MÄRKLIN

1964/65 E o. P.

We regret we cannot supply private individuals direct, as our products are obtainable only through the usual trade channels. – Supplies are subject to alterations and delivery facilities being available. – Measurements and weights are given in this Catalogue without guarantee. – Publication of this Catalogue cancels all previous issues.

GEBR. MÄRKLIN & CIE. GMBH

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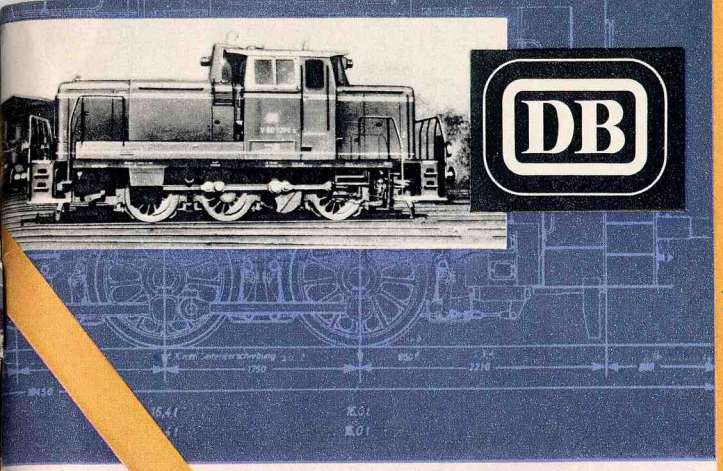


MÄRKLIN

TRUE TO SCALE

International 1:87

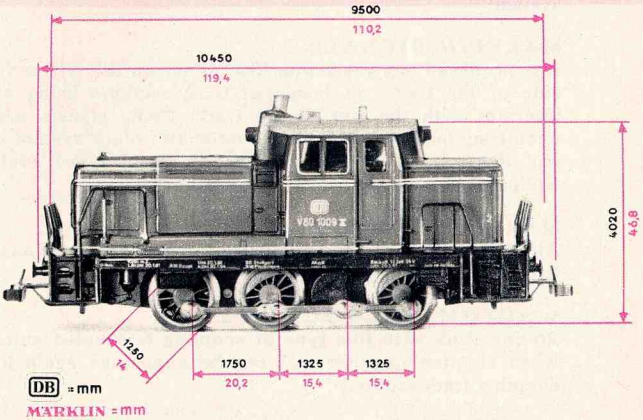
Many hundreds of thousands of locomotives have left our works last year. Millions of MÄRKLIN locomotives are rendering reliable service among model railway enthusiasts.
These high figures compel us to ensure special quality and production is therefore controlled with extreme care.
Each assembled locomotive is tested three times at least on the following lines:

1. Trial run for 10 minutes forward and 10 minutes in reverse in jacked-up condition.
2. Trial run with repeated change-over from forward to reverse running on a test plant specially developed for the purpose.
3. Repeated test on a further testing system.

Not until then is the MÄRKLIN test label affixed, which represents a warranty of highest quality for the buyer and obliges us to apply extreme care.
Apart from this, one locomotive out of approximately every 70 is subject to a special test. Now, to ensure long enjoyment over the running of such a carefully made and tested locomotive we recommend:

Please carefully heed the Operating Instructions!

The true-to-life precision of our models, which is scarcely to be surpassed and which moreover is referred to in the following pages, as also the extensive adherence to the internationally standardised scale of 1:87, is confirmed by comparing the figures in the following table of our locomotive 3065 and the Diesel locomotive V 60 of the German Federal Railways.



MÄRKLIN scale model

The accuracy of this example applies equally to many other locomotives of our collection.

The Advantages of a MÄRKLIN H0 Gauge Railway

ALTERNATING CURRENT (A.C.) OPERATION

The railway and its accessories are very easily connected to your home electricity supply through a very reasonably-priced transformer. Nothing extra is needed for the MÄRKLIN TELEX COUPLING, and the locomotives run smoothly to a standstill when the current is switched off.

NO PROBLEMS WITH THE STRAIGHTFORWARD LAYOUT

The simple layout that everyone can understand is the great feature of the MÄRKLIN Model Railway. Every conceivable track formation can be made up – including reversing loops and triangles–simply by joining the track sections together, no special connections being necessary. In addition, the MÄRKLIN block system, developed to the highest pitch of perfection, provides an extremely attractive and wide field of activities for real model railway enthusiasts. Track-diagrammatic push-button signal centres with train announcers of the latest type can be built up in an impressive way in conjunction with the track contact sections and this will provide quite a lot of work for amateur constructors.

CURRENT IS SUPPLIED TO THE TRACK

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

MÄRKLIN SIGNALS

can be placed anywhere you like, either on the left or right-hand side of the track, no insulated track sections being needed to interfere with the run of the track. Home signals embody all circuit equipment required for automatic block system operation and there is an extensive range of signal types available for equipping the line in true scale-model style.

MÄRKLIN COUPLINGS

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

1. AUTOMATIC COUPLING

Rolling stock with this type of coupling is coupled automatically when shunted together and can be uncoupled again by an uncoupling track section.

2. AUTOMATIC COUPLING WITH THE "ADVANCE" UNCOUPLER

Most rolling stock is fitted for "Advance" uncoupling that enables a train to be uncoupled by an uncoupling track section and then shunted further on without the couplings re-engaging; coaches or goods wagons can be side-tracked as required.

3. MÄRKLIN TELEX COUPLING

The ideal electro-magnetic coupling operated by remote control and needing no extra equipment. Various locomotives are fitted with this coupling (see pages 7 and 21); it allows the train to be uncoupled from the locomotive anywhere on the track by remote control from the transformer.
These three couplings can all be used together indiscriminately.

SPLITTING UP THE TRACK ELECTRICALLY

is very simple and does not require any insulated track sections that could adversely affect the versatility of the system. Track separation is used for dead-end sidings, passing tracks, tracks with signals and for services operating with more than one train.

TRACTIVE EFFORT

The tractive effort of a locomotive depends substantially on the friction or adhesion between the wheels and rails. All MÄRKLIN locomotives – even the smallest – are fitted with special adhesion tyres to increase this friction.

INTERFERENCE WITH RADIO AND TELEVISION

All MÄRKLIN locomotives are provided with two condensers and a choke for suppressing interference with radio and television programmes and there is also the 5130 suppressor track section available for the medium and long-wave bands (see page 48).

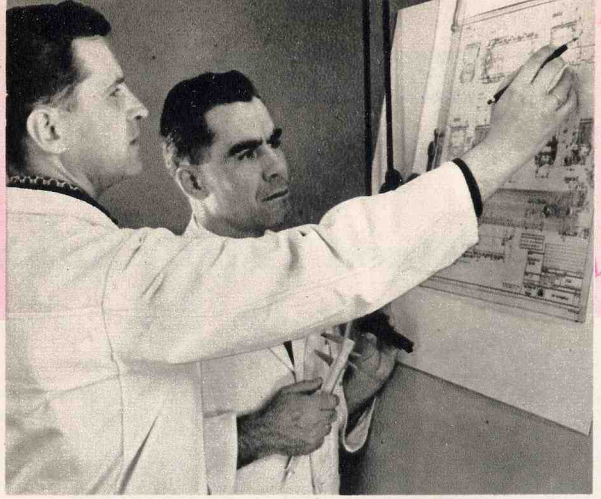
ADDITIONAL ADVANTAGES

A complete range of all track parts is available, 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 plug connections permanently attached, so that building up a railway system is straightforward and easy.
Only one kind of control panel is required for operating these magnetically-controlled accessories.

PRICES

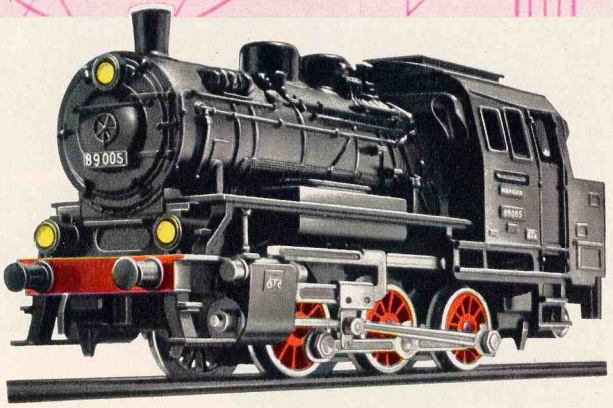
The MÄRKLIN range provides a most extensive selection at prices that will appeal to everyone;

Prices are astonishingly reasonable, despite increased costs of production



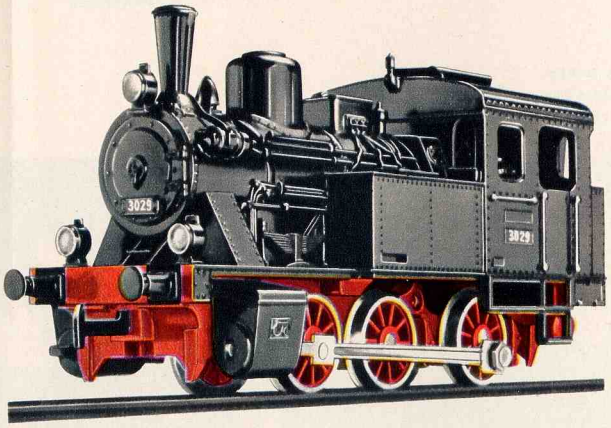
MÄRKLIN scale model

Tank Engines



3000 ▲

Tank Engine A model of the German Federal Railways' Class 89 · Six-coupled 0-6-0 tank engine · Remote-control reversing · Two special adhesion tyres on the trailing drivers to improve the tractive effort and climbing power · Motor fitted with specially low and durable reduction gear · Three headlamps to light up · Dull black unbreakable plastic casing with cast metal frame · Boiler fittings, cab, coal bunker and water tanks all accurately reproduced · Strong coupling hooks at both ends · 4 3/8 in. long over buffers



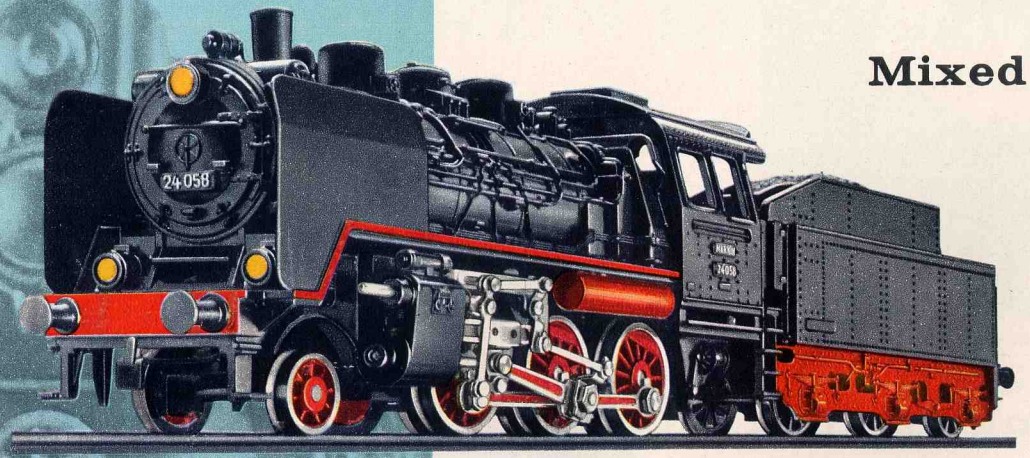
3029 ▲

Tank Engine · A model of the six-coupled 0-6-0 type of tank engine used in industrial undertakings, with remote-controlled reversing and fitted with special adhesion tyres · Dull black unbreakable plastic casing with a cast metal frame · All fittings reproduced in fine detail · Strong coupling hooks at both ends · 4 in. long over buffers

These tank engines are favourites with many railway operators because of the numerous opportunities for using them in passenger and goods services, and especially for shunting work in marshalling yards. Easy running on curves, a high performance and harmony in their general design are the special advantages of these models.

MÄRKLIN scale model

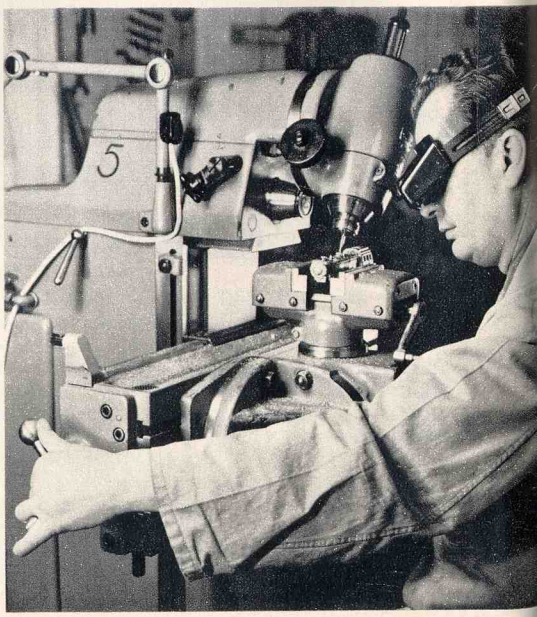
Mixed Traffic Engine



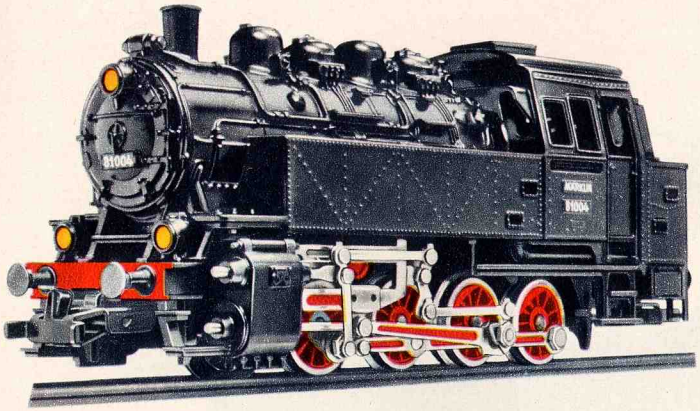
The German Federal Railways' Class 24 engine is a standard locomotive used for passenger and goods services; its maximum speed is 90 kilometres (about 56 miles) an hour.

3003

Passenger Engine and tender · A model of the German Federal Railways' Class 24 · Eight-wheeled six-coupled 2-6-0 type of engine · Remote-control reversing Walschaerts valve motion · The leading truck is spring loaded on to the track to avoid all risks of derailment · Full coupling facilities at both ends of the engine · Two special adhesion tyres on trailing drivers to increase tractive effort · Specially low gearing · Three headlamps to light up · Dull black unbreakable plastic casing with exact scale-model reproductions of the boiler fittings of the full-sized original · Pressure-cast zinc frame · Tender close-coupled to engine, with full reproduction of all details of the riveted six-wheeled tender · 8 in. long over buffers



Tank Engine

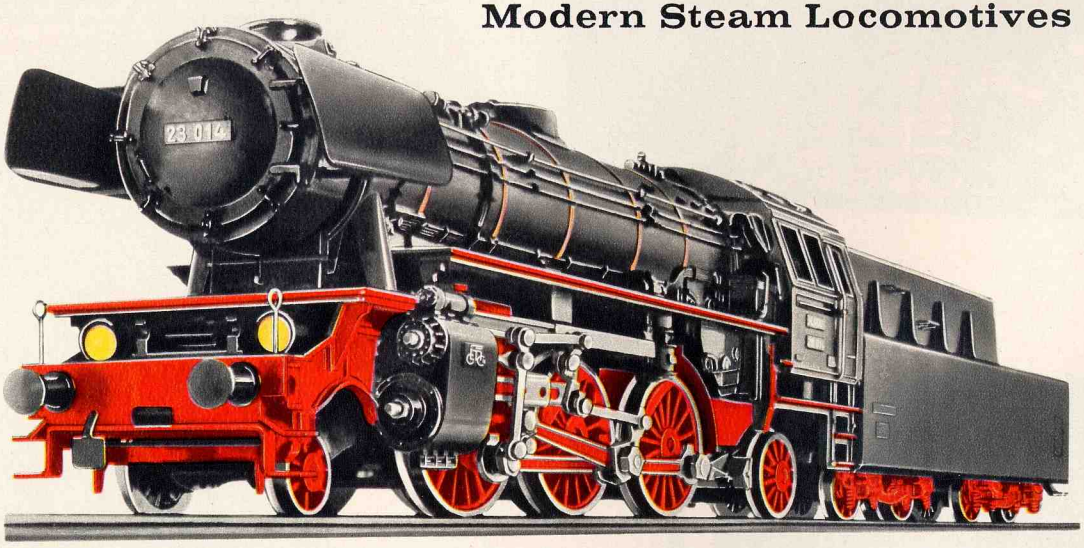


3032

Tank Engine · A model of the German Federal Railways' Class 81 · Eight-coupled 0-8-0 type Remote control reversing · Walschaerts valve motion · Two special adhesion tyres on trailing drivers · Three headlamps front and rear to light up · Dull black all-metal casing with all fittings reproduced exactly as on the original · Automatic couplings both ends · 5 in. long over buffers

Used on the German Federal Railways for marshalling yard service, these Class 81 locomotive can reach a speed of 45 kilometres (about 28 miles) an hour on the level with a train of 1,100 tons weight.

Modern Steam Locomotives

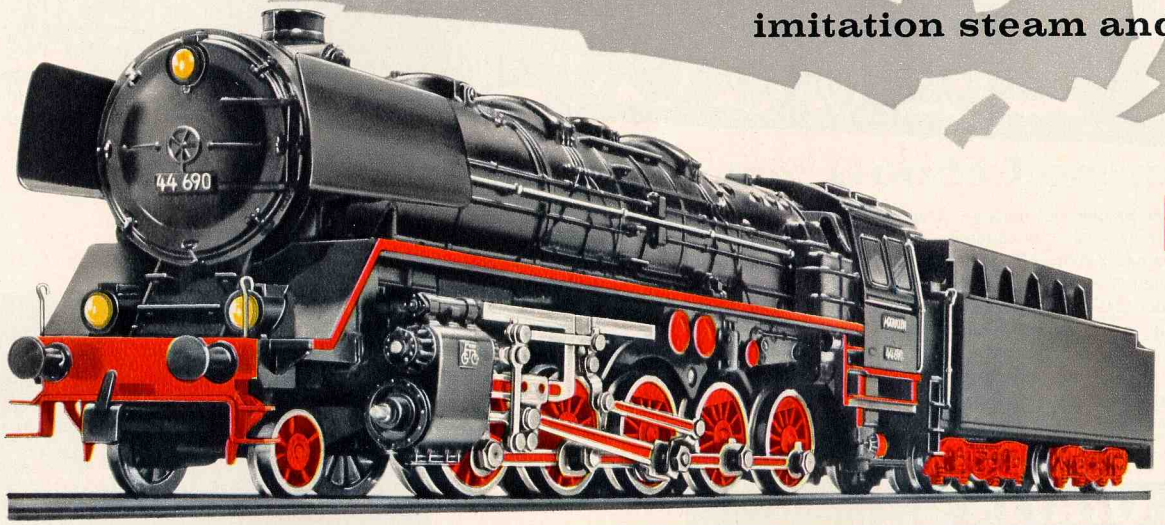


3005

Engine and tender · A model of the German Federal Railways' Class 23 · Ten-wheeled six-coupled 2-6-2 type engine · Remote-control reversing · Walschaerts valve motion · Leading and trailing trucks are kept on the track by springs, preventing any risk of derailment and ensuring good running on curves · The coupling hook fitted to the leading truck gives full coupling facilities in front as well · Two special adhesion tyres on trailing drivers to increase the tractive effort · Specially low reduction gearing · Two electric headlamps · Strong dull black 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 true reproduction of the welded original · Automatic coupling and numerous details · 9³/₄ in. long over buffers

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

Heavy Goods Engine, giving out imitation steam and fitted



New

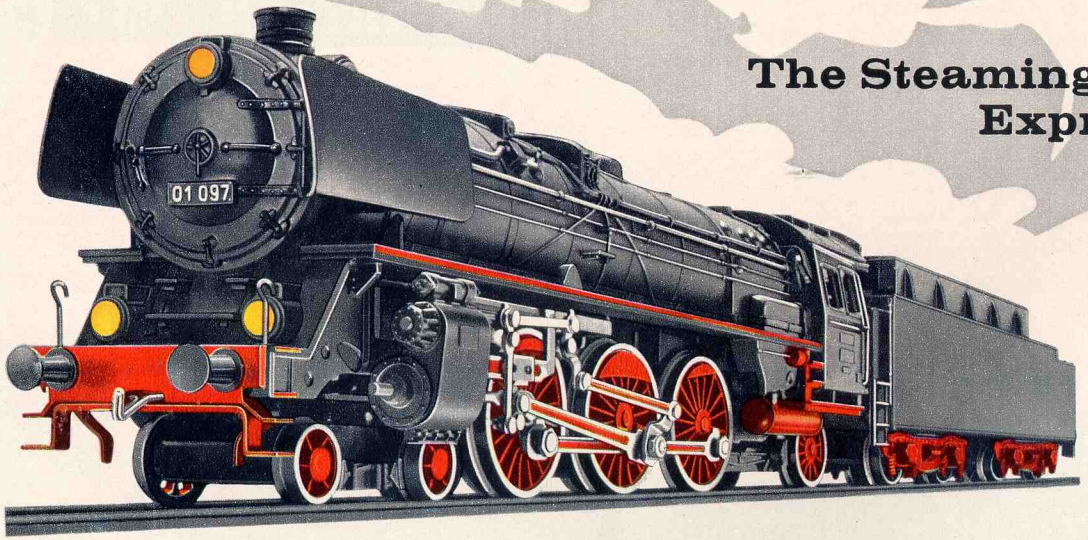
with the MÄRKLIN TELEX COUPLING

3047

Heavy Goods Engine · A model of the German Federal Railways' twelve · Twelve-wheeled · 2-10-0 type Class 44 engine · The engine and tender are permanently coupled together · Dividing the frame into two separate groups of driving wheels gives excellent running and enables the engine to take curves very well · Remote-control reversing · Walschaerts valve motion · The apparatus for giving off a very close imitation of real steam consists of the steam unit in the engine, extra steam pipe, cleaning wire, tweezers and a steam fluid cartridge (for the 0241 refill cartridges see page 62) · Leading truck kept on the track by a spring to avoid derailment · Two special adhesion tyres on the trailing drivers to increase the tractive effort · All coupled axles are driven, and the specially low-geared motor provides slow running as well · Three headlamps to light up · Dull black pressure-cast zinc casing · Front coupling fixed to leading truck giving full coupling facilities · Scale-model reproduction of all boiler fitting details and smoke deflector plates · Cab windows glazed with cellon · Eight-wheeled bogie tender fitted with MÄRKLIN TELEX COUPLING · 11 in. long over buffers

The MÄRKLIN TELEX COUPLING fitted to the tender allows the train to be uncoupled and also coupled up again by remote control from the transformer at any desired point on the system, without any extra apparatus being necessary.

Long-distance goods traffic has increased tremendously on the German Federal Railways and the heavy goods trains are frequently hauled by the powerful Class 44 engines on non-electrified lines. These are the reasons why engines of this type are so often met with on the main lines of the German railway system, arousing the interest and admiration of all railway enthusiasts. The fine outlines and massive proportions of this engine were the inspiration for its reproduction in the form of this splendid model.



The Steaming Express Engine

A super-model

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

3048

Express Engine and tender · A model of the German Federal Railways' Class 01 · Twelve-wheeled · Six-coupled · 4-6-2 type engine · Remote-control reversing · The apparatus for giving off a very close imitation of real steam consists of the steam unit in the engine, extra steam pipe, cleaning wire, tweezers and a steam fluid cartridge (for the 0241 refill cartridges see page 62) · Leading bogie and trailing truck are sprung to prevent derailment · Easy running on curves · Two special adhesion tyres on the trailing drivers to increase the tractive effort · Three headlamps to light up · Strong dull black 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.

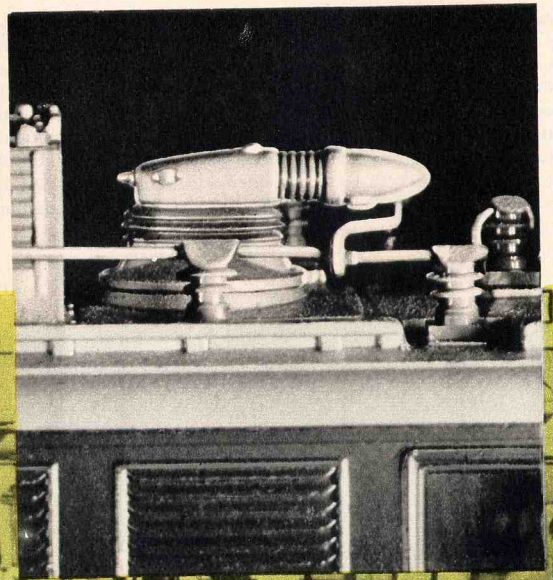
MÄRKLIN **scale model**

MÄRKLIN scale model

New

The German Federal Railways have 124 of these heavy E 94 goods locomotives. With their six traction motors giving a one-hour rating of 3,240 kW, or approximately 4,400 H. P., they can attain a maximum speed of 90 kilometres (approximately 56 miles) an hour and exert a maximum starting tractive effort of 37 tons. Their total weight is 120 tons.

Heavy Electric Goods Locomotive



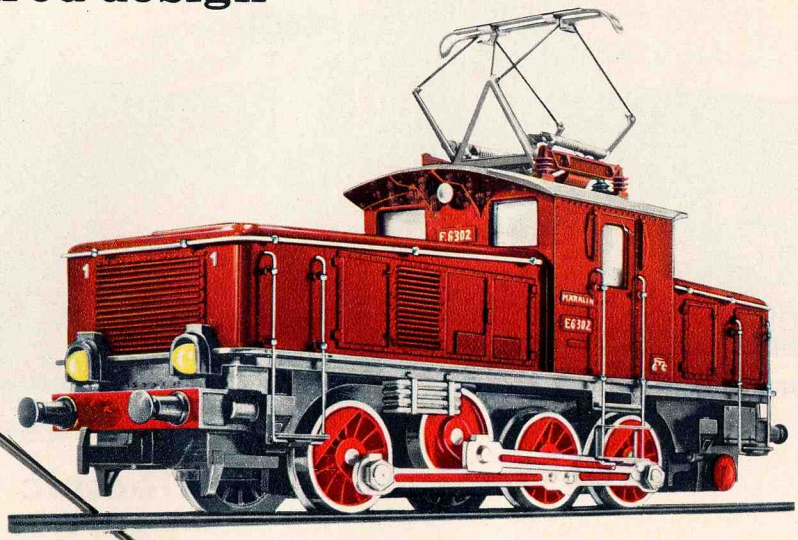
3022

Electric Goods Locomotive · A model of the German Federal Railways' · Twelve-wheeled, 0-6-6-0, type Class E 94 locomotive · All details of the big prototype are reproduced in the model · Three axles are driven and four special adhesion tyres are fitted to increase the tractive effort · Remote-control reversing · Three headlamps front and rear to light up · Selector lever for optional working from the overhead contact wire or surface contact · Two sprung pantographs on roof · Pressure-cast zinc casing in three parts, finished green, with silver roof · Window inserts glazed with transparent plastic · Automatic couplings at both ends · 8 1/4 in. long over buffers

A much-admired design

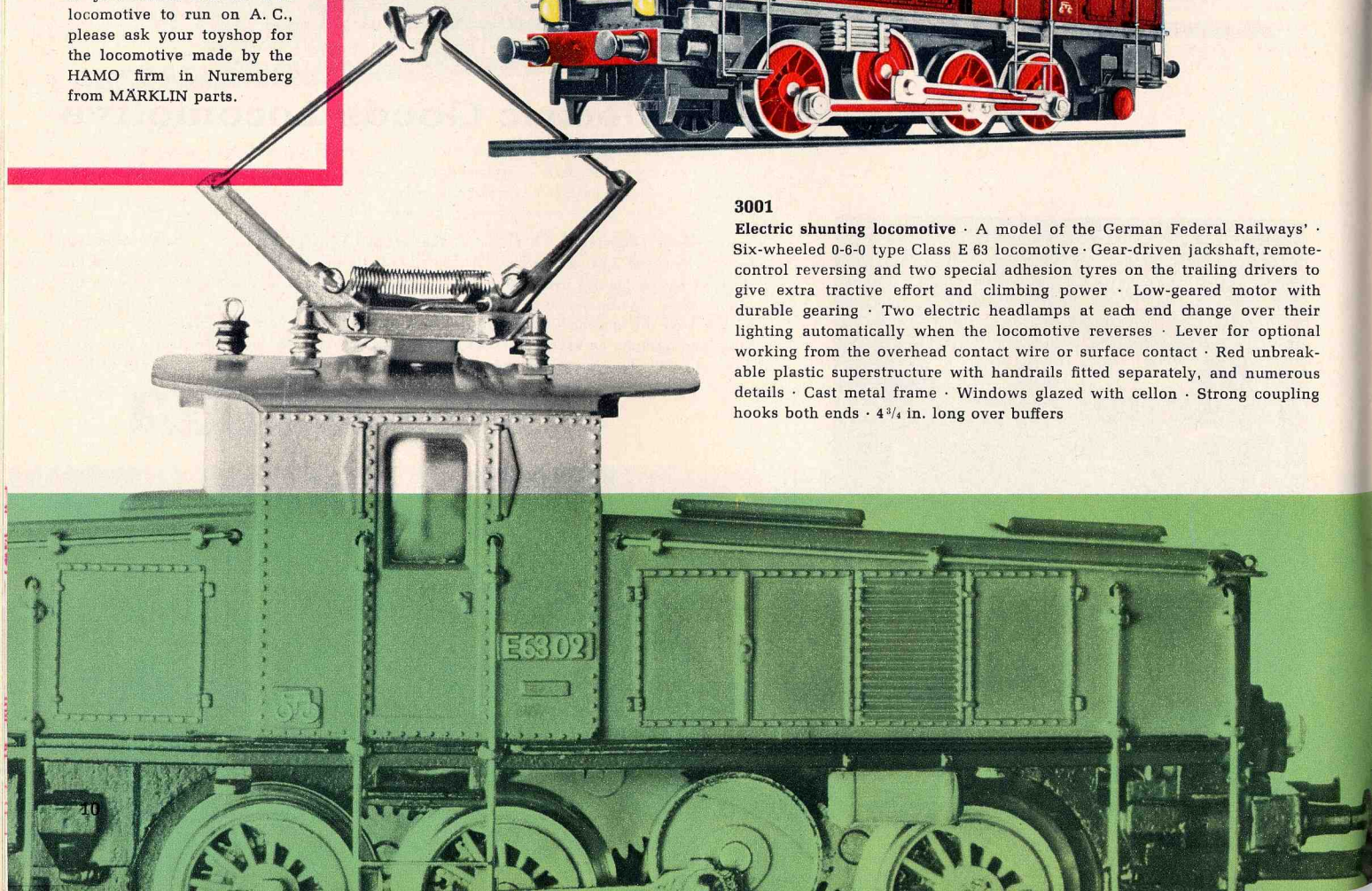
HAMO »E 44«

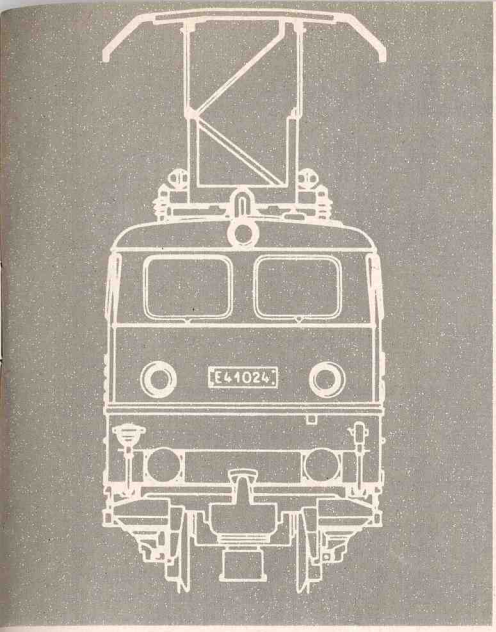
If you would like an **E 44** locomotive to run on A. C., please ask your toyshop for the locomotive made by the HAMO firm in Nuremberg from MÄRKLIN parts.



