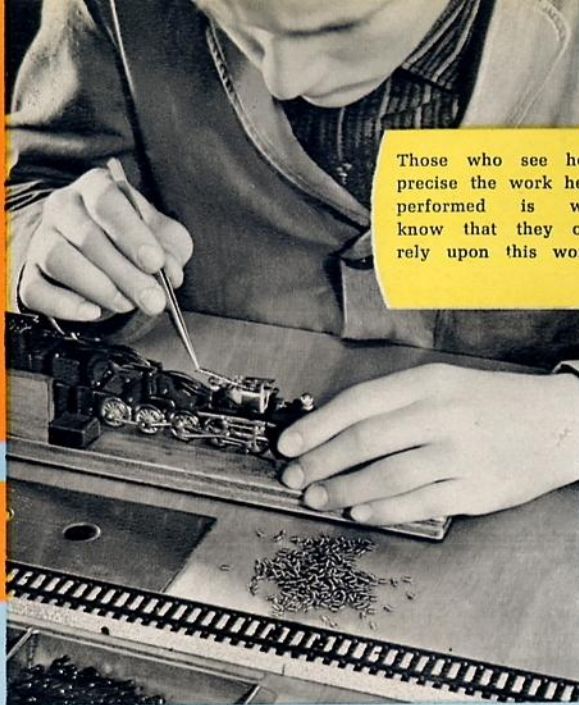


MÄRKLIN



1962/63 ES



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precise the work here
performed is will
know that they can
rely upon this work.

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**CATALOG
REFUND COUPON**

1962/63

50 cts.

We believe that every MÄRKLIN fan is entitled to a free catalog. However since the cost of producing the catalog is considerable, it has been necessary to charge the dealer for it. When the dealer whose name and address appear below credits you with 50 cts. on a purchase of \$ 5.00 or more of MÄRKLIN equipment, this is his gift to you.

Valid until December 25, 1963

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To all our **MÄRKLIN** Friends:

MÄRKLIN

The magic word "Model Railways" is attracting ever more fans. Nor is this at all surprising when contemplating these international MÄRKLIN models of high quality, true to scale. The possession of such a fascinating model railway is not the privilege of the few, but at the present time every one can afford to indulge in such a marvellous display of precision engineering—seeing the cost is so moderate. This accounts for this hobby having gained so many new friends throughout the world. The MÄRKLIN models seem to have magic about them which simply cannot be resisted. For some it may be the well-balanced proportions which are admired, while others are fascinated by the detail of neat workmanship. Some like the sound, mature construction and others the handsome, racy shape. The result at all events is invariably the same: Love at first sight.

Now you will understand the popularity of MÄRKLIN models even better. This moreover will explain why despite utmost efforts now and again some particular article may not be instantly available. If that should ever occur to you, please remember: To wait for MÄRKLIN quality will in the long run always pay.

And now, please examine your selection. You are sure to find models which will answer your wishes and which will give you new pleasure every day.



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

N



The Advantages MÄRKLIN HO

Working with alternating current (A. C.)

Running the railway and its accessories on A. C. (alternating current) by an easy and simple connection through a very reasonably-priced transformer to the electricity supply in your home, nothing extra being required for MÄRKLIN Telex Couplings. Locomotives run smoothly to a standstill when the current is switched off.

No problems with the simple layout

The MÄRKLIN Model Railway is so simple that anyone can easily understand how to build it up, and this is its great feature. Even track formations found on full-sized railways – such as reversing loops and triangles – can be reproduced without difficulty, needing neither special connections nor a lot of thinking over.

Current is supplied to the track

either by centre-stud contacts or by the MÄRKLIN overhead contact wire system, returning through the two outer (running) rails and all wheels on locomotives and rolling stock (except driving wheels with special adhesion tyres). Dust and dirt have very little effect on running the locomotives by this MÄRKLIN system.

Signals

can be placed anywhere you like, either on the left or right side of the track, there being no need for any insulated track section to interfere with the run of the track. The home signals contain all circuit arrangements required for automatic block system working. A wide range of signal types is available for equipping the line in true scale-model style.

MÄRKLIN Couplings

All rolling stock can be coupled to locomotives or to each other, irrespective of the running direction.

1. Automatic coupling

Couples up automatically when shunting and can be uncoupled again by using an uncoupling track section.

2. Automatic coupling with the "Advance" uncoupler

Most rolling stock is fitted with the "Advance" uncoupler – a device allowing the train to be shunted by pushing without the couplings re-engaging, once they have been uncoupled by the track uncoupler. Coaches and goods wagons can be shunted anywhere desired.

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MÄ

of a Gauge Railway

3. The MÄRKLIN TELEX COUPLING

The ideal electro-magnetic coupling operated by remote control without needing any extra appliances. Certain locomotives are fitted with this coupling (see pages 5 and 7), providing remote control from the transformer for uncoupling rolling stock from locomotives anywhere on the system.

All these couplings can be used together indiscriminately.

Splitting up the electrical circuits

Splitting up the track electrically is quite simple, needing no insulated track sections that might adversely affect the versatility of the system. Separation of this kind is used for dead-end sidings, passing tracks, tracks with signals and running services with more than one train.

Tractive effort

The very effective contact provided by the MÄRKLIN centre-stud contact track enables all MÄRKLIN locomotives — even the smallest ones — to be fitted with special adhesion tyres — a feature of major importance where tractive effort is concerned.

Radio interference

All MÄRKLIN locomotives are provided with two 250 pF condensers and a 13 μ H choke for radio interference suppression; there is also the 5130 suppressor track section available for the medium and long-wave bands (see page 40).

Further advantages

A complete range of all track parts, including points, crossings and double-slip points, both for the standard as well as the concentric circle.

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

Prices

The MÄRKLIN range provides a very extensive selection at all prices; locomotives from \$ 9.50, train sets with transformer \$ 22.50, pairs of manually-operated points \$ 4.00, pairs of electro-magnetically operated points \$ 9.50 and double-slip points \$ 8.95.

Prices are surprisingly low, despite increased costs of production.



KLIN

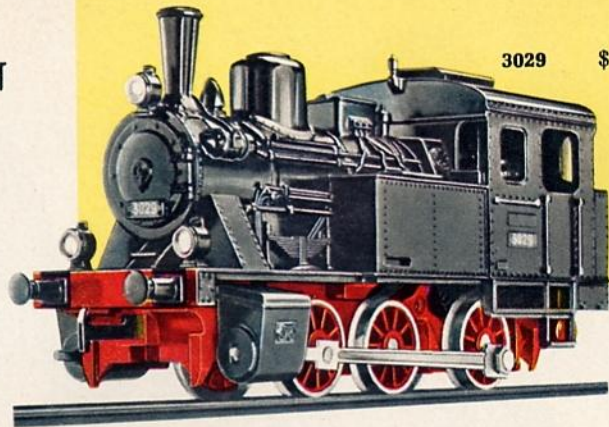
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MÄRKLIN

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MARKLIN

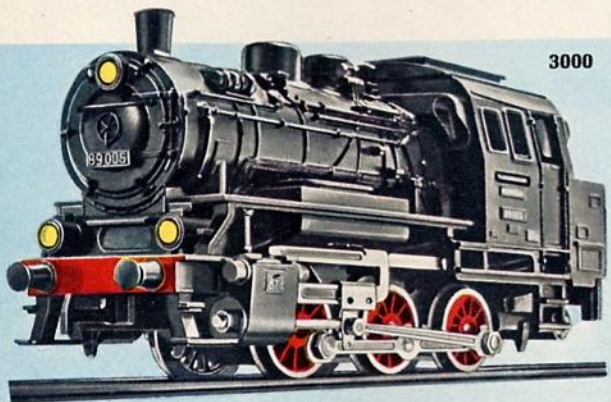


3029 \$ 9.50

Tank Engine, modelled on a works locomotive · Six-wheeled 0-6-0 type; remote control reversing · Special adhesion tyres · Dull black unbreakable plastic casing with cast metal frame, all fittings reproduced in fine detail; strong coupling hooks at both ends · 4 in. long over buffers, weight 6 oz.

Tank Engines

These tank engines are favourites with many railway operators because of the numerous possibilities of using them for passenger and goods traffic; they are also liked particularly for shunting work in marshalling yards, as well as for their appearance and easy rerailing. Easy running on curves, a high performance and harmony in their general design are special advantages of these models.



3000 \$ 11.50

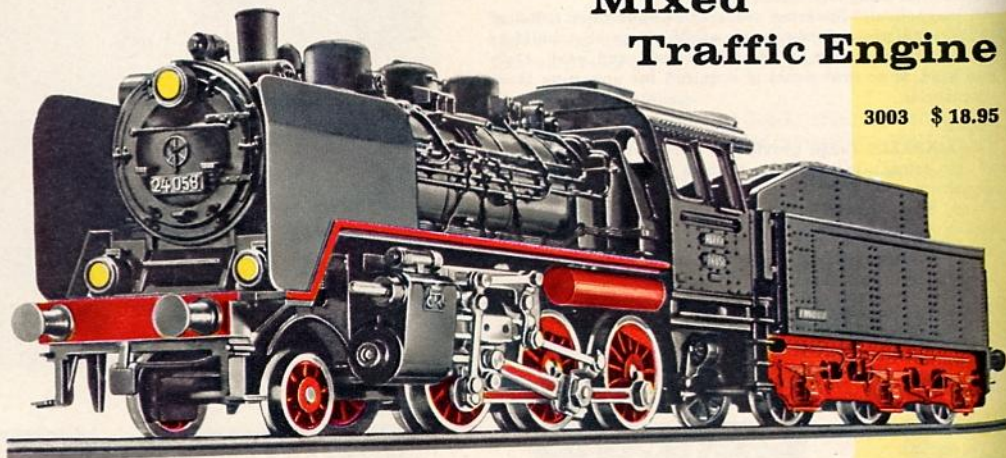
Tank Engine · A model of the German Federal Railways Class 89 · Six-wheeled 0-6-0 type; remote control reversing with hand lever in addition · Two special adhesion tyres on the trailing drivers improve tractive effort and climbing power · Specially low and durable reduction gear · Three headlamps to light up · Dull black, unbreakable plastic casing with cast metal frame · Accurate reproduction of boiler fittings, cab, coal bunker and water tanks · Strong coupling hooks at both ends · 4½ in. long over buffers, weight 7 oz.

Mixed Traffic Engine

A transformer with a 16 VA (watts) output is ample for working this model (see page 45), but a 30 VA transformer is advisable for trains to light up.



Mixed Traffic Engine

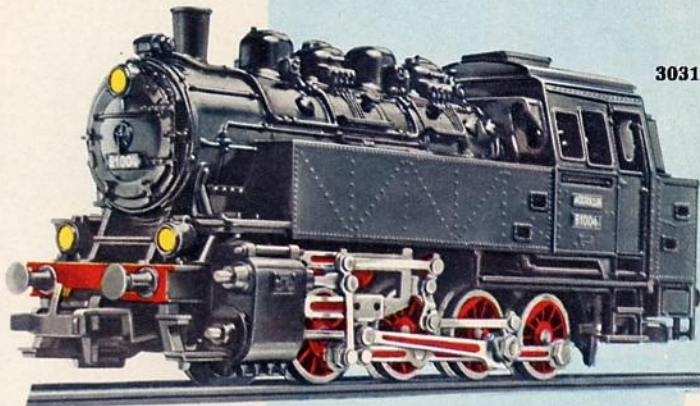


3003 \$ 18.95



The German Federal Railways' Class 24 is a standardised engine employed on passenger and goods services; its maximum speed is 90 kilometres (about 56 miles) an hour.

Passenger Engine and Tender, modelled on the German Federal Railways' Class 24 · Eight-wheeled, 2-6-0 type, reversing by remote control with hand lever in addition · 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 · Two special adhesion tyres on trailing drivers to increase the tractive effort; specially low gearing · Three headlamps to light up · Dull black unbreakable plastic casing with exact scale-model reproduction of the boiler fittings on the full-sized prototype · Pressure-cast zinc frame · Tender close-coupled to engine · All details of the riveted six-wheeled tender reproduced · 8 in. long over buffers, weight, including tender, 11 oz.



Tank Engine with the MÄRKLIN TELEX COUPLING

3031 \$ 22.50

Tank Engine, Class 81 · Eight-wheeled, 0-8-0 type · Remote control reversing with hand lever in addition · Walschaerts valve motion · Two special adhesion tyres on trailing drivers · Three headlamps to light up, front and rear · 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, operated by remote control from the transformer, allows the train to be uncoupled from the engine at any desired point on the system without needing any extra apparatus.

3032 \$ 19.95

Tank Engine, as 3031, but **without** the MÄRKLIN TELEX COUPLING and fitted instead with automatic couplings at each end · Weight 13½ oz.

A transformer with a 16 VA output is ample for working these models (see page 45), though a 30 VA transformer is advisable for trains to light up.



Modern Steam Locomotives



3005

A transformer with a 16 VA output is ample for running this engine (see page 45), though a 30 VA transformer is advisable for trains to light up.

3005 \$ 26.50

Engine and tender, modelled on the German Federal Railways' Class 23 engine · Ten-wheeled, 2-6-2 type, reversing by remote control with hand lever in addition · Walschaerts valve motion · Leading and trailing trucks kept on 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 · Two special adhesion 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 and is close-coupled to the engine; automatic coupling and numerous details · 9 1/2 in. long over buffers, weight 19 1/2 oz., including tender.

The German Federal Railways' Class 23 engines are used on medium and heavy passenger services as well as for fast, light express and goods trains. Engines and tenders are both of modern welded construction and the design is good enough to allow running at 110 kilometres (about 68 miles) an hour forward and 85 kilometres (about 53 miles) an hour tender first. As this class of engine can run at this high speed tender first, it is frequently used in heavy suburban and inter-urban traffic as well, in place of tank engines.

These MÄRKLIN models are genuinely true reproductions of the originals in service on the German Federal Railways' main line system.

MÄRKLIN

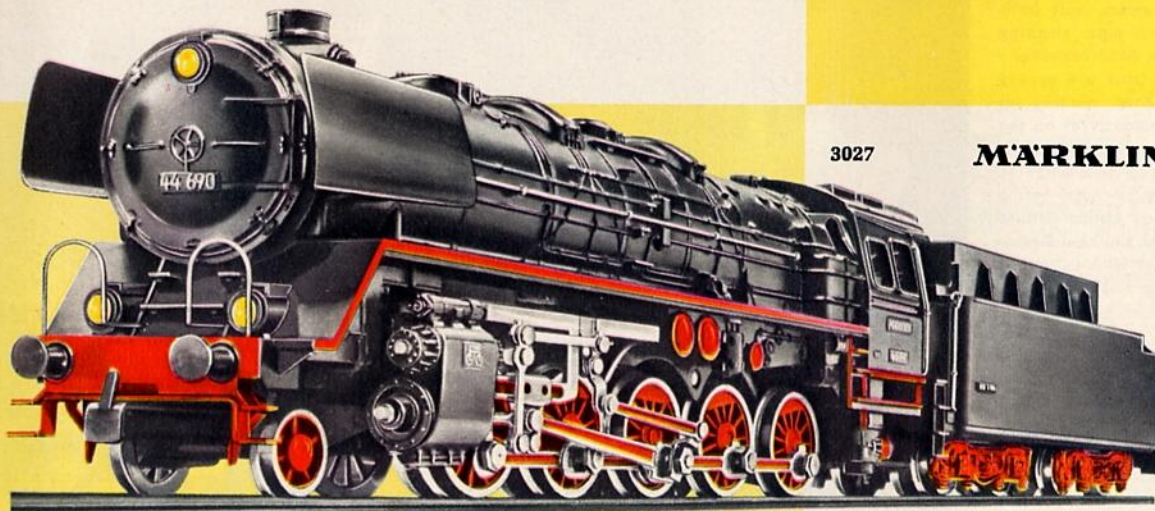
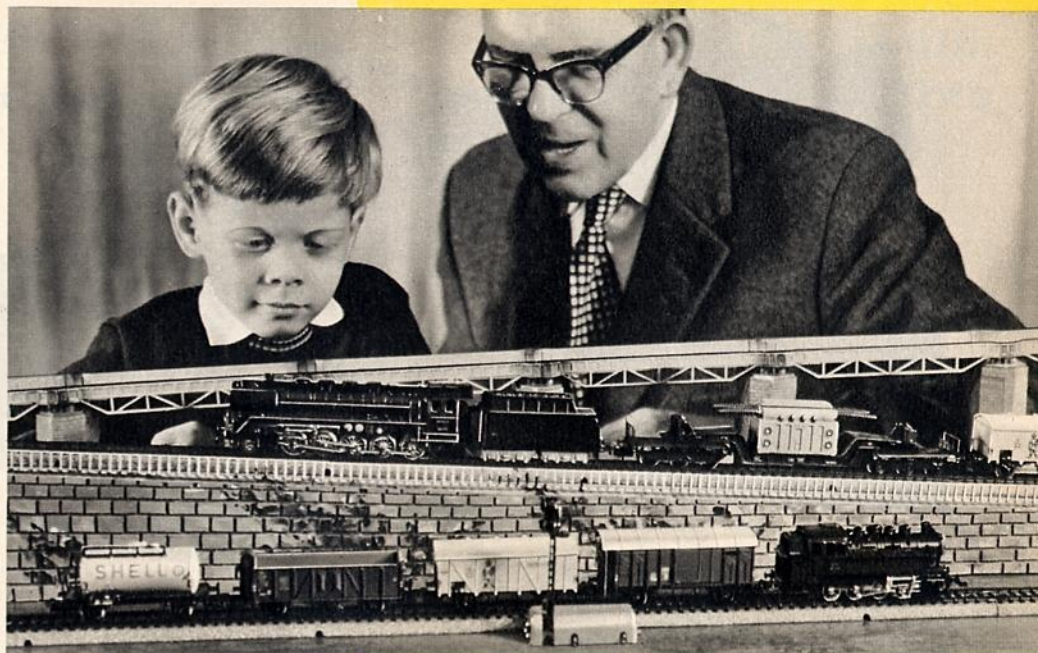
Heavy Goods Engine

3027 \$ 42.50

Heavy Goods Engine, modelled on the German Federal Railways' Class 44 locomotive · 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 hand lever in addition on the engine casing · Walschaerts valve motion · Leading truck is sprung to prevent derailment · Very easy running on curves to increase tractive effort · All driving axles are driven, the specially low-g geared motor providing slow running as well · Three headlamps to light up · Dull black, strong, all-metal casing · Front coupling hook fixed to leading truck provides full coupling facilities · Scale model reproduction of all boiler fitting details and smoke deflector plates · Eight-wheeled bogie tender with the MÄRKLIN TELEX COUPLING · 11 in. long over buffers, weight, including tender, 29 oz. The MÄRKLIN TELEX COUPLING fitted in the tender enables the train to be uncoupled from the engine at any desired point on the system by remote control from the transformer, without any extra appliance being required.

MÄRKLIN

The greatly-increased long-distance goods traffic on the German Federal Railways is often hauled by the powerful Class 44 locomotives on the non-electrified sections; that is the reason for this particular type of engine being met with so frequently on the main lines of the full-sized railway-system, where it arouses the interest and admiration of all railway enthusiasts. Its fine outlines and massive proportions were the inspiration for its reproduction in the form of this splendid model.



3027

MÄRKLIN



A transformer with a 30 VA output is required for this model (see page 45).

With the **MÄRKLIN TELEX COUPLING**

The Steaming Locomotive

A super-model,
even more true to scale,
and more realistic still

**This Engine
really does steam!**



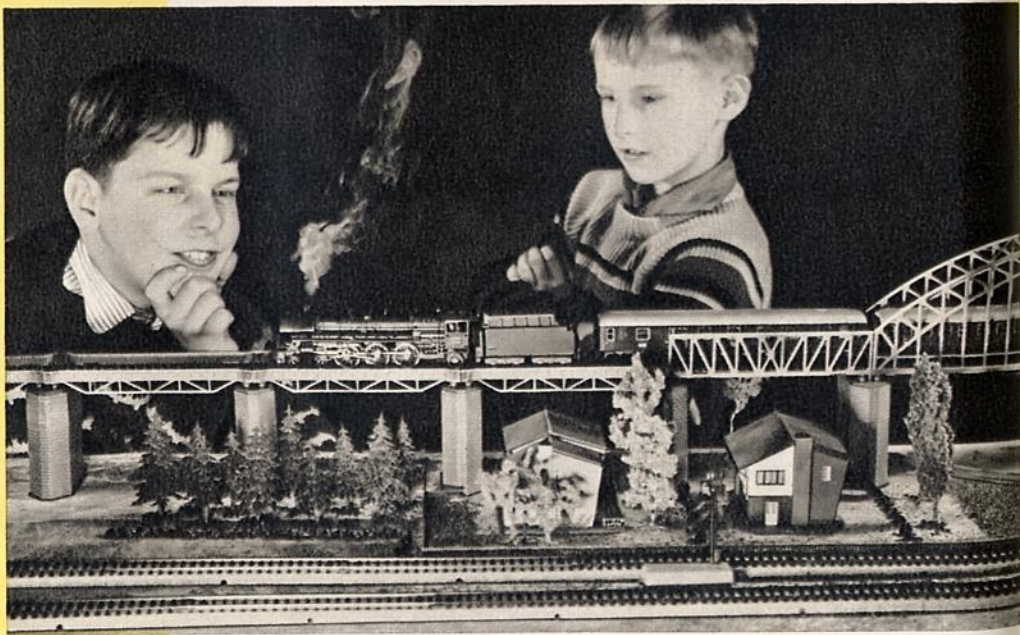
3048 \$ 34.50

Express Engine and tender, modelled on the German Federal Railways' Class 01 · Twelve-wheeled, 4-6-2 type, reversing by remote control with hand lever in addition · **Equipment to produce a close imitation of real steam**, consisting of the steam unit built into the engine, extra steam pipe, cleaning wire, tweezers and a steam fluid cartridge · Leading bogie and trailing truck are sprung to prevent derailment · Easy running on curves · Two special adhesion tyres on the trailing drivers to increase tractive effort and climbing power · Three headlamps to light up · 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 including tender, 26 oz.



