

# MÄRKLIN

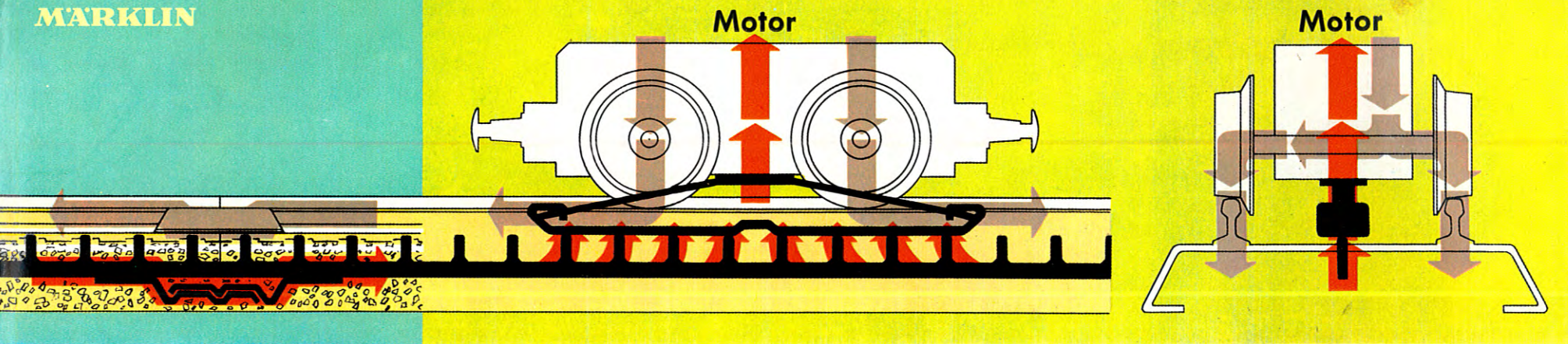


E10 238

SBB-CFF  
RAm 502

1965/66 E o. P.

**MÄRKLIN**



### **A reliable supply of current to motive-power stock**

The stud contacts of MÄRKLIN track sections, together with the current pick-up shoes on the locomotives, provide a very secure path for the current.

is one of the most important fundamental requirements for trouble-free operation of a model

### **A sound current return is just as important.**

In MÄRKLIN motor vehicles the current returns through all the wheels not fitted with adherence tyres and in addition through the wheels of the trailing cars.

*We regret we cannot supply our products direct from factory to customer. Our goods are supplied subject to alterations and to delivery facilities being available. Measurements and weights are given without guarantee. Publication of this Catalogue cancels all previous issues.*

**GEBR. MÄRKLIN & CIE. **

**732 GÖPPINGEN/WÜRTT.**



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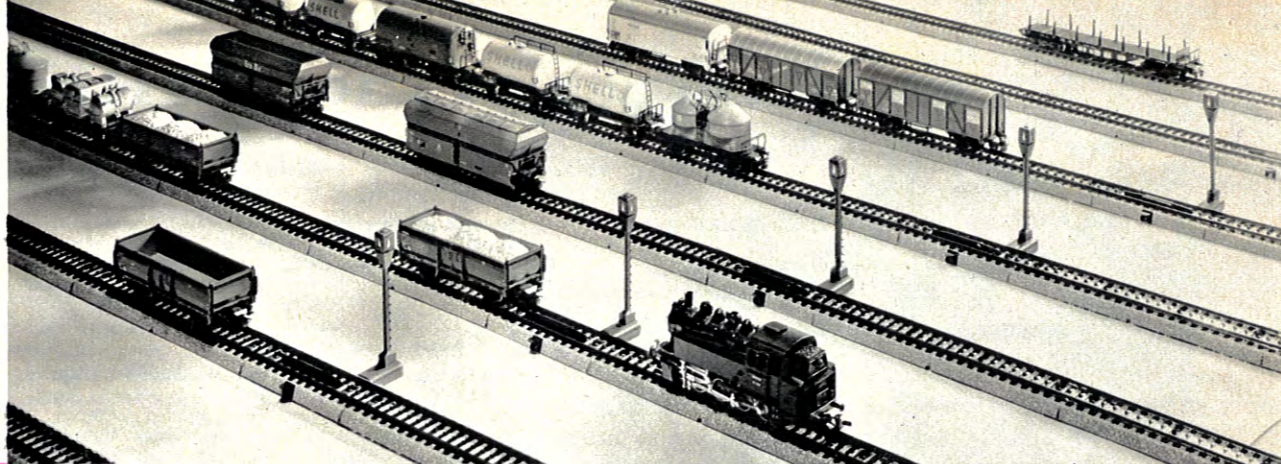
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Ships and Stationery*

# That's MÄRKLIN

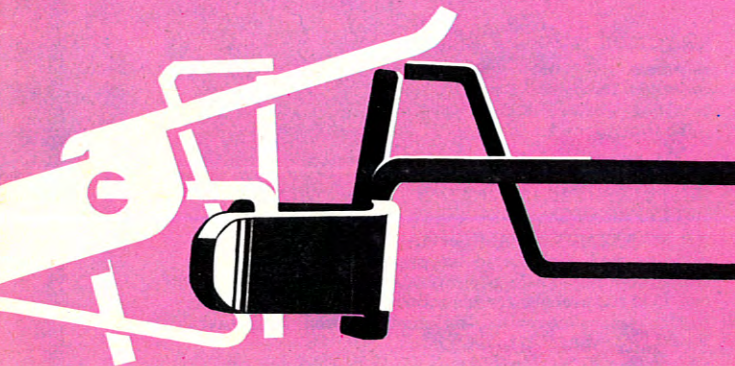


## The Automatic Coupling

with the "Advance" Uncoupler, – the ideal for marshalling work, allowing rolling stock already uncoupled to be shunted further and left wherever desired.

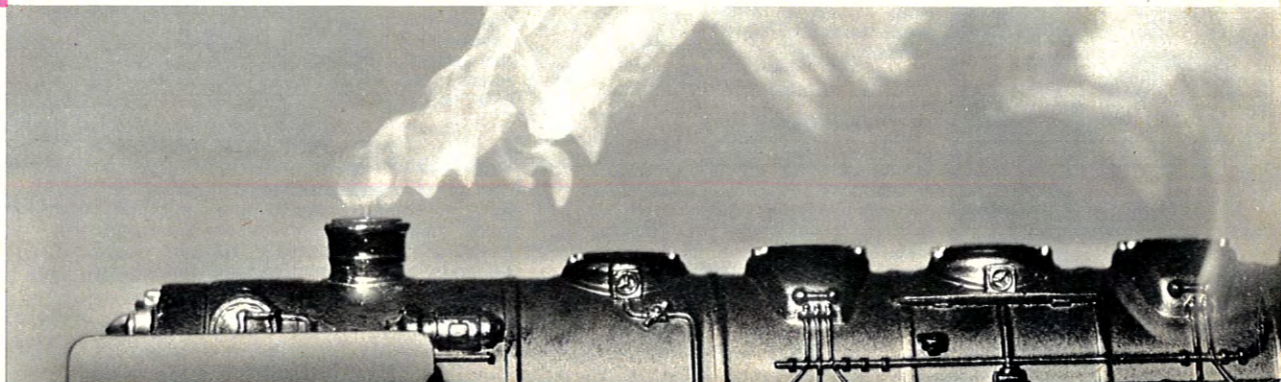
## The TELEX COUPLING

that various MÄRKLIN locomotives are fitted with, is remotely-controlled from the transformer. Uncoupling the locomotives from their trains, and, of course, coupling them up again, can be carried out at any point on the system.



## The "Steam Unit"

for various types of steam locomotives produces realistic "steam" that is puffed out just like a real steam engine.



# The Advantages of the MÄRKLIN HO Gauge Railway

## ALTERNATING CURRENT (A. C.) OPERATION

Connecting the railway and its accessories to the electricity supply is very simple by MÄRKLIN Transformers that are very reasonably priced; 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 outstanding feature of the MÄRKLIN Model Railway. Every conceivable track formation, including reversing loops and triangles, can be made up 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. Trackdiagrammatic 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 – all involving extensive work for enthusiastic amateur constructors.

## CURRENT SUPPLY

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-hand 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 coupling is coupled together 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 provided with the "Advance" Uncoupler 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 5, 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 types of coupling 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 latitude that the constructions of the system allows. Track separation is used for dead-end sidings, passing tracks, tracks with signals and services operating more than one train.

## TRACTIVE EFFORT

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.

## SUPPRESSION OF RADIO AND TELEVISION INTERFERENCE

All MÄRKLIN Locomotives are fitted with two condensers and a choke to suppress interference with radio and television programmes, and there is also the 5130 suppressor track section available for avoiding interference with the medium and longwave bands (see page 46).

## ADDITIONAL ADVANTAGES

There is a complete range of all track parts available, including points, crossings and double-slip points, both for the standard as well as the concentric track 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.

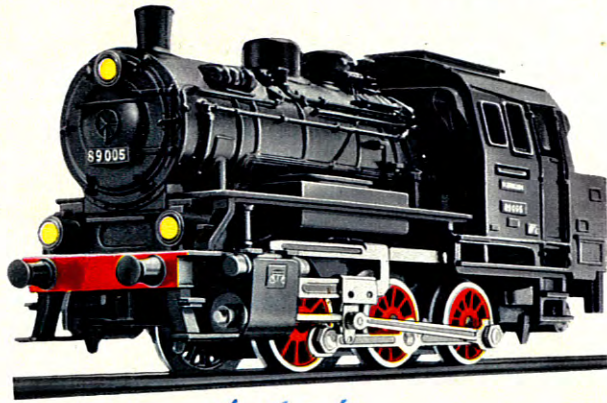
Only one kind of control panel is required for controlling these magnetically-operated accessories.

## 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

# Tank Engines



4-6-4

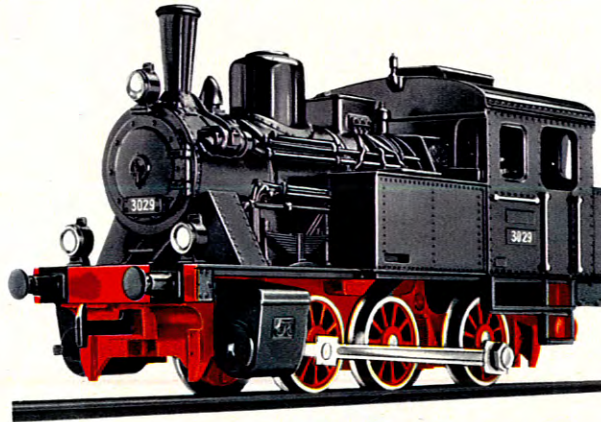
## 3000

**Tank Engine** · A model of the German Federal Railways' Class 89 · Six-coupled 0-6-0 tank engine, with remote-control reversing and two special adhesion tyres on the trailing drivers to improve tractive effort and climbing power · Motor 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 ·  $\frac{4}{8}$  in. long over buffers



**MARKLIN**

scale model



3-5-6

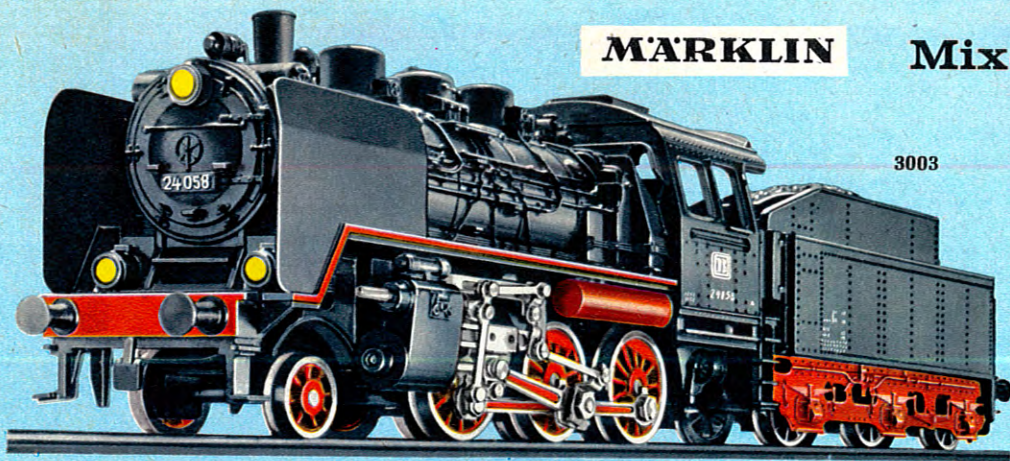
*These tank engines are favourites with many railway operators because of the numerous opportunities for using them in passenger and goods services—especially for shunting in marshalling yards. Easy running on curves, a high performance and harmony in their general design are the special advantages of these models—and they are so easy to place on the rails, too!*

## 3029

**Tank Engine** · A model of the six-coupled 0-6-0 type 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

**MÄRKLIN**

## Mixed Traffic Engine



7-0-0

Passenger engine and tender · A model of the German Federal Railways' Class 24 eight-wheeled six-coupled 2-6-0 engine and tender, with remote-control reversing and Walschaerts valve motion · The leading truck is sprung to avoid all risk of derailment · Two special adhesion tyres on the trailing drivers increase the tractive effort · Specially low-g geared motor · 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 · Six-wheeled tender close-coupled to engine with full reproduction of all details of its riveted construction · Full coupling facilities at each end · 8 in. long over buffers

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

**MÄRKLIN**

scale model

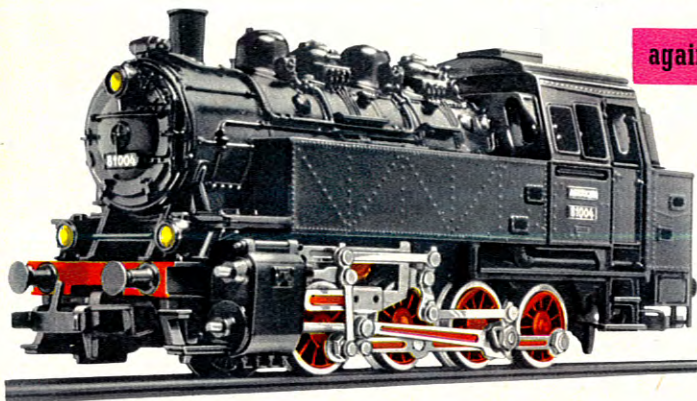




The MÄRKLIN TELEX COUPLING operated by the controller on the transformer allows the train to be uncoupled and coupled to the engine again at any desired point on the system without any additional apparatus being necessary.

## Tank Engine

with the **MÄRKLIN TELEX**  
**COUPLING**

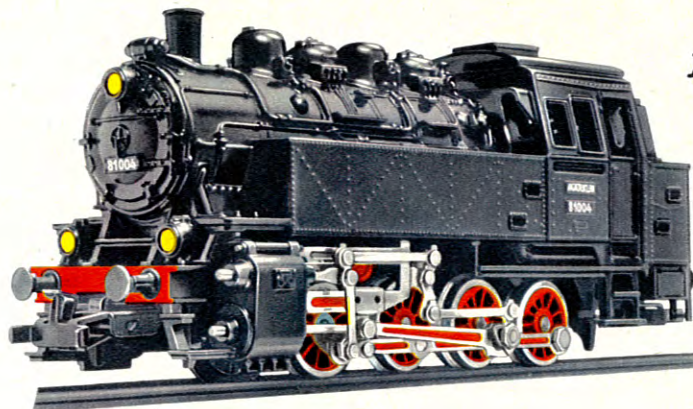


again available

3031

8-10-4

**Tank Engine** · A model of the German Federal Railways' Class 81 eight-wheeled 0-8-0 type engine; all four axles driven by spur gearing, with two special adhesion tyres on the trailing drivers · Reproduction of the Walschaerts valve gear with rods picked out in red · Remote-control for reversing and operating the Telex-Coupling fitted front and rear · Threelight signal head code front and rear · Cast metal frame and allmetal casing with true scale-model reproduction of all fittings · Finished in dull black enamel · 5 in. long over buffers



**MÄRKLIN**

3032

7-0-0

with automatic coupling

The 3031 Tank Engine, but fitted with automatic couplings front and rear instead of the TELEX COUPLING

**MÄRKLIN**

scale model



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.

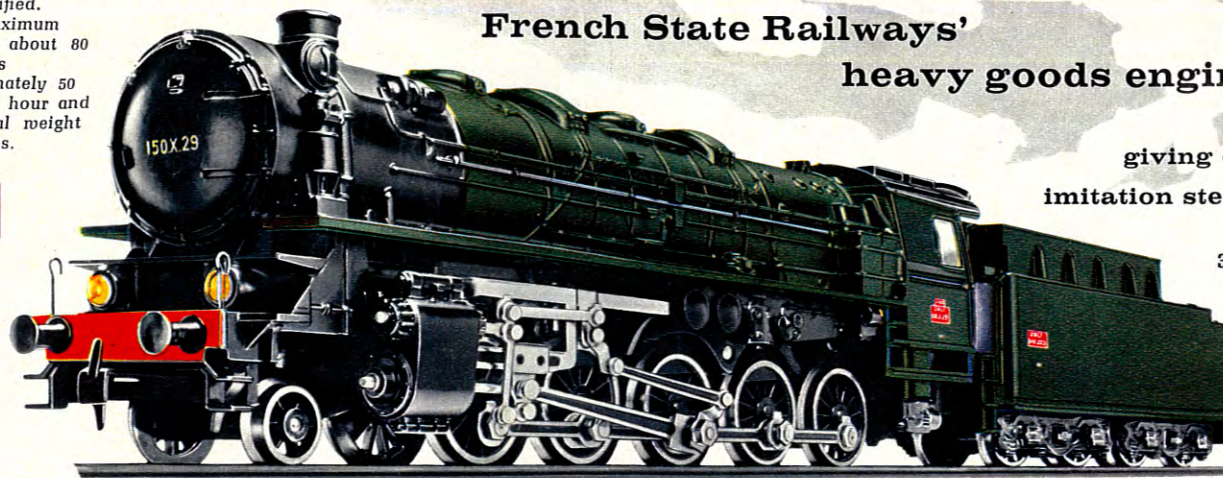
The German Federal Railways' Class 23 engines are used on medium and heavy passenger services as well as for fast and light express and goods trains. Engines and tenders are both of modern welded construction and their design is good enough to allow running at 110 kilometres (about 68 miles) an hour 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.

**MARLIN**  
scale model

The SNCF placed altogether 98 of the Class 150 X engines in service in 1945 and 1946; they are used for hauling heavy goods trains over the Eastern and Northern Regions not yet electrified.

Their maximum speed is about 80 kilometres (approximately 50 miles) an hour and their total weight is 100 tons.

**New**

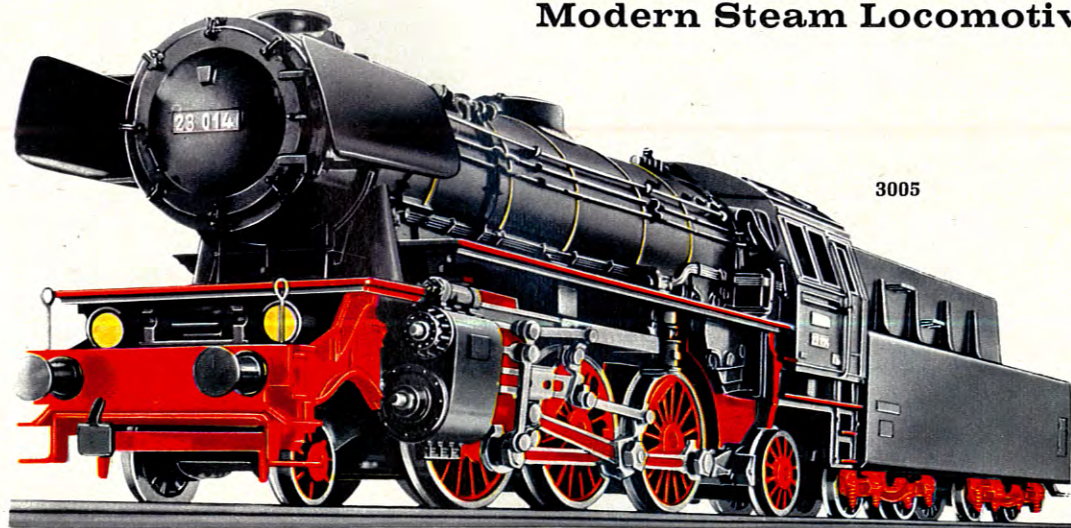


14-4-8

3046

**Heavy Goods Engine**, a model of the twelve-wheeled 2-10-0 type Class 150 X of the French National Railways Co. (Société Nationale des Chemins de Fer Français, or SNCF). Dividing the running gear into two groups of driving wheels in articulated connection gives very good running characteristics with easy movement on curves. Reproduction of the Walschaerts valve motion with rods finished black. Remote-control reversing. Equipment fitted for producing very realistic "steam" consists of the "steam" apparatus built into the engine, extra steam pipe, cleaning wire, tweezers and a capsule with "steam" fluid (for refill capsules 0241 see page 59). The leading truck is sprung to prevent derailment and there are two special adhesion tyres on the trailing drivers to increase tractive effort. All driving axles are gear-driven. Pressure-cast zinc frame and casing with numerous details; casing dark green, with two headlamps. Coupling hook fitted to leading truck gives full coupling facilities in front as well. Cab windows glazed. Eight-wheeled double-bogie tender with automatic coupling. 11 in. long over buffers.

**Modern Steam Locomotive**



3005

9-18-6

3005

**French State Railways'**  
**heavy goods engine**

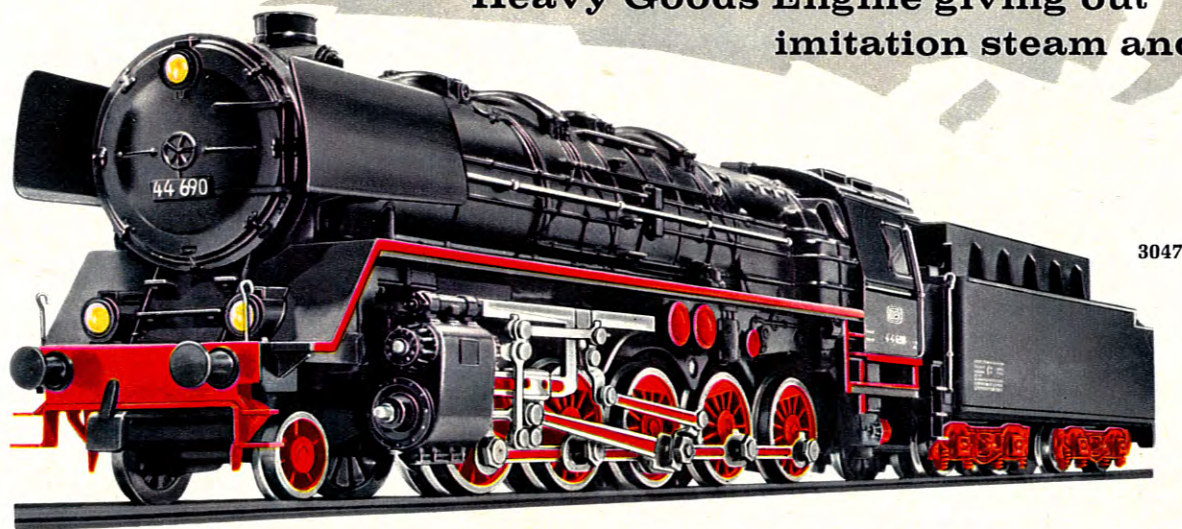
giving out  
imitation steam

3046

Engine and tender. A model of the German Federal Railways' Class 23 ten-wheeled six-coupled 2-6-2 type engine, with remote-control reversing and reproduction of the 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 close-coupled to the engine is a true reproduction of the welded original; automatic coupling and numerous details. 9 1/4 in. long over buffers.