3001

Electric shunting locomotive · A model of the German Federal Railways' · Six-wheeled 0-6-0 type Class E 63 locomotive · Gear-driven jackshaft, remote-control reversing and two special adhesion tyres on the trailing drivers to give extra tractive effort and climbing power · Low-geared motor with durable gearing · Two electric headlamps at each end change over their lighting automatically when the locomotive reverses · Lever for optional working from the overhead contact wire or surface contact · Red unbreakable plastic superstructure with handrails fitted separately, and numerous details · Cast metal frame · Windows glazed with cellon · Strong coupling hooks both ends · 4 3/4 in. long over buffers





MÄRKLIN scale model

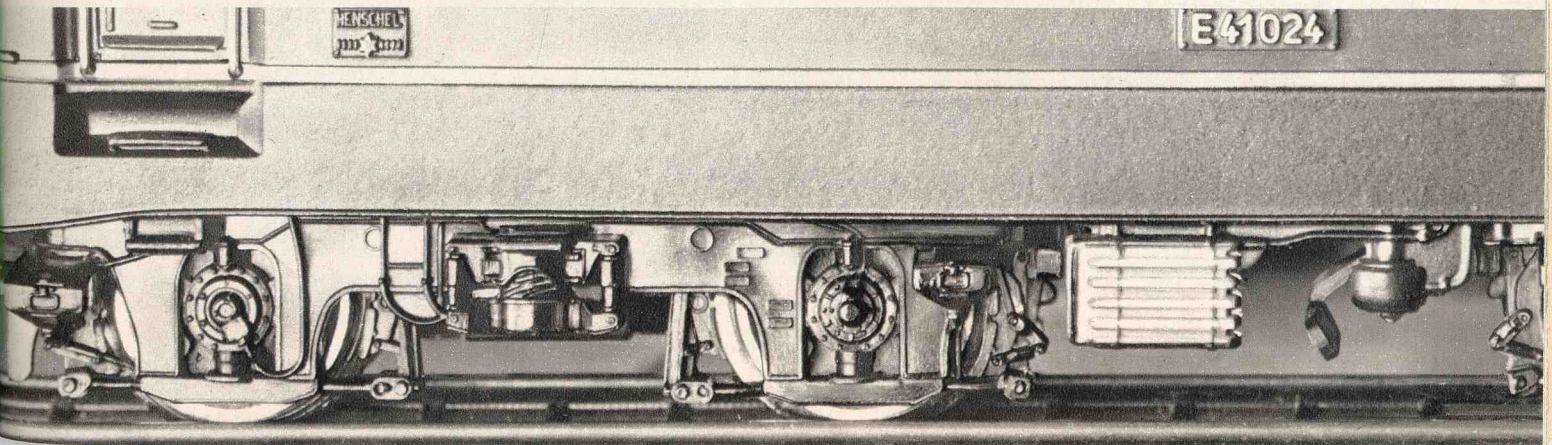
Electric Locomotive "E 41"

practically designed, well made and reasonable in price

The originals of these MÄRKLIN models 3034 and 3037 (see page 12) are to be seen with both blue and green finishes in the Federal Territory of Western Germany, where they are used in express, fast, passenger and goods services.

3034

Electric Locomotive · A model of the German Federal Railways' · Eight-wheeled 0-4-4-0 type E 41 Class locomotive · Both axles of the rear bogie are driven · Remote-control reversing and fitted with four special adhesion tyres to increase the tractive effort · Three headlamps front and rear to light up · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Blue all-metal superstructure with numerous details · Silver roof · Windows glazed with cellon · Automatic couplings both ends · 6 7/8 in. long over buffers

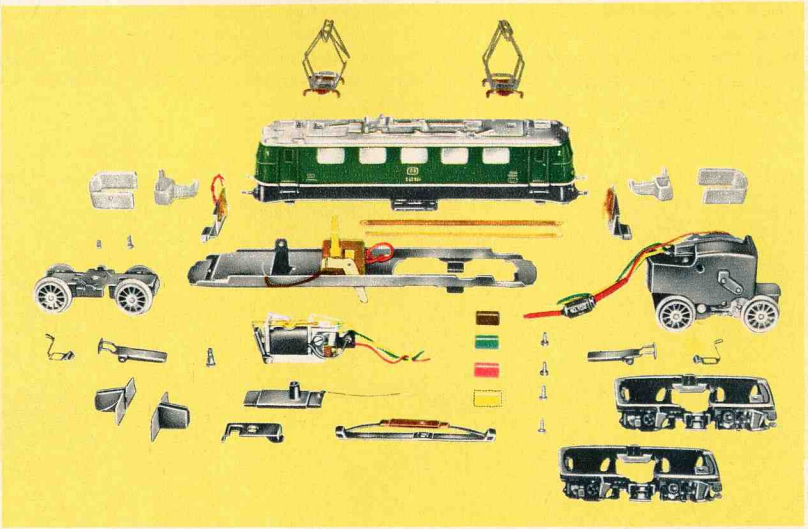


Electric Locomotive

3037

Electric Locomotive · A model of the German Federal Railways' · Eight-wheeled · 0-4-4-0 type Class E 41 locomotive, with both axles of the trailing bogie driven · Remote-control reversing · Four special adhesion tyres to increase the tractive effort · Three headlamps to light up, front and rear · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Green all-metal superstructure with numerous details · Silver roof; windows glazed with cellon · Automatic couplings both ends · $6^{7}/_{8}$ in. long over buffers

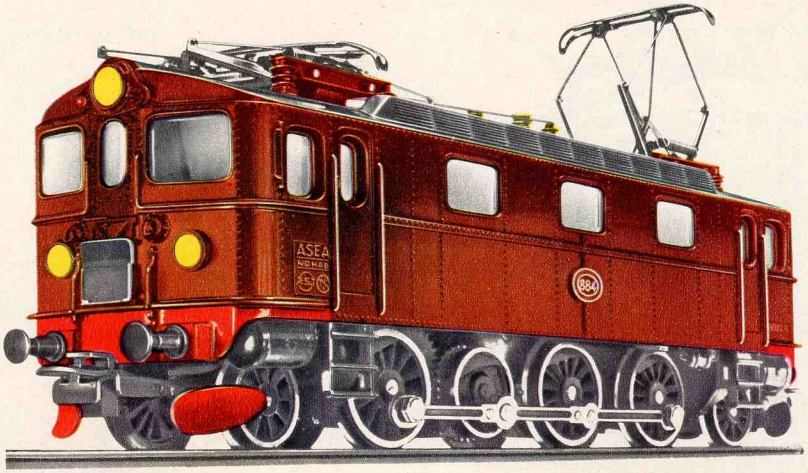
Class E 41 Locomotive Building Kit



3937 ▶

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 · Only a screwdriver and a pair of flat pliers are needed for assembling, there being no painting or soldering to be done · This locomotive is rather more difficult to assemble than coaching stock · Full illustrated instructions for assembling are included with every kit

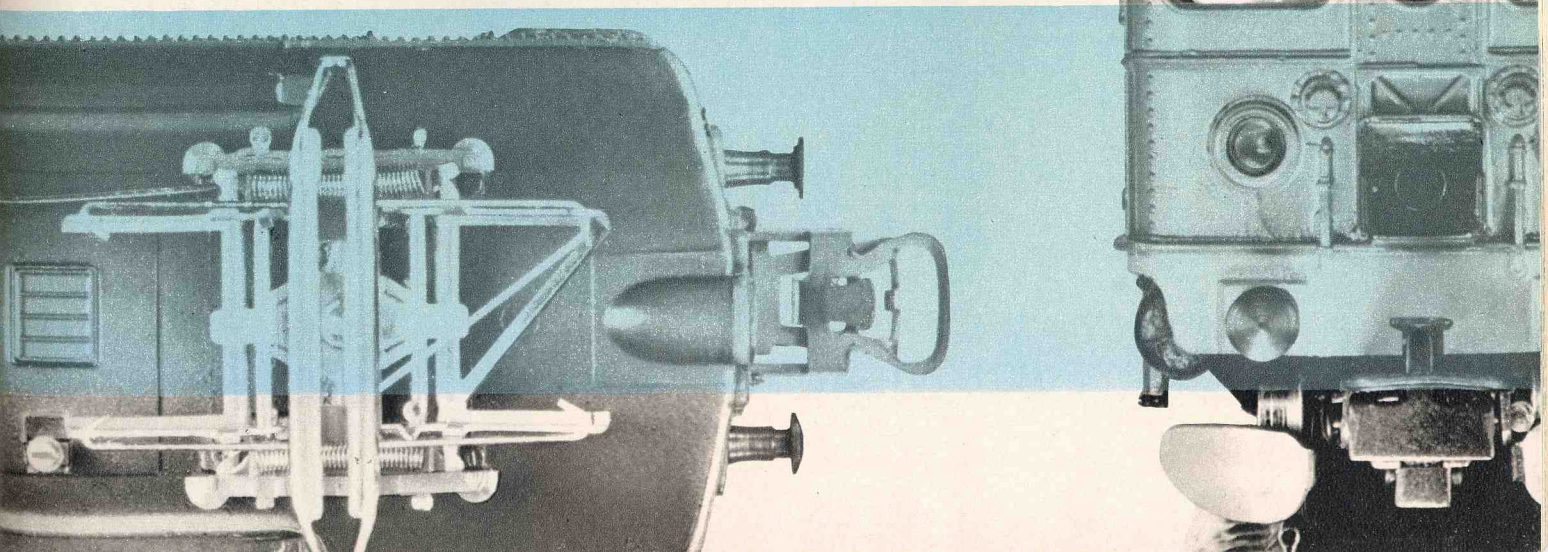
The standard Class D locomotives are much in evidence on the Swedish State Railways' lines (Statens Järnvägar), the Da type being the latest single-unit locomotive in this Class; it is used for passenger as well as for goods trains. The low axle loading of only 15 to 17 tons could result in individually-driven axles racing when starting under difficult conditions and for that reason these locomotives are fitted with coupling rod drive.



Swedish Locomotive

3030

Electric mixed traffic locomotive · A model of the Swedish State Railways' · Ten-wheeled 2-6-2 type Class Da locomotive · Three axles driven by gear-driven jackshaft · Remote-control reversing · Leading and trailing trucks are kept on the track by springs to avoid risk of derailment · One set of driving wheels fitted with two special adhesion tyres giving a high tractive effort · Three headlamps front and rear to light up · Lever for optional working from overhead contact wire or surface contact · Two sprung pantographs on roof · Brown all-metal superstructure with numerous details · Automatic couplings both ends · 5 7/8 in. long over buffers



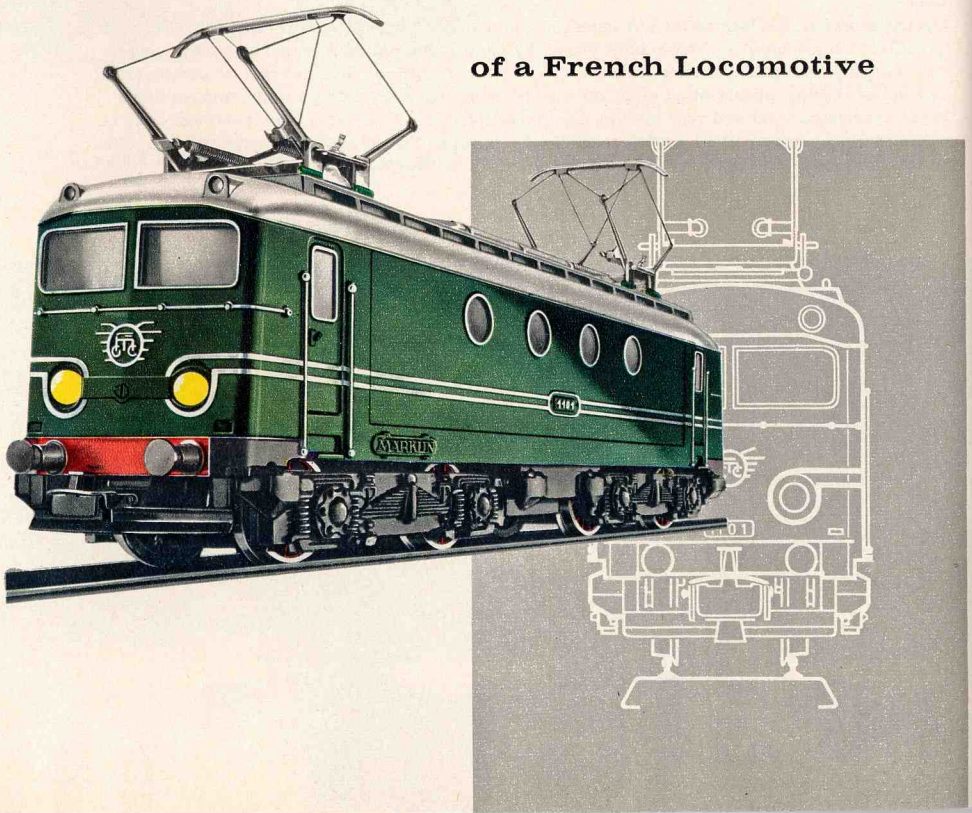
Outstanding Models –

of a Netherlands Locomotive

3013
Electric Express Locomotive · A model of the eight-wheeled Class 1100 of the Netherlands Railways (Nederlandsche Spoorwegen) · Remote-control reversing and fitted with two special adhesion tyres on one set of drivers, giving a specially high tractive effort · Two electric headlamps each, front and rear, changing automatically when the locomotive reverses · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Blue all-metal superstructure with silver bands and porthole-type side windows glazed with cellon · Automatic couplings both ends · 6⅝ in. long over buffers

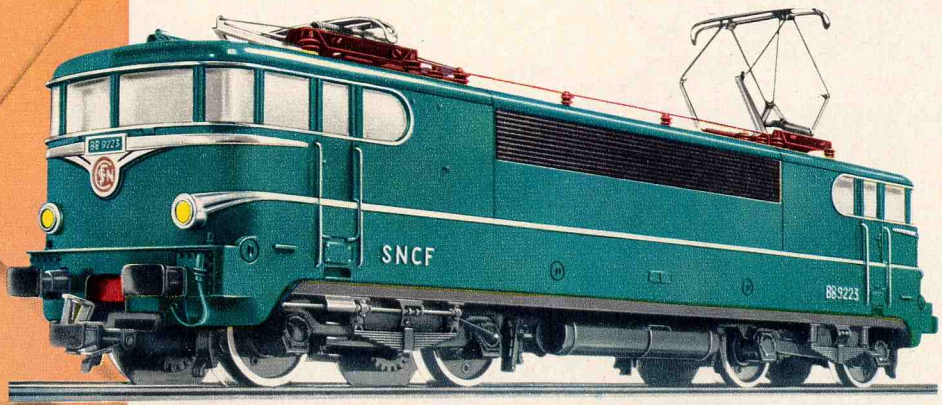
The original of the 3013 locomotive is in use on the Netherlands Railways' services in Holland, while that of the 3012 locomotive is to be found in France.

of a French Locomotive



3012
Electric Express Locomotive · A model of the Class BB 10 000 of the French National Railways Co. (Société Nationale des Chemins de Fer Français, or SNCF) · Technical equipment as 3013 above, but finished in green

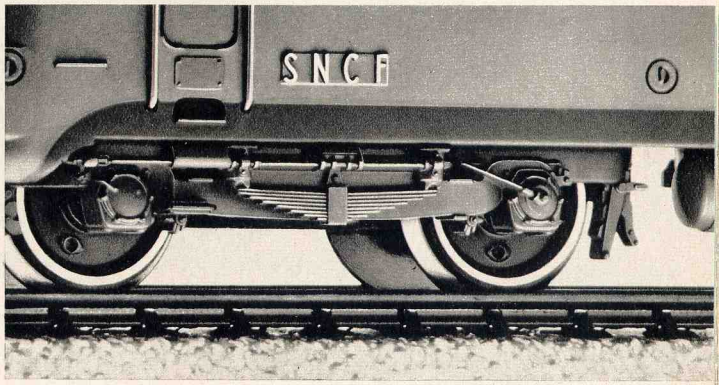
French Electric Locomotive



3038

Electric Locomotive · A model of the French State Railways' (Société Nationale des Chemins de Fer Français, or SNCF) · Eight-wheeled, 0-4-4-0 type Class BB 9200 · Both axles of the motor bogie are driven and four special adhesion tyres are fitted to increase the tractive effort · Remote-control reversing · Two headlamps to light up, front and rear · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Turquoise all-metal superstructure finished exactly as the original · Windows with cellon glazing and automatic couplings at both ends · 7 in. long over buffers

The original of our 3038 type is in use on the French railways as a mixed-traffic or multi-purpose locomotive. With its four traction motors giving a total of 5,500 H. P. it can attain a maximum speed of 160 kilometres (approximately 100 miles) an hour; its total weight is 80 tons.



The favourite Swiss Locomotive

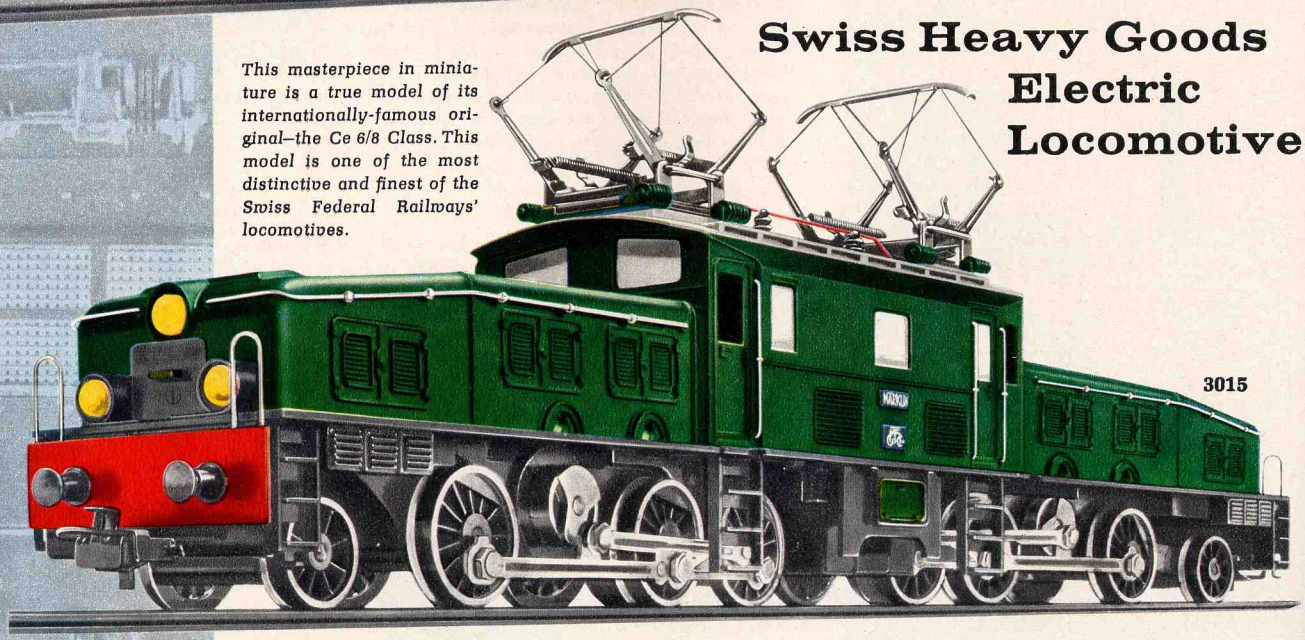
3014

◀ **Electric Locomotive** · Eight-wheeled, a model of the Swiss Federal Railways' (Schweizerische Bundesbahnen, or SBB) Class Re 4/4 · Remote control-reversing · Fitted with two special adhesion tyres on one set of drivers giving a specially high tractive effort · Three electric headlamps each, front and rear, changing over automatically when the locomotive reverses · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Green all-metal superstructure with numerous details · Windows with cellon glazing; automatic couplings both ends · 6½ in. long over buffers

The full-sized originals of this model are used in Switzerland for hauling the lightweight express trains so much in favour there. This type is one of the most outstanding locomotives, either by itself, or with its train, and its fine reproduction in model form is an admirable asset to any railway system.

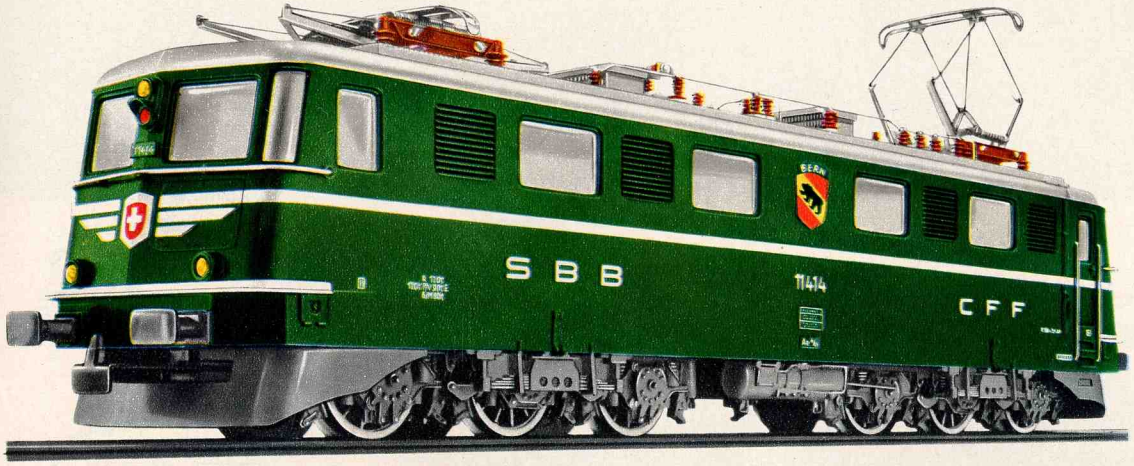
Swiss Heavy Goods Electric Locomotive

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



3015 ▲

Electric Goods Locomotive – the "Crocodile" · Sixteen-wheeled, 2-6-6-2 type · The articulated design enables this locomotive to negotiate curves of normal radius without difficulty · Remote-control reversing · Two special adhesion tyres fitted to one set of drivers · The leading and trailing truck wheels are safeguarded against derailment, as springs keep them down on the track · Three electric headlamps each, front and rear, with lights changing automatically · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Green all-metal superstructure with numerous details · Windows glazed with cellon, and automatic couplings at both ends · 10½ in. long over buffers

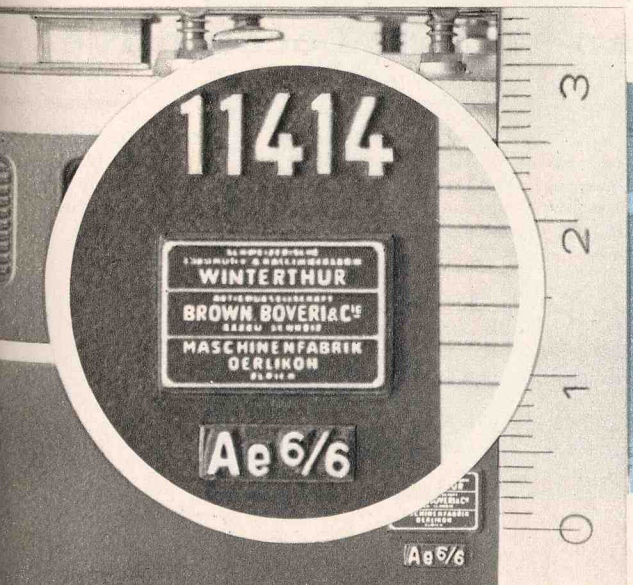


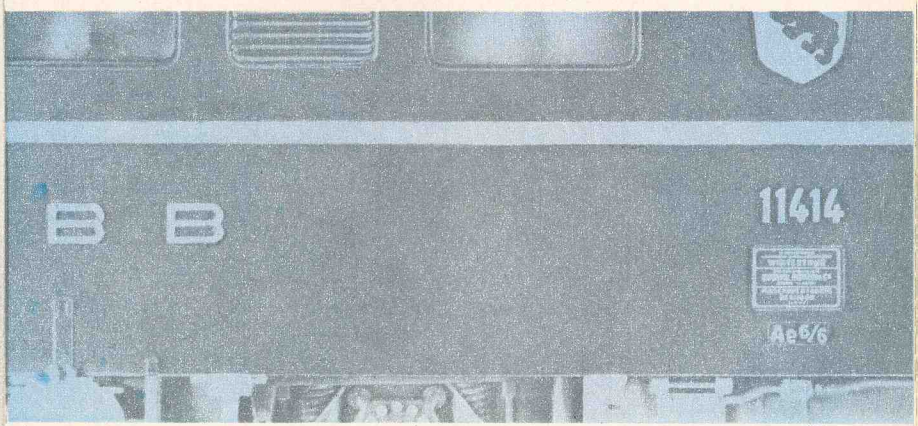
The Swiss Federal Railways' powerful mixed-traffic locomotive

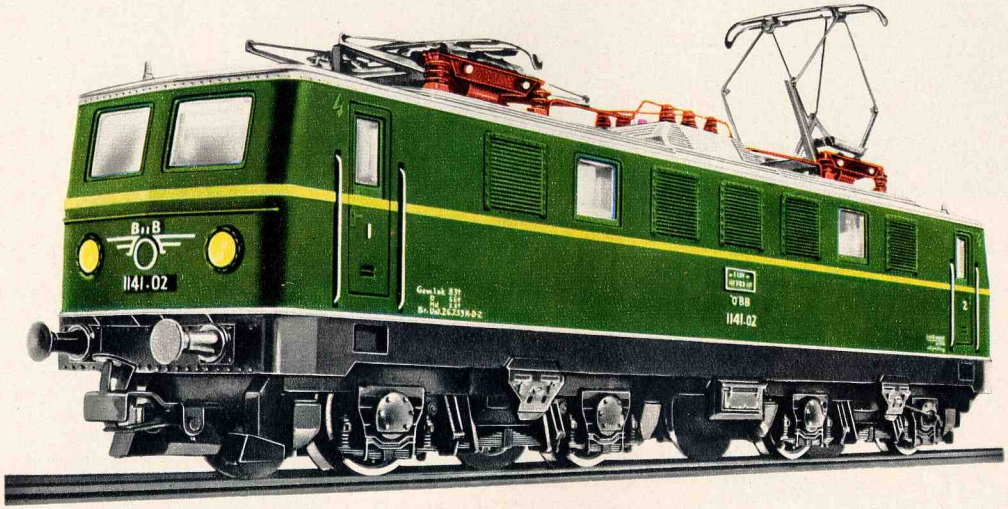
These Ae 6/6 Class locomotives are used chiefly for hauling expresses and through goods trains over the St. Gotthard and Simplon routes. Their six traction motors giving a total of 6000 H. P. enable these locomotives to reach a maximum speed of 125 kilometres (approximately 78 miles) an hour; they weigh 120 tons.

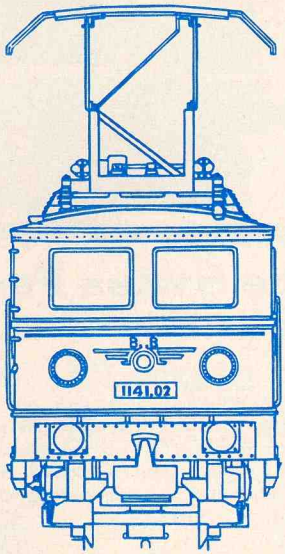
3050

Electric Mixed-traffic Locomotive · A model of the Swiss Federal Railways · Twelve-wheeled 0-6-6-0 type Class Ae 6/6 locomotive · Three axles driven and four special adhesion tyres are fitted to increase the tractive effort · Remote-control reversing · Three headlamps each front and rear to light up · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Green pressure-cast zinc superstructure with silver roof · Very fine reproduction of all details of the locomotive "Kanton Bern" ("Canton of Berne") · Windows with cellon glazing · Automatic couplings at each end · 7 7/8 in. long · Replicas of the crests of the other Swiss Cantons are supplied with the locomotive







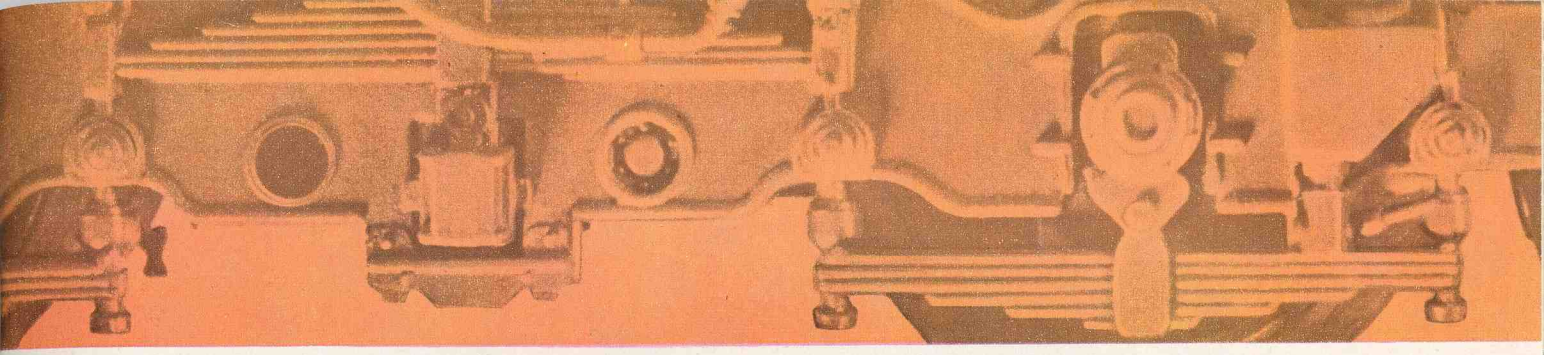


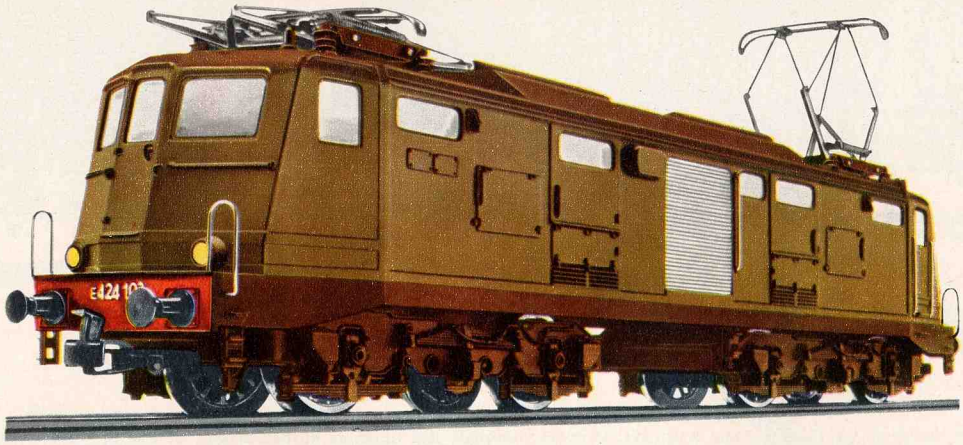
Austrian Electric Locomotive

3036

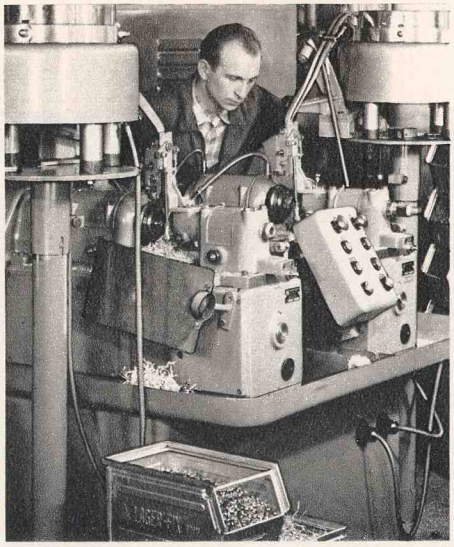
Electric Locomotive · A model of the Austrian Federal Railways' · Eight-wheeled 0-4-4-0 type Class 1141 locomotive · Both axles of the trailing bogie are driven and the wheels are fitted with four special adhesion tyres to increase the tractive effort · Remote-control reversing · Two headlamps each, front and rear, to light up · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · All-metal superstructure finished in the true colours of the original · Windows glazed with cellon · Automatic couplings at both ends · 6 7/8 in. long over buffers

The original of this MÄRKLIN model is used on the Austrian Federal Railways' system where gradients and track conditions are favourable. The locomotives weigh 80 tons and develop a one-hour rating of 3400 H. P., their maximum speed being 110 kilometres (approximately 70 miles) an hour.