A transformer with a 30 VA output (see page 45) is required for this model.

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

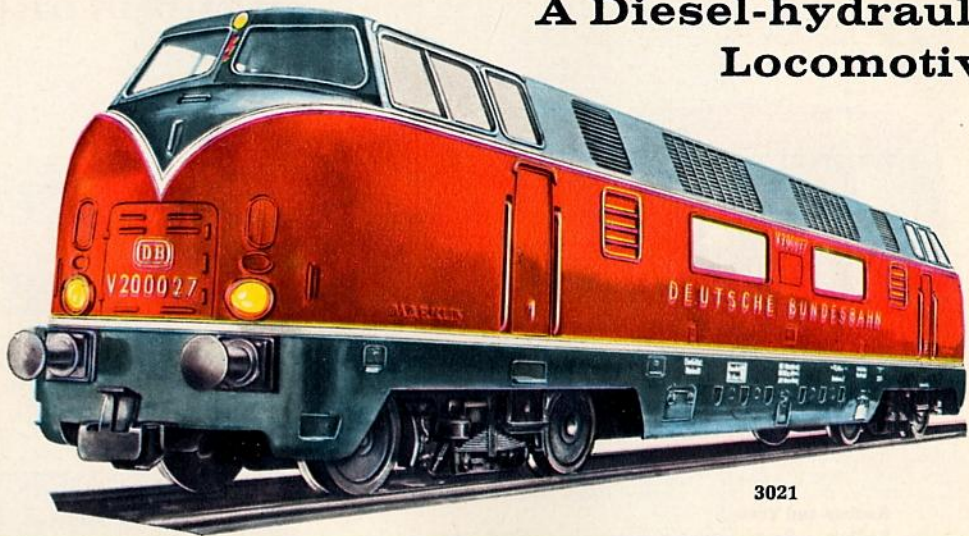


A transformer with a 30 VA output (see page 45) is required for this model.



3021 \$ 22.95

Diesel Locomotive, modelled on the German Federal Railways' Class V200 · Eight-wheeled, 0-4-4-0 type, with both axles of the rear bogie driven · Reverses by remote control with hand lever in addition · Four special adhesion tyres on the driven set of wheels, giving an extra high tractive effort · Three headlamps front and rear to light up · Red and grey all-metal superstructure with numerous details · Silver roof, windows glazed with cellophane · Automatic couplings both ends · 8³/₈ in. long over buffers, weight 16 oz.



3021

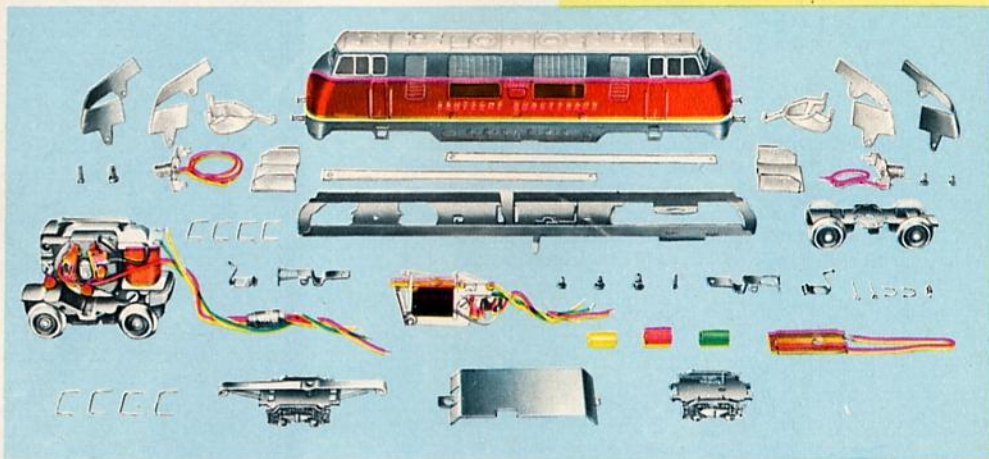
A Diesel-hydraulic Locomotive

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 1100 HP. Designed for a maximum speed of 140 kilometres (approximately 87 miles) an hour, it is used chiefly for express services.

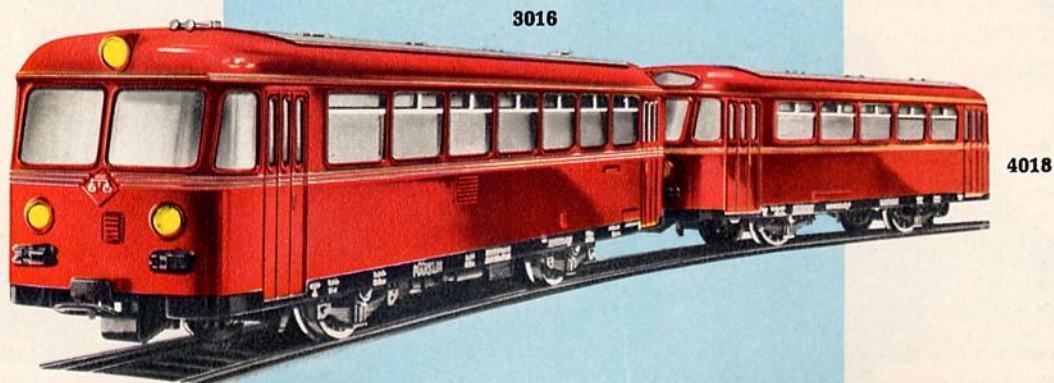
The V 200 Locomotive Building Kit

3921 \$ 18.95

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



Railbus and Trailer



3016 \$ 16.95

Railbus and Trailer

Railbus · Four-wheeled · Remote-controlled reversing with hand lever in addition · Special adhesion tyres · Lamps at both ends, and two bulbs for interior lighting · Red unbreakable plastic bodywork with numerous details · Cast metal frame with fine plastic reproductions of axleboxes, springing and rail guards · Windows glazed with cello · Cars close-coupled by special symmetrical couplings at both ends · 5⁷/₈ in. long over buffers, weight 10 oz.

4018 \$ 6.95

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



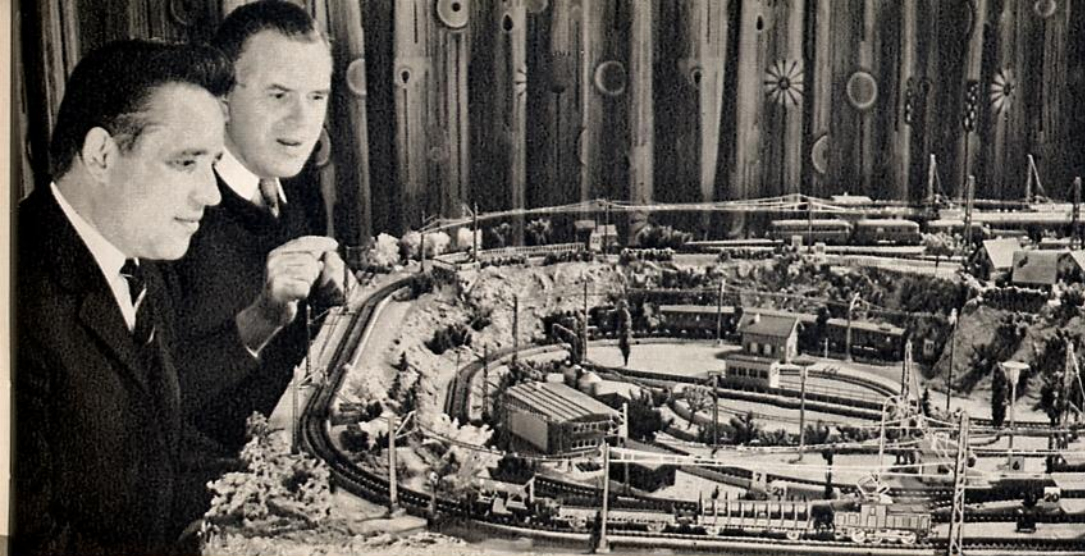
A transformer with a 16 VA output (see page 45) is ample for running this model.



MARMLIN



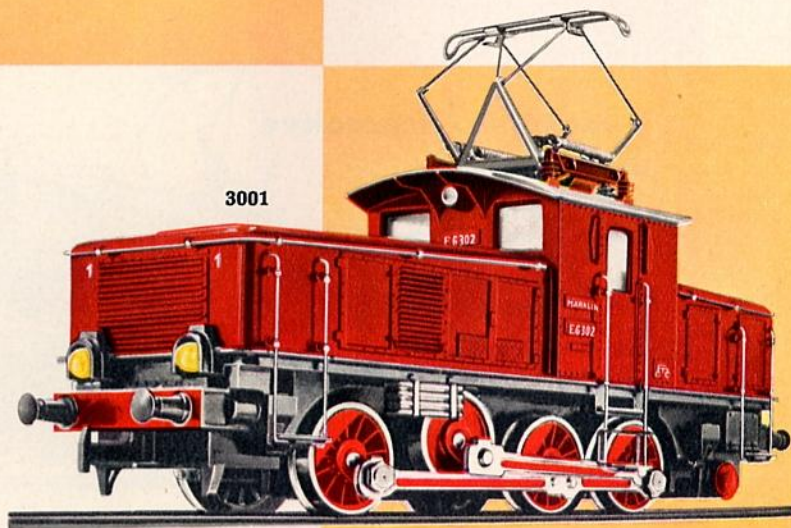
A transformer with a 16 VA output (see page 45) is ample for running this model, though a 30 VA transformer is advisable if trains are to light up.



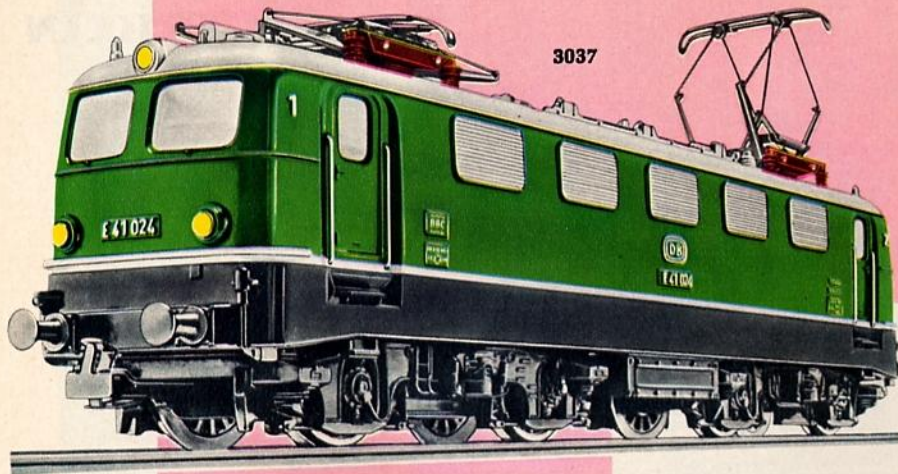
A much-admired design

3001 \$ 17.95

Electric Shunting Locomotive, modelled on the German Federal Railways' Class E 63 · Six-wheeled 0-6-0 type with gear-driven jackshaft · Remote control reversing with hand lever in addition · Two special adhesion types on the trailing drivers give extra tractive effort and climbing power · Low-g geared and durable gearing · Two electric headlights at each end, changing over automatically when reversed · Lever for optional current pick-up from overhead wire or surface contact · Red unbreakable plastic superstructure with handrails mounted separately and numerous details · Cast metal frame · Windows glazed with cellophane · Strong coupling hooks both ends · 4³/₄ in. long over buffers, weight 8³/₄ oz.



MARKLIN



3037 \$ 19.95

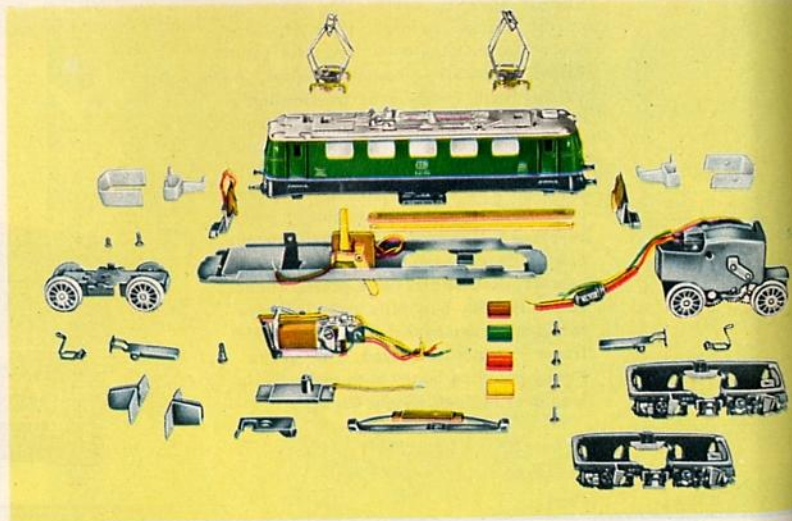
Electric Locomotive, modelled on the German Federal Railways' Class E 41 locomotive · Eight-wheeled, 0-4-4-0 type, with both trailing bogie axles driven · Remote control reversing with hand lever in addition · Four special adhesion tyres to increase the tractive effort · Three headlamps each, front and rear, to light up · 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 · Silver roof · Windows glazed with cellophane · Automatic couplings at both ends · 6 7/8 in. long over buffers, weight 18 1/2 oz.

Electric Locomotives - practically designed - well made =

Class E 41 Locomotive Building Kit

3937 \$ 17.95

Electric Locomotive Building Kit · Contains all parts for building the 3037 electric locomotive (see above) except lamp bulbs, though this locomotive can be lighted up · Needs only a screwdriver and flat pliers for assembling, there being no painting or soldering work · This locomotive is rather more difficult to assemble than coaching stock; illustrated instructions for building are included with every kit.



MARKLIN



A transformer with a 16 VA output (see page 45) is ample for running these locomotives, though a 30 VA transformer is advisable if trains are to light up.



reasonable in price

MÄRKLIN



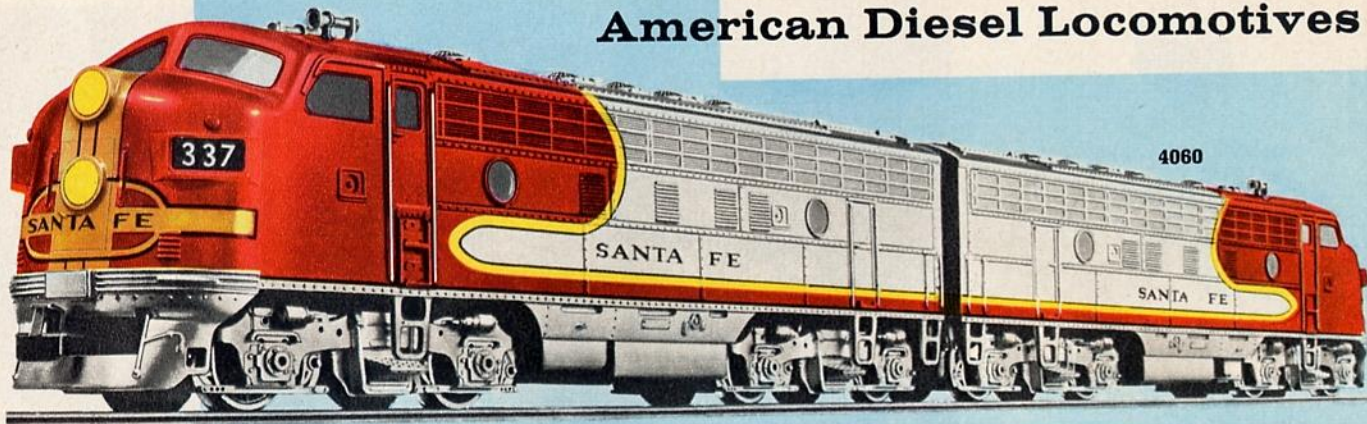
The originals of these new MÄRKLIN models 3034 and 3037 are to be seen in both blue and green finish in the Federal territory of Western Germany, where they are employed in express, fast, passenger and goods services.

3034

3034 \$ 19.95

Electric Locomotive as 3037, but superstructure finished blue.

American Diesel Locomotives



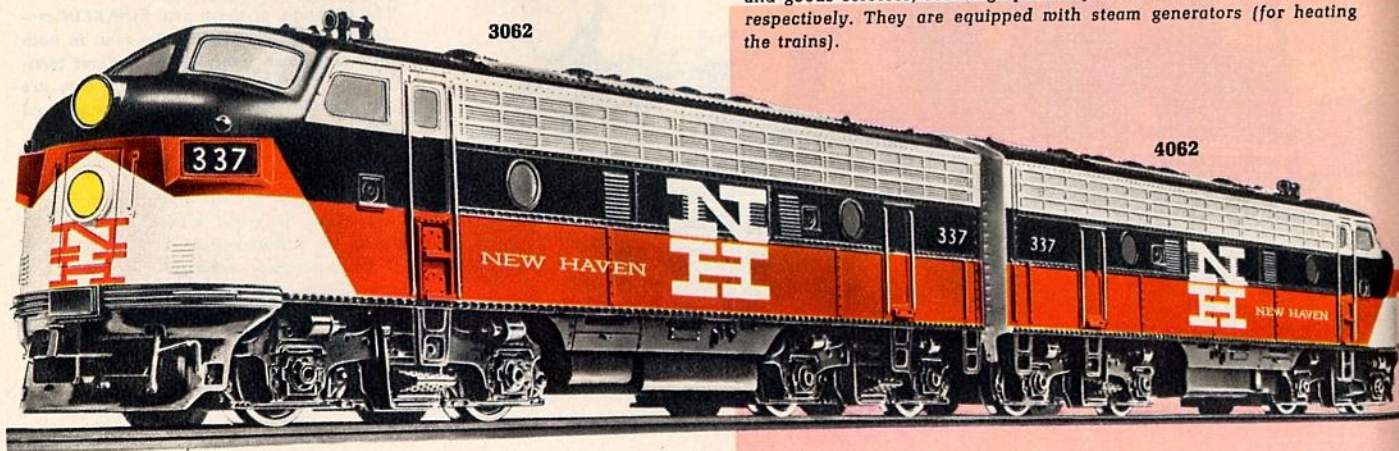
3060 \$ 19.95

Diesel Locomotive, modelled on the American Type F7 of the Electro-Motive Division of General Motors, as made for the Atchison, Topeka and Santa Fé Railroad · Eight-wheeled, 0-4-4-0 type · Both trailing bogie axles driven and wheels fitted with four special adhesion tyres · Remote control reversing with hand lever in addition · High tractive effort, scale model lighting · All-metal superstructure with numerous details · Windows glazed with cellophane · Automatic coupling at both ends · 6⁷/₈ in. long, weight 16¹/₂ oz.

4060 \$ 9.95

Counterpart, without drive · To match locomotive 3060 · Eight-wheeled, 0-4-4-0 type · Scale model lighting, all-metal superstructure with numerous details · Windows glazed cellophane · Automatic coupling at driving end · 6⁷/₈ in. long, weight 12³/₄ oz.

MARKLIN



The diesel locomotives of the American Type F7, made by the Electro-Motive Division of General Motors are used for both passenger and goods services, reaching speeds up to 100 and 85 miles per hour respectively. They are equipped with steam generators (for heating the trains).

MARKLIN



A transformer with a 16 VA output (see page 45) is ample for running this locomotive, though a 30 VA transformer is advisable if trains are to light up.



3062 \$ 19.95

Diesel Locomotive, modelled on the American Type F7 of the Electro-Motive Division of General Motors, as made for the New Haven Railroad · Eight-wheeled, 0-4-4-0 type · Both trailing bogie axles driven and wheels fitted with four special adhesion tyres · Remote control reversing with hand lever in addition · High tractive effort; scale model lighting · All-metal superstructure with numerous details · Windows glazed cello · Automatic couplings both ends · 6⁷/₈ in. long, weight 16¹/₂ oz.