Heavy Goods Engine giving out  
imitation steam and fitted



15-1-0

with the MÄRKLIN TELEX COUPLING

**Heavy Goods Engine** · A model of the German Federal Railways' twelve-wheeled 2-10-0 type Class 44 engine · Engine and tender are permanently coupled together · Dividing the running gear into two separate groups of driving wheels gives excellent running with easy movement on curves · With reproduction of the Walschaerts valve motion and remote-control reversing · **The equipment for giving off a very close imitation of real steam consists of the "steam" apparatus built into the engine, extra steam pipe, cleaning wire, tweezers and a capsule with "steam" fluid (for refill capsules 0241 see page 59)** · Leading truck is sprung to avoid derailment, and there are two special adhesion tyres on the trailing drivers to increase tractive effort · All coupled axles are driven and the specially lowgeared motor provides slow running as well · Three headlamps to light up · Dull black pressure-cast zinc casing · Coupling hook fitted to leading truck gives full coupling facilities in front as well · Cab windows glazed with cello · Scale model reproduction of all boiler fitting details and smoke deflector plates · Pressure-cast zinc frame · Eight-wheeled double bogie tender fitted with MÄRKLIN TELEX COUPLING · 11 in. long over buffers

*Long-distance goods traffic has increased tremendously on the German Federal Railways and the heavy goods train 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 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.*

**MÄRKLIN**

scale model

# The Steaming Express Engine

a super model



3048

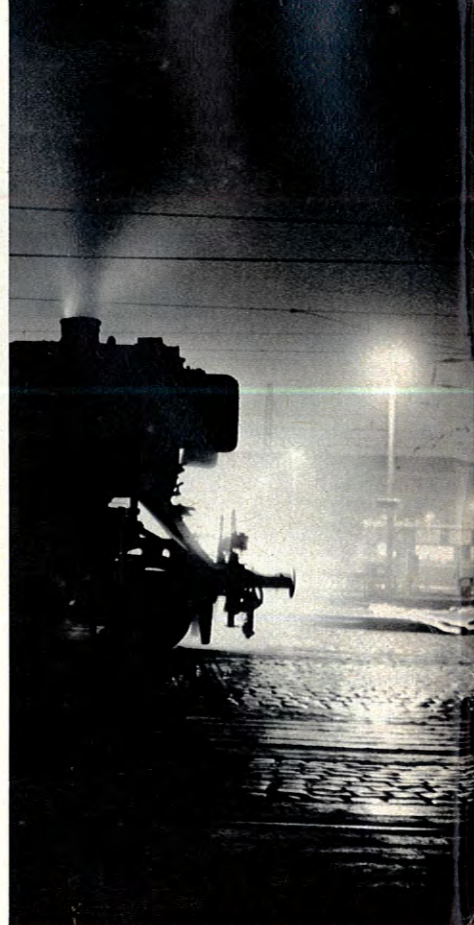
12-0-4

Express Engine and tender · A model of the German Federal Railways' Class 01 twelve-wheeled six-coupled 4-6-2 type engine, with remote control reversing and reproduction of the Walschaerts valve motion · The equipment for giving off a very close imitation of real steam consists of the steam unit built into the engine, extra steam pipe, cleaning wire, tweezers and a steam fluid capsule (for refill capsules 0241 see page 59) · Leading bogie and trailing truck are sprung to prevent derailment · Easy running on curves · Two special adhesion tyres on 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

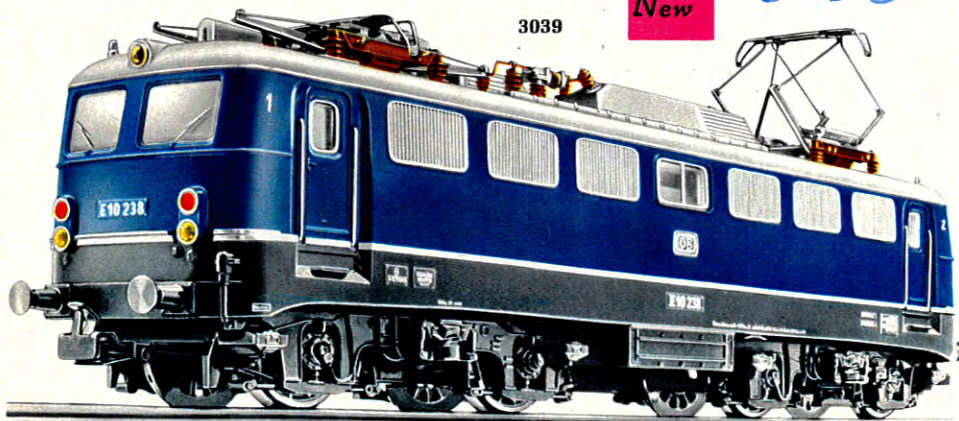
**MÄRKLIN**

scale model

*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 excellent performance. A model no railway system should be without.*



# E 10<sup>1</sup> Electric Express Locomotive



3039

New

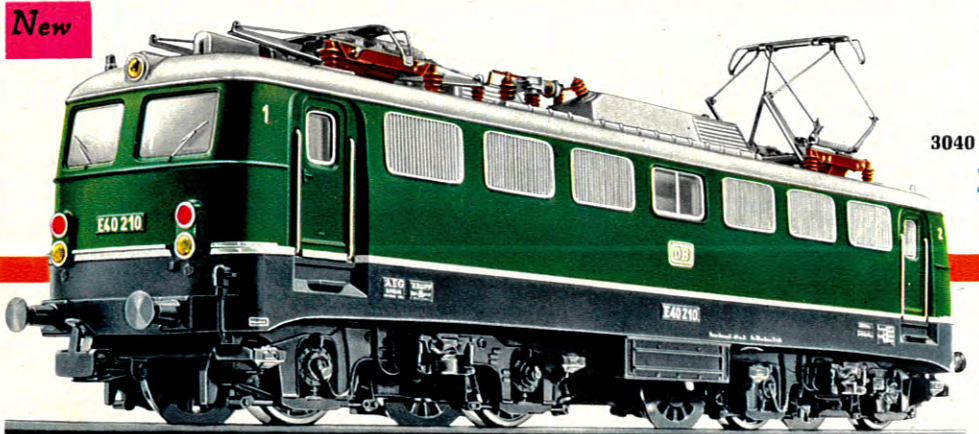
9-13-8

**Electric Express Locomotive** · A model of the German Federal Railways' Class E 10<sup>1</sup> eight-wheeled 0-4-4-0 type locomotive, with both axles of the driving bogie gear-driven and four special adhesion tyres to increase tractive effort; remote-control reversing · Three-light head code signal at each end, changing over when the locomotive reverses · Lever for option overhead contact wire or surface contact working · Blue all-metal superstructure with fine details, roof finished silver, with all roof fittings excellently reproduced · Fixed buffer beams · Two spring-loaded pantographs on roof · Lettering and inscriptions faithfully reproduced · Inset plastic-framed windows · Automatic couplings at each end · 7 1/8 in. long over buffers

The German Federal Railways ordered large numbers of these Class E 10<sup>1</sup> locomotives for heavy express service as from 1956 onwards. With their four traction motors developing a total of 5,000 H. P., the locomotives can reach a maximum speed of 150 kilometres (approximately 94 miles) an hour, and exert a maximum tractive effort of 28 tons at starting. Their total weight is 85 tons and they are 16.44 metres long over buffers.



# The German Federal Railways' E 40 Goods Locomotive



3040

New

9-13-8

The 3034 and 3037 locomotives shown in page 10 are simpler, whereas the 3039 and 3040 types are more complete and detailed, the differences between these types being shown in the following Table.

**MARKLIN**  
scale model

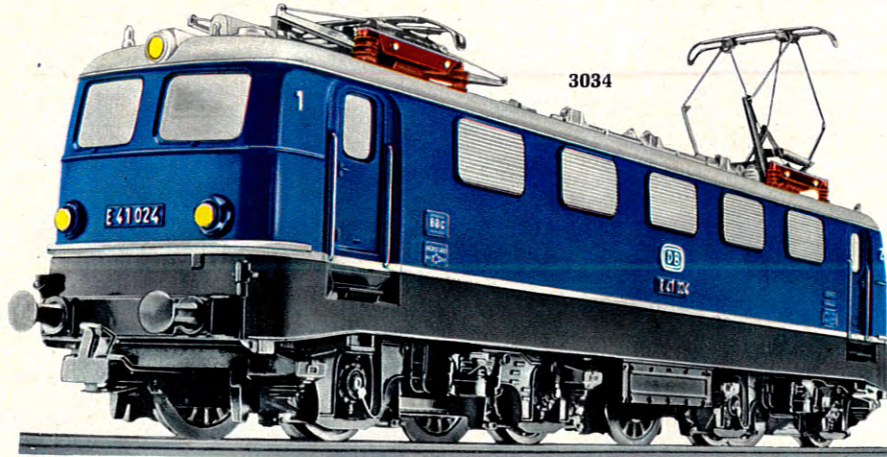
Locomotives of the E 40 Class, intended for heavy goods service in level country, are almost identical in construction with the E 10<sup>1</sup> Class for standardisation reasons. The main difference between the two is the different transmission ratio of the gearing, giving the E 40 a maximum speed of 100 kilometres (approximately 62 1/2 miles) an hour. These locomotives can also be seen in Switzerland occasionally, in service on the Swiss Federal Railways (SBB - Schweizerische Bundesbahnen) under the Lease Programme.

**Electric Goods Locomotive** · A model of the German Federal Railways' Class E 40 eight-wheeled 0-4-4-0 locomotive, with both axles of the driving bogie gear-driven and four special adhesion tyres fitted to increase tractive effort · Remote-control reversing · Three-lamp head code signal front and rear, changing over when the locomotive reverses · Lever for optional overhead contact wire or surface contact working · Green all-metal superstructure with fine details, silver roof with two spring-loaded pantographs and excellent reproduction of all roof fittings · Inset plastic-framed windows · Automatic couplings front and rear · 7 1/8 in. long over buffers

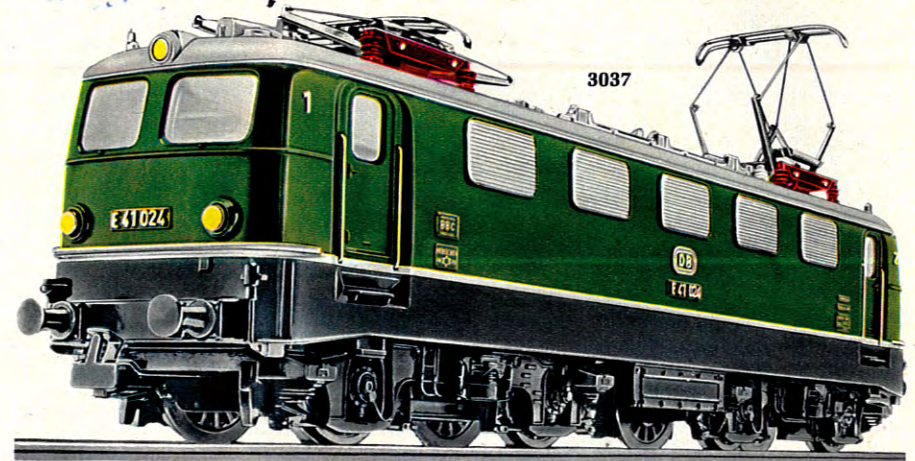
	Locomotive numbers:	
	3034, 3037	3039, 3040
<b>Roof conductors</b>	Insulators, quick-acting pneumatic switch and conductors cast; conductors picked out in brown colour.	Very finely-formed inset-insulators carry roof conductors made of strong wire. Quick-acting pneumatic switch a true scale-model part mounted separately on roof.
<b>Windows</b>	Glazed with cello.	Inset windows with plastic frames and simulated wipers. Printed silver window frames.
<b>Lighting</b>	Three-lamp head code signal.	Three-lamp head code signal changing over when the locomotive reverses, so that only the front lighting in the direction of running is switched on. Imitation tail lamps picked out in red.
<b>Lettering</b>	Raised casting and picked out in colour.	Very sharply printed by a special process and varnished over to avoid rubbing off.

The extra work put into the 3039 and 3040 types has produced models with a very high degree of perfection that will meet most exacting requirements. There are no differences between the four locomotives mentioned above as regards running, performance and durability.

# "E 41" - the Electric Locomotive for many purposes



3034



3037

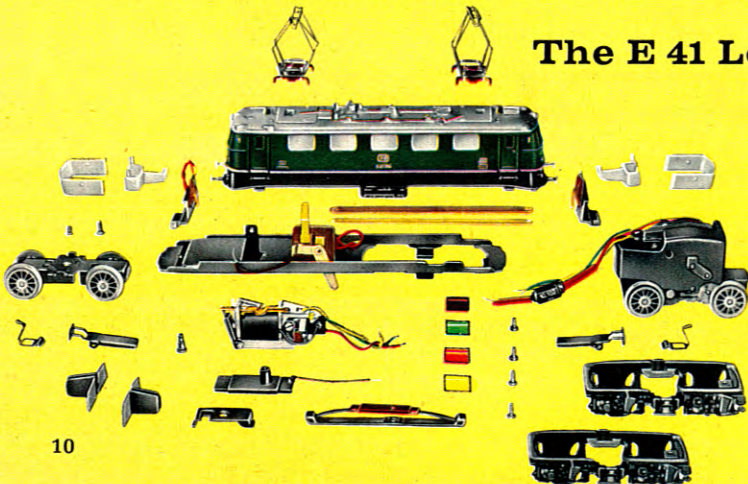
3034 7-14-0

**Electric Locomotive** · A model of the German Federal Railways' Class E 41 eight-wheeled 0-4-4-0 type locomotive, with both axes of the rear bogie driven · Four special adhesion tyres to increase tractive effort · Remote-control reversing · Three headlamps to light up, front and rear · Lever for optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Blue all-metal casing with numerous details and silver roof · Fixed buffer beams · Windows glazed with cellophane · Automatic couplings at each end · 6 7/8 in. long over buffers

3037 7-14-0

**Electric Locomotive**, modelled on the German Federal Railways' Class E 41 locomotive · As 3034, but superstructure finished green

## The E 41 Locomotive Building Kit

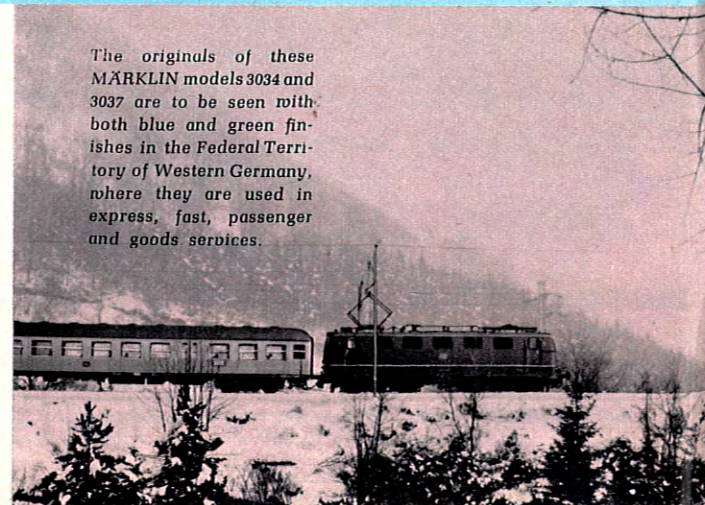


3937

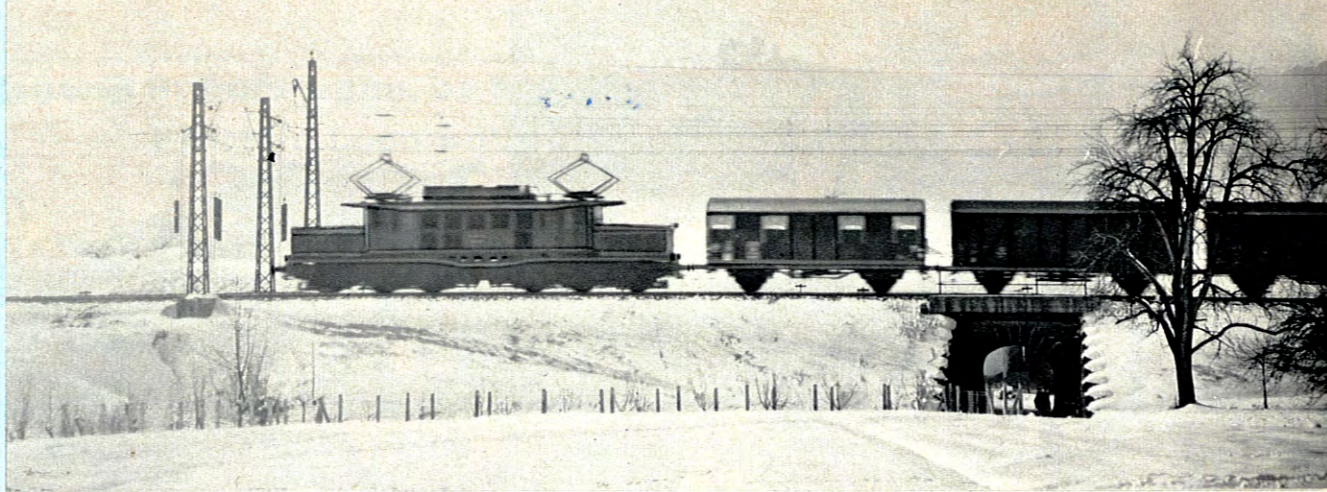
6-15-4

**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, but full illustrated instructions for assembling are included with every kit

The originals of these MÄRKLIN models 3034 and 3037 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.



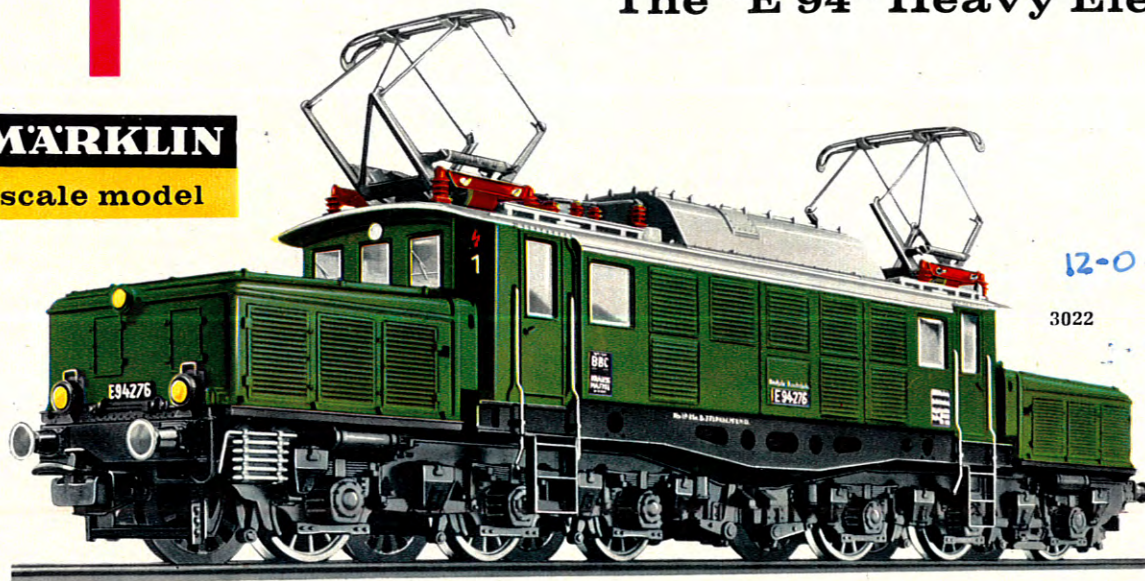
The German Federal Railways have 124 Class E 94 heavy goods locomotives; they have six traction motors with a one-hour rating of 3,240 kW — approximately 4,400 H. P. — giving them a maximum speed of 90 kilometres (approximately 56 1/4 miles) an hour and a maximum tractive effort of 37 tons at starting. Their total weight is 120 tons.



## The "E 94" Heavy Electric Goods Locomotive

**MÄRKLIN**

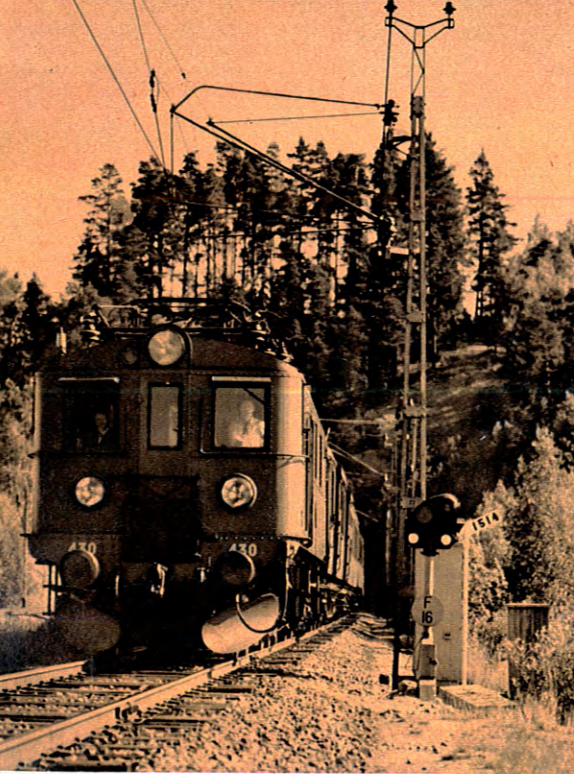
scale model



12-0-4

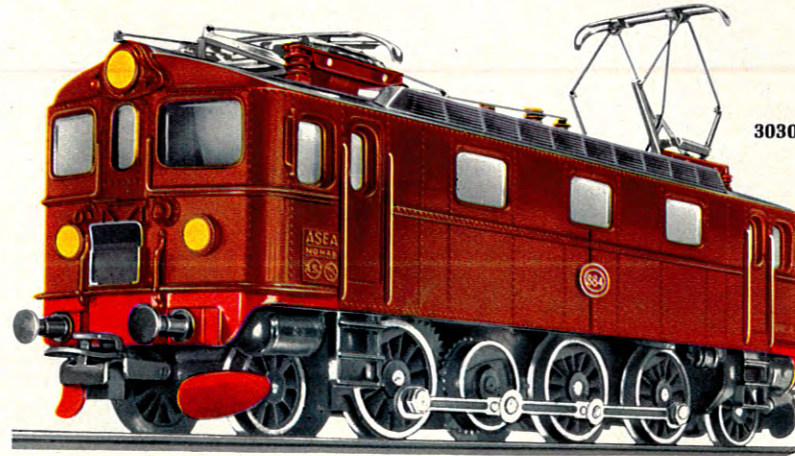
3022

**Electric Goods Locomotive** · A model of the German Federal Railways' Class E 94 twelve-wheeled 0-6-6-0 type · A model complete with all details of the full size prototype locomotive of the same number · Three axles are driven and four special adhesion tyres are fitted to increase tractive effort · Remote control reversing · Three headlamps front and rear to light up, changing over when the locomotive reverses · Lever for optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Pressure-cast zinc three-part casing finished in green, with silver roof · Sprayed transparent plastic window inserts · Automatic couplings at each end · 8 1/4 in. long over buffers



3-4-4

## Swedish Locomotive



3030

**MÄRKLIN**  
scale model

The standard Class D locomotives are much in evidence on the Swedish State Railways' lines (Statens Järnvägar), the Da type being used for both passenger as well as goods services. The low axle loading of only 15 or 17 tons could result in individually-driven axles racing when starting under difficult conditions and so these locomotives are fitted with coupling rod drive.

