $\frac{1}{8}$ in. long over buffers, weight 25 oz.



New

MARKLIN

Class E 41 Locomotive Building Set

3937 § 15.50

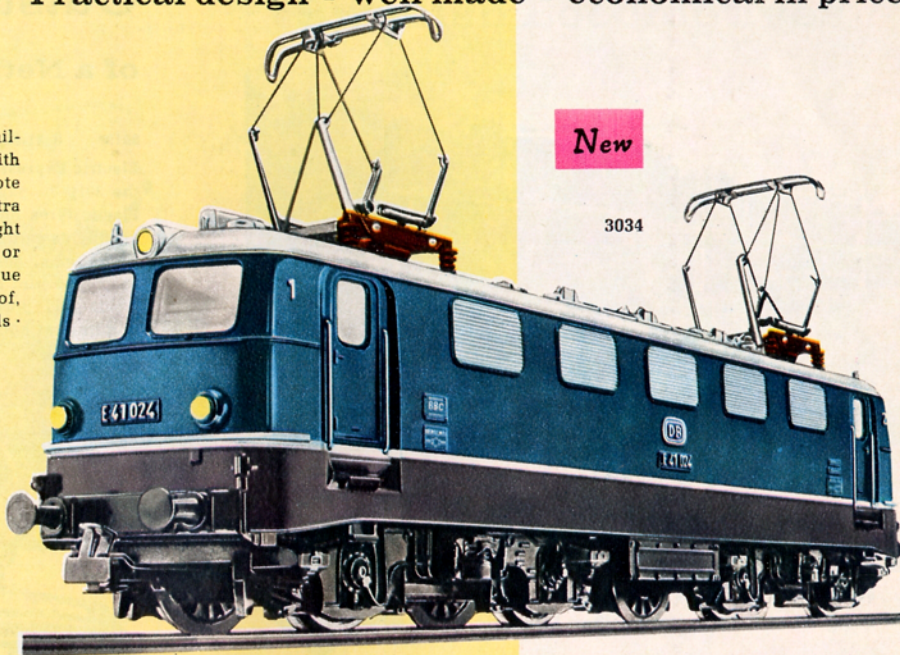
Electric locomotive building set

Contains all parts for building the 3037 electric locomotive (see page 13) except lamp bulbs, though this locomotive can be lighted up · Needs only a screwdriver and flat pliers for building, there being no painting or soldering work · This engine is rather more difficult to assemble than coaching stock · Illustrated instructions for building are included with every set

Electric Locomotives Practical design - well made - economical in price

3034 \$ 17.50

Electric Locomotive, modelled on the German Federal Railways' Class E 41 locomotive · Eight-wheeled Bo-Bo type, with both axles of the trailing bogie driven · Reverses by remote control and extra hand lever · Four plastic tyres giving extra tractive effort · Three headlights front and rear each, to light up · Lever for optional current pick-up from overhead wire or surface contact; two sprung current collectors on roof · Blue all-metal superstructure with numerous details; silver roof, windows glazed with cellophane; automatic couplings at both ends · 6 $\frac{7}{8}$ in. long over buffers, weight about 15 oz.

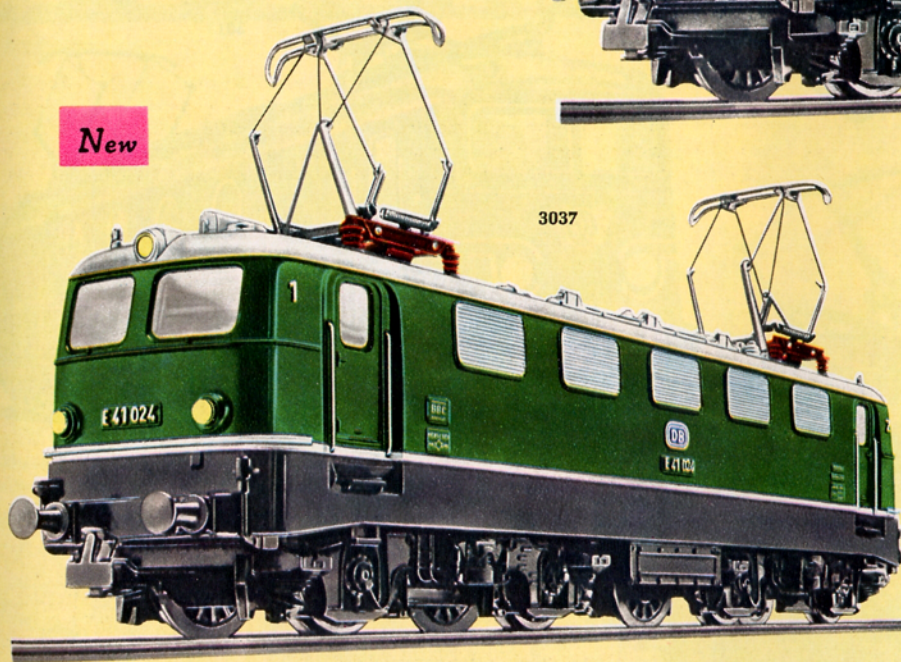


New

3034

New

3037



3037 \$ 17.50

Electric Locomotive, as 3034, but superstructure in green finish

The originals of these new MÄRKLIN models 3034 and 3037 are in service in Western Germany with both blue and green finishes; they are used in the Federal Territory for express trains, and also for fast, passenger and goods traffic.

A transformer with a 16 VA output (see page 41) is ample for working these locomotives, though a 30 VA transformer is advisable if trains are to light up



Outstanding Models

of a Netherlands Locomotive

3013 \$ 31.00

Electric Express Locomotive · Eight-wheeled, with the same arrangement as the 3011 on page 12 · Reverses by remote control and extra hand lever · Plastic tyres on one set of drivers for extra tractive effort · Two electric headlights each, front and rear, change automatically when reversing · Lever for optional current pick-up from overhead wire or surface contact; two sprung current collectors on roof · Blue all-metal superstructure with silver bands and porthole-type side windows glazed with cellophane · Automatic couplings at both ends · 6⁵/₈ in. long over buffers, weight 25¹/₂ oz.

MARLIN

3013



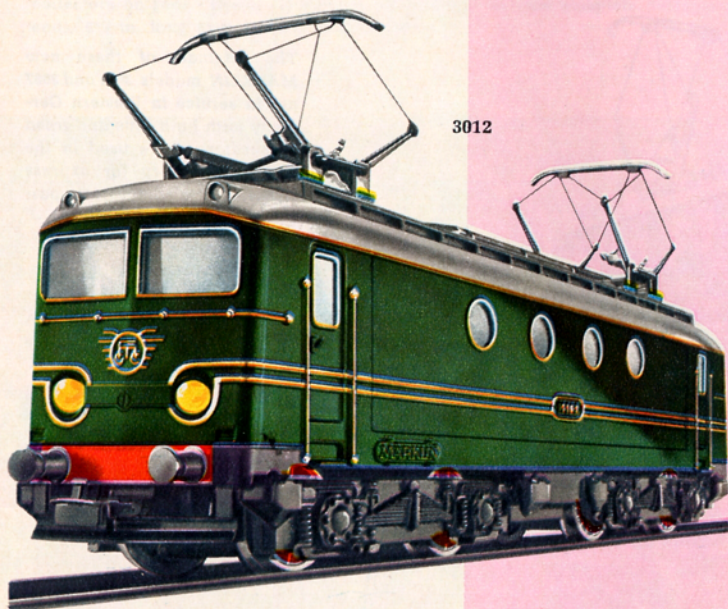
of a French Locomotive

3012 \$ 31.00

Electric Express Locomotive, as 3013, but finished in green

The original of the 3013 locomotive is in use on services of the Netherlands State Railways (N.S. — Nederlandsche Spoorwegen), while that of the 3012 locomotive is in use in France.

3012



A transformer with a 30 VA output (see page 41) is advisable for working these models, especially if the trains are to light up

Swedish Locomotives

3030

3030 \$ 25.00

Electric Locomotive for mixed traffic, modelled on the Swedish State Railways' Class Da · Ten-wheeled, 2-6-2 type, with three driven axles · Gear-driven jackshaft · Reverses by remote control and extra hand lever · Leading and trailing pony trucks are kept on the rails by springs to avoid risk of derailment · Plastic tyres on one set of drivers for extra high tractive effort · Three electric headlights each, front and rear, change automatically when reversing · Lever for optional current pick-up from overhead wire or surface contact · Two sprung current collectors on roof · Brown all-metal superstructure with numerous details · Automatic couplings at both ends · 5⁷/₈ in. long over buffers, weight 18¹/₄ oz.

3019 \$ 25.00

Electric Locomotive for mixed traffic, as 3030, but finished in green

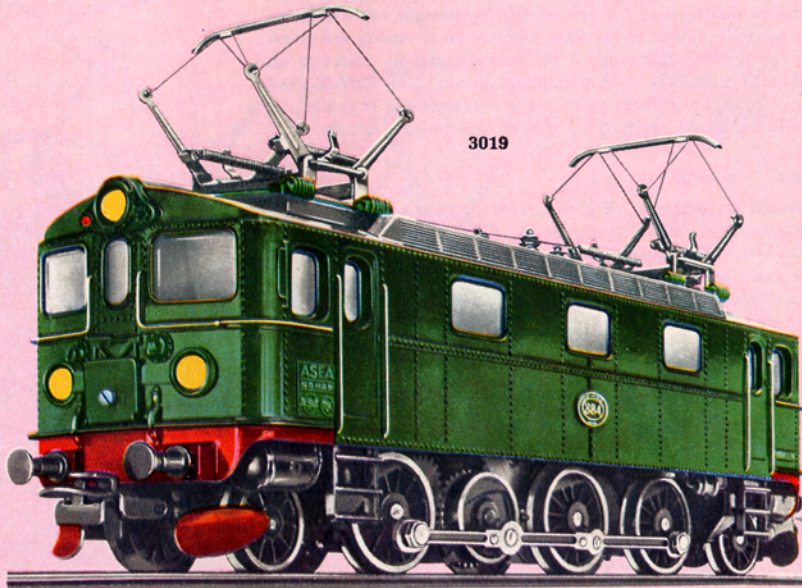
The standard Class D locomotives are much in evidence on the Swedish State Railways' lines (Statens Järnvägar), the Da type being the latest of this Class: it is used for both passenger and goods services. Owing to its low axle weight of only 15 or 17 tons, as the case may be, axles driven individually might possibly race or slip under difficult starting conditions, so these locomotives are fitted with coupling rod drive.

These MÄRKLIN locomotives are faithful models of their full-sized originals on the Swedish State Railways.



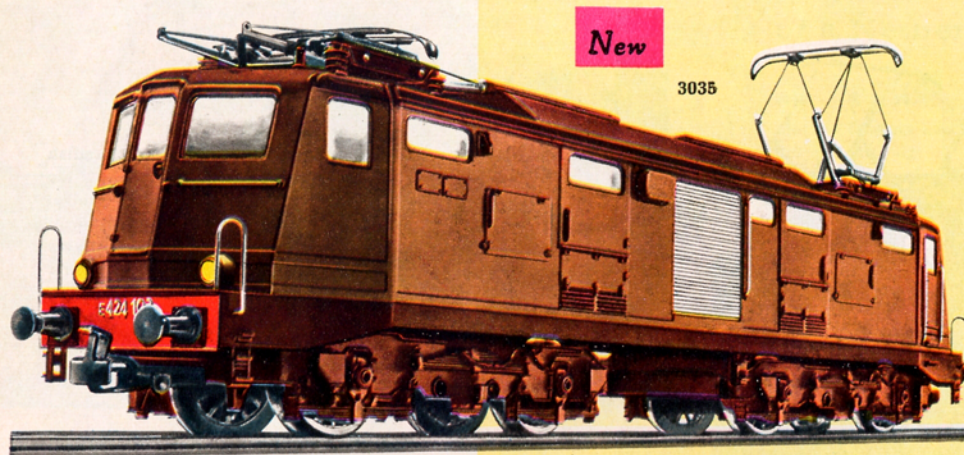
A transformer with a 30 VA output (see page 41) is advisable for working these models, especially if the trains are to light up

3019



Italian Electric Locomotive

MÄRKLIN



New

3035

3035 \$ 17.50

Italian Electric Locomotive, modelled on the Italian State Railways' Class E 424 · Eight-wheeled Bo-Bo type · Both axles of the trailing bogie are driven · Reverses by remote control and extra hand lever · Four plastic tyres for extra tractive effort · Two headlights each, front and rear, to light up · Lever for optional current supply from overhead wire or surface contact · Two sprung current collectors on roof · All-metal superstructure finished in the true colouring of the original · Windows glazed with cellophane · Automatic couplings at each end · 6⁷/₈ in. long over buffers, weight about 14¹/₂ oz.

This MÄRKLIN locomotive is a faithful model of its original in service on the main lines of the Italian State Railways.

A transformer with a 16 VA output (see page 41) is ample for working this model, though a transformer with a 30 VA output is recommended for use when trains are to light up



The favourite Swiss Locomotive

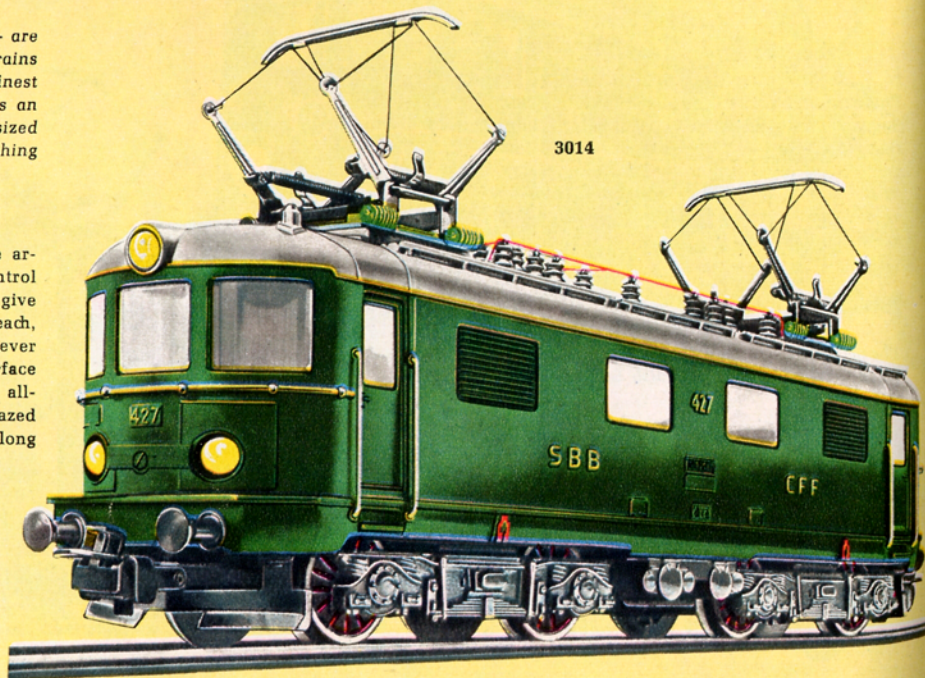
The full-sized originals – the Class Re 4/4 locomotives – are used in Switzerland for hauling the lightweight express trains so much in favour there. This locomotive is among the finest of its kind, individually or collectively, and its model is an admirable addition to any railway system. Like its full-sized original, the performance of this 3014 locomotive is something quite out of the ordinary on a miniature railway system.

3014 \$ 32.00

Electric Locomotive · Eight-wheeled, with the same axle arrangement as the 3011 (see page 12) · Reverses by remote control and extra hand lever · Plastic tyres on one set of drivers give an extra high tractive effort · Three electric headlights each, front and rear, change automatically when reversing · Lever for optional current pick-up from overhead wire or surface contact · Two sprung current collectors on roof · Green all-metal superstructure with numerous details; windows glazed with cellophane · Automatic couplings at both ends · 6¹/₂ in. long over buffers, weight 23 oz.



A transformer with a 30 VA output (see page 41) is recommended for working this model, especially if the trains are to light up



3014

Heavy electric Swiss Goods Locomotive

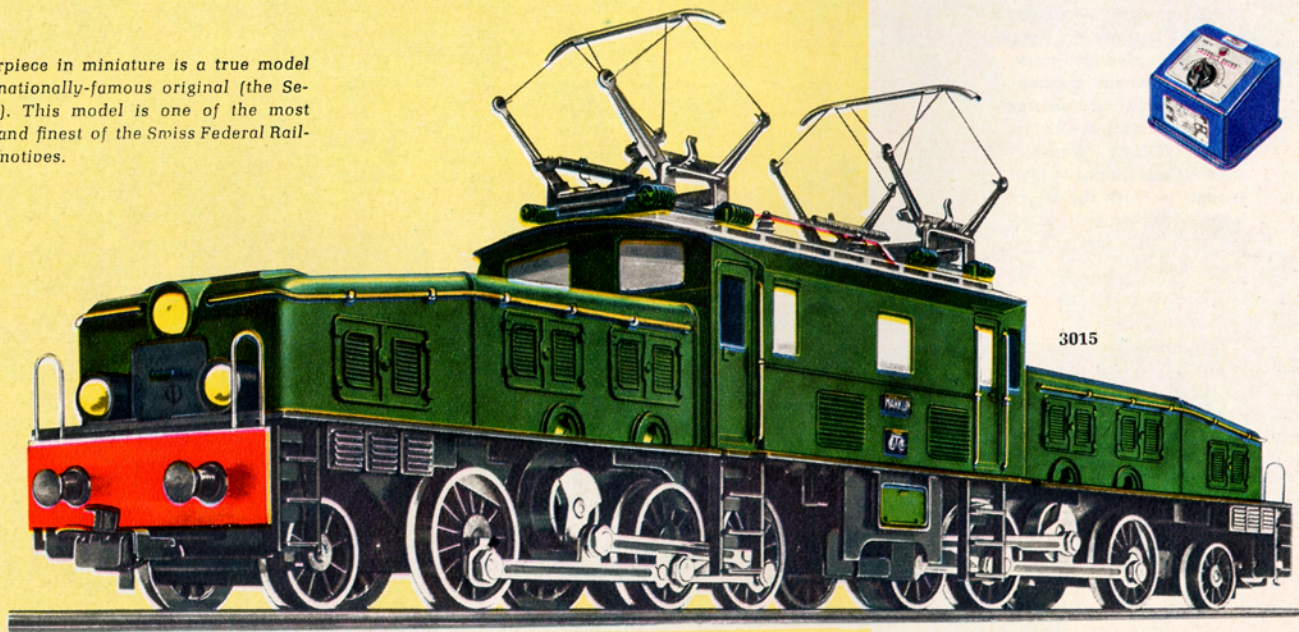
3015 \$ 47.00

Electric goods locomotive — the "Crocodile" — sixteen-wheeled 2-6-6-2 type · The articulated design enables it to take curves of normal radius without difficulty · Reverses by remote control and extra hand lever · Plastic tyres on one set of drivers · The leading and trailing truck wheels are safe from derailment, as their springs keep them down on the rails · Three electric headlights each, front and rear, changing automatically · Lever for optional current supply from overhead wire or surface contact · Two sprung current collectors on roof · Green all-metal superstructure with numerous details · Windows glazed with cellophane · Automatic couplings at both ends · 10½ in. long over buffers, weight 34 oz.

This masterpiece in miniature is a true model of its internationally-famous original (the Series Ce 6/8). This model is one of the most distinctive and finest of the Swiss Federal Railways' locomotives.



A transformer with a 30 VA output (see page 41) is required for this model



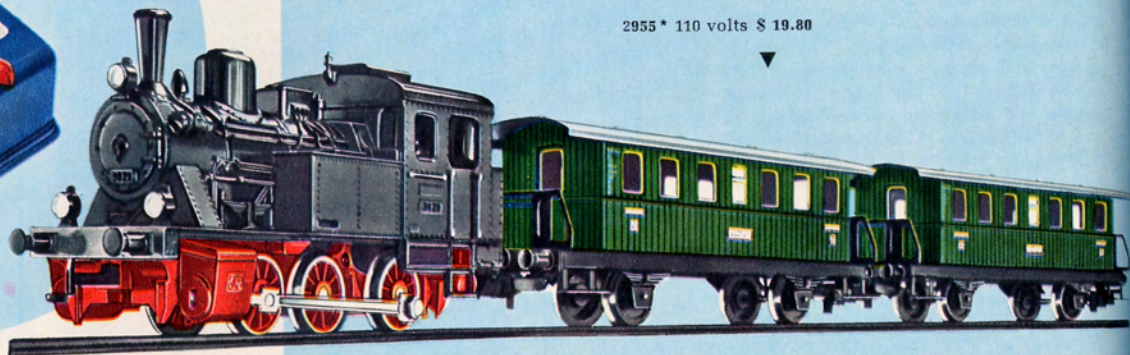
MÄRKLIN

Some fine new bargains



These transformers included with the train sets have connections for the track, and for lights and magnetically-operated accessories as well, like all MÄRKLIN model railway transformers. Their output is high enough to work the larger locomotives as well, i. e., the 3005, 3016, 3034 and similar models

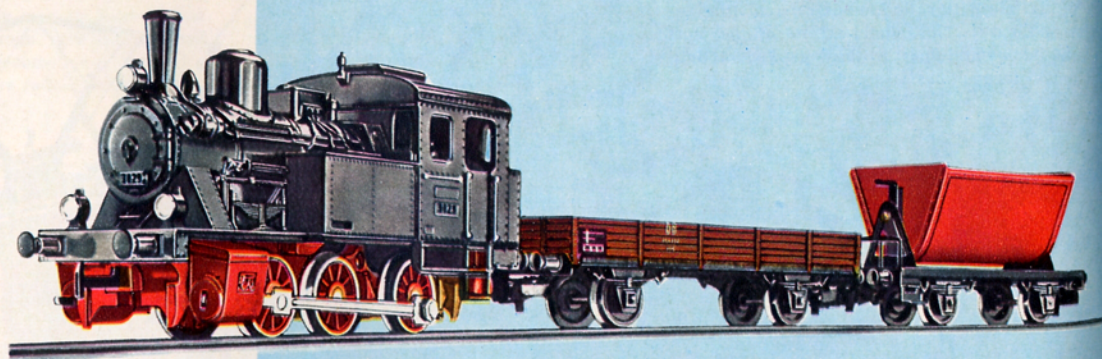
Train sets with transformers to start your railway system with



2955 * 110 volts \$ 19.80

▲ \$ 19.80

Passenger train with transformer: Locomotive and two 4040 passenger coaches · Train 13½ in. · Eight 5120 curved track sections, one 5106 straight section, one 5111 feeder section and one transformer



▲ \$ 19.80

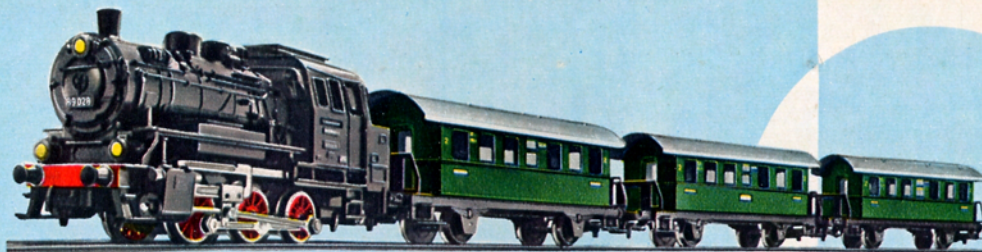
Goods train with transformer: Locomotive and two goods wagons · Train 12¼ in. · Eight 5120 curved track sections, one 5106 straight section, one 5111 feeder section and one transformer

■ * The locomotives and transformers of the 2935 and 2955 train sets cannot be supplied separately

▲ 2935 * 110 volts \$ 19.80

Interesting Train Sets with oval tracks but without transformers

These trains are among the most outstanding models we make, despite their low cost, and the very reasonable prices mean that anyone can have these MÄRKLIN Railways without any great outlay.