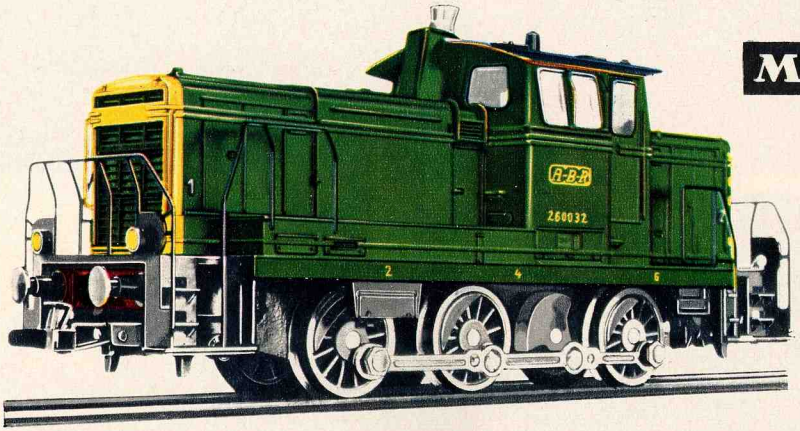
Italian Electric Locomotive



3035

Electric Locomotive · A model of the Italian State Railways' · Eight-wheeled, 0-4-4-0 type Class E 424 locomotive · Both axles of the trailing bogie driven · Remote-control reversing · Four special adhesion tyres for increasing the tractive effort · Two headlamps each, front and rear, to light up · Lever for optional working from overhead contact wire or surface contact · Two spring-loaded pantographs on roof · All-metal superstructure finished in the true colours of the original · Windows glazed with cellon · Automatic couplings both ends · 6 7/8 in. long over buffers

A glimpse of modern MÄRKLIN production. Automatic lathe for wheels.

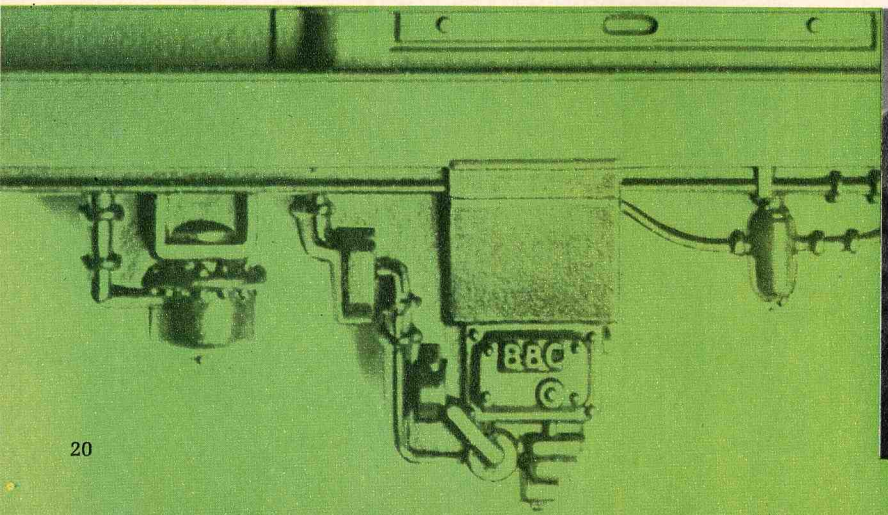


MÄRKLIN scale model

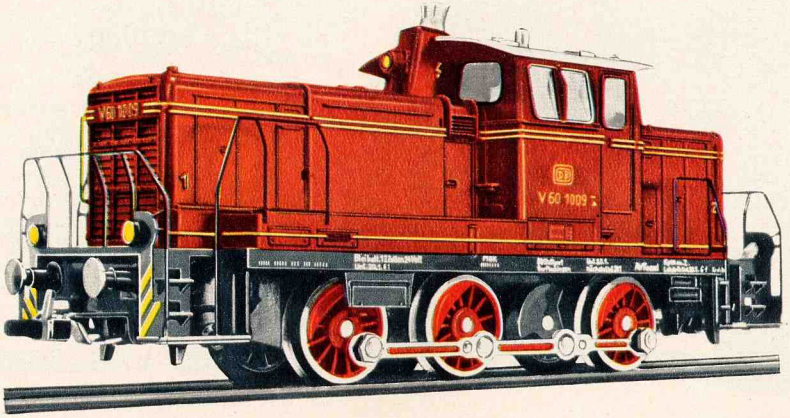
Belgian State Railways' Diesel Locomotive

3069

Diesel Locomotive · A model of the Belgian State Railways' (Société Nationale des Chemins de Fer Belges, or SNCB) · Six-wheeled 0-6-0 type locomotive No. 260 032 · All driving axles and the jackshaft as well are driven by spur gearing · Two special adhesion tyres being fitted on the trailing driving axle to increase the tractive effort · Remote-control reversing · Two headlamps to light up, front and rear, arranged exactly as on the original · Green plastic superstructure with numerous details and scale-model lettering · Plastic inset windows · Best quality pressure-cast frame · Wheels, jackshaft and coupling rods finished in original colours · 4 3/4 in. long over buffers



Diesel-hydraulic Shunting Locomotives



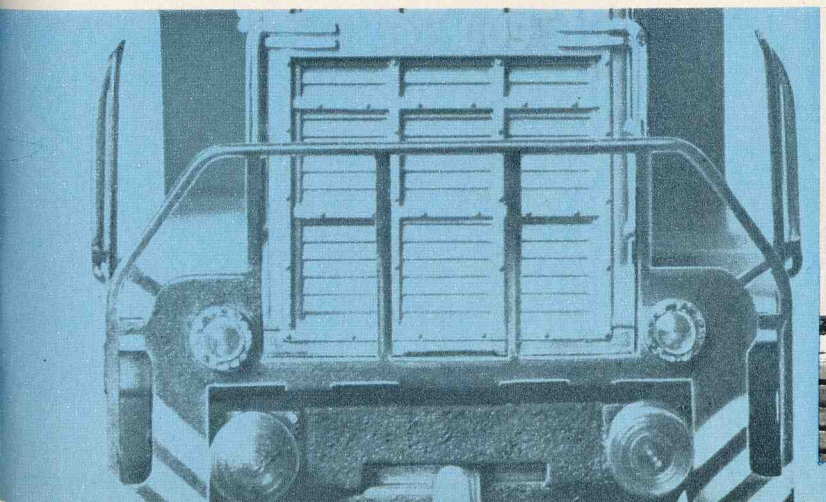
3065

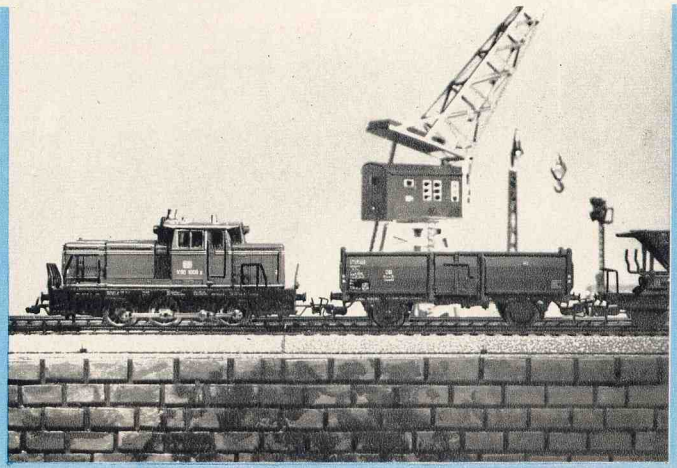
Diesel Locomotive · A model of the German Federal Railways' · Six-wheeled 0-6-0 type Class V 60 locomotive · All driving axles and the jackshaft driven by spur gearing · Two special adhesion tyres on the trailing driving axle to increase the tractive effort · Remote-control reversing · Three headlamps front and rear to light up, arranged as on the original · Red plastic superstructure with considerable detail and scale-model lettering · Plastic window insets · Best quality pressure-cast frame · Wheels, jackshaft and coupling rods finished in original colours · MÄRKLIN TELEX COUPLING at both ends · 4 3/4 in. long over buffers

MÄRKLIN scale model

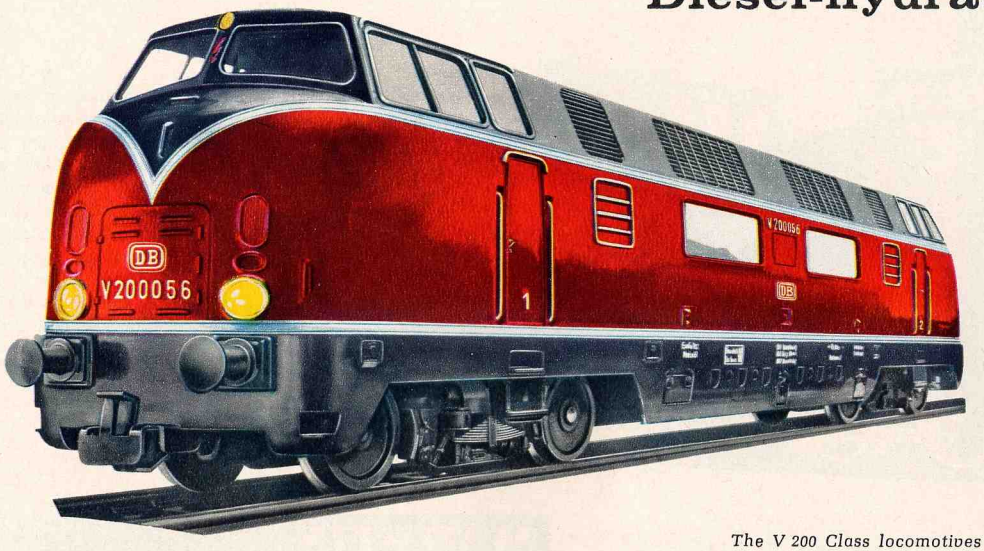
3064

Diesel Locomotive · A model of the German Federal Railways' V 60 Class, the same as No. 3065 above, but **without** the MÄRKLIN TELEX COUPLING, **automatic couplings being fitted at each end instead**





Diesel-hydraulic Locomotive

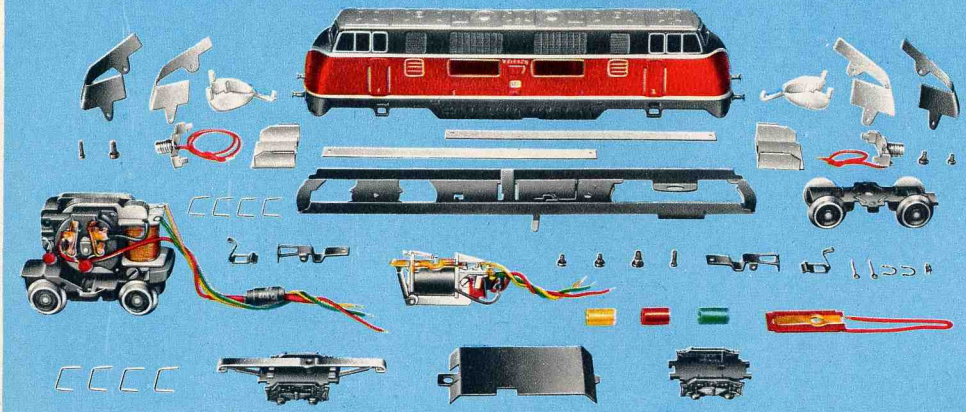


3021
Diesel Locomotive · A model of the German Federal Railways' · Eight-wheeled, 0-4-4-0 type, Class V 200 locomotive · Both axles of the trailing bogie are driven · Remote-control reversing · Four special adhesion tyres fitted to the wheels of driven sets, giving an extra high tractive effort · Three headlamps each, front and rear, to light up · Red and grey all-metal superstructure with numerous details · Silver roof, windows glazed with cellon · 8³/₈ in. long over buffers

MÄRKLIN **scale model**

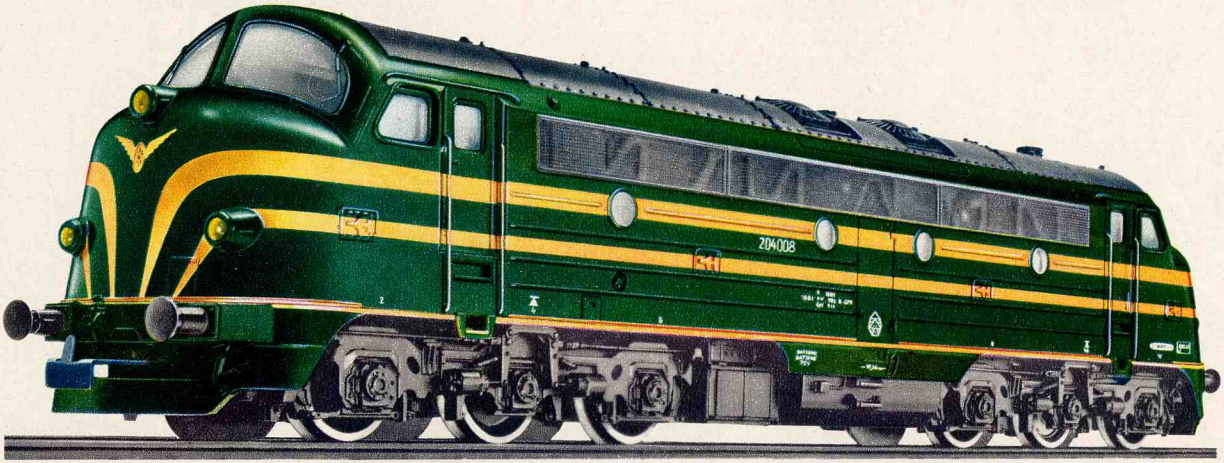
The V 200 Class locomotives have been developed for long-distance express services and also for medium and heavy passenger and goods services on main lines. In the latest type, the V 200¹, the two engines develop 2,700 H.P., making this the most powerful eight-wheeled diesel locomotive in the world; the maximum speed attainable is 140 kilometres (approximately 87¹/₂ miles) an hour.

The V 200 Locomotive Building Kit



3921
Diesel Locomotive Building Kit · Contains all parts required for building the 3021 diesel locomotive, except the lamp bulbs (though the finished locomotive can be lighted up) · Only a screwdriver with a blade 3 millimetres wide and a pair of flat pliers are needed for assembling the parts, 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

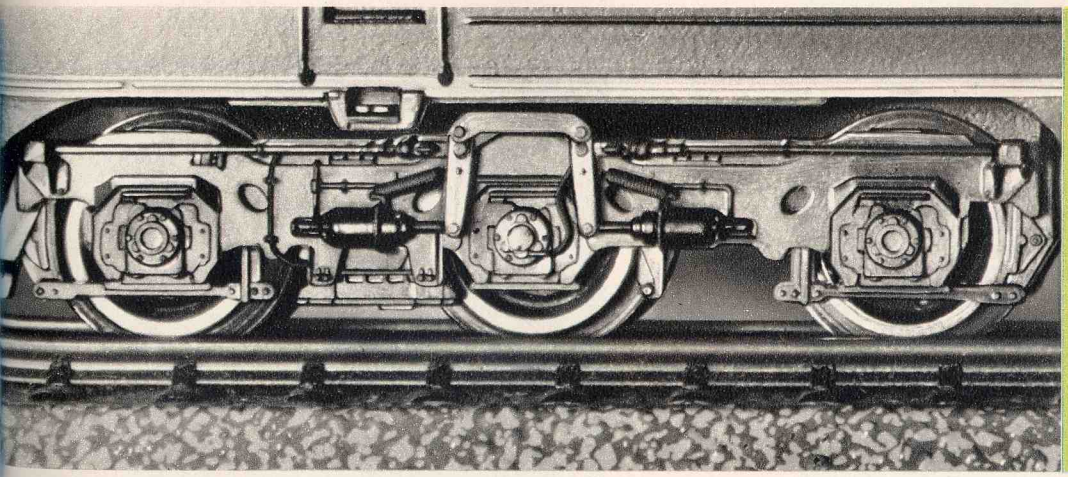
New



Belgian State Railways' Mixed Traffic Diesel Locomotive

3066

Diesel Locomotive · A model of the Belgian State Railways' (SNCB) · Twelve-wheeled, 0-6-6-0 Type 204 locomotive, with three axles driven and four special adhesion tyres fitted to increase the tractive effort · Remote-control reversing · Three headlamps each, front and rear, to light up · Green pressure-cast zinc superstructure with yellow longitudinal bands and lettering as on the original · Black roof · Window insets are sprayed from transparent plastic · Automatic couplings at both ends · 8 in. long over buffers



These Belgian Type 204 locomotives are used for light goods as well as passenger and express services for international traffic with Germany. Developing a total of 1,750 H. P., with their diesel-electric drive they can reach a maximum speed of 140 kilometres (approximately 87½ miles) an hour

The Danish State Railways (DSB) Type My 1100 mixed traffic diesel-electric locomotives are very similar in construction and performance to the Belgian Type 204. They are used inter alia for the international express services on the "Vogelfluglinie", or "bird's flight line" – the direct rail link between Germany and Denmark.

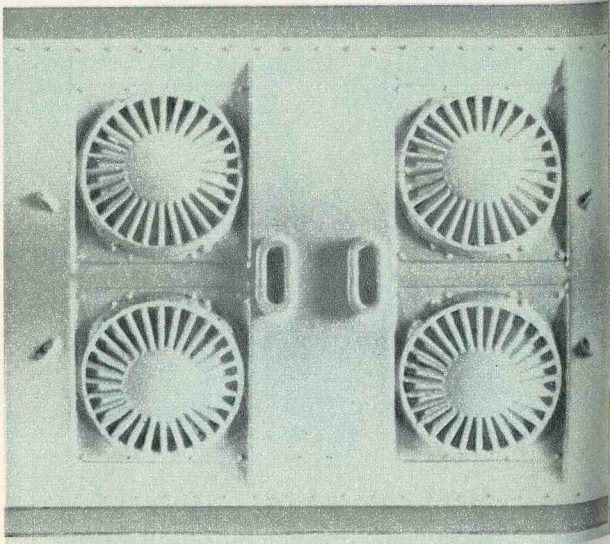
MÄRKLIN scale model

New

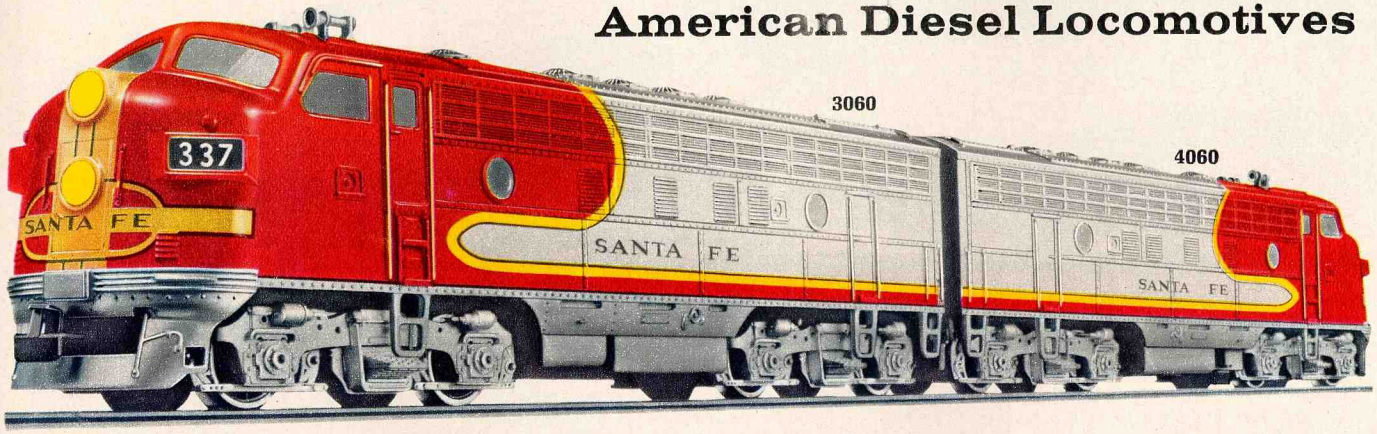
Danish State Railways' Diesel-electric Locomotive

3067

Diesel Locomotive · A model of the Danish State Railways (DSB) · Twelve-wheeled, 0-6-6-0 Type My 1100 locomotive, with three axles driven and four special adhesion tyres fitted to increase the tractive effort · Remote-control reversing · Three headlamps each, front and rear, to light up · Red and brown pressure-cast zinc superstructure lettered exactly as the original · Grey roof · Window insets glazed with transparent plastic · Automatic couplings both ends · 8 in. long



American Diesel Locomotives



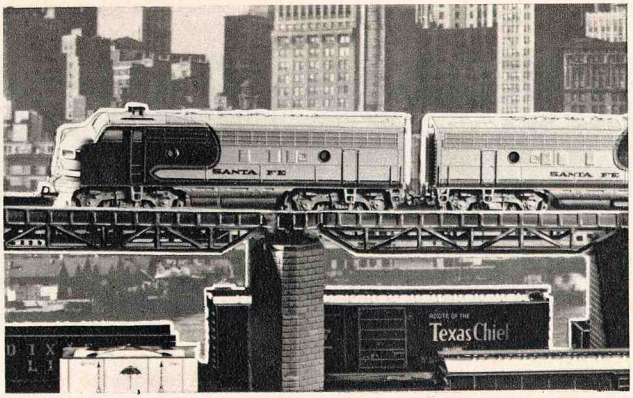
3060

Diesel Locomotive · A model of the eight-wheeled 0-4-4-0 Type F 7 of the Electro-Motive Division of General Motors, as built for the Atchison, Topeka and Santa Fé Railroad · Both axles of the trailing bogie are driven and four special adhesion tyres are fitted to give a high tractive effort · Remote-control reversing · Scale-model lighting · All-metal superstructure with numerous details · Windows glazed with cellon · Automatic couplings at both ends · 6⅞ in. long

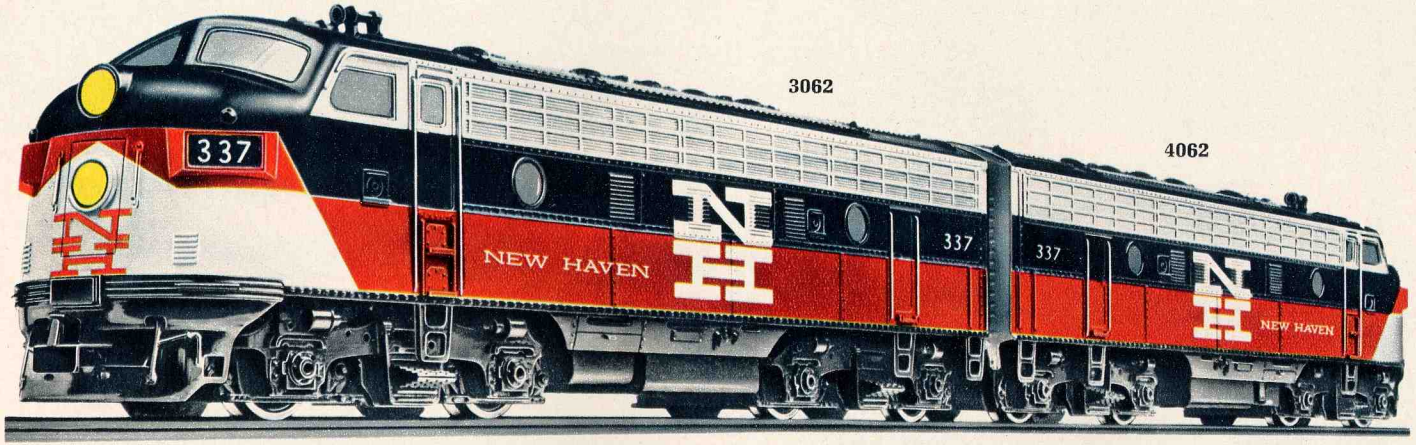
The American Type F 7 and F 9 diesel locomotives (see page 26 also) are used for passenger as well as goods traffic, reaching speeds up to 100 and 85 miles per hour respectively. They are equipped with steam generators (for heating the trains).

4060

Counterpart without drive, to match locomotive 3060 · Eight-wheeled, 0-4-4-0 type · Scale-model lighting All-metall superstructure with numerous details · Windows glazed with cellon · Automatic coupling at driver's cab end · 6⅞ in. long



American Diesel Locomotives

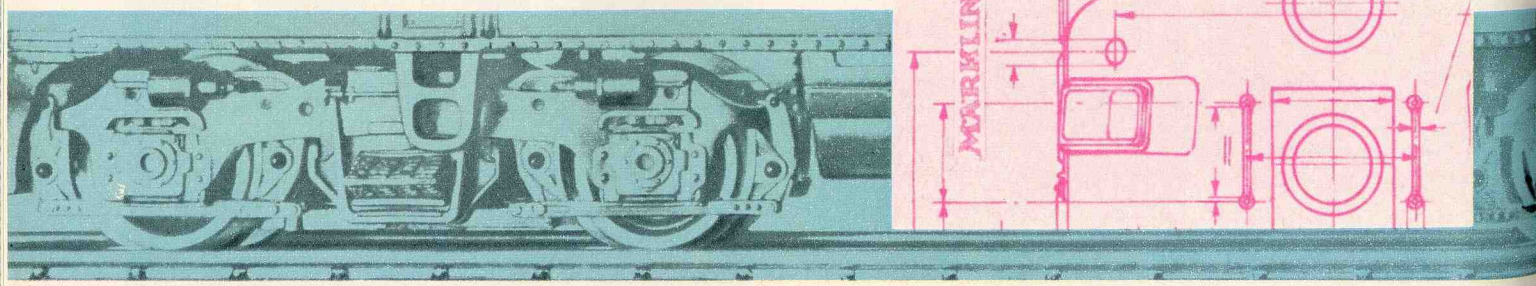


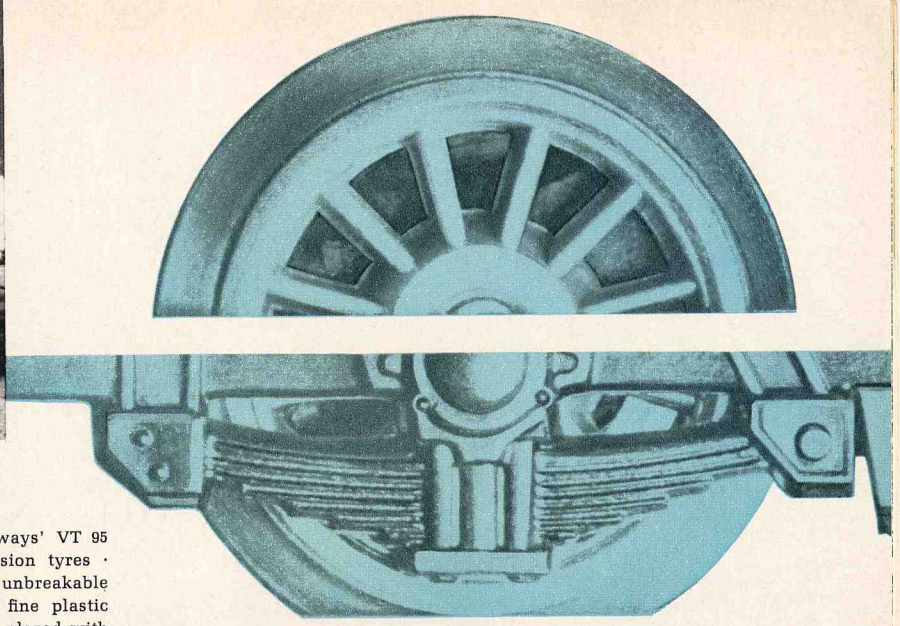
3062

Diesel Locomotive · A model of the eight-wheeled 0-4-4-0 type F 9 of the Electro-Motive Division of General Motors, as built for the New Haven Railroad · Both axles of the trailing bogie are driven and four special adhesion tyres are fitted to give a high tractive effort · Remote-control reversing · Scale-model lighting · All-metal superstructure with numerous details · Windows glazed with cellon · Automatic couplings at both ends · 6⁷/₈ in. long

4062

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 with cellon · Automatic coupling at driver's cab end · 6⁷/₈ in. long



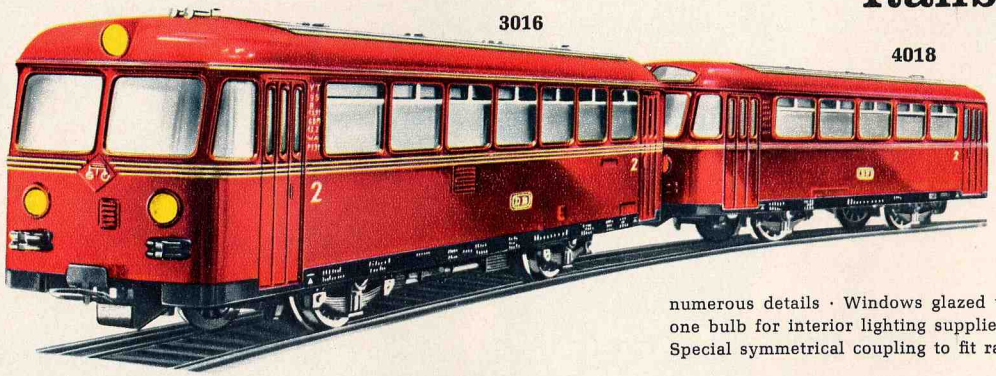


3016
Railbus, four-wheeled · A model of the German Federal Railways' VT 95 Class · Remote-control reversing and fitted with special adhesion tyres · Lamps at both ends also two bulbs for interior lighting · Red unbreakable plastic body with numerous details · Cast metal frame with fine plastic reproductions of axleboxes, springing and railguards · Windows glazed with cellon · The cars are close-coupled by special symmetrical couplings at both ends · 5⅞ in. long over buffers

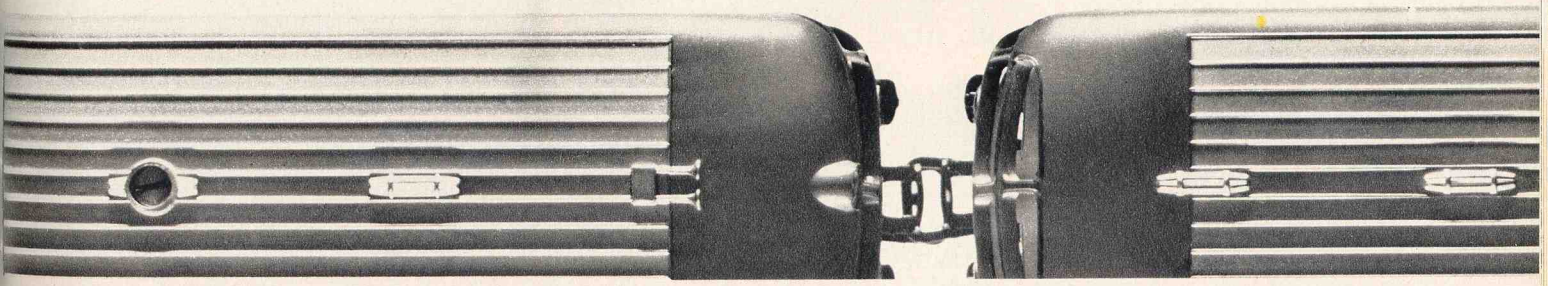
Railbus with Trailer

3016

4018



4018
Trailer for railbus, four-wheeled · A model of the German Federal Railways' VB 142 Class · Sheet steel frame with fine plastic reproductions of axleboxes, springing and railguards · Plastic body with numerous details · Windows glazed with cellon · Red tail lights both ends with one bulb for interior lighting supplied with current by a separate pick-up shoe · Special symmetrical coupling to fit railbus only · 4¾ in. long over buffers




44 1373

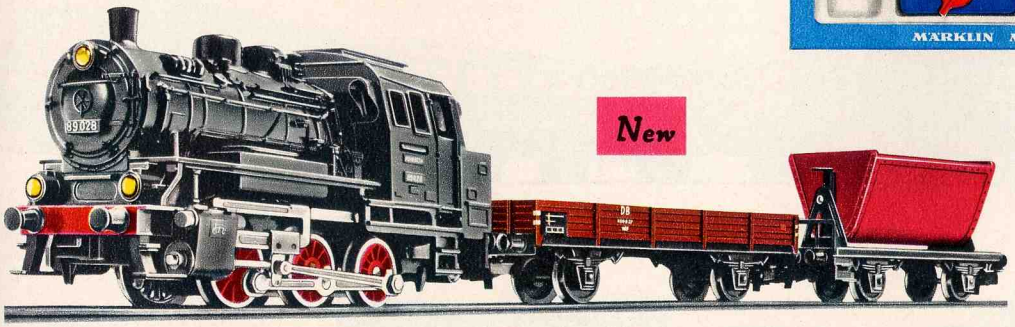
Train Sets with oval tracks and transformers to form the beginning of your big railway system. The transformers supply current for the trains and lighting as well; they must not be connected to anything but an A.C. supply.