**3030**

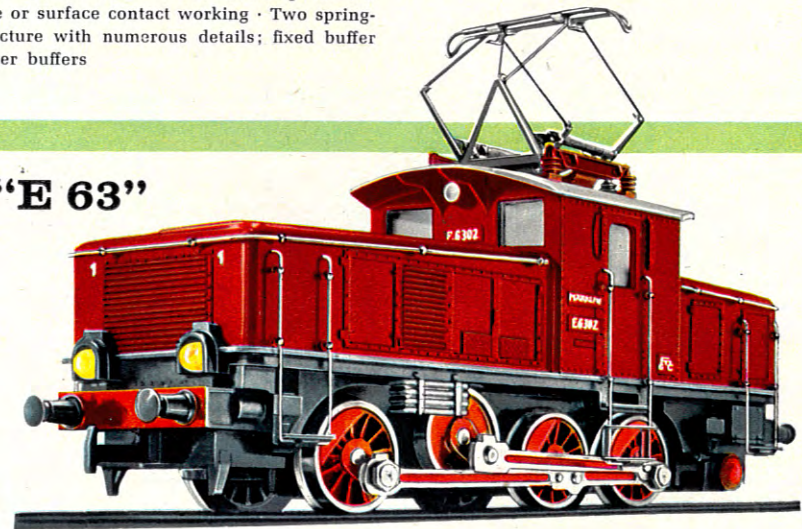
**Electric Locomotive** for mixed traffic · A model of the Swedish State Railways' ten-wheeled 2-6-2 type Class Da locomotive, with three axles driven by gear-driven jackshaft. Remote-control reversing · Leading and trailing trucks are kept on the track by springs to avoid risk of derailment · One set of drivers fitted with two special adhesion tyres, giving a high tractive effort · Three headlamps at each end to light up · Lever for optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Brown all-metal superstructure with numerous details; fixed buffer beams · Automatic couplings both ends · 5<sup>7</sup>/<sub>8</sub> in. long over buffers

## Electric Shunting Locomotive "E 63"

**3001**

6-10-9

**Electric Shunting Locomotive** · A model of the German Federal Railways' six-wheeled 0-6-0 type Class E 63 locomotive, with gear-driven jackshaft and remote-control reversing · Special adhesion tyres on the trailing drivers increase tractive effort · Low-g geared motor with durable gearing · Two electric headlamps each end are switched over automatically when the locomotive reverses · Lever for optional overhead contact wire or surface contact working · Red unbreakable plastic casing with handrails fitted separately and numerous details · Cast metal frame · Windows glazed with cellophane · Strong coupling hooks both ends · 4<sup>3</sup>/<sub>4</sub> in. long over buffers



3001

# Netherlands Railways (Nederlandse Spoorwegen, or NS) Electric Locomotive

New



10-14-8

**MÄRKLIN**  
scale model

**3051 Electric Locomotive** · A model of the Netherlands Railways' Class 1200 twelve-wheeled 0-6-6-0 type locomotive, with all three axles of the driving bogie gear-driven, and four special adhesion tyres to increase tractive effort · Remote-control reversing · Three headlamps front and rear to light up · Lever for optional overhead contact wire or surface contact working · Blue all-metal casing with numerous details, silver roof and inset windows with plastic frames · Fixed buffer beams and two spring-loaded pantographs on roof · Automatic coupling at each end · 7<sup>3</sup>/<sub>4</sub> in. long over buffers

The Netherlands Railways have altogether twenty-five of these Class 1200 locomotives built to American plans for use in heavy mixed service. Their maximum speed is 135 kilometres (approximately 84<sup>1</sup>/<sub>2</sub> miles) an hour and they are 18 metres long. At a speed of 72 kilometres (approximately 45 miles) an hour the total power developed by the six traction motors is 3,000 H.P.





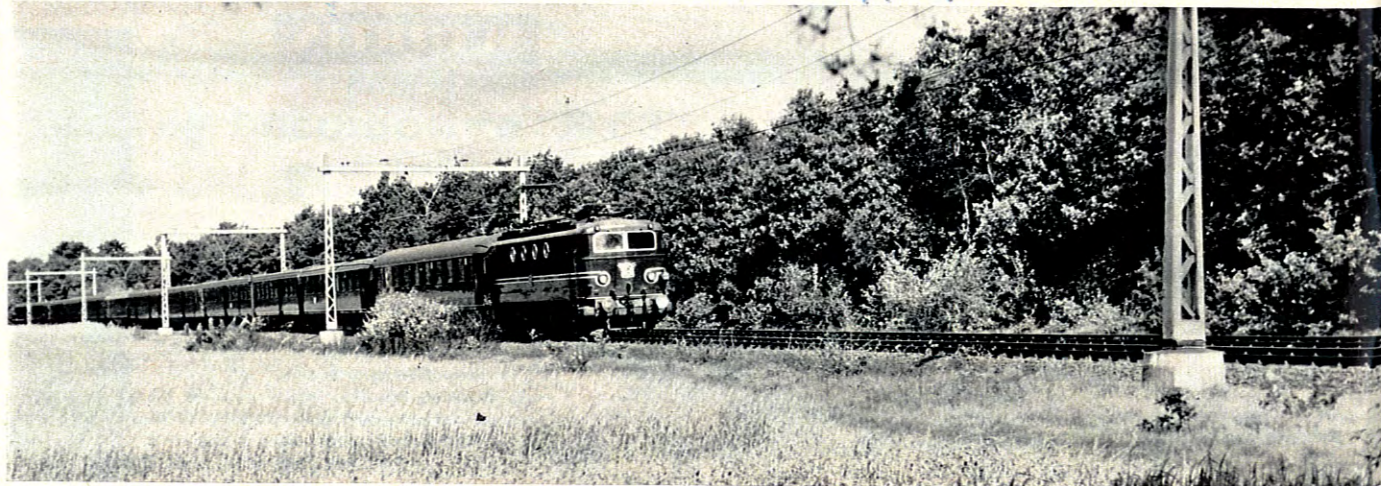
## Netherlands Express Locomotive

9-16-0

3013

**Electric Express Locomotive** · A model of the eight-wheeled Class 1100 0-4-4-0 type of the Netherlands Railways · 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 overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Blue all-metal superstructure with silver bands and porthole-type side windows glazed with cellon · Fixed buffer beams; automatic couplings both ends · 6 $\frac{5}{8}$  in. long over buffers

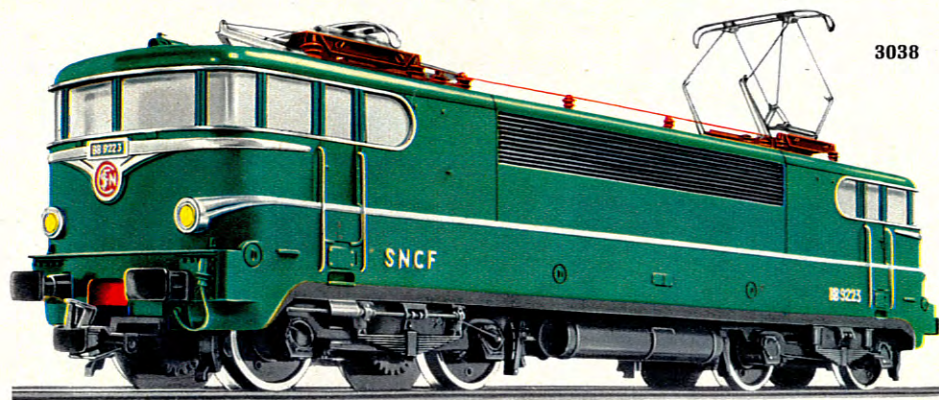
*The original of the 3013 locomotive is in use on the Netherlands Railways' express services in Holland, while that of the 3012 locomotive is to be found in France.*





**MÄRKLIN**

scale model



3038

## French high-speed electric locomotive

8-6-0

**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 locomotive, with both axles of the motor bogie driven and four special adhesion tyres fitted to increase tractive effort · Remote-control reversing · Two headlamps each, front and rear, to light up · Lever for optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · All-metal superstructure finished in the exact turquoise colour of the original · Fixed buffer beams · Windows glazed with cellon; automatic couplings at both ends · 7 in. long over buffers

*The original of our 3038 type model is in service 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, and its total weight is 80 tons.*

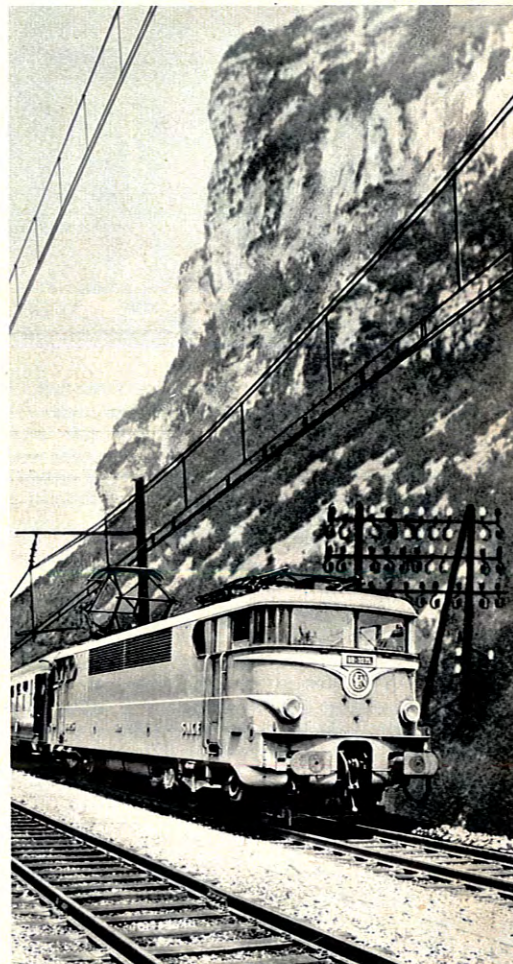


## French electric locomotive

9-16-0

3012

**French Electric Locomotive** · A model of the French State Railways' Class BB 10,000 locomotive · All-metal superstructure, finished green; technical equipment as No. 3013 (see Page 14)



## The favourite Swiss Locomotive



3014

9-16-0 3014

**Electric Locomotive** - A model of the Swiss Federal Railways' (Schweizerische Bundesbahnen, or SBB) Class Re 4/4 eight-wheeled 0-4-4-0 type. Remote-control reversing; one set of driving wheels fitted with special adhesion tyres giving a specially high tractive effort. Three electric headlamps each, front and rear, changing over automatically when the engine reverses. Lever for optional overhead contact wire or surface contact working. Two spring-loaded pantographs on roof. All-metal superstructure finished green, and with numerous details. Fixed buffer beams, windows glazed with cellophane; automatic couplings both ends. 6 1/2 in. long over buffers.

The full-sized originals of this model are used for hauling the lightweight express trains so much in favour in Switzerland. Our successful reproduction in miniature of this outstanding locomotive makes the model - either individually or together with its train - an admirable asset of any railway system.

18-13-4

3015





## The Swiss Federal Railways' (SBB) heavy multi-purpose or mixed traffic Locomotive

**3050 Electric multi-purpose or mixed traffic Locomotive** · A model of the Swiss Federal Railways' (SBB) Class Ae 6/6 twelve-wheeled 0-6-6-0 type · Three axles are 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 in the direction the locomotive is running · Lever for optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Pressure-cast zinc superstructure finished green, with silver roof · Very fine reproduction of all details of the full-size locomotive "Kanton Bern" · Windows glazed with cellophane · Automatic couplings both ends · 7<sup>7</sup>/<sub>8</sub> in. long over buffers · Crests of the other Swiss cantons are supplied with the locomotive

These Ae 6/6 locomotives are used principally for taking expresses and through goods trains over the Gotthard and Simplon routes in Switzerland. Their six traction motors giving a total of 6,000 H. P. enable them to reach a maximum speed of 125 kilometres (approximately 78 miles) an hour, and their weight is 120 tons.

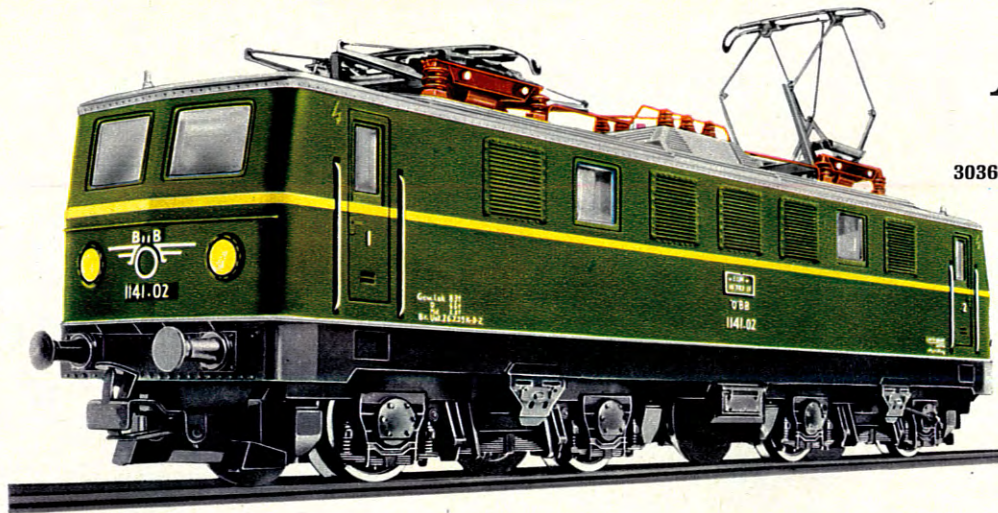
**MÄRKLIN**  
scale model

## Swiss heavy electric Goods Locomotive

**3015**

**Electric Goods Locomotive** — the "Crocodile" — sixteen-wheeled 2-6-6-2 type · Its 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 · Leading and trailing truck wheels are safeguard against derailment by springs keeping them down on the rails · Three electric headlamps each, front and rear, with lights changing automatically · Lever for optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · All-metal superstructure finished green, with numerous details · Windows glazed with cellophane, and automatic couplings at both ends · 10<sup>1</sup>/<sub>4</sub> in. long over buffers

◀ 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 locomotives of the Swiss Federal Railways.



## Austrian Electric Locomotive

3036

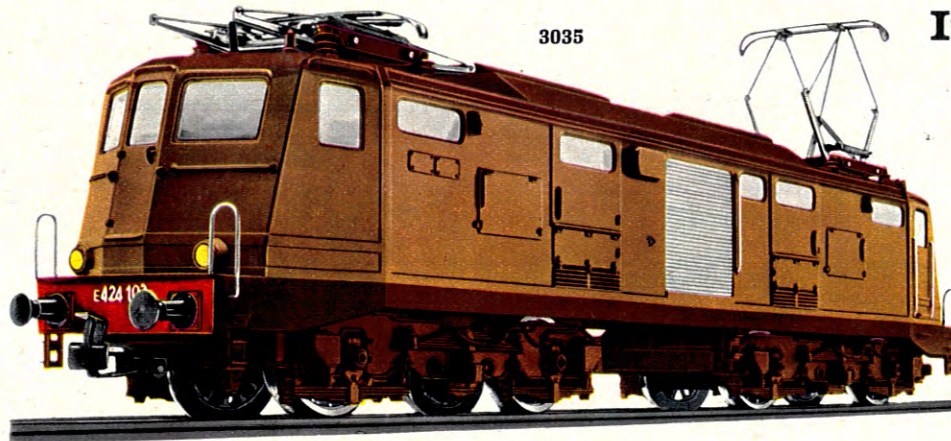
7-0-0

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

*The original of this MÄRKLIN model is used chiefly 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 3,400 H.P., their maximum speed being 110 kilometres (approximately 70 miles) an hour.*

**MÄRKLIN**

scale model

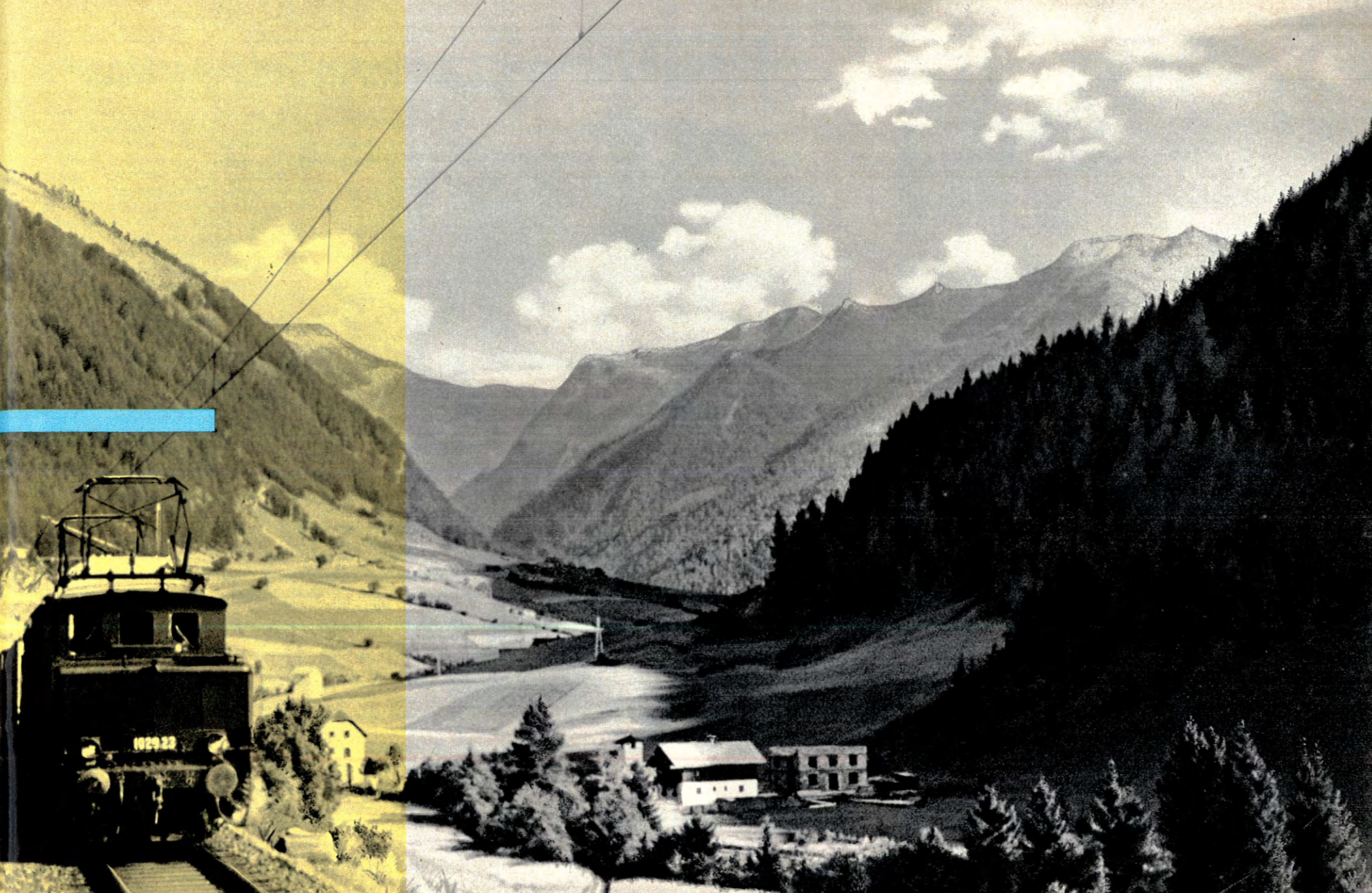


3035

## Italian Electric Locomotive

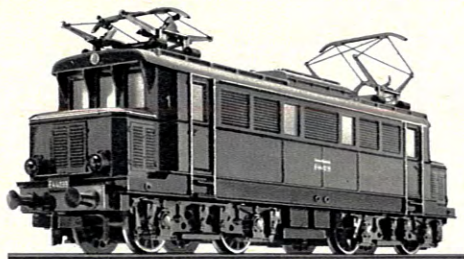
7-14-0

**3035 Electric Locomotive** · A model of the Italian State Railways' Class E 424 eight-wheeled 0-4-4-0 type · Both axles of the rear bogie driven; remote-control reversing; four special adhesion tyres to increase tractive effort · Two headlamps each, front and rear, to light up · Lever for optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · All-metal superstructure finished in the true colours of the original · Fixed buffer beams · Windows glazed with cellophane; automatic couplings both ends · 6 7/8 in. long over buffers



# HAMO

## Models for Railway Devotees



**3011**

**Electric Locomotive**, a model of the German Federal Railways' Class E 44 locomotive · 6½ in. long over buffers

*If you want something extra special for your railway system, you will find it in the selection of models working on A. C. made for stud contact tracks by the HAMO Concern, of Nuremberg. The illustrations on this page will give you an idea of what the HAMO models offer you.*

**made of genuine  
MARKLIN parts**



**3063**

**Diesel Locomotive**, a model of the Luxemburg Railways' Class 1600 locomotive · 8 in. long over buffers

**MARKLIN system**



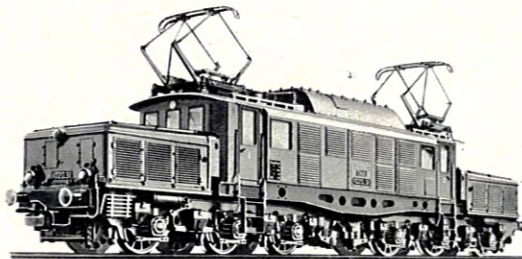
**3023**

**Electric Express Locomotive**, a model of the German Federal Railways' Class E 18 locomotive · Finished blue · 7 in. long over buffers

**3024**

As No. 3023, but with superstructure finished green.