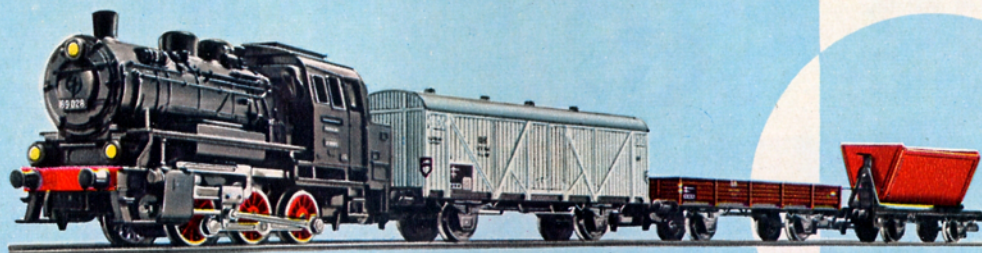
3100 \$ 18.50 ▲

Passenger train (without transformer): Locomotive 3000, and three passenger coaches 4000 · Train 19 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section

3100



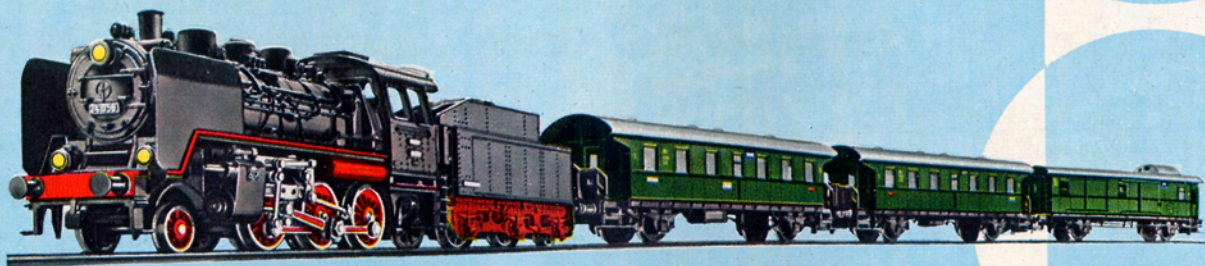
A transformer with a 16 VA output (see page 41) is ample for working these trains, though a transformer with a 30 VA output is advisable if trains are to light up



3200 \$ 20.50 ▲

Goods train (without transformer): Locomotive 3000 and three goods wagons with plastic bodywork · Train 16³/₄ in. · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section

3200



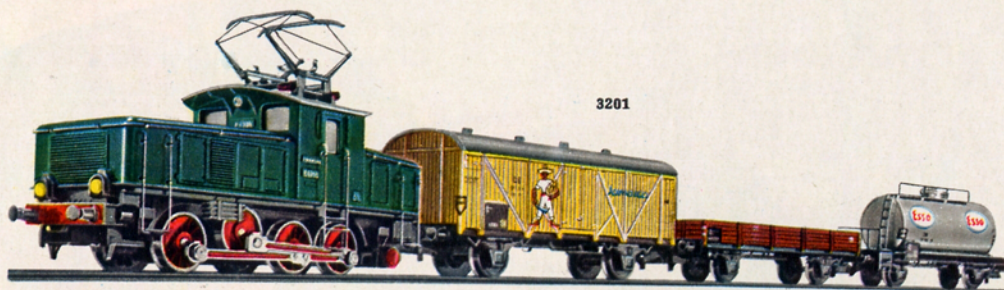
3103 \$ 28.00

Passenger train (without transformer): Locomotive 3003, two 4002 coaches and one 4003 coach · Train 25 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section

3103

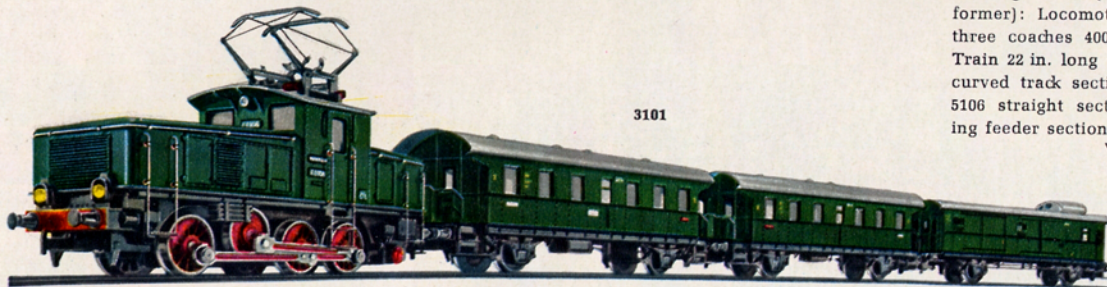
Some more sets

MARKLIN



3201 \$ 25.50

Goods train (without transformer): Locomotive 3001 and three goods wagons with plastic bodywork · Train 17½ in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section



3101 \$ 27.00

Passenger train (without transformer): Locomotive 3001 and three coaches 4002 and 4003 · Train 22 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section

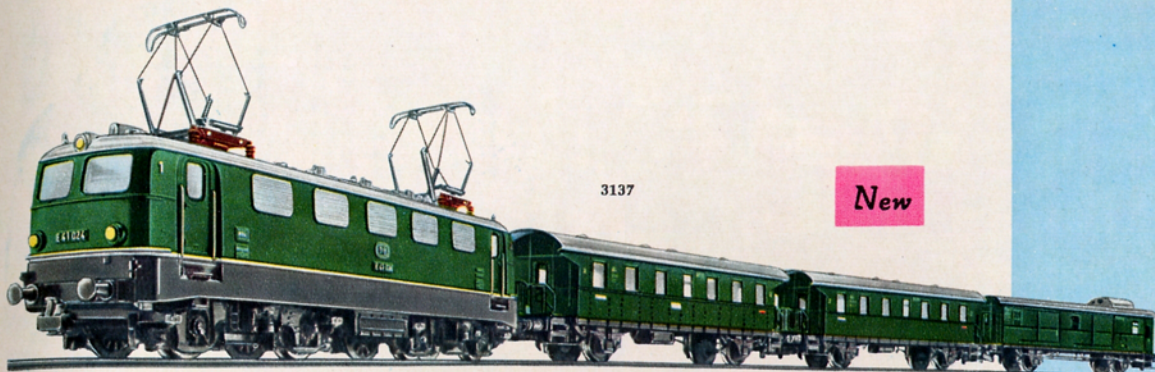
3203 \$ 27.00

Goods train (without transformer): Locomotive 3003 and three goods wagons with plastic bodywork · Train 21 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section



A transformer with a 16 VA output (see page 41) is ample for working these trains, though a transformer with a 30 VA output is advisable if trains are to light up

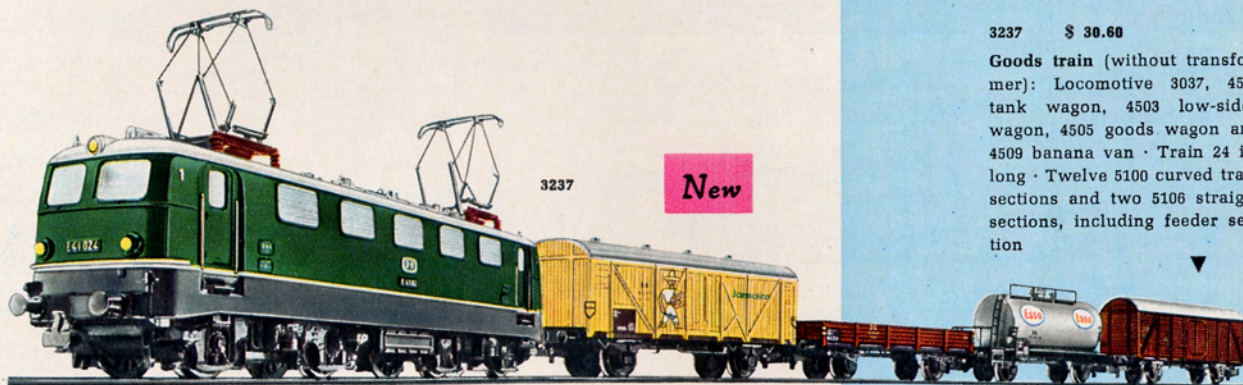
Sets ready to run, with oval tracks but without transformers



New

3137 \$ 29.80

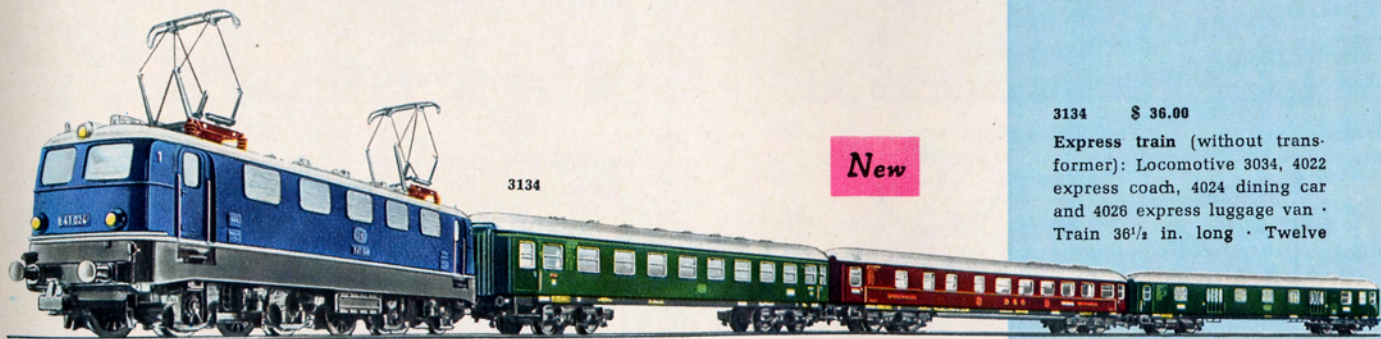
Passenger train (without transformer): Locomotive 3037, two 4002 passenger coaches and one 4003 luggage van · Train 24 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section



New

3237 \$ 30.60

Goods train (without transformer): Locomotive 3037, 4501 tank wagon, 4503 low-sided wagon, 4505 goods wagon and 4509 banana van · Train 24 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section



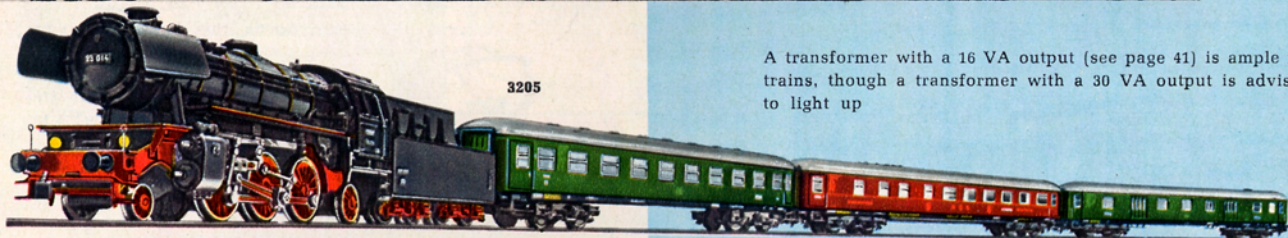
New

3134 \$ 36.00

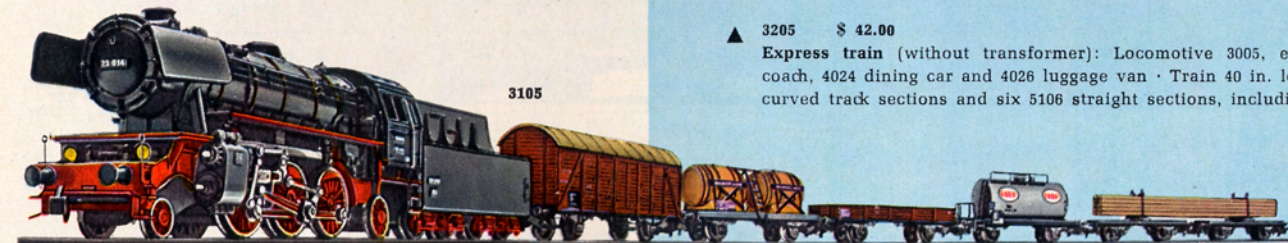
Express train (without transformer): Locomotive 3034, 4022 express coach, 4024 dining car and 4026 express luggage van · Train 36½ in. long · Twelve

A transformer with a 16 VA output (see page 41) is ample for working these trains, though a transformer with a 30 VA output is advisable if trains are to light up

5100 curved track sections and six 5106 straight sections, including feeder section



A transformer with a 16 VA output (see page 41) is ample for working these trains, though a transformer with a 30 VA output is advisable if trains are to light up



▲ 3205 \$ 42.00

Express train (without transformer): Locomotive 3005, express passenger coach, 4024 dining car and 4026 luggage van · Train 40 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

▲ 3105 \$ 44.00

Goods train (without transformer): Locomotive 3005, 4505 covered goods wagon, 4510 wine truck, 4503 low-sided truck, 4501 ESO tank wagon and 4512 timber wagon · Train 34½ in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

3114 \$ 56.00

Swiss Lightweight express train (without transformer): Locomotive 3014; 4015 lightweight express coach with sliding doors, 4016 lightweight dining car and 4017 luggage van · Train 33 in. · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section



A transformer with a 30 VA output (see page 41) is recommended for working this 3114 train

3114

Trainsets with oval tracks but without transformers



A transformer with a 30 VA output (see page 41) is required for the 3121 and 3148 trains

3121

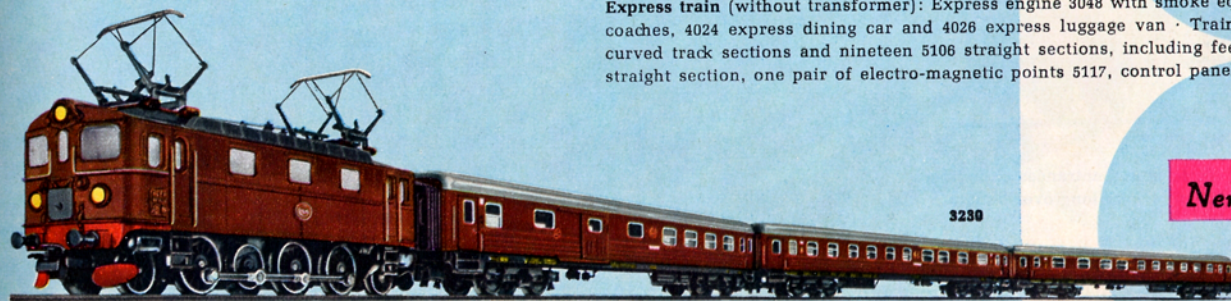


3121 \$ 40.50 ▲

Express train (without transformer): Diesel locomotive 3021, express passenger coach, 4024 dining car and 4026 luggage van · Train 38½ in. · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

3148

New



3148 \$ 70.00 ▲

Express train (without transformer): Express engine 3048 with smoke equipment, two express coaches, 4024 express dining car and 4026 express luggage van · Train 50 in. · Twelve 5100 curved track sections and nineteen 5106 straight sections, including feeder section; one 5108 straight section, one pair of electro-magnetic points 5117, control panel and four cables

3230

New



3230 \$ 43.75 ▲

Swedish express train (without transformer): Locomotive 3030, two 4030 express passenger coaches, 4031 express luggage van · Train 35½ in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

A 30 VA transformer (see page 41) is recommended for the 3230 train
A transformer with a 16 VA output is ample for the 3135 train, though a transformer with a 30 VA output is advisable if trains are to light up

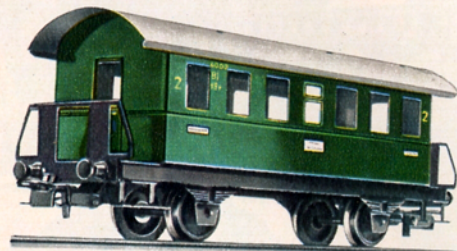
3135

New



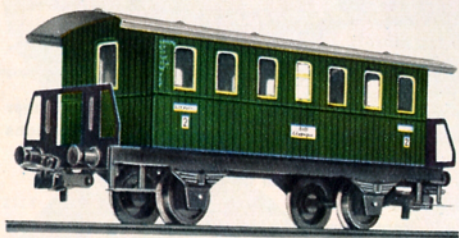
3135 \$ 34.00 ▲

Italian express train (without transformer): Locomotive 3035, three 4036 express passenger coaches · Train 34 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section



4000 \$ 1.50

Passenger coach with platform and entrances at each end · Dark green, with grey roof · 4 $\frac{1}{8}$ in. long over buffers



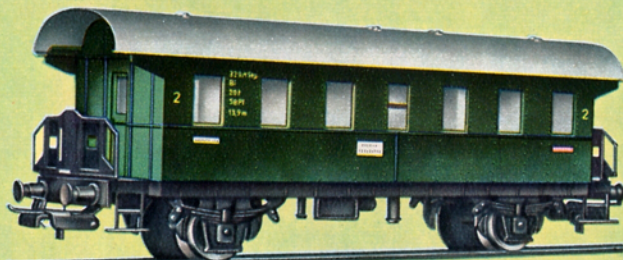
4040 \$ 1.20

Passenger coach of the older type · Four-wheeled, with platform and entrance at both ends · Open windows · Coach body green, silver-grey roof · 4 $\frac{1}{2}$ in. long over buffers · The 4040 type of passenger coach goes particularly well with the 3029 tank engine, and a train made up with these units vividly recalls the romantic railway period at the turn of the century

New

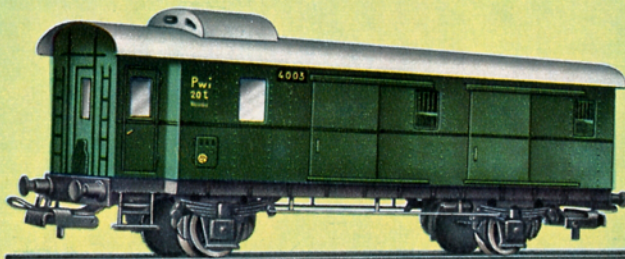
Passenger coaches

Standard type of coach, with numerous details · Arrangement for fitting interior lighting · Windows glazed with cellon · Dark green, with grey roof · Numerous inscriptions · Coach 5 $\frac{3}{8}$ in. long over buffers



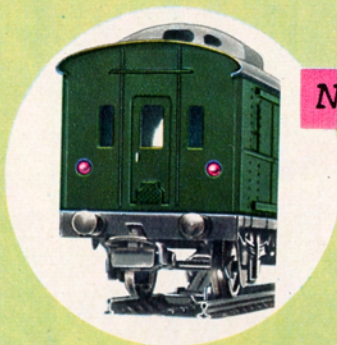
4002 \$ 2.50

Passenger coach with platform and entrances at ends



4003 \$ 2.50

Luggage van with sliding doors both sides and roof lookout for guard's compartment



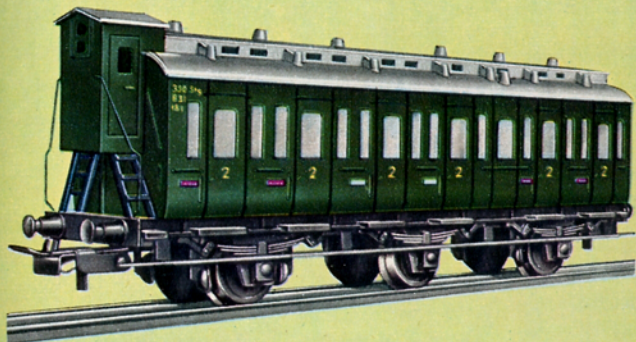
New

4041 \$ 3.50

Luggage van, as 4003, but with tail lights and current collector shoe

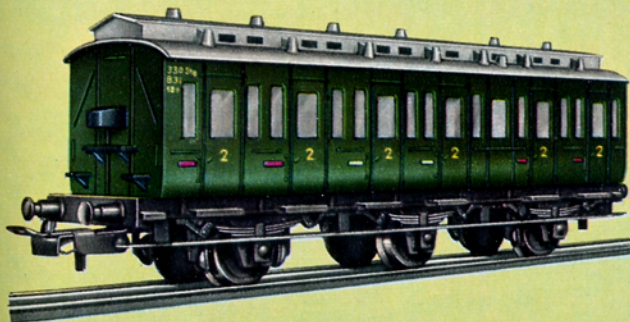
of finely-printed sheet steel with
automatic couplings
and the "Advance" uncoupler

MARKLIN



4005 \$ 5.00

Compartment coach with brakeman's cabin · Six-wheeled, with the sides divided up into six compartments · Arrangement for fitting interior lighting · Dark green, with grey roof · Numerous inscriptions · Coach 5¼ in. long over buffers



4004 \$ 4.25

Compartment coach without brakeman's cabin, otherwise as 4005

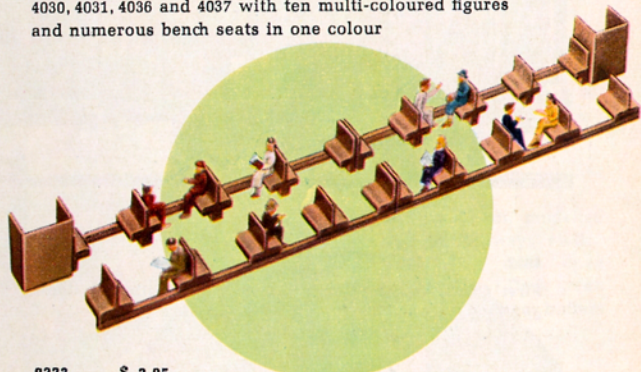
Interior fittings etc. for the 4022, 4023, 4024, 4027, 4030, 4031, 4036 and 4037 coaches

These interior fittings and figures are made of plastic and supplied as sets for building · Illustrated instructions for building up are included with every set



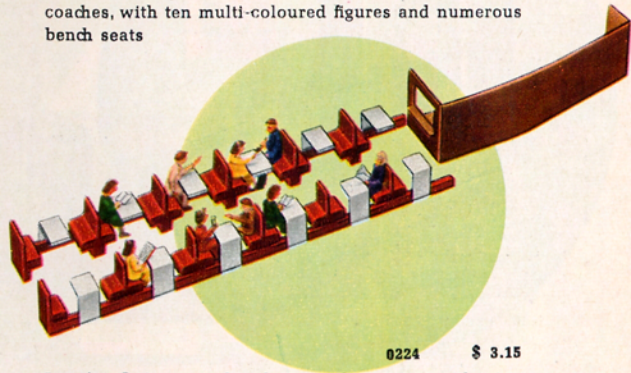
New
0222 \$ 2.95

Interior fittings set for the passenger coaches 4022, 4030, 4031, 4036 and 4037 with ten multi-coloured figures and numerous bench seats in one colour



0223 \$ 2.95

Interior fittings set for the 4023 and 4027 express coaches, with ten multi-coloured figures and numerous bench seats



0224 \$ 3.15

Interior fittings set for the 4024 dining car with nine multi-coloured figures, red bench seats and white tables

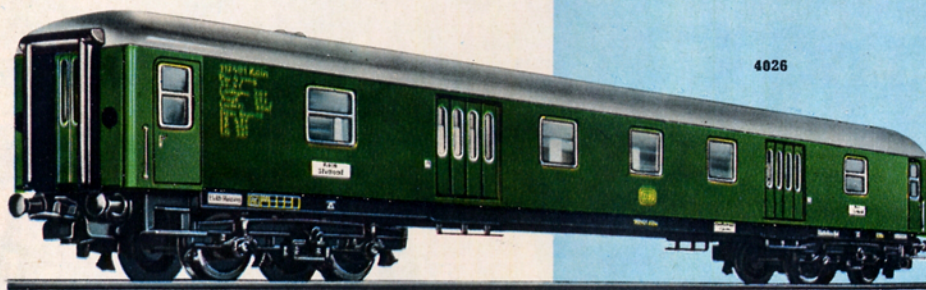
Fair Trade prices in US Dollars

New types of Express Coaches



4024 \$ 4.25

Express Dining Car, modelled on the German Sleeping Car Company's stock (DSG – Deutsche Schlafwagen-Gesellschaft) · Eight-wheeled, detachable roof, open windows with cello glazing · Wine red, with silver roof; ivory lettering · 9½ in. long over buffers

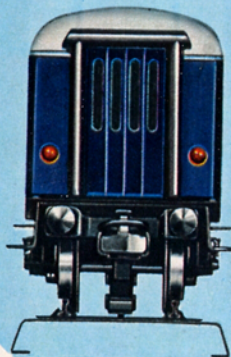


4026 \$ 4.25

Express Luggage Van, modelled on the German Federal Railways' stock · Eight-wheeled; detachable roof; open windows with cello glazing · Dark green, with silver roof, ivory lettering · 9½ in. long over buffers

4032 \$ 5.35

First Class Express Coach, as 4027, but with tail lights and current collector shoe



4032

These model express train coaches are reproductions of the German Federal Railways' stock, with inscriptions, lettering and colouring all true to the originals. The bogies have movable bolsters to compensate for unevenness in the track. Simulated rubber beadings for gangways between coaches. Automatic couplings with the "Advance" uncoupler and arrangements for fitting interior lighting.