4062 \$ 9.95

Counterpart, without drive · To match diesel locomotive 3062 · Eight-wheeled, 0-4-4-0 type · Scale model lighting, all-metal superstructure with numerous details · Windows glazed cello · Automatic coupling at driving end · 6⁷/₈ in. long, weight 12³/₄ oz.

Swedish Locomotive

MÄRKLIN



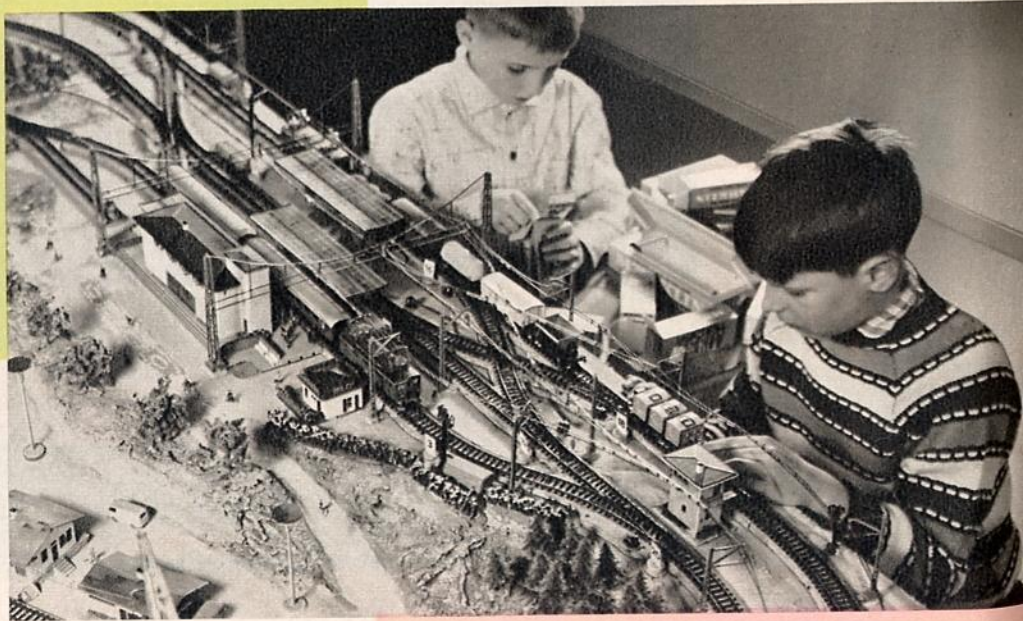
The standard Class D locomotives are much in evidence on the Swedish State Railways' lines (Statens Järnvägar), the Da type being the latest single-unit locomotive of this Class, used for both passenger and goods services. Owing to its low axle loading of only 15 or 17 tons, as the case may be, axles driven individually might possibly race or slip under difficult starting conditions, and 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 45) is advisable for running these models, especially if the trains are to light up.



3030 \$ 26.95

Electric Locomotive for mixed traffic, modelled on the Swedish State Railways' Da Class · Ten-wheeled, 2-6-2 type, with three driven axles; gear-driven jackshaft · Reverses by remote control with hand lever in addition · Leading and trailing trucks are kept on the rails by springs to avoid risk of derailment · Two special adhesion tyres on one set of drivers give a high tractive effort · Three electric head-lamps each, front and rear, to light up · 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 18³/₄ oz.



MÄRKLIN

Outstanding Models

of a Netherlands Locomotive

3013 \$ 27.95

Electric Express Locomotive, modelled on the Netherlands Railways (Nederlandsche Spoorwegen) Class 1100 locomotive. Eight-wheeled, with the axles arranged to give a 0-4-4-0 impression. Remote control reversing with hand lever in addition. Two special adhesion tyres fitted to one set of drivers giving a specially high tractive effort. Two electric headlamps each, front and rear, changing 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 cellon. Automatic couplings at both ends. $6\frac{3}{8}$ in. long over buffers, weight $25\frac{1}{2}$ oz.



MARKLIN



3012

MARKLIN

The original of the 3013 locomotive is in use on services of the Nederlandsche Spoorwegen (Netherlands Railways) in Holland, while that of the 3012 locomotive is to be found in France.

... of a French Locomotive

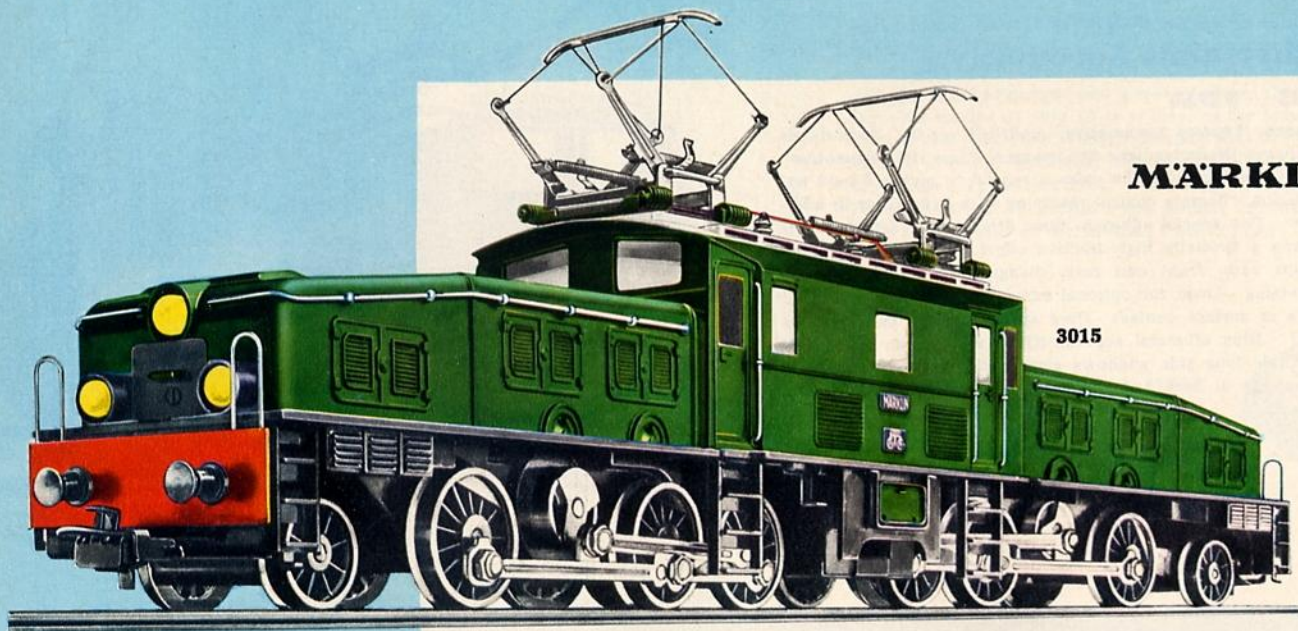
3012 \$ 27.95

Electric Express Locomotive, modelled on the Class BB 10 000 of the Société Nationale des Chemins de Fer Français (SNCF, or French National Railways Co.). As 3013, but finished in green.

A transformer with a 30 VA output (see page 45) is advisable for running these models, especially if the trains are to light up.



Swiss Heavy Goods Electric Locomotive



MARKLIN

3015

3015 \$ 49.95

Electric Goods Locomotive—the "Crocodile"—sixteen-wheeled, 2-6-6-2 type. The articulated design enables this locomotive to take curves of normal radius without difficulty. Remote control reversing, with hand lever in addition. Two special adhesion tyres on one set of drivers. The leading and trailing truck wheels are safe from derailment, as 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 cello. 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 45) is required for this model.

MARKLIN



A transformer with a 30VA output (see page 45) is advisable for this model, especially if trains are to be lighted up.



The favourite Swiss Locomotive



3014 \$ 27.95

Electric Locomotive · Eight-wheeled, with the axles arranged to give a 0-4-4-0 impression · Reverses by remote control with a hand lever in addition · Two special adhesion tyres on one set of drivers give a specially high tractive effort · Three electric headlamps each, front and rear, changing 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 · 6½ in. long over buffers, weight 23 oz.

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 fine reproduction in model form is an admirable addition to any railway system.

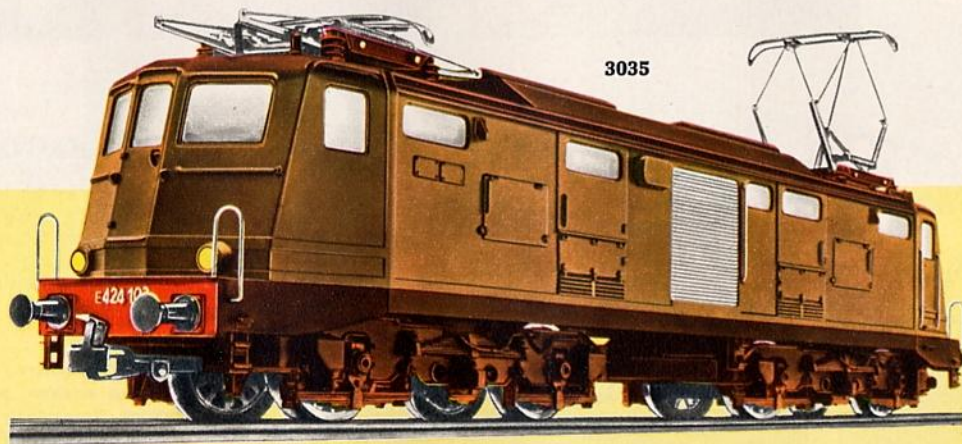
MÄRKLIN

Italian Electric Locomotive



A transformer with a 16 VA output (see page 45) is ample for running this model, though a transformer with a 30 VA output is recommended for use when trains are to light up.

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



3035 \$ 19.95

Electric Locomotive, modelled on the Italian State Railways' Class E 424 · Eight-wheeled, 0-4-4-0 type; both axles of the trailing bogie driven · Remote control reversing with hand lever in addition · Four special adhesion tyres for extra tractive effort · Two headlamps 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 colours of the original · Windows glazed with cellophane · Automatic couplings at both ends · 6⁷/₈ in. long over buffers, weight 15¹/₂ oz.

MÄRKLIN

Austrian Electric Locomotive

3036 \$ 19.95

Electric Locomotive, modelled on the Austrian Federal Railways Class 1141. Eight-wheeled, 0-4-4-0 type. Both axles of the trailing bogie driven and wheels fitted with four special adhesion tyres to increase tractive effort. Remote control reversing. Two headlamps each, front and rear, to light up. Lever for optional current supply from overhead wire or surface contact, with two sprung current collectors on roof. All-metal superstructure finished in the true colours of the original. Inset windows; automatic couplings both ends. 6 7/8 in. long over buffers; weight 16 oz.

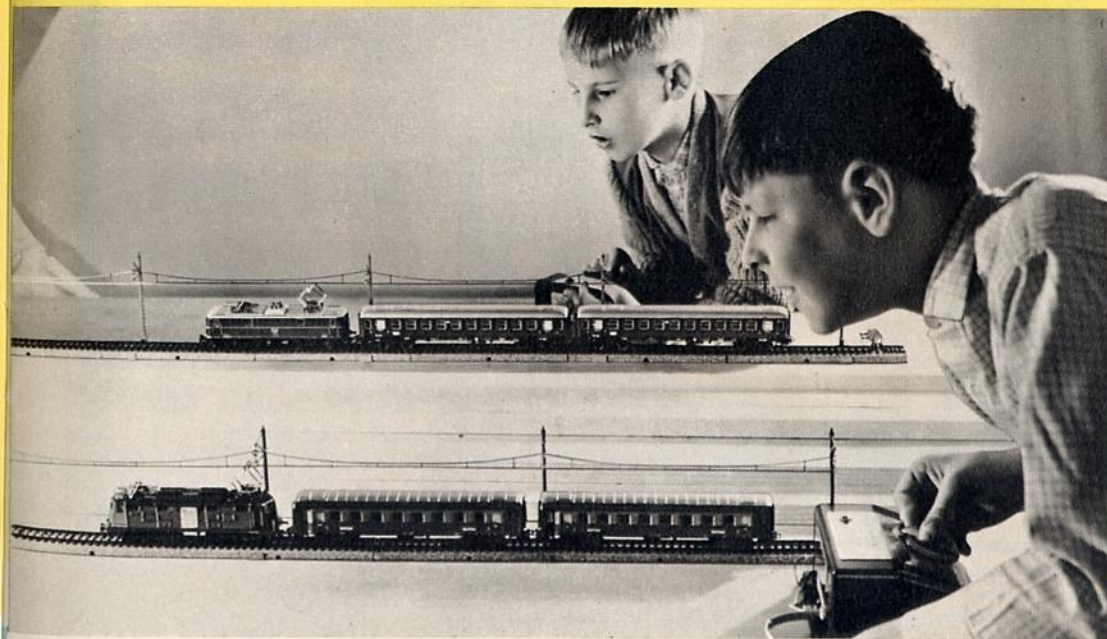


MÄRKLIN

The original of this MÄRKLIN model is employed chiefly on the Austrian Federal Railways' lines where gradients and track conditions are favourable. This locomotive weighs 80 tons and develops a one-hour rating of 3400 HP, its maximum speed being 110 kilometres (about 70 miles) an hour.



A transformer with a 16 VA output (see page 45) is ample for running this locomotive, though a transformer with a 30 VA output is recommended for use when trains are to light up.



Train Sets with oval Tracks and Transformers for traction and lighting connections, to run off A. C. (alternating current) mains only, to start your big railway system with



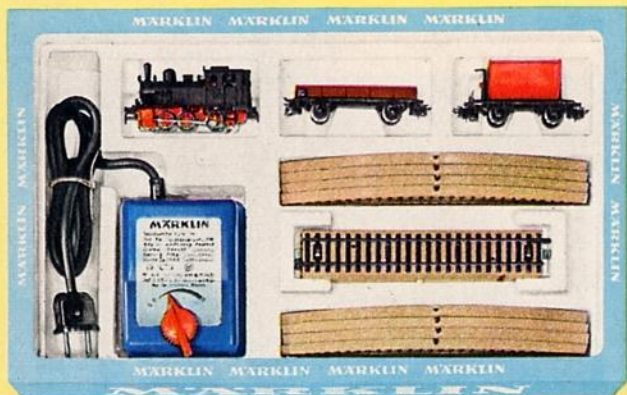
2955 110 volts \$ 22.50

Passenger Train with Transformer, consisting of steam locomotive (with remote control reversing) and two 4040 passenger coaches · Train 13½ in. long · Eight 5120 curved track sections, one 5106 straight section, one 5111 feeder section and one transformer.

These train sets that are such excellent value for money are made up in gift boxes like the one shown.

This transformer—packed in together with the train—has, like all MÄRKLIN railway transformers, connections for the track and for lights and magnetically-operated accessories as well; it also supplies a specially high voltage for reversing the locomotive by remote control. The 10 VA output of the transformer is sufficient to run larger locomotives also, such as the 3005, 3016 and 3034, for example.

The locomotives and transformers of these train sets cannot be supplied separately.



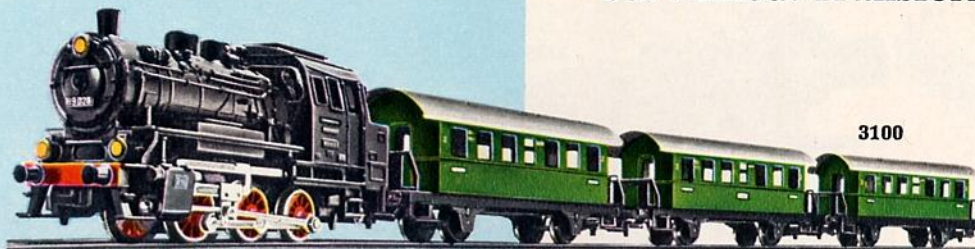
2935 110 volts \$ 22.50

Goods Train with Transformer, consisting of steam locomotive (with remote control reversing) and two goods wagons · Train 12¼ in. long · Eight 5120 curved track sections, one 5106 straight section, one 5111 feeder section and one transformer.

MÄRKLIN

Interesting Train Sets with oval Tracks but without Transformers

These trains are among the most outstanding models we make, despite their low cost which enables anyone to have these MÄRKLIN Railways without any great outlay.



3100 \$ 19.95 ▲

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



3200 \$ 21.95 ◀

Goods Train (without transformer) · Steam engine 3000 and three goods wagons with plastic bodywork · Train 16 3/4 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section.



▲ 3203 \$ 29.95

Goods Train (without transformer) · Steam engine 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.



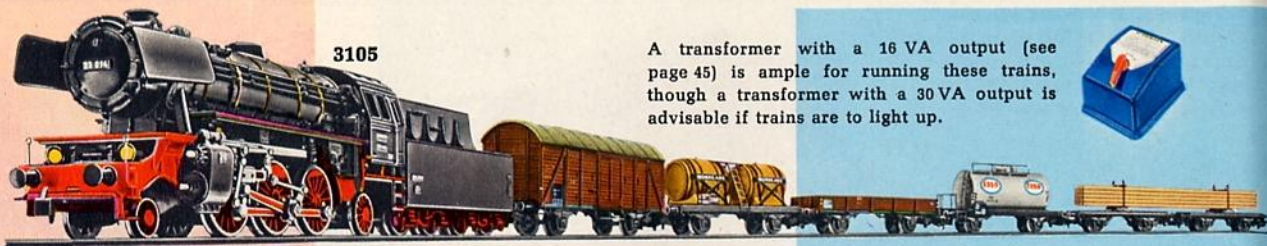
3103 \$ 31.95 ▲

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



A transformer with a 16 VA output is ample for running these trains (see page 45), though a transformer with a 30 VA output is advisable if trains are to light up.

Sets ready to run, with oval Tracks



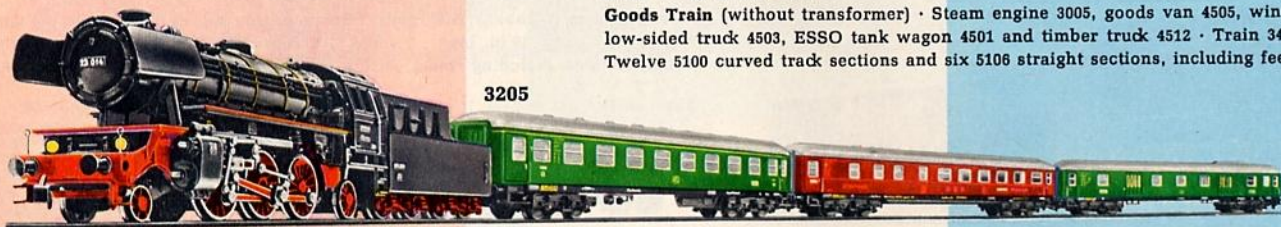
3105

A transformer with a 16 VA output (see page 45) is ample for running these trains, though a transformer with a 30 VA output is advisable if trains are to light up.



3105 \$ 47.95 ▲

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



3205

3205 \$ 46.95 ▲

Express Train · Steam engine 3005, express passenger coach, dining car 4024 and luggage van 4026 · Train 40 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section.



3134

3134 \$ 39.95 ▲

Express Train (without transformer) · Electric locomotive 3034 with express stock: Coach 4022, dining car 4024 and luggage van 4026 · Train 36½ in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section.



3237

3237 \$ 34.95 ▲

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

but without Transformers

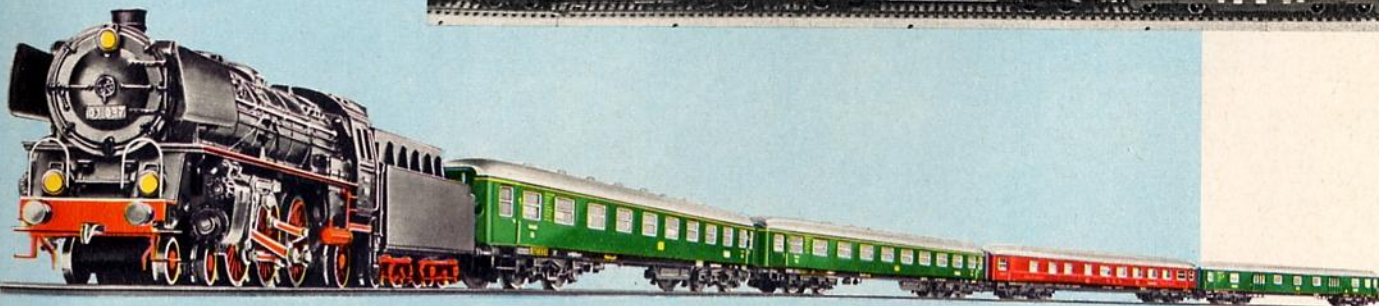
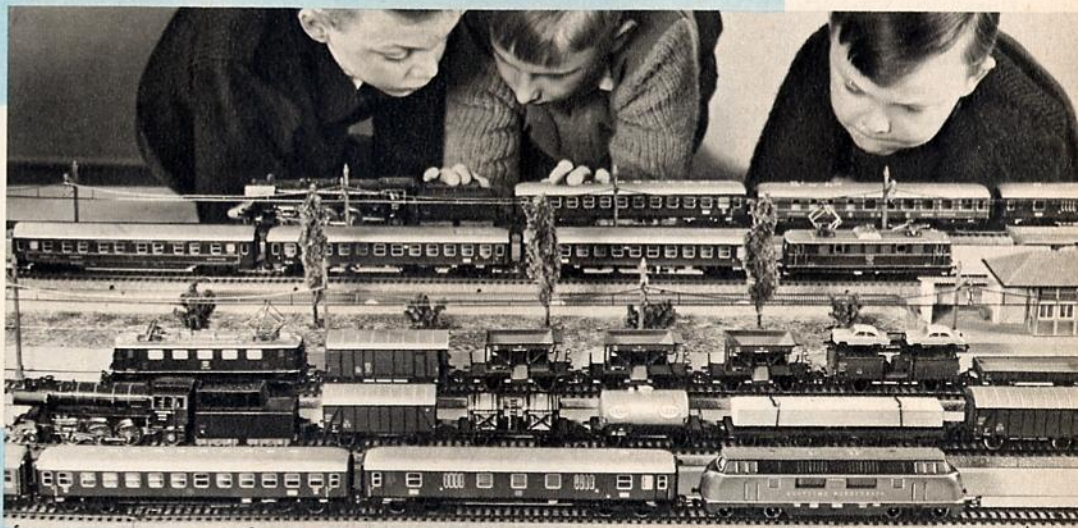
MARKLIN

A transformer with a 30 VA output is required for running these trains (see page 45).