In the intervening period 400 000 of these train sets have left our Works – a sure sign that there is a very real demand for these railway sets – and so we have brought out a

Passenger Train with transformer, consisting of engine (with remote-control reversing) and two 4040 passenger coaches · The train is 13½ in. long, and the track has eight 5120 curved sections, one 5106 straight section, one 5111 feeder section, with one transformer

2940 110 volts
2941 125 volts
2943 220 volts
2959 240 volts for England

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



Goods Train set with the 5100 track sections, in addition to the Passenger Train set already listed in our Catalogue.

2960 110 volts
2961 125 volts
2963 220 volts
2979 240 volts for England

Goods Train with transformer, consisting of engine 3000, one each goods wagons 4503 and 4513, twelve 5100 track sections, one 5106 track section, one 5111 feeder section and one transformer · Train 12⅜ in. long

Like all MÄRKLIN model railway transformers, these also have **connections for running the trains and supplying current for lighting and magnetically-operated accessories as well,** *while they also provide a specially high voltage for reversing the locomotives. The transformers can also be used for running larger locomotives or operating additional points or signals. They are designed so as to switch off the current for the time being if the ambient temperature exceeds 113° F. (45° C.) and when a railway they supply has been running continuously for more than an hour and a half on a full or almost full load.*

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

3100

3100

Passenger Train (without transformer), consisting of 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

3200

Goods Train (without transformer), consisting of 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

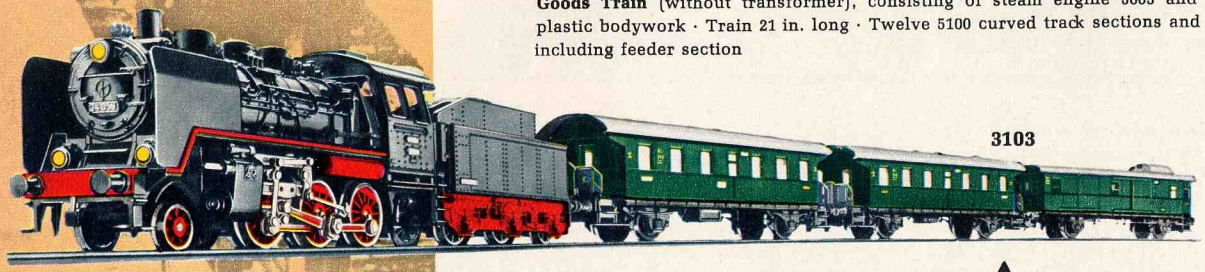
Interesting Train Sets with oval Tracks but without Transformers

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.

3203

3203

Goods Train (without transformer), consisting of 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

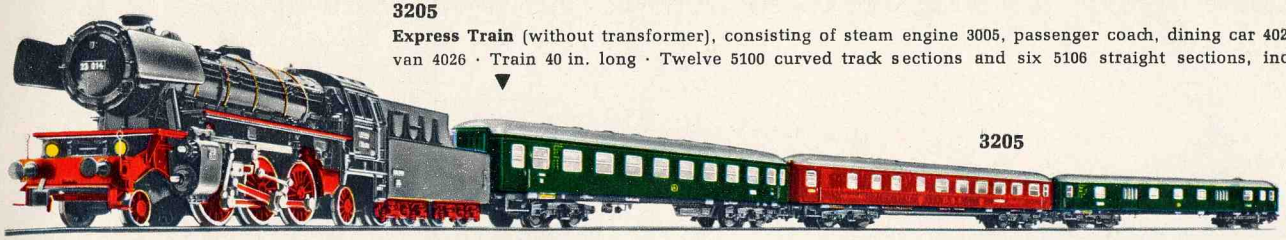
3103

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

Train Sets ready to run

3205

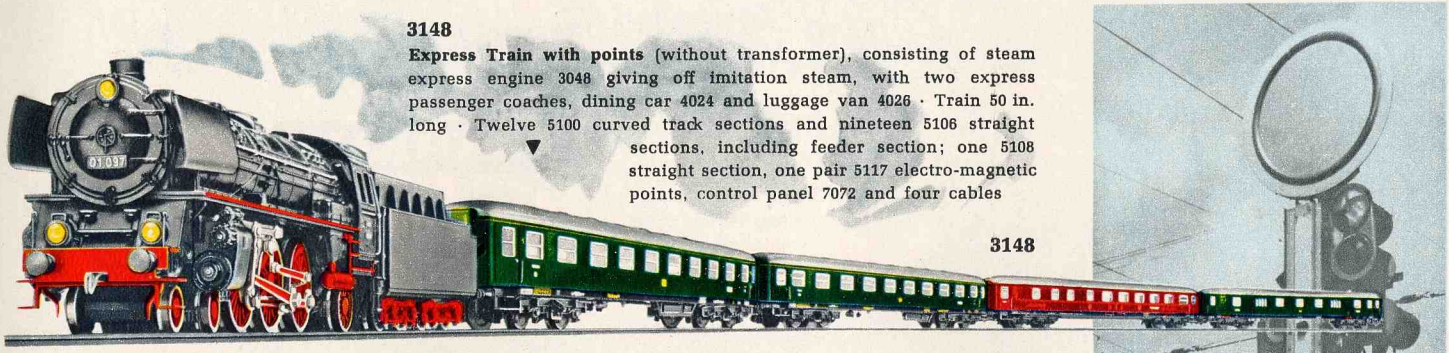
Express Train (without transformer), consisting of steam engine 3005, passenger coach, dining car 4024 und luggage van 4026 · Train 40 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section



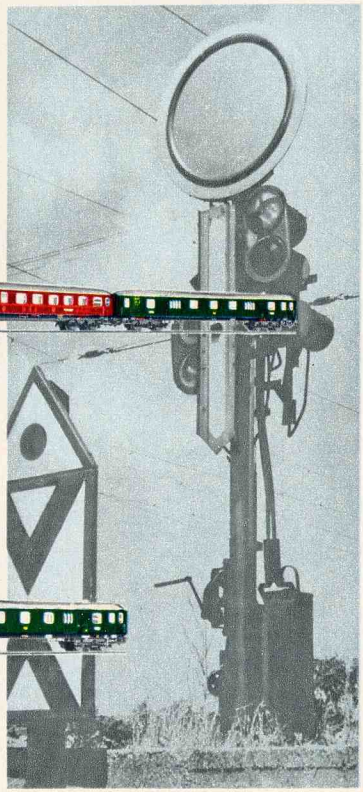
3205

3148

Express Train with points (without transformer), consisting of steam express engine 3048 giving off imitation steam, with two express 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 section, one pair 5117 electro-magnetic points, control panel 7072 and four cables



3148



3121

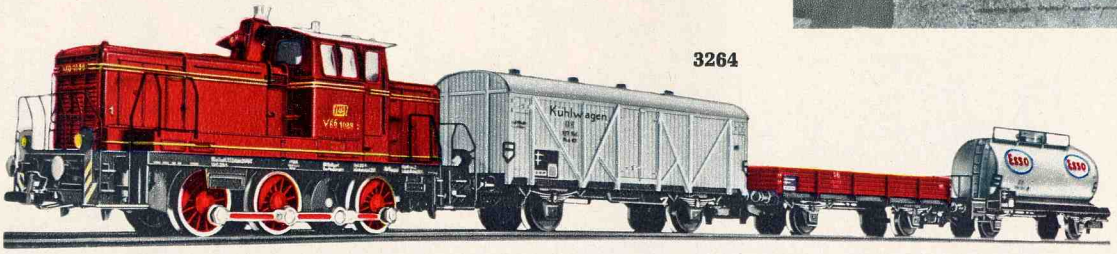
Express Train (without transformer), consisting of diesel locomotive 3021, express passenger coach, dining car 4024 and luggage van 4026 · Train 38 1/2 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

3121

New

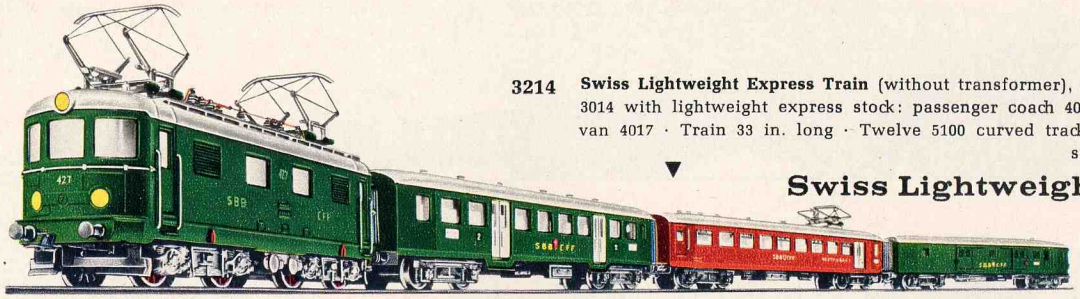
3264

Goods Train (without transformer), consisting of locomotive 3064 and one each goods wagons 4501, 4503 and 4508 · Twelve 5100 curved track sections, one 5106 straight section and one 5111 feeder section · Train 17 3/4 in. long



3264

Interesting Train Sets with oval Tracks but without Transformers



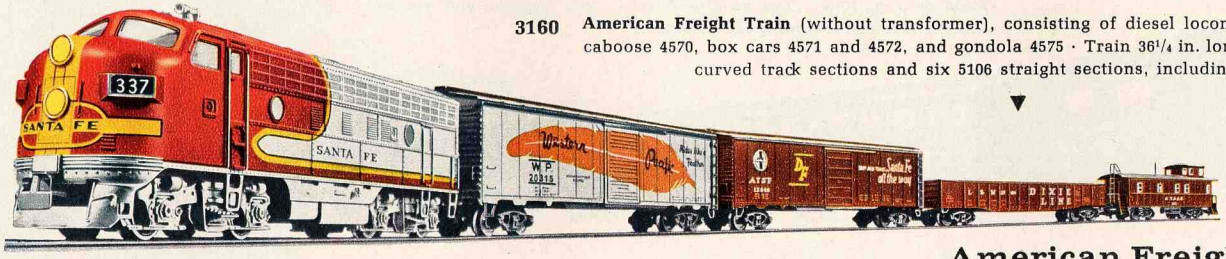
3214 **Swiss Lightweight Express Train** (without transformer), consisting of electric locomotive 3014 with lightweight express stock: passenger coach 4038, dining car 4035 and luggage van 4017 · Train 33 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

Swiss Lightweight Express Train

MÄRKLIN scale model

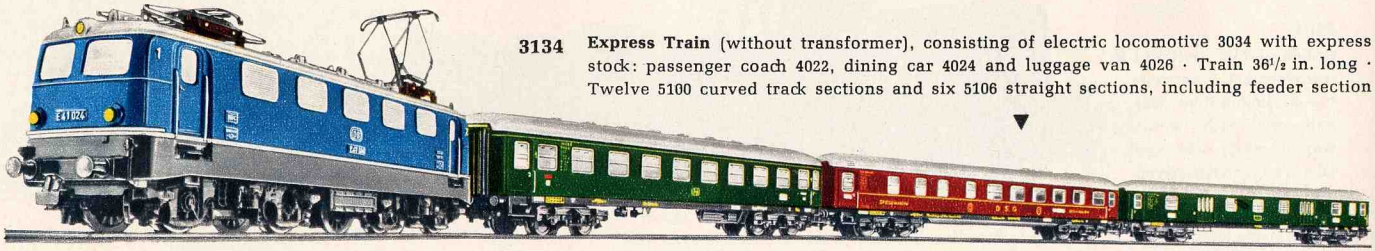
3135 **Italian Express Train** (without transformer), consisting of electric locomotive 3035 and three 4036 express coaches · Train 34 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

Italian Express Train

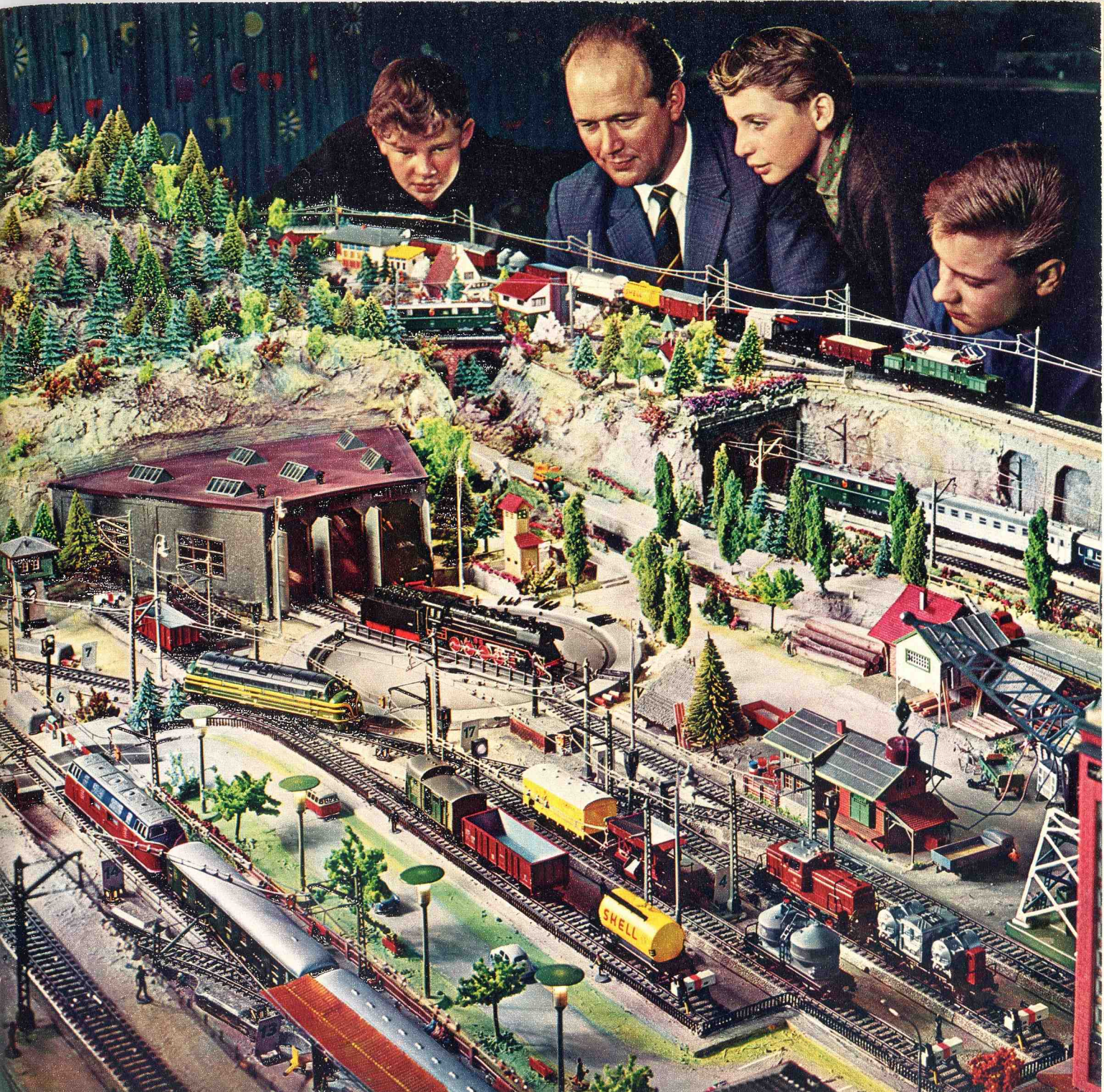


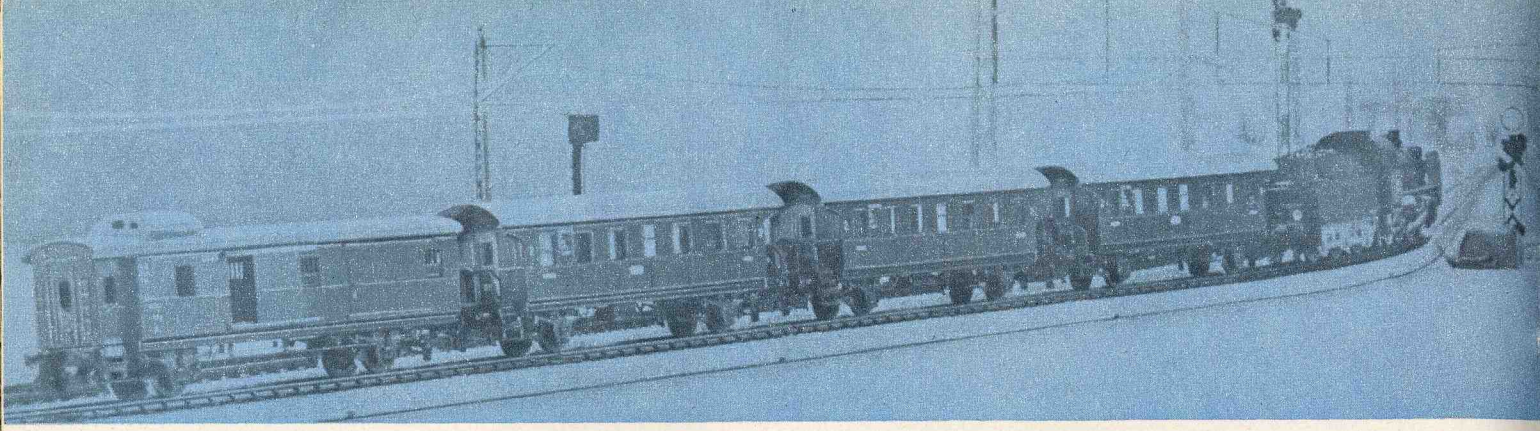
3160 **American Freight Train** (without transformer), consisting of diesel locomotive 3060 with caboose 4570, box cars 4571 and 4572, and gondola 4575 · Train 36¼ in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

American Freight Train

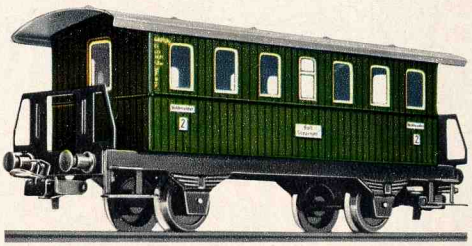


3134 **Express Train** (without transformer), consisting of electric locomotive 3034 with express stock: passenger coach 4022, dining car 4024 and luggage van 4026 · Train 36½ in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section


SHELL



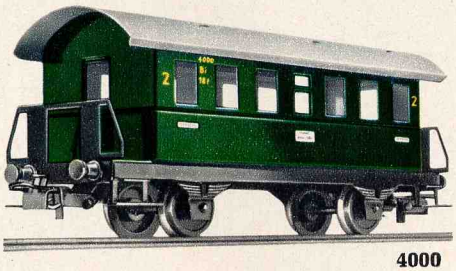
Passenger Coaches of finely-printed sheet steel - with Automatic Couplings and the "Advance" Uncoupler



4040

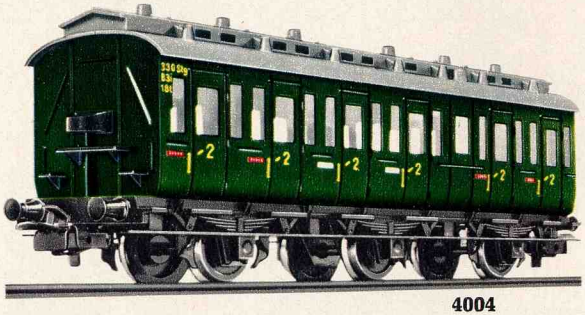
Passenger Coach, four-wheeled, with platforms and entrances both ends · Open windows · Coach body green, silver-grey roof · 4½ in. long over buffers

This 4040 passenger coach is a type that goes particularly well with the 3029 tank engine (see page 29) and a train made up with this stock realistically recalls the romantic era of the railways at the turn of the century.



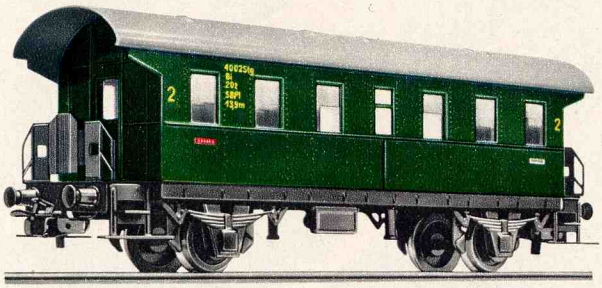
4000

Passenger Coach, with platforms and entrances both ends · Dark green with grey roof · 4⅝ in. long over buffers



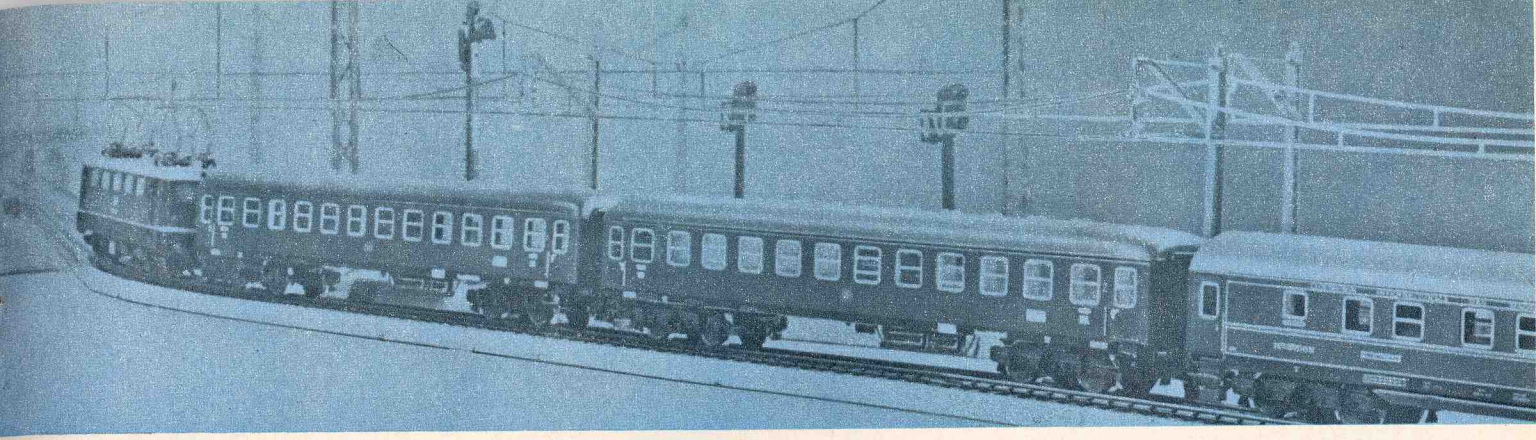
4004

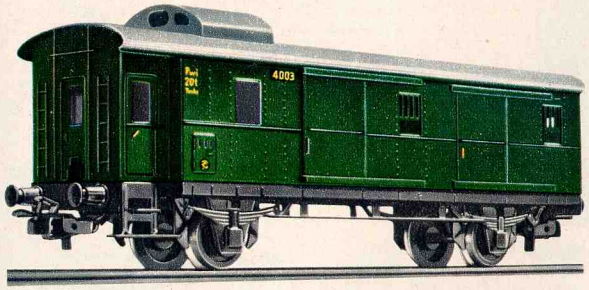
Compartment Coach · Six-wheeled, with sides divided up into six compartments · Equipment for fitting interior lighting · Dark green with grey roof · Numerous inscriptions · Coach 5¼ in. long over buffers



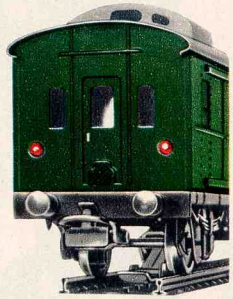
4002

Passenger Coach, with platforms and entrances both ends · Windows glazed with cellon · A model of the German Federal Railways' standard Bi 28 coach





4003
Luggage Van, with sliding doors both sides and roof lookout for guard's compartment · A model of the German Federal Railways' Pwi 28 van



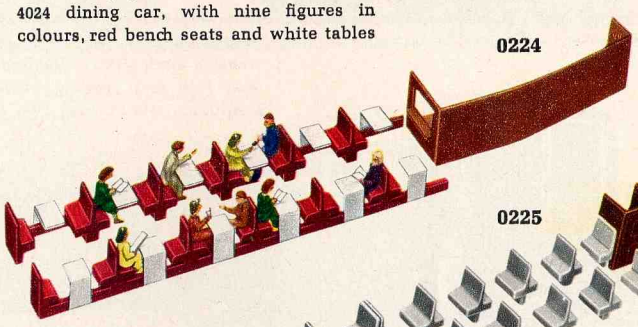
◀ **4041**
Luggage Van, the same as 4003, but with tail lights and current pick-up shoe

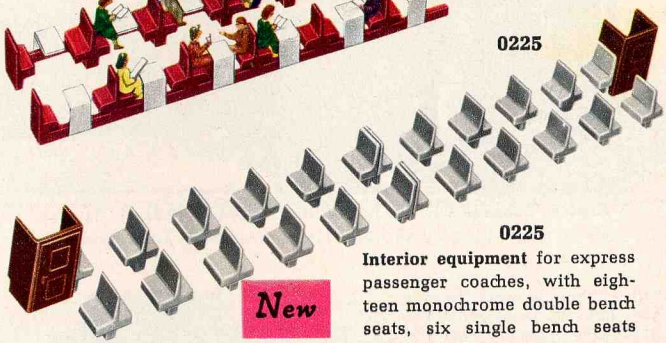
4002, 4003, 4041
Standard type of coach, with all details well reproduced · Equipment for fitting interior lighting · Dark green with grey roof · Numerous inscriptions · Coaches 5 3/8 in. long over buffers

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

This interior equipment is made of plastic and supplied as sets for fitting up the coaches; illustrated instructions for fitting with each set.

0224
Interior equipment and figures for the 4024 dining car, with nine figures in colours, red bench seats and white tables



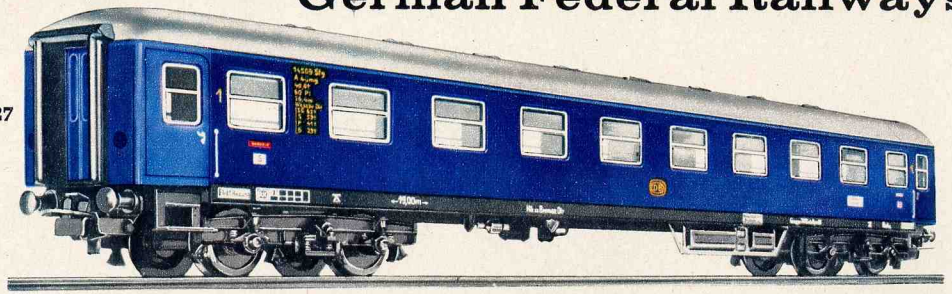


0225
Interior equipment for express passenger coaches, with eighteen monochrome double bench seats, six single bench seats and two toilet compartments

0226
Carton of ten figures in colours, for completing the interior equipment set 0225

German Federal Railways' Express Coaches

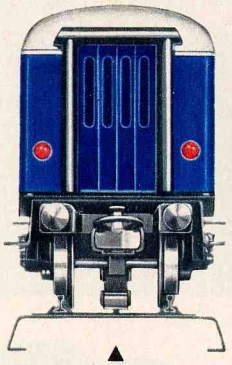
4027



◀ 4027

First Class Express Coach · A model of the German Federal Railways' · Eight-wheeled A 4 ümg stock · Detachable silver roof with grey shading · Open windows glazed with cellon · Coach finished blue · 9½ in. long over buffers

4032

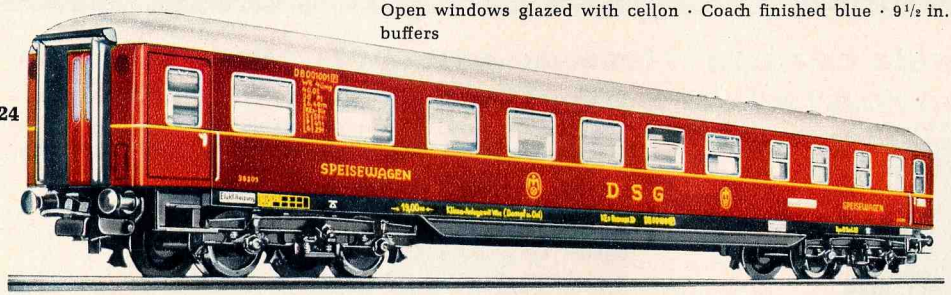


4032

▲

First Class Express Coach, the same as 4027 above, but fitted with tail lights and current collector shoe

4024



◀ 4024

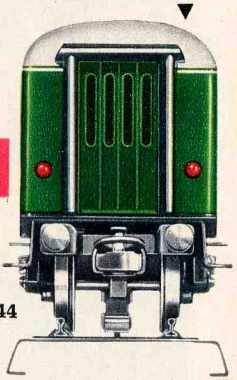
Express Dining Car · A model of the German Sleeping Car Co's · Eight-wheeled stock (DSG – Deutsche Schlafwagen-Gesellschaft) · Detachable silver roof with grey shading · Inset windows · Wine red finish with ivory inscriptions · 9½ in. long over buffers

Express Luggage Van, the same as 4026 above, but with tail lights and current collector shoe

4044

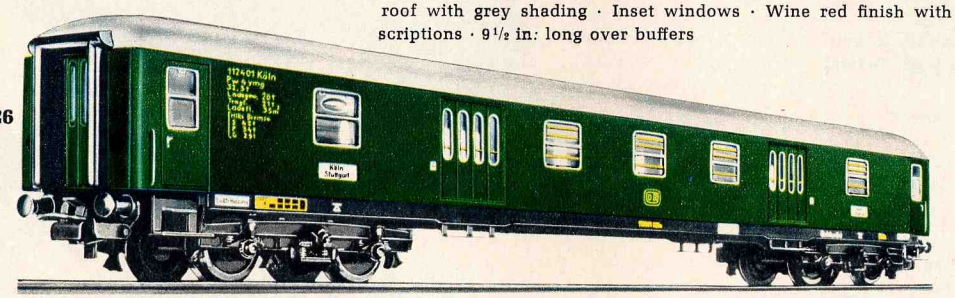
▼

New



4044

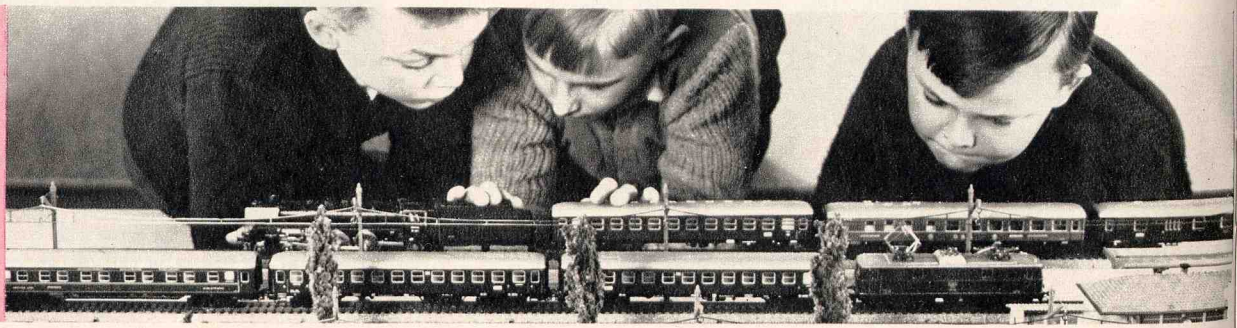
4026

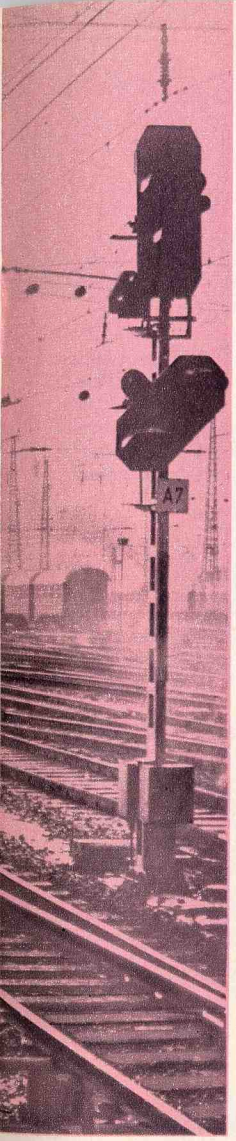


◀ 4026

Express Luggage Van · A model of the German Federal Railways' · Eight-wheeled Pw 4 ymg stock · Detachable silver roof with grey shading · Inset windows · Dark green finish with ivory inscriptions · 9½ in. long over buffers

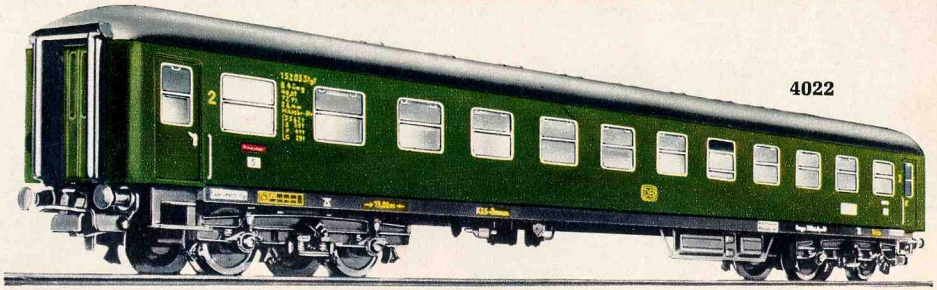
These model express coaches are miniature reproductions of their originals on the German Federal Railways, with lettering, inscriptions and colouring exactly as on the fullsized coaches. The model Minden-Deutz bogies have movable bolsters to compensate for unevenness on the track and there are simulated rubber beadings at the ends for the gangways between coaches. Automatic couplings with the "Advance" uncoupler are fitted and equipment for interior lighting is provided.