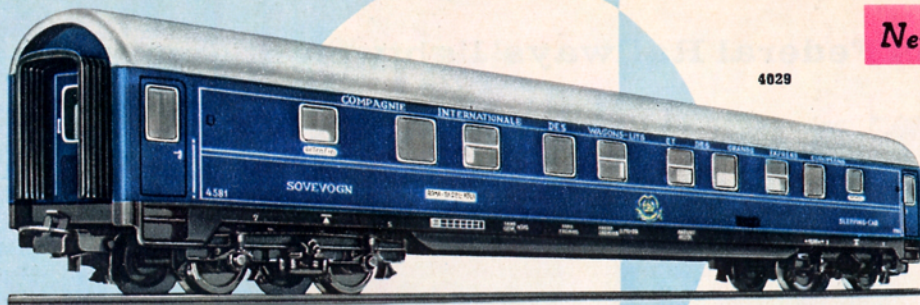
4027 \$ 4.25

First Class Express Coach, modelled on the German Federal Railways' stock · Eight-wheeled; detachable roof; open windows with cello glazing · Blue, with silver roof · 9½ in. long over buffers



4029 § 4.25

Express Sleeping Car, modelled on the International Sleeping Car Company's stock (ISG - Internationale Schlafwagen-Gesellschaft) · Eight-wheeled; detachable roof; open windows glazed with cellophane · Blue, with silver roof · Inscriptions and lettering true to the original · Imitation concertina connections at ends · 9½ in. long



New

4029

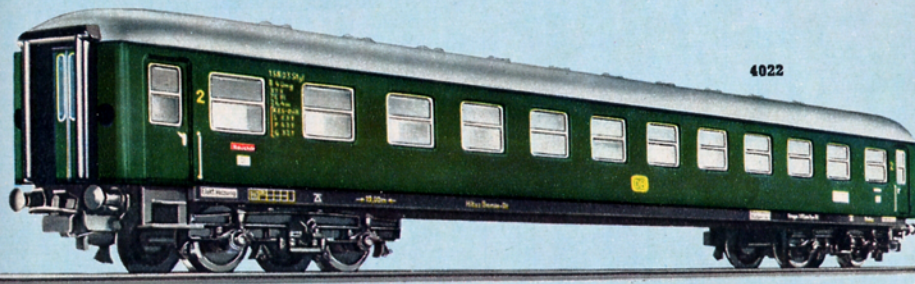
4023



4023 § 4.25

Express Coach, modelled on the German Federal Railways' stock · Eight-wheeled; detachable roof; open windows glazed with cellophane · Dark green, silver roof · 9½ in. long over buffers

4022

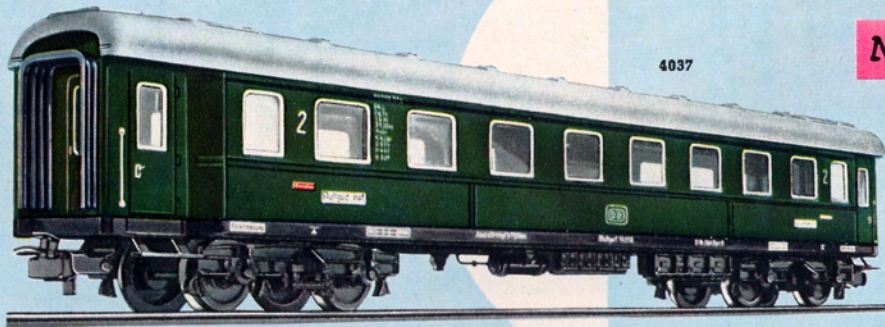


4022 § 4.25

Second Class Express Coach, modelled on the German Federal Railways' stock · Eight-wheeled; detachable roof; open windows glazed with cellophane · Dark green with silver roof · 9½ in. long over buffers

4037 § 3.50

Second Class Express Coach, older type, modelled on the German Federal Railways' stock · Eight-wheeled; detachable roof; open windows glazed with cellophane · Green, with grey roof · Imitation concertina connections at ends · 8¾ in. long

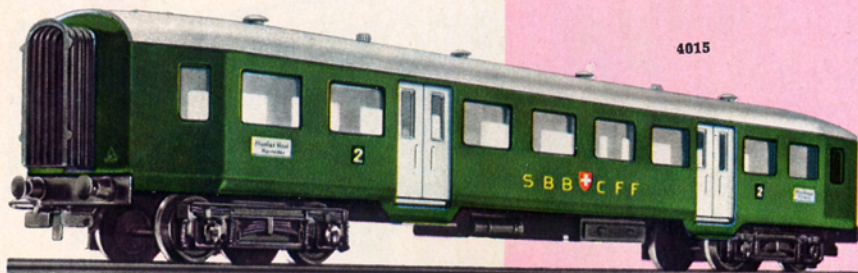


New

4037

Swiss Federal Railways' lightweight express coaches

All-metal coaches



4015 \$ 6.25

Lightweight express coach, eight-wheeled, modelled on the Swiss Federal Railways' (SBB - Schweizerische Bundesbahnen) stock. Bogies with movable bolsters to compensate for unevenness in the track. Two double sliding doors on each side, opened and closed by turning a knob in the roof. Windows glazed with cellophane. Details well reproduced (concertina connections, footboards, battery boxes etc.) and lettering and inscriptions. Dark green, with silver-grey roof. 8 3/8 in. long over buffers.

4016 \$ 6.25

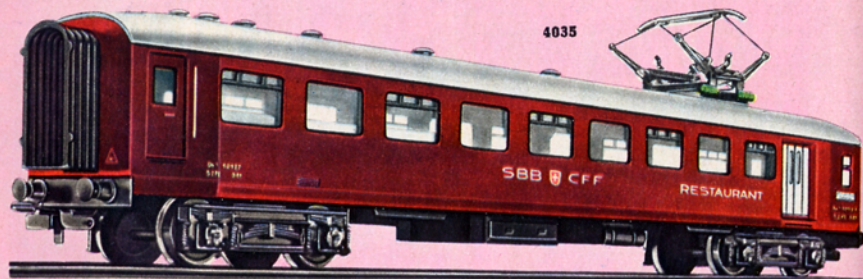
Dining car, with current collector on roof to use for connecting the lights. Ventilator windows and roof ventilators. Concertina connections. Frosted glass windows for the kitchen compartment. Battery boxes. Dark green finish with yellow lettering and silver-grey roof. 8 3/8 in. long over buffers.



4016

MARKLIN

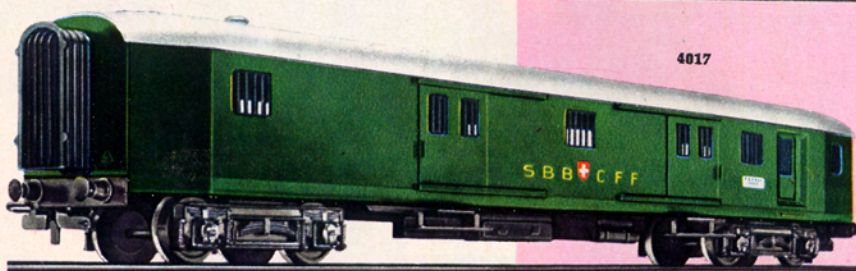
All coaches on this page fitted with automatic couplings and arrangements for fitting interior lighting.



4035

4035 \$ 6.25

Dining car, as 4016, but finished in wine red. For tail light for this coach see page 48.



4017

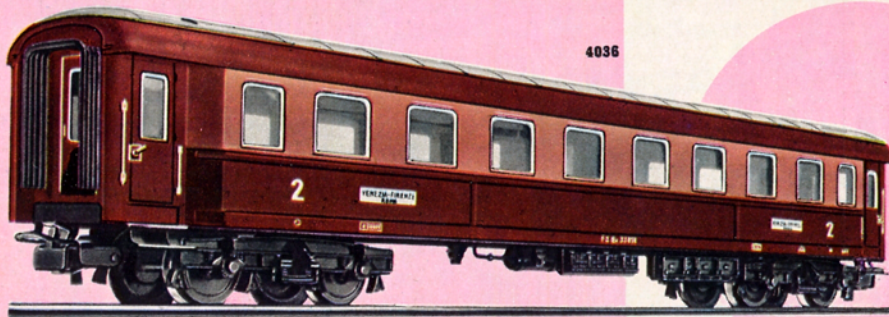
4017 \$ 6.25

Luggage van, with side sliding doors. Barred windows; numerous details. Dark green finish with silver-grey roof, yellow lettering. 8 3/8 in. long over buffers.

Italian State Railways' Passenger Coaches

4036 \$ 3.50

Second Class Passenger Coach, modelled on the Italian State Railways' stock (FS - Ferrovie dello Stato) · Eight-wheeled; detachable roof; open windows glazed with cellon · Brown and beige finish, with silver roof · Imitation concertina connections at ends · 8 $\frac{3}{4}$ in. long

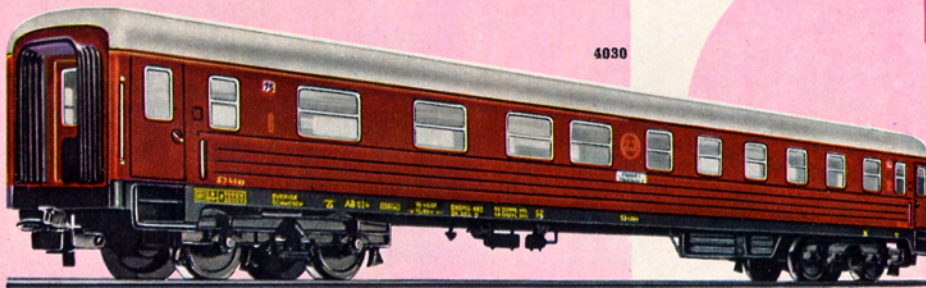


New

Swedish State Railways' Express Coaches

4030 \$ 4.25

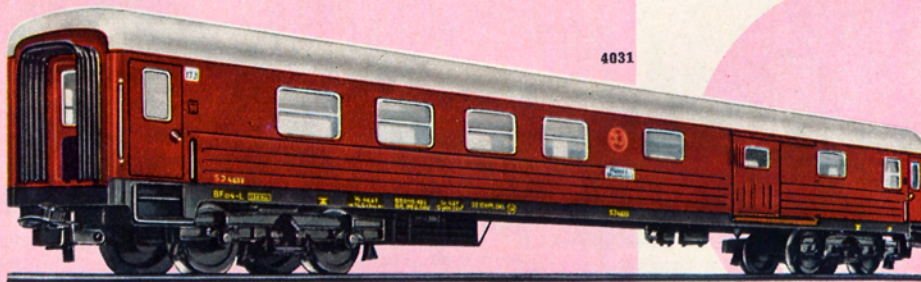
Express Passenger Coach, First and Second Class, modelled on the Swedish State Railways' stock (SJ - Statens Järnvägar) · Eight-wheeled; detachable roof; open windows glazed with cellon · Finished brown, with silver-grey roof · Imitation concertina connections at both ends · 9 $\frac{1}{2}$ in. long



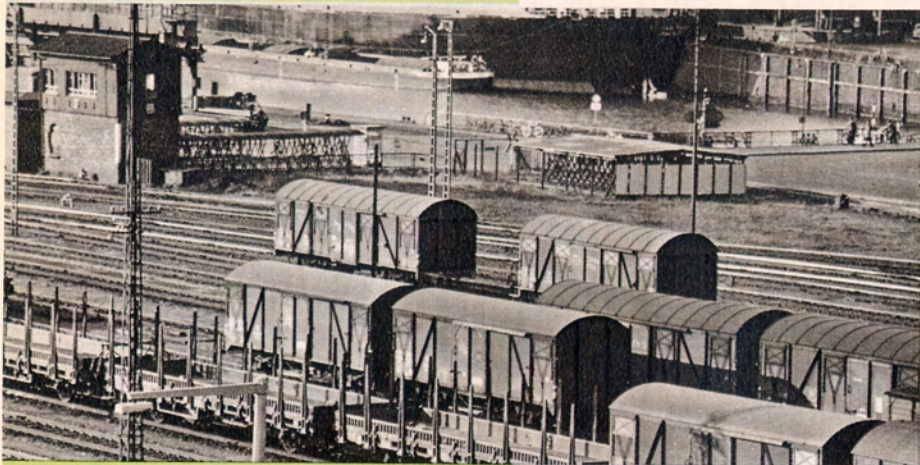
New

4031 \$ 4.25

Express Composite Luggage Van with Second Class compartment, modelled on the Swedish State Railways' (SJ - Statens Järnvägar) · Eight-wheeled; detachable roof; two sliding doors; open windows glazed with cellon · Finished brown, with silver-grey roof · Imitation concertina connections at both ends · 9 $\frac{1}{2}$ in. long

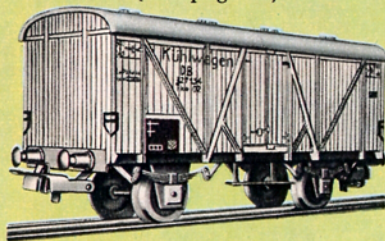


New



Goods Wagons with thermo-plastic bodywork and automatic couplings with the "Advance" uncoupler

(See page 32)



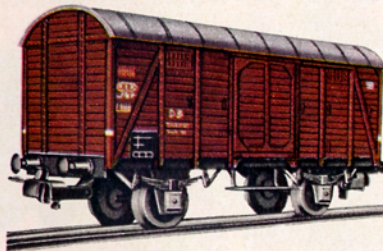
4508 \$ 1.95 ▲

Refrigerated Van · White finish with black lettering · Roof with simulated fan openings · 4 in. long



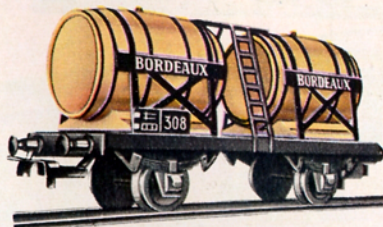
4511 \$ 2.80

Pulverised coal wagon · Two pulverised coal containers with fillers, finished aluminium colour and joined by a gangway · Step ladders both sides · 4 in. long



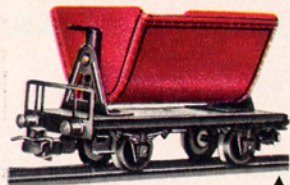
4505 \$ 2.15 ▲

Covered goods wagon, brown finish with grey roof · 4 in. long



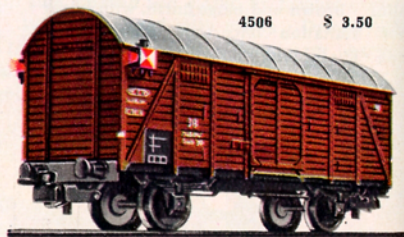
4510 \$ 2.70

Wine truck with two barrels and step ladders both sides · Barrels are finished light brown and lettered BORDEAUX · 4 in. long



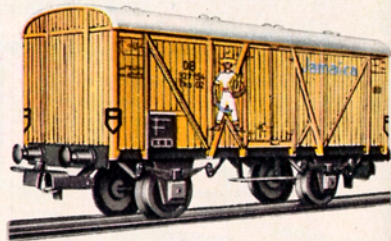
4513 ▲ \$ 1.65

Tipping Wagon, finished red, for discharging either side · With locking device · 3 7/8 in. long



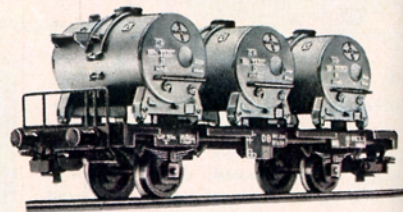
4506 \$ 3.50

Covered Goods Van · Finished brown, with grey roof · With finely modelled tail lights mounted at the sides to light electrically, the current supplied by a collector shoe · 4 in. long



4509 \$ 2.15 ▲

Banana van, with picture of a banana picker · Yellow finish, with blue lettering and white roof · 4 in. long



4520 \$ 2.80

Container truck, carrying three cylindrical containers marked "BAYER" · Containers silver, black underframe · 4 1/4 in. long

MARKLIN

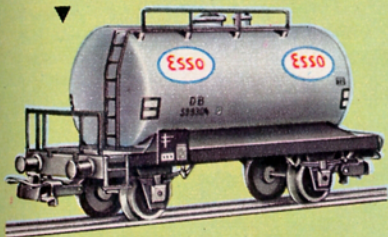


4504 \$ 1.95
Low-sided truck, finished brown, carrying miniature Ford "Taunus" 12 M car · 4 in. long

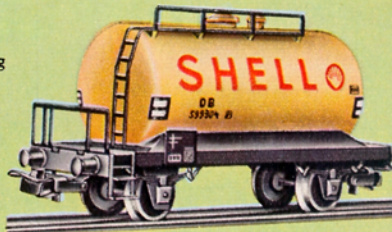
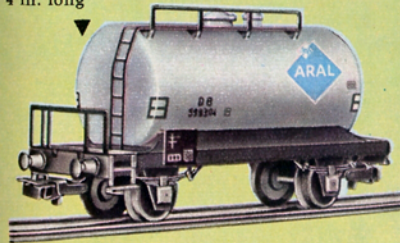


4503 \$ 1.50
Low-sided truck, finished brown · 4 in. long

4501 \$ 2.50
Petrol Tank wagon, aluminium colour, lettered "ESSO" · Gangway with ladder and filler · 4 in. long



4500 \$ 2.50
Petrol Tank wagon, aluminium colour, lettered "ARAL" · Gangway with ladder and filler · 4 in. long



4502 \$ 2.50
Petrol Tank wagon, yellow finish, lettered "SHELL" · Gangway with ladder and filler · 4 in. long

New



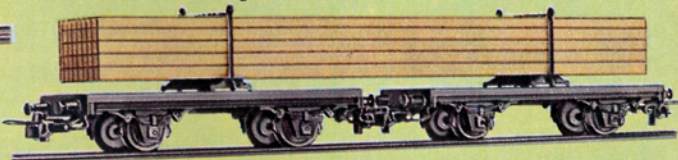
4524 \$ 2.50
Petrol Tank wagon, modelled on the Swedish State Railways' stock (SJ - Statens Järnvägar) · Four-wheeled; aluminium colour, lettered "ESSE" · Gangway with ladder and filler · 4 in. long



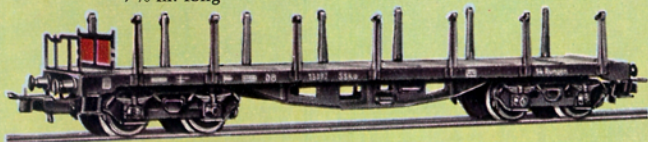
4514 \$ 2.50
Low-sided truck, brown finish; eight-wheeled, without "Advance" uncoupler · 7 1/4 in. long



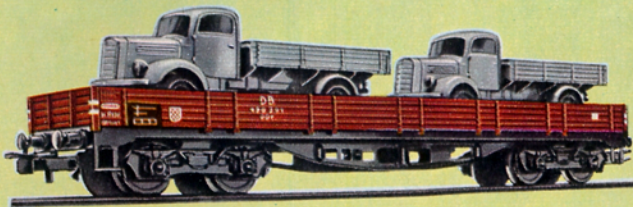
4517 \$ 3.50
Tilt truck, brown finish; eight-wheeled, with white tilt; without "Advance" uncoupler · 7 1/4 in. long



4512 \$ 4.75
Baulk timber truck, carrying baulks of timber · An all-metal truck, finished black, in two parts · 7 1/8 in. long



4516 \$ 3.50
Stanchion truck, eight-wheeled · Sheet steel body, without "Advance" uncoupler · 7 1/4 in. long



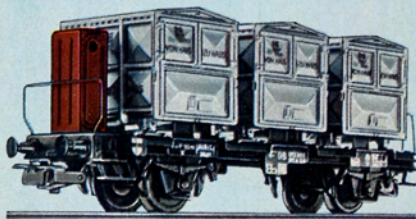
4515 \$ 3.95
Low-sided truck, brown finish; eight-wheeled, carrying two Mercedes lorries · Without "Advance" uncoupler · 7 1/4 in. long

The wagons on pages 30 and 31 have painted sheet steel frames, with thermo-plastic bodywork (except 4512 and 4516). Wheels are metal die castings. The lengths given are measured over the buffers.

Model Goods Wagons

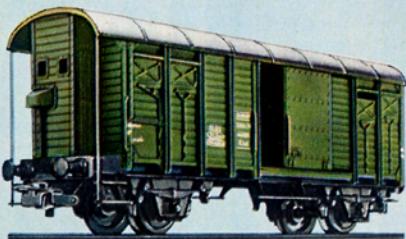
with automatic couplings and the "Advance" uncoupler

The wagon underframes are zinc-base die castings and the bodies are plastic material. All details are reproduced in scale-model style. Very easy running. With the "Advance" uncoupler the couplings remain disengaged even after the uncoupling rail section has uncoupled them - which can also be done on the marshalling hump upgrade. As this new design of coupling does not re-engage, trucks can be shunted at any place desired on the system. Wagons with the "Advance" uncoupler can be coupled to existing wagons without any difficulty.