▲ 3121 \$ 42.95

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



3148 \$ 75.00 ▲

Express Train with points (without transformer) · Steam express engine 3048 fitted to produce imitation steam, with express stock: Two passenger coaches, dining car 4024 and luggage van 4026 · Train 50 in. long · Twelve 5100 curved track sections and nineteen 5106 straight sections, including feeder section; one 5108 straight track section, one pair of electro-magnetic points 5117, control panel 7072 and four cables.

Fair Trade prices in US Dollars

Train Sets ready for running, with oval Tracks



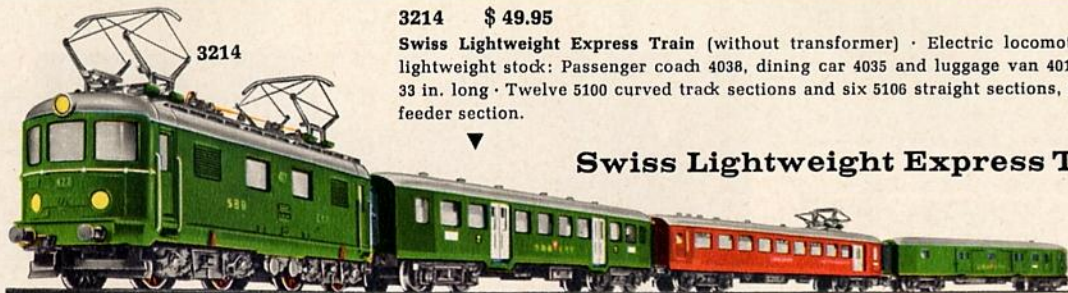
3135

3135 \$ 38.95

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

Italian Express Train

A transformer with a 16 VA output (see page 45) is adequate for running this 3135 train, though it is advisable to use a 30 VA transformer if the train is to light up.



3214

3214 \$ 49.95

Swiss Lightweight Express Train (without transformer) · Electric locomotive 3014, lightweight stock: Passenger coach 4038, dining car 4035 and luggage van 4017 · Train 33 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section.

Swiss Lightweight Express Train



A transformer with a 30 VA output (see p. 45) is required for this 3214 train set.

MARKLIN



but without Transformers

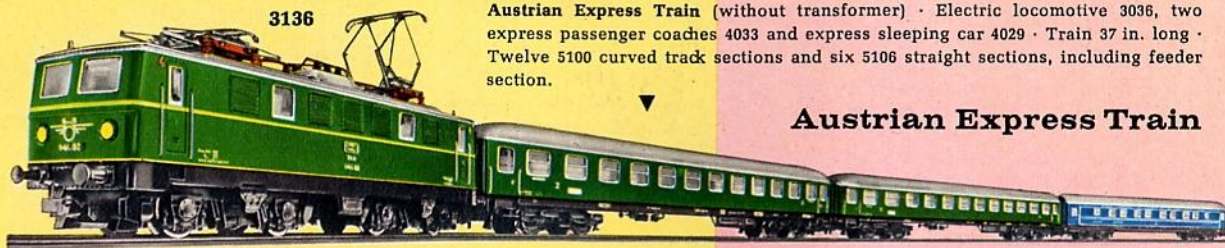


3230 \$ 46.95

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

Swedish Express Train

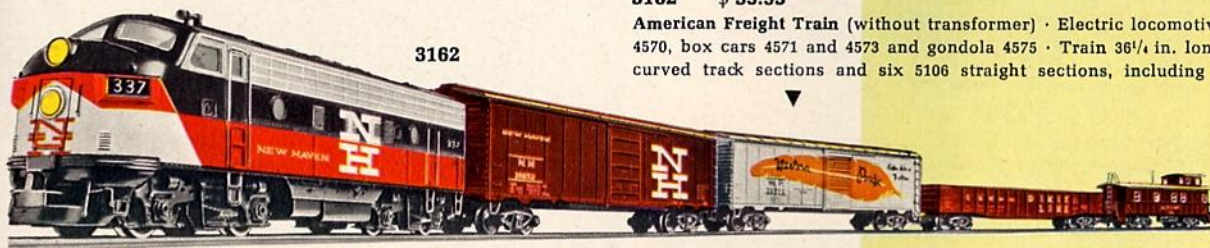
A transformer with a 16 VA output (see page 45) is adequate for running the 3136 and 3230 trains, though a 30 VA transformer is advisable if trains are to light up.



3136 \$ 39.95

Austrian Express Train (without transformer) · Electric locomotive 3036, two express passenger coaches 4033 and express sleeping car 4029 · Train 37 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section.

Austrian Express Train



3162 \$ 39.95

American Freight Train (without transformer) · Electric locomotive 3062, caboose 4570, box cars 4571 and 4573 and gondola 4575 · Train 36¼ in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section.

American Freight Trains

A transformer with a 16 VA output (see page 45) is ample for running the 3160 and 3162 trains.



3160 \$ 39.95

American Freight Train (without transformer) · Electric locomotive 3060, caboose 4570, box cars 4571 and 4572, and gondola 4575 · Train 36¼ in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section.

Passenger Coaches of finely-printed sheet steel- with Automatic Couplings and the "Advance" Uncoupler



4040 \$ 1.50 ▲

Passenger Coach, four-wheeled, with platforms and entrances both ends · Open windows · Coach body green, silver-grey roof · 4½ in. long over buffers.

This 4040 passenger carriage is a type that goes particularly well with the 3029 tank engine, and a train made up with these units brings back to mind the railways' romantic era at the turn of the century.



4000 \$ 1.50 ▲

Passenger Coach with platforms and entrances both ends · Dark green with grey roof · 4½ in. long over buffers.

Standard Type of Coach, 2002, 4003, 4041 with all details well reproduced. Arranged for fitting interior lighting; windows glazed with cellophane. Dark green with grey roof. Numerous inscriptions. Coach 5½ in. long over buffers.



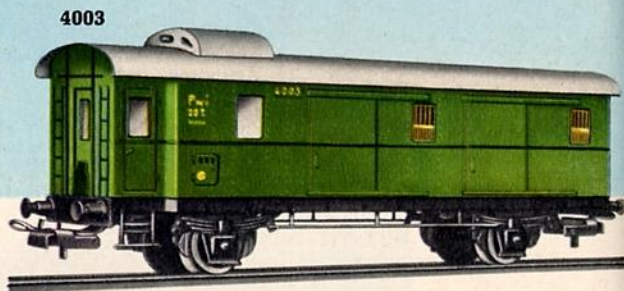
4041

◀ 4041 \$ 3.95

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

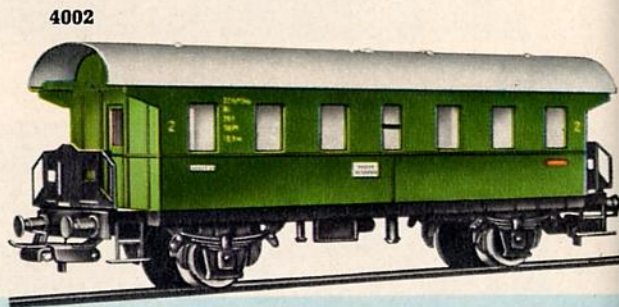
4003 \$ 2.75

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



4002 \$ 2.75

Passenger Coach with platforms and entrances both ends.



4005 \$ 5.50

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



4005

MARKET



4004

4004 \$ 4.50

Compartment Coach without brakesman's cabin, otherwise as 4005.

Interior fittings and figures for the 4022, 4024, 4027, 4030, 4031, 4033, 4036 and 4037 coaches

These interior fittings and figures are made of plastic and supplied as sets for fitting into the coaches mentioned. Illustrated instructions for building them up are included in every set.

0222 \$ 3.25

Set of interior fittings and fixtures for the 4022, 4030, 4031, 4033, 4036 and 4037 coaches, with ten multi-coloured figures and numerous bench seats.

0222



0223



0224



0223 \$ 3.25

Set of interior fittings and figures for the 4027 coach with ten multi-coloured figures and numerous bench seats.

0224 \$ 3.25

Set of interior fittings and figures for the 4024 dining car, with nine multi-coloured figures, red bench seats and white tables.

German Federal Railways' Express Coaches



◀ 4032 \$ 5.95

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

These model express coaches are miniature reproductions of the originals on the German Federal Railways, with lettering, inscriptions and colours all true to the full-sized ones. The bogies have movable bolsters to compensate for unevenness on the track. Simulated rubber beadings for the gangways between coaches. Automatic couplings with the "Advance" uncoupler and arrangements for fitting interior lighting.

▶ 4024 \$ 4.75

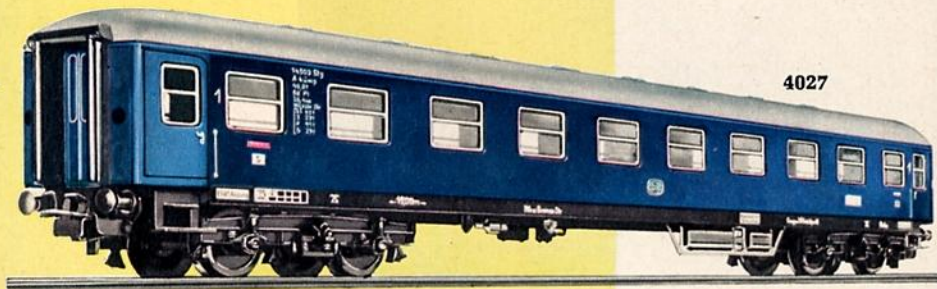
Express Dining Car, modelled on the German Sleeping Car Co.'s stock (DSG - Deutsche Schlafwagen-Gesellschaft) · Eight-wheeled, detachable roof, open windows with cello glazing · Wine red with silver roof, ivory lettering · 9½ in. long over buffers.



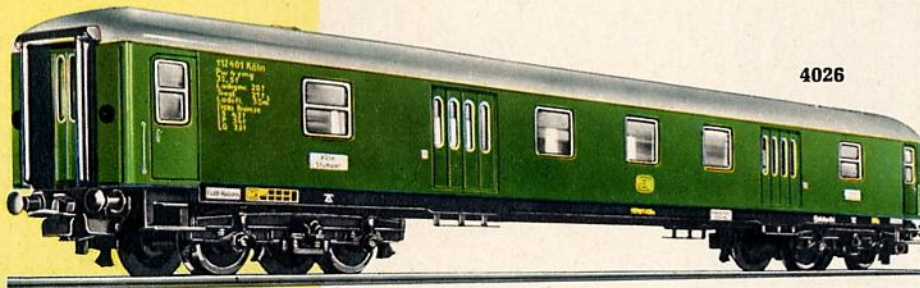
4024

▶ 4027 \$ 4.75

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.



4027



4026

▶ 4026 \$ 4.75

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

M'ARKLIN

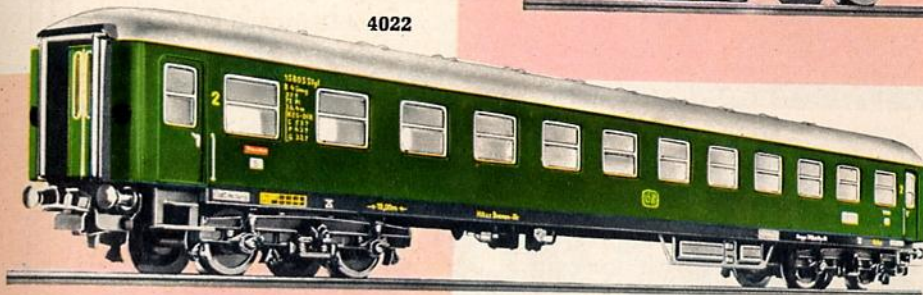
4029 \$ 4.75

Express Sleeping Car, modelled on the International Sleeping Car Co'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.



4029

4022



4022 \$ 4.75

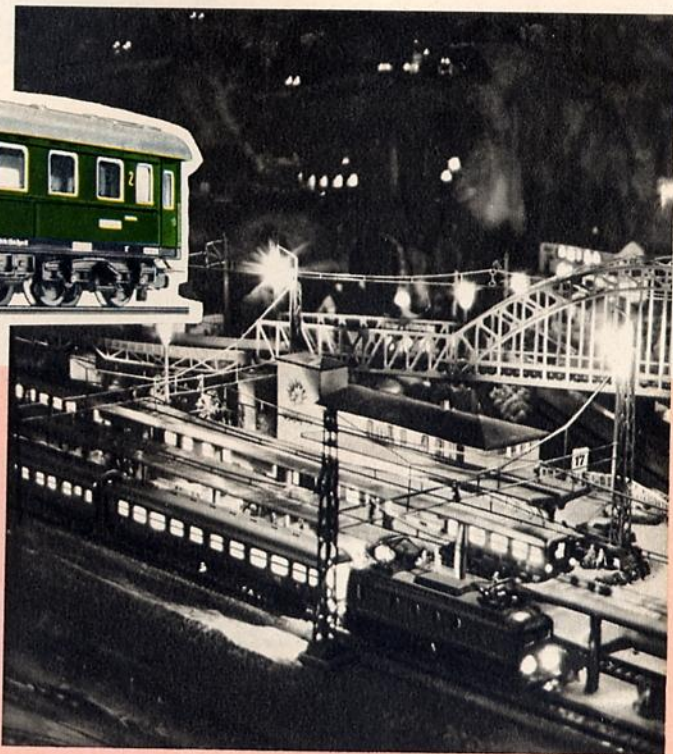
Second Class Express Coach, modelled on the German Federal Railways' stock · Eight-wheeled, detachable roof, open windows glazed with cellophane · Dark green, with silver roof · 9½ in. long over buffers.



4037

4037 \$ 3.95

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



M'ARKLIN

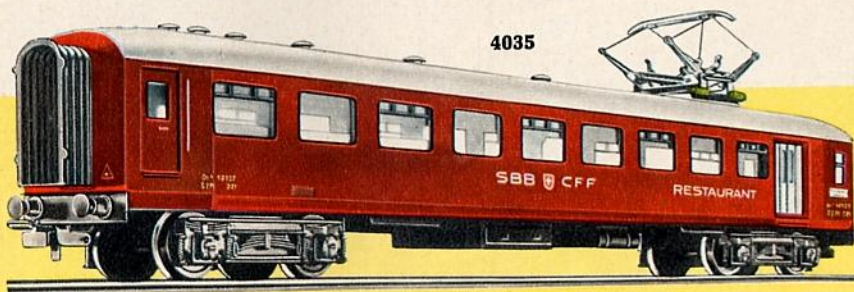


Swiss Federal Railways' Lightweight Express Coaches

All-metal Coaches

4038 \$ 5.00 ▶

Lightweight Express Coach, eight-wheeled, modelled on the Swiss Federal Railways' stock (SBB - Schweizerische Bundesbahnen) · Bogies with movable bolsters · Open windows glazed with cellon · Concertina connections · Green, with silver-grey roof · 8 $\frac{1}{4}$ in. long over buffers.



4035 \$ 5.00

Restaurant Car, with current collector on roof that can be used for supplying the car lighting · Window and roof ventilators · Concertina connections · Frosted glass windows for kitchen compartment · Battery boxes · Wine red, silver-grey roof · 8 $\frac{1}{8}$ in. long over buffers · See page 52 for tail lights for this car.



4017 \$ 5.00

Luggage Van, with side sliding doors, barred windows and numerous details · Dark green, silver-grey roof, yellow lettering and inscriptions · 8 $\frac{3}{8}$ in. long over buffers.

All coaches on this page fitted with **automatic couplings** and arrangements for interior lighting (see page 52).

Italian State Railways' Passenger Coaches

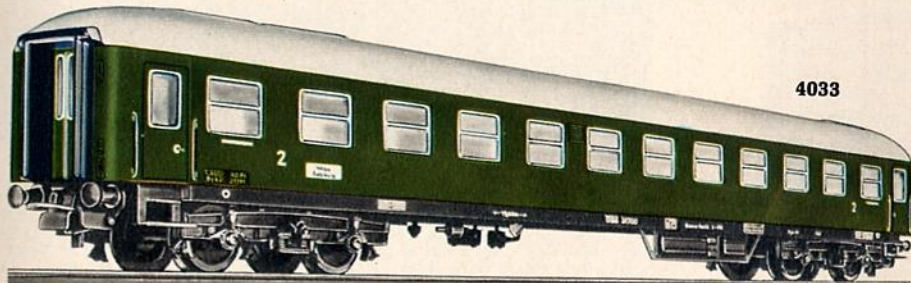
MARKLIN

4036 \$ 3.95

Second Class Passenger Coach, modelled on the Italian State Railways' stock (FS - Ferrovie delle Stato) · Eight-wheeled, detachable roof, open windows glazed with cellophane · Brown and beige finish, with silver roof · Imitation concertina connections at ends · 8¾ in. long.



4036



4033

4033 \$ 4.75

Second Class Express Coach, modelled on the Austrian Federal Railways' stock (ÖBB - Österreichische Bundesbahnen) · Eight-wheeled, detachable roof, open windows glazed with cellophane · Green, with silver roof · 9½ in. long over buffers.

Austrian Federal Railways' Express Coaches

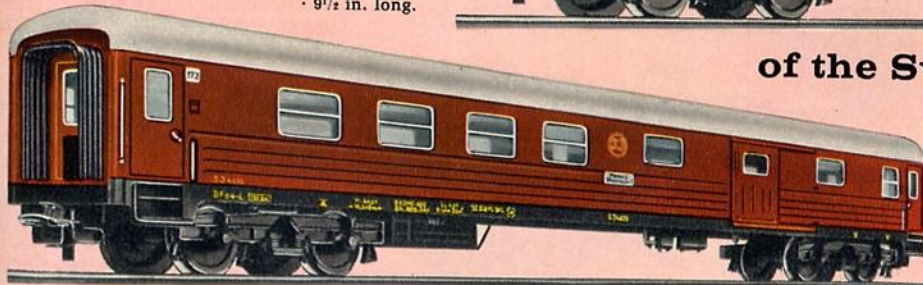
4030 \$ 4.75

First and Second Class Composite Express Coach, modelled on the Swedish State Railways' stock (SJ - Statens Järnvägar) · Eight-wheeled, detachable roof, open windows glazed with cellophane · Brown, with grey roof · Imitation concertina connections at both ends · 9½ in. long.



4030

of the Swedish State Railways



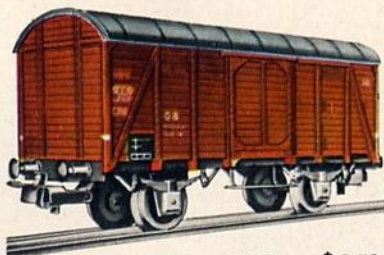
4031

4031 \$ 4.75

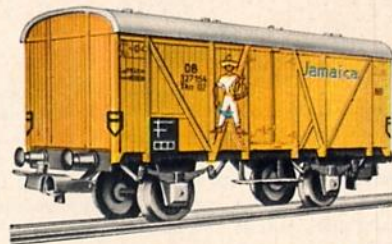
Express Composite Luggage Van with second-class compartment, modelled on the Swedish State Railways' (SJ) stock · Eight-wheeled, detachable roof, two sliding doors, open windows glazed with cellophane · Brown, with silver-grey roof · Imitation concertina connections at both ends · 9½ in. long.