The HAMO Catalogue tells you all about their locomotives and trams - you can get it at your toyshop.

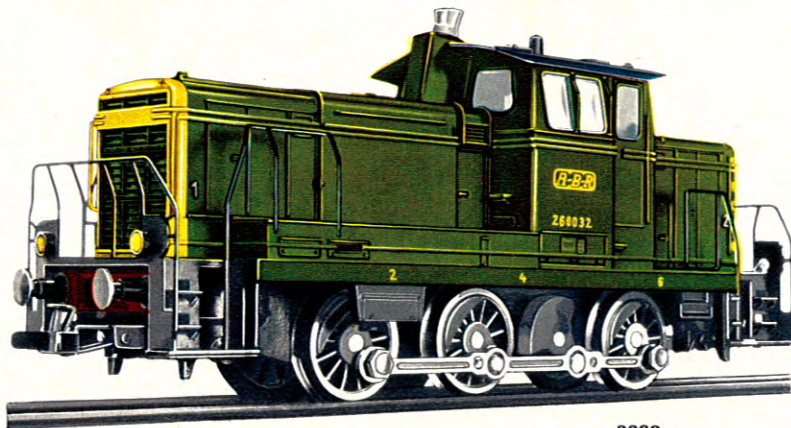


**3052**

**Electric Goods Locomotive**, a model of the Austrian Federal Railways' Class 1020 locomotive · 8¼ in. long over buffers

## Belgian State Railways' Diesel Locomotive

**3069 Diesel Locomotive** · A model of the six-wheeled 0-6-0 type diesel Locomotive No. 260032 of the Belgian State Railways (Société Nationale des Chemins de Fer Belges, or SNCB) · All driving wheels and also the jackshaft are gear-driven · With remote-control reversing and two special tyres on the trailing drivers to increase tractive effort · 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 · Automatic couplings both ends · 4¾ in. long



3069

7-00

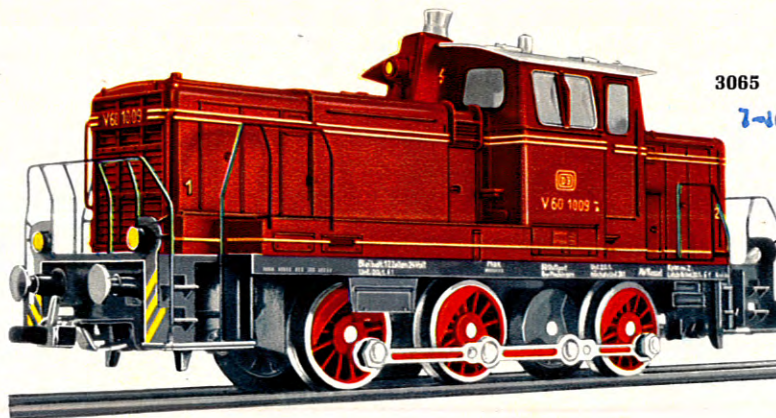


**MÄRKLIN**

scale model

with the  
**MÄRKLIN  
TELEX  
COUPLING**

**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 as well are gear-driven · With remote-control reversing and two special adhesion tyres on the trailing drivers to increase tractive effort · Three headlamps each, front and rear, to light up, arranged as on the original · Red plastic superstructure with considerable detail, scale-model lettering and plastic window insets · Best quality pressure-cast frame · Wheels, jackshaft and coupling rods finished in original colours · MÄRKLIN TELEX COUPLING, both ends · 4¾ in. long over buffers



3065

7-189

with  
**automatic  
couplings**

**3064 Diesel Locomotive** · A model of the German Federal Railways' V 60 Class · As No. 3065, but **without the MÄRKLIN TELEX COUPLING, automatic couplings being fitted to each end instead**

6-9-4

**The V 60 diesel-hydraulic Shunting Locomotive**

# Diesel-hydraulic Locomotive



**M'ARKLIN**  
scale model

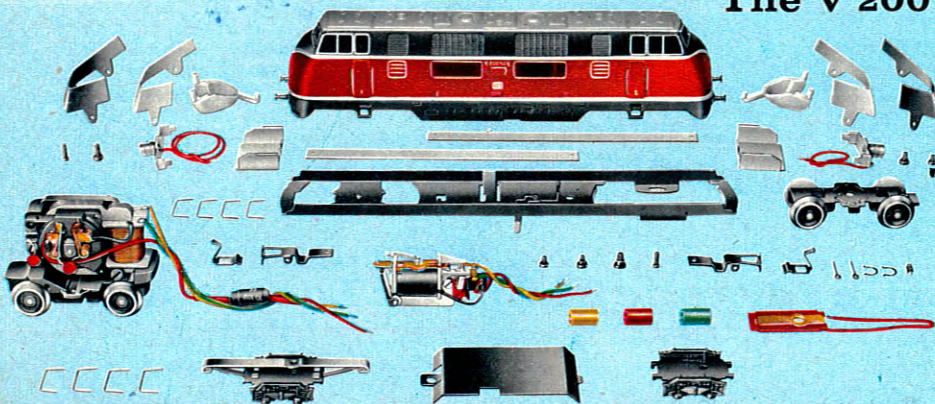
3021

8-10-4

**3021 Diesel Locomotive** · A model of the German Federal Railways' eight-wheeled 0-4-4-0 type Class V 200 locomotive, with both axles of the trailing bogie driven and four special adhesion tyres on the driving wheels, giving a high tractive effort · Remote-control reversing · Three headlamps each, front and rear, to light up · Red and grey all-metal superstructure with numerous details and silver-grey roof; windows glazed with cellophane · Automatic couplings both ends · 8 1/4 in. long over buffers



## The V 200 Locomotive Building Kit



3921

7-4-8

**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 to be done · This locomotive is rather more difficult to assemble than coaching stock · Illustrated instructions for building are included with every kit

The V 200 diesel locomotive has been developed for long-distance express services as well as for heavy passenger and goods services on main lines. In the latest type, the V 200<sup>1</sup>, the two engines develop 2,700 H. P., giving the locomotive a maximum speed of 140 kilometres (approximately 87 1/2 miles) an hour.





25-4-0

## The "TEE" Multiple-Unit Train

### 3070

The TEE Three-coach Multiple Unit Train · A model of the Netherlands-Swiss Trans-Europa Express Train, made up of a motive-power car, a composite First Class and Restaurant car, and a car with driver's control cab having a large saloon-type · First Class compartment, the whole model being 27 5/8 in. long · The motive-power car is twelve-wheeled with the three trailing axles gear-driven, the wheels on two axles being provided with special adhesion tyres to increase the tractive effort · Remote-control reversing · Dull black pressure-cast zinc underframe with reproduction of the driver's seats · Superstructure of best quality plastic material with paintwork and lettering exactly as the original · Inset plastic-framed windows · Restaurant car and control car are each eight-wheeled with two SIG type bogies exactly as the originals; floors of the cars have exact reproductions of the air-conditioning plant · Superstructure of best quality plastic material with interior lighting giving an excellent illuminating effect by light distributors · Inset plastic-framed windows

The three cars are very close-coupled by special couplings, and there are also very close coverings for the intercommunicating gangways between the cars · White three-lamp head code signal and two red tail lights on the motive power and control cars, changing over automatically when the motive-power car reverses · One current pick-up shoe each on the motive power car and the control car, the forward one in the running direction picking up the current in each case · Tweezers are included in the box the train is packed in.

**MÄRKLIN**  
scale model

**TEE**

**TRANS EUROP EXPRESS**

New

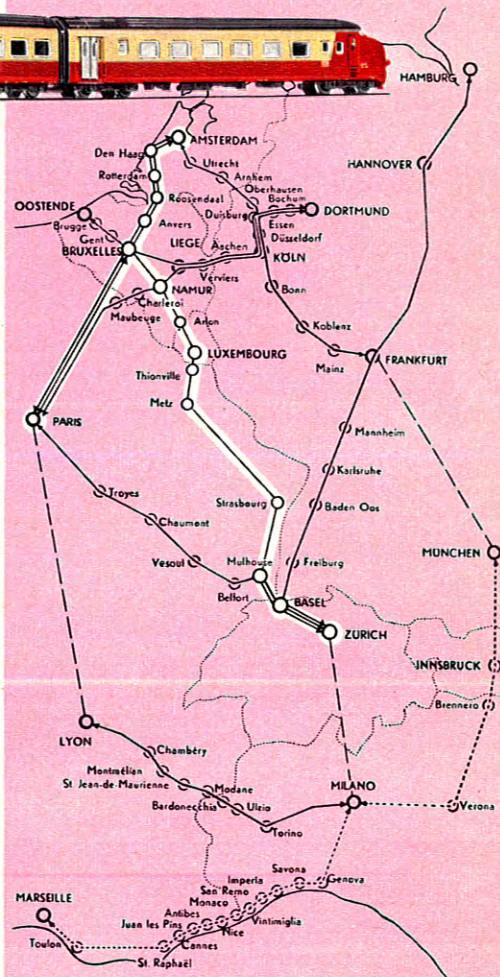
4070

The TEE train illustrated is made up of the three-coach unit 3070, brought up to the usual composition of the full-sized train by the addition of coach 4070, the length of the four-coach train being 37 in.

### 4070

TEE Train First Class Compartment Coach · Eight-wheeled, with two SIG type bogies exactly as the originals · Superstructure of best quality plastic material with paintwork and lettering exactly as the original · Interior lighting consisting of two bulbs and a light distributor giving the car excellent illumination very closely resembling the real thing · Inset plastic-framed windows · The floor has a reproduction of the air-conditioning plant · Movable coverings for the intercommunicating gangways between the cars at either end · Special coupling to fit the TEE Train only · Length 9 1/8 in.

There are five trains identical in make-up with the original of the MÄRKLIN Model TEE Train. The three diesel engines in the motive-power car developing 2,300 H.P. altogether give the train a maximum speed of 140 kilometres (approximately 87 1/2 miles) an hour. Each passenger coach has an air-conditioning plant—the windows cannot be opened. The First Class accommodation provides seating for one hundred and fourteen passengers, with thirty-two in the restaurant compartment.



## Belgian State Railways' Mixed Traffic Diesel Locomotive



3066

The Belgian Type 204 locomotives are used for light goods as well as passenger and express trains in international traffic to Germany. Developing a total of 1,750 H. P., with their diesel-electric drive they can reach a maximum speed of 140 kilometres (approximately 87 1/2 miles) an hour.

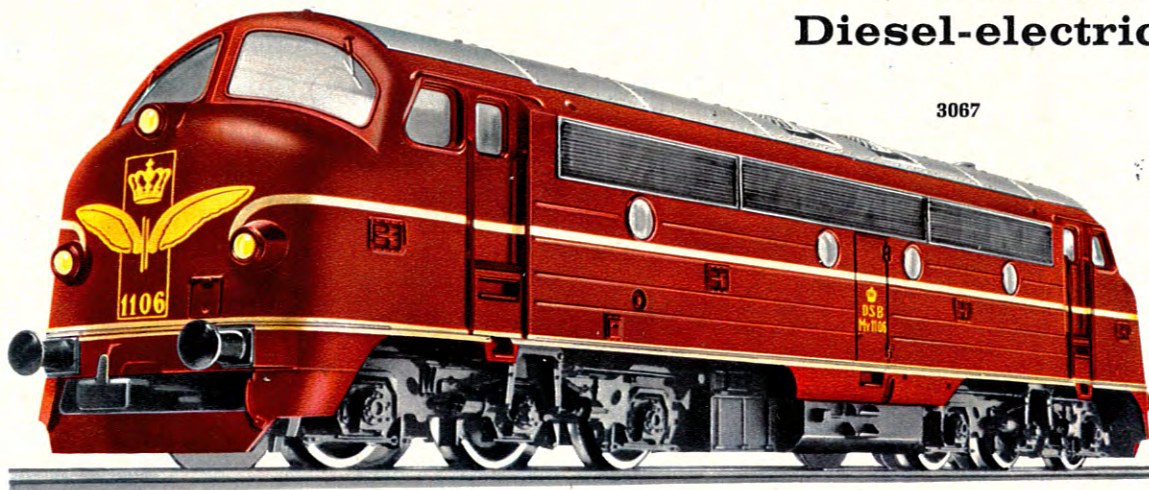
**3066 Diesel Locomotive** · A model of the Belgian State Railways' (SNCB) twelve-wheeled 0-6-6-0 Type 204 locomotive, with three axles driven and four special adhesion tyres fitted to increase the tractive effort · Remote-control reversing · Three headlamps each, front and rear, to light up · Green pressure-cast zinc superstructure with yellow longitudinal bands and lettering as on the original; black roof · Inset plastic-framed windows · Automatic couplings at both ends · 8 in. long over buffers

8-10-4

**MÄRKLIN**

scale model

## Danish State Railways' Diesel-electric Locomotive



3067

**3067 Diesel Locomotive** · A model of the Danish State Railways' (DSB) twelve-wheeled 0-6-6-0 Type 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 · Reddish-brown pressure cast zinc superstructure lettered exactly as the original · Fixed buffer beams · Grey roof · Inset plastic-framed windows · Automatic coupling both ends · 8 in. long

The Danish State Railways' (DSB) Type My 1106 mixed traffic diesel-electric locomotives are very similar to the Belgian Type 204. Among other duties they haul the international express services over the "Vogelfluglinie", or "bird's flight line" - the direct rail link between Germany and Denmark.

8-10-4



## Norwegian State Railways' Mixed Traffic Diesel-electric Locomotive



New

9-13-8

**MARKLIN**

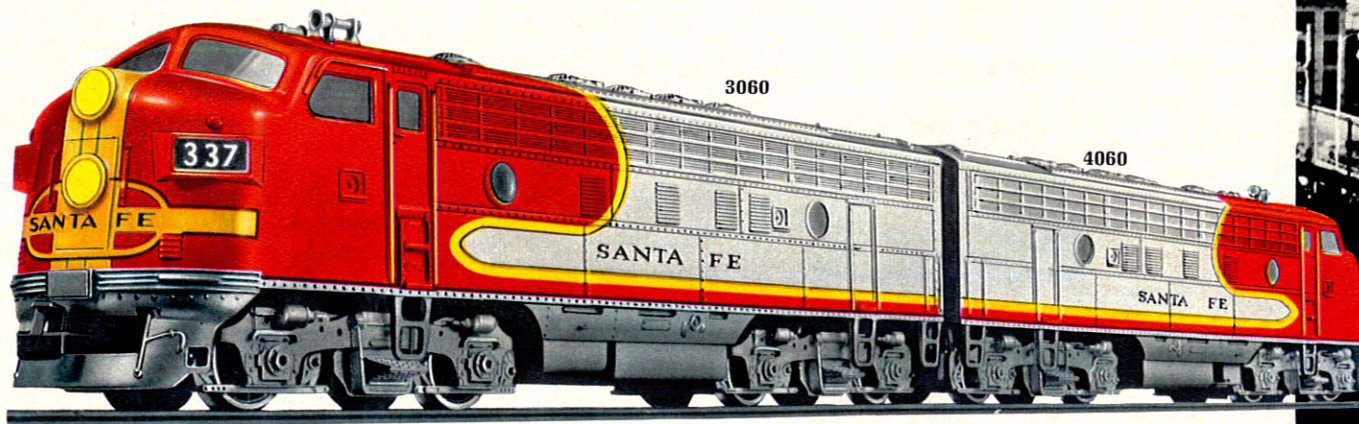
scale model

Diesel locomotives are being used to an ever-increasing extent on the mountainous sections of the Norwegian State Railways that still have to be electrified. The diesel engine of the D13 Type develops 1,900 H. P., giving the locomotive a maximum speed of 100 kilometres (approximately 62 1/2 miles) an hour. In general appearance the locomotive resembles both the Belgian Type 204 and the Danish My 1100 locomotives.

### 3068

**Diesel Locomotive** · A model of the Norwegian State Railways' (NSB) Type D1 3 0-6-6-0 locomotive; three axles are gear-driven and four special adhesion tyres are fitted to increase tractive effort; reversing gear · Three-lamp head code signal front and rear · Reddish-brown all-metal superstructure in the colours and with the lettering of the original · Fixed buffer beams · Roof and roof mountings silver · Inset plastic-framed windows · Automatic couplings both ends · 8 in. long over buffers

# The Atchison, Topeka and Santa Fé Railroads' American F7 Diesel Locomotive



3060 ▲

7-00

**Diesel Locomotive** · A model of the eight-wheeled 0-4-4-0 Type F7 American diesel locomotive as built by the Electro-Motive Division of General Motors for the Atchison, Topeka and Santa Fé Railroad · Remote-control reversing; both axles of the trailing bogie are driven and fitted with four special adhesion tyres, giving a high tractive effort · Scale model lighting; all-metal superstructure with numerous details and windows glazed with cellophane · Automatic couplings both ends · 6 7/8 in. long

4060 ▲

3-19-4

**Counterpart without drive** to match No. 3060 · Eight-wheeled 0-4-4-0 type · Scale model lighting; all-metal superstructure with numerous details and windows glazed with cellophane · Automatic coupling at driver's cab end · 6 7/8 in. long

**MÄRKLIN**

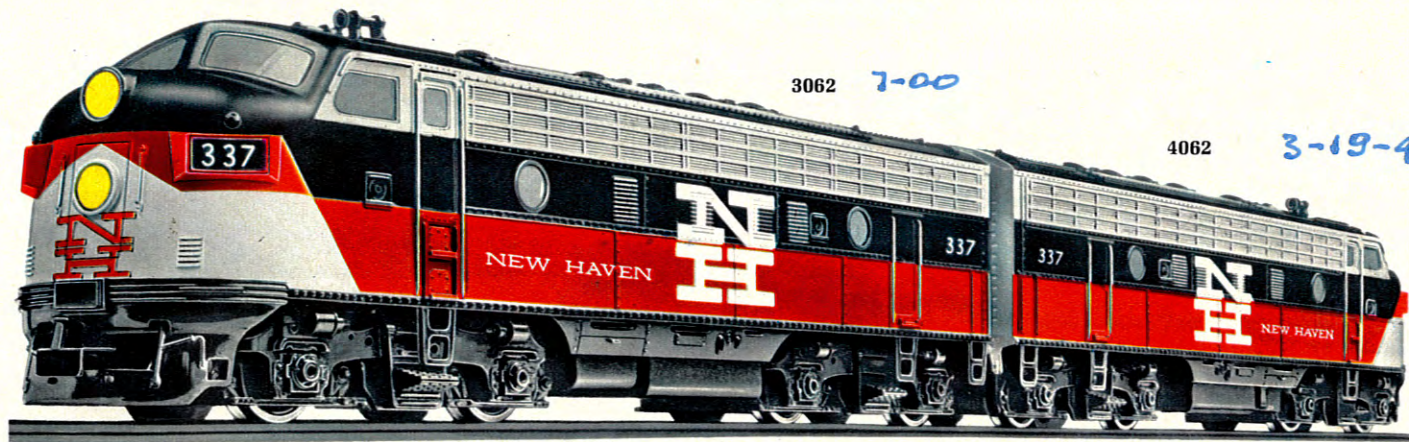
scale model



The American Type F7 and F9 diesel locomotives (see page 27 also) are used for passenger as well as freight traffic, reaching speeds up to 100 and 85 miles per hour respectively. These locomotives are equipped with steam generators for heating the trains they haul.

**MARKLIN**

scale model



## New Haven Railroads' American F9 Diesel Locomotive

### 3062

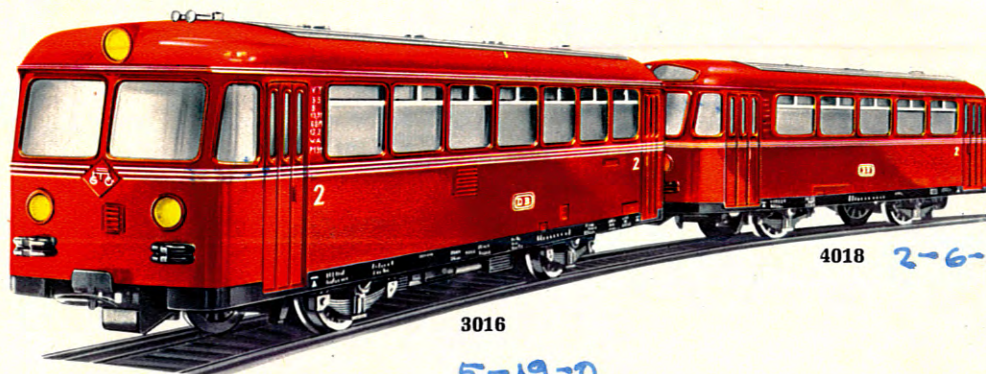
**Diesel Locomotive** · A model of the eight-wheeled 0-4-4-0 type F 9 diesel locomotive as built for the New Haven Railroad by the Electro-Motive Division of General Motors, with both axles of the trailing bogie driven and four special adhesion tyres fitted to give a high tractive effort; remote-control reversing · Scale model lighting · All-metal superstructure with numerous details and windows glazed with cellophane · Automatic couplings at both ends · 6<sup>7</sup>/<sub>8</sub> 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 and windows glazed with cellophane · Automatic coupling at driver's cab end · 6<sup>7</sup>/<sub>8</sub> in. long