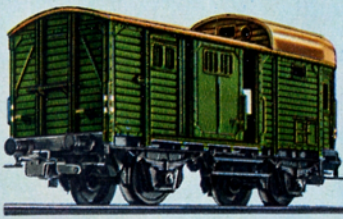
4614 \$ 4.50 ▲

Container Wagon, with brakeman's cabin, carrying three boxtype containers · Containers silver, black underframe · 4 3/8 in. long



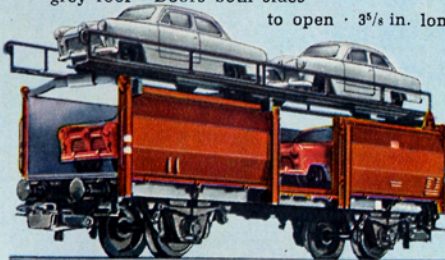
4605 \$ 3.50 ▲

Swiss Federal Railways' Goods Van (type SBB K³) with brakeman's cabin · Grey finish, with silver roof · Doors both sides to open · 4 3/8 in. long



4600 \$ 3.50 ▲

Goods Train Luggage Van (German Federal Railways' DB-Pwg type) · Green finish with grey roof · Doors both sides to open · 3 3/8 in. long



4613 \$ 5.50 ▲

Motor Car Transporter Wagon with loading ramp, carrying miniature Ford Taunus 12 M cars · Brown finish with black ramp · 4 3/8 in. long



▲ 4610 \$ 3.90

Ballast truck, with discharging doors operated by a crank handle · Brown finish · 3 3/4 in. long



4612 \$ 3.90 ▲

Motor car Transporter Wagon with loading ramp · Not loaded · Brown finish, with black ramp · 4 3/8 in. long · (The German Federal Railways always use two of these transporters together as a unit which is then described as "Off 52")



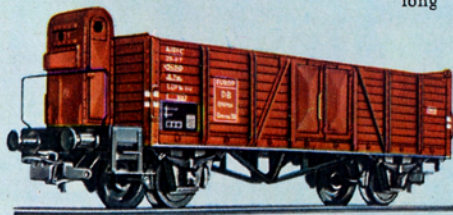
4604 \$ 3.50 ▲

Open Goods Truck (German Federal Railways' Omm 52 type) · Brown finish, with detachable imitation load of coal · 4 3/8 in. long



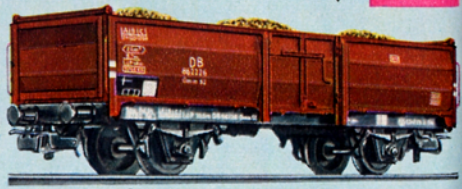
4602 \$ 3.00

Open Goods Truck (German Federal Railways' Omm 52 type), finished brown · 4 3/8 in. long



4601 \$ 3.50

Open Goods Truck with brakeman's cabin (German Federal Railways' Omm 33 type) · Brown finish · 4 3/8 in. long



4603 \$ 3.50

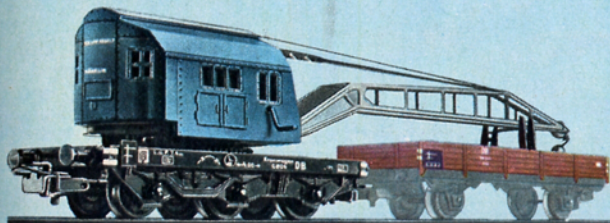
Open Goods Truck (German Federal Railways' Omm 52 type), finished brown, with detachable load, representing stone · 4 3/8 in. long

New



4609 \$ 3.90 ▲

Tilt truck (German Federal Railways' Rmms 33 type), brown finish, white tilt · 5¼ in. long



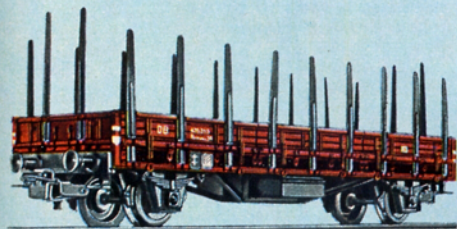
4611 \$ 5.20 ▲

Crane truck, with slewing crane, movable jib and jib support · Crank handle for raising and lowering crane hook · Black underframe, light blue crane and silver jib · Underframe 3⅞ in. long · (The low-sided truck is not included in the price)



4606 \$ 3.00 ▲

Low-sided truck (German Federal Railways' Rmms 33 type) · Brown finish · 5¼ in. long



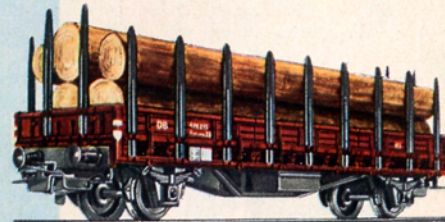
4607 \$ 3.35

Stanchion truck (German Federal Railways' Rmms 33 type), with detachable stanchions that can be carried in a sliding case underneath the floor of the truck · Brown finish · 5¼ in. long



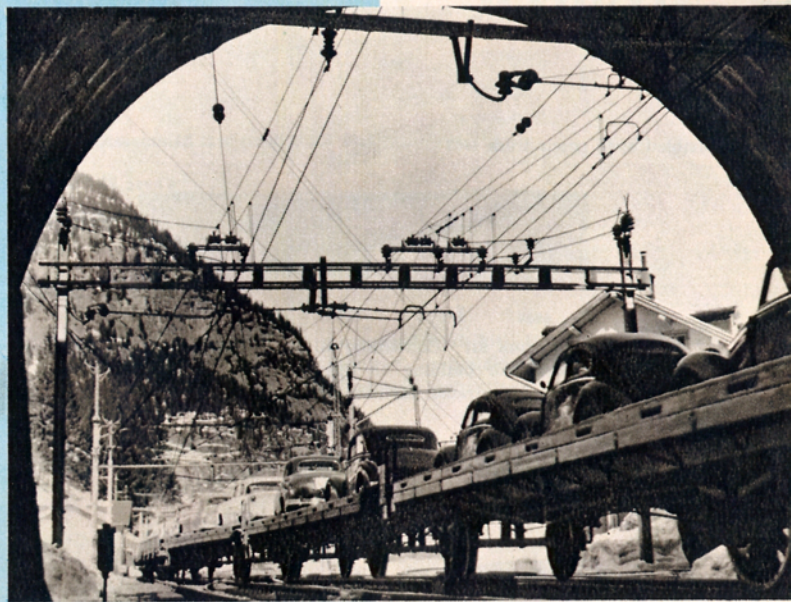
4616 \$ 3.35

Low-sided truck (German Federal Railways' Rmms 33 type), carrying a section of Mannesmann pipe · Brown finish, pipe black, with yellow lettering · 5¼ in. long

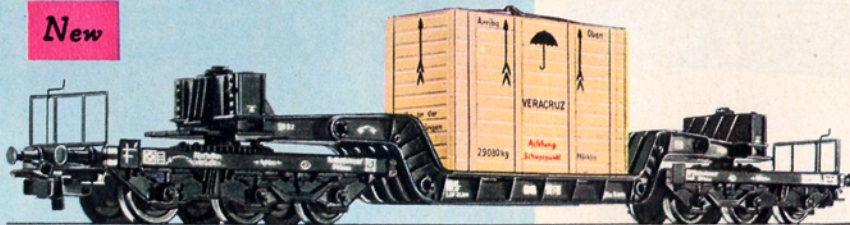


4608 \$ 3.90

Timber wagon, carrying tree trunks (German Federal Railways' Rmms 33 type), with detachable stanchions · Brown finish · 5¼ in. long



New



4618 \$ 5.50 ▲

Well wagon, twelve-wheeled, loaded with packing cases · Black finish, cases wood colour · 10 in. long

MARMLIN

Kits for building rolling stock

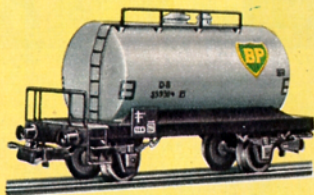
Assembled open goods truck 4903



4903 \$ 1.20

Open goods truck kit · Containing all parts required for building an open goods truck · Illustrated instructions are included

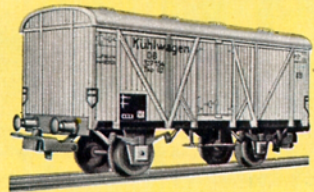
These kits provide the opportunity for building one's own rolling stock. The transfers required in each case are supplied with the kits, as also are automatic couplings with the "Advance" uncoupler (with the exception of 4914). The only tools needed for assembling these sets are a screwdriver plus a pair of flat-nosed pliers for the 4902 kit.



Assembled BP tank wagon 4900

4900 \$ 1.85

"B. P." tank wagon kit · Containing all parts required for building a BP tank wagon · Illustrated instructions are included



Assembled refrigerated van 4908

4908 \$ 1.50

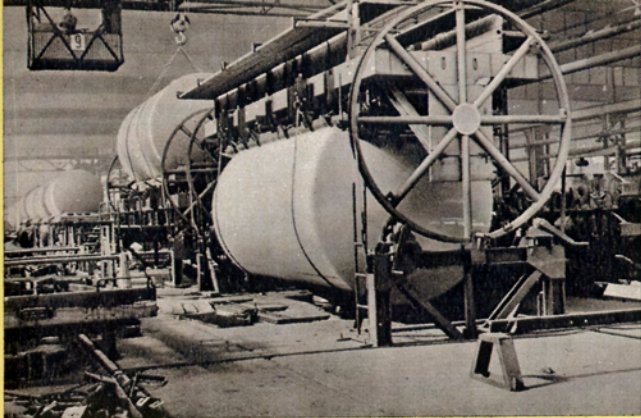
Refrigerated van kit · Containing all parts required for building a refrigerated van · Illustrated instructions are included



Assembled pulverised brown coal truck 4911

4911 \$ 2.-

Pulverised brown coal truck kit · Containing all parts required for building a pulverised brown coal truck · Illustrated instructions are included



Assembled low-sided truck 4914

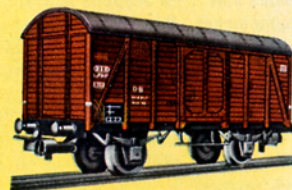


4914 \$ 2.15

Low-sided truck kit · Containing all parts required for building a low-sided truck · Illustrated instructions are included



Assembled covered goods van 4905

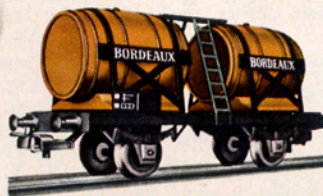


4905 \$ 1.65

Covered goods van kit · Containing all parts required for building the goods van · Illustrated instructions are included

Assembled wine truck 4910

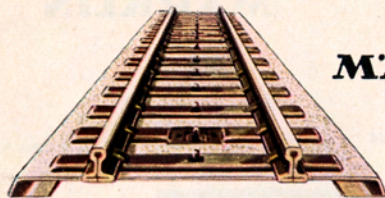
4910 \$ 1.95
Wine truck kit · Containing all parts required for building a wine truck · Illustrated instructions are included



4802 \$ 1.85
Passenger coach kit · Containing all parts required for building a passenger coach · Illustrated instructions are included

Assembled passenger coach 4802



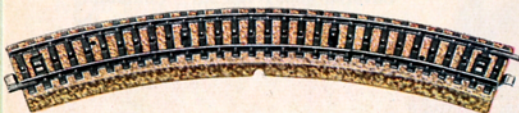


MARKLIN Standard Track with stud contacts

We recommend the standard track of the 5100 Group for a new railway system.

Twelve track sections make a circle 30 in. in diameter.

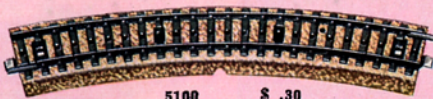
The standard track with stud contacts is an all-metal track with hollow-section rails, the centre conductor being in the form of stud contacts. This, with the fine stamped imitation ballast gives a track closely approximating to the original. The diameter of a circle composed of twelve 5100 track sections is 30 in., including the embankment. The contact tongues are proof against short-circuiting and ensure a reliable passage for the current. For fixing the track sections on to a baseboard we recommend using countersunk head wood screws 1.7 by 15 DIN (German standard size) 97, with a shank 1.4 to 2 mm diameter and a length of 15 mm. (About 1/8 in.)



5120 \$.40

Curved track section, 8 7/8 in. long. This 5120 track section enables branch lines and private sidings of small radius to be built, eight sections making a circle 24 in. in diameter. The 5120 track sections are the same type as the standard track sections with centre-stud contacts.

Just as on full-sized railways, only the smaller types of locomotives and rolling stock can be used for branch line traffic, owing to the small radius of the track section curves.



5100 \$.30

Curved track section, full length · 7 1/2 in. long



5101 \$.25

Curved track section, half length · 3 3/4 in.



5102 \$.25

Curved track section, quarter length · 1 7/8 in.



5106 \$.30

Straight track section, full length · 7 in.



5107 \$.25

Straight track section, half length · 3 1/2 in.



5129 \$.25

Straight make-up section · 2 3/4 in. long



5108 \$.25

Straight track section, quarter length · 1 3/4 in.



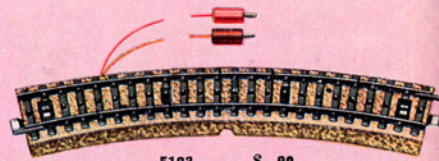
5109 \$.25

Straight track section, 3/16ths length, long · 1 3/16 in.



5110 \$.25

Straight track section, 1/8 length · 7/8 in. long

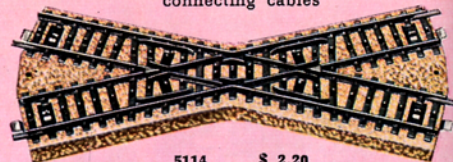


5103 \$.90

Current feeder section, curved, with two connecting cables

5111 \$.90

Current feeder section, straight, with two connecting cables



5114 \$ 2.20

Crossing · 7 9/16 in.

5130 \$ 1.15

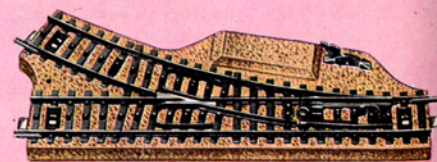
Curved track section with radio suppressor, full length, 7 1/2 in. long. To prevent any interference with radio that may occur with conditions unfavourable for reception in the medium and long-wave bands.

Pair of points for hand lever operation.



5121 \$ 4.00

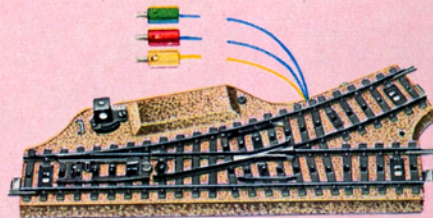
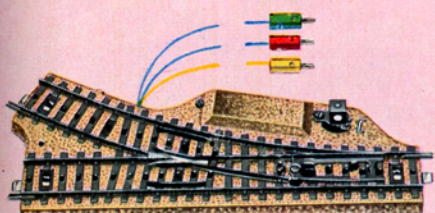
Pair of points for hand lever operation. Points have crossing frogs, guard rails and so on, also spring tongues. Track sizes the same as 5117.



MARKLIN



Electro-magnetic points with double solenoid operation from a distance



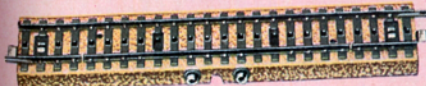
5117 \$ 9.00

Pair of electro-magnetic points, one right-hand and one left-hand, both worked by double solenoids · Small scale-model lamps to light up · Points have crossing frogs, guard rails and so on, also spring tongues · Three connecting cables to each · Track lengths are the same as the 5106 and 5100 sections

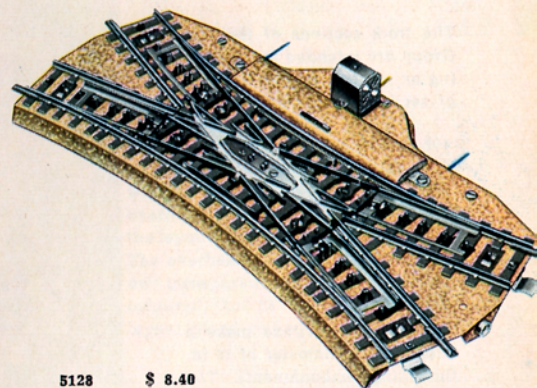
The 5117 electro-magnetic points and 5128 double-slip points are provided with double-solenoid operation, signal lamps to light up showing the setting of the points tongues at all times. Should the points be forced or burst open, derailments will not occur and the point tongues will return to their original setting automatically.

5105 Track contact section, straight \$.90

5104 Track contact section, curved \$.90



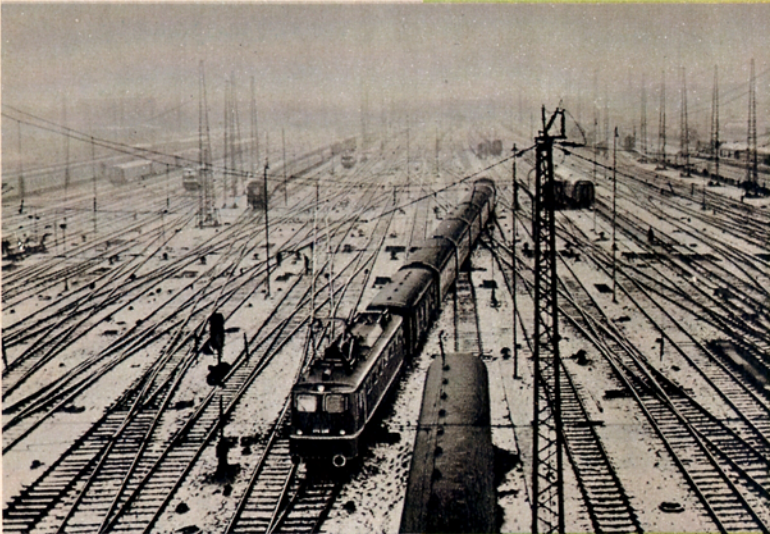
These track contact sections are for operating points, signals etc. from a distance



5128 \$ 8.40

Double-slip points · Crossing angle 30° · Points operated by double solenoid · Electric signal lamps change their indications according to the settings of the tongues (crossing or diverging) · Three connecting cables · Hand lever provides manual control · Straight track 7⁹/₁₆ in. long, curved track 7¹/₂ in. long

At least four electro-magnetic points can be connected to one control panel (see page 46)

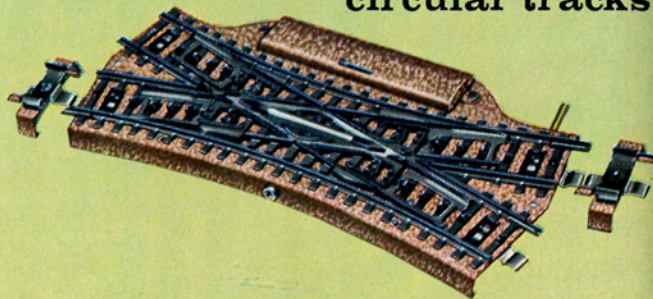


The track sections of the 5200 Group are intended for extending an existing system built up of sections of the 5100 Group.

MARMLIN

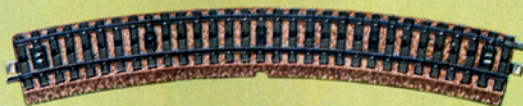
Twelve track sections make a circle with a diameter of 36 in. (including embankment). The curved sections of the 5200 Group enable a parallel or concentric circle to be built. The shortened points 5202 are used for the crossover from the inner to the outer track. The spacing between the tracks, measured between the centre stud contacts, is 3 in., giving a free space – the "six foot way" – of 1½ in. between the two tracks.

Parallel or concentric circular tracks



5207 \$ 8.40

Double slip points · Used together with the 5202 pair of points, allows the 3 in. track spacing to be retained · Double solenoid operation, with manual switch lever on operating gear casing · Three connecting cables · Straight track 7 in. · Two 5208 make-up sections, each 5/16 in. long, are included



5200 \$.40

Curved track section, full length,
9 in. long



5206 \$.40

Curved track section, five-sixths length,
7¼ in. long



5201 \$.35

Curved track section,
half length,
4½ in. long



5210 \$.25

Straight make-up
section, 5/8 in. long



5205 \$.30

Curved track section,
one-sixth length,
1¼ in. long

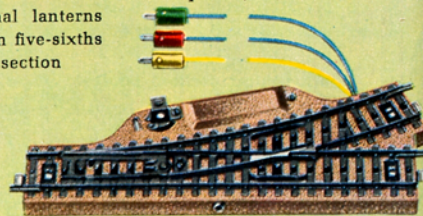
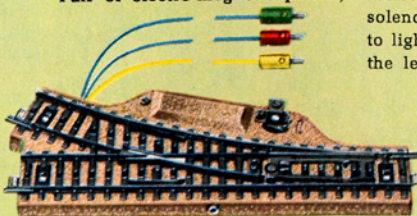


5211 \$ 1.65

Crossing · Crossing angle
48½° · 3⅞ in. long

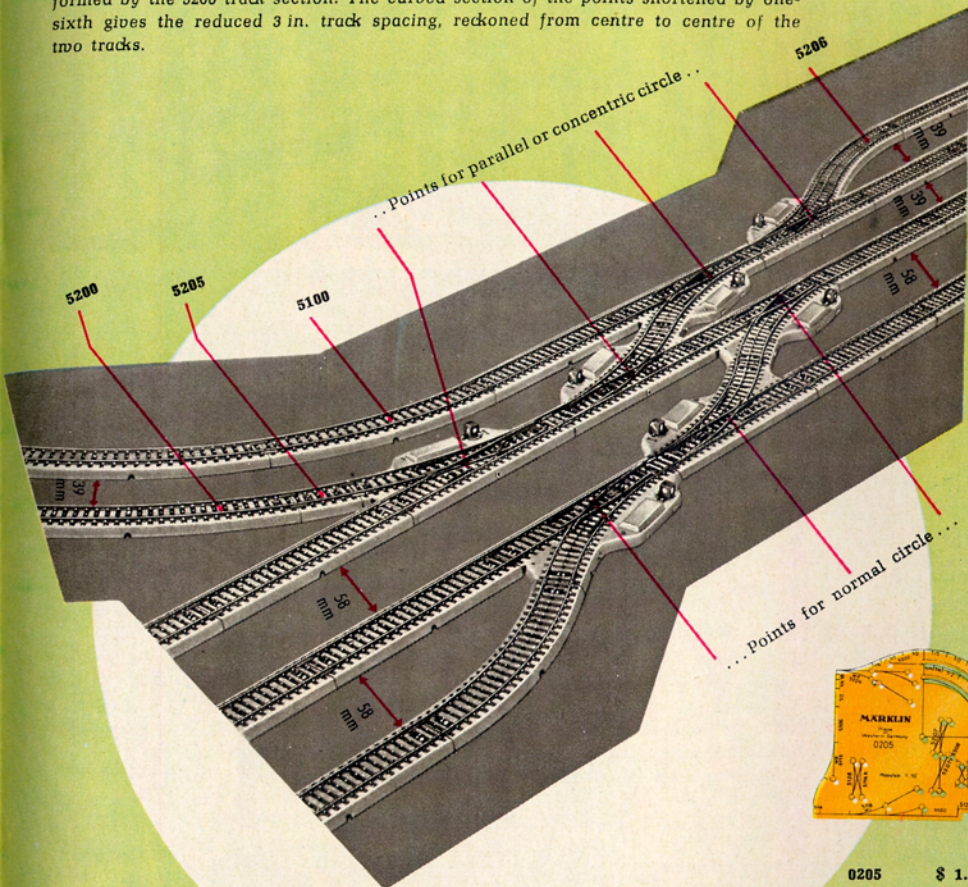
5202 \$ 9.95

Pair of electro-magnetic points, consisting of one right-hand and one left-hand points, both for double-solenoid operation · Signal lanterns to light up · Curved section five-sixths the length of the straight section

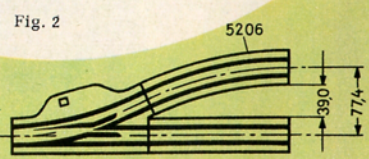


MÄRKLIN Points and their use

Where there is a branch, the reverse curve is formed by the 5100 track section in the case of the 5117 and 5121 points (fig. 1), giving a space of 3 7/8 in. between the track centres. In the case of the 5202 points (fig. 2) on the other hand, the reverse curve is formed by the 5206 track section. The curved section of the points shortened by one-sixth gives the reduced 3 in. track spacing, reckoned from centre to centre of the two tracks.