Goods Wagons with plastic bodywork, Automatic Couplings and the

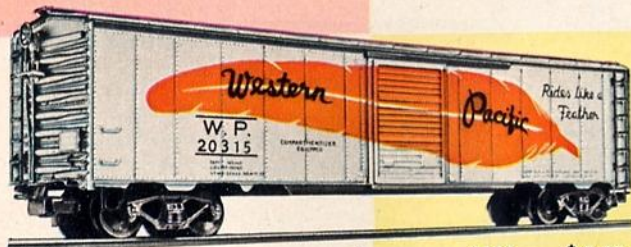
The wagons on pages 34 and 35 have enamelled sheet steel frames and plastic bodywork (except 4512 and 4516), with die-cast metal wheels. The lengths given are measured over the buffers.



▲ 4505 \$ 2.50
Covered Goods Van, brown, with grey roof, 4 in. long.



▲ 4509 \$ 2.50
Banana Van, with picture of a banana picker · Yellow, with blue lettering and white roof · 4 in. long.



▲ 4571 \$ 3.95
Box Car (covered Goods Van), Western Pacific Railroad model (50 tons), Eight-wheeled · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Silver-grey, 8 1/8 in. long.



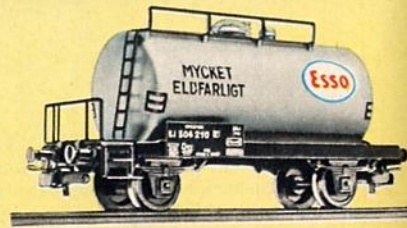
▲ 4572 \$ 3.95
Box Car (covered Goods Van), Santa Fé Railroad model (50 tons) · Eight-wheeled · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Brown, with silver grey roof, 8 1/8 in. long.



▲ 4575 \$ 3.00
Gondola (open Goods Truck), Dixie Line model · Eight-wheeled · Bogies with movable bolsters · Brown plastic bodywork, 7 1/8 in. long.



▲ 4511 \$ 3.25
Pulverised Coal Wagon, two pulverised coal containers with fillers, finished aluminium colour and joined by a walkway with step ladders both sides · 4 in. long.

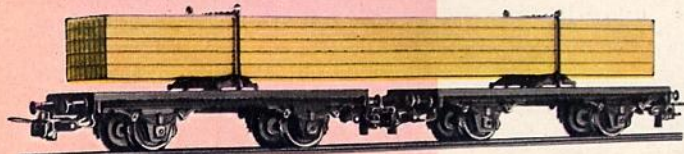


▲ 4524 \$ 3.00
Petrol Tank Wagon, modelled on the Swedish State Railways' stock (Sj) · Four-wheeled, aluminium colour, lettered "ESSO" · Walkway with ladder and filler · 4 in. long.

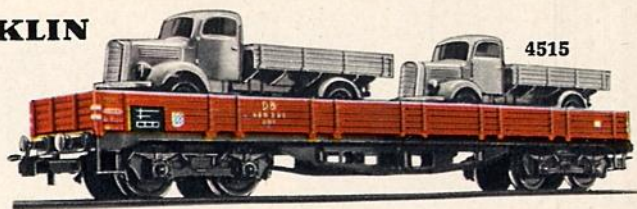


▲ 4570 \$ 3.95
Caboose (Goods Train Guard's Van), American model · Eight-wheeled, with roof walkway · Brown, with silver grey roof, 5 1/8 in. long.

MARKLIN



▲ 4512 \$ 5.50
Bauk Timber Truck, carrying baulks of timber · An all-metal two-part model, finished black · 7 1/8 in. long.

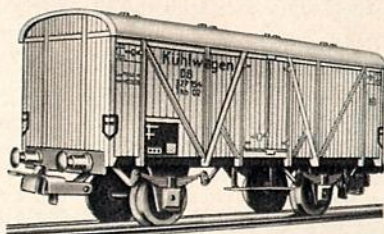


▲ 4515 \$ 4.50
Low-sided Truck, brown, eight-wheeled, loaded with two motor lorries · Without "Advance" uncoupler · 7 1/8 in. long.



4506 \$ 3.95

Covered Goods Van · Brown, with grey roof · With finely modelled side-mounted tail lamps to light from a current pickup · 4 in. long.



▲ 4508 \$ 2.50

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



4550 \$ 3.00

Covered Goods Van, modelled on the Italian State Railways' stock (FS - Ferrovie dello Stato) · Four-wheeled, detachable roof · Special scale-model reproduction of all details · Brown, with silver grey roof · 4¹/₄ in. long.



▲ 4573 \$ 3.95

Box Car (covered Goods Van), New Haven Railroad Co's. model (50 tons) · Eight-wheeled · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Brown, with silver grey roof · 8¹/₄ in. long.



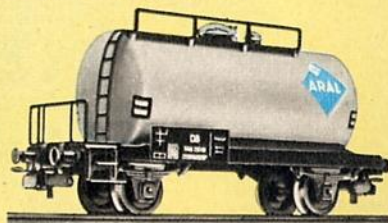
▲ 4517 \$ 3.95

Tilt Truck · Brown · Eight-wheeled, with white tilt · Without "Advance" uncoupler · 7¹/₄ in. long.



▲ 4502 \$ 3.00

Petrol Tank Wagon · Yellow, lettered "SHELL" · Walkway with ladder and filler · 4 in. long.



▲ 4500 \$ 3.00

Petrol Tank Wagon · Aluminium colour, lettered "ARAL" · Walkway with ladder and filler · 4 in. long.



▲ 4501 \$ 3.00

Petrol Tank Wagon · Aluminium colour, lettered "ESSO" · Walkway with ladder and filler · 4 in. long.



▲ 4520 \$ 3.50

Container Truck, loaded with three cylindrical containers marked "BAYER" · Silver containers, black underframe · 4¹/₄ in. long.



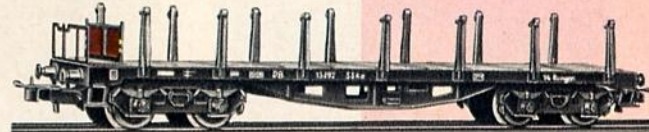
▲ 4510 \$ 3.00

Wine Truck, with two barrels and step ladders both sides · Barrels light brown and lettered "BORDEAUX" · 4 in. long.



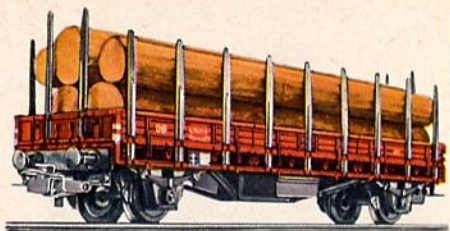
▲ 4514 \$ 3.00

Low-sided Truck · Brown, eight-wheeled · Without the "Advance" uncoupler · 7¹/₄ in. long.



▲ 4516 \$ 3.95

Stanchion Truck · Eight-wheeled · Sheet steel truck floor and stanchions · Without "Advance" uncoupler · 7¹/₄ in. long.



▲ 4608 \$ 4.00

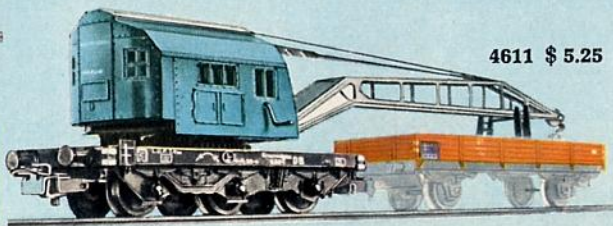
Rough Timber Wagon, loaded with tree trunks (German Federal Railways' Rmms 33 type) · Detachable stanchions · Brown · 5 1/4 in. long.



4616

◀ 4616 \$ 3.50

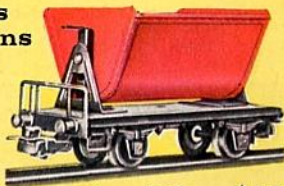
Low-sided Truck (German Federal Railways' Rmms 33 type) · Loaded with Mannesmann pipe · Brown, black pipe with yellow lettering · 5 1/4 in. long.



4611 \$ 5.25

Crane Truck, with slewing crane, movable jib and jib support · Crank handle for raising and lowering crane hook · Black underframe, light blue crane, silver jib · Underframe 3 3/4 in. long · (The low-sided truck is not included in the price).

**Goods
Wagons**
on pages
34/35



▲ 4513 \$ 1.75

Tipping Truck · Red · To discharge either side · With locking device · 3 3/4 in. long.



▲ 4503 \$ 1.50

Low-sided Truck · Brown · 4 in. long.



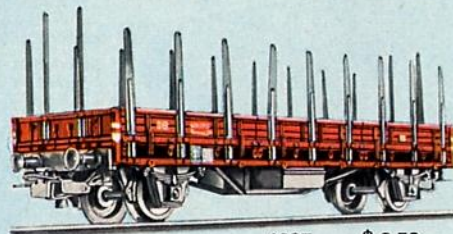
▲ 4504 \$ 2.00

Low-sided Truck · Brown, loaded with miniature car · 4 in. long.



4609 \$ 4.00

Tilt Truck · (German Federal Railways' Rmms 33 type) · Brown, with white tilt · 5 1/4 in. long.



4607 \$ 3.50

Stanchion Truck (German Federal Railways' Rmms 33 type), with detachable stanchions that can be carried in a sliding case beneath the floor of the truck · Brown · 5 1/4 in. long.

MARKLIN



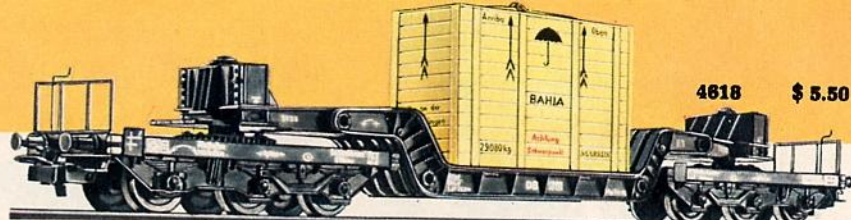
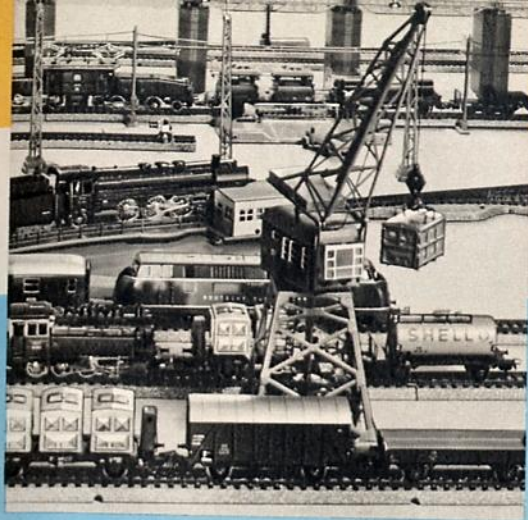
▲ 4610 \$ 4.00

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

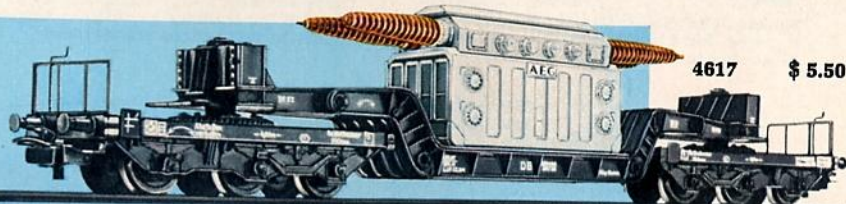


▲ 4600 \$ 3.75

Goods Train Luggage Van (German Federal Railways' Pwg type) · Green, with grey roof · Doors both sides to open · 3 1/2 in. long.



Well Wagon, twelve-wheeled, loaded with a packing case · Black, with wood-coloured case · 10 in. long.

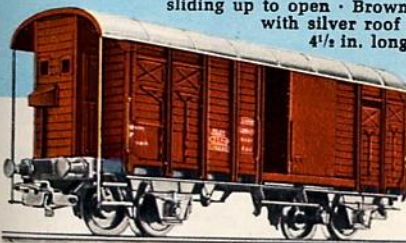


Well Wagon, twelve-wheeled, loaded with a transformer · Black, grey transformer · 10 in. long.



4619 \$ 3.00

Sliding Roof Wagon (German Federal Railways' Kmmks 51 type) · Four-wheeled, a scale model of the type with halves of the roof sliding up to open · Brown, with silver roof · 4½ in. long.



▲ 4605 \$ 3.75

Goods Van with brakesman's cabin (Swiss Federal Railways' SBB-K² type) · Brown, with silver roof · Doors to open both sides · 4½ in. long.



▲ 4614 \$ 4.75

Container Wagon, with brakesman's cabin, loaded with three box-type containers · Silver containers, black underframe, 4½ in. long.



4604 \$ 3.75

Open Goods Truck (German Federal Railways' Omm 52 type) · Brown, with detachable imitation load of coal · 4½ in. long.



4612 \$ 4.00

Motor Car Transporter Wagon with loading ramp · Not loaded · Brown, with black ramp · 4½ in. long · (On the German Federal Railways two of these transporters are always used together as a unit which is then described as the Off 52 type).



▲ 4613 \$ 5.50

Motor Car Transporter Wagon, with loading ramp · Loaded with miniature cars · Brown, with black ramp · 4½ in. long.



▲ 4602 \$ 3.25

Open Goods Truck (German Federal Railways' Omm 52 type) · Brown · 4½ in. long.



▲ 4603 \$ 3.75

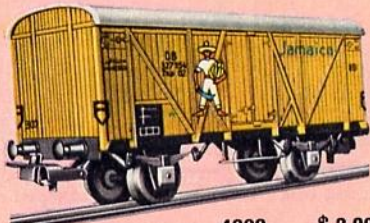
Open Goods Truck (German Federal Railways' Omm 52 type) · Brown · With detachable imitation load representing stone · 4½ in. long.



▲ 4601 \$ 3.75

Open Goods Truck with brakesman's cabin (German Federal Railways' Omm 33 type) · Brown · 4½ in. long.

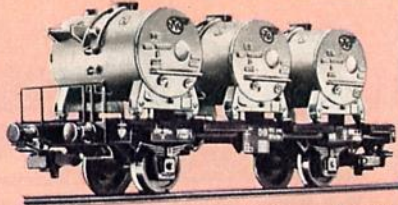
Banana Van 4909 assembled



4909 \$ 2.00

Banana Van Kit · Containing all parts required for building the banana van · Illustrated instructions are included.

Container Wagon 4920 assembled.



4920 \$ 2.50

Container Wagon Kit · Containing all parts required for building a container wagon · Illustrated instructions are included.



B. P. Petrol Tank Wagon 4900 assembled.



4900 \$ 2.25

B. P. Tank Wagon Kit · Containing all parts required for building this B. P. Petrol Tank Wagon · Illustrated instructions are included.

Pulverised Brown Coal Truck 4911 assembled



4911 \$ 2.50

Pulverised Brown Coal Truck Kit · Containing all parts required for building the pulverised brown coal truck · Illustrated instructions are included.

Refrigerated Van 4908 assembled.



4908 \$ 2.00

Refrigerated Van Kit · Containing all parts required for building the refrigerated van · Illustrated instructions are included.





MÄRKLIN Kits for building rolling stock

These kits provide 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 and a pair of flat-nosed pliers.

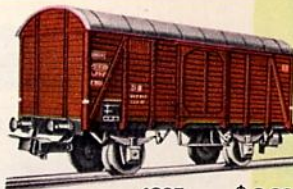
True leisure is to use time for one's own enjoyment and benefit, and this is just what a MÄRKLIN Building Kit helps you to do, so that every day may be the key to real pleasure.

Low-sided Truck 4914 assembled



4914 \$ 2.25 Low-sided Truck Kit · Containing all parts required for building a low-sided truck · Illustrated instructions are included.

Goods Van 4905 assembled



4905 \$ 2.00 Goods Van Kit · Containing all parts required for building the goods van · Illustrated instructions are included.

Open Goods Truck 4903 assembled



▲ 4903 \$ 1.25 Open Goods Truck Kit · Containing all parts required for building an open goods truck · Illustrated instructions are included.

Low-sided Truck 4904 assembled



4904 \$ 1.75 Low-sided Truck Kit, with Miniature Car · Containing all parts required for building this low-sided truck · Illustrated instructions are included.

Passenger Coach 4802 assembled



4802 \$ 2.25 Passenger Coach Kit · Containing all parts required for building a passenger coach · Illustrated instructions are included.

Wine Truck 4910 assembled



4910 \$ 2.25 Wine Truck Kit · Containing all parts required for building the wine truck · Illustrated instructions are included.



MARKLIN Railway Tracks

We recommend the Group 5100 track for building up a new system. This is an all-metal track with hollow-section rails and the centre contact in the form of studs, giving, with the fine stamped imitation ballast, a track that very closely approximates to the real thing. Twelve of these 5100 track sections form a circle approximately 30 in. in diameter, including the ballast (see Table on page 43). Contact tongues safe from short-circuiting ensure reliable passage for the current. For fixing track sections to a baseboard we recommend the No. 60 125 countersunk wood screws.



5114 \$ 2.25
Crossing, 7¹/₁₆ in. long.



5120 \$.40
Curved Track Section, 8⁷/₁₆ in. long · Branch lines and Works tracks of small radius can be built with these 5120 track sections, the diameter of the circle they form being 24 in., including the embankment, eight sections being required for the circle · The 5120 track sections are the same type as the 5100 sections · 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 smaller radius of the curved sections.



5105 Track Contact Section, straight \$.95
5104 Track Contact Section, curved \$.95
These track contact sections are for the remote control of points, signals etc. by the train in motion. Setting a signal "off" and at danger again, for instance, requires one track contact section for each operation.



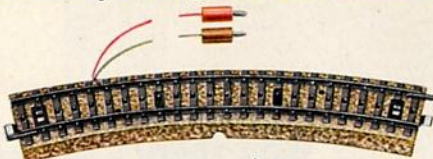
5100 \$.30
Curved Track Section, full length, 7¹/₂ in. long.



5101 \$.25
Curved Track Section, half-length, 3³/₄ in. long.



5102 \$.25
Curved Track Section, quarter length, 1⁷/₈ in. long.



5103 \$.95
Current Feeder Section, curved, with two connecting cables.

5111 \$.95
Current Feeder Section, straight, with two connecting cables.

5130 \$ 1.25
Curved Track Section with Radio Suppressor, full length, 7¹/₂ in. long · To prevent any interference with radio that may occur with conditions unfavourable for reception in the medium and long-wave bands.



5106 \$.30
Straight Track Section, full length, 7 in. long.



5107 \$.25
Straight Track Section, half-length, 3¹/₂ in. long.



5129 \$.25
Straight Make-up Section, 2¹/₁₆ in. long.



5108 \$.25
Straight Track Section, quarter-length, 1³/₄ in. long.



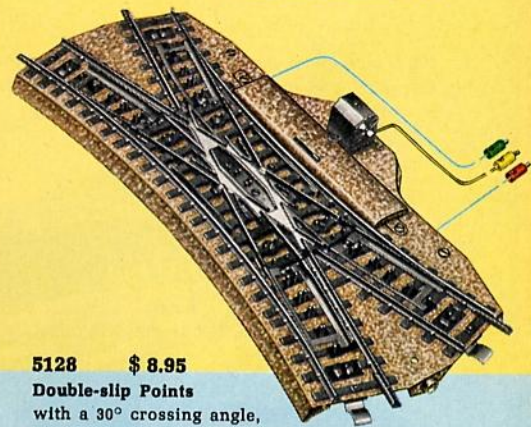
5109 \$.25
Straight Track Section, 3/16ths length, 1¹/₁₆ in. long.



5110 \$.25
Straight Track Section, 1/8th length, 7/8 in. long.



MARKLIN

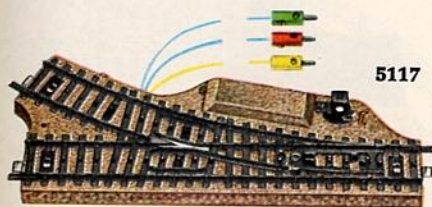


5128 \$ 8.95

Double-slip Points with a 30° crossing angle, operated by double solenoid. Electric signal lamps change their indications according to the settings of the tongues (i. e., for crossing or diversion). Three connecting cables. Hand lever provides manual control. Straight tracks 7¹/₁₆ in. long, curved tracks 7¹/₂ in. long.

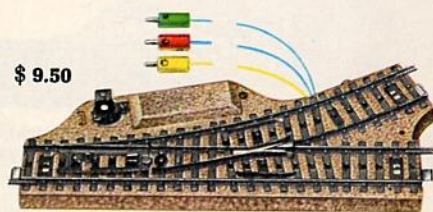
Electro-magnetic Points

with remote-controlled double solenoid Operation



5117

\$ 9.50

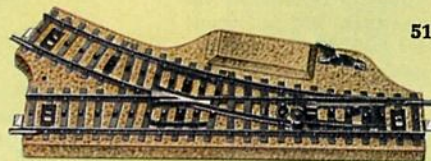


The 5117 and 5128 double-slip points are fitted with double-solenoid operation. Signal lamps to light up show the setting of the points tongues at all times. Derailments cannot occur if the points should be forced or burst open, the tongues automatically returning to their original position.