4022

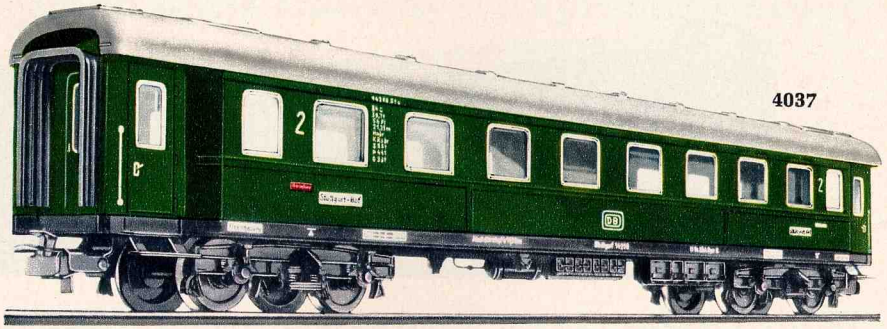
Second Class Express Coach · A model of the German Federal Railways' · Eight-wheeled B 4 ümg stock · Detachable silver roof with grey shading · Inset windows · Finished dark green · 9 1/2 in. long over buffers



4022

4037

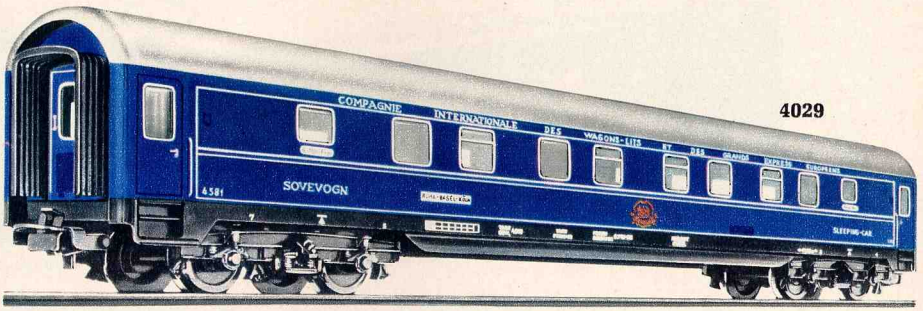
Second Class Express Coach · A model of the German Federal Railways' earlier eight-wheeled B 4 ü type coach · Detachable grey roof · Open windows glazed with cellon · Finished in green · Imitation concertina connecting gangways at the ends · 8 3/4 in. long.



4037

4029

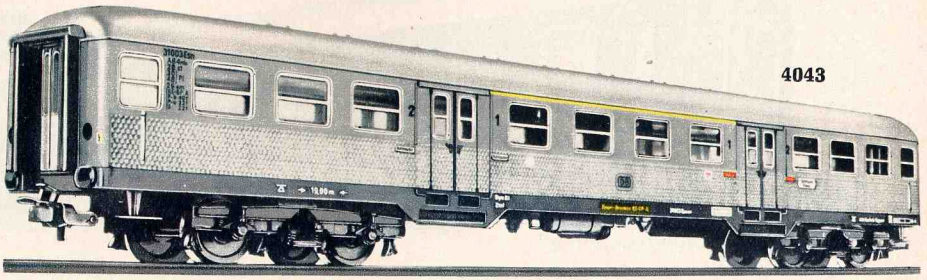
Express Sleeping Car · A model of the International Sleeping Car Co's · Eight-wheeled No. 4581 type stock (ISG – Internationale Schlafwagen-Gesellschaft) · Detachable silver roof with grey shading · Inset windows · Finished in blue, with inscriptions exactly as the original · Imitation concertina connecting gangways at the ends · 9 1/2 in. long · (Sovevogn – sleeping car)



4029

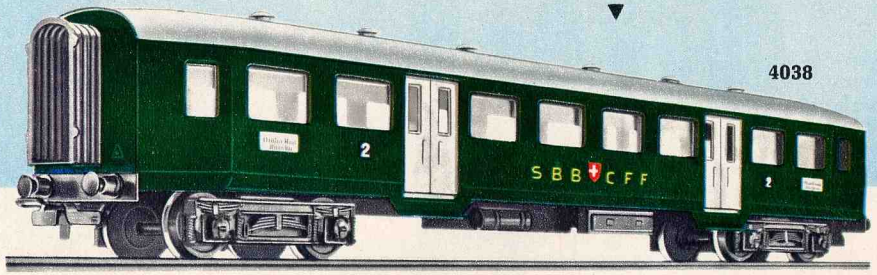
4043

Short-distance traffic Coach · A model of the German Federal Railways' · Eight-wheeled AB 4nb type stock · Detachable silver roof with grey shading, cellon windows · Body stainless steel colour with peacock's eye pattern · Inscriptions exactly as on the original · 9 1/2 in. long

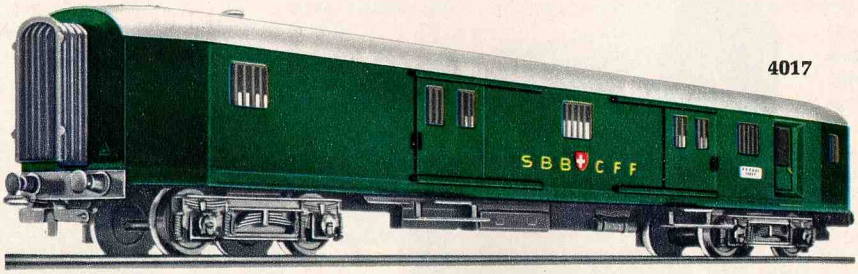


4043

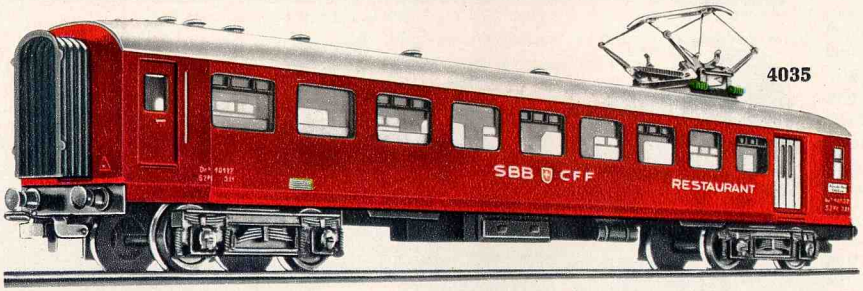
Swiss Federal Railways' Lightweight Express



4038



4017



4035

All coaches on pages 38 and 39 fitted with **automatic couplings** *and equipment for fitting interior lighting (see page 60).*

4038

◀ **Lightweight Express Coach** · A model of the Swiss Federal Railways' · Eight-wheeled stock (SBB – Schweizerische Bundesbahnen) · Bogies with movable bolsters · Open windows glazed with cellon · Concertina connecting gangways · Finished green, with silver-grey roof · 8 3/8 in. long over buffers

4017

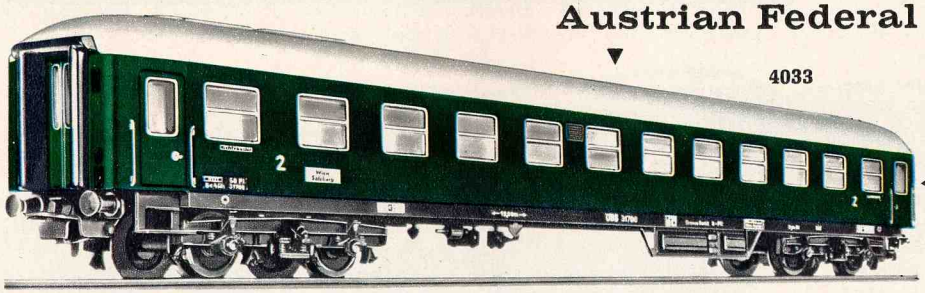
◀ **Luggage Van** with side sliding doors, barred windows and numerous details · Concertina connecting gangways · Finished green, with silver-grey roof · Yellow lettering and inscriptions · 8 3/8 in. long over buffers

All-metall Coaches

4035

◀ **Restaurant Car** with pantograph on roof to supply current for lighting · Window and roof ventilators · Concertina connecting gangways · Frosted glass windows for kitchen compartment · Battery boxes · Finished wine red with silver-grey roof · 8 3/8 in. long over buffers · See page 60 for tail lights for this car

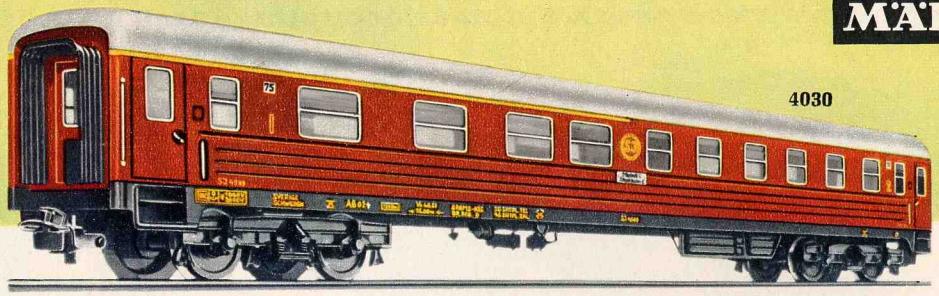
Austrian Federal Railways' Express Coach



4033

4033

Second Class Express Coach · A model of the Austrian Federal Railways' · Eight-wheeled Bc 4 üh 317 000 type stock (ÖBB – Österreichische Bundesbahnen) · Detachable silver roof · Open windows glazed with cellon · Finished green with silver roof · 9 1/2 in. long over buffers

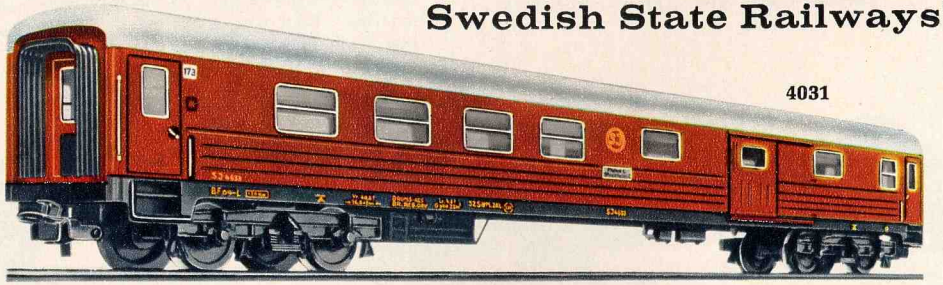


4030

4030

◀ **First and Second Class Composite Express Coach** · A model of the Swedish State Railways · Eight-wheeled AB 024 type coach (SJ – Statens Järnvägar) · Detachable grey roof · Open windows glazed with cellon · Finished in brown · Imitation concertina gangway connections at both ends · 19 1/2 in. long

Swedish State Railways' Express Coaches



4031

4031

◀ **Express Composite Luggage Van** with second-class compartment · A model of the Swedish State Railways' · Eight-wheeled BF 04 L type stock · Detachable silver-grey roof; two sliding doors · Open windows glazed with cellon · Finished in Brown · Imitation concertina gangway connections at both ends · 9 1/2 in. long

Italian State Railways' Passenger Coach

▼

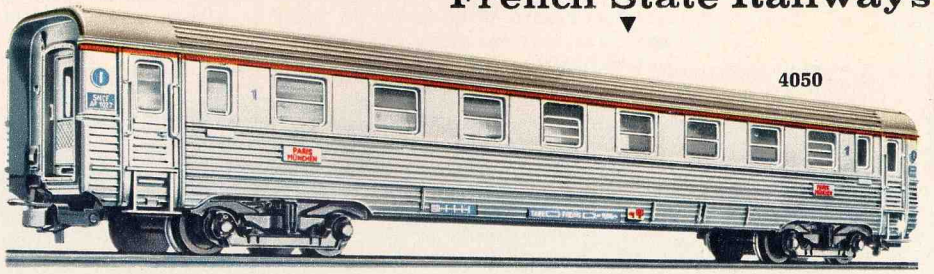
4036

4036

◀ **Second Class Passenger Coach** · A model of the Italian State Railways' · Eight-wheeled Bz 33 010 type coach FS – Ferrovie dello Stato) · Detachable silver roof · Open windows glazed with cellon · Finished in brown and beige · Imitation concertina gangway connections at both ends · 8 3/4 in. long

French State Railways' Express Coaches

▼



4050

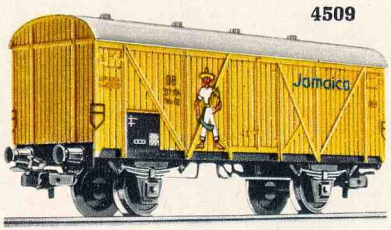
New

4050

◀ **First Class Express Coach** · A model of the French eight-wheeled A 8 myfi type stainless steel express coach · This model has a high-grade plastic body in the exact colours of the original, with inset windows · 9 1/2 in. long, with provision for fitting the 7197 lighting equipment (see page 60)

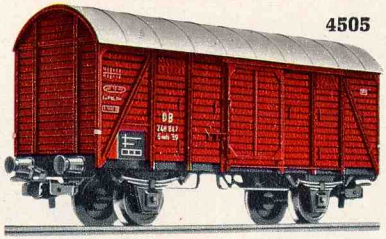
Express train coaches of stainless steel are used by the French State Railways mainly for the famous long distance expresses such as for example the "Southern Express" connecting Paris with Bordeaux, which goes on to Madrid.

Goods Wagons with plastic bodywork, automatic couplings and the "Advance"



4509

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

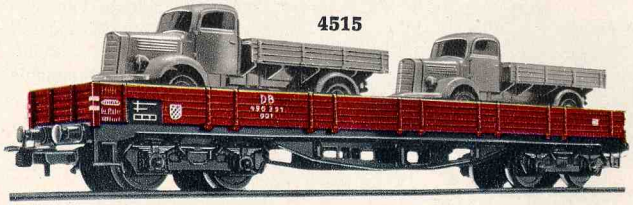


4505

Covered Goods Van · Brown, with grey roof · 4 in. long

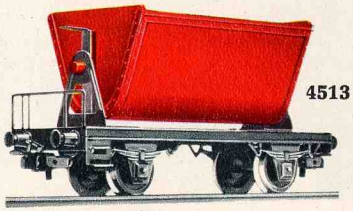
4508

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



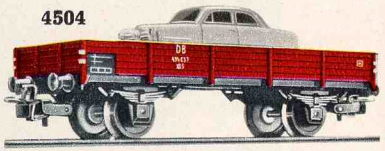
4515

Low-sided Truck · Brown · Eight-wheeled · Loaded with two motor lorries · Without "Advance" uncoupler · 7 1/4 in. long



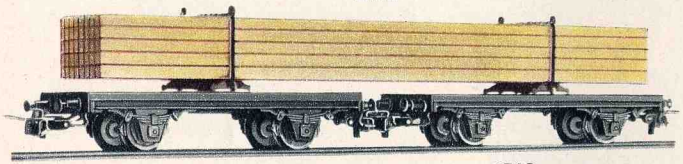
4513

Tipping Truck · Red, to discharge either side · With locking device · 3 3/8 in. long



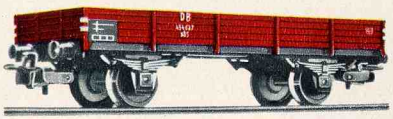
4504

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



4512

Baulk Timber Truck, carrying baulks of timber · An all-metal two-part model, finished black · 7 5/8 in. long

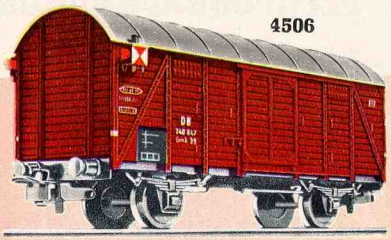


4503

Low-sided Truck · Brown · 4 in. long

4511

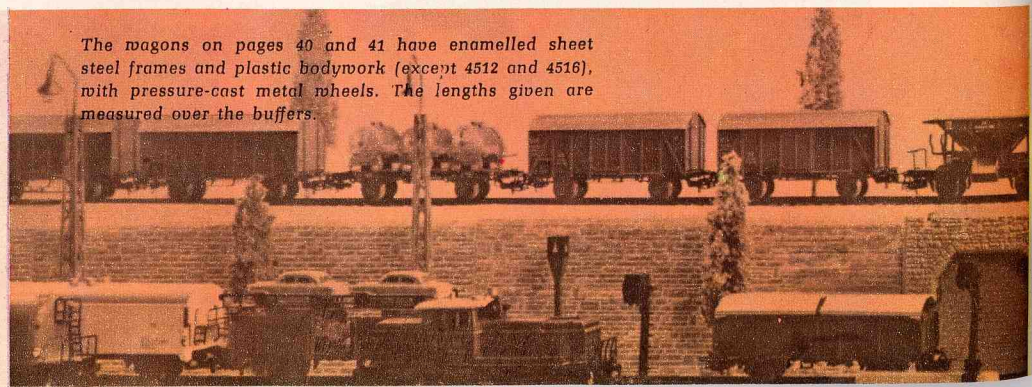
Pulverised Coal Wagon · Carrying two pulverised coal containers with fillers, finished aluminium colour and joined by a walkway with step ladders on both sides · 4 in. long



4506

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

The wagons on pages 40 and 41 have enamelled sheet steel frames and plastic bodywork (except 4512 and 4516), with pressure-cast metal wheels. The lengths given are measured over the buffers.

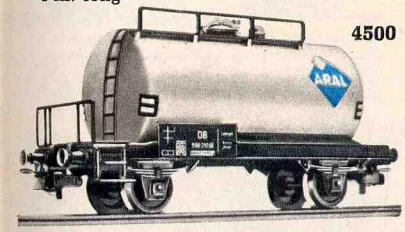


4501

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

4502

"SHELL" Petrol Tank Wagon · Finished yellow · Walkway with ladder and filler · 4 in. long

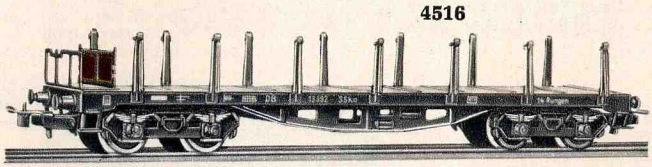


4500

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

4517

Tilt Truck · Brown · Eight-wheeled, with white tilt · Without "Advance" uncoupler · 7 1/4 in. long

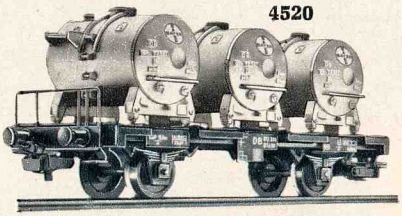


4516

Stanchion Truck · Eight-wheeled · Sheet steel truck floor and stanchions · Without "Advance" uncoupler · 7 1/4 in. long

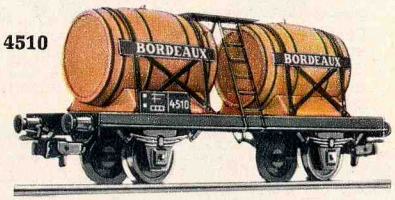
4524

"ESSO" Petrol Tank Wagon · A model of the Swedish State Railways' (SJ) four-wheeled stock · Aluminium colour, lettered "ESSO" · Walkway with ladder and filler · 4 in. long (Mycket eldfarligt — Highly inflammable)



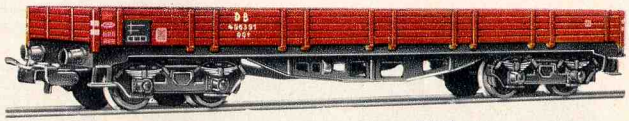
4520

Container Truck, loaded with three cylindrical containers marked "BAYER" · Silver containers · Black underframe · 4 1/4 in. long



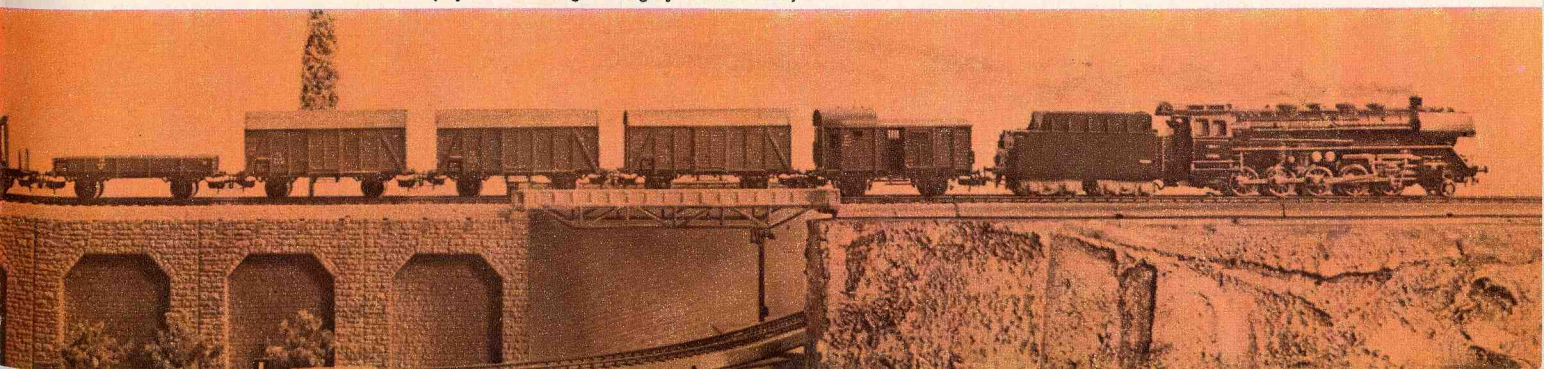
4510

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



4514

Low-sided Truck · Brown · Eight-wheeled · Without "Advance" uncoupler · 7 1/4 in. long



Model Goods Wagons

All details are reproduced in special scale-model style, and the wagons run very easily. With the "Advance" uncoupling device the couplings remain disengaged, even after the uncoupling rail section has released them, and this can also be done on a marshalling hump upgrade. With this device, the couplings do not re-engage and wagons can be shunted at any place desired on the system. All wagons with the "Advance" uncoupler can be coupled to stock not fitted with the device without any difficulty.

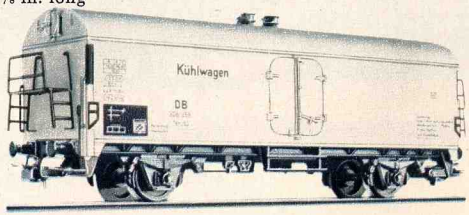
with Automatic Couplings and the "Advance" Uncoupler

4621
High-capacity Tank Wagon · Eight-wheeled · A model of the German Federal Railways' Ksl 3504 type · Exact reproduction of all details of the original · Grey tank with black underframe · 5¹/₈ in. long

4550
Covered Goods Van, a model of the Italian State Railways' (FS) · Four-wheeled stock · Detachable roof · All details of the original faithfully reproduced · Brown, with silver-grey roof · 4³/₈ in. long

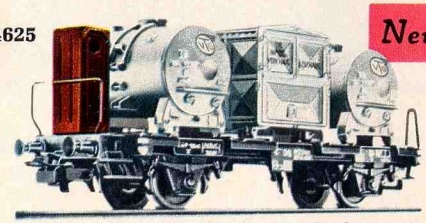
4602
Open Goods Truck · A model of the German Federal Railways' Omm 52 type · Brown · 4⁵/₈ in. long

4619
Sliding Roof Wagon, a model of the German Federal Railways' Kmmks-51 type wagon · A scale model of the type with halves of the roof sliding up to open · Brown, with silver roof · 4⁵/₈ in. long



4620
Universal Refrigerated Van · Four-wheeled · A model of the German Federal Railways' Tehs 50 type van · White, with black lettering · Simulated fan openings in roof · Inscriptions exactly as on original · 5¹/₄ in. long

4625 *New*

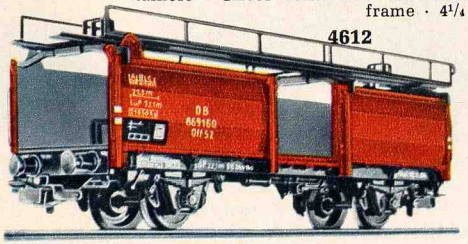


Container Transport Truck, with brakesman's cabin · Four-wheeled · Loaded with one box-shaped container and two cylindrical containers · Silver containers with black underframe · 4¹/₄ in. long

New

4622
Container Wagon for fine bulk goods · Four-wheeled · A model of the German Federal Railways' Kds 54 type wagon · Grey containers shaded white, black underframe · 4 in. long

4603
Open Goods Truck · A model of the German Federal Railways' Omm 52 type · Brown · With detachable load of imitation stone · 4⁵/₈ in. long

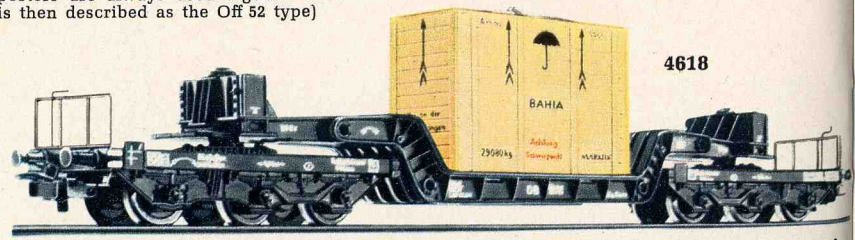


4612
Motorcar Transport Wagon, with loading bridge · Not loaded · Brown, with black bridge · 4⁵/₈ in. long · (On the German Federal Railways two of these transporters are always used together as a unit which is then described as the Off 52 type)

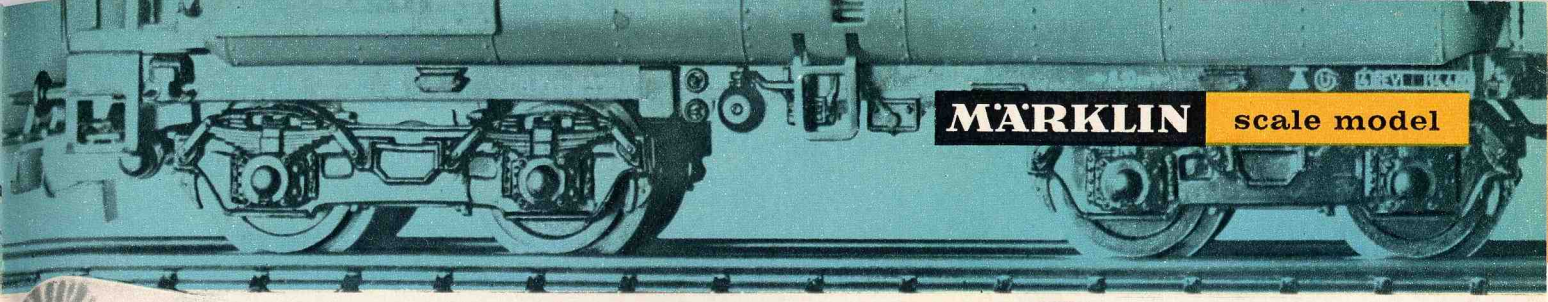
4610
Ballast Truck, with discharging doors operated by a crank handle · Brown · 3³/₄ in. long

New

4636
Beer Van · Four-wheeled · A model of the Danish Carlsberg Brewery's private van · White, with green inscription · Simulated fan openings on roof · 5¹/₄ in. long



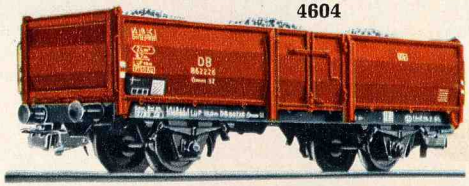
4618
Well Wagon · Twelve-wheeled · Loaded with a packing case · Black, with wood-coloured case · 10 in. long



MÄRKLIN scale model

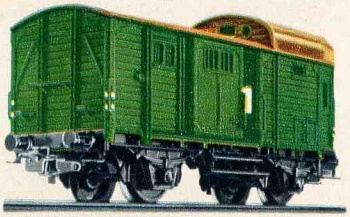
4609

Tilt Truck, a model of the German Federal Railways' Rmms-33 type truck · Brown, with white tilt · 5¼ in. long



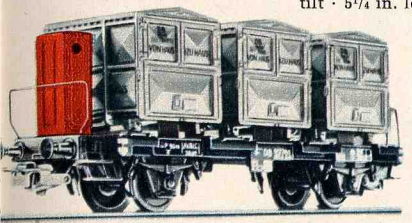
4604

Open Goods Truck · A model of the German Federal Railways' Omm 52 type · Brown · With detachable load of imitation coal · 4⅝ in. long



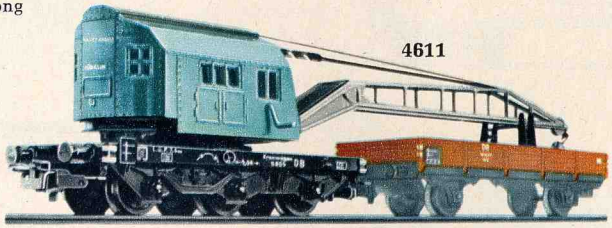
4600

Goods Train Luggage Van · A model of the German Federal Railways' Pwg type van · Green, with grey roof · Doors both sides to open · 3⅝ in. long



4614

Container Wagon, with brakesman's cabin, loaded with three box-type containers · Silver containers, black underframe · 4⅜ in. long