0205 § 1.15
Track Plan Drawing Template, transparent plastic, for designing track plans for track sections of the 5100 and 5200 Groups (Scale, one-tenth)



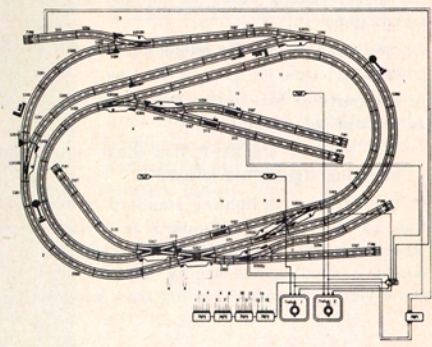
0331 § 2.15

Booklet: "MÄRKLIN Track Layouts for the HO Gauge", containing plans for 5100 and 5200 track sections, as well as a List of parts for working by an overhead traction wire. The connections and wiring are carefully shown. Illustrated edition in six colours.

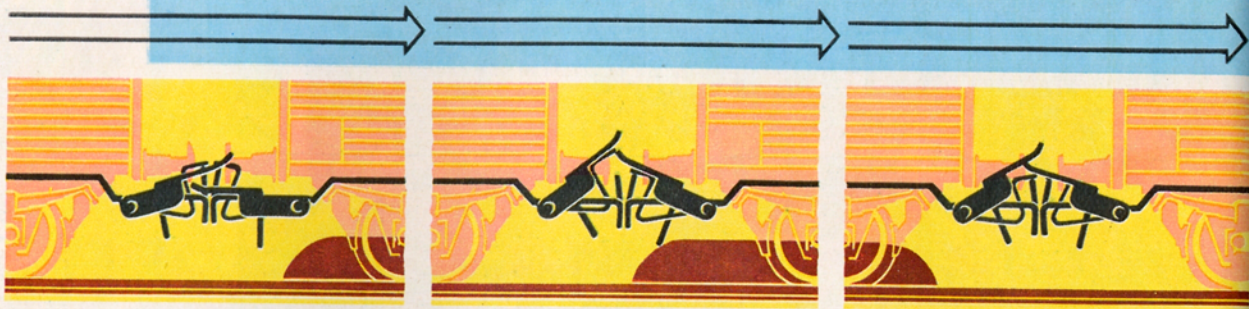
The track plan given here is example No. 6 from the new booklet "MÄRKLIN Track Layouts for the HO Gauge".

0329 § 1.65

"Overhead Traction Wire System for MÄRKLIN Track Layouts for the HO Gauge". Contains plans for the overhead traction wire system for the layouts given in the 0331 booklet. The overhead wire plans are printed on transparent sheets and multi-coloured, to fit exactly over the layout plans in booklet 0331.



Uncoupling by remote control



Raising the operating ramp releases the coupling.

This design of coupling allows a train to be shunted further after the uncoupling track unit has acted, without the couplings re-engaging.

MÄRKLIN Locomotives and rolling stock are fitted with automatic couplings, mostly equipped for "Advance" uncoupling. All these couplings are made to uncouple by remote control through the track uncoupling section. Pressing the knob on the control panel is sufficient for uncoupling. Couplings with the "Advance" uncoupler also allow a train to be shunted on after the uncoupling track section has acted, without the couplings re-engaging. The MÄRKLIN uncoupling system will therefore provide a great deal of enjoyment by enabling all shunting movements to be carried out without difficulty in the same way as on a full-sized railway.

The track uncoupling unit can be used in a variety of ways.

On a marshalling hump in conjunction with a humping signal (page 42)*.

On platform tracks for changing locomotives by remote control**.

In the parts of locomotive depots or running sheds used as sidings for rolling stock**.

* The lighting standard 5113 must not be used when humping signal 7043 is used.

** Use of the 5113 lighting standard is recommended.

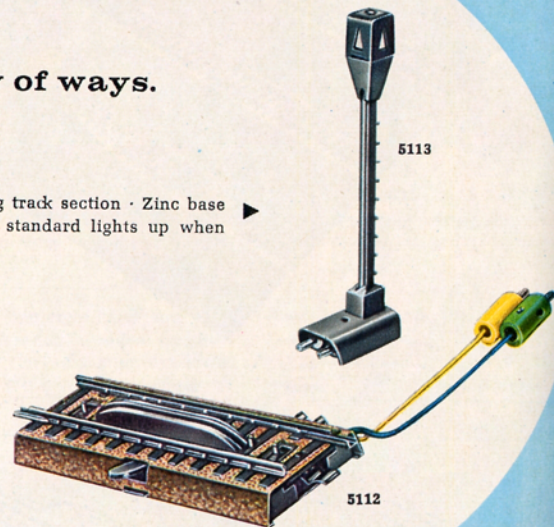
Use of the lighting standard is always recommended where several uncoupling track sections are arranged within a small space as, by lighting up, the standards show which of the uncoupling track sections is in action.

5113 \$ 1.50

Lighting standard for uncoupling track section · Zinc base die casting · The signal on the standard lights up when uncoupling · 3³/₈ in. high

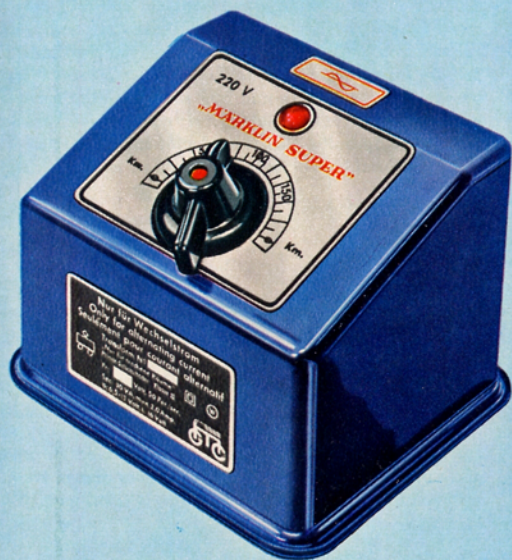
5112 \$ 2.40

Uncoupling track section for releasing the automatic couplings on rolling stock by uncoupling ramps rising either side of the stud contacts · Can be operated either from the control panel or by a hand control lever · Two connecting cables · Track section 3³/₈ in. long



The very efficient MÄRKLIN Transformers

For connection to alternating current (A.C.) only



Transformer · Output 30 VA, with red pilot light · Weight 4½ lbs. · Dimensions 5½ in. by 4¾ in. by 4 in.

◀ 6150 for 110 volts \$ 19.95

The number applicable to the voltage required should always be quoted when ordering.

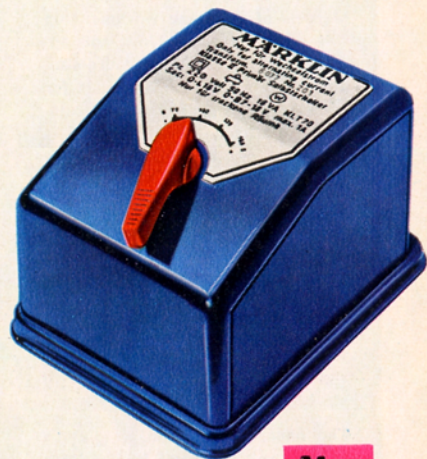
All possibility of accidental contact with the mains voltage side on these transformers is prevented by the steel casing and excellent insulation (tested to several thousand volts). These constructional features, together with the automatic short-circuiting cut-out provide a guarantee for working without any danger. Connection to the mains is by plugs and cables permanently attached to the appliances. Transformers are supplied for 110, 125, 150 or 220 volts mains tension, and the number applicable to the voltage required should always be quoted when ordering.

The low voltage of the 6000 and 6100 transformer groups can be set on the speed-indicating scale. Stepless speed control – without any special additional device – and reversing by the 24-volt "Perfect" control are carried out by a combined controller.

Transformers of the 6100 Group give slower running than the 6000 Group ones.

We cannot guarantee our railway sets running satisfactorily unless they are used with MÄRKLIN transformers.

We wish to point out particularly that our products are designed for transformers with a maximum output of 35 VA and may therefore be damaged if used with transformers having a higher output.



New

▲ Transformer, output 16 VA, weight 3 lbs. · Dimensions 4¾ in. by 3¾ in. by 3 in.

6053 for 110 volts \$ 10.75

The number applicable to the voltage required should always be quoted when ordering.

For connection to alternating current (A.C.) only

The transformers for the new train sets on page 18 are also fully self-contained units, having connections for both track current and lighting and magnetically-operated accessories, as all MÄRKLIN transformers have.

The MÄRKLIN Range of Signals

Marvels of precision workmanship – reliable, true to scale and indestructible – nothing is more suitable than these perfect signals for building up a true MÄRKLIN scale-model railway and making its operation as entertaining as it is exciting. All these signals are notable for the miniature scale modelling of their chief parts and fine finish of their details. All masts are made of practically unbreakable zinc-base die castings.

The signals can be placed anywhere desired, i. e., to the left or right of the track, and on straight stretches or curves.

The baseplates enable all signals to be firmly attached to the track sections.

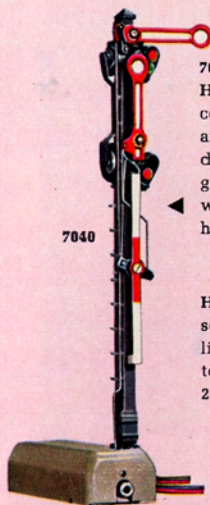
The double solenoid mechanism of the electro-magnetic operating apparatus enables the indications of all signals and also the settings of the points to be shown on the control panel. The electro-magnetic coil is made of exceptionally durable material.

Train control is available by all home, stop and humping signals through the track current switches with silver contacts fitted to these signals, without the need for any special additional appliance.

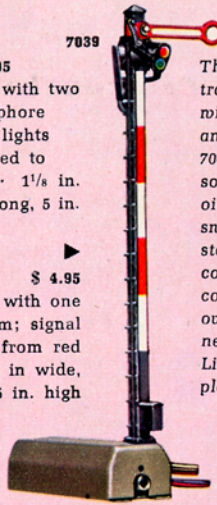
Fully-automatic block system working, that is to say, the control of several trains by automatic operation of the signals, can be provided by all MÄRKLIN home signals.

Distant signals can be coupled to the home signals just as points can, so that distant and home signal indications coincide. Four home signals with train control can be operated by the control panel 7072 costing \$ 1.95 (see page 46).

Signals with train control for overhead traction wire and surface contact systems



7040 \$ 5.95
Home Signal, with two coupled semaphore arms; signal lights change from red to green/amber · 1 $\frac{1}{8}$ in. wide, 2 $\frac{3}{4}$ in. long, 5 in. high



7039 \$ 4.95
Home Signal, with one semaphore arm; signal light changes from red to green · 1 $\frac{1}{8}$ in. wide, 2 $\frac{3}{4}$ in. long, 5 in. high

The signals – home, stop and humping – are all fitted with track current switches providing train control for overhead wire and surface contact systems independently of one another. The electro-magnetic operating apparatus of the 7041 home signal and the 7043 humping signal have three solenoids while other signals are fitted with double solenoids. The current transfer springs on the track current switches are fitted with silver contacts and will therefore stand very high traction currents. Every signal has cable connections with cross-socket plugs, marked with the colours for operating and for lighting. Two sockets for the overhead traction wire and one socket for the earth connection complete the electrical connections provided. Lighting is by bulbs. Centre conductor insulators 5022, baseplate and brief Instructions are supplied with every signal.

7043 \$ 7.25

Humping Signal · The signal arm shows three indications: "Stop", "Shunt slowly" and "Shunt moderately fast" · With the "Stop" sign the traction current is shut off, but switched on again for the "Shunt slowly" and "Shunt moderately fast" indications · The connecting cables are: Yellow with yellow plug, blue with red plug, blue with green plug, and blue with orange plug · 1 $\frac{1}{8}$ in. wide, 3 $\frac{7}{8}$ in. long, 5 $\frac{1}{8}$ in. high



7041 \$ 7.50

Home Signal, with two independent semaphore arms · Operation, connections and traction current control the same as with all signals for train control, though with an extra third solenoid · Current returns through an additional blue cable with orange transverse plugs · The three signal indications possible are obtained by supplying current to each coil singly, owing to the mechanical coupling of the two armatures · Signal lights change from red to green or from red to green/amber · 1 $\frac{1}{8}$ in. wide, 3 $\frac{7}{8}$ in. long, 5 in. high

7188 \$ 5.95

Colour Light Home Signal · Signal light changes from red to green; lighting by two bulbs · With extra hand operating lever · One pair of sockets for connecting distant signal 7187 · 1 $\frac{1}{8}$ in. wide, 2 $\frac{3}{4}$ in. long, 3 $\frac{1}{2}$ in. high



7042 \$ 5.95

Track block signal, mast with front and rear movable spectacle glasses · 1 $\frac{1}{8}$ in. wide, 2 $\frac{3}{4}$ in. long, 2 $\frac{3}{4}$ in. high



Distant Signals without Train Control

7036 \$ 4.75

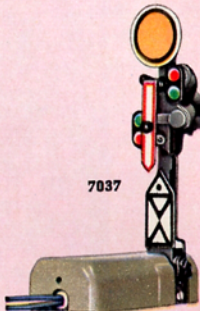
Distant Signal without extra arm · Double solenoid · Signal lights change from amber/amber to green/green · Two blue cables for automatic operation · Connection to control panel or to home signal · Yellow cable for current supply · The three plugs (red, green and yellow) have cross sockets · For use in conjunction with home signal 7039 · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high



7036

7037 \$ 4.95

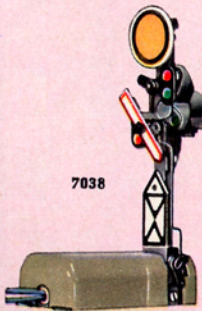
Distant Signal with extra movable arm · Disc fixed · Operation, lighting and cable as 7036 · Signal light changes from amber/amber to amber/amber/green · For use in conjunction with home signal 7040 · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high



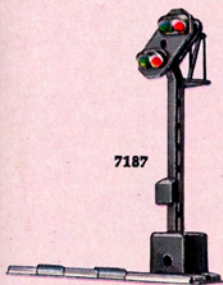
7037

7038 \$ 5.95

Distant Signal with extra movable arm and movable disc, two double solenoids · Signal light changes either as 7036 or 7037 · Three blue cables with red, green and orange cross plugs · Current supplied by yellow cable with yellow cross plug · Used mostly in conjunction with home signal 7041 · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high



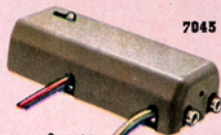
7038



7187

7187 \$ 4.75

Colour light distant signal · For use only in conjunction with colour light home signal 7188 · Signal light changes from green/green to amber/amber by four bulbs altogether · 5/8 in. wide, 7/16 in. long, 2 5/8 in. high



7045

7045 \$ 4.25

Universal remote switch, for switching on, off and reversing the traction and lighting current for magnetically-operated accessories · Can be controlled by track contact sections, from the control panel or by additional hand operating levers · The numerous opportunities for using this fitment, such as switching lighting on or off by passing trains, or cutting out train control by signals in certain directions, are described in the Instructions and also in the MÄRKLIN Book of Signals

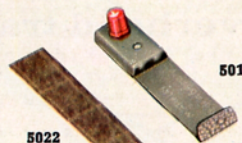
0341 \$.90

The MÄRKLIN Book of Signals · A new and much larger edition of our illustrated Guide printed in six colours, telling you all about our signals and universal remote switches; 40 pages



5015 \$.25

Insulation sign, for identifying isolating points



5015

5022

5022 \$.10

Centre rail or contact insulation for insulating five points



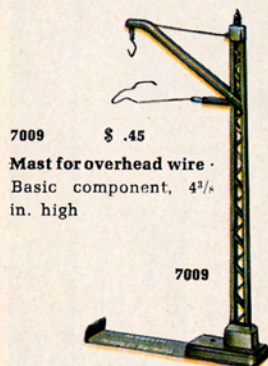
5004

5004 \$.35

Connecting cable for the centre (third) rail or centre contact, 30 in. long

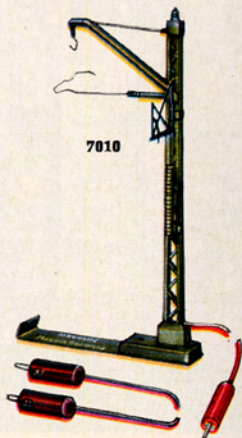


The MARKLIN Overhead Traction Wire System



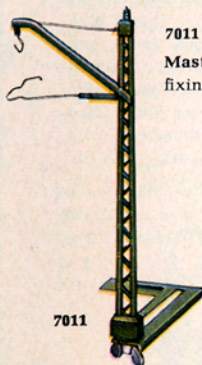
7009 \$.45

Mast for overhead wire -
Basic component, 4 3/8
in. high

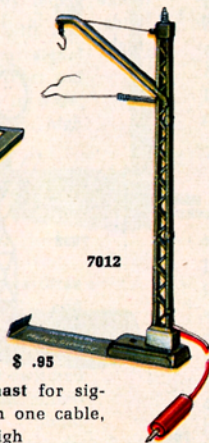


7010 \$ 1.35

Feeder mast for current
supply, with two cables
and instructions for
using the overhead
traction wire system
4 3/8 in. high



7011 \$.65
Mast for bridge, with
fixing; 4 3/8 in. high



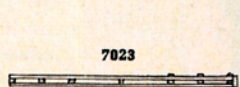
7012 \$.95

Feeder mast for sig-
nals, with one cable,
4 3/8 in. high

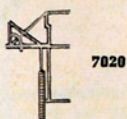
Overhead traction wire system components



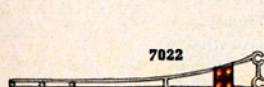
7007



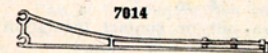
7023



7020



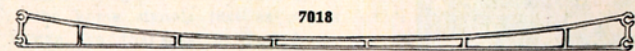
7022



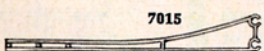
7014



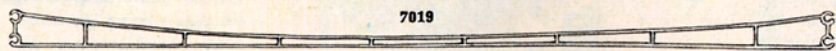
7013



7018



7015



7019

- Giving a true scale model impression of the system, both on open stretches as well as through station precincts.
- The traction wires and cross-connections of the system are faithful reproductions of the originals.
- The plastic masts combine flexibility with great strength.
- Voltage drop is avoided to the greatest possible extent by the spring contact connections.
- Easy to erect. Any desired length of overhead wire obtainable by fitting the sections into one another, no tools nor anything else being necessary.
- Compensation for length easily arranged by sectional connections.
- Flexible traction wire both for curved as well as straight track sections. The 7019 wire section is only for fitting up on long straight sections.

7019 Traction wire section for
straight sections only

14 1/4 in. long \$.25

7018 Traction wire section for
straight and curved sections

10 3/4 in. long \$.20

7013 Traction wire section with
push-in connection for straight
and curved sections

9 1/2 in. long \$.20

7014 Traction wire section,
hollow (for push-in connection)

4 1/2 in. long \$.10

7023 Make-up section with
push-in connection 4 in. long \$.10

7007 Crosspiece for 5114, 5128,
5207, 5211, 5126 and 5016 \$.25

7015 Traction wire cam section
(for push-in connection)

4 1/2 in. long \$.10

7022 Interrupter cam section
(for push-in connection)

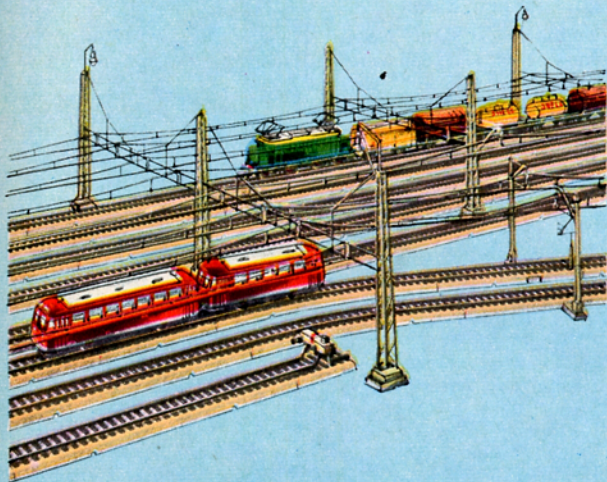
4 1/2 in. long \$.25

7020 Overhead wire tensioner
for fitting to section and tower
masts \$.20

7005 Overhead wire fittings for
signals not placed by tower
masts, consisting of two 7012
signal masts, two 7022 inter-
rupter sections and two 7014
sections, suitable for all signals
provided with train control
action. \$ 2.50

7008 Overhead traction wire
set for locomotive shed 7029,
consisting of two traction wire
supports. \$ 1.25

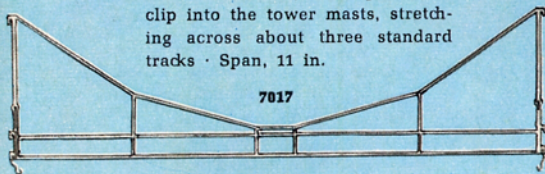
Component parts for the Tower Mast Overhead Wire System



The ingenious design of the tower masts enables the overhead wire system to be installed even in the widest station areas. One cross-connection needs two tower masts, larger systems with two cross-connections require three tower masts, three cross-connections, our tower masts. Single lines passing outside the masts can be included in the system by using the cantilever support 7025 for the overhead wire.