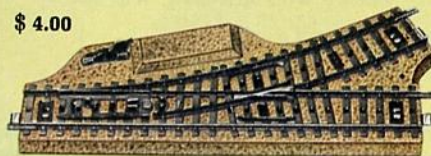
Pair of Electro-magnetic Points, one right-hand and one left-hand, both worked by double solenoids. Small scale-model indicator lamps to light up. Points have crossing frogs, guard rails and so on, also spring tongues. Three connecting cables to each. Track lengths are the same as the 5100 and 5106 track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

At least four electro-magnetic points can be connected to one control panel (see page 50).

Pair of Points for Hand Operation



5121 \$ 4.00



Pair of Points for Hand Operation, with crossing frogs, guard rails etc., also spring tongues. Track lengths are the same as for the 5117 points.

MARKLIN

Tracks for Parallel Circuits

Track sections of the 5200 Group are intended for extending a railway system already in existence and made up of sections of the 5100 Group.



5200 \$.40

Curved Track Section, full length, 9 in. long.



5206 \$.40

Curved Track Section,
five-sixths length, 7 $\frac{1}{4}$ in. long.



5201 \$.35

Curved Track Section, half-length, 4 $\frac{1}{2}$ in. long.



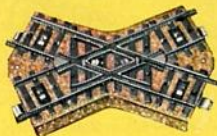
5205 \$.30

Curved Track Section,
one-sixth length, 1 $\frac{3}{4}$ in. long.



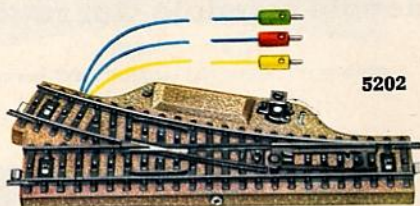
5210 \$.25

Straight Make-up Section, $\frac{5}{8}$ in. long.

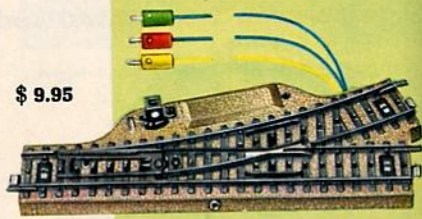


5211 \$ 1.75

Crossing, angle 48 $\frac{1}{2}$ °, 3 $\frac{7}{8}$ in. long.



5202



\$ 9.95

Pair of Electro-magnetic Points, one right-hand and one left-hand switch, both with double-solenoid operation · Signal lanterns to light up · Branch section five-sixths the length of the straight section.

5207 \$ 8.95

Double Slip Points

Used together with the 5202 pair of points enable the 3 in. track spacing to be retained · Double solenoid operation with a manual lever on the operating box · Three connecting cables · Straight tracks 7 in. long; two 5208 make-up sections, each $\frac{5}{8}$ in. long, are included.

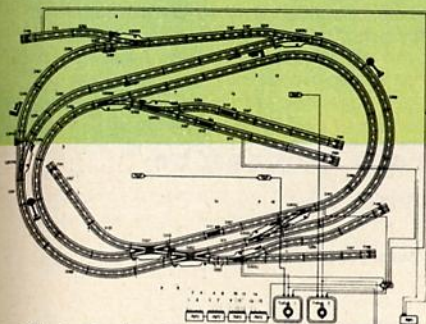
Twelve track sections make a circle 36 in. diameter (including embankment). The curved sections of the 5200 Group enable a parallel or concentric circle to be laid, the shortened 5202 points providing a crossover from the inner to the outer circle. The spacing between the tracks, measured from centre to centre of the stud contacts, is then 3 in., giving a free space — the "six-foot way" — of 1 $\frac{1}{8}$ in. between the two tracks.



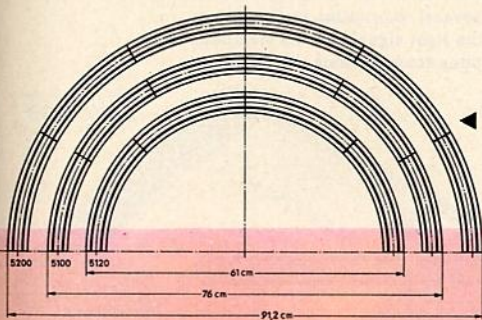
5207

MÄRKLIN Points and their Use

Where there is a branch, the reverse curve is formed by the 5100 track section for the 5117 and 5121 points (fig. 1), giving a spacing of $3\frac{1}{8}$ in. between track centres. In the case of the 5202 points (fig. 2) however, 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.



The track plan above is example Nr. 6 from the booklet "MÄRKLIN H0 Gauge Railway Plans".



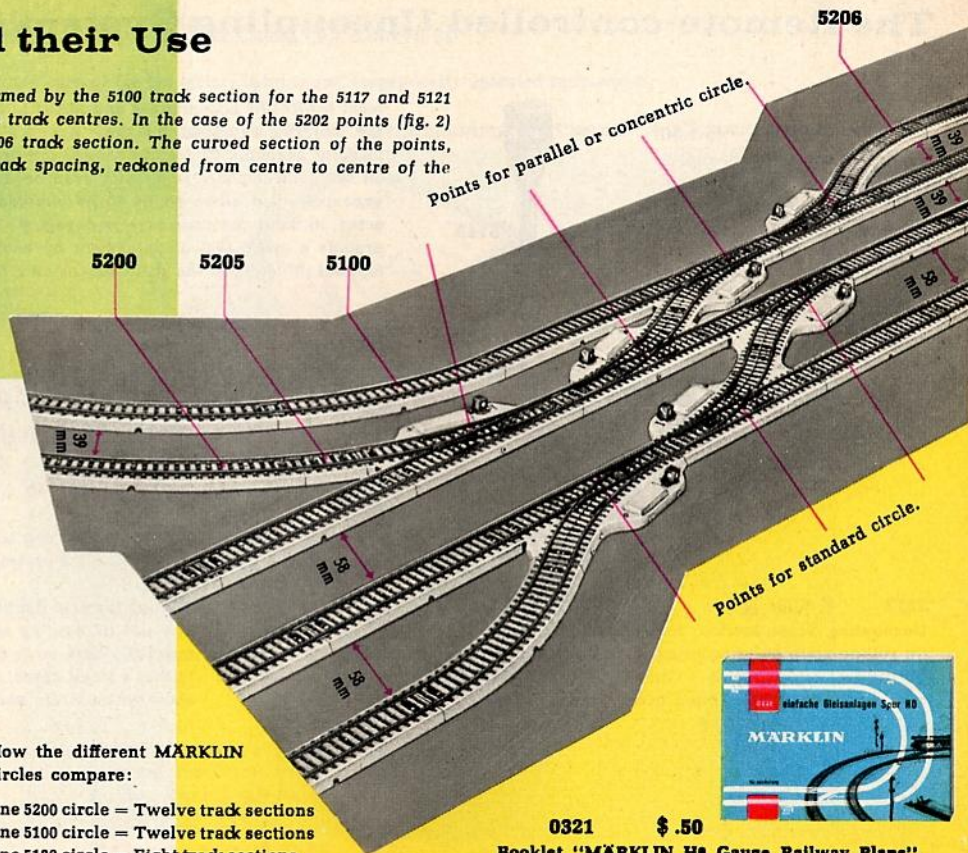
How the different MÄRKLIN circles compare:

- One 5200 circle = Twelve track sections
- One 5100 circle = Twelve track sections
- One 5120 circle = Eight track sections



▲ 0205 \$ 1.50

Track Plan Drawing Template, transparent plastic for designing track plans for track sections of the 5100 and 5200 Groups (scale, one-tenth).



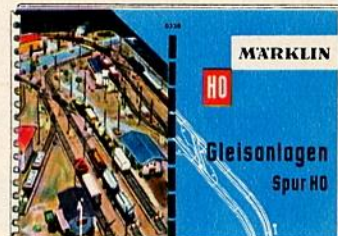
0321 \$.50

Booklet "MÄRKLIN H0 Gauge Railway Plans", containing sixteen simple plans for the 5100 and 5200 track sections · Twenty-four pages, $8\frac{1}{8}$ in. by 6 in.



0329 \$ 2.00

"MÄRKLIN Overhead Contact Wire System for H0 Gauge Track Layouts" · Plans for overhead contact wire systems for the track layouts given in the 0331 Booklet · The overhead wire plans are printed in colours on transparent sheets that fit exactly over the layout plans in the 0331 Booklet · Twenty pages, $11\frac{1}{8}$ in. by $8\frac{1}{8}$ in.



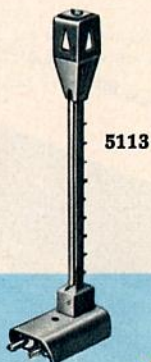
0331 \$ 2.75

Booklet "MÄRKLIN H0 Gauge Railway Plans", containing plans for 5100 and 5200 track sections, and also a List of Parts for working by an overhead contact wire · The connections and wiring are carefully shown · Illustrated edition in six colours; sixty-eight pages, $11\frac{1}{8}$ in. by $8\frac{1}{8}$ in.

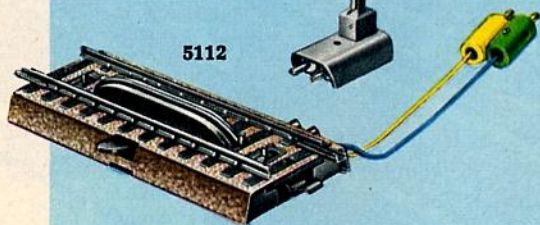
The Remote-controlled Uncoupling System

MÄRKLIN

5113 \$ 1.50
Lighting Standard for uncoupling track section · Zinc die-casting · The signal on the standard lights up when uncoupling · 3 7/8 in. high.



Most MÄRKLIN Locomotives and MÄRKLIN rolling stock are fitted with automatic couplings, the majority equipped for the "Advance" uncoupling system, all these couplings being made to uncouple by remote control through the uncoupling track section. Pressing the knob on the control panel is all that need be done to uncouple. Couplings with the "Advance" uncoupler also allow trains to be shunted further 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 manoeuvres to be carried out without difficulty in the same way as on a full-sized railway.



5112 \$ 2.50 ▲
Uncoupling Track Section, for releasing automatic couplings on rolling stock by uncoupling ramps rising on either side of the centre stud contacts · Can be operated either from the control panel or by a hand control lever · Two connecting cables · Track 3 7/8 in. long.

The uncoupling track unit can be used in lots of ways:

On platform tracks for changing locomotives by remote control*.

On dead-end siding tracks*.

In parts of marshalling yards used as rolling stock sidings*.

* Using the 5113 lighting standard is advisable.

The use of lighting standard 5113 can always be recommended where there are several uncoupling track sections within a small space, as the light signals on the standards show which of the uncoupling track sections are in action.



Raising the operating ramp releases the coupling.

With this design of coupling a train can still be shunted after the uncoupling track section has acted without the couplings re-engaging.

The Very Efficient MÄRKLIN Transformers

All MÄRKLIN Transformers have connections for providing current for the trains, lighting and magnetically-operated accessories.

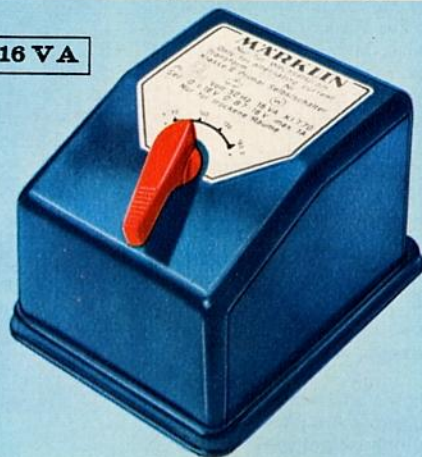
The steel casings of these transformers and their excellent insulation (tested to several thousand volts) prevent all possibility of accidental contact with the mains voltage side. These features of their construction, together with their cutout that operates automatically in the event of a short-circuit, are a guarantee for their safety in working. The mains connection is by a plug and cable permanently fixed to the transformer. Transformers can be supplied for 110, 125, 150 or 220 mains voltage and the number shown against the voltage required must always be given when ordering.

The low-voltage current of transformers of the 6000 (16 VA) and 6100 (30 VA) 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—can be carried out by the dual function of the control knob. Group 6100 transformers (30 VA) give slower running than the Group 6000 ones (16 VA).

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

For connecting to alternating current (A.C) supplies only.

16 VA



Transformer, output 16 VA; weight 3 lbs.; dimensions 4³/₄ in. by 3³/₄ in. by 3 in.

6053 - 110 volts \$ 12.50

Please always give the number shown against the mains voltage when ordering.

30 VA



Transformer, output 30 VA, with red pilot light; weight 4¹/₂ lbs.; dimensions 6¹/₈ in. by 5¹/₈ in. by 3 in.

6152 - 110 volts \$ 21.95

Please always give the number shown against the mains voltage when ordering.

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

The transformers for the new train sets on page 22 are also excellent value, as they, like all MÄRKLIN transformers, provide current for running the trains, lighting and working magnetically-operated accessories as well.



The MÄRKLIN Range of Signals

Marvels of precision workmanship—reliable, true to scale and indestructible—nothing could be more suitable 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 the fine finish of their details. All masts are made of practically unbreakable zinc pressure castings. **The signals can be placed anywhere desired, i. e., on the left or right-hand side of the track, and on straight stretches or curves.**

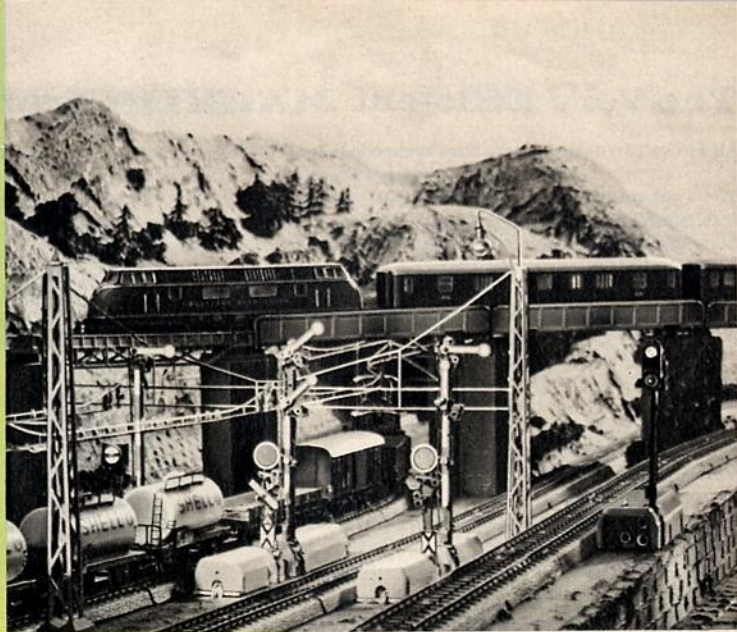
The baseplates enable all signals to be firmly attached to the track sections.

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 provided by all home and stop signals through their track current switches fitted with silver contacts, and without the need for any special additional appliance.

Fully-automatic Block System Working, i. e., the control of several trains by automatic signalling, can be arranged with all MÄRKLIN home signals.

Distant Signals can be coupled to 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 7072 control panel costing \$ 2.00 (see page 50)



The home and stop signals 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 mechanism of the 7041 home signal has three solenoids while the remaining signals have two. The springs carrying the current on the traction current switches have silver contacts so as to cope with very heavy currents. Every signal has cable connections with cross-socket plugs marked with the colours for the circuits and for lighting. Two contact sockets for the overhead wire and one for the earth connection complete the possible electrical connections. Lighting is by bulbs. Centre conductor insulators 5022, baseplate and brief instructions are supplied with every signal.

7188 \$ 5.95

Colour-light Home Signal · Signal light changes from red to green; two bulbs for the lights · Extra hand operating lever · One pair of sockets for connecting to distant signal 7187 · 1 1/8 in. wide, 2 3/8 in. long and 3 1/8 in. high.



7188

7187 \$ 4.75

Colour-light Distant Signal, for use only in conjunction with the 7188 colour-light home signal · Signal light changes from green/green to amber/amber by four bulbs in all · 3/8 in. wide, 7/8 in. long, 2 3/8 in. high.



7187

0341 \$ 1.25 ▶

The MÄRKLIN Book of Signals · A complete and much-enlarged edition of our illustrated Guide printed in six colours, telling you all about our signals and universal remote-control switches · Forty pages.

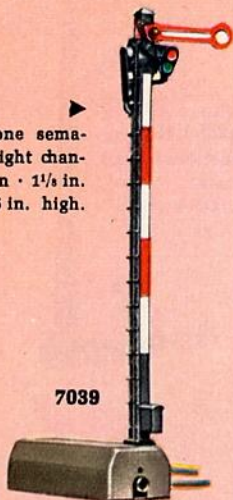


Signals with Train Control for Overhead Wire and Surface Contact Systems

At least four signals with train control can be connected to one control panel (see page 50):

7039 \$ 5.95

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.



7040 \$ 6.95

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.



7041 \$ 8.50

Home Signal with two independent semaphore arms · Operation, connections and traction current control the same as with all train control signals, though with an extra third solenoid · Current returns by an additional blue cable with orange cross-connection plugs · Three signal indications can be given through coupling the two armatures together mechanically by energising each coil separately · Signal lights change from red to green or from red to green/amber · $1\frac{1}{8}$ in wide, $3\frac{3}{8}$ in. long, 5 in. high.



7036

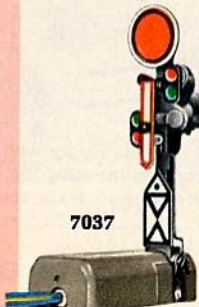


7039

7036 \$ 5.50

Distant Signal without extra semaphore arm · Double solenoid · Signal lights change from amber/amber to green/green · Two blue cables for automatic operation · Connection to control panel or for working together with home signal · Yellow cable for current supply · The three plugs (red, green and yellow) have cross-sockets · For use in conjunction with the 7039 home signal · $1\frac{1}{8}$ in. wide, $2\frac{3}{8}$ in. long, $2\frac{7}{8}$ in. high.

7037



7040

7037 \$ 5.95

Distant Signal with extra movable arm · Fixed disc · Operation, lights and cables as 7036 · Lights change from amber/amber to amber/amber/green · For use in conjunction with the 7040 home signal · $1\frac{1}{8}$ in. wide, $2\frac{3}{8}$ in. long, $2\frac{7}{8}$ in. high.

7038



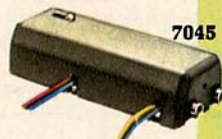
7041

Distant Signal with extra movable arm and movable disc · Two double solenoids · Signal lights change 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 the 7041 home signal · $1\frac{1}{8}$ in. wide, $2\frac{3}{8}$ in. long, $2\frac{7}{8}$ in. high.

Distant Signals without Train Control

7045 \$ 4.50

Universal Remote-control Switch, for switching on, off and reversing traction and lighting currents for magnetically-controlled accessories · Can be controlled by track contacts, from the control panel or by additional hand-operating levers · The numerous opportunities for using this fitment, such as switching lights 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 MARKLIN Book of Signals.



7045

5022



5015 \$.25

Isolation sign for identifying isolating points.



5022 \$.10

Centre Rail or Contact Insulation, for insulating five points.

5004

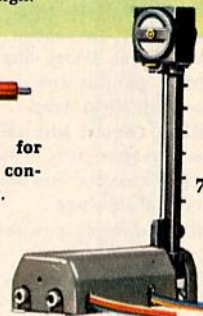
5004 \$.35

Connecting cable for the centre rail or conductor, 30 in. long.