4611

Crane Truck, with slewing crane, movable jib and jib support · Crank handle for raising and lowering crane hook · Black underframe, light blue crane and silver jib · Underframe 3⅝ in. long · (The low-sided truck 4503 is not included in the price, but is recommended for carrying the jib when the crane is in transit)

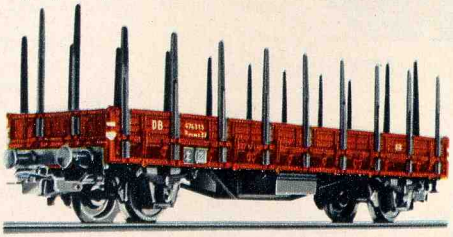
4623

Open Goods Truck · Four-wheeled A model of the French State Railways' Tow type truck · Brown · 4½ in. long

New

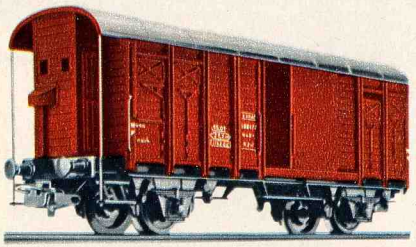
4601

Open Goods Truck, with brakesman's cabin – a model of the German Federal Railways' Omm-33 type truck · Brown · 4½ in. long



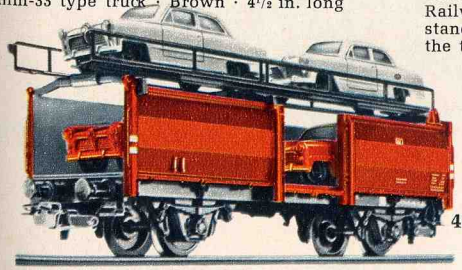
4607

Stanchion Truck · A model of the German Federal Railways' Rmms-33 type truck · With detachable stanchions that can be kept in a case to slide under the truck floor · Brown · 5¼ in. long



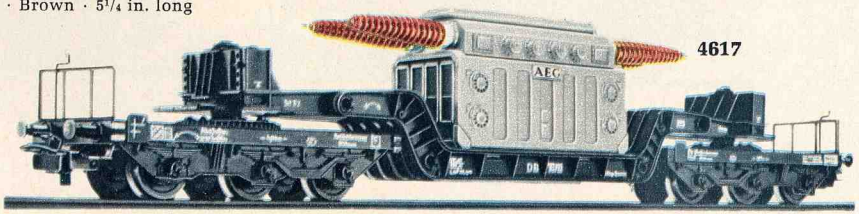
4605

Goods Van, with brakesman's cabin, a model of the Swiss Federal Railways' SBB-K[3] type van · Brown, with silver roof · Doors to open both sides · 4⅜ in. long



4613

Motorcar Transport Wagon, with loading bridge · Loaded with miniature cars · Brown, with black bridge · 4⅝ in. long



4617

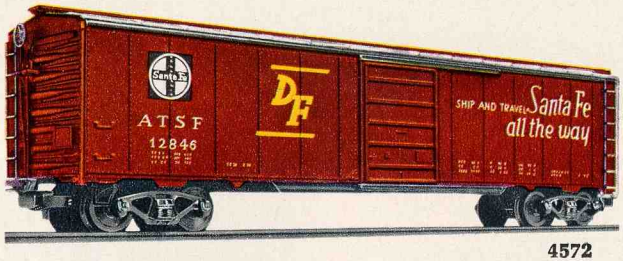
Well Wagon · Twelve-wheeled · Loaded with a transformer · Black, with silver-grey transformer · 10 in. long

American pattern trucks

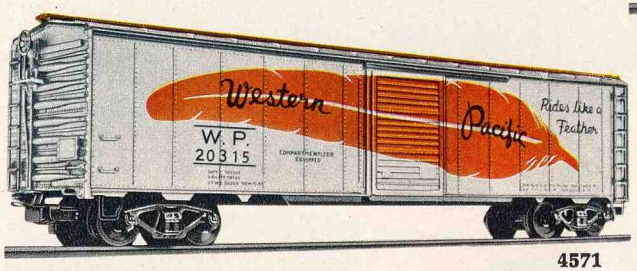
with automatic coupling and pre-set uncoupling (see page 42)

4572

Box Car · A model of the Santa Fé Railroad's 50-tons · Eight-wheeled freight car · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Brown, with silver-grey roof · 8 1/8 in. long



4572

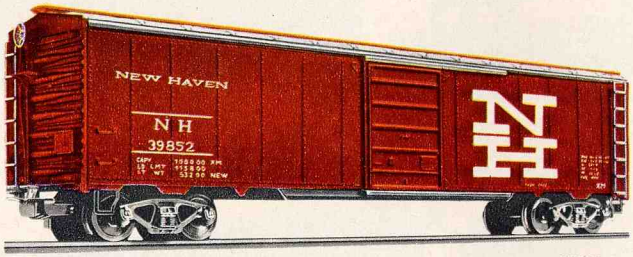


4571

4571

Box Car · A model of the Western Pacific Railroad's 50-tons · Eight-wheeled freight car · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Silver-grey · 8 1/8 in. long

MÄRKLIN scale model



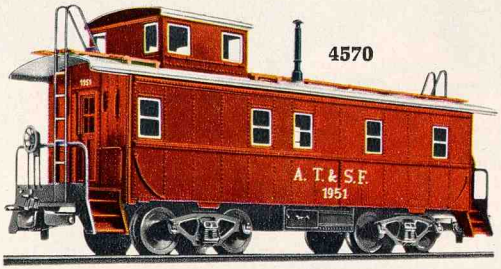
4573

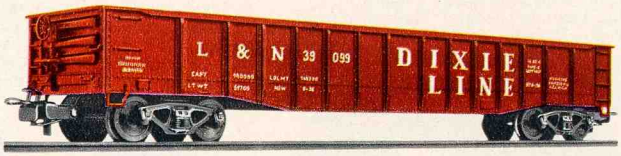
4573

Box Car · A model of the New Haven Railroad Company's 50-tons · Eight-wheeled freight car · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Brown, with silver-grey roof · 8 1/8 in. long

4575

Gondola · A model of the Louisville & Nashville Dixie Line's Eight-wheeled open freight truck · Bogies with movable bolsters · Plastic body · Brown finish · 7 7/8 in. long





4575

4570

Freight Train Caboose · A model of the eight-wheeled American type · Walkway on roof · Brown, with silver-grey roof · 6 in. long

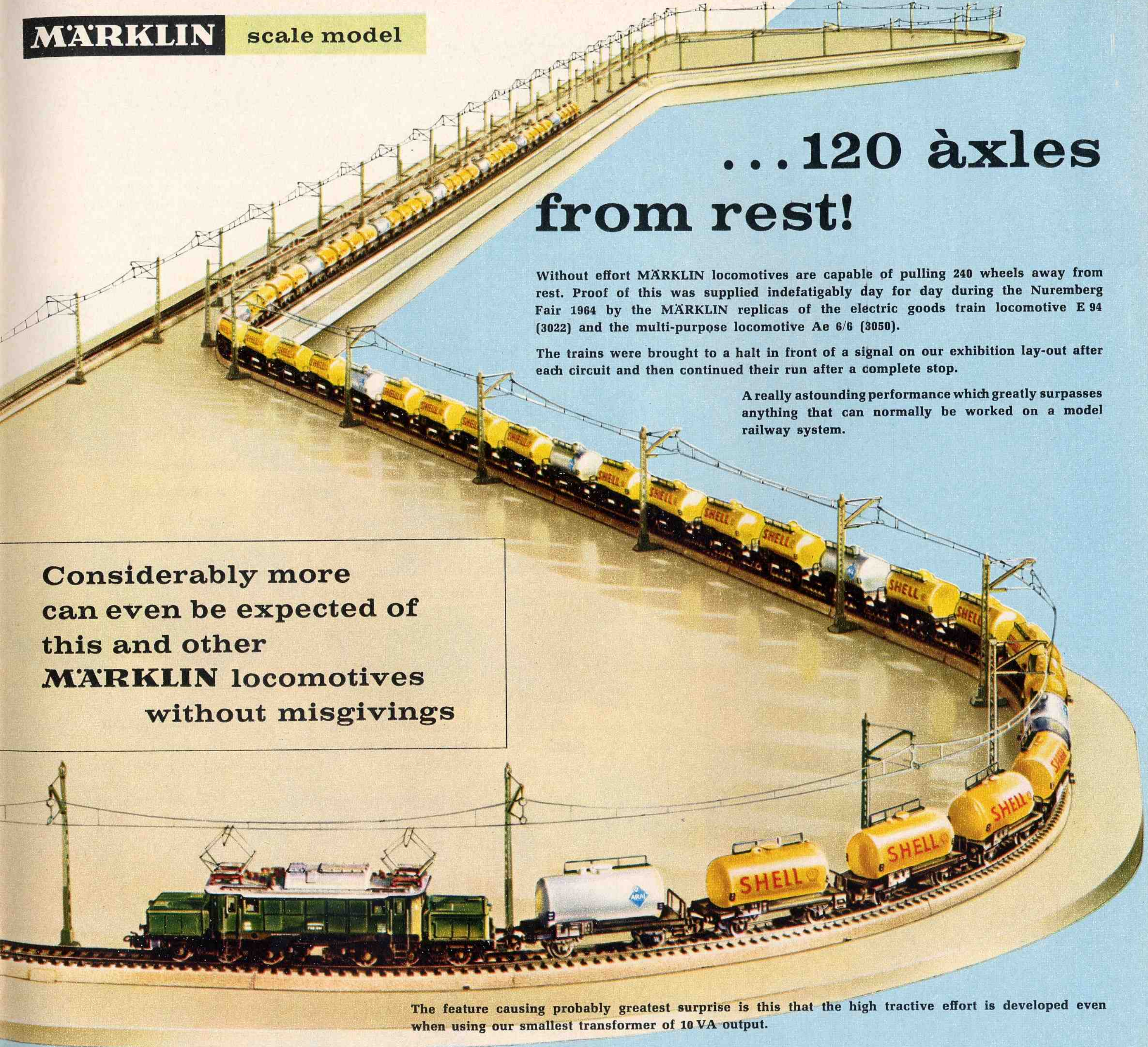
MÄRKLIN scale model

...120 àxles from rest!

Without effort MÄRKLIN locomotives are capable of pulling 240 wheels away from rest. Proof of this was supplied indefatigably day for day during the Nuremberg Fair 1964 by the MÄRKLIN replicas of the electric goods train locomotive E 94 (3022) and the multi-purpose locomotive Ae 6/6 (3050).

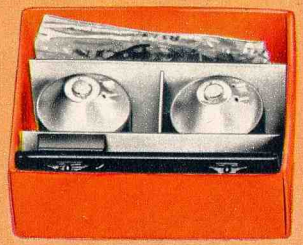
The trains were brought to a halt in front of a signal on our exhibition lay-out after each circuit and then continued their run after a complete stop.

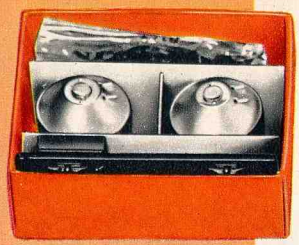
A really astounding performance which greatly surpasses anything that can normally be worked on a model railway system.



Considerably more can even be expected of this and other MÄRKLIN locomotives without misgivings

The feature causing probably greatest surprise is this that the high tractive effort is developed even when using our smallest transformer of 10 VA output.

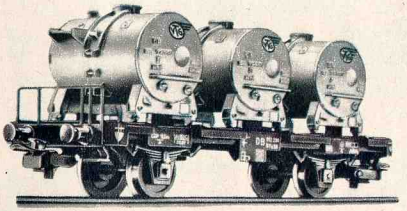




MÄRKLIN Kits for building rolling stock

These Kits provide the opportunity for building your own rolling stock, and as all parts are enamelled ready for use, you won't have any painting to do. The transfers required for each coach or wagon are supplied with the kits, as well as automatic couplings with the "Advance" uncoupler (with the exception of 4914). All you want for assembling these sets are a screwdriver and a pair of flat-nosed pliers.

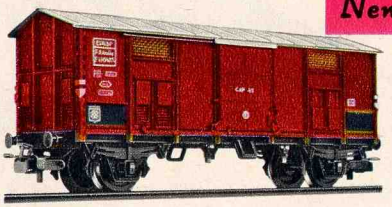
4920
Container Wagon Kit



The 4920 Kit assembled

The 4950 Kit assembled

New

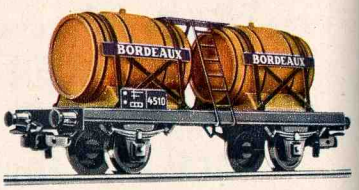


4950 **Goods Van Kit**

The 4802 Kit assembled

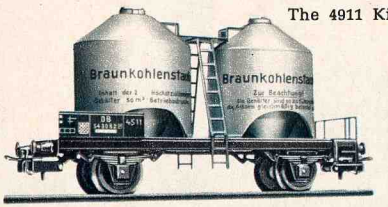
4802 **Passenger Coach Kit**

The 4910 Kit assembled



4910
Wine Truck Kit

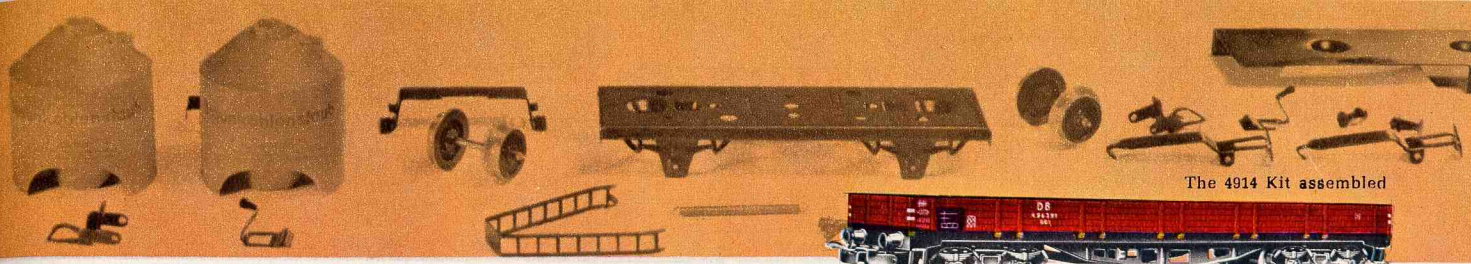
The 4911 Kit assembled



4911
Pulverised Brown Coal Truck Kit

The 4903 Kit assembled

4903
Open Goods Truck Kit



The 4914 Kit assembled

4914 **Low-sided Truck Kit**

MÄRKLIN

New

4919
Sliding Roof Van Kit

The 4919 Kit assembled

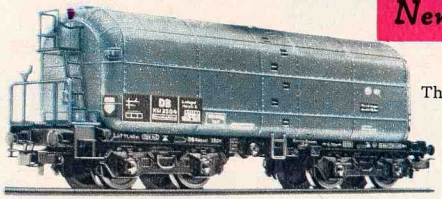
The 4908 Kit assembled

4908 **Refrigerated Van Kit**

The 4900 Kit assembled

4900 **B. P. Tank Wagon Kit**

New



The 4921 Kit assembled

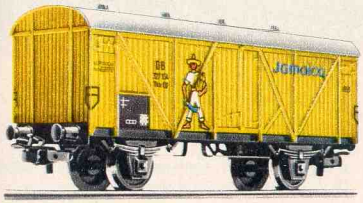
4921 **Large-capacity Tank Wagon Kit**

The 4904 Kit assembled

4904
Low-sided Truck Kit

MÄRKLIN **scale model**

The 4909 Kit assembled



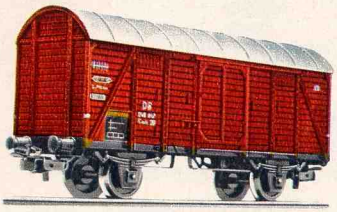
4909
Banana Van Kit

The 4918 Kit assembled

New

4918
Refrigerated Van Kit

The 4905 Kit assembled



4905 **Goods Van Kit**

MÄRKLIN

All these Kits contain the parts needed for building the coaches or wagons concerned, together with illustrated Instructions.

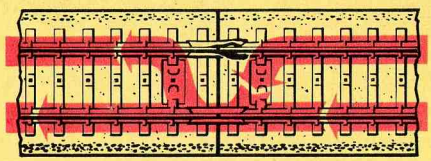


Fig. 1

MÄRKLIN Railway Tracks

A noteworthy feature of the MÄRKLIN Track is the good path it provides for the current. *Bending the tongues connecting the track sections—always likely to happen with model railways—has no effect whatever on our track because the second tongue will always ensure a satisfactory rail and contact connection. Soldered connections are not necessary (fig. 1).*

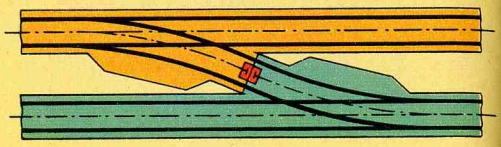


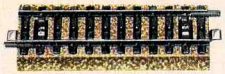
Fig. 2

Electrical separation of the current circuits can be carried out with the simple 5022 insulating section (see page 55) or by a piece of ordinary cardboard, **without the need for any isolating section,** *so that this saves space (fig. 2).*

5106

Straight track section · Full length · 7 in. long

5107

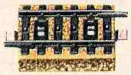


Straight track section · Half-length · 3½ in. long

5129

Straight make-up section · 2¾ in. long

5108



Straight track section · Quarter-length · 1¾ in. long

5109

Straight track section · 3/16ths length · 15/16 in. long

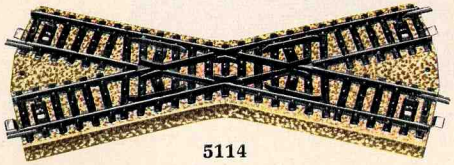
5110

Straight track section · One-eighth length · ⅞ in. long

5105 **Track contact section,** straight

5104 **Track contact section,** curved

These track contact sections are for the remote control of points, signals etc. by the train in motion. Setting a signal at "Off" and at danger again, for instance, requires one track contact section for each operation.

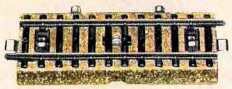


5114

Crossing · 7 9/16 in. long

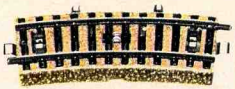
5120

Curved track section · 8⅞ in. long · Branch lines and works tracks of small radius can be built with these 5120 track sections, as they form a circle 24 in. in diameter, including the ballast bed, eight sections being required for the circle · The 5120 track sections are the same type as the 5100 sections · Large locomotives, such as the 3047 and 3048, as well as coaches 4022, 4024 and similar ones can run on this track without difficulty, provided a reverse curve does not immediately follow a curved section; should such a layout be necessary, at least one full-length straight section must be laid in between the two curves.
The 5120 sections can also be used in connection with points and sections 5100 and 5200 respectively, and so railway systems made up with these sections can be extended as desired.



5146 ▲

Control track section, straight, half-length, 3 5/8 in. long



5147 ▲

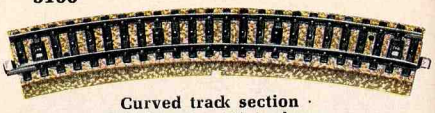
Control track section, curved, half-length, 3¾ in. long

New

New

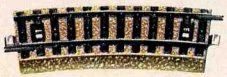
These control track sections are used like the contact track sections for the remote control of magnetic accessories by the train in motion. In this case contact is made by rolling stock fitted with current pick-ups, different functions being operated in the two running directions in each case.

5100



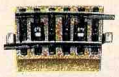
Curved track section · Full length · 7½ in. long

5101



Curved track section · Half-length, · 3¾ in. long

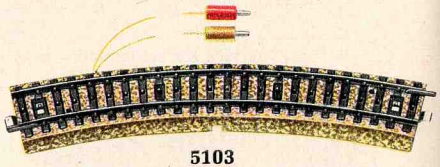
5102



Curved track section · Quarter-length · 1⅞ in. long

5130

Curved track section with radio interference suppressor · Full length · 7½ in. long · To prevent any interference with radio that may occur with conditions unfavourable for reception in the medium and long-wave bands



5103

Current feeder section · Curved · With two connecting cables

5111

Current feeder section · Straight · With two connecting cables

On track layouts with turnout or passing tracks locomotives and trains can run in different directions **without any reversing arrangement** *and* **without changing the transformer poles (fig. 3).**

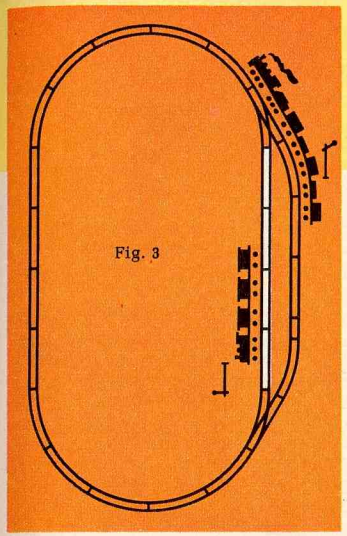
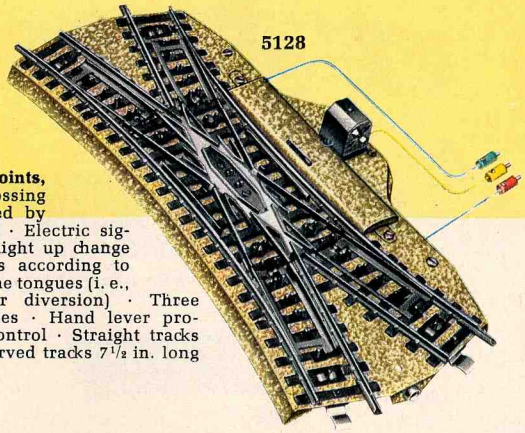


Fig. 3

MÄRKLIN Railway Tracks

MÄRKLIN scale model

We recommend the group 5100 track for building up a new system. This in 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 are required to form a circle approximately 30 in. in diameter, including the ballast (see Table on page 51). Contact tongues safe from short-circuiting ensure a reliable passage for the current. For fixing track sections to a baseboard we recommend using countersunk wood screws No. 60125.


5128

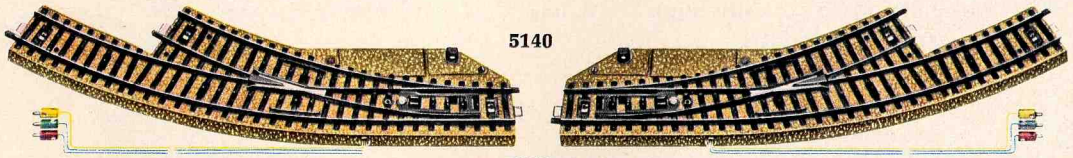
5128

Double-slip points, with a 30° crossing angle · Operated by double solenoid · Electric signal lamps that light up 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 7 9/16 in. long, curved tracks 7 1/2 in. long

Electro-magnetic Points

with remote-controlled double-solenoid operation

The 5117 and 5140 electro-magnetic points and the 5128 double-slip points are fitted with double solenoid operation. Signal lamps that light up show the settings of the point's tongues at all times. Derailment cannot occur if the points should be forced or burst open, as the tongues automatically return to their original position.

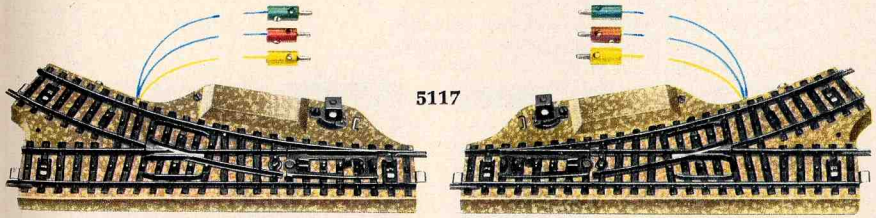

5140

New

5140

Pair of electro-magnetic points on curved track, consisting of one right-hand and one left-hand inside curved points, both with double-solenoid operation · Lanterns to light up show signal indications according to the setting of the points · The points have spring tongues · Three connecting cables with each · The length and curve of the branching curve are the same as the 5100 track section · The main track is 10 1/2 in. long · Instructions for laying these points are included with each pair

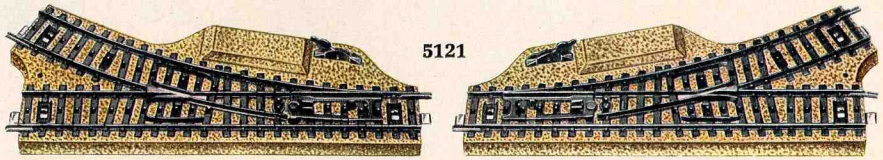
The points on curved tracks provide cross-over facilities between the inner and outer concentric circles on curves while still retaining the approximately 3 in. spacing between the tracks, and so giving a great saving of space on a model railway system.


5117

Pair of electro-magnetic points, one right-hand and one left-hand, both with double-solenoid operation · Indicator lamps to light up · The points have crossing frogs, guard rails and so on, with spring tongues as well · Three connecting cables to each set · Track lengths are the same as the 5100 and 5106 track sections

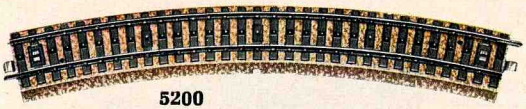
At least four electro-magnetic points can be connected to one control panel (see page 58).

Pair of points for manual operation


5121

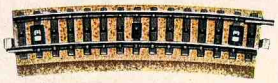
Pair of points for manual operation, with frogs, guard rails, etc., and spring tongues as well · Track lengths are the same as for the 5117 pair above

Tracks for Concentric Circles



5200
Curved track section · Full length · 9 in. long

5206
Curved track section · Five-sixths length · 7 1/4 in. long

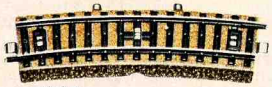


5201
Curved track section · Half-length · 4 1/2 in. long

5205
Curved track section · One-sixth length · 1 3/4 in. long

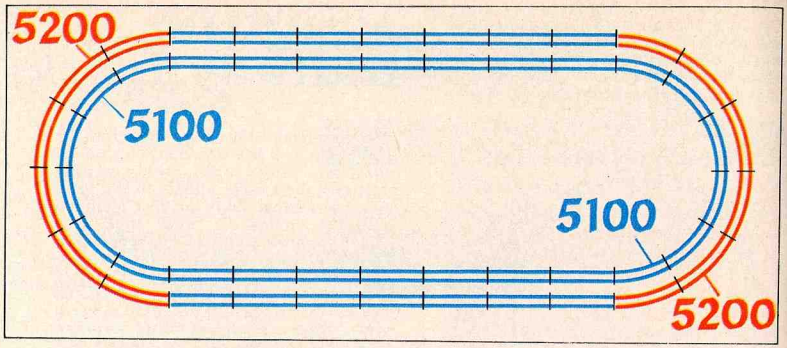
5210
Straight make-up section · 5/8 in. long

New



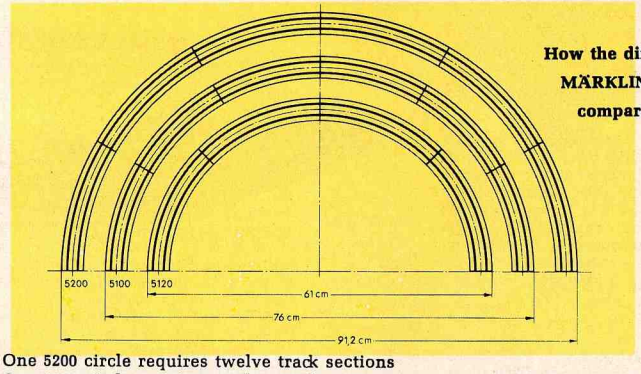
5213
Control track section, curved, for concentric circle, half-length, 4 1/8 in. long · Construction and operation as 5146/47

5211
Crossing · Angle 48 1/2° · 3 7/8 in. long



The group 5200 track sections enable a centre-to-centre track spacing of approximately 3 in. to be kept to with the group 5100 tracks (see illustration). They are intended for extending an existing railway system made up with group 5100 tracks.

Twelve track sections make a circle 36 in. diameter (including the ballast). The curved sections of the 5200 group enable a concentric circle to be laid, the shortened 5202 points being used for a crossover from the inner to the outer track. The spacing between the tracks, measured from centre to centre of the stud contacts, will then be 3 in., giving a free space – the "six-foot way" – of 1 5/8 in. between the two tracks.

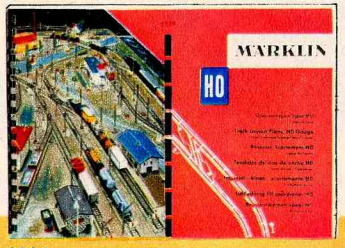


How the different MÄRKLIN circles compare

One 5200 circle requires twelve track sections
One 5100 circle requires twelve track sections
One 5120 circle requires eight track sections

0331

Booklet: "MÄRKLIN H0 Gauge Railway Plans" containing plans for the 5100 and 5200 track sections, with a list of parts for overhead contact wire working, with the connections and wiring carefully shown · Illustrated edition in six colours · Sixty-eight pages · 11 3/4 in. by 8 1/4 in.



0329

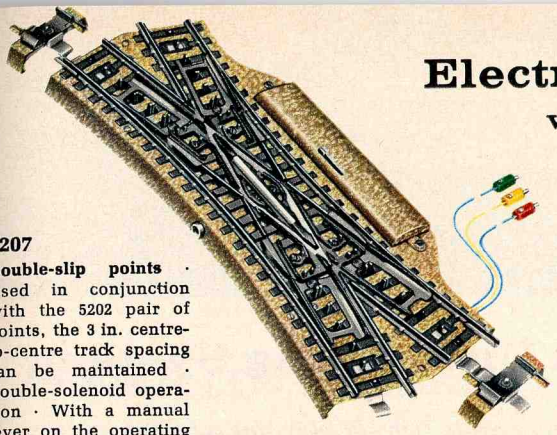
"The MÄRKLIN Overhead Contact Wire System for H0 Gauge Track Layouts" · Plans for overhead contact wire systems for the track layouts given in the 0331 booklet · The overhead wire plans are printed in multi-colour on transparent sheets that fit exactly over the layout plans in the 0331 booklet · Twenty pages · 11 3/4 in. by 8 1/4 in.

0321

Booklet: "MÄRKLIN H0 Gauge Railway Plans", containing sixteen simple plans for the 5100 and 5200 track sections · Twenty-four pages, 8 1/4 in. by 6 in.

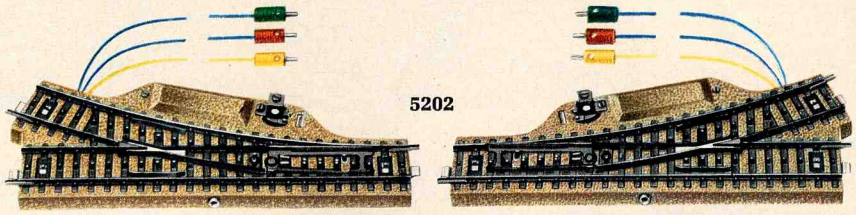
Electro-magnetic Points

with remote-controlled double-solenoid Operation



5207

Double-slip points · Used in conjunction with the 5202 pair of points, the 3 in. centre-to-centre track spacing can be maintained · Double-solenoid operation · With a manual lever on the operating casing · Three connecting cables · The straight tracks are 7 in. long · Two 5208 make-up sections, each 5/16 in. long, are included

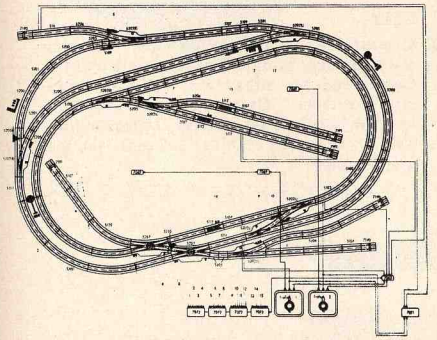


5202

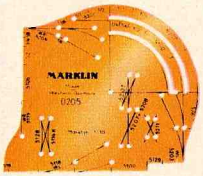
Pair of electro-magnetic points, one right-hand and one left-hand switch, both with double-solenoid operation · Signal lanterns to light up · The curved section is five-sixths the length of a 5200 track section

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 7/8 in. between the 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.