7017 \$.45

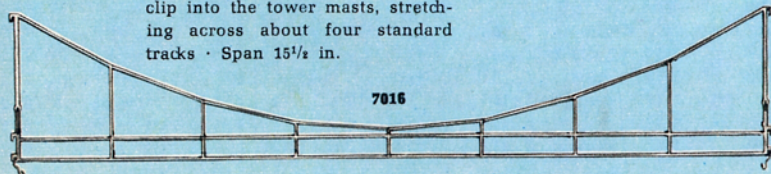
Cross-connection, nickel-plated, to clip into the tower masts, stretching across about three standard tracks · Span, 11 in.



7017

7016 \$.50

Cross-connection, nickel-plated, to clip into the tower masts, stretching across about four standard tracks · Span 15½ in.



7016

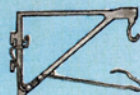
7021

7021 \$.75

Tower Mast, thermo-plastic, with detachable cap · Base 1 in. by 1½ in., 7¼ in. high · For tower mast with arc lamp see page 47



7025



7025 \$.15

Cantilever support or arm · A single track passing outside the tower mast can be included in the overhead wire system by using this 7025 cantilever arm to support its wire

7006



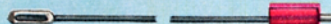
7006 \$.10

Traction wire insulator · For insulating the traction wire sections from the cross-connections · One required for each track and cross-connection · The illustration is full size

7004 \$.15

Fastening kit, consisting of five screws and five nuts, with five plain washers · The usual accessories for the overhead wire system are generally sufficient, though in rare cases it may happen that two overhead wire sections can only be joined up by a screw and nut

7003



7003 \$.35

Overhead wire connecting cable for signal connections in a station area, and for supplying current to any point desired



Remote Control and Lighting Accessories



7080 \$.30
Cable, single core, with one plug and one socket, grey, 39 in. long

7090 \$.35
Cable, single core, with one plug and one socket, grey, 79 in. long

7100 \$.60
Cable, single core, 33 ft. long, grey

7101 \$.60
Cable, single core, 33 ft. long, blue

7102 \$.60
Cable, single core, 33 ft. long, brown

7103 \$.60
Cable, single core, 33 ft. long, yellow

7105 \$.60
Cable, single core, 33 ft. long, red

The colours mostly used in the MÄRKLIN circuit system are:



Red = Traction current connection (from transformer to third rail or centre contact, or to the overhead traction wire, as the case may be)



Yellow = Lighting and magnetic accessories



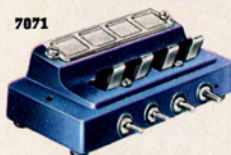
Brown = Earth return from the track rails, lighting fittings or controller to the transformer



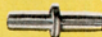
Blue = Earth return from magnetic accessories to the controller or track contact (with green, red and orange plugs)



7072 \$ 1.95
Control Panel with sockets for plugging in four double-solenoid magnetic accessories. The position of the press buttons on the panel also indicates the settings of the magnetic accessories. 3 1/4 in. long, 1 1/4 in. wide



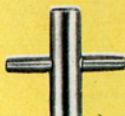
7071 \$ 2.60
Switchboard with four tumbler switches for switching four different traction or lighting current circuits on and off. 3 1/4 in. long, 1 1/4 in. wide



7141 \$.10
Intermediate - double plug
The intermediate fitting for connecting two sockets or connectors, as the case may be



60 030 \$.25
60 035 \$.25
Pair of brushes for practically all H0 gauge locomotives, consisting of two black graphite brushes, or one graphite and one copper brush
Pair of brushes for 3015 and 3025



7140 \$.15
Cross-connection plug, used like intermediate plug 7141, but enabling two additional plugs to be connected up



Sockets
7111 = brown \$.10
7112 = yellow \$.10
7113 = green \$.10
7114 = orange \$.10
7115 = red \$.10
7117 = grey \$.10



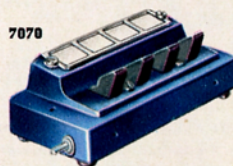
Plugs
7121 = brown \$.10
7122 = yellow \$.10
7123 = green \$.10
7124 = orange \$.10
7125 = red \$.10
7127 = grey \$.10



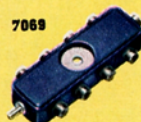
Plugs with side socket
7131 = brown \$.15
7132 = yellow \$.15
7133 = green \$.15
7134 = orange \$.15
7135 = red \$.15
7135 = grey \$.15



7034 \$ 2.40
Set of numbered plates, for identifying points, signals, etc., consisting of twelve cast feet with slots to take the numbers from 1 to 24 supplied



7070 \$ 2.50
Switchboard with four tumbler switches for controlling traction or lighting current on four different circuits. 3 1/4 in. long, 1 1/4 in. wide

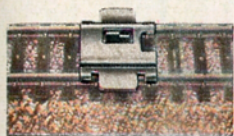


7069 \$.50
Distribution Board, with nine single-pole connections. Size 2 1/4 in. by 1 1/4 in.



0311 \$ 2.15

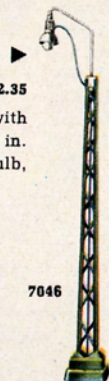
Booklet: "The MÄRKLIN H0 Gauge Railway and its Big Prototype" a handbook for MÄRKLIN Railway enthusiasts · Size 8³/₈ in. by 6 in. · Some of the contents are: Suggestions for railway systems in a landscape setting; MÄRKLIN locomotives and rolling stock and their Big Prototypes; signals; Regulations on full-sized railways; railway operation; electrical circuits inter alia for multi-train working, and a great deal more besides



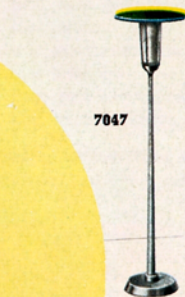
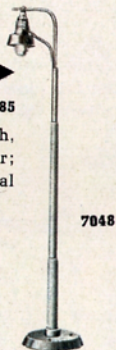
7001 \$.20

Coupling gauge, nickel-plated sheet steel, for checking the couplings on rolling stock

7046 \$ 2.35
Arc lamp with lattice mast, for use with the overhead traction wire system; 8¹/₄ in. high, base 1 in. by 1¹/₂ in. · With bulb, cable and metal plugs



7048 \$ 1.85
Arc Lamp, 6³/₄ in. high, base 1¹/₄ in. diameter; with bulb, cable and metal plugs



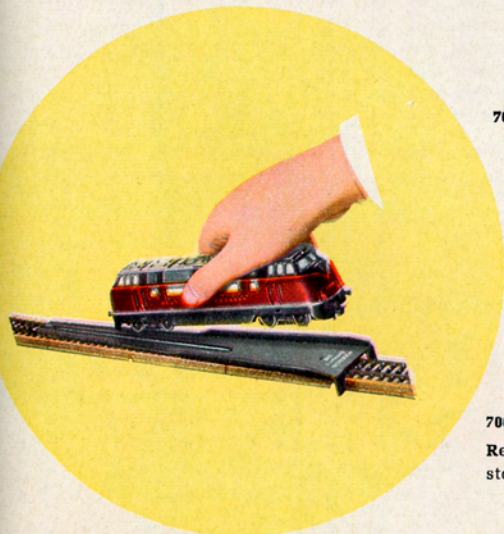
7047

7047 \$ 2.00

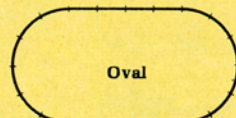
Station lamppost, can be used for station platforms or forecourts and as street lamps · 5 in. high, base 1 in. diameter; with bulb, cable and metal plugs

7002 \$.95

Rerailing Ramp, for easily placing bogie stock on the track; 12 in. long, ³/₄ in high

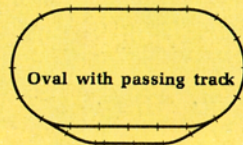


Some favourite H0 Gauge Track Layouts



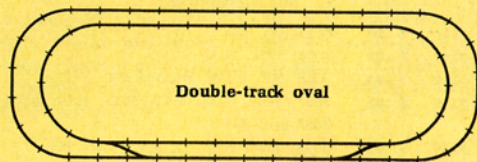
Oval

Size 59¹/₂ in. by 30¹/₈ in.
Track sections: 11 x 5100, 1 x 5103,
8 x 5106



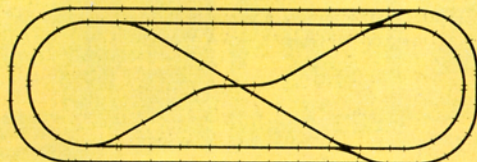
Oval with passing track

Size 59¹/₄ in. by 34 in.
Track sections: 11 x 5100, 1 x 5103,
10 x 5106, 1 x 5108,
one pair of points 5121



Double-track oval

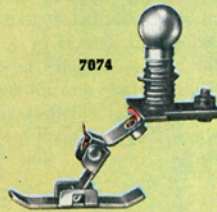
Size 117 in. by 40 in.
Track sections: 23 x 5100, 1 x 5103, 42 x 5106
and two pairs of points 5117



Double-track oval with double reversing loop

Size 116 in. by 40 in.
Track sections: 25 x 5100, 1 x 5103, 50 x 5106,
4 x 5107, 2 x 5108, 6 x 5110; two pairs of points
5117; 3 x 5114 or 2 x 5128 and 1 x 5114

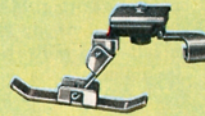
Electric Lighting for Trains



7074

7074 \$.85

Interior lighting for passenger coaches 4002, 4003, 4004 and 4005, with connecting socket for additional lighting



7075

7075 \$.60
Current supply for 7077 coach lighting



7076

7076 \$.40
Current supply for 7077 coach lighting and 7079 tail lights when using the 4000 passenger coach and four-wheeled goods wagons



7077

7077 \$.60
Coach lighting for all express train coaches, with socket connection for additional lighting · With bulb



7079

7079 \$.90
Tail light with bulb for clipping to buffer (not to be used for the express coaches on pages 26 and 27) · 7074, 7075, 7076 or 7077 required for connection

Replacement Current Collector Shoes

- 7173 \$.20 for locomotives 3000, 3001, 3002, 3003, 3005, 3011, 3012, 3013, 3014, 3019, 3030, 3031 and 3032
- 7174 \$.20 for locomotives 3004, 3007, 3016, 3023, 3024, 3026 and 3048
- 7175 \$.30 for locomotives 3009, 3015, 3027
- 7183 \$.30 for locomotives 3021 and 3921
- 7185 \$.20 for locomotives 3029, 3034, 3035, 3037 and 3937
- 7194 \$.10 Switch slide springs · Carton containing five springs for the reversing switch



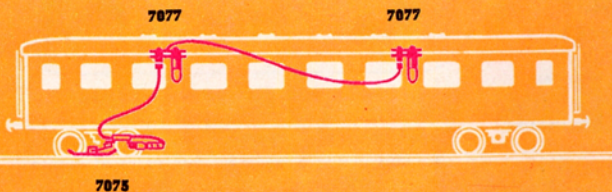
HO Gauge Plastic Tyres

Replacement tyres for the new type HO gauge MÄRKLIN locomotives

For locomotives

- 7142 \$.03 3010, DT 800
- 7143 \$.03 3000, 3031, 3032
- 7144 \$.03 RES, SE, SEW, SEWH 800
- 7145 \$.03 3001, 3002, 3011, 3012, 3013, 3014, 3034, 3035, 3037 and 3937
- 7146 \$.03 3004, 3006, 3015, G, RM, RSM 800
- 7147 \$.03 3019, 3030
- 7148 \$.03 3005, 3023, 3024, S 870
- 7149 \$.03 3007, 3008, 3026, 3048
- 7150 \$.03 3021, 3029, 3921
- 7151 \$.03 3003, 3009, 3016 and 3027

Fitting instructions are given in the Instructions for working the Locomotives



7075



7074



7076

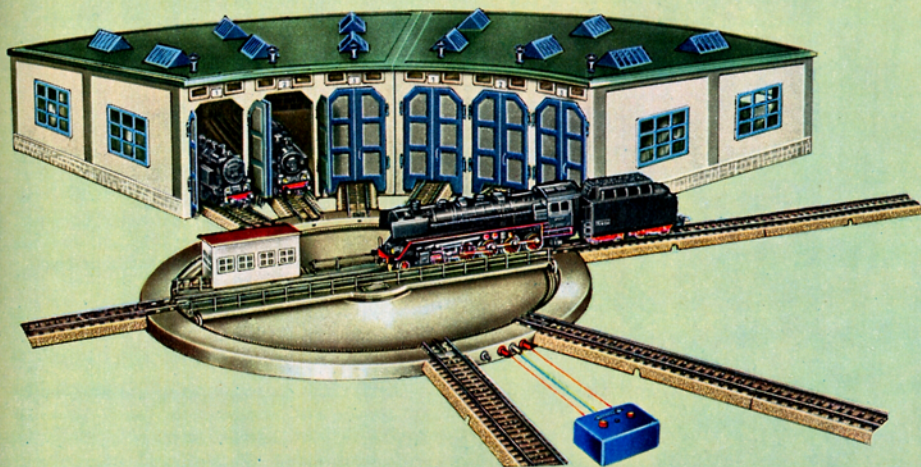
7079

Locomotive Sheds

MARLIN

7028 \$ 23.50

Locomotive sheds for three tracks, with skylights, smoke vents, interior lighting and three doors to close automatically · Finished in coloured enamel (track sections not included) · Size 18⁷/₈ in. x 14³/₄ in., 5⁵/₈ in. high

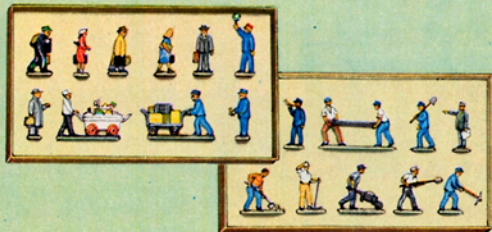


This illustration shows the harmonious combination of two locomotive sheds and the turntable as a faithful reproduction of the full-sized prototype

For overhead traction wire fittings for the locomotive sheds see page 44

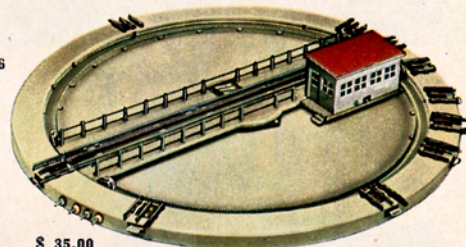
0201, 0202 or 0203 1.75

Railway figures · Three different sets are supplied: 0201 and 0202 – passengers and railway staff; 0203 – permanent way workers · Ten figures to a set in box · The figures are 7/8 in. high



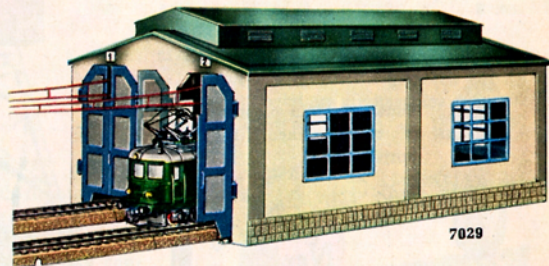
7028

7186



7186 \$ 35.00

Turntable Set, consisting of turntable 14 in. external diameter with remote control for turning right or left; reversing switch and cable · Engine or motor house on turntable platform with guard rails · Current automatically cut off from all dead-end tracks not registering with the turntable track · Two 7028 locomotive sheds or three 7029 sheds can be joined up to this set

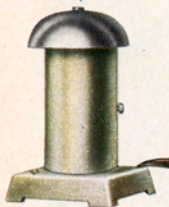


7029

7029 \$ 9.95

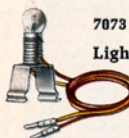
Locomotive sheds with doors to close automatically; for two tracks, with skylight and real windows · (Locomotives, track sections and overhead traction wires not included) · Holders for two 7073 lighting fittings for interior lighting and 7008 overhead traction wire fittings, for installing later on · Size 13¹/₄ in. by 7¹/₄ in., 6 in. high; 3³/₄ in. distance between track centres

Interesting Accessories



7035 \$ 3.85

Warning bell, electro-magnetically operated; cable with metal plugs · 2³/₄ in. high, base 1¹/₈ in. square



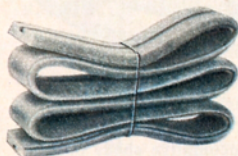
7073 \$.60

Lighting socket with bulb and cable, for stations, goods sheds etc.



7000 \$.60

50 clips or staples in bag, for fixing cables to wooden base



7172 \$.50

Foam material underlay for track section laying and sounddeadening; 39 in. long, for cutting up into smaller pieces



0240 \$.20

Smoke fluid in plastic capsule as replenishment for locomotive 3048

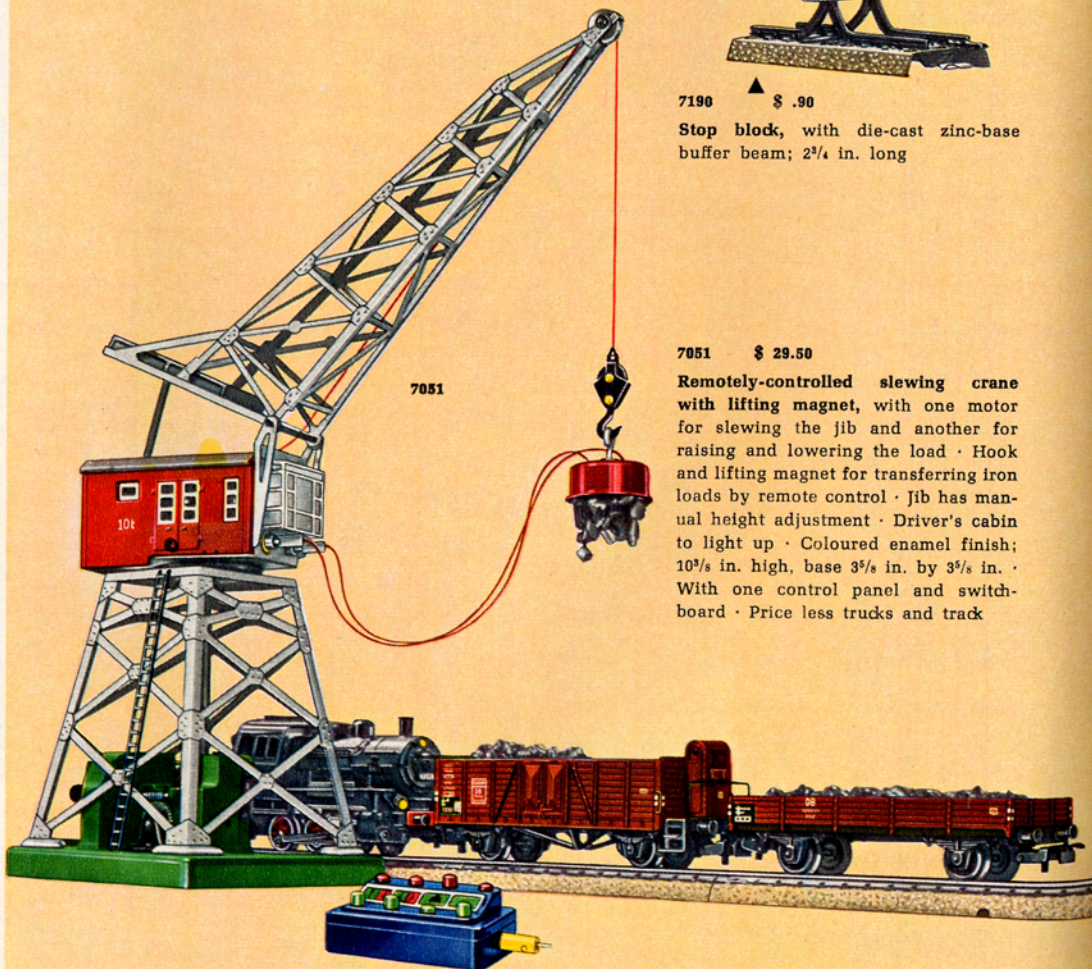
New

7199 \$.30

Oil bottle, containing about 10 c. c. of winter grade car engine oil for lubricating the locomotives and rolling stock

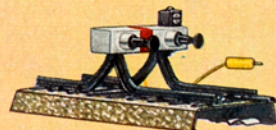


This slewing crane brings the sidings or goods yard also into the centre of attraction, as trucks can be loaded or unloaded after shunting. There is no limit to the railway operator's fancy in this regard, as loads can be transferred from a wagon to a lorry or barge, for instance. In this way an entirely new world of operational activities is opened up to the model enthusiast who can then, with the addition of an uncoupling unit, run a goods station or marshalling yard entirely after the style of the full-sized prototype.



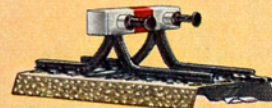
7051

MARKLIN



7191 \$ 1.65

Stop block with stop signal to light up; die-cast zinc-base buffer beam; 2³/₄ in. long



7190 ▲ \$.90

Stop block, with die-cast zinc-base buffer beam; 2³/₄ in. long

7051 \$ 29.50

Remotely-controlled slewing crane with lifting magnet, with one motor for slewing the jib and another for raising and lowering the load · Hook and lifting magnet for transferring iron loads by remote control · Jib has manual height adjustment · Driver's cabin to light up · Coloured enamel finish; 10³/₈ in. high, base 3⁵/₈ in. by 3⁵/₈ in. · With one control panel and switch-board · Price less trucks and track

Level Crossings with automatic barriers



7054 \$ 5.90

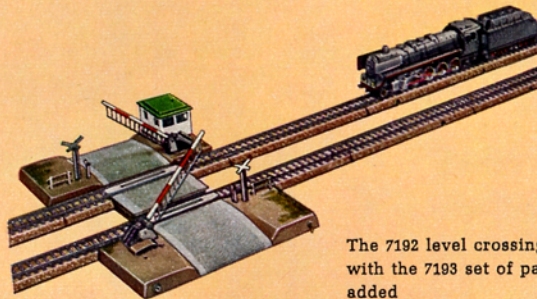
Mechanically-operated level crossing for single-track lines with centre-stud contacts · The barriers are closed by rocking bars pressed down by the wheels · Crossing keeper's cottage with fencing · Warning cross road sign with red bulb that lights up when the barriers are closed · The length of the section of track is the same as that of a 5106 track section (see page 36) · Base 5 $\frac{1}{4}$ in. by 7 $\frac{1}{4}$ in.