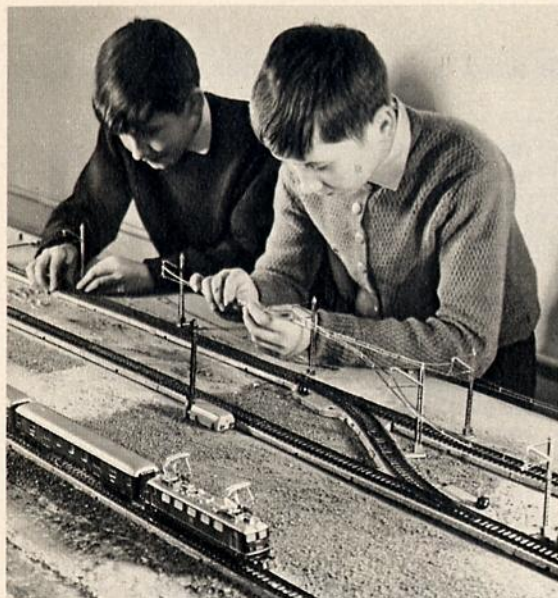


7042 \$ 6.75

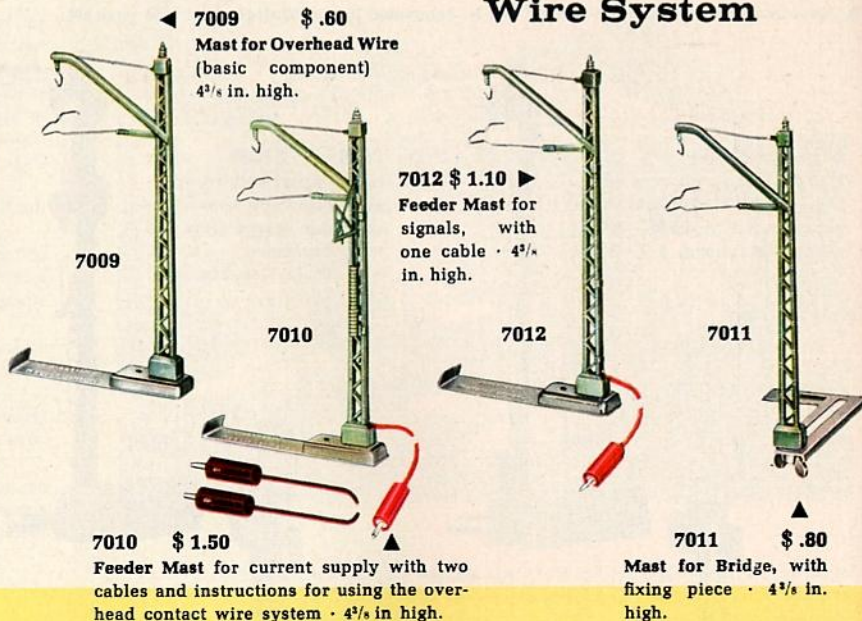
Track Block Signal, post with movable spectacle glasses front and rear · $1\frac{1}{8}$ in. wide, $2\frac{3}{4}$ in. long, $2\frac{3}{4}$ in. high.



7042



The MARKLIN Overhead Contact Wire System



7005 Set of overhead wire fittings for signals not placed by tower masts, consisting of two 7012 signal masts, two 7022 interrupter sections and two 7014 sections, suitable for all signals provided with train control action. **\$ 3.00**

7007 Crossing Section for 5114, 5128, 5207, 5211, 5126 and 5016. **\$.30**

7008 Set of overhead contact wire fittings for the 7029 engine sheds, consisting of two supports for the contact wire. **\$ 1.25**

7013 Contact wire section with push-in connection for straight and curved stretches, specially for points, 9¹/₂ in. long. **\$.25**

7014 Hollow contact wire section (for push-in connection), 4¹/₂ in. long. **\$.15**

7015 Contact wire cam section (for push-in connection), 4¹/₂ in. long. **\$.15**

7018 Contact wire section for straight and curved stretches, 10³/₄ in. long. **\$.25**

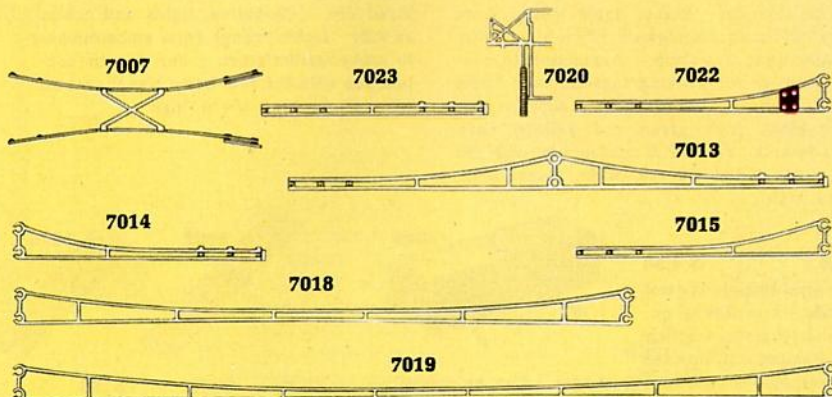
7019 Contact wire section for straight stretches only, 14¹/₄ in. long. **\$.30**

7020 Contact wire tensioner, for fitting to section and tower masts. **\$.20**

7022 Interrupter cam section (for push-in connection), 4¹/₂ in. long. **\$.30**

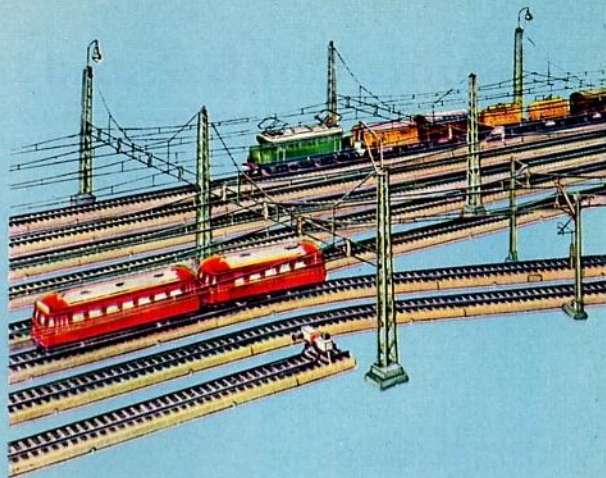
7023 Make-up section with push-in connection, 4 in. long. **\$.15**

Component Parts of the Overhead Contact Wire System

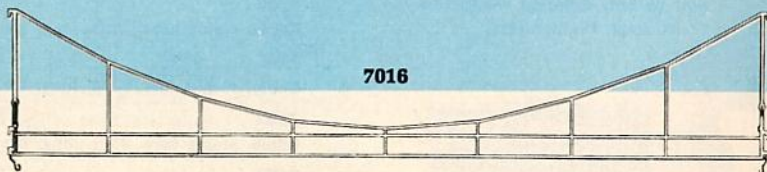


Component Parts for the Tower Mast Overhead Contact Wire System

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



7017



7016

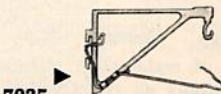
- Scale-model impression of the overhead wire both on open stretches as well as in station areas.
- The overhead contact wire and cross-connections faithfully represent the full-sized originals.
- The plastic masts are flexible and very strong at the same time.
- Spring contact connections prevent any excessive drop in voltage.
- Easily assembled. Any length of overhead contact wire required can be obtained by telescoping the wire, nothing else being necessary.
- Length can easily be adjusted by plug connections.
- Flexible overhead wire both for curved as well as straight track sections; the 7019 overhead wire section is only intended for extending long straight stretches.

7017 \$.65

Cross-connection, nickel-plated, to clip into tower masts · Spans about three standard tracks; span 11 in.

7016 \$.70

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



7025 \$.20

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

7004 \$.20

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

7006 \$.10

Contact Wire Insulator, for insulating contact wire sections from cross-connections · One required for each track and cross-connection · The illustration is full size.



7006

7003 \$.35

Overhead wire connecting cable for signal connections when using tower masts and for supplying current to any point desired · 24 in. long.



7003

7021 \$.90

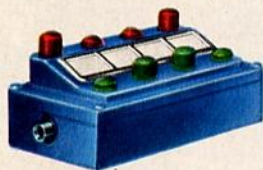
Tower Mast, plastic, with detachable cap · Base 1 in. by 1½ in., 7¼ in. high · For tower mast with arc lamp see page 51.



7021

Remote Control and Lighting Accessories

7072 \$ 2.00



Control Panel or Controller, with sockets for plugging in four double-solenoid magnetic accessories. The arrangement of the controlling push-buttons enables the indications or settings of magnetically-controlled accessories to be shown on the panel as well. 3 1/4 in. long, 1 3/4 in. wide.



7211 \$ 2.75

Switchboard with push-buttons for switching four different traction or lighting current circuits on and off. 3 1/4 in. long, 1 3/4 in. wide.



7210 \$ 2.75

Switchboard with push-buttons for controlling traction or lighting current on four different conductors. 3 1/4 in. long, 1 3/4 in. wide.



7195 \$.95

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 with them.

Sockets

- 7111 = Brown
- 7112 = Yellow
- 7113 = Green
- 7114 = Orange
- 7115 = Red
- 7117 = Grey

\$.10

Plugs

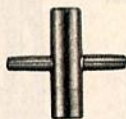
- 7121 = Brown
- 7122 = Yellow
- 7123 = Green
- 7124 = Orange
- 7125 = Red
- 7127 = Grey

\$.10

Plugs with side socket

- 7131 = Brown
- 7132 = Yellow
- 7133 = Green
- 7134 = Orange
- 7135 = Red
- 7137 = Grey

\$.15



7140 \$.20

Cross-connection Plug, used like intermediate plug 7141 but enabling two additional plugs to be connected up.



7141 \$.10

Intermediate double plug—the intermediate fitting for connecting two connectors or sockets, as the case may be.



7001

\$.20

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

60 030



\$.25

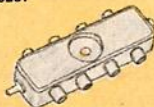
Pair of replacement Brushes, for practically all H0 Gauge locomotives, consisting of two black graphite brushes or one graphite brush and one copper brush.

60 035

\$.25

Pair of replacement Brushes for 3015 and 3025.

7069



\$.50

Distribution Board, with nine single-pole connections, size 2 1/4 in. by 1 1/4 in.

MÄRKLIN



7080 \$.35
Cable, single core, with one plug and one socket, grey, 39 in. long.

7090 \$.40
Cable, single core, with one plug and one socket, grey, 78 in. long.

7100 \$.65
Cable, single core, 33 ft. long, grey.

7101 \$.65
Cable, single core, 33 ft. long, blue.

7102 \$.65
Cable, single core, 33 ft. long, brown.

7103 \$.65
Cable, single core, 33 ft. long, yellow.

7105 \$.65
Cable, single core, 33 ft. long, red.

The colours mostly used in MÄRKLIN circuitry are the following:

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

Yellow = Lighting and magnetically-operated accessories.

Brown = Earth return from the track, lighting base or controller to transformer.

Blue = Earth return from magnetically-operated accessories to controller or track contact (with green, red and orange plugs).



0311 \$ 2.50 ▲
Booklet: "The MÄRKLIN H0 Gauge Railway and its Big Prototype", a handbook for MÄRKLIN Railway enthusiasts; 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.



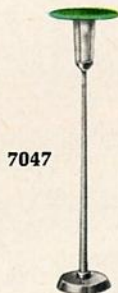
7048

7048 \$ 1.85 ▲
Arc Lamp, 6¹/₄ in. high; base 1¹/₄ in. diameter; with bulb, cable and metal plugs.

7046 \$ 2.75 ▲
Arc Lamp with lattice mast, for use with the overhead contact wire system · 8¹/₄ in. high, base 1 in. by 1¹/₈ in. · Bulb and cable with metal plugs.

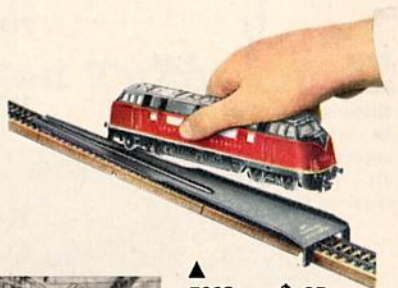


7046



7047

7047 \$ 2.00
Station Lamp-post, can be used for station platforms, forecourts and also for street lighting · 5 in. high, base 1 in. diameter, with bulb, cable and metal plugs.



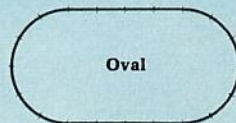
7002 \$.95
Rerailing Ramp for easily placing bogie stock on the track; 12 in. long, 3/4 in. high.



MÄRKLIN

Some Favourite H0 Gauge Track Layouts

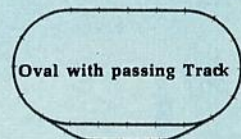
MÄRKLIN



Oval

Size 59¹/₄ in. by 30³/₈ in.

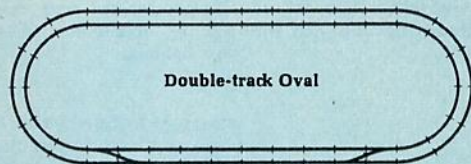
Track sections: Eleven 5100, one 5103, eight 5106.



Oval with passing Track

Size 59¹/₄ in. by 34 in.

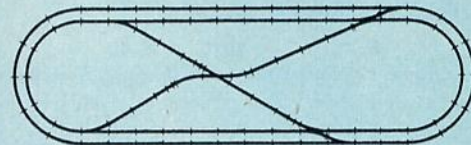
Track sections: Eleven 5100, one 5103, ten 5106, one 5108, and one pair of 5121 points.



Double-track Oval

Size 107 in. by 36¹/₈ in.

Track sections: Twelve 5100, thirty-five 5106, one 5111, twelve 5200 and two pairs of 5202 points.



Double-track Oval with double reversing loop

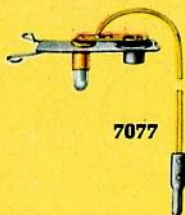
Size 121¹/₂ in. by 36¹/₈ in.

Track sections: Thirteen 5100, one 5101, one 5102, fifty-one 5106, three 5107, three 5108, one 5109, one 5110, one 5111, one 5114, one pair of 5117 points, twelve 5200, one pair of 5202 points, one 5205, two 5207 and three 5208.

Fair Trade prices in US Dollars 51

Electric lighting for Trains

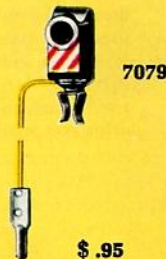
MARKLIN



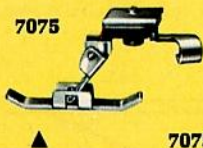
7077 **\$.65**
Coach Lighting for all ex-
 press train coaches, with
 socket connection for ad-
 ditional lighting, and with
 bulb.



7074 **\$.85**
Interior Lighting for 4002,
 4003, 4004 and 4005 passen-
 ger coaches, with connect-
 ing socket for additional
 lighting.



7079 **\$.95**
Tail Lamp with bulb, for
 clipping to buffer (not to
 be used for the express
 coaches on pages 30 and
 31) - 7074, 7075, 7076 or 7077
 required for connection.



7075 **\$.60**
Current Pick-up for 7077 coach lighting.



7076 **\$.40**
Current Pick-up for 7077 coach lighting and
 7079 tail lamps when working with the
 4000 passenger coach and four-wheeled
 goods wagons.

Fitting directions are given in the instructions for working ►
 the locomotives.

H0 Gauge special Adhesion Tyres

Replacement adhesion tyres for the new type
 MARKLIN locomotives for the H0 gauge.

No.	For locomotives:	
7152	3005, 3048	\$.05
7153	3001, 3002, 3003, 3011, 3012, 3013, 3014, 3015, 3016, 3019, 3027, 3030, 3034, 3035, 3036, 3037, 3937	\$.05
7154	3000, 3021, 3029, 3031, 3032, 3060, 3062, 3921	\$.05

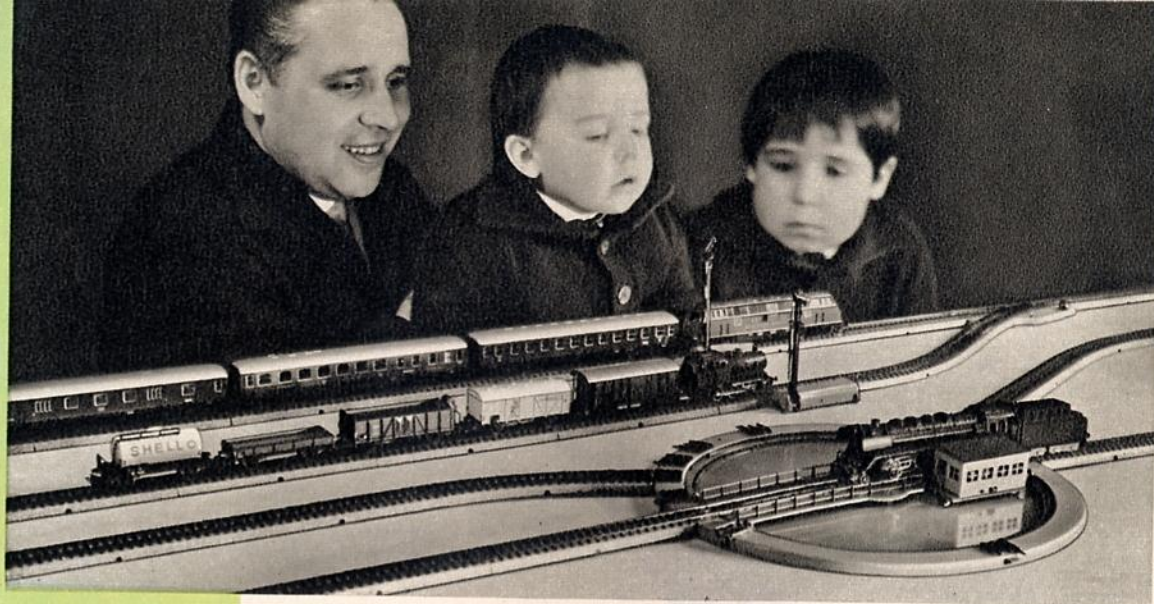
Replacement Current Collector Shoes

No.	For locomotives	
7173	For locomotives 3000, 3001, 3003, 3005, 3011, 3012, 3013, 3014, 3030, 3031, 3032	\$.25
7174	For locomotives 3004, 3016, 3023, 3024, 3026 and 3048	\$.25
7175	For locomotives 3015 and 3027	\$.35
7183	For locomotives 3021 and 3921	\$.35
7185	For locomotives 3029, 3034, 3035, 3036, 3037, 3060, 3062 and 3937	\$.25

Switch slide springs

7194	Carton containing five springs for the reversing switch.	\$.10
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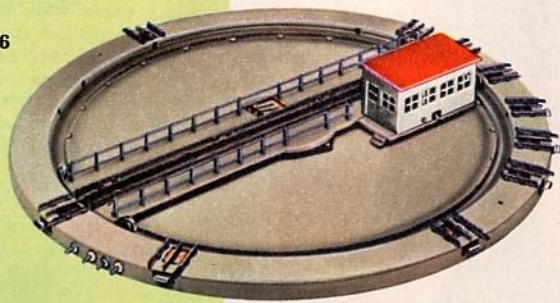
MARKLIN



Remotely-controlled Turntables

MARKLIN

7186



7186 \$ 39.95



Turntable Set, consisting of turntable, 14 in. external diameter, to turn either right or left hand by remote control; reversing switch and cable · Turntable platform protected by railings and with engine or motor house · Current automatically cut off from all dead-end tracks not registering with the turntable track.



0201, 0202 or 0203

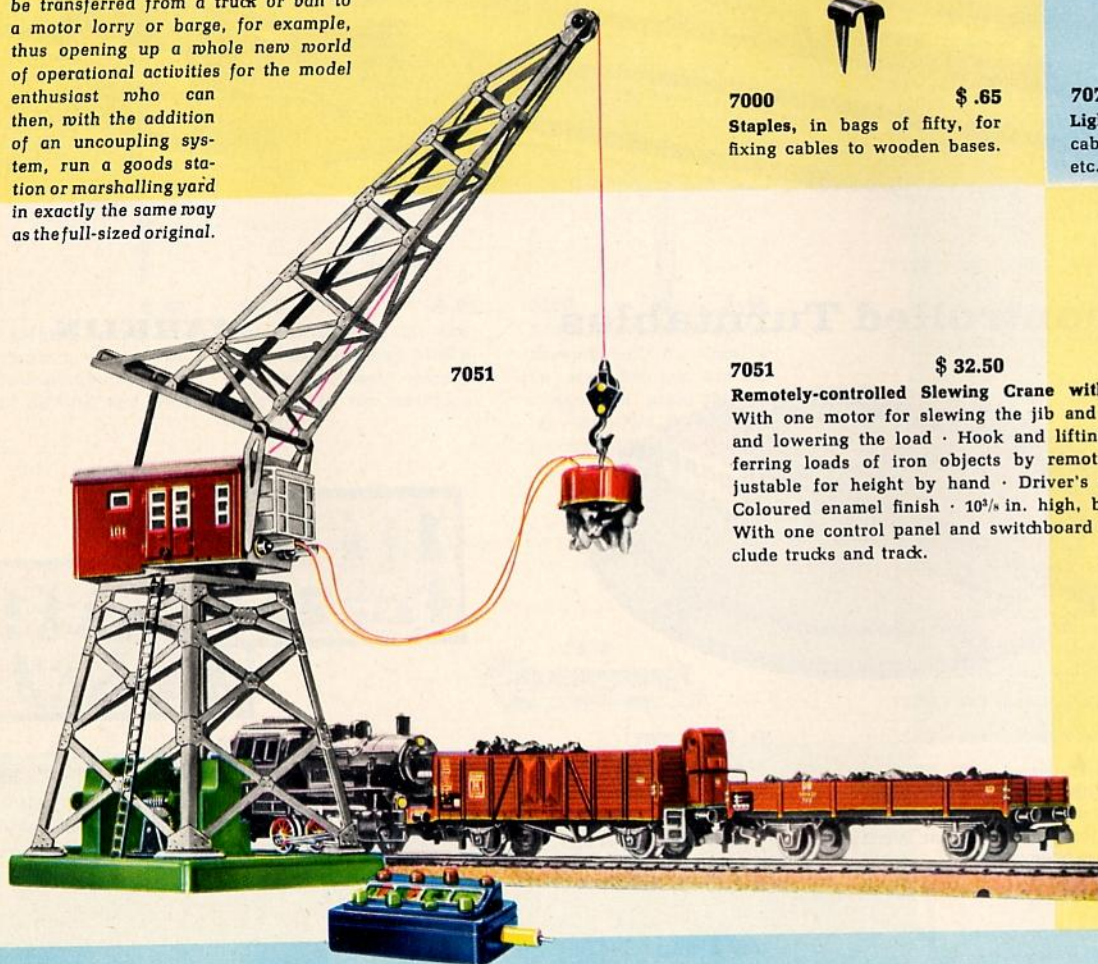
\$ 2.00

Railway Figures · Supplied in three different sets — 0201 and 0202, passengers and railway staff; 0203, permanent way workers · Ten figures to a set, in box · The figures are $\frac{7}{8}$ in. high.