## Railbus with Trailer



3016

5-19-0

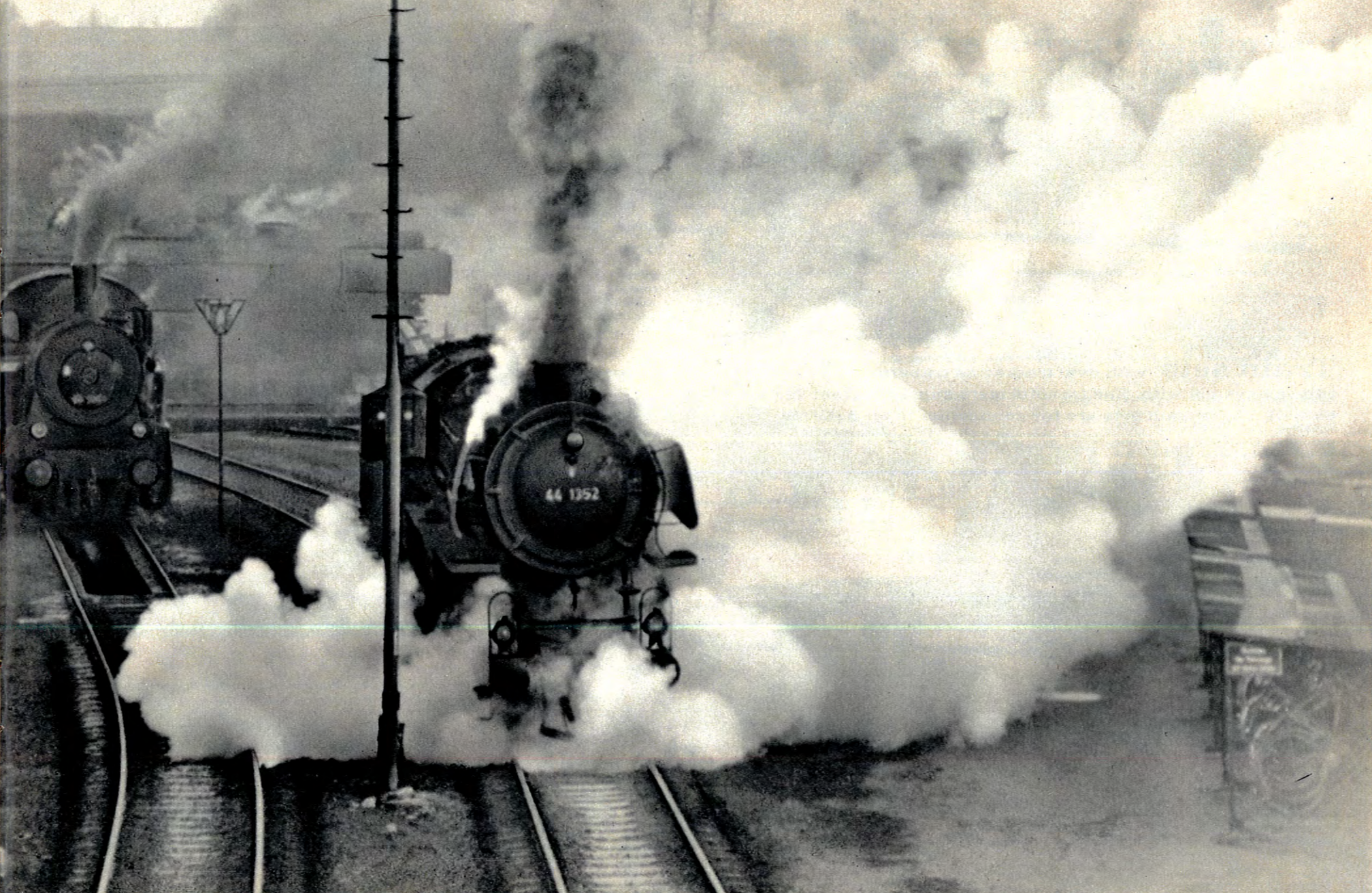
4018 2-6-9

**3016 Railbus**, four-wheeled, a model of the German Federal Railways' VT 95 railbus, with one axle driven and fitted with special adhesion tyres; remote-control reversing · Lamps at both ends and also two bulbs for interior lighting · Red unbreakable plastic body with numerous details and windows glazed with cellophane · Cast metal frame with fine plastic reproductions of axleboxes, springing and railguards · The railbus and trailer are close-coupled by special symmetrical couplings at both ends · 5 7/8 in. long over buffers

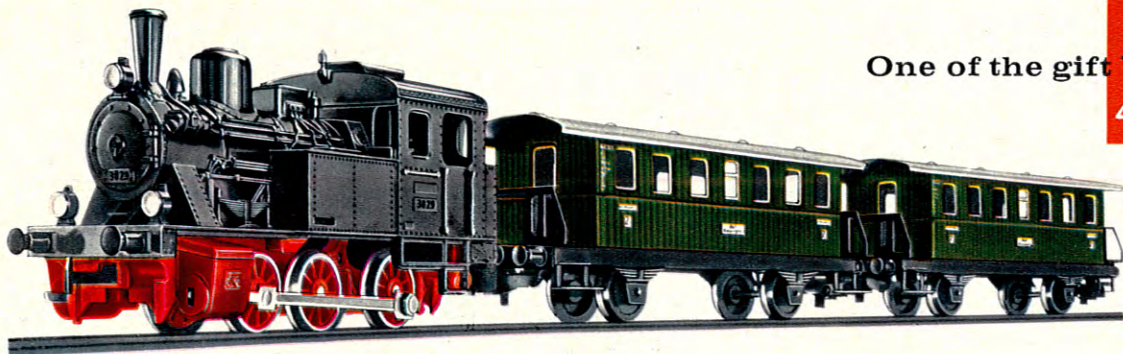
**4018 Railbus Trailer**, four-wheeled, a model of the German Federal Railways' VB 142 trailer car · Sheet steel frame with fine plastic reproductions of axleboxes, springing and railguards · Plastic body with numerous details and windows glazed with cellophane · Red tail lights both ends with one bulb for interior lighting supplied with current by a pick-up shoe · Special symmetrical coupling to fit railbus only · 4 3/4 in. long over buffers



**MÄRKLIN**  
scale model



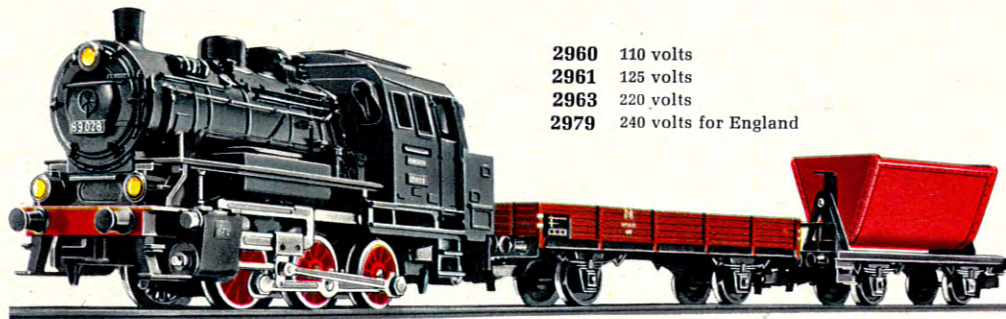
One of the gift boxes



Passenger Train with transformer, consisting of the 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 and one 5111 feeder section, with a transformer

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

**Train sets** with oval tracks and transformers to start building up your big railway system with. The transformers supply current for the trains and lighting as well. These train sets are for connection to an A. C. mains supply only.

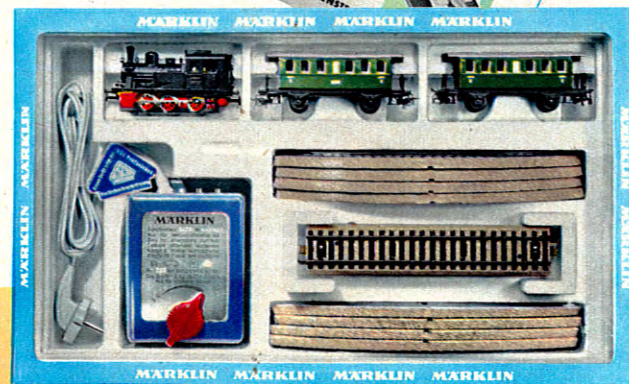
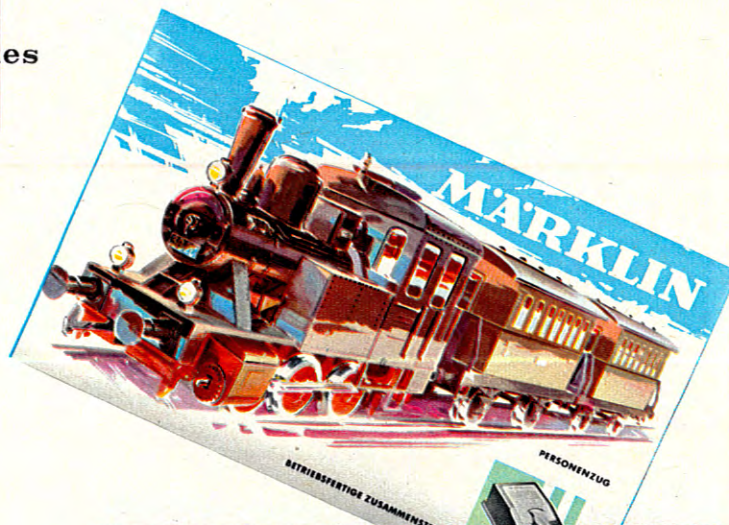


- 2960 110 volts
- 2961 125 volts
- 2963 220 volts
- 2979 240 volts for England

Goods Train with transformer, consisting of an engine 3000 with one each of goods trucks 4503 and 4513; twelve 5100 track sections, one 5106 track section, one 5111 feeder section and a transformer · Train is 12¾ in. long

This transformer is provided with tappings for the track and for the lighting or magnetic accessories, the same as all the MÄRKLIN track transformers of the groups 6100 and 6500; in addition, excess voltage is available for reversing the locomotive. The transformers can also be used for running larger engines or operating additional points or signals; they are designed so as to switch off the current for the time being if their ambient temperature exceeds 113 degrees F. (45 degs. C.) or if a railway they supply has been running continuously for more than an hour and a half on full or almost full load.

The transformers for these train sets cannot be supplied separately.



These train sets that are such excellent value for money, as well as the trains on pages 31 and 32, are made up in very attractive gift boxes that can also be used afterwards for keeping the trains in.

One of the gift boxes.



## Interesting scale model train sets

*These train sets are such good value for money as to place them within the reach of all, without any great outlay.*

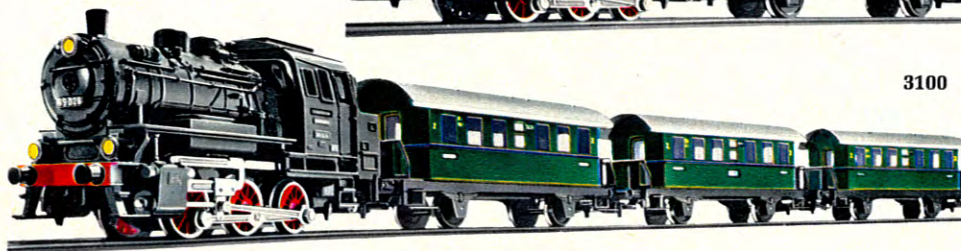


**3205** ▲

**Express Train** (without transformer), comprising steam engine 3005, passenger coach, dining car 4024 and luggage van 4026. The train is 40 in. long and its track has twelve 5100 curved track sections and six 5106 straight ones, including a feeder section



**3200** **Goods Train** (without transformer), comprising steam engine 3000 and three goods wagons. The train is 16 3/4 in. long and its track has twelve 5100 curved sections with two 5106 straight ones, including a feeder section



**3100** **Passenger Train** (without transformer), comprising steam engine 3000 and three 4000 passenger coaches. The train is 19 in. long and its track is twelve 5100 curved sections with two 5106 straight ones, including a feeder section

**MARKLIN**  
scale model

with oval tracks,  
but without transformers



**3203** **Goods Train** (without transformer), comprising steam engine 3003 and three goods wagons. The train is 21 in. long and its track has twelve 5100 curved sections with two 5106 straight ones, including a feeder section



**3103**

**Passenger Train** (without transformer), comprising steam engine 3003, two 4002 coaches and one 4003 luggage van. The train is 25 in. long and its track has twelve 5100 curved sections with two 5106 straight ones, including a feeder section

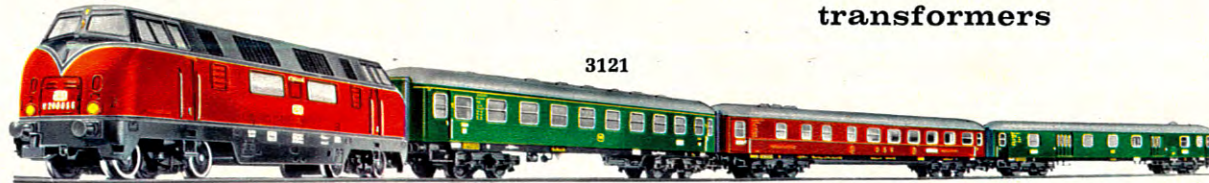
# More Train sets ready to run



**3148 Express Train, with points** (without transformer), comprising steaming express engine 3048 with two express passenger coaches, dining car 4024 and luggage van 4026. The train is 50 in. long and its track has twelve 5100 curved sections and nineteen 5106 straight ones, including the feeder section; also, one 5108 straight section, one pair of 5117 electromagnetically operated points, 7072 control panel and four connecting cables

3148

**with oval Tracks  
but without  
transformers**



3121

**3121 Express Train** (without transformer), comprising diesel locomotive 3021, express passenger coach, dining car 4024 and 4026 luggage van. The train is 38 1/2 in. long and its track has twelve 5100 curved sections, with six 5106 straight ones, including a feeder section

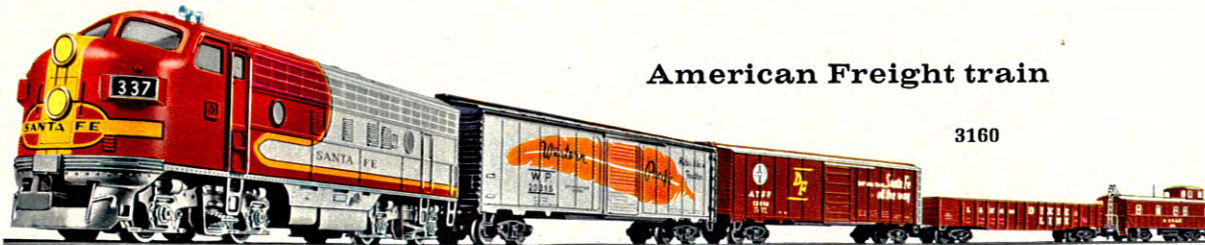


3134

**3134 Express Train** (without transformer), comprising locomotive 3034, express passenger coach 4022, dining car 4024 and luggage van 4026. The train is 36 1/2 in. long and its track has twelve 5100 curved sections with six 5106 straight ones, including a feeder section

**MÄRKLIN**  
scale model

## American Freight train



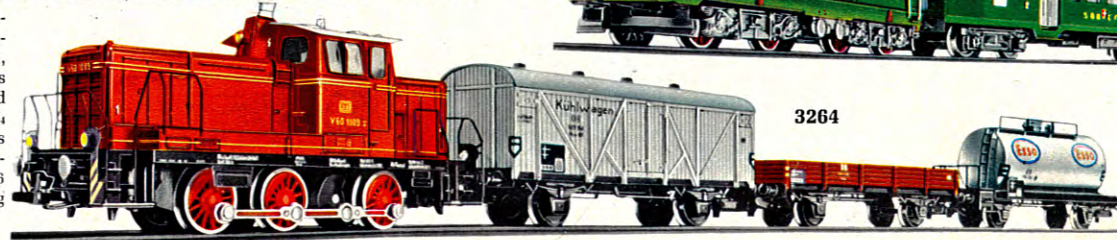
3160

**3160 American Freight Train** (without transformer), comprising locomotive 3060, caboose 4570, box cars 4571 and 4572, and gondola 4575. The train is 36 1/4 in. long and its track has twelve 5100 curved sections with six 5106 straight ones, including a feeder section

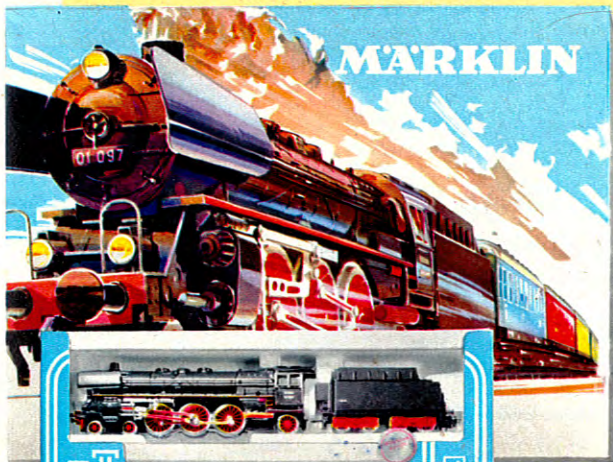
**3261 Goods Train** (without transformer), comprising locomotive 3064, with one each goods wagons 4501, 4503 and 4508. The train is 17 1/4 in. long and its track has twelve 5100 curved sections with two 5106 straight ones, including a feeder section



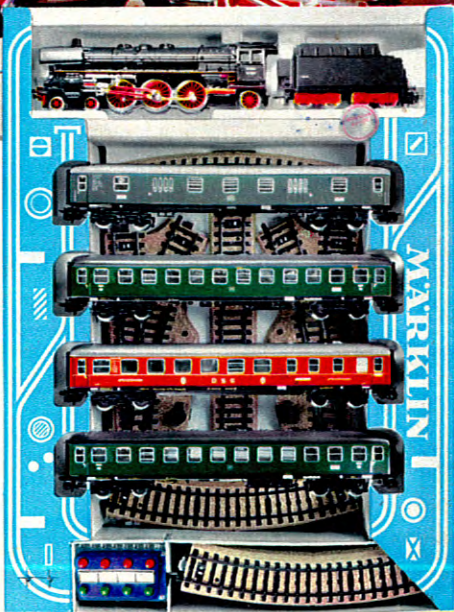
3214



3264



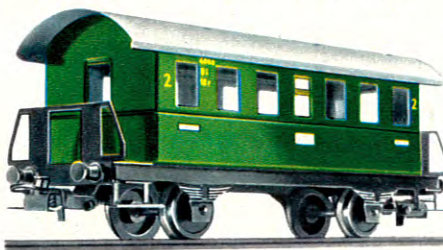
MARKLIN



## Swiss Lightweight Express Train

3214 Swiss Lightweight Express Train (without transformer), comprising locomotive 3014 with lightweight express stock—passenger coach 4038, restaurant car 4035 and luggage van 4017. The train is 33 in. long and its track has twelve 5100 curved sections with six 5106 straight ones, including the feeder section

## Passenger Coaches of finely-printed sheet steel, with automatic couplings



4000 9-5

Passenger Coach, with platforms and entrances at both ends. Open windows; coach body dark green with grey roof. 4 1/2 in. long over buffers



4040 9-5

Passenger Coach, four-wheeled, with platforms and entrances at both ends. Open windows, coach body green with silver-grey roof. 4 1/2 in. long over buffers

The 4040 passenger coach is a type that goes particularly well with the 3029 tank engine (see pages 30 and 3), these two being so well matched as to recall in model railway form the romance of the railways at the turn of the century.

## and the "Advance" Uncoupler

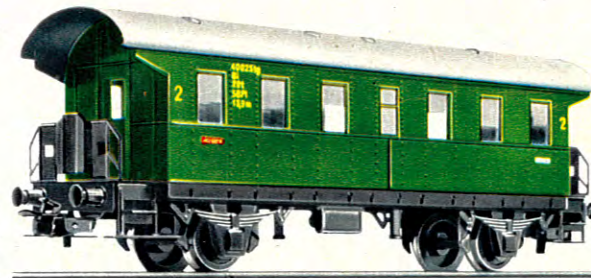
4002, 4003 and 4041

Standard Type Coaches with all details realistically reproduced. Fitted for interior lighting. Dark green, with grey roof, and numerous inscriptions. 5 1/4 in. long over buffers



4002 ▶

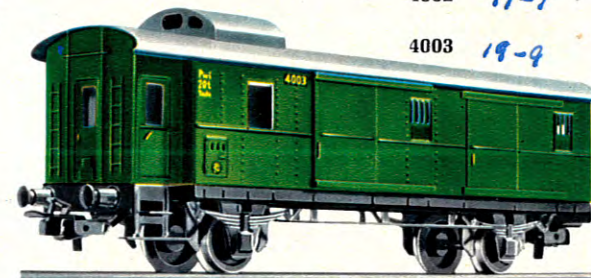
Passenger Coach with platforms and entrances at both ends. Windows glazed with cellophane. A model of the German Federal Railways' standard passenger coach type Bi 28



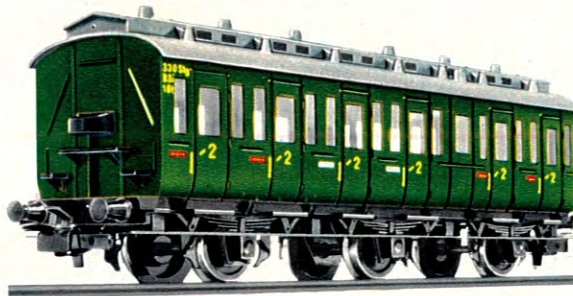
4002 19-9

◀ 4041 1-8-0

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



4003 19-9



◀ 4004 1-10-4

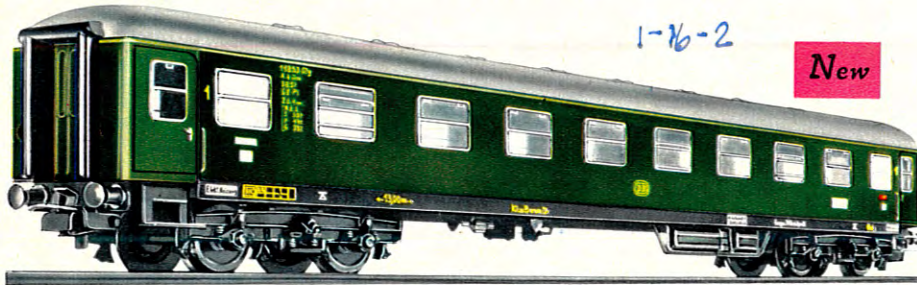
Compartment Coach, six-wheeled, with sides divided up into six compartments. Equipped for fitting interior lighting. Windows glazed with cellophane. Dark green body with grey roof. Numerous inscriptions. Coach 5 1/4 in. long over buffers

4003

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

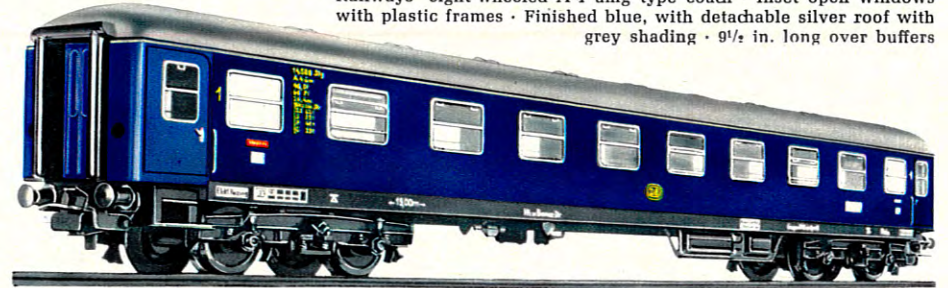
# German Federal Railways' Express Coaches

**4023 First Class Express Coach** · A model of the German Federal Railways' eight-wheeled Class A 4üm coach · Inset plastic-framed windows; body dark green with detachable black roof · 9½ in. long over buffers



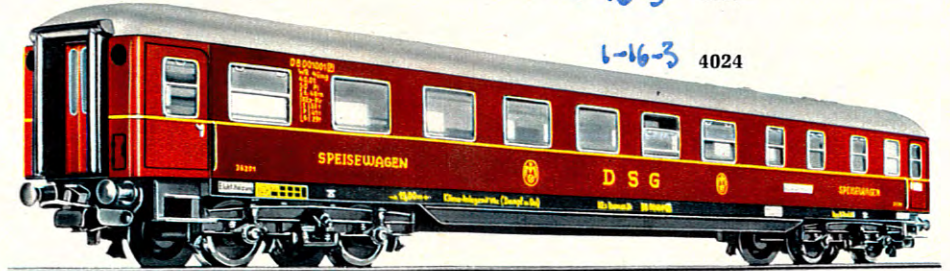
4023

**4027 First Class Express Coach** · A model of the German Federal Railways' eight-wheeled A 4 ümg type coach · Inset open windows with plastic frames · Finished blue, with detachable silver roof with grey shading · 9½ in. long over buffers



4027

These model express coaches, with their inset windows and prominent frames, the doors with pressed outlines, and handrails mounted separately, are splendid miniature reproductions of German Federal Railways' coaches, and their fine appearance is accentuated still further by the lettering and inscriptions they bear being true to the originals, sharp and clear when seen through a magnifying glass, and safeguarded against being worn or rubbed off. Simulated Minden-Deutz type bogies with movable bolster to compensate for unevenness on the track give excellent running characteristics. Imitation rubber beadings are provided at the ends for the gangways between coaches. Automatic couplings with the "Advance" uncoupler are fitted, and equipment for interior lighting is provided.