This track plan is Example No. 6 from the booklet "MÄRKLIN H0 Gauge Railway Plans"



0205

Track plan drawing template · Transparent plastic · For designing track plans for track sections of the 5100 and 5200 Groups. (Scale, one-tenth)

Fig. 2

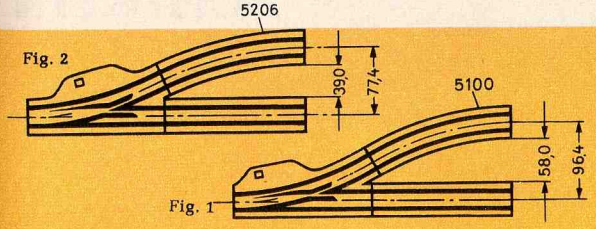
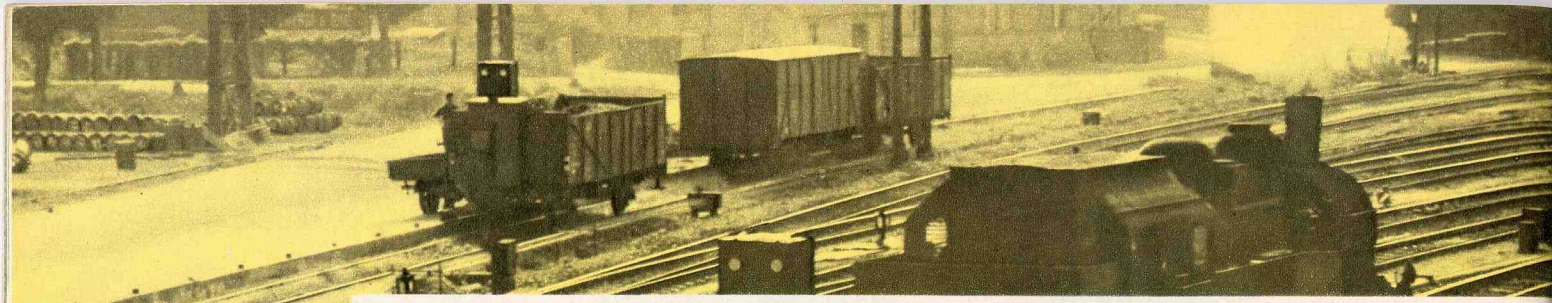


Fig. 1

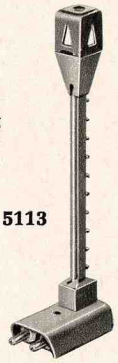


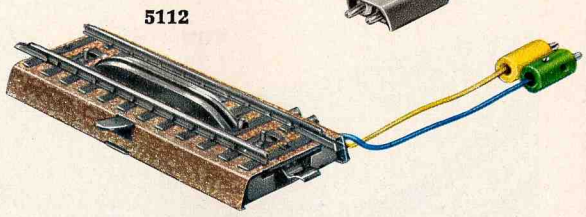
The Remote-controlled Uncoupling System

Most MÄRKLIN locomotives and rolling stock are fitted with automatic couplings, the majority also being equipped with the "Advance" uncoupling system. All these couplings have been designed so as to be uncoupled by remote control through an uncoupling track section, pressing the knob on the control panel being all that is needed for uncoupling. Couplings with this advance uncoupler also allow trains to continue shunting after the uncoupling track section has acted, without the couplings re-engaging. This MÄRKLIN uncoupling system will therefore provide a great deal of enjoyment by enabling all shunting manœuvres to be carried out without difficulty in the same way as on a full-sized railway.

5113 ▶

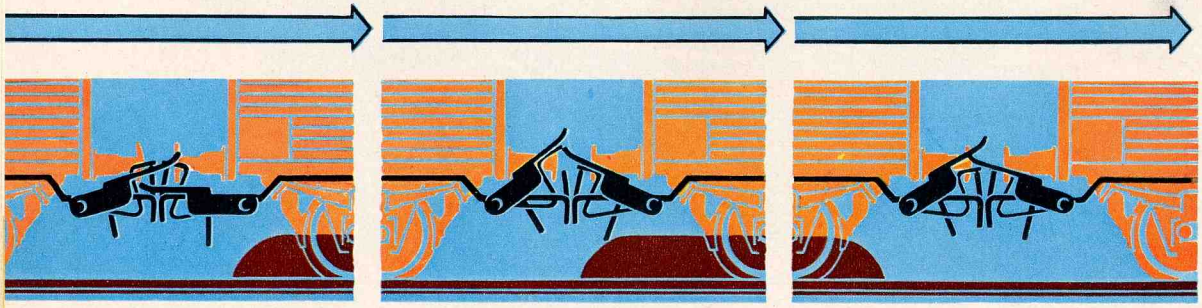
Lighting standard, for the uncoupling track section · Pressure-cast zinc · The signal on the standard lights up when uncoupling · 3 3/8 in. high





5112

Uncoupling track section for releasing automatic couplings on rolling stock by raising ramps on either side of the centre stud contacts · Operated either from the control panel or by a hand control lever · Two connecting cables · Track section 3 5/8 in. long

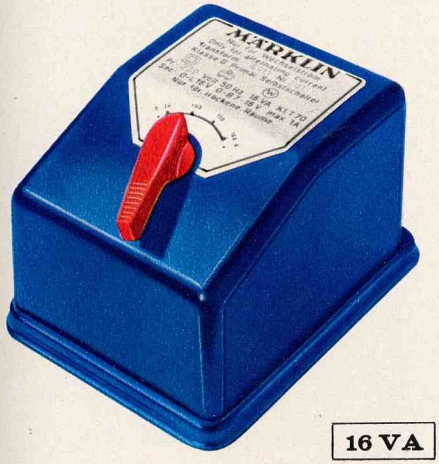


Raising the actuating ramp releases the coupling. With this design of coupling a train can still be shunted after the uncoupling track section has acted, as the couplings will not re-engage.

MÄRKLIN

Current consumption of locomotives and bulbs
Examples for calculation:
With a maximum load, model 3000 takes about 9 VA (watts); model 3021 about 12 VA (watts), and locomotive 3048 about 15 VA (watts). The current consumption of a lighting bulb is about 1 VA (watt).

MÄRKLIN Transformers are efficient



16 VA

Transformer · 16 VA (watts) output · Weight 3 lbs. · Size 4 3/4 in. by 3 3/4 in. by 3 in.

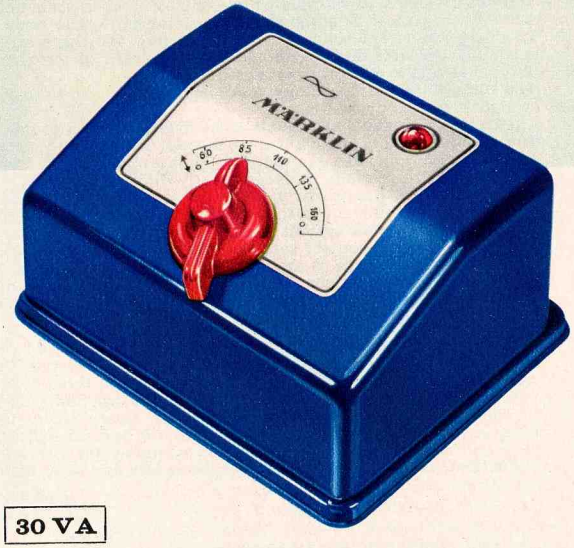
6014	= 110 volts
6015	= 125 volts
6016	= 150 volts
6017	= 220 volts
6058	= 100 volts Japan
6066	= 240 volts England

Please state the number corresponding to the mains voltage when ordering.

Only for connection to A.C. mains supplies

The sheet steel casings of these transformers and their excellent insulation (tested to several thousand volts) definitely eliminate all possibilities of contact with the mains side. These features of their design, together with their short-circuit cut-out provide the assurance for absolutely safe working. The mains connection is by contact plugs and cables permanently fixed to the transformers. The low voltage of the 6000 and 6100 groups (16 VA – watts – and 30 VA – watts) respectively can be adjusted on the speed control scale. The transformer control knob has a double function – providing stepless speed regulation and switching over for reversing by the 24-volt "Perfect" system.
Transformers of the 6100 group (30 VA – watts) give slower running speeds than the 6000 group (16 VA – watts).
We can only guarantee our railways running satisfactorily if they are used exclusively with MÄRKLIN H0 transformers.

All MÄRKLIN transformers provide current for running the trains as well as for lights and working electro-magnetic accessories as well



30 VA

Only for connection to A.C. mains supplies

Transformer · 30 VA (watts) · With red pilot light · Weight 4 1/2 lbs. · Size 6 1/8 in. by 5 1/8 in. by 3 in.
Please state the number corresponding to the mains voltage when ordering.

6114	= 110 volts
6115	= 125 volts
6117	= 220 volts
6158	= 100 volts Japan
6166	= 240 volts England

The transformer for the train sets on page 29 is also a comprehensive apparatus, having, like all MÄRKLIN transformers connections for current for the track, and lighting and magnetic accessories as well.

The MÄRKLIN Range of Signals

Marvels of precision workmanship – reliable, true to scale and indestructible – nothing could be more suitable than these fine signals for building up a true scale-model MÄRKLIN 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 posts 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.

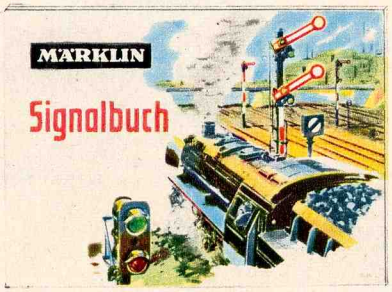
The double-solenoid mechanism of the electro-magnetic operating apparatus enables the indications of all signals and also the settings of the points to be shown on the control panel. The electro-magnetic coils are made of exceptionally durable material.

Train control is provided by all home and stop signals through their track current switches and without the need for any special additional appliances.

Fully-automatic block system working, i. e., the control of several trains by automatic signalling by means of the track contact sections 5104 and 5105 (see page 48), or the actuating track sections 5146, 5147 and 5213 (see page 48 and 50), 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 (see page 58).

The home and stop signals are all fitted with track current switches providing train control for overhead contact 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 traction 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 contact insulators 5022, baseplate and brief instructions are supplied with every signal.

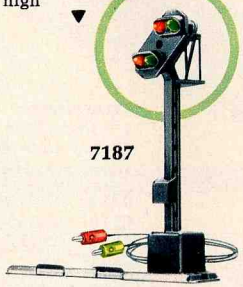


0341

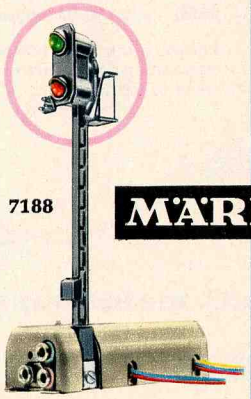
The MÄRKLIN Book of Signals. A complete illustrated guide, printed in six colours, telling you all about our signals and universal remote-control switches · Forty pages

7187

Colour-light distant signal · For use only in conjunction with the 7188 colour-light home signal · Signal light changes from green/green to yellow/yellow by four bulbs in all · 5/8 in. wide · 7/16 in. long · 2 3/8 in. high



7187



7188 ▲

7188

Colour-light home signal · Signal light changes from red to green, with 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 3/4 in. long, 3 1/2 in. high

MÄRKLIN scale model

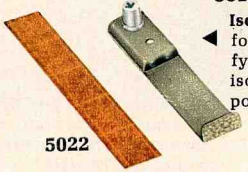
7042

Track block signal · Post with movable spectacle glasses front and rear · 1 1/8 in. wide · 2 3/4 in. long · 2 3/4 in. high

7042

5015

Isolation sign for identifying isolating points



5022

Centre conductor insulation, for insulating five points

5004 ▲

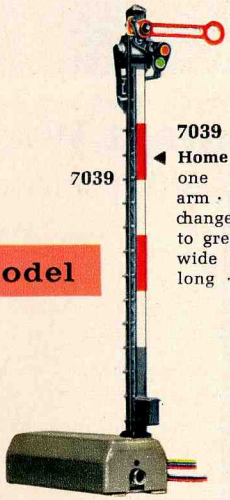
Connecting cable for the centre conductor · 30 in. long

MÄRKLIN scale model

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 58)

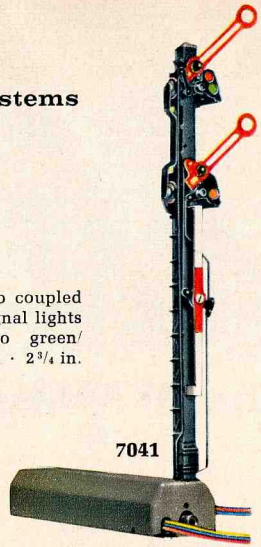


7039

Home signal with one semaphore arm · Signal light changes from red to green · 1 1/8 in. wide · 2 3/4 in. long · 5 in. high

7040

Home signal with two coupled semaphore arms · Signal lights change from red to green/amber · 1 1/8 in. wide · 2 3/4 in. long · 5 in. high



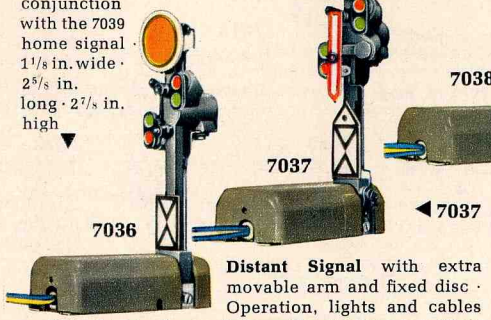
7041 ▲

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 by coupling the two armatures together mechanically and energising each coil separately · Signal lights change from red to green or from red to green/yellow · 1 1/8 in. wide · 3 7/8 in. long · 5 in. high

Distant Signals without Train Control

7036

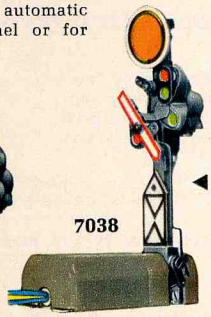
Distant Signal without extra semaphore arm · Double solenoid · Signal lights change from yellow/yellow to green/green · Two blue cables for automatic operation · Connection to control panel or for working together with home signal · Yellow cable for current supply · The three plugs (red, green and yellow)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



Distant Signal with extra movable arm and fixed disc · Operation, lights and cables as 7036 · Lights change from yellow/yellow to yellow yellow/green · For use in conjunction with the 7040 home signal · 1 1/8 in. wide · 2 5/8 in. long · 2 7/8 in. high

7045 ▲

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 MÄRKLIN Book of Signals

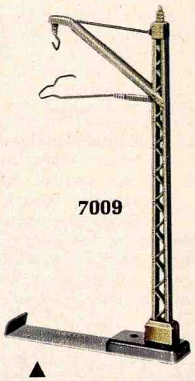


7038

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 1/8 in. wide · 2 5/8 in. long · 2 7/8 in. high

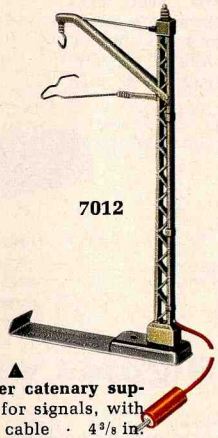
The MÄRKLIN Overhead Contact Wire System

Just as in the case of running your railway by picking up the current from the stud contacts on the track sections, so using the MÄRKLIN overhead contact wire system involves no complications whatever. It is the one simple system that enables two trains to run at the same time absolutely independently of one another.



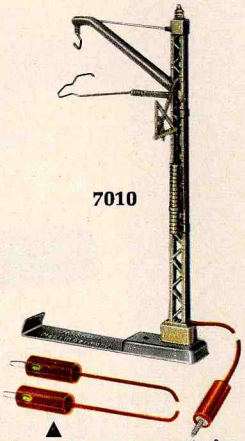
7009

Catenary support · Basic component · 4 3/8 in. high



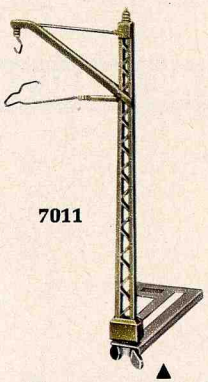
7012

Feeder catenary support for signals, with one cable · 4 3/8 in. high



7010

Feeder catenary support, for supplying current, with two cables and Instructions for using the overhead contact wire system · 4 3/8 in. high

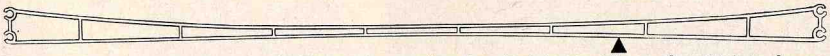


7011

Catenary support for bridge, with fixing piece · 4 3/8 in. high

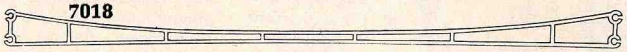
Component Parts of the Overhead Contact Wire System

7005
Set of overhead wire fittings for signals not placed by catenary supports, consisting of two 7012 signal catenary supports, two 7022 interrupter sections and two 7014 sections, suitable for all signals provided with train control action



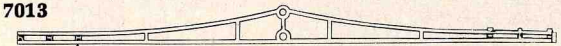
7019

Contact wire section for straight stretches only · 14 1/4 in. long



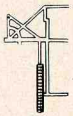
7018

Contact wire section for straight and curved stretches, 10 3/4 in. long



7013

Contact wire section with push-in connections for straight and curved stretches, especially for points · 9 1/2 in. long

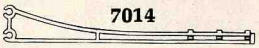


7020

Contact wire tensioner, for fitting to section and tower catenary supports

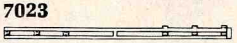
7015

Contact wire cam section (for push-in connection) · 4 1/2 in. long



7014

Hollow contact wire section (for push-in connection), 4 1/2 in. long

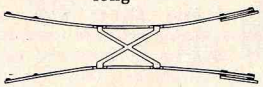


7023

Make-up section with push-in connection · 4 in. long

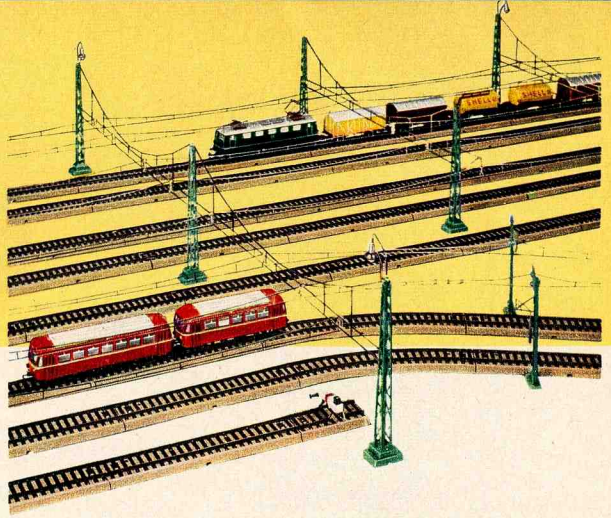
7022

Interrupter cam section for interrupting the overhead contact wire current (for push-in connection) · 4 1/2 in. long

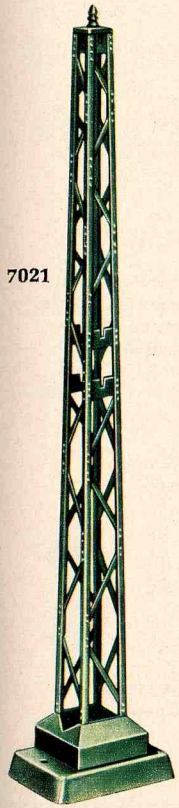


7007
Crossing section for 5114, 5128, 5207, 5211, 5126 and 5016

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

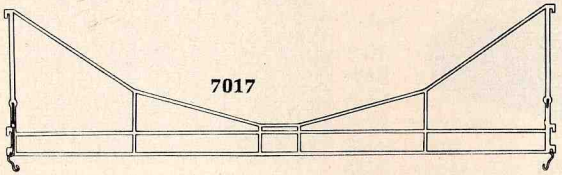


Component Parts for the Tower Catenary Support Overhead Contact Wire System



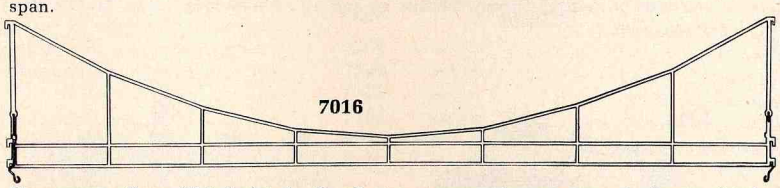
7021 ▲

Catenary support · Plastic · With detachable cap · Base 1 in. by 1 1/8 in., 7 1/4 in. high · For tower catenary support with arc lamp – see page 59



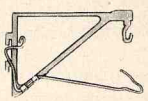
7017

Cross-connection · Nickel-plated · To clip into tower catenary support. Spans about three standard tracks with an 11 in. span.



7016

Cross-connection · Nickel-plated · To clip into tower catenary support · Spans about four standard tracks with a 15 1/2 in. span.



7025

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

7006

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

- *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 catenary supports are flexible and very strong at the same time.*
- *Spring contact connections prevent any excessive drop in voltage.*
- *Easily assembled; any lenght of overhead contact wire required can be obtained by telescoping the overhead wire, nothing else being necessary.*
- *Length can easily be adjusted by plug-in 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.*

7003

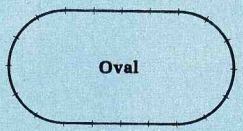
▲

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

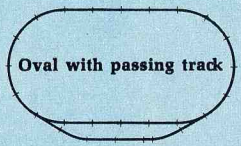
7004

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 nut

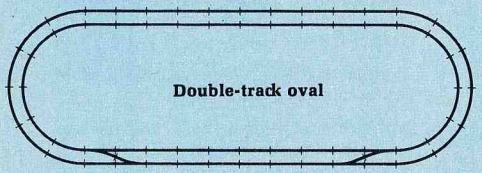
Some Favourite H0 Gauge Track Layouts



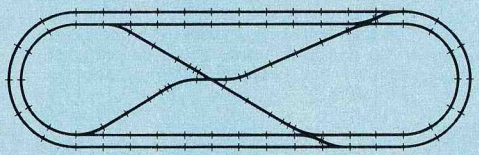
Size 59 1/4 in. by 30 3/8 in.
Track sections: Eleven 5100, one 5103, eight 5106



Size 59 1/4 in. by 34 in.
Track sections: Eleven 5100, one 5103, ten 5106, one 5108 and one pair of 5121 points



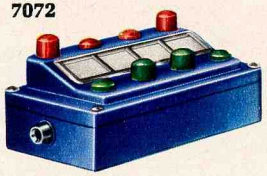
Size 107 in. by 36 1/8 in.
Track sections: Twelve 5100, thirty-five 5106, one 5111, twelve 5200 and two pairs of 5202 points



Double-track oval with double reversing loop
Size 121 1/2 in. by 36 1/8 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 sections, one pair 5202 points, one 5205 section, two 5207 sections and three 5208 sections

Remote Control and Lighting

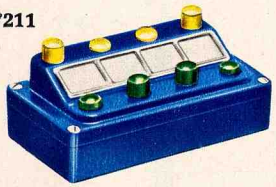
7072



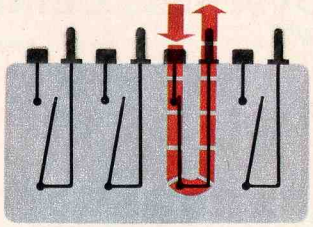
7072
◀ **Control Panel** with sockets for plugging in four double-solenoid magnetic accessories · The arrangement of the operating push-buttons enables the indications or settings of magnetically-controlled accessories to be shown on the panel as well · 3 1/4 in. long, 1 3/4 in. wide

▲ **7209**
Distribution board · With eleven single-pole connections · 2 in. by 3/4 in.

7211

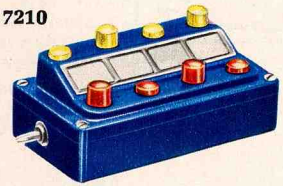


▲ **7211**
Switchboard, with push-buttons for switching four different tractions or lighting current circuits on and off · 3 1/4 in. long 1 3/4 in. wide

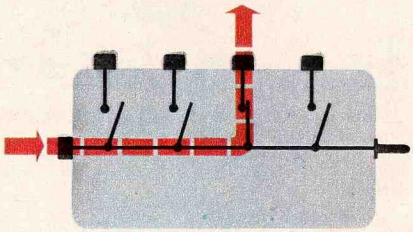


▲ Circuit diagram for 7211 (switch No. 3 closed)

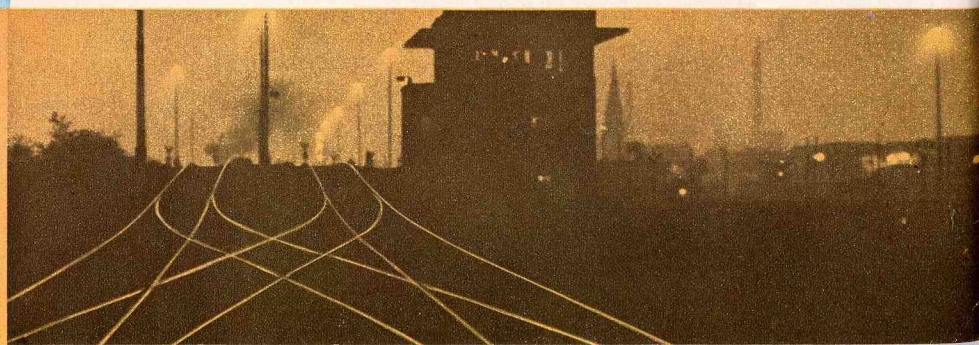
7210



▲ **7210**
Switchboard, with push-buttons for controlling traction or lighting current on four different conductors · 3 1/4 in. long, 1 3/4 in. wide



▲ Circuit diagram for 7210 (switch No. 3 closed)



Accessories

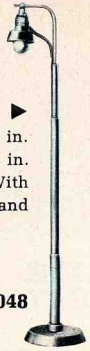
7047

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 ▶

7047

7048 ▶

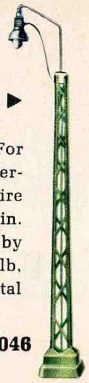
Arc lamp · 6 1/4 in. high · Base 1 1/4 in. diameter · With bulb, cable and metal plugs



7048

7046 ▶

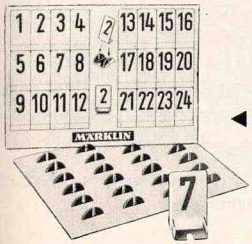
Arc Lamp with lattice mast · For use with the overhead contact wire system · 8 1/4 in. high · Base 1 in. by 1 1/8 in. · With bulb, cable and metal plugs



7046

0311 ▲

Booklet: "The MÄRKLIN H0 Gauge Railway and its Big Prototype", a handbook for MÄRKLIN railway enthusiasts. 8 3/8 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 and electrical circuits, inter alia for multi-train working, and a great deal more besides



7195

Set of numbered plates · For identifying points, signals etc. · Consisting of twelve feet or bases slotted to take the numbers from 1 to 24 supplied with them ◀

MÄRKLIN scale model

Sockets

7111 = brown
7112 = yellow
7113 = green
7114 = orange
7115 = red
7117 = grey

Plugs

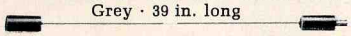
7121 = brown
7122 = yellow
7123 = green
7124 = orange
7125 = red
7127 = grey

Plugs with cross or side socket

7131 = brown
7132 = yellow
7133 = green
7134 = orange
7135 = red
7137 = grey

7141

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



7080 **Cable** · Single-core · With one plug and one socket each · Grey · 39 in. long

7090 **Cable** · Single-core · With one plug and one socket each · Grey · 78 in. long

7100 **Cable** · Single-core · 33 ft. long · Grey

7101 **Cable** · Single-core · 33 ft. long · Blue

7102 **Cable** · Single-core · 33 ft. long · Brown

7103 **Cable** · Single-core · 33 ft. long · Yellow

7105 **Cable** · Single-core · 33 ft. long · Red

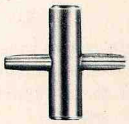
The colours mostly used in MÄRKLIN circuitry are the following.

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

Yellow = Lighting and magnetically-operated accessories.

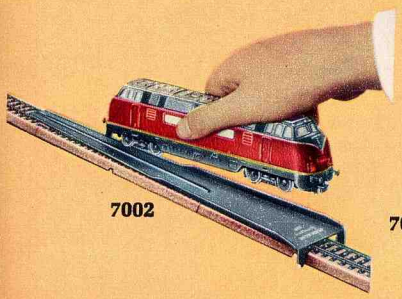
Brown = Earth return from the track, lighting base or controller to transformer.

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



7140

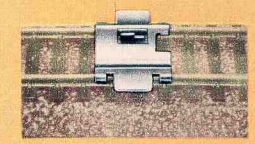
Cross-connection plug · Used like the intermediate plug 7141, but enabling two additional plugs to be connected up



7002

7002

◀ **Rerailing ramp** · For easily placing bogie stock on the track · 12 in. long · 3/4 in. high.