MARKLIN

Interesting Accessories

This slewing crane will bring the sidings also into the centre of attraction, trucks and wagons being either loaded or unloaded by it after shunting. There is no limit to the railway operator's fancy in this connection, as loads can be transferred from a truck or van to a motor lorry or barge, for example, thus opening up a whole new world of operational activities for the model enthusiast who can then, with the addition of an uncoupling system, run a goods station or marshalling yard in exactly the same way as the full-sized original.



7051



7190 \$.95
Stop Block · Pressure-cast zinc
buffer beam · 2³/₄ in. long.



7191 \$ 1.75
Stop Block, with stop signal to
light up · Pressure-cast zinc
buffer beam · 2³/₄ in. long.



7000 \$.65
Staples, in bags of fifty, for
fixing cables to wooden bases.



7073 \$.65
Lighting Socket, with bulb and
cable, for stations, goods sheds
etc.

7051 \$ 32.50
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 trans-
ferring loads of iron objects by remote control · Jib ad-
justable for height by hand · Driver's cabin to light up ·
Coloured enamel finish · 10³/₈ in. high, base 3³/₈ in. square ·
With one control panel and switchboard · Price does not in-
clude trucks and track.

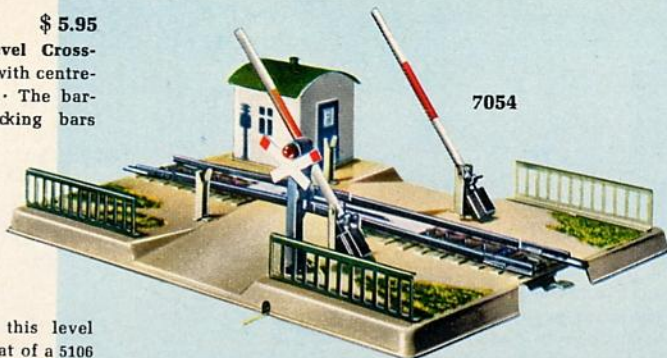
MARMLIN

MARMLIN

Level Crossing with Automatic Barriers

7054 \$ 5.95

Mechanically-operated Level Crossing for single-track lines with centre-stud contact rail section · The barriers are closed by rocking bars pressed down by the train wheels · Crossing-keeper's hut and railings · Warning cross road sign with red bulb that lights up when the barriers are closed · The length of the track section on this level crossing is the same as that of a 5106 track section (see page 40) · Base 5 1/4 in. by 7 1/4 in.



5115 Track Contact Section, straight. \$.75

5116 Track Contact Section, curved. \$.75

These track sections are used for extending the contact sections of a 7192 Level Crossing already supplied to the operator.



7199

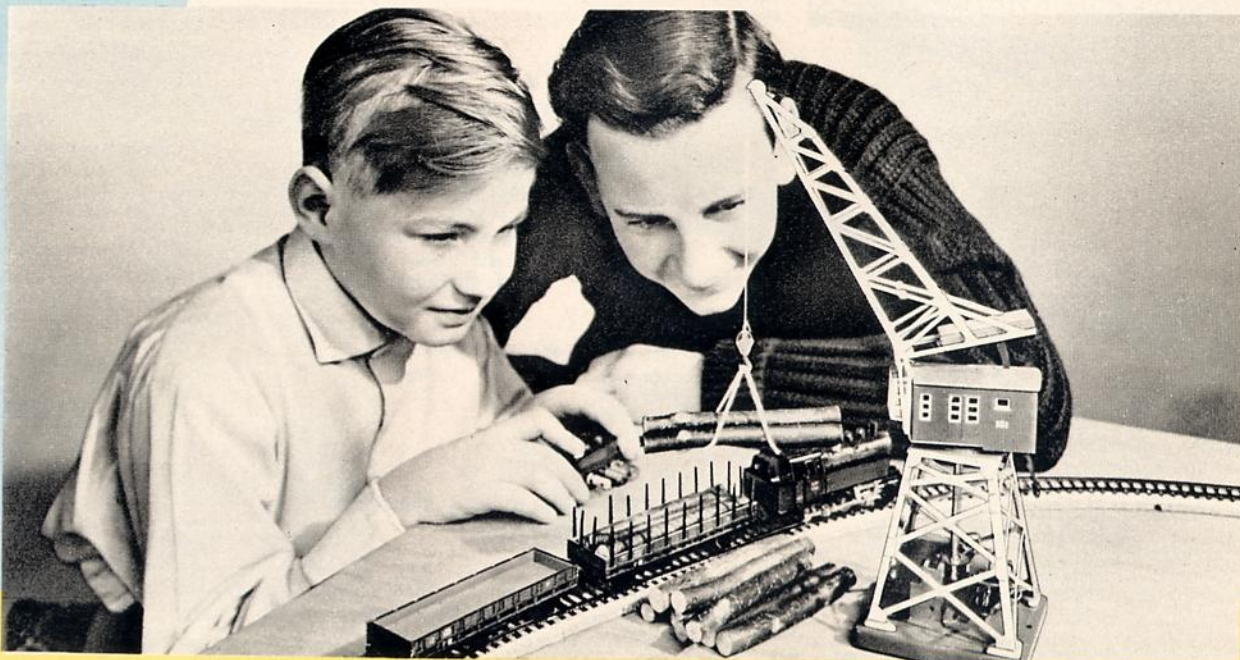
7199 \$.35
Oil Bottle, containing about 10 c. c. of winter grade car engine oil, for lubricating the locomotives and rolling stock.



0241

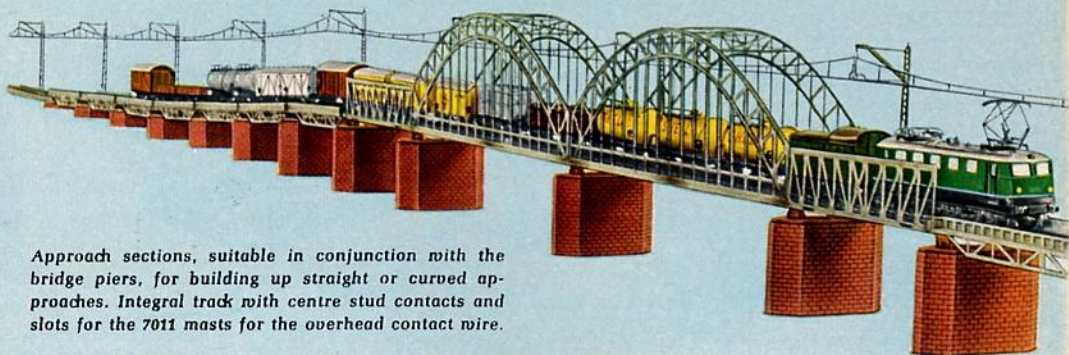
0241 \$.35
Smoke Fluid, in plastic capsule, as replenishment for locomotive 3048.

MARKLIN



Scale Model Bridge Construction

These bridge units can be used for building bridges and approaches of any size and combination desired. The 7064 and 7065 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.



Approach sections, suitable in conjunction with the bridge piers, for building up straight or curved approaches. Integral track with centre stud contacts and slots for the 7011 masts for the overhead contact wire.

7163



7163 \$ 5.50

Arched Bridge, grey, with integral track, $14\frac{3}{8}$ in. long · Slots for two 7011 overhead contact wire masts · Arch $4\frac{3}{8}$ in. high.

Track Sections on Parts of Bridges and Approaches are Fitted with Centre Stud Contacts.

7167



7167 \$ 1.50

Curved Approach Section, grey · Normal circle of the standard track sections · Integral track $7\frac{1}{2}$ in. long with centre stud contacts.

7162



7162 \$ 1.75

Lattice Girder Bridge, can also be used singly in conjunction with the 7163 arched bridge 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 contact wire mast · $1\frac{1}{8}$ in. high.

7161



7161 \$ 1.50

Plate Girder Bridge, grey · Integral track, $7\frac{1}{4}$ in. long with centre stud contacts · Slots for the 7011 overhead contact wire mast · 1 in. high.

7168



7168 \$ 1.50

Straight Approach Section, grey · Integral track $7\frac{1}{4}$ in. long with centre stud contacts.

7066



7066 \$.25

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

7065



7065 \$.30

Pier, $\frac{1}{4}$ in. high · Very suitable for building bridge approaches with a $\frac{1}{4}$ in. rise between piers · Plastic material.

7064



7064 \$.55

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

MARKLIN

Miniature Cars of pressure-cast zinc

Scale-model reproductions of the originals, with rubber tyres and finished in various colours. Approximately one-fortyfifth full size.



▲ 8007 \$ 1.40

Volkswagen Delivery Van, lettered "GASOLIN", multitone, 3 1/2 in. long.



▲ 8014 \$ 1.35

Volkswagen Microbus, duotone, 3 1/2 in. long.



8021 \$ 1.00

Karmann Ghia Car, monotone, 3 1/2 in. long.



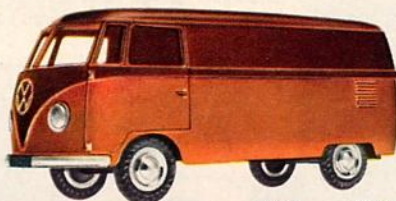
▲ 8005 \$.95

Volkswagen Limousine, 3 1/2 in. long.



8019 \$ 1.00

Mercedes 300 SL, 3 1/4 in. long.



8008 \$ 1.25

Volkswagen Delivery Van, duotone, 3 1/2 in. long.



8025 \$ 1.40

Mercedes 190 SL, duotone, 3 1/2 in. long.



▲ 8018 \$ 1.00

Ford-Taunus 15M Car, 3 1/2 in. long.

Porsche Car, 3 3/8 in. long.

8004 \$ 1.00



8150 \$.20

Rubber Tyres, 1/16 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.



▲ 8030 \$ 1.50

Ambulance, finished ivory colour, 3 1/2 in. long.



▲ 8022 \$ 1.00

BMW 507 Sports Tourer, monotone, 3 3/4 in. long.

Mercedes Formula Racing Car, with racing numbers - 4 in. long.

8011 \$ 1.10



8010 \$ 1.00

Mercedes Formula Racing Car, without racing numbers.

Police Patrol Car, multitone, 3 1/2 in. long.

8024

\$ 1.25



8149 \$.20

Rubber Tyres, 1/16 in. diameter, packed in cartons of ten - To fit the 8018, 8025, 8027 and 8028 miniature cars.

8151 \$.20

Rubber Tyres, 1/16 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, 8032 and 8034 miniature cars.

Miniature Cars of pressure-cast zinc



◀ **8032** \$ 3.70
Fuel Tanker, eight-wheeled, in two detachable units · Latest up-to-date design, runs very easily round curves · 7 in. long.



▲ **8031** \$ 3.15 **Mobile Crane**, with slewing cabin and movable jib · Crank handle for raising and lowering crane hook · 6½ in. long.



Agricultural Tractor, with driver's figure and all details carefully reproduced · Special tyres · 3 in. long.
8029 \$ 1.85



8027 \$ 1.35 ▲
Ford Taunus 17M Car, multitone, 3¾ in. long.

▲ **8028** \$ 1.10
Ford Taunus 17M Car, monotone, 3¾ in. long.



▲ **8016** \$ 1.20
BMW 501 Car, 4¼ in. long.

▲ **8023** \$ 2.35
Fire Appliance, with extending turntable ladder, 6¼ in. long.



▲ **8017** \$ 3.70 **Phoenix Box Van**, multitone, 5½ in. long.



▲ **8015** \$ 1.10
Borgward Isabella Car, monotone, 3¾ in. long.

▲ **8020** \$ 1.25
Borgward Isabella Car, duotone, 3¾ in. long.



▲ **8034** \$ 2.35
Modern forward-drive type, with real windows, 4¾ in. long.



▲ **8009** \$ 1.75
Krupp Motor Lorry, 5½ in. long.

▲ **8012** \$ 1.10
Trailer, suitable for motor lorry, 4¾ in. long.

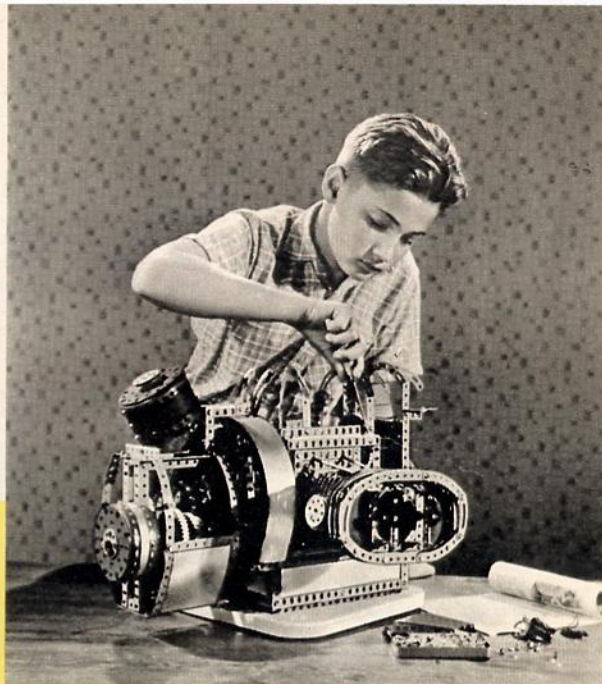


▲ **8026** \$ 1.10
Tempo Stacking Truck, 3¾ in. long.

MÄRKLIN Metal Building Sets

- MÄRKLIN Metal Building Sets are high-grade branded products. They can be had in seven basic sets and five supplementary sets.
- MÄRKLIN Supplementary Sets enable each basic set to be made up into the next following set.
- Each basic set contains a large assortment of building parts with an illustrated Instruction Book showing you numerous interesting examples.
- A number of very instructive models can be built, even with the smallest set.
- All component parts are made of best materials and finished in coloured enamel.
- All gear wheels—except the universal gear—have machine-cut teeth and turned bosses or hubs, instead of the stamped and riveted sheet metal parts so often used otherwise.
- Coloured casings give the models a colourful appearance closely resembling the real thing. A great advantage is that these cover plates can be bent at right angles and the lines of the bends can then be smoothed out again.
- Electrical parts—such as commutators, field or magnet coils, cables etc.—are also included in the assortment contained in Set No. 1013 and subsequent sets, thus making an insight possible into the fundamental laws of electricity. The great variety of separate parts can be still further augmented by special parts obtainable from all shops selling MÄRKLIN models and sets.
- Playing with these MÄRKLIN Metal Building Sets will reveal and develop technical and creative talents even in the early years of youth.
- MÄRKLIN is synonymous with quality, and therefore what children should be given to play with is not a matter for indifference, as playthings that are accurately made will provide an education for accurate work in later life.

and their Advantages



Basic Building Set 1009 \$ 4.00 ▲

Contains 125 building parts plus ten fixing clips, making 135 parts in all · Box measures 15 1/4 in. by 10 in. by 1 in. · Weight 1 lb. 15 oz. · Can be made up to Basic Set 1010 by Supplementary Set 1029.



Basic Building

Set 1010 \$ 6.00

Contains 166 building parts plus ten fixing clips, making 176 parts in all · Box measures 16 in. by 12 in. by 1 in. · Weight 2 lbs. 8 1/2 oz. · Can be made up to Basic Set 1011 by Supplementary Set 1030.

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MÄRKLIN Metal Building Sets

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Basic Building Set 1011 \$ 9.95

Contains 232 building parts plus ten fixing clips, making 242 parts in all · Box measures 20¹/₄ in. by 13³/₄ in. by 1¹/₄ in. · Weight 3 lbs. 14 oz. · This is one of the favourite building sets, as models from all branches of engineering can be built from the constructional parts it contains, the illustrated Instruction Book supplied with it giving a wide selection to choose from · Can be made up to Basic Set 1012 by Supplementary Set 1031.

Basic Building Set 1012 \$ 18.95

Contains 386 building parts plus ten fixing clips, making 396 parts in all · Box measures 20³/₄ in. by 13³/₄ in. by 1¹/₂ in. · Weight 5 lbs. 12 oz. · This 1012 set extends the number and realism of the models considerably, as among the many other models that can be built from it there are, for example, diesel locomotives, tramway and maintenance cars for the overhead trolley wire, motor lorries, tractors, mobile slewing cranes and right up to tower slewing cranes and windmills · Models such as surface grinders, high-speed drilling machines, pendulum and frame saws, can also be built without any difficulty · Can be made up to Basic Set 1013 by Supplementary Set 1032.

Basic Building Set 1013 \$ 32.95

Contains 658 building parts plus 136 fixing clips, making 794 parts in all · Box measures 20³/₄ in. by 14¹/₄ in. by 2³/₈ in. · Weight 13 lbs. 4 oz. · This Set, and those following it, also contain electrical parts to make up motors that will really work · A "Short Course in Electricity" gives an introduction to electricity itself and its basic principles · This Set can be made up to Basic Set 1014 by Supplementary Set 1033.

Basic Building Set 1014 \$ 46.95

Contains 953 building parts plus 198 fixing clips, making 1151 parts in all · Box measures 25¹/₄ in. by 16⁵/₈ in. by 2⁵/₈ in. · Weight 18 lbs. 3 oz.

Basic Building Set 1015 \$ 88.95

Contains 2039 building parts plus 140 fixing clips, making 2179 parts in all · Box measures 25³/₄ in. by 16⁵/₈ in. by 3³/₈ in. · Weight 32 lbs. 10 oz. · The MÄRKLIN 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.

1013



Number of building parts
in MÄRKLIN Metal Building Sets

Basic Set. Nr.	Number of parts without with fixing clips	
	1009	125
1010	166	176
1011	232	242
1012	386	396
1013	658	794
1014	953	1151
1015	2039	2179
Supplementary Set. Nr.	Number of parts without with fixing clips	
	1029	42
1030	67	67
1031	154	164
1032	273	283
1033	295	342

Apart from the Supplementary Sets just mentioned, every MÄRKLIN Metal Building Set can be expanded by extra parts if the Set does not contain sufficient parts for some model it is desired to make, or by special parts not contained in the Sets. 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

Every youngster will be very highly pleased with himself after having built each model in the booklet successfully, one after the other, but how much greater will his delight be if the models can be made to work by an electric motor driving them.



Electric Motors

1071 \$ 9.95

Electric Motor, simple type, reversible, to run forward or backward · No-load speed about 1500 r.p.m. · Works on 16 volts off any MÄRKLIN Model Railway transformer · Accessories supplied: Two 7080 cables · 2 1/2 in. high, 2 in. wide and 2 in. deep · Weight 7 oz.

Supplementary Sets

Any Basic Set can be made up to the next larger one by a Supplementary Set, its parts added to the existing Set forming the new larger Basic Set · If, for example, you have the 1009 Basic Set and want to make it up to the contents of Basic Set 1010, then you will want the 1029 Supplementary Set.

Summarised:

Supplementary Set 1029 makes up Set 1009 into Basic Set 1010	\$ 2.95
Supplementary Set 1030 makes up Set 1010 into Basic Set 1011	\$ 4.10
Supplementary Set 1031 makes up Set 1011 into Basic Set 1012	\$ 9.40
Supplementary Set 1032 makes up Set 1012 into Basic Set 1013	\$ 13.95
Supplementary Set 1033 makes up Set 1013 into Basic Set 1014	\$ 16.95

The ELEX Sets of Electrical Experiments

ELEX 1052 \$ 11.95

Basic Set for about one hundred experiments, with Instruction Book · Size 17 in. by 11 1/2 in. by 1 1/2 in.

ELEX 1053 \$ 27.95

Basic Set for more than 160 experiments, with Instruction Book · Size 23 in. by 12 1/4 in. by 2 3/8 in.

Experimental Transformers 6000 Group Transformer · Output 16 VA (watts) · Weight 3 lbs. · Size 4 3/4 in. by 3 3/4 in. by 3 in. (See p. 45 for details.)

1062 \$ 16.95

ELEX Supplementary Set Makes up the ELEX 1052 Set into the ELEX 1053 Set.



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



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

Fair Trade prices in US Dollars

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