4024

**4024 Express Dining Car** · A model of the German Sleeping Car Co's · Eight-wheeled dining car (DSG - Deutsche Schlafwagengesellschaft) · Inset plastic-framed windows · Finished wine red, with ivory lettering, detachable silver roof shaded grey · 9½ in. long over buffers

## Interior equipment for the 4022, 4023, 4024, 4027, 4030, 4031, 4033, 4036 and 4037 coaches

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

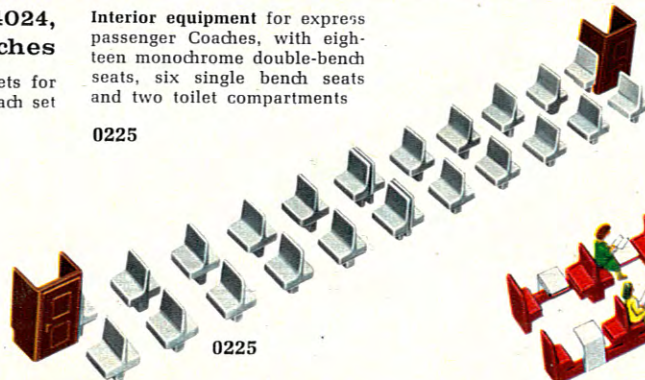


0226

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

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

0225

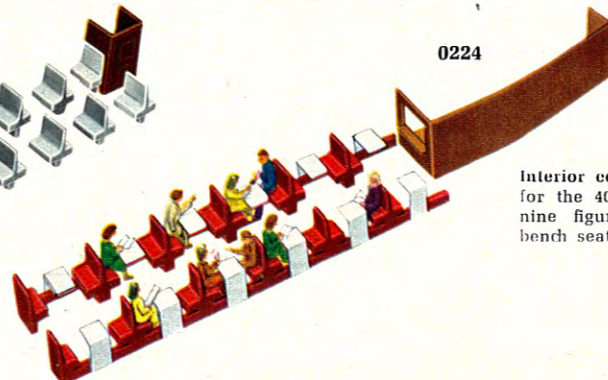


0225

0224

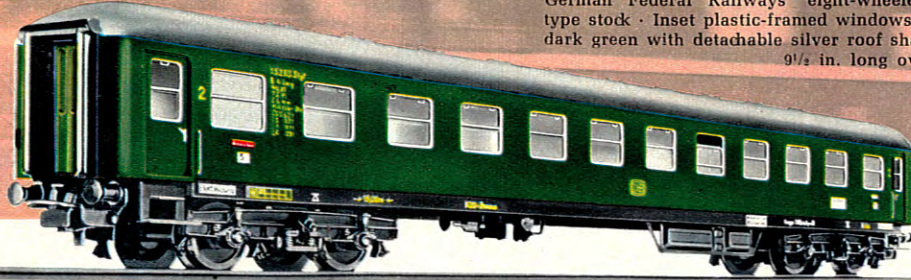
0224

Interior equipment and figures for the 4024 Dining Car, with nine figures in colours, red bench seats and white tables

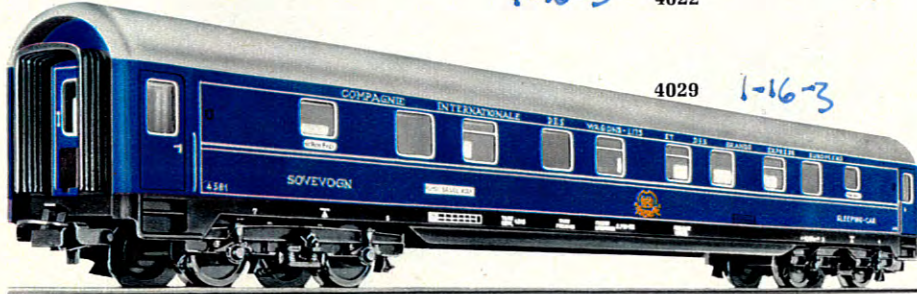


4022

**Express Coach, Second Class** · A model of the German Federal Railways' eight-wheeled B4 ümg type stock · Inset plastic-framed windows · Finished dark green with detachable silver roof shaded grey · 9½ in. long over buffers



1-16-3 4022

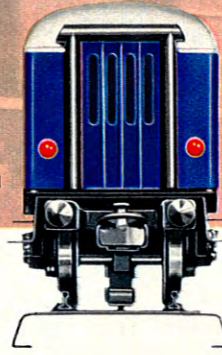


4029 1-16-3

**4029 Express Sleeping Car** · A model of the International Sleeping Car Co's · Eight-wheeled No. 4581 type stock (ISG—Internationale Schlafwagengesellschaft) · Inset windows with plastic frames · Finished in blue with detachable silver roof, shaded grey · Lettering etc. exactly as the original · Imitation concertina connecting gangways both ends · 9½ in. long. ("Sovevogn"—sleeping car)

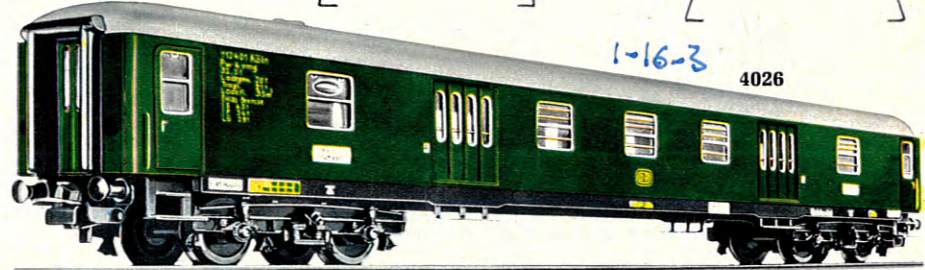
4032

**Express Coach, First Class** — the same ss. No. 4027, but fitted with tail lights and current pick-up shoe



4044

**Express Luggage Van** — the same as No. 4026, but fitted with tail lights and current pick-up shoe



1-16-3 4026

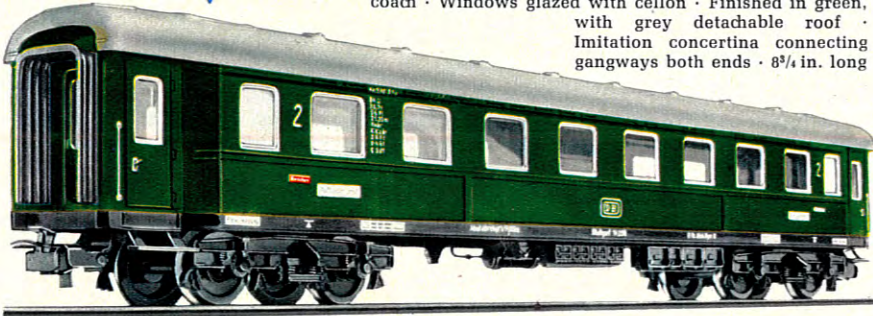
**4026 Express Luggage Van** · A model of the German Federal Railways' eight-wheeled Pw 4 ymg type van · Inset plastic-framed windows · Body finished dark green with silver detachable roof shaded grey · Lettering etc. ivory · 9½ in. long over buffers

**MÄRKLIN**  
scale model

### Short-distance traffic coach

4037

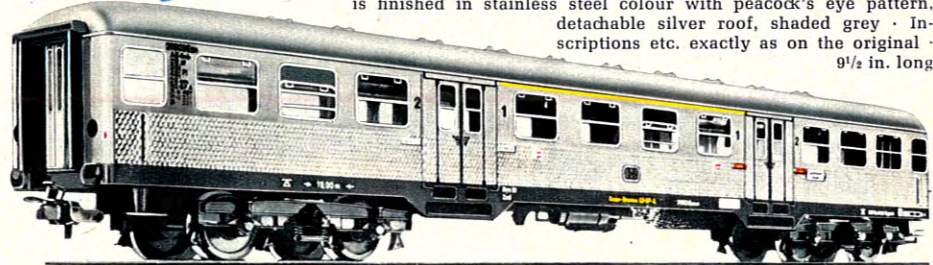
**4037 Express Coach, Second Class** · A model of the German Federal Railways' earlier eight-wheeled B4 ü type coach · Windows glazed with cellophane · Finished in green, with grey detachable roof · Imitation concertina connecting gangways both ends · 8¾ in. long



1-10-4

4043

**4043 Short-distance traffic coach** · A model of the German Federal Railways' eight-wheeled AB 4 nb type stock · Inset plastic-framed windows · Body is finished in stainless steel colour with peacock's eye pattern, detachable silver roof, shaded grey · In-scriptions etc. exactly as on the original · 9½ in. long



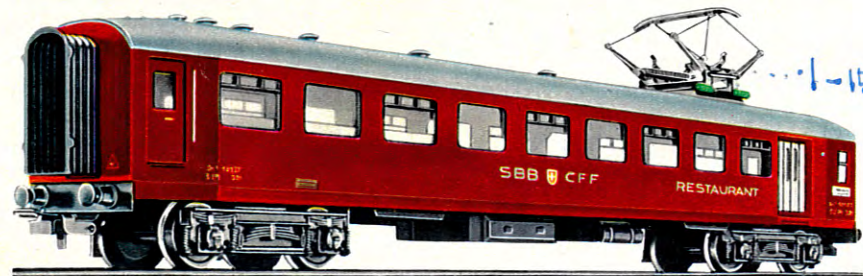
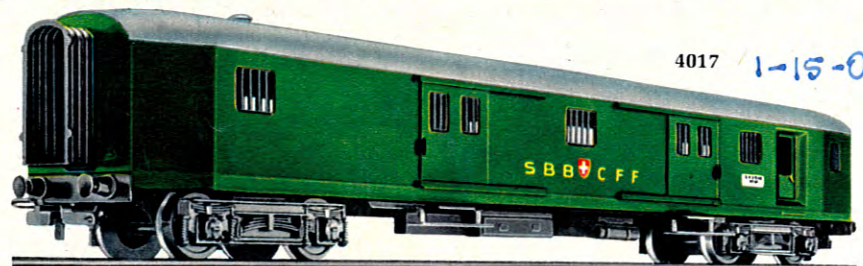
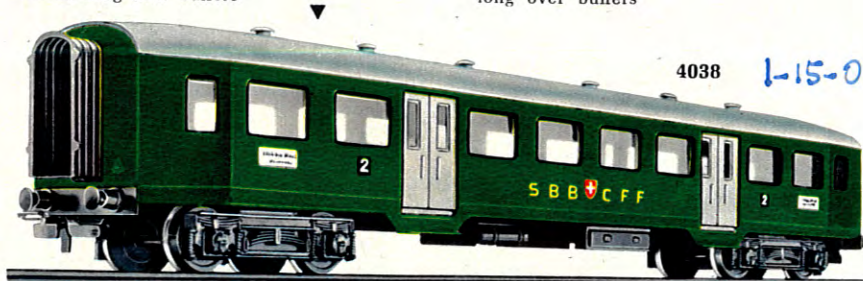
1-16-3

All coaches on pages 36 and 37 fitted with automatic couplings and equipment for interior lighting (see page 57).

## Swiss Federal Railways' Lightweight Express

4038

**Lightweight Express Coach** · A model of the Swiss Federal Railways' (Schweizerische Bundesbahnen, or SBB) eight-wheeled stock · Bogies have movable bolsters · Windows glazed with cellophane · Concertina connecting gangways · Coach is finished green with silver-grey roof · 8 $\frac{3}{8}$  in. long over buffers



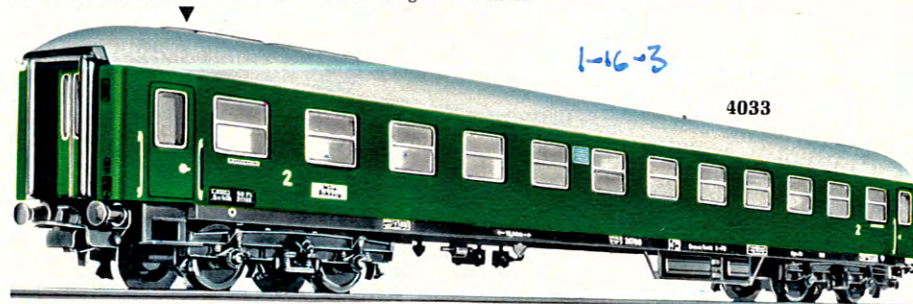
4017

**Luggage Van**, with sliding doors at sides, barred windows and numerous details · Concertina connecting gangways · Body finished green with silver-grey roof · Yellow lettering and inscriptions · 8 $\frac{3}{8}$  in. long over buffers

## Austrian Federal Railways' Express Coach

4033

**Express Coach, Second Class** · A model of the Austrian Federal Railways' (Österreichische Bundesbahnen, or ÖBB) eight-wheeled Bc 4 üh 317 000 stock · Windows glazed with cellophane · Body finished green with detachable silver roof · 9 $\frac{1}{2}$  in. long over buffers



4050

**Express Coach, First Class** · 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 plastic-framed windows · 9 $\frac{1}{2}$  in. long · Ready for fitting the 7197 lighting equipment (see page 57)

## French State Railways' Express Coach

The French State Railways use stainless steel express coaches chiefly for such famous long-distance trains as, for example, their "Sud-Express", running between Paris and Bordeaux and thence to Madrid.

4035

**Restaurant Car**, with pantograph on roof to pick up current for lighting the car · Window and roof ventilators, concertina connecting gangways · Ground glass windows for kitchen compartment · Battery boxes · Body finished wine red with silver-grey roof · 8 $\frac{3}{8}$  in. long over buffers · See page 57 for tail lights for this car

MARKLIN

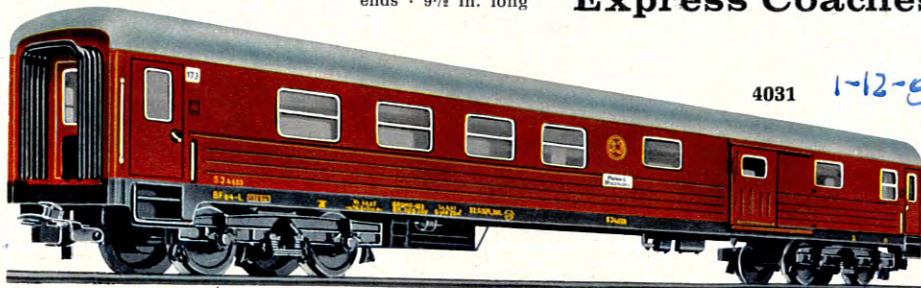


1-12-8

4030

**4030**  
Express Coach · First and Second Class Composite · A model of the Swedish State Railways' (SJ - Statens Järnvägar) eight-wheeled AB 02<sup>a</sup> type coach · Windows glazed with cellon. Body finished brown with grey detachable roof · Imitation concertina gangway connections at both ends · 9½ in. long

## Swedish State Railways' Express Coaches



4031

1-12-8

**4031**  
Express Composite Luggage Van with Second Class Compartment · A model of the Swedish State Railways' eight-wheeled BF 02-L type van, with two sliding doors · Windows glazed with cellon · Body finished brown with detachable silver-grey roof · Imitation concertina gangway connections at both ends · 9½ in. long

## Italian State Railways' Passenger Coach

**Passenger Coach, Second Class** · A model of the Italian State Railways' eight-wheeled Bz 33010 type coach (FS - Ferrovie dello Stato, or Italian State Railways) · Windows glazed with cellon · Body finished in brown and beige, with silver detachable roof · Imitation concertina gangway connections both ends · 8¾ in. long

4036



1-10-4

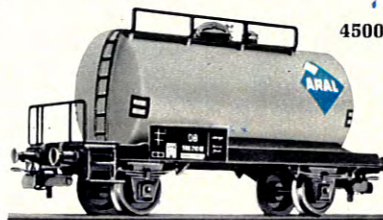
## Goods wagons

with plastic bodies, automatic couplings and the "Advance" uncoupler

(see page 40)

**4500**

Tank Wagon, "Aral", aluminium colour · Walkway with ladder and filler · 4 in. long ("Aral" is German benzole mixture)



4500

19-9



4501

**4501**

Tank Wagon, "Esso", aluminium colour · Walkway with ladder and filler · 4 in. long

19-9



4502

**4502**

Tank Wagon, "Shell", finished yellow · Walkway with ladder and filler · 4 in. long

19-9



4524

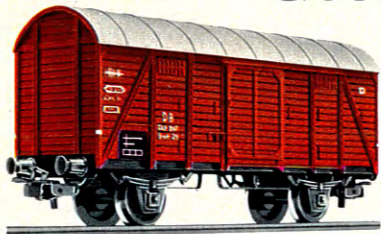
**4524**

Tank Wagon · A model of the Swedish State Railways' original four-wheeled wagon · Aluminium colour, lettered "Esso" · Walkway with ladder and filler · 4 in. long (SJ - Statens Järnvägar, or Swedish State Railways). (Mycket eldfarligt - Highly inflammable).

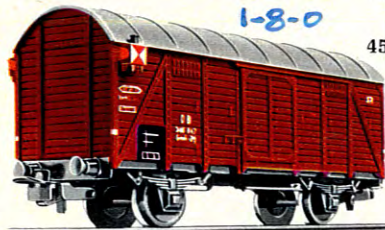
19-9

Goods wagons on page 37, page 38 and No. 4512 on page 39 have enamelled sheet steel frames and plastic bodies (except 4512 and 4516), with metal pressure-cast wheels. The lengths given are measured over buffers.

# Goods Wagons



4505 <sup>16-3</sup>  
Goods Van, brown, with grey roof, 4 in. long



4506 <sup>1-8-0</sup>  
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

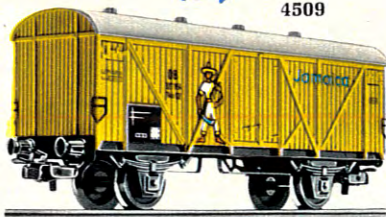


4511 <sup>1-2-3</sup>  
Pulverised coal wagon, carrying two pulverised coal containers with fillers, finished aluminium colour, with a walkway and step ladders both sides · 4 in. long

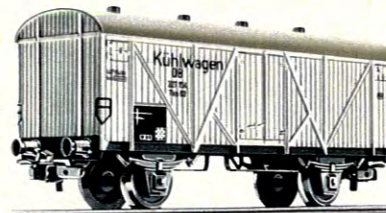


4504 <sup>14-0</sup>  
Low-sided truck, brown, loaded with a miniature car · 4 in. long

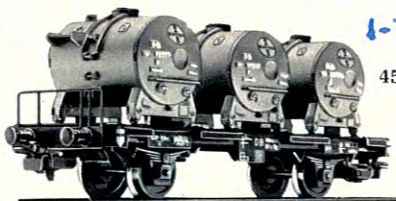
with plastic bodies and automatic couplings



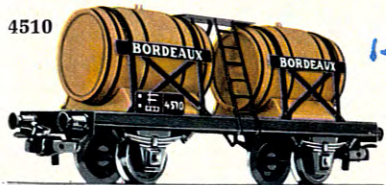
4509 <sup>16-3</sup>  
Banana Van, with picture of a banana gatherer; finished yellow with blue lettering and white roof · 4 in. long



4508 <sup>16-3</sup>  
Refrigerated Van, white, with black lettering; roof with simulated fan openings · 4 in. long



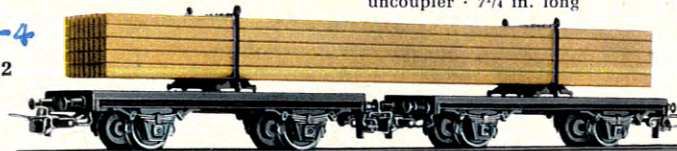
4520 <sup>1-3-4</sup>  
Container Truck, loaded with three cylindrical containers marked "Bayer" that can also be unloaded by the 7051 crane · Silver containers, with black underframe · 4 1/4 in. long



4510 <sup>1-1-0</sup>  
Wine Truck, with two barrels and step ladders both sides · Barrels light brown, lettered "Bordeaux" · 4 in. long



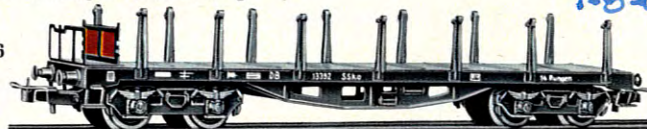
4517 <sup>1-8-0</sup>  
Tilt Truck, brown, eight-wheeled, with white tilt; without "Advance" uncoupler · 7 1/4 in. long



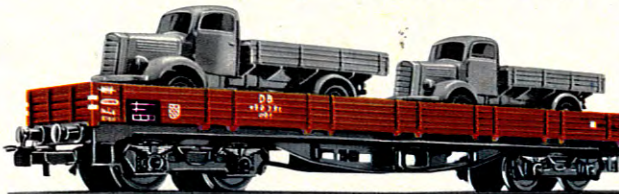
4512 <sup>1-17-4</sup>  
Baulk Timber Truck, carrying baulks of timber · An all-metal two-part model · 7 5/8 in. long



4514 <sup>1-1-0</sup>  
Low-sided truck, eight-wheeled, finished brown · Without "Advance" uncoupler · 7 1/4 in. long



4516 <sup>1-8-0</sup>  
Stanchion Truck, eight-wheeled · Sheet steel truck floor and stanchions · Without "Advance" uncoupler · 7 1/4 in. long