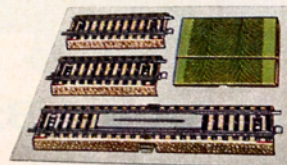
7192 \$ 13.95

Fully-automatic level crossing with track sections · The set comprises two electromagnetically operated barriers, the crossing keeper's hut (arranged for fitting interior lighting), warning cross road signs and a set of track contact sections (two straight lengths of track)

The crossing works entirely automatically, the barriers closing as soon as a train enters the track contact sections before the actual crossing · The barriers rise again automatically as soon as the train leaves the last contact section · The 7192 level crossing can also be used for multi-track working with the addition of the 7193 extra parts, the automatic action still being retained



The 7192 level crossing with the 7193 set of parts added



7193 \$ 4.00

Extra parts for each additional parallel track for the fully-automatic level crossing 7192, consisting of a set of track contact sections with filling piece 7160 for placing in the intervening space between the two tracks

5115 \$.65

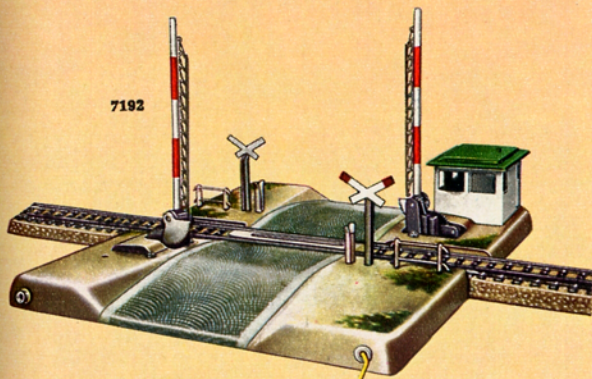
Track contact section, straight

5116 \$.75

Track contact section, curved

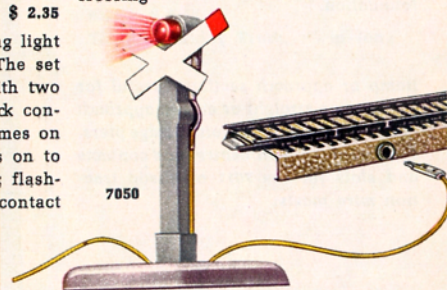
These track sections are used for extending the contact section of the level crossing

7192



7050 \$ 2.35

Warning cross road sign with flashing light for placing before level crossings · The set comprises the warning cross sign with two cables and plugs and also a 5127 track contact section · The red signal light comes on and flashes immediately a train runs on to the track contact section · 2 in. high; flashing light base 1 in. by $\frac{3}{4}$ in. · Track contact rail section 3 $\frac{3}{8}$ in. long



Fair Trade prices in US Dollars



Scale Model Bridge Construction

Track sections on parts of bridges and approaches are fitted with centre stud contacts.

These bridge parts can be used for building bridges and approaches of any size and combination desired. The 7065 and 7064 pier building parts fit together like the parts of a building set and enable piers of any height to be built up in steps of about $\frac{1}{4}$ in., using the 7066 baseplate as a very effective foundation.

Ramp or approach sections, useful for building up straight or curved approach ramps in conjunction with bridge piers. Integral track with centre stud contacts and slots for the 7011 overhead traction wire masts.

7064



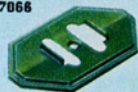
7064 \$.55
Pier, $\frac{1}{4}$ in. high · Plastic

7065

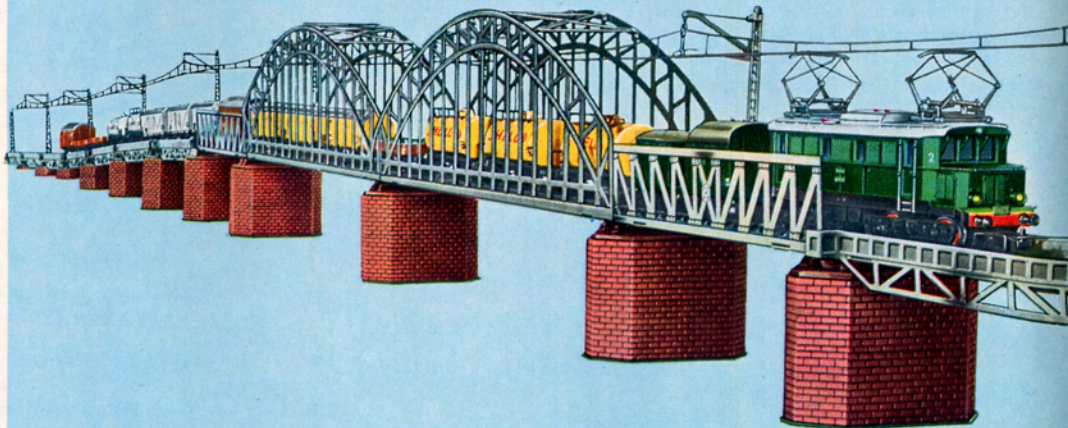


7065 \$.30
Pier, $\frac{1}{4}$ in. high · Very suitable for building inclined approach ramps with a $\frac{1}{4}$ in. rise between piers · Plastic

7066



7066 \$.25
Baseplate, for use as foundation · Green, $\frac{1}{8}$ in. high · Plastic

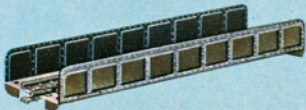


MARKLIN



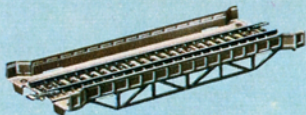
7162 ▲ \$ 1.50

Lattice girder bridge, can also be used separately in conjunction with the arched bridge 7163 as the first part of a main bridge · Grey · Integral track $7\frac{1}{4}$ in. long with centre stud contacts · Slots for the 7011 overhead traction wire mast · $1\frac{1}{8}$ in. high



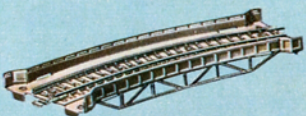
7161 ▲ \$ 1.35

Plate girder bridge, grey; integral track $7\frac{1}{4}$ in. long with centre stud contacts · Slots for the 7011 overhead traction wire mast · 1 in. high



7168 ▲ \$ 1.35

Straight approach section · Grey · Integral track $7\frac{1}{4}$ in. long with centre stud contacts



7167 ▲ \$ 1.35

Curved approach section · Grey · Normal radius of the standard track circle · Integral track $7\frac{1}{2}$ in. long with centre stud contacts

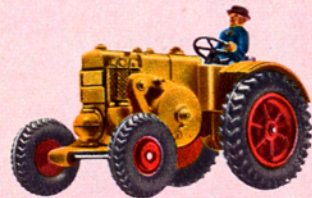


7163 ▲ \$ 4.50

Arched bridge, grey, with integral track $14\frac{3}{8}$ in. long · Slots for two 7011 overhead traction wire masts; arch $4\frac{1}{8}$ in. high

Zinc-base die-cast Miniature Cars

Scale model reproductions of their prototypes · Rubber tyres · Finished in various colours and made to a scale of about $\frac{1}{48}$ th full size



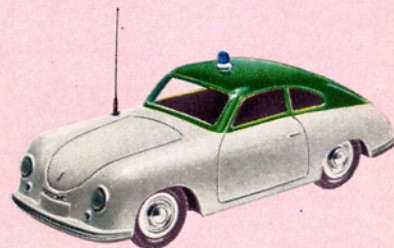
8029 \$ 1.85

Agricultural Tractor, with driver; all details carefully reproduced, special tyres · 3 in. long



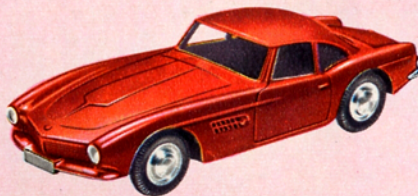
8021 \$.95

Karmann Ghia Car monotone, $3\frac{1}{2}$ in. long



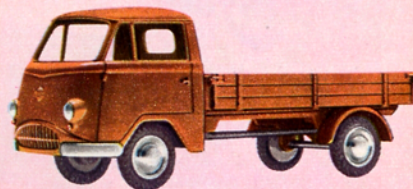
8024 \$ 1.25

Police Patrol Car, multitone, $3\frac{1}{2}$ in. long



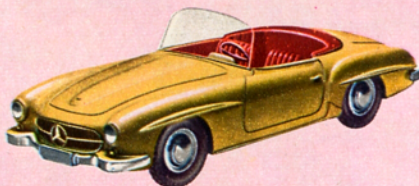
8022 \$.95

BMW 507 Sports Tourer, monotone, $3\frac{1}{4}$ in. long



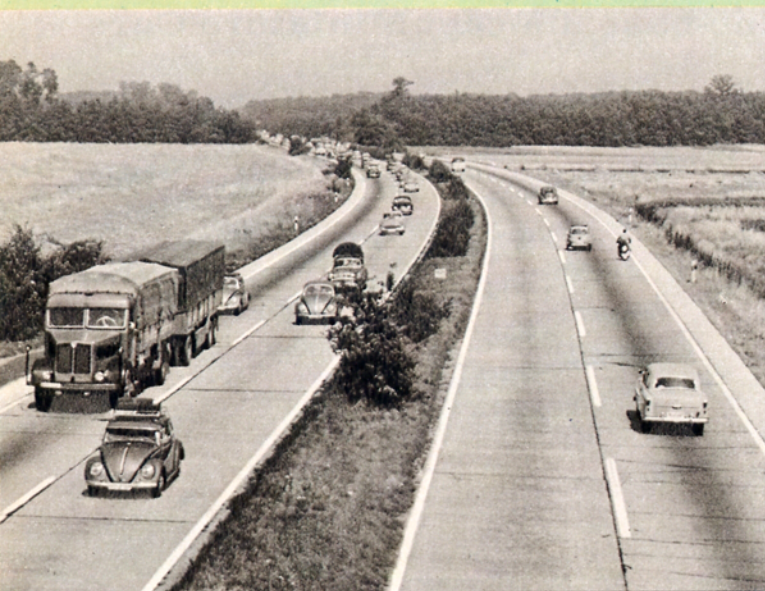
8026 \$ 1.05

Tempo Stacking Truck, $3\frac{3}{8}$ in. long



8025 \$ 1.40

Mercedes 190 SL Car, duotone, $3\frac{1}{2}$ in. long



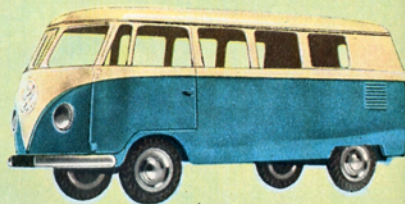
8149 \$.20
Rubber Tyres, 1/2 in. diameter, packed in cartons of ten · To fit the 8018, 8025, 8027 and 8028 miniature cars

8150 \$.20
Rubber Tyres, 9/16 in. diameter, packed in cartons of ten · To fit the 8004, 8005, 8007, 8008, 8014, 8015, 8019, 8020, 8021, 8022, 8024, 8026 and 8030 miniature cars

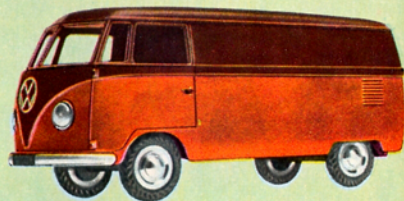
8151 \$.20
Rubber Tyres 5/8 in. diameter, packed in cartons of ten · To fit the 8010, 8011 and 8016 miniature cars

8152 \$.20
Rubber Tyres, 11/16 in. diameter, packed in cartons of ten · To fit the 8000, 8009, 8012, 8017, 8023, 8031 and 8032 miniatures

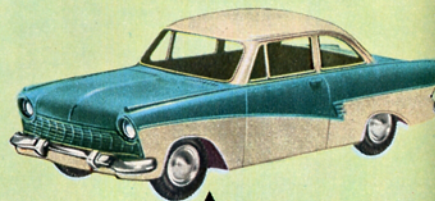
Zinc-base die-cast



8014 \$ 1.25
Volkswagen Microbus, duotone, 3 3/8 in. long



8008 \$ 1.25
Volkswagen Delivery Van, duotone, 3 3/8 in. long



8027 \$ 1.35
Ford "Taurus" 17 M Car, multitone, 3 3/8 in. long

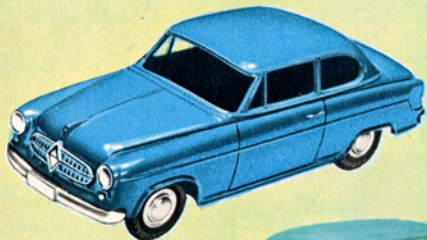
8028 \$ 1.05
Ford "Taurus" 17 M Car, monotone, 3 3/8 in. long



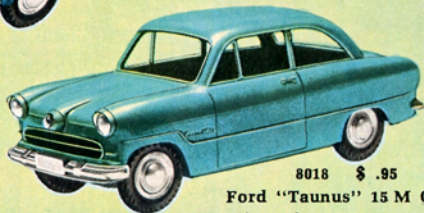
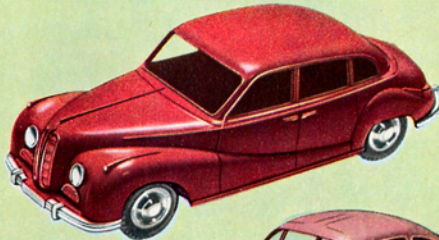
8004 \$.95
Porsche Car, 3 3/8 in. long

8005 \$.95
Volkswagen Limousine, 3 1/2 in. long

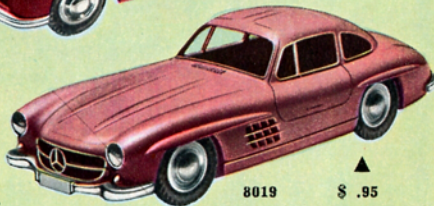
8015 **Borgward Isabella Car**, monotone, 3 7/8 in. long \$ 1.00
 8020 **Borgward Isabella Car**, duotone, 3 7/8 in. long \$ 1.25



8016 \$ 1.20
BMW 501 Car, 4 1/4 in. long

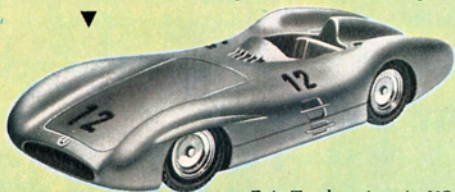


8018 \$.95
Ford "Taurus" 15 M Car, 3 1/2 in. long



8019 \$.95
Mercedes 300 SL Car, 3 3/4 in. long

8011 **Mercedes Formula Racing Car** with racing numbers; 4 in. long \$ 1.10
 8010 **Mercedes Formula Racing Car**, without racing numbers \$.95



Miniature Cars



8007 \$ 1.40
 Volkswagen Delivery Van, lettered "GASOLIN"; multitone, 3⁵/₈ in. long



8030 \$ 1.50
 Ambulance, finished ivory colour, 3¹/₂ in. long



8017 \$ 3.30
 Phoenix Box Van, multitone, 5¹/₂ in. long

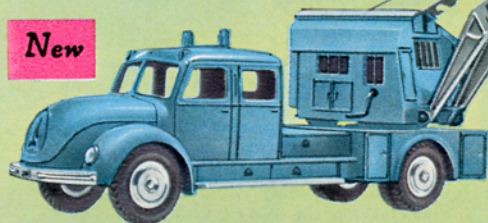


8000 \$ 3.95
 Petrol Tanker, six-wheeled, "BV-ARAL" type; a modern articulated lorry in two detachable parts; great flexibility of movement on curves; 6¹/₄ in. long



8009 \$ 1.75
 Südwerte Lorry, 5¹/₂ in. long

New



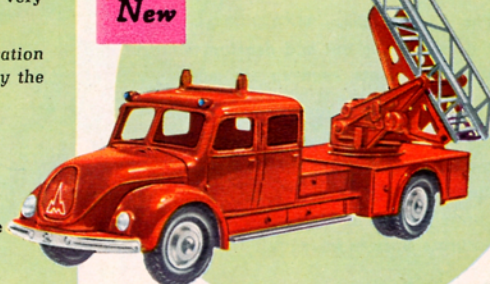
8031 \$ 2.95
 Mobile Crane, with slewing cabin and movable jib · Crane hook to raise and lower by crank handle · 6¹/₂ in. long



8032 \$ 3.50
 Fuel Tanker, eight-wheeled, in two detachable parts · Latest up-to-date design; runs very easily round curves · 7 in. long

This miniature tanker is now in preparation and will probably be ready for delivery by the late autumn of this year.

8012 \$ 1.10
 Trailer, suitable for lorry, 4³/₈ in. long



8023 \$ 2.35
 Fire Appliance, with extending turntable ladder, 6¹/₄ in. long

New

MÄRKLIN Metal Building Sets and their Advantages

- The MÄRKLIN Metal Building Set is a high-grade product with a name behind it. MÄRKLIN Metal Building Sets are made in seven basic sets and eight supplementary sets.
- MÄRKLIN Supplementary Sets enable each basic set to be made up to the size of the next following set.
- Each Metal Building Set contains an illustrated Instruction Book with numerous interesting examples in addition to a large assortment of building parts.
- A number of very instructive models can be built, even with the smallest set.
- All parts are made of best materials and finished in coloured enamel.
- All gear wheels — except the universal gear — have milled teeth and turned hubs or bosses, instead of the stamped and riveted sheet metal parts otherwise so often usual.
- Coloured fairings or covers give the models a colourful appearance closely resembling the real thing. One great advantage is that these cover plates can be bent to a right angle and the folds can then be smoothed out again.
- Electrical parts, such as a commutator, magnet or field coil, cables etc. are included in the assortment in Set No. 1013 and onwards, thus making on insight possible into the fundamental laws of electricity.
- The wide variety of separate parts can be added to by special parts obtainable in all shops selling MÄRKLIN models and sets.
- Playing with these MÄRKLIN Metal Building Sets will bring out and develop technical and creative talents even in the early years of youth.
- MÄRKLIN is synonymous with quality. It is, therefore, not immaterial what children are given to play with. Playthings that are accurately made will provide an education for accurate work in later life.



Basic Building Set No. 1009 \$ 3.95

Contains 124 building parts plus 27 fixing clips, making 151 parts altogether · Box measures 15¼ by 10½ by 1 in. · Weight 2 lb. 1 oz. · Can be made up to Basic Set No. 1010 by Supplementary Set No. 1029



Basic Building Set

No. 1010 \$ 5.95

Contains 166 building parts plus 43 fixing clips, making 209 parts altogether · Box measures 16 by 12 by 1 in. · Weight, 2 lb. 12 oz. · Can be brought up to Basic Set No. 1011 by Supplementary Set No. 1030.



Basic Building Set

No. 1011 \$ 9.50

Contains 232 building parts plus 51 fixing clips, making 283 parts altogether · Box measures 20½ by 14 by 1½ in. · Weight 4 lb. 6 oz.

One of the favourite basic sets. Models from all branches of engineering can be built from the building parts in this set, the illustrated Instruction Book giving a wide selection of examples. Can be made up to Basic Set No. 1012 by Supplementary Set No. 1031

Basic Building Set No. 1012 \$ 17.95

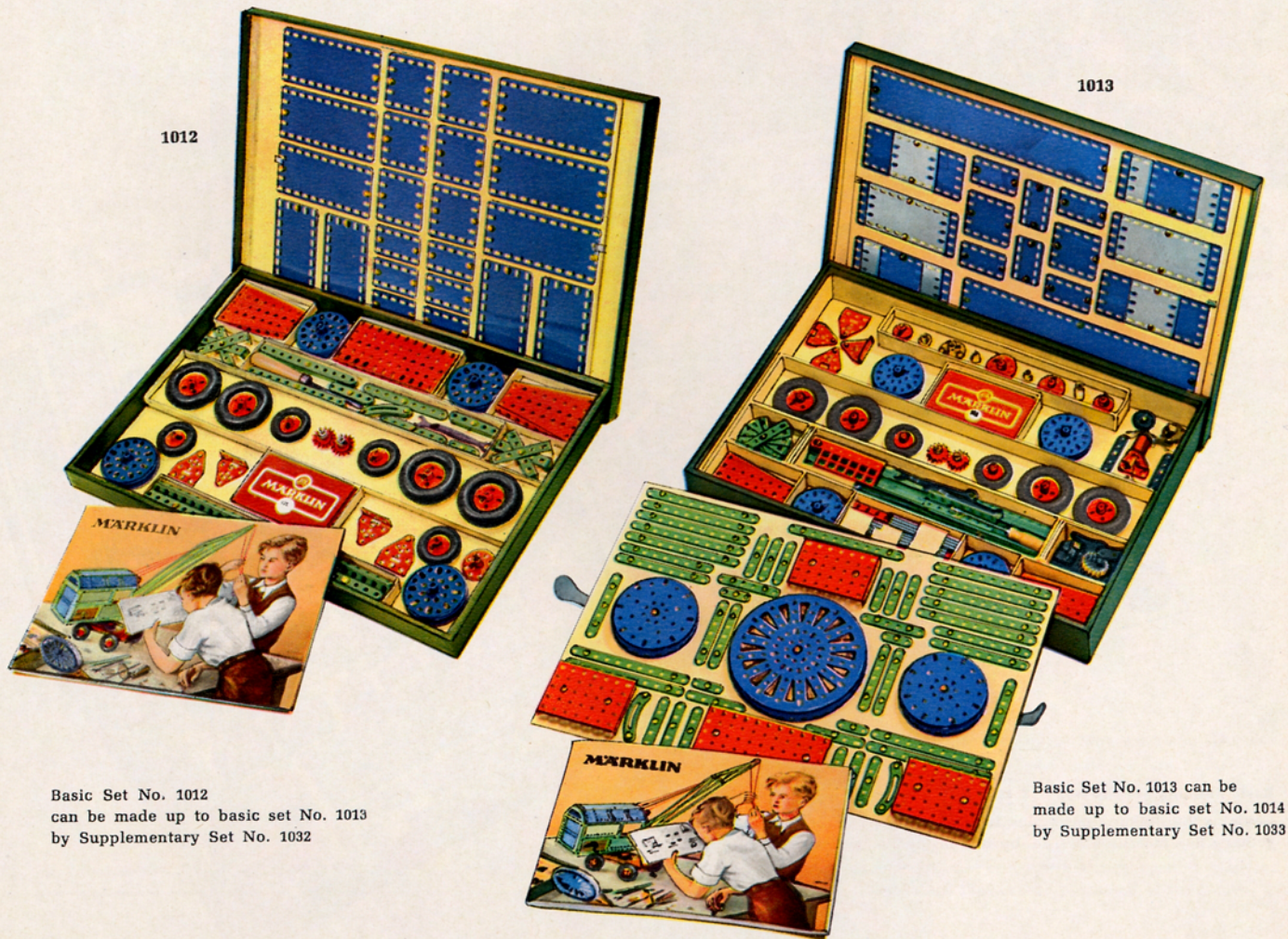
Contains 386 building parts plus 67 fixing clips, making 453 parts altogether · Box measures 20³/₄ in. by 14¹/₄ in. by 1¹/₂ in. · Weight 7 lb. 8 oz.

The variety and realism of the models are enhanced considerably by Set No. 1012 that enables such models, among many others, as diesel locomotives, tramways with trolley wire maintenance car, motor lorries, tractors, mobile slewing cranes up to tower slewing cranes and windmills, to be built. Models such as surface grinders, high-speed drilling machines, pendulum and saw frames also present no difficulties

Basic Building Set No. 1013 \$ 30.95

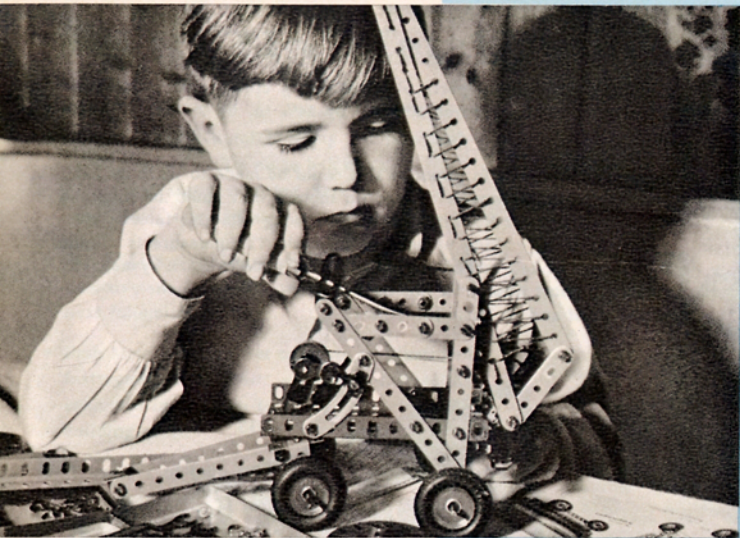
Contains 658 building parts plus 136 fixing clips, making 794 parts altogether · Box measures 20³/₄ in. by 14¹/₄ in. by 2¹/₂ in. · Weight 13 lb. 4 oz.