7001

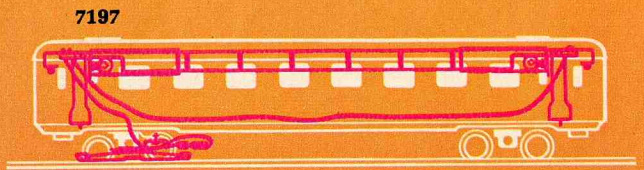
Coupling Gauge · Nickel-plated sheet steel · For checking couplings on rolling stock

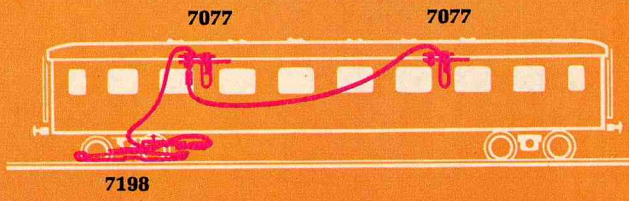
60 030

Pair of replacement brushes for practically all H0 gauge locomotives

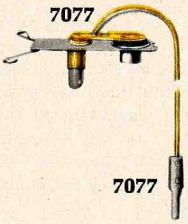
60 035

Pair of replacement brushes for 3015 and 3025



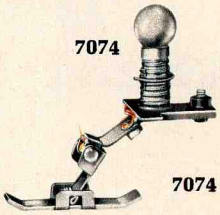


Electric Lighting for Trains



▲

Coach lighting for all express train coaches · With socket connection and bulb for additional lighting



▲

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

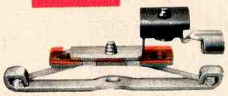
▲

Tail lamp with bulb for clipping to buffer · (Not to be used for the express coaches on pages 36 and 37) · 7074, 7076 7077 or 7198 **required** for connection

7076 ▲

Current pick-up for 7077 coach lighting and 7079 tail lamps when working with the 4000 passenger coach and also four-wheeled goods wagons

New



7198 ▲

Current pick-up for the 7077 coach lighting set

New

▲

Lighting set for the 4050 express coach, consisting of the current pick-up 7198, lighting strip and two lampholders with bulbs · This set enables the model coaches to be lighted up individually in exactly the same way as their originals

H0 Gauge special Adhesion Tyres

Replacement adhesion tyres for the new type MÄRKLIN locomotives for the H0 Gauge

	For locomotives:
7152	3005, 3048
7153	3001, 3003, 3012, 3013, 3014, 3015, 3016, 3022, 3027, 3030, 3034, 3035, 3036, 3037, 3038, 3047, 3050, 3937
7154	3000, 3021, 3029, 3032, 3060, 3062, 3064, 3065, 3066, 3067, 3069, 3921

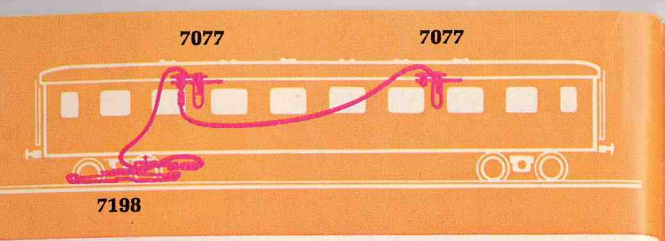
Replacement Current Collector Shoes

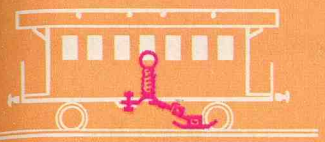
	For locomotives:
7173	3000, 3001, 3003, 3005, 3012, 3013, 3014, 3030, 3032,
7174	3016, 3048
7175	3015, 3027, 3047
7183	3021, 3921
7185	3022, 3029, 3034, 3035, 3036, 3037, 3038, 3050, 3060, 3062, 3064, 3065, 3066, 3067, 3069, 3937

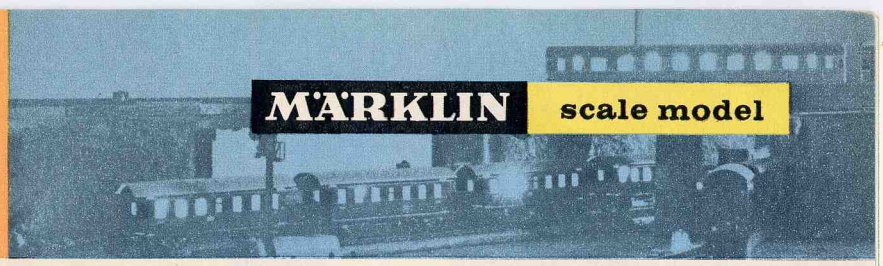
Switch slide springs

7194
Carton containing five springs for the reversing switch

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



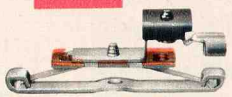




7076

7076 ▲
Current pick-up for 7077 coach lighting and 7079 tail lamps when working with the 4000 passenger coach and also four-wheeled goods wagons

New 7198



7198 ▲
Current pick-up for the 7077 coach lighting set

H0 Gauge special Adhesion Tyres

Replacement adhesion tyres for the new type MÄRKLIN locomotives for the H0 Gauge

For locomotives:

7152 3005, 3048

7153 3001, 3003, 3012, 3013, 3014, 3015, 3016, 3022, 3027, 3030, 3034, 3035, 3036, 3037, 3038, 3047, 3050, 3937

7154 3000, 3021, 3029, 3032, 3060, 3062, 3064, 3065, 3066, 3067, 3069, 3921

Replacement Current Collector Shoes

For locomotives:

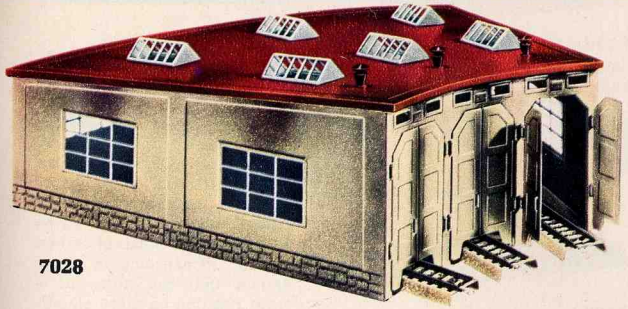
7173 3000, 3001, 3003, 3005, 3012, 3013, 3014, 3030, 3032,

7174 3016, 3048

7175 3015, 3027, 3047

7183 3021, 3921

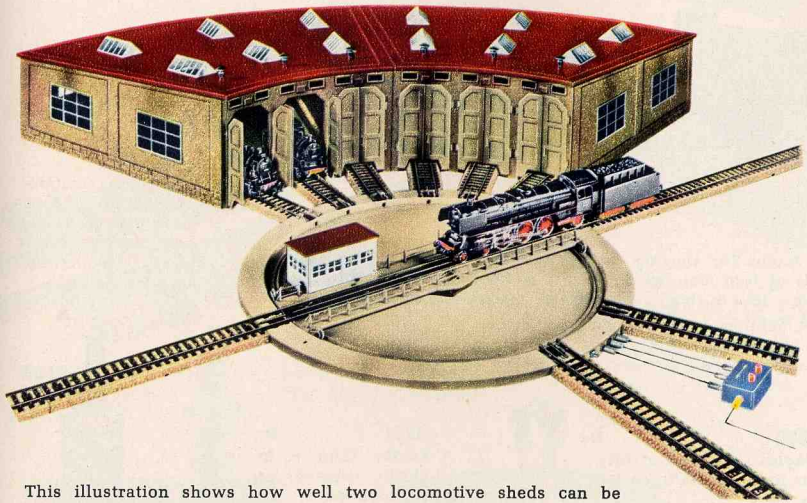
7185 3022, 3029, 3034, 3035, 3036, 3037, 3038, 3050, 3060, 3062, 3064, 3065, 3066, 3067, 3069, 3937



7028

Locomotive Shed

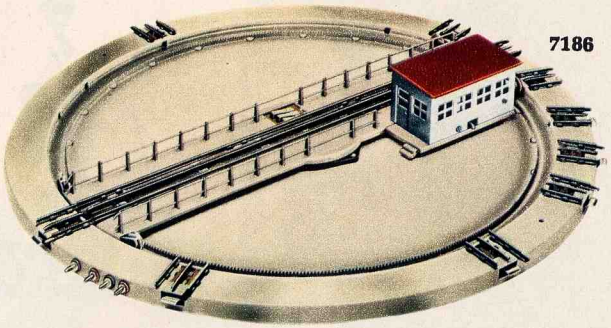
7028
Locomotive shed for three tracks with roof lights, smoke uptakes and three doors closing automatically · Enamelled in colours · (Track section not included) · Size 18⅛ in. by 14⅝ in. by 5¼ in. high



This illustration shows how well two locomotive sheds can be combined with a turntable to give a realistic miniature reproduction of the original.

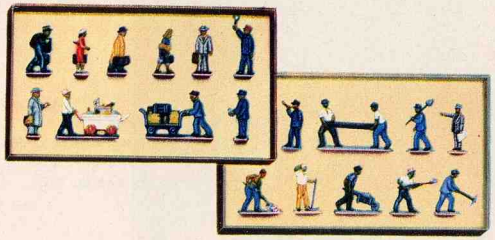
Remotely-controlled Turntable

7186
Turntable set, consisting of turntable, 14 in. external diameter, turning either right or left-hand by remote control · With reversing switch and cable · Turntable platform protected by hand rails, and with engine or motor house · Current is automatically cut off from all dead-end tracks not registering with the turntable track



7186

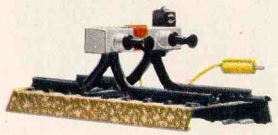
0201, 0202 or **0203**
Railway figures · Supplied in three different sets · 0201 and 0202, passengers and railway staff · 0203, permanent way workers · In cartons of ten figures to a set · The figures are ⅞ in. high



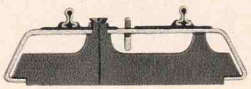
Sidings also come into the centre of attraction with this slewing crane, as it can both load and unload trucks after they have been shunted. There is no limit to the railway operator's fancy in this connection, as loads can, for example, be transferred from a truck or van to a motor lorry or barge, thus opening up an entirely 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.

Interesting Accessories

7190 ▲
Stop block · Pressure-cast zinc buffer beam · 2¾ in. long



7191 ▲
Stop block · With stop signal to light up · Pressure-cast zinc buffer beam · 2¾ in. long



7171 ▲
Sound-deadening strips, in cartons of fifty with fifty countersunk wood screws. We recommend these sound-deadening strips to railway enthusiasts who want their trains to run particularly quietly, the track sections being fixed on to the strips to deaden the noise of trains. Sound measurements have shown that the noise of a train running on these sound-deadening strips is only half as loud as when running on a track fastened to a plywood base in the usual way.
All track sections, points and crossings can be fastened on to these strips, as well as the overhead contact wire system. The catenary supports for the overhead wire are not screwed on.

7051

MÄRKLIN scale model

7051
Remotely-controlled slewing crane with lifting magnet · With one motor for slewing the jib and another for raising and lowering the load · Hook and lifting magnet for transferring loads of iron material by remote control · Jib adjustable for height by hand · Driver's cabin to light up · Coloured enamel finish · 10⅜ in. high · Base 3⅝ in. square · With one control panel and one switchboard · The price does not include trucks and track

7199
Oil bottle · Containing about 10 c. c. of winter grade car engine oil for lubricating locomotives and rolling stock ▲

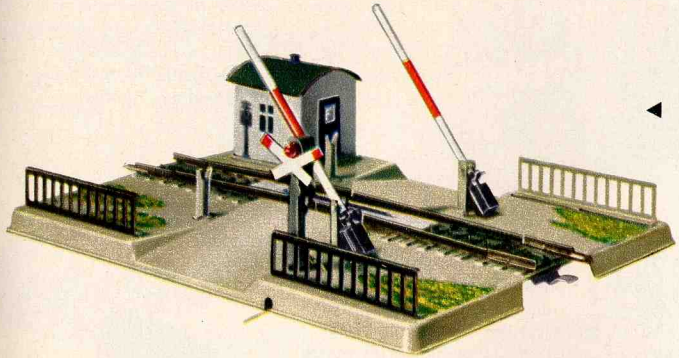
7199

7073
Lighting socket · With bulb and cable · For stations, goods sheds, etc.

7000 ▶
Staples · In bags of fifty · For fixing cables to a wooden base

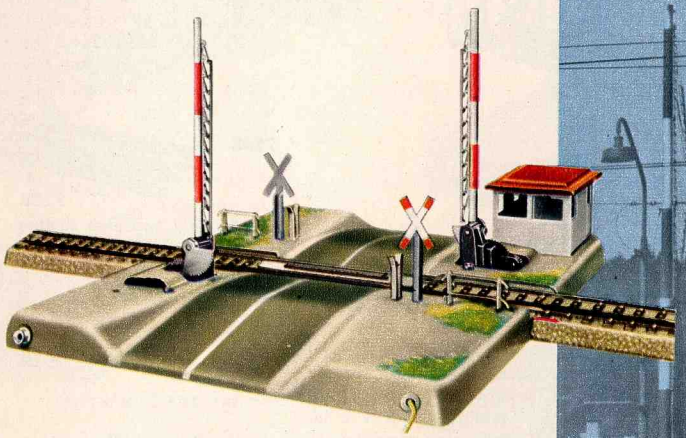
0241 ▶
Smoke fluid · In plastic capsule, as replenishment for locomotives 3047 and 3048

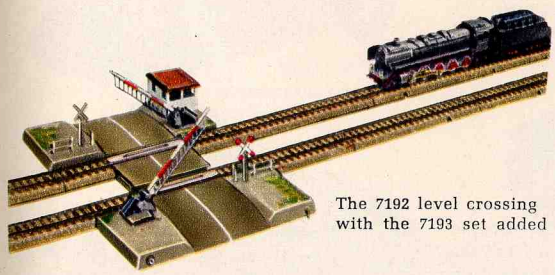
Level Crossings with Automatic Barriers



7054
Mechanically-operated level crossing for single track lines with centre stud contact rail sections · The barriers are closed by rocking bars pressed down by the train wheels · Crossing-keeper's hut with 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 48) · Base 5 1/4 in. by 7 1/4 in.

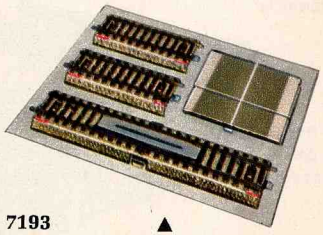
7192
All-automatic level crossing with track sections
The set consists of two barriers operated electro-magnetically, with the crossing-keeper's hut (equipped for fitting interior lighting), warning cross road signs and a set of track contact sections (two lengths of straight track) The crossing operates automatically, the barriers closing as soon as a train runs on to the track contact section before the crossing. The barriers are raised again automatically when the train leaves the last track contact section after the crossing.





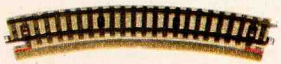
The 7192 level crossing with the 7193 set added

The 7192 level crossing can also be used for multi-track working with the extra 7193 set, the automatic operation still being retained.



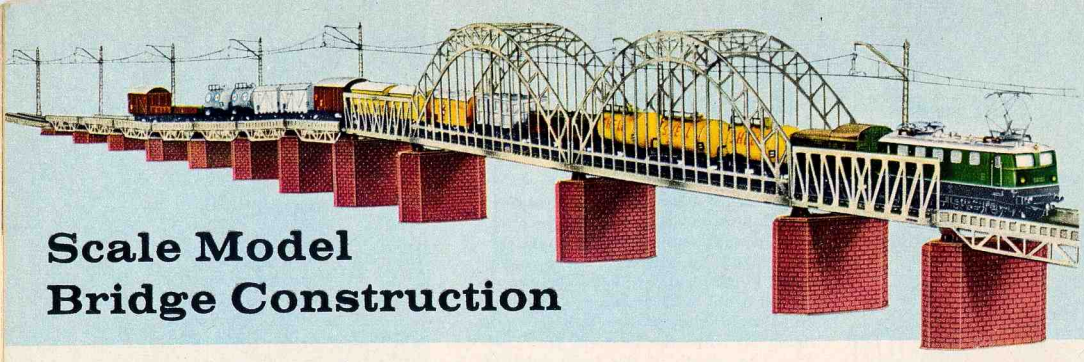
7193
Extra set for the 7192 all-automatic crossing, for each additional parallel track · Consists of one set of track contact sections with the make-up section 7160 for placing in the intervening space between the two tracks

5115
Track contact section, straight



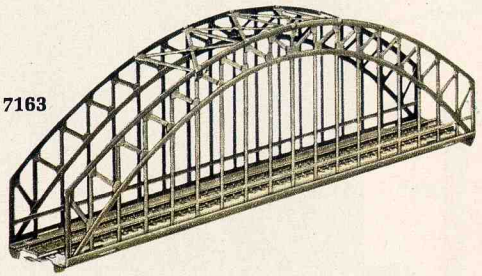
5116
Track contact section, curved

These track sections are for extending the contact sections of the 7192 level crossing



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 1/4 in., using the 7066 baseplate as a very effective foundation.

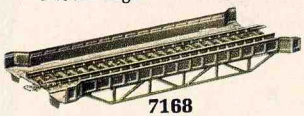


7163 ▲

Arched bridge · Grey · With integral track, 14 3/8 in. long · Slots for two 7011 catenary supports for the overhead contact wire · Arch 4 3/8 in. high

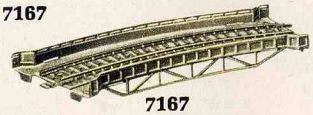
7162

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 1/4 in. long, with centre stud contacts and slots for the 7011 catenary support for the overhead contact wire · 1 7/8 in. high



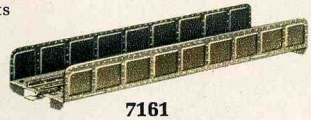
7168

Straight approach section · Grey · Integral track · 7 1/4 in. long with centre stud contacts



7167

Curved approach section · Grey · Normal circle of the standard track sections · Integral track 7 1/2 in. long with centre stud contacts



7161

Plate girder bridge · Grey · With integral track, 7 1/4 in. long, with centre stud contacts and slots for the 7011 catenary supports for the overhead contact wire · 1 in. high

7064

Pier · 1 1/4 in. high · Plastic material

7065

Pier · 1/4 in. high · Very suitable for building bridge approaches with a 1/4 in. rise between piers · Plastic material

7066

Baseplate · For use as a foundation · Green · 1/8 in. high · Plastic material

MÄRKLIN scale model

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 catenary supports for the overhead contact wire.

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

8149

Rubber tyres · 9/16 in. diameter · Packed in cartons of ten · To fit the 8018, 8025, 8027 and 8028 miniature cars

Miniature Cars of pressure-cast zinc

Scale-model reproductions of their originals, with rubber tyres and finished in various colours; approximately one forty-fifth full size.

▲ **8030**
Ambulance · Jvory colour · 3 1/2 in. long

8024 ▲
Police patrol car · Multitone · 3 3/8 in. long

8028
Ford Taunus 17 M car · Monotone · 3 5/8 in. long

8027 ▲
Ford Taunus 17 M car · Multitone · 3 5/8 in. long

8005 ▲
Volkswagen limousine 3 1/2 in. long

Porsche Car · 3 3/8 in. long

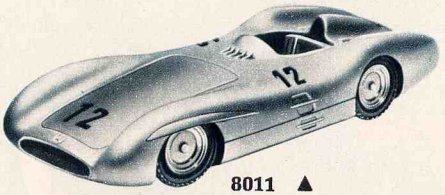
8004 ▼

8025 ▲
Mercedes 190 SL car · Duotone · 3 1/2 in. long

8022 ▲
BMW 507 sports tourer
Monotone · 3 1/2 in. long

8019 ▲
Mercedes 300 SL car · 3 3/4 in. long

8015
Borgward Isabella car · Monotone 3 7/8 in. long



8011 ▲
Mercedes formula racing car, with racing numbers 4 in. long

▲ **8021**
Karmann Ghia car · Monotone · 3 1/2 in. long

▲ **8014**
Volkswagen · Duotone · 3 1/2 in. long

▲ **8008**
Volkswagen delivery van · Duotone · 3 1/2 in. long

8007 ▲
Volkswagen delivery van · Lettered "GASOLIN" · Multitone · 3 1/2 in. long

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

8151
Rubber tyres · 5/8 in. diameter · Packed in cartons of ten · To fit the 8011 and 8016 miniature cars

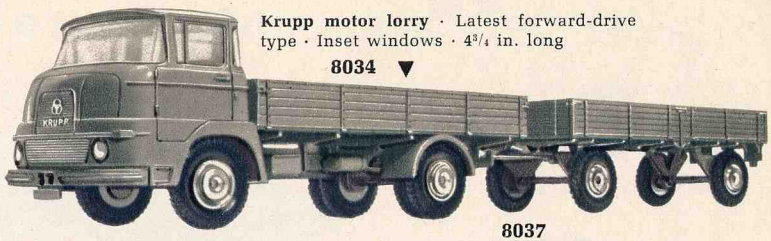
8152
Rubber tyres · 11/16 in. diameter · Packed in cartons of ten · To fit the 8009, 8012, 8017, 8023, 8031, 8032, 8034, 8035 and 8037 miniature cars

8153
Rubber tyres · 3/4 in. diameter · Packed in cartons of ten · To fit the 8029 and 8036 miniature cars

Miniature Motor Vehicles of pressure-cast zinc

8032

Fuel tanker · Eight-wheeled · In two detachable units · Latest up-to-date design · Very easy running on curves 7 in. long



Krupp motor lorry · Latest forward-drive type · Inset windows · 4¾ in. long

8034

8037

Trailer · Colouring suitable for Krupp motor lorry 8034 · 4¼ in. long

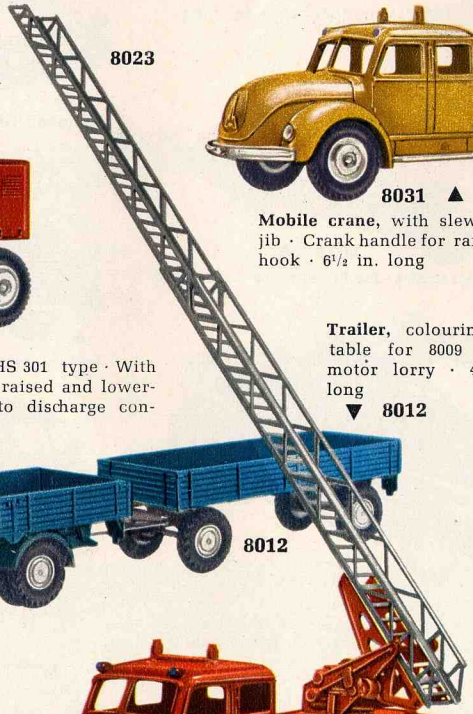
8026

Tempo stacking truck · 3⅝ in. long

8017

Phoenix box van · Multitone · 5½ in. long

8031



8023

8029

Agricultural tractor, with driver's figure and all details carefully reproduced · Special tyres · 3 in. long

8035

Mobile excavator · Model of the FUCHS 301 type · With slewing cabin and movable jib · Bucket, raised and lowered by crank handle, can be opened to discharge contents · 4⅝ in. long

8031

Mobile crane, with slewing cabin and movable jib · Crank handle for raising and lowering crane hook · 6½ in. long

Trailer, colouring suitable for 8009 Krupp motor lorry · 4⅜ in. long

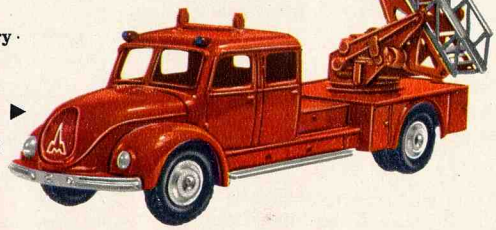
8012

8012

New

8009

Krupp motor lorry · 5½ in. long



8023

Fire appliance · with extending turntable ladder · 6¼ in. long

8036

Rear tipper · Six-wheeled · Rear axle wheels with twin tyres · Cab with inset windows · Dump body can be raised and lowered by locking lever 5½ in. long

The 8036 rear tipper with dump body raised

MÄRKLIN Metal Building Sets and their Advantages

- *MÄRKLIN Metal Building Sets are high-grade branded products. They can be had in six basic sets and six supplementary sets.*
- *MÄRKLIN Supplementary Sets enable each basic set to be made up into the next following size.*
- *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 – exept 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 ones, thus giving an insight 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 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.*

1009

1009

Basic building set 1009

Contains 125 building parts plus ten fixing clips, making **135 parts** in all · Box measures 15¼ in. by 10 in. by 1 in. · Weight 1 lb. 15 oz. · Can be made up to basic set 1010 by supplementary set 1029

1010

1010

Basic building set 1010

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. 8½ oz · Can be made up to basic set 1011 by supplementary set 1030

MÄRKLIN Metal Building Sets

Basic building set 1011

Containing 232 building parts plus ten fixing clips, making **242 parts** in all · Box measures 20 1/4 in. by 13 3/4 in. by 1 1/4 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

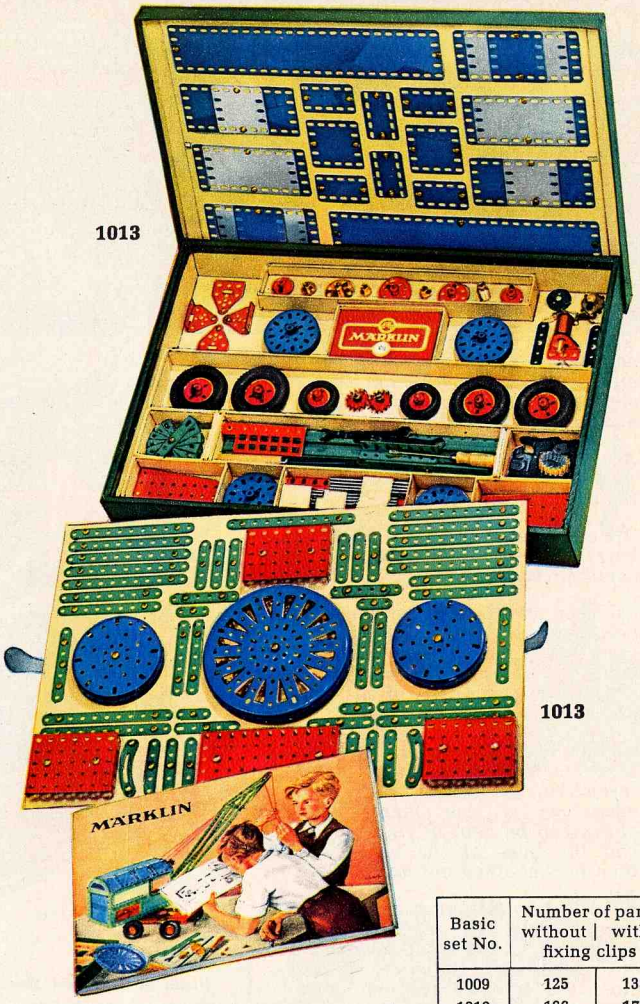
Containing 386 building parts plus ten fixing clips, making **396 parts** in all · Box measures 20 3/4 in. by 13 3/4 in. by 1 1/2 in. · Weight 5 lbs. 12 oz. · This 1012 set extends the number and realism of the models considerably, as among the many other models that can be built from it there are, for example, diesel locomotives, tramcars and maintenance cars for the overhead trolley wire, motor lorries, tractors and mobile slewing cranes, right up to tower slewing cranes and windmills · Models such as surface grinders, high-speed drilling machines, and 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

Contains 658 building parts plus 146 fixing clips, making **804 parts** in all · Box measures 20 3/4 in. by 14 1/4 in. by 2 5/8 in. · Weight 13 lbs. 4 oz. · This set and those following it also contain electrical parts for making 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

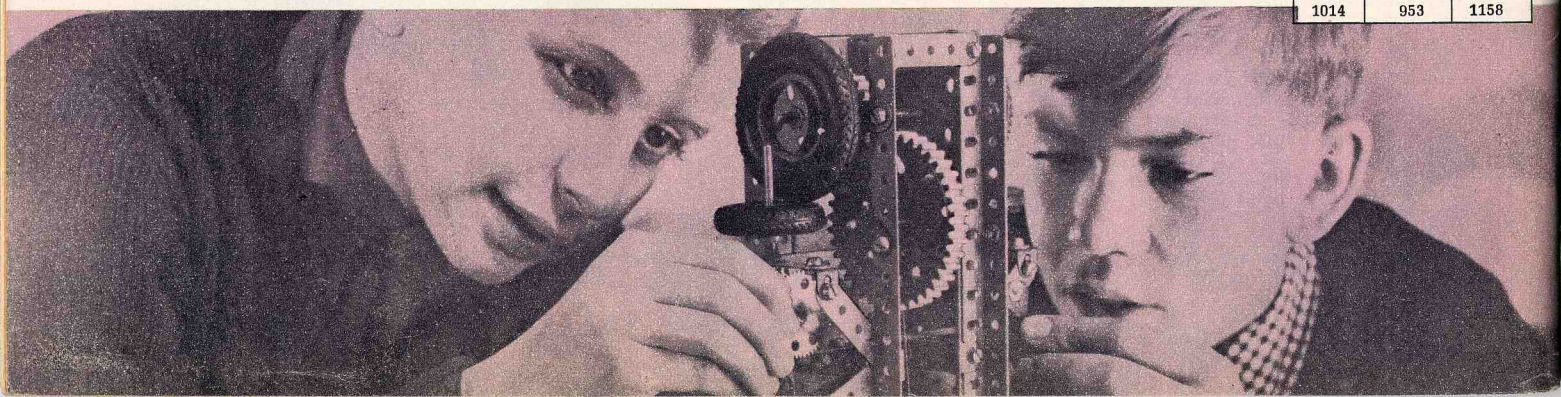
Basic set 1014

Contains 953 building parts plus 205 fixing clips, making **1158 parts** in all · The box measures 25 1/4 in. by 16 5/8 in. by 2 5/8 in., and weighs 18 lbs. 3 oz.

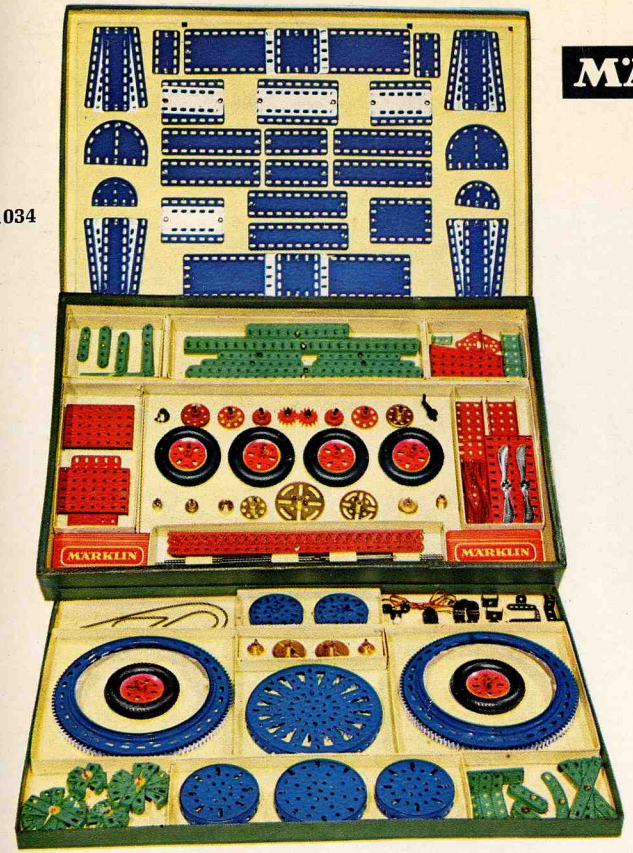


The number of building parts in MÄRKLIN Metal Building Sets

Basic set No.	Number of parts without fixing clips	with fixing clips
1009	125	135
1010	166	176
1011	232	242
1012	386	396
1013	658	804
1014	953	1158



MÄRKLIN Supplementary Sets



1034

Any basic set can be made up to the next larger one by a supplementary set, the parts of the latter 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 should get the 1029 supplementary set.

Summarised:

Supplementary set	**1029**	makes up set 1009 into basic set	1010
Supplementary set	**1030**	makes up set 1010 into basic set	1011
Supplementary set	**1031**	makes up set 1011 into basic set	1012
Supplementary set	**1032**	makes up set 1012 into basic set	1013
Supplementary set	**1033**	makes up set 1013 into basic set	1014

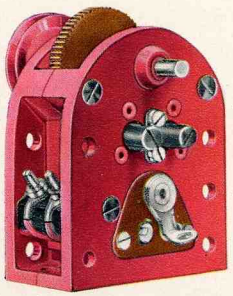
Supplementary set	Number of parts without fixing clips	with fixing clips
1029	42	42
1030	67	67
1031	154	164
1032	273	283
1033	295	346
1034	1086	1179

1034

Supplementary set 1034
extends basic set 1014 a stage further

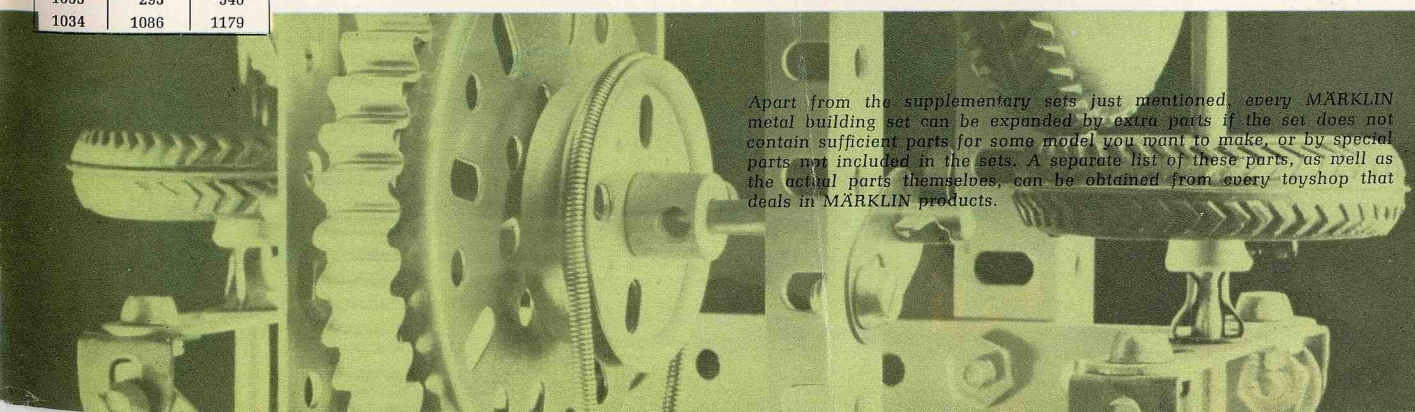
Motor for driving models made up from the Metal Building Sets

Electric Motor
Every youngster will feel 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 also be made to work by an electric motor driving them.



1071 ▲

Electric motor · Reversible, to run either forward or backwards · No-load speed about 1500 r.p.m. · Works on 16 volts off any MÄRKLIN model railway transformer · Two 7080 cables supplied as accessories · Size of motor: 2⅝ in. high, 2 in. wide and 2 in. deep · Weight 7 oz.



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 you want to make, or by special parts not included 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.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