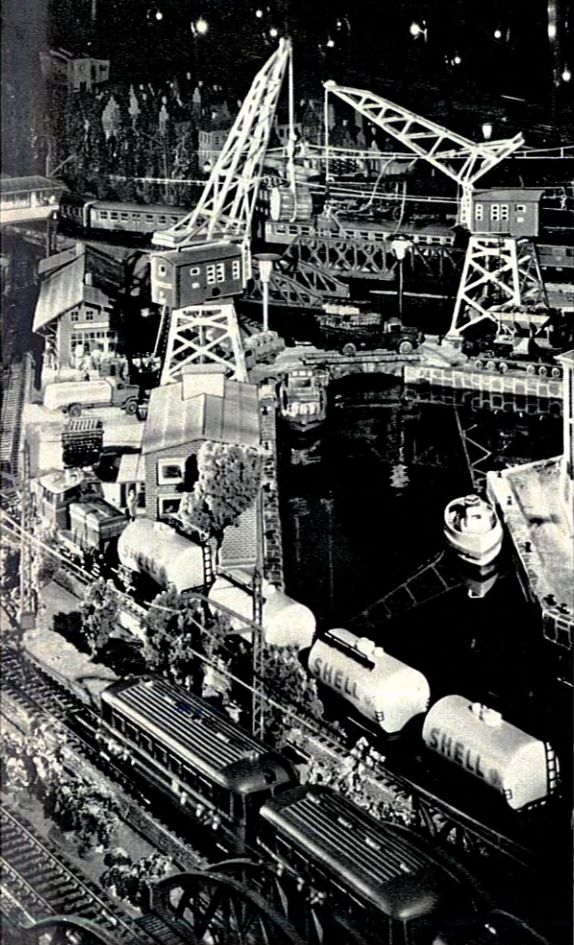


4515 <sup>1-10-4</sup>  
Low-sided Truck, eight-wheeled · Finished brown, and loaded with two motor lorries · Without "Advance" uncoupler · 7 1/4 in. long



4503 <sup>10-11</sup>  
Low-sided Truck, finished brown, 4 in. long





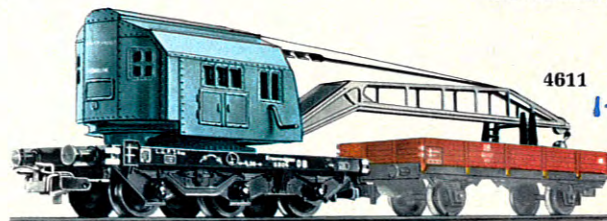
# Scale model Goods Wagons

MARKLIN

4603  
1-5-9



**Open Goods Truck** · A model of the German Federal Railways' Omm 52 type, finished brown, with detachable load of imitation stone · 4 5/8 in. long

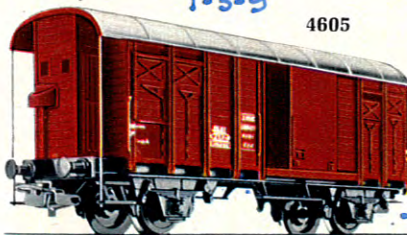


4611  
1-17-4

**Crane Truck**, with slewing crane, movable jib and jib support; crank handle for raising and lowering crane hook · Black underframe, light blue crane cabin and silver jib · Underframe 3 3/8 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)

1-5-9

4605



**Goods Van**, with brakeman's cabin · A model of the Swiss Federal Railways' K<sup>2</sup> type van · Finished brown, with silver roof · Doors both sides to open · 4 3/8 in. long

19-9

4550



**Goods Van** · A model of the Italian State Railways' (FS - Ferrovie delle Stato) four-wheeled van · Finished brown, with silver-grey detachable roof · Special scale model reproduction of all details · 4 3/8 in. long

1-1-0

4619



**Sliding Roof Wagon** · A model of the German Federal Railways' Kmmks 51 type four-wheeled wagon · The halves of the roof slide over one another to open, exactly as the original · Finished brown with silver roof · 4 5/8 in. long

**MARKLIN**

scale model

1-8-0

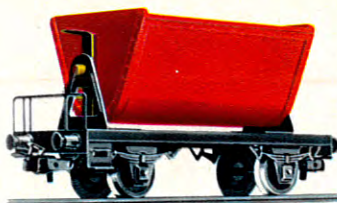
4610



**Tipping Truck**, to discharge either side, with locking device. Finished red, 3 3/8 in. long.

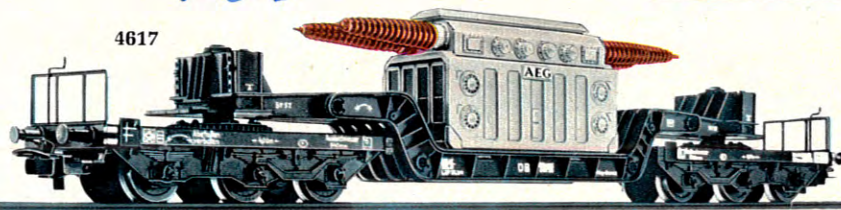
4513

12-3



1-18-6

4617



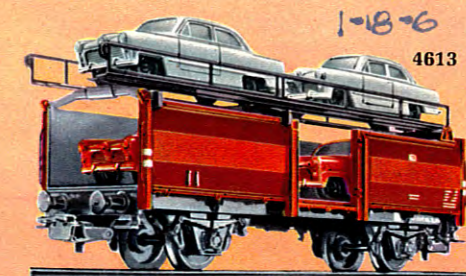
**Ballast Truck**, with discharging doors operated by a crank handle · Finished brown · 3 3/8 in. long

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

with Automatic Couplings and the "Advance" uncoupler

# Model Goods Wagons

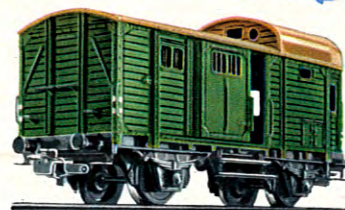
Specially good scale model reproduction of all details. Very easy running. With the "Advance" uncoupling device the couplings remain disengaged, even after the uncoupling rail section has released them, and this can also be done on a marshalling hump upgrade. With this device, the couplings do not re-engage, and wagons can be shunted at any place desired on the system. All wagons having the "Advance" uncoupler can be coupled to stock not fitted with the device without any difficulty.



Motorcar Transporter with loading ramp, loaded with miniature cars. Finished brown, black ramp. 4 5/8 in. long

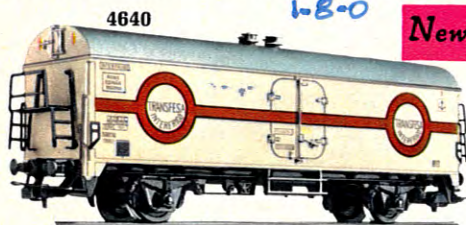


Universal Refrigerated Van. A model of the German Federal Railways' four-wheeled Tehs 50 type van. Finished white, with black lettering etc. Imitation fan openings on roof. Lettering etc. exactly as on original. 5 1/4 in. long



Goods Train Luggage Van. A model of the German Federal Railways' Pwg type van. Finished green, with grey roof. Doors both sides to open. 3 5/8 in. long

## with Automatic Couplings and the "Advance" Uncoupler



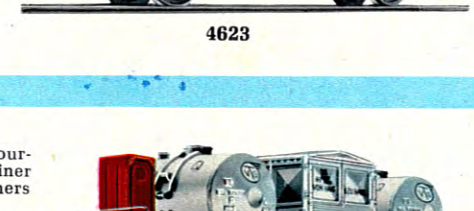
Refrigerated Van, four-wheeled. A model of the Transfesa Transport Co's. private van. Finished white, with brown longitudinal stripes and rings; silver roof with imitation fan openings. 5 1/4 in. long



Goods Van, a model of the German Federal Railways' four-wheeled Tnomchs 59 type van, finished brown, with silver roof. Lettered as a banana van. 5 1/4 in. long

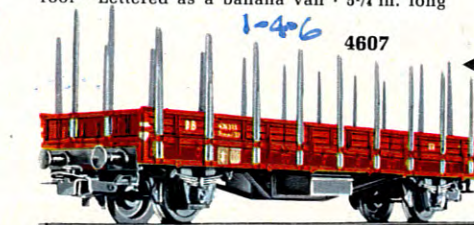


4637



4623

Open Goods Truck, a model of the French State Railways' four-wheeled Tow type truck. Finished brown, 4 1/2 in. long



4607

Stanchion Truck, a model of the German Federal Railways' Rmms 33 type truck, with detachable stanchions carried in case to slide under truck floor. Finished brown. 5 1/4 in. long



4601

Open Goods Truck with brakesman's cabin, a model of the German Federal Railways' Omm 33 type truck; finished brown, 4 1/2 in. long

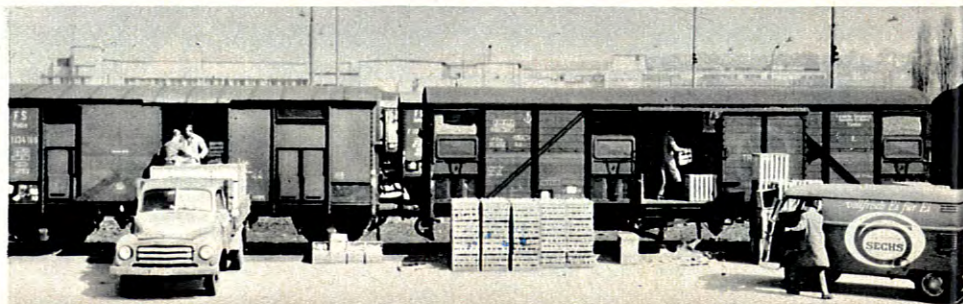
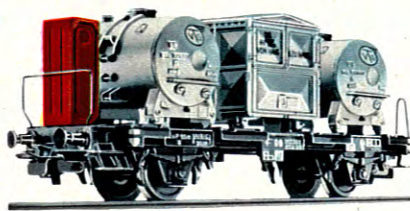


4639

Open Goods Truck, a model of the Netherlands State Railways' four-wheeled truck. Finished reddish-brown, 4 1/2 in. long

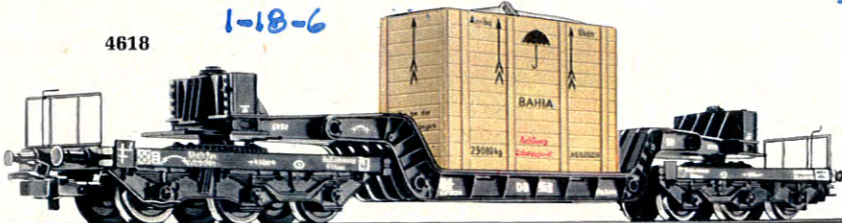
Container Truck with brakesman's cabin. Four-wheeled. Loaded with one box-type container and two cylindrical ones. Silver containers with black underframe. 4 1/2 in. long

4625

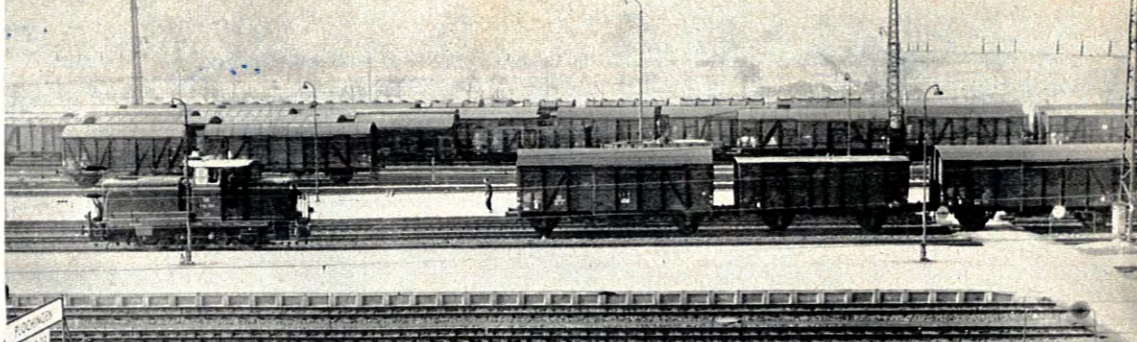


4618

1-18-6



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



Tilt Truck, a model of the German Federal Railways' Rmms 33 type truck · Finished brown, with white tilt · 5 1/4 in. long

4609

1-8-0



4604

1-5-9



Open Goods Truck, a model of the German Federal Railways' Omm 52 type truck, with a detachable load of imitation coal · Finished brown · 4 5/8 in. long

Open Goods Truck, a model of the German Federal Railways' Omm 52 type truck · Finished brown, 4 5/8 in. long

4614

1-12-9



Container Truck, with brakeman's cabin, loaded with three box-type containers that can also be unloaded by the 7051 crane · Silver containers with black underframe · 4 1/8 in. long

17-6

4638



Open Goods Truck, a model of the Belgian State Railways' (SNCB) four-wheeled truck · Finished grey; length 4 5/8 in. long

New

1-8-0

4627

New



Goods Van, a model of the German Federal Railways' four-wheeled Gmmehs 57 type van · Body finished brown, silver roof, with aluminium-colour imitation fan openings · 5 1/4 in. long

1-2-3

4602



1-8-0



4612

Motorcar Transporter with loading ramp · Not loaded, finished brown, with black ramp, 4 5/8 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)

**MARKLIN**  
scale model

2-3-3

New

4626

High-capacity Goods Truck with hinged cover roof, a model of the German Federal Railways' eight-wheeled KKt 57 type truck · Finished brown; all covers to open · 5 1/2 in. long

Fixed roof covers are fitted to a number of high-capacity goods trucks, so that bulk goods liable to be affected by weather, such as grain, for instance, can also be carried.

4626



1-17-4

New



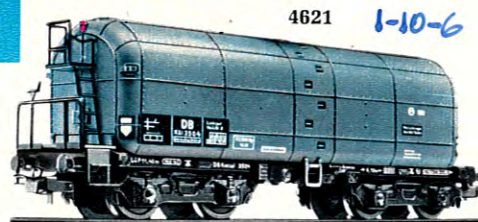
4624

High-capacity Goods Wagon (articulated wagon) · A model of the German Federal Railways' eight-wheeled 00tz 50 type wagon, finished brown and lettered as a mineral wagon · 5 1/4 in. long

Wagons of this kind are used for carrying coal, coke, minerals etc. in international traffic, and are, as a rule, made up into set trains of high-capacity wagons.

## Scale model Goods Wagons

High-capacity Tank Wagon, a model of the German Federal Railways' eight-wheeled 3504 wagon, with exact reproduction of all details of the original · Grey tank, with black underframe · 5 1/8 in. long



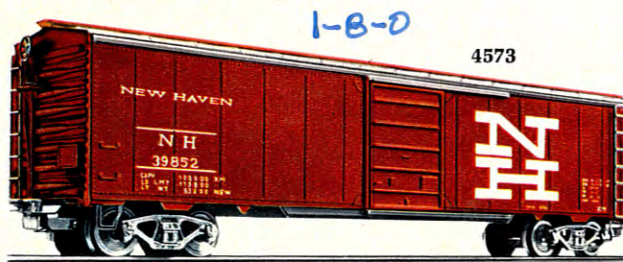
Container Wagon for fine bulk goods, a model of the German Federal Railways' Kds 54 type four-wheeled wagon · Containers grey, shaded white, with black underframe · 4 in. long



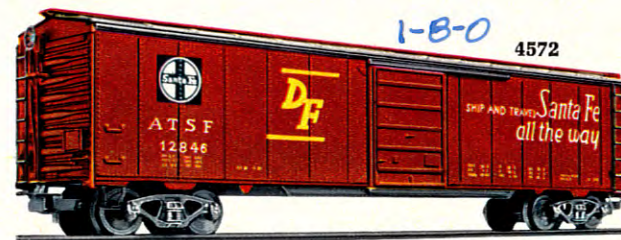
Beer Wagon, a model of the Danish Carlsberg Brewery's four-wheeled private wagon · Finished white, with green inscription · Simulated fan openings in roof · 5 1/4 in. long

with automatic couplings and the "Advance" uncoupler

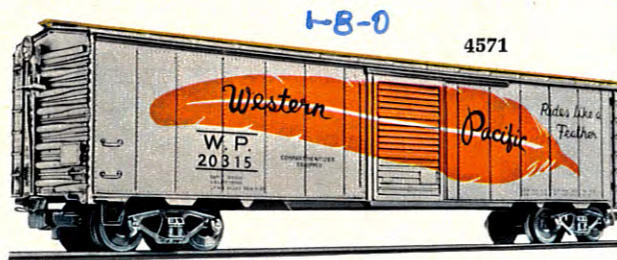
**MÄRKLIN**  
scale model



4573  
Box Car, a model of the New Haven Railroad Company's eight-wheeled 50-ton freight car · Bogies with movable bolsters; detachable roof with fixed walkway; doors to open both sides · Finished brown, with silver-grey roof · 8 1/8 in. long



4572  
Box Car, a model of the Santa Fé Railroad's eight-wheeled 50-ton freight car · Bogies with movable bolsters, detachable roof with fixed walkway · Doors to open both sides · Finished brown, with silver-grey roof · 8 1/8 in. long



4571  
Box Car, a model of the Western Pacific Railroad Company's eight-wheeled 50-ton freight car · Bogies with movable bolsters; detachable roof with fixed walkway; doors to open both sides · Silver-grey finish, 8 1/8 in. long

## Model american freight cars with automatic couplings and the "Advance" uncoupler

(See page 40)



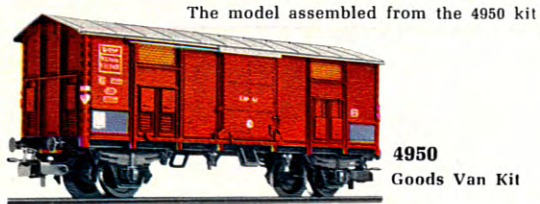
4575  
Gondola, a model of the Dixie Line's eight-wheeled truck · bogies with movable bolsters; plastic body, finished brown · 7 7/8 in. long



4570  
Caboose, a model of the American type eight-wheeled caboose, or goods train guard's van, with fixed walkway on roof · Finished brown, with silver-grey roof · 6 in. long



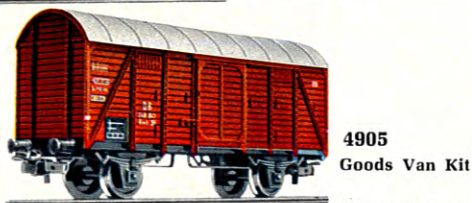
# MARKLIN Kits for building rolling stock



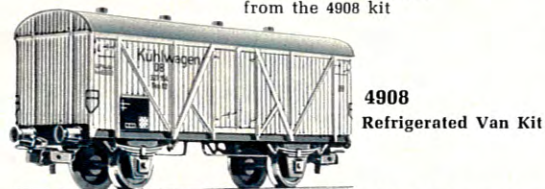
The model assembled from the 4909 kit



The model assembled from the 4905 kit



The model assembled from the 4908 kit



Sliding Roof Truck Kit  
**4919**



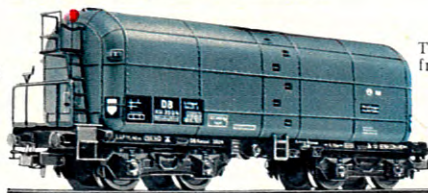
The model assembled from the 4802 kit

**4802**  
Passenger Coach Kit



**4921**

High-capacity Tank Wagon Kit



The model assembled from the 4921 kit

The model assembled from the 4918 kit

**4918**  
Refrigerated Van Kit



The model assembled from the 4903 kit

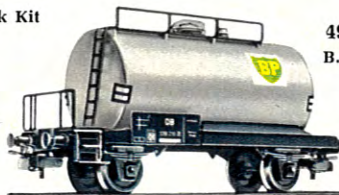


**4911**  
Pulverised Brown Coal Truck Kit

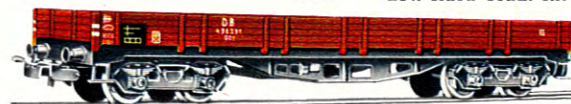
The model assembled from the 4911 kit



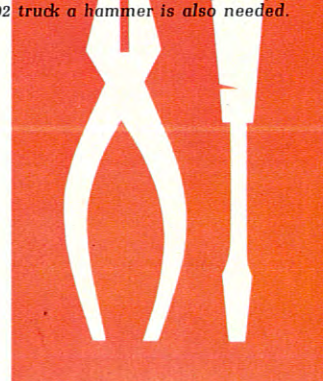
**4900**  
B. P. Tank Wagon Kit



**4914** Low-sided Truck Kit



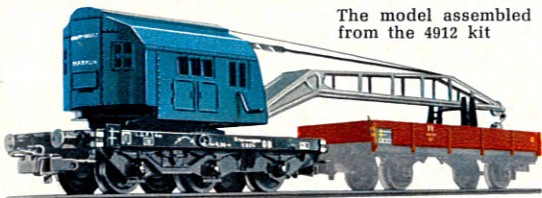
These kits provide the opportunity for building your own rolling stock, and they also contain the transfers required in each case. Automatic couplings with the "Advance" uncoupler are supplied (with the exception of 4914), and the only tools required for assembling the parts are a screwdriver and a pair of flat-nosed pliers, though for the 4902 truck a hammer is also needed.



Crane Truck Kit  
4912

**New**

The model assembled from the 4912 kit



Goods Truck Kit  
4902

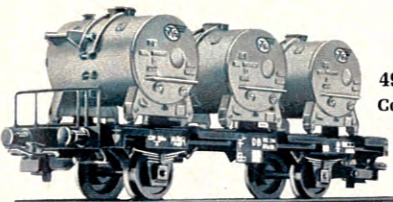
**New**

The model assembled from the 4902 kit



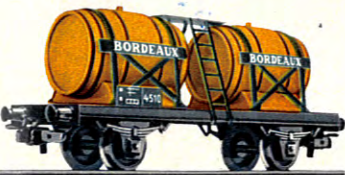
4920  
Container Truck Kit

The model assembled from the 4920 kit



**MARKLIN**  
scale model

4910  
Wine Truck Kit



The model assembled from the 4910 kit

**New**

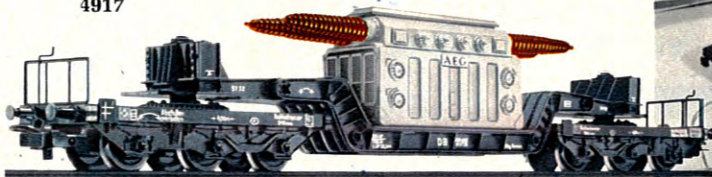
4904  
Low-sided Truck Kit



The model assembled from the 4904 kit

Well Wagon Kit  
4917

The model assembled from the 4917 kit



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



For building up your first railway system we recommend using the all metal Group 5100 track with hollow-section rails having centre contacts scarcely visible between the two running rails, in the form of studs giving a very good supply of current to motive-powered stock, while connecting tongues that cannot "short" (short-circuit) ensure a reliable path for the current where track sections join together. Finely stamped and coloured to represent ballast, a track made up of these sections very closely approaches the real track in appearance. Twelve 5100 curved sections form a circle 30 in. in diameter, including the banking (see comparison on page 48). The screws needed for fixing track sections laid on sound-deadening strip 7171 (see page 59) are included, but for fixing track **not** laid on this strip we recommend using No. 60 125 screws.

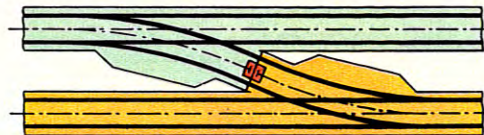


fig. 2

Electrical separation of current circuits can be carried out either by the simple 5022 insulated section (see page 52), or by a piece of ordinary cardboard, without the need for any isolating section, so that space is saved (fig. 2).