Some of the models in previous sets could be made to work by hand and others by clockwork or electric motors that could be obtained separately, but Set No. 1013 and the following sets also include electrical parts for making up motors to work. The pleasure is all the more when models made by oneself can be made to work by magnetic coils. A "Short Course in Electricity" gives an introduction to electricity itself and its basic principles



Basic Set No. 1012
can be made up to basic set No. 1013
by Supplementary Set No. 1032

Basic Set No. 1013 can be
made up to basic set No. 1014
by Supplementary Set No. 1033

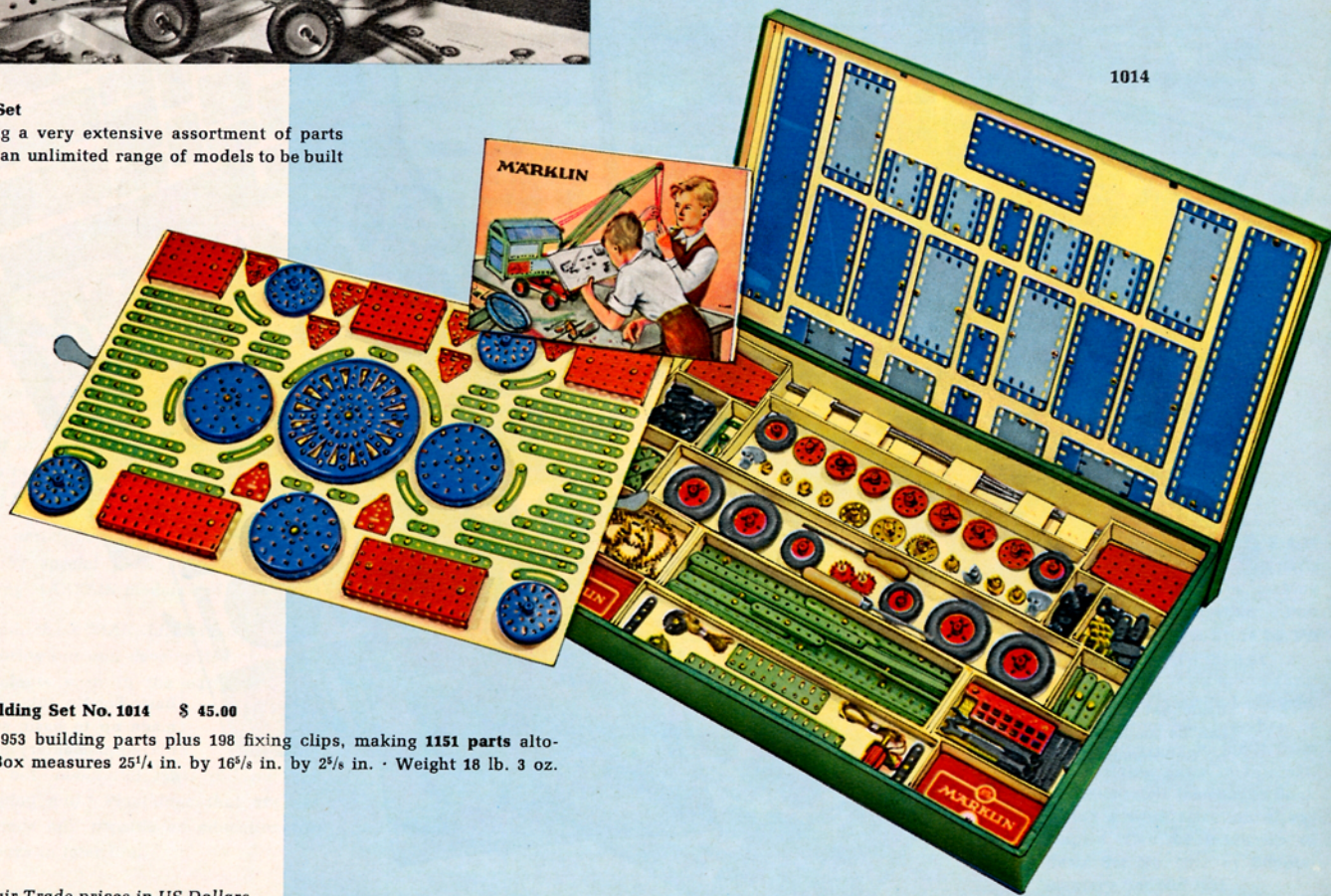


A MÄRKLIN Metal Building Set is the plaything for this technical age of ours and one that will never fail to fascinate the youngsters over and over again. The inexhaustible opportunities for making the parts up into models will arouse their fancy, quicken their understanding and awaken and promote technical ability. The improvement that mounts from set to set and the realistic appearance of the models reach their climax in the Basic Set No. 1014. It can be made up into Basic Set No. 1015 by Supplementary Set No. 1034 or by the two Supplementary Sets 1035 and 1036.

A Basic Set

containing a very extensive assortment of parts enabling an unlimited range of models to be built

1014

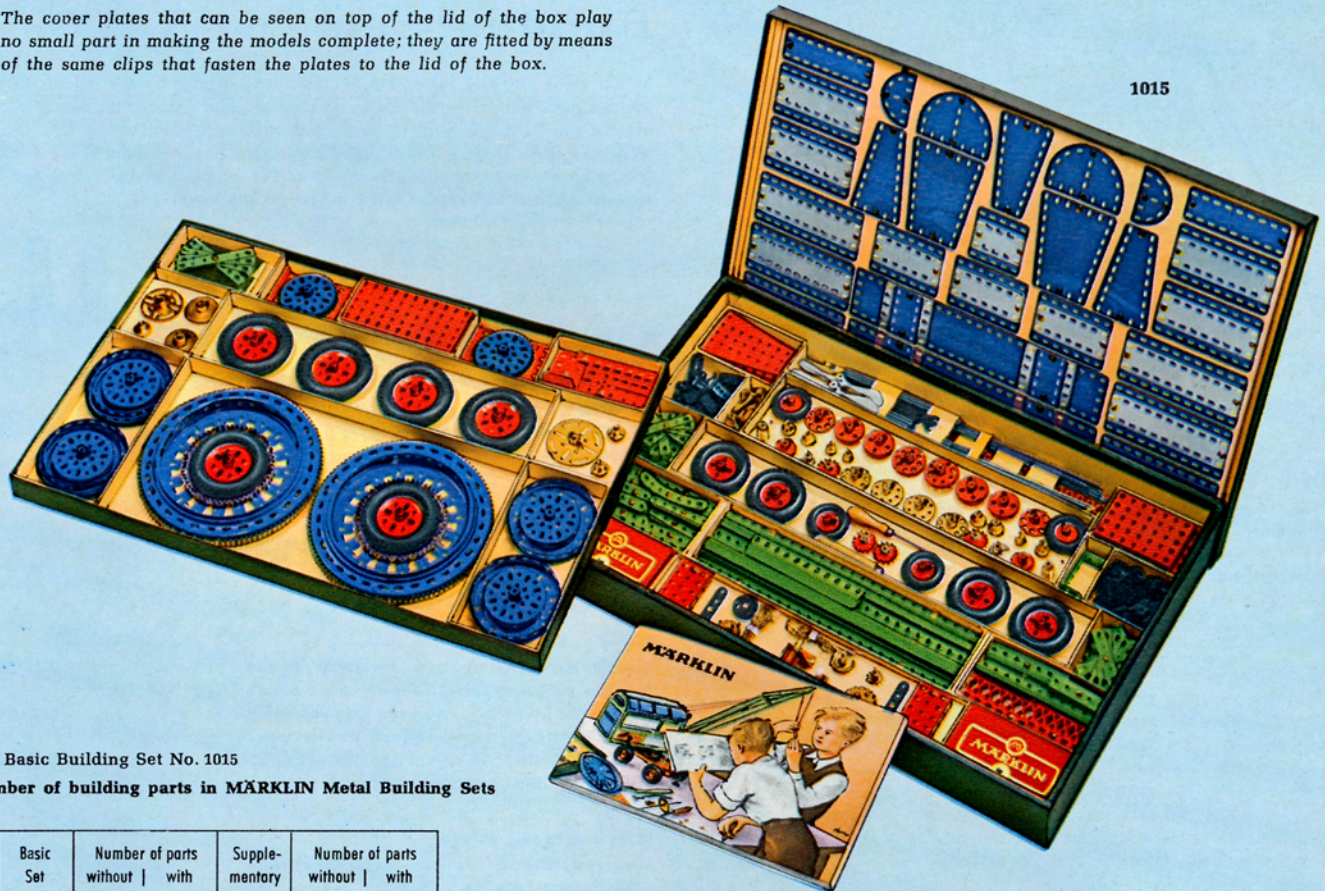


Basic Building Set No. 1014 \$ 45.00

Contains 953 building parts plus 198 fixing clips, making 1151 parts altogether · Box measures 25¼ in. by 16⅞ in. by 2⅞ in. · Weight 18 lb. 3 oz.

The cover plates that can be seen on top of the lid of the box play no small part in making the models complete; they are fitted by means of the same clips that fasten the plates to the lid of the box.

1015



The Basic Building Set No. 1015

Number of building parts in MÄRKLIN Metal Building Sets

Basic Set Nr.	Number of parts		Supplementary Set No.	Number of parts	
	without fixing clips	with fixing clips		without fixing clips	with fixing clips
1009	124	151	1029	42	61
1010	166	209	1030	67	97
1011	232	283	1031	154	185
1012	386	453	1032	273	324
1013	658	794	1033	295	342
1014	953	1151	1034	1086	1179
1015	2039	2179	1035	560	627
			1036	526	595

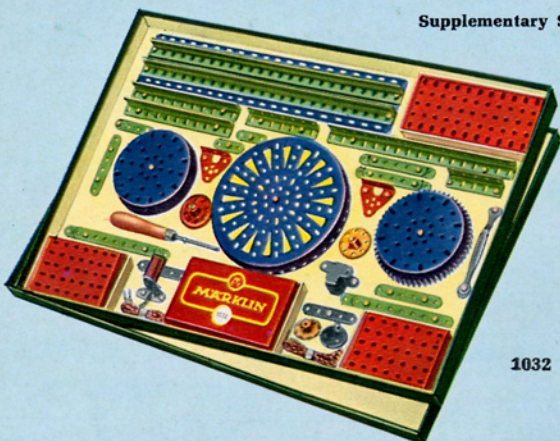
Basic Building Set No. 1015 \$ 85.00

Contains 2039 building parts plus 140 fixing clips, making **2179 parts** altogether. The box measures 25³/₄ in. by 16³/₈ in. by 3³/₈ in. · Weight 32 lb. 10 oz.

The MÄRKLIN No. 1015 Building Set is the peak achievement in the range of building sets and anything more beyond the versatility and completeness of this set would be impossible to offer. Building up even the largest models no longer presents any difficulty, so far as materials are concerned. Possession of this set is the fulfilment of the wishful dreams of every youngster. It can justly be said that this 1015 Set will provide inexhaustible pleasure and is part and parcel of the most interesting things that can be presented to children

MÄRKLIN

Supplementary Sets



Supplementary Set

1032

Any basic set can be made up to the next largest one by a supplementary set, its parts, added to the existing set, forming the new larger basic set. If, for example, you have the 1011 basic set and want to make it up to the contents of basic set No. 1012, then you will want supplementary set No. 1031.

To summarise:

Supplementary Set 1029	makes up Set 1009 into Set 1010	\$ 2.65
Supplementary Set 1030	makes up Set 1010 into Set 1011	\$ 3.95
Supplementary Set 1031	makes up Set 1011 into Set 1012	\$ 8.95
Supplementary Set 1032	makes up Set 1012 into Set 1013	\$ 13.50
Supplementary Set 1033	makes up Set 1013 into Set 1014	\$ 15.50
Supplementary Set 1034	makes up Set 1014 into Set 1015	\$ 45.00
Supplementary Set 1035	} make up Set 1014	\$ 24.00
Supplementary Set 1036		into Set 1015

Apart from the Supplementary Sets already mentioned, every MÄRKLIN Metal Building Set can be made up by extra parts where the parts in the set are otherwise insufficient for some model it is desired to make, or by special parts that the Sets do not contain. A separate List of these parts, as well as the actual parts themselves, can be obtained from every toyshop that deals in MÄRKLIN products.

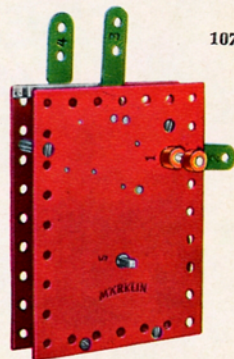
Motors for driving Models made up from the Metal Building Sets

It is a great pleasure for any youngster to have built up the models in the booklet successfully, one after the other, but what great excitement there will be if the models can be made to work by a clockwork or electric motor to drive them. The following three motors are in every way suitable for driving these models. We recommend either the clockwork motor or the simple electric motor for the smaller models, and the universal electric motor for the larger ones.

Clockwork Motor

1070 \$ 9.50

Clockwork Motor, reversible, to run either forward or backwards and also slow or fast. Driving shaft with adjusting collar. Brake lever. Complete with key and instructions, packed in cardboard box. 4 5/8 in. high, 3 3/8 in. wide, 3/4 in. deep. Weight, 19 1/2 oz.

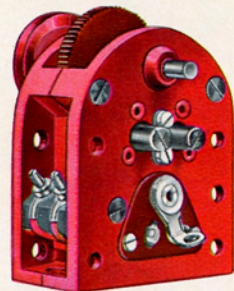


1070

Electric Motors

1071 \$ 9.50

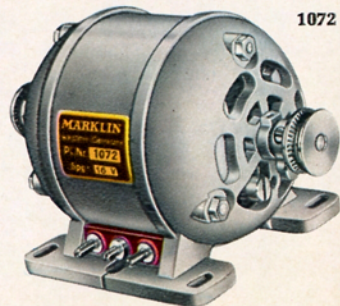
Electric Motor, simple type, reversible, to run forward or backward. No-load speed about 1,500 r.p.m. Works on 16 volts for connection to any MÄRKLIN model railway transformer. With accessories: Two cables 7080. 2 5/8 in. high, 2 in. wide, 2 in. deep; weight 3 3/4 oz.



1071

1072 \$ 18.50

Universal Electric Motor, for 16 volts; with cable and reversing switch to reverse the motor by remote control. Two pulleys for cord drive giving different speeds on opposite sides of the motor; controlled from the transformer. No-load speed about 3,000 or 1,100 r.p.m., as the case may be. This is an extremely efficient motor for driving even the largest models made up from the building sets, as well as dynamos and working models of all kinds. (It is advisable to use only transformers of the 6100 Group). With three connecting plugs. 2 5/8 in. high, 3 3/4 in. wide, 2 3/8 in. deep. Distance between cord pulley grooves, 3 3/8 in. Weight 17 1/2 oz.



1072

The ELEX Sets of Electrical Experiments

MÄRKLIN-ELEX Experimental Sets are complete in themselves and handling them will give the youngsters an introduction to the basic principles of magnetism and electrical engineering. With the special parts included in the 1062 and 1053 sets respectively experiments up to the Wheatstone bridge stage and, indeed, even up to a workable telephone system, can be carried out. Each set has a very complete Instruction Book with numerous illustrations for all the more important experiments, as well as all the parts required. A pocket-lamp battery is sufficient to start experimenting, with the help of the Instruction Book. Transformers of the 6000 Group for connecting to the A. C. lighting mains are suitable for working ELEX models. The 1052 basic set can be made up into Basic Set 1053 by Supplementary Set 1062

1052



ELEX 1052 \$ 11.50

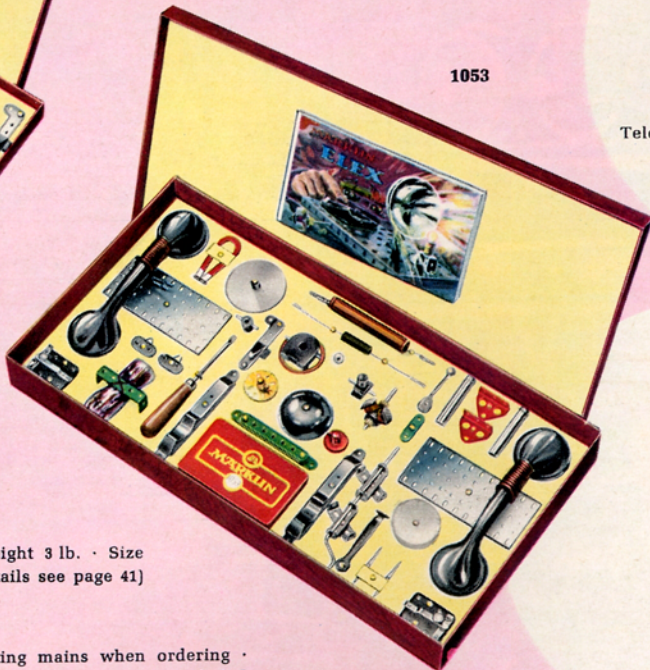
Basic Set for about one hundred experiments, with Instruction Book. Size 17 in. by 11½ in. by 1½ in.

ELEX Supplementary Set 1062 \$ 15.95 makes up the ELEX 1052 set into the ELEX 1053 Set

ELEX 1053 \$ 26.00

Basic Set for over 160 experiments, with Instruction Book. Size 23 in. by 12¼ in. by 2½ in.

1053

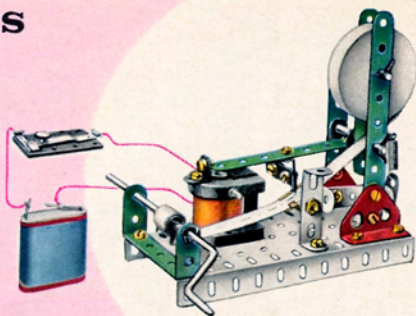


Experimental Transformers

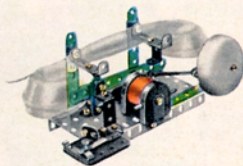
Transformer, output 16 VA. Weight 3 lb. Size 4¾ in. by 3¾ in. by 3 in. (For details see page 41)

6053 = 110 volts \$ 10.75

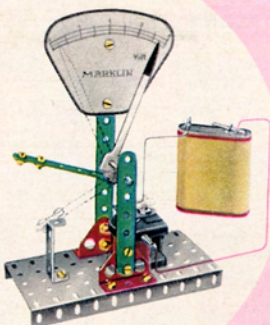
Please state voltage of the lighting mains when ordering. Full instructions for using these transformers are included with the Instruction Books for the sets. The ELEX Sets contain two transfer plugs



Morse telegraph



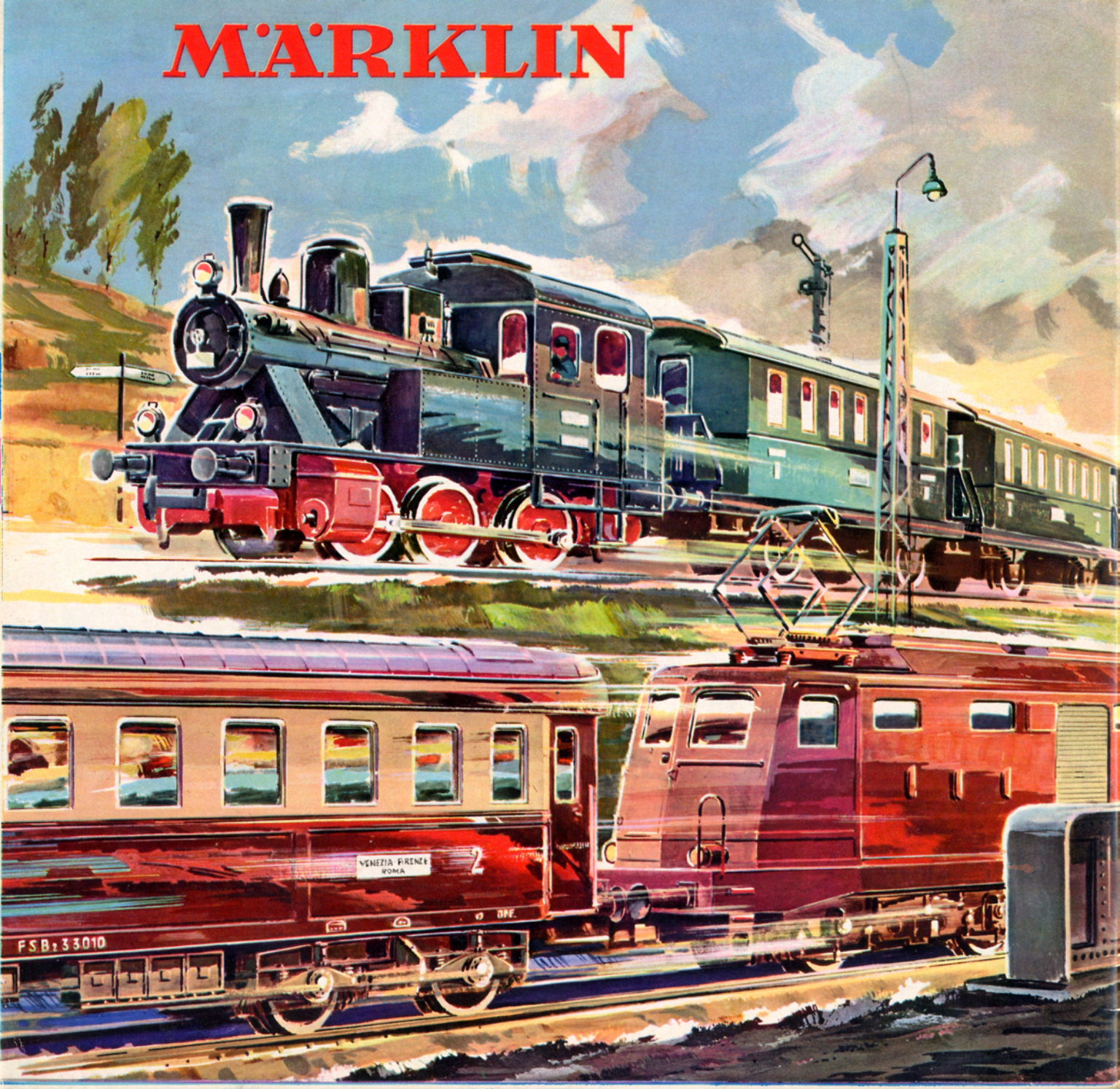
Telephone apparatus



Voltmeter

Fair Trade prices in US Dollars

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