## MARKLIN Group 5100 Track

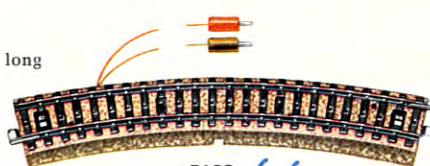
## MARKLIN Group 5100 Track

### Curved Track Sections

Full length, 7 1/2 in. long

Half-length, 3 3/4 in. long

Quarter-length, 1 7/8 in. long



5103 6-6

Current feeder section, curved, with two connecting cables

5111 7-0

Current feeder section, straight, with two connecting cables



5114 15-3

Crossing, 7 1/8 in. long

The centre conductors crossing are isolated from one another

### For Branch Lines

### and Works Railways

with small-radius curves

5120 Curved Track Section, 8 7/8 in. long · Branch lines and Works railways with small-radius curves can be built with these 5120 track sections that form a circle 24 in. in diameter including the banking, eight sections being required · Large locomotives such as the 3047 and 3048, as well as coaches 4022, 4024 and similar ones can also run over 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 together with the 5100 and 5200 points and track sections, so that railway systems made up with these sections can be extended as desired.

### Straight Track Sections

Full-length, 7 in. long

Half-length, 3 1/2 in. long

Make-up section, 2 3/4 in. long

Quarter-length, 1 3/4 in. long

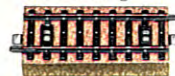
One-eighth length, 7/8 in. long



5106 2-3



5107 2-2



5129 2-4



5108 1-0



5109 1-0



5110 1-0



5105 Track contact section, straight 7-6

5104 Track contact section, curved 7-6

Track contact sections are for the remote control of points, signals etc. by trains in motion. Moving signal to "Off" and back to "Danger" again, for instance, requires one track contact section for each operation.



5146 6-8

Control Track Section, straight, half-length, 3 3/4 in. long



5147 6-8

Control Track Section, curved, half-length, 3 3/4 in. long

5130 7-9

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

These control track sections are used like track contact sections for the remote control of magnetically-operated accessories by trains in motion. In this case, contact is made by rolling stock fitted with current pick-up shoes, different operations being carried out in the two running directions in each case.



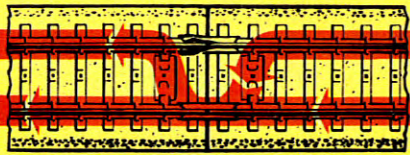


fig. 1

A distinctive feature of the MÄRKLIN track is the good path it provides for the current. Bending the tongues joining track sections together—always likely to happen with model railways—has no effect whatever on our track because the second tongue will always provide a satisfactory rail and contact connection, soldered connections being unnecessary (fig. 1).

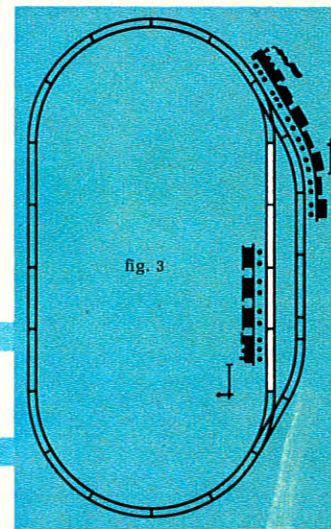


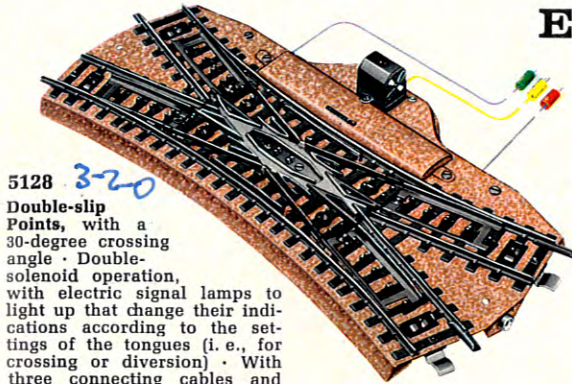
fig. 3

On railway systems with turnout or passing tracks locomotives and trains can run in different directions without any reversing arrangement and without changing the transformer polarity (fig. 3).

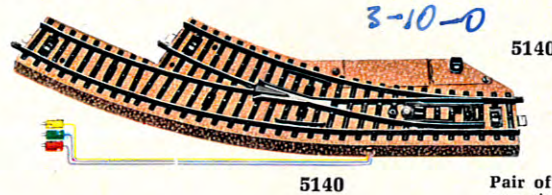
## MÄRKLIN Points or Switches - 5100

### Electro-magnetic Points

with  
remote-controlled  
double-solenoid  
operation



5128 3-2-0  
Double-slip Points, with a 30-degree crossing angle • Double-solenoid operation, with electric signal lamps to light up that change their indications according to the settings of the tongues (i. e., for crossing or diversion) • With three connecting cables and hand levers for manual control • The straight tracks are 7<sup>9</sup>/<sub>16</sub> in. long and the curved ones 7<sup>1</sup>/<sub>2</sub> in. long



3-10-0

5140

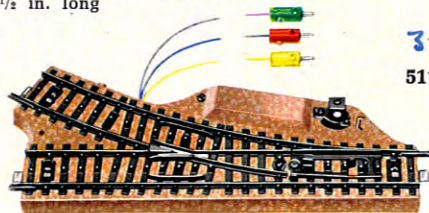


The 5117 and 5140 electro-magnetic points and the 5128 double-slip points are all operated by double solenoids, with signal lamps that light up to show the settings of the points tongues at all times. Derailment cannot occur if the points should be forced or burst open, as in such case the tongues automatically return to their original position.

Pair of electro-magnetic points on curved track, consisting of one right-hand and one left-hand points on the inside of the curve, both operated by double solenoids • Signal lamps to light up show indications according to the setting of the points • Points have spring tongues • Three connecting cables to each set of points • Length and curve of the branching curve the same as the 5100 track section • The main track is 10<sup>1</sup>/<sub>2</sub> in. long • Instructions for laying these points are included with each pair.

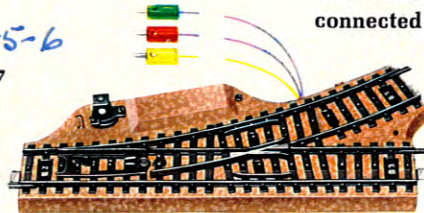
These points on curved tracks provide cross-over facilities between the inner and outer concentric circles on curves while still retaining the approximately 3 in. spacing between the tracks, so that a good deal of space is saved on a model railway system.

Four electro-magnetic points at least can be connected to one control panel (see page 55).



5117

3-5-6



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

### Pair of points for manual operation



5121

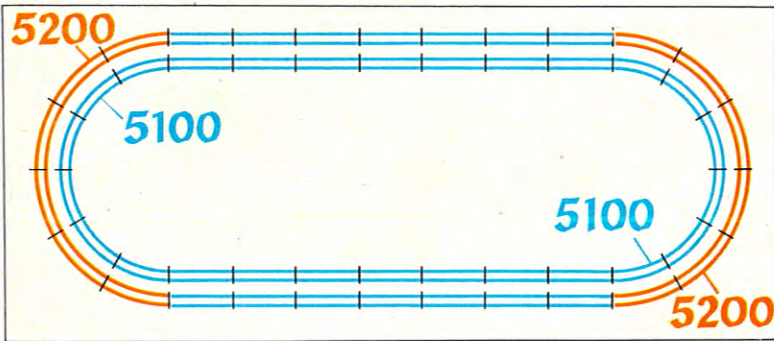
1-2-0



Pair of points for manual operation, with frogs, guard rails, and spring tongues as well • Track lengths are the same as for the 5117 pair of points already listed

**MÄRKLIN**

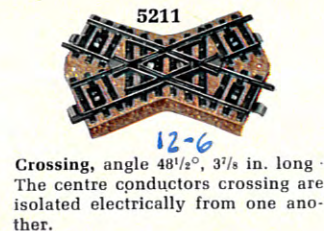
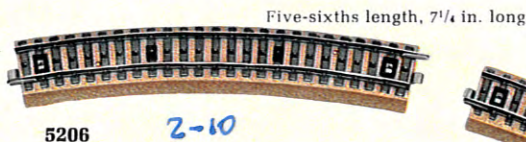
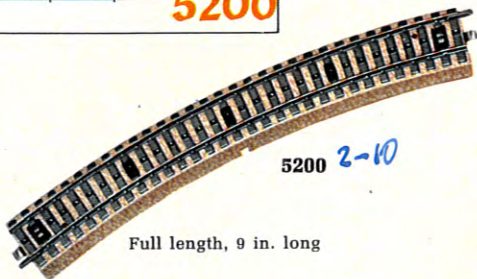
# The MÄRKLIN 5200 Track for Concentric Circles



Track sections of the 5200 Group are for extending an existing system made up of tracks of the 5100 Group, and enable concentric circles to be made, with a track centre-to-centre spacing – measured between the centre stud contacts – of 3 in., and a free space – the “six-foot way” – of 1½ in. between the two tracks. The 5202 points are used for cross-overs between the inner and outer tracks. The construction of these 5200 track sections is the same as that of the 5100 Group, i. e., all-metal type, with centre-stud contacts.

Twelve of the 5200 curved track sections form a circle approximately 36 in. in diameter

**MÄRKLIN**  
scale model



## Curved Track Sections

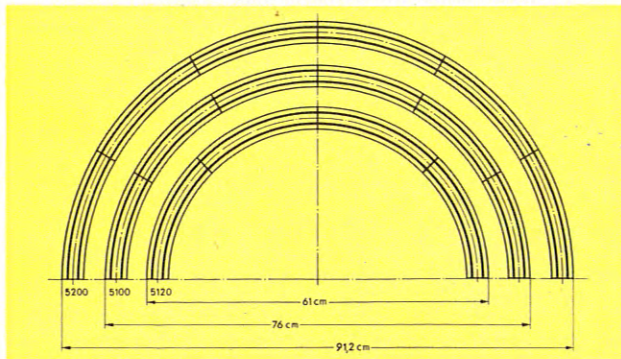
Exact miniatures of the original



0205  
Track Plan drawing template · Transparent plastic, for designing track plans for track sections of the 5100 and 5200 Groups (Scale, one-tenth)



How the different MÄRKLIN circles compare

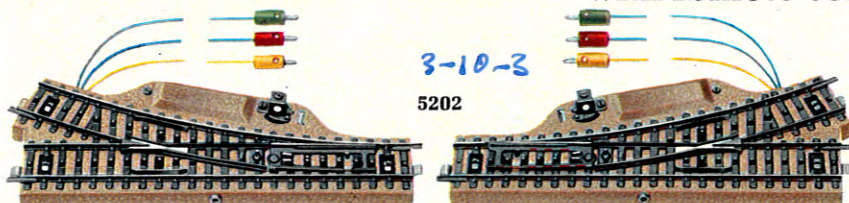


A 5200 circle requires twelve track sections  
A 5100 circle requires twelve track sections  
A 5120 circle requires eight track sections



5213 6-8  
Control Track Section, curved, for concentric circle, half-length, 4 1/2 in. long  
Construction and operation as 5146/47

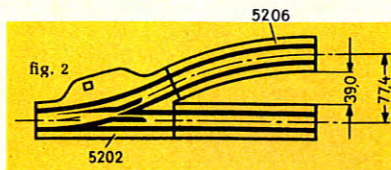
# Electro-Magnetic Points



5202

with remote-controlled double-solenoid operation

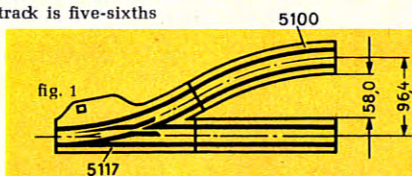
3-10-3



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

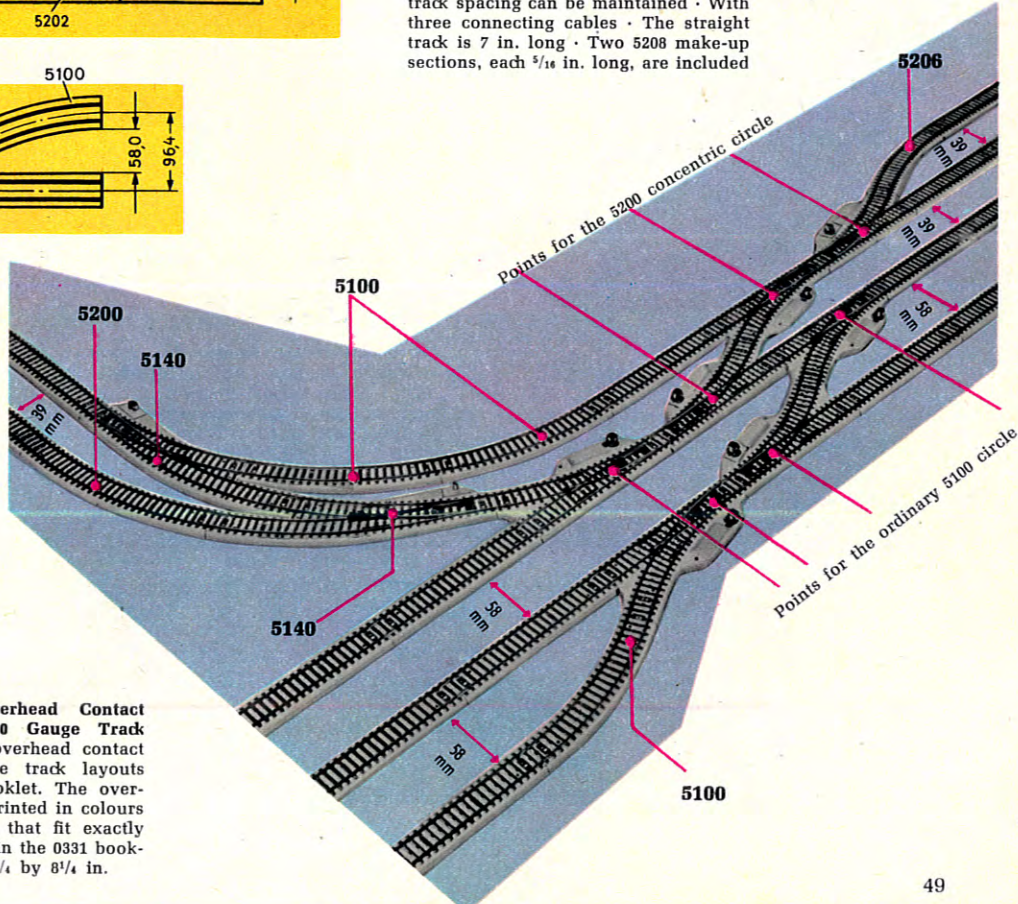
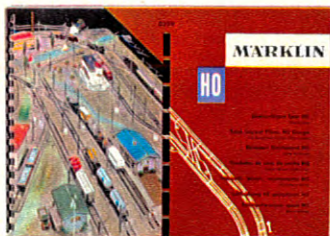
## MÄRKLIN Points and their use

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  $3\frac{1}{8}$  in. between track centres. In the case of the 5202 points (fig. 2) however, the reverse curve is formed by the 5206 track section. The curved section of the points shortened by one-sixth gives the reduced 3 in. track spacing, reckoned from centre to centre of the two tracks.



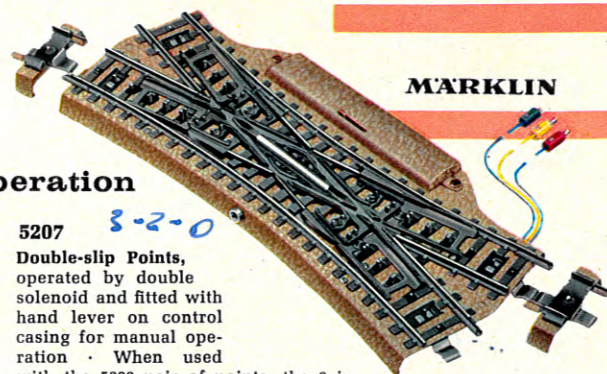
0331

Booklet: "MÄRKLIN HO Gauge Railway Plans" · Fifteen track plans printed in six colours, with three multi-coloured illustrations of model railway systems · Examples showing the use of track sections · 68 pages, 11 $\frac{1}{4}$  by 8 $\frac{1}{4}$  in.



0329

"The MÄRKLIN Overhead Contact Wire System for HO Gauge Track Layouts." Plans for overhead contact wire systems for the track layouts given in the 0331 booklet. The overhead wire plans are printed in colours on transparent pages that fit exactly over the layout plans in the 0331 booklet. Twenty pages, 11 $\frac{1}{4}$  by 8 $\frac{1}{4}$  in.



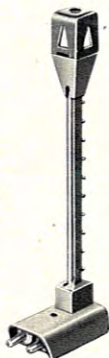
5207

Double-slip Points, operated by double solenoid and fitted with hand lever on control casing for manual operation · When used with the 5202 pair of points, the 3 in. track spacing can be maintained · With three connecting cables · The straight track is 7 in. long · Two 5208 make-up sections, each  $\frac{5}{16}$  in. long, are included

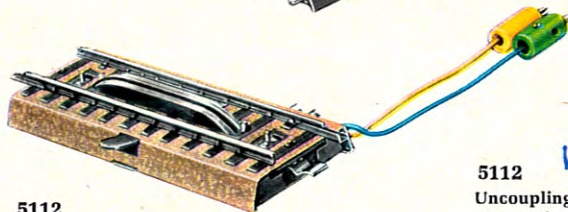
3-2-0

# The Remote-controlled Uncoupling System

**5113** 11-0  
**Lighting Standard** for the uncoupling track section · Pressurecast zinc · The signal on the standard lights up for uncoupling · 3 3/8 in high



Most MÄRKLIN locomotives and rolling stock are fitted with automatic couplings, and the majority also have 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 pleasure by enabling all shunting manoeuvres to be carried out without difficulty in exactly the same way as on a full-sized railway.



**5112**

**5112** 18-G  
**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 lever · Two connecting cables · Track section 3 3/8 in. long

The MÄRKLIN-Magazine  
 the Magazine for big and not-so-big railwaymen

Full reports on MÄRKLIN novelties and the full-sized originals of our models.

Reports on the advantageous features of the MÄRKLIN system.

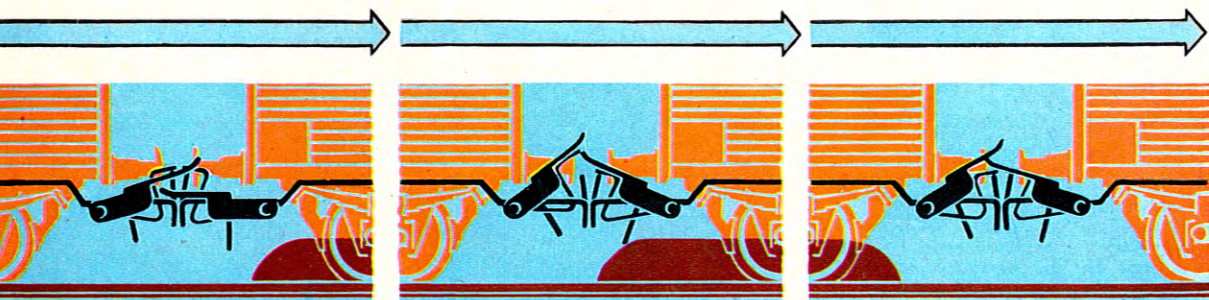


Reports on building model layouts, and mainly - on full-sized railway features.

Reports on lots of other things as well that are likely to be of interest generally.

This publication of ours deals with the whole of the subject in a practical way and has something worth knowing for every model railwayman. It is printed in colour, has 28 pages and is published three times a year; it can be obtained through your toyshop, from booksellers or direct from the Modellbahnen-Welt Verlags-GmbH, 732 Göppingen, P. O. Box 940.

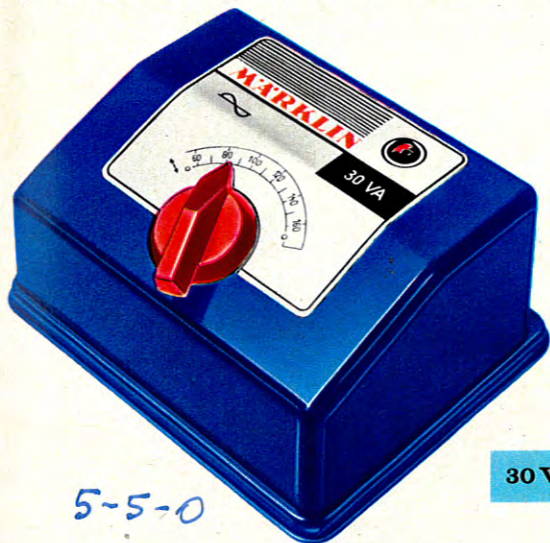
The MÄRKLIN Magazine is only published in German.



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 Transformers are efficient



5-5-0

30 VA

Transformer, 30 watts output, with red pilot light · Weight 4½ lbs · Size 6½ by 5½ by 3 in.

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

Please give the number denoting the mains voltage as above when ordering.

**For connection to A.C. mains only**

Current consumption of locomotives and bulbs  
Examples for calculation purposes:

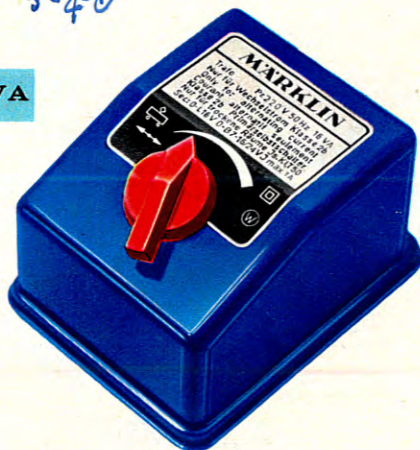
With a maximum load, the 3000 model takes about 9 watts, the 3021 model about 12 watts and the 3048 locomotive about 15 watts; the current consumption of a lighting bulb is about 1 watt.

The sheet steel casing of these transformers and their excellent insulation (tested to several thousand volts) definitely eliminate all possibility of contact with the mains side. These features of their design, together with their automatic short-circuit cutout, provide assurance for absolutely safe working. Connection to the mains supply is by contact plugs and cables that are permanently fixed to the transformers. The low voltage of the 6500 (16 watts) and 6100 (30 watts) transformer groups can be regulated on the speed control scale. The control knob on the transformer has a double function – to provide infinitely-variable speed control, and reversing by our 24 volt "Perfect" system. The 6100 Group transformers (30 watts) give slower running speeds than those of the 6500 Group (16 watts). We can only guarantee our model railways running satisfactorily if they are used exclusively with MÄRKLIN H0 transformers.

**The MÄRKLIN transformers of the groups 6100 and 6500 are provided with connections for the track and the lighting or magnetic fittings.**

3-4-0

16 VA



Transformer, 16 watts output  
Weight 3 lbs · Size 4¾ in. by 3¾ in. by 3 in.

- 6016 = 150 volts
- 6500 = 100 volts Japan
- 6501 = 110 volts
- 6505 = 125 volts
- 6509 = 240 volts England
- 6511 = 220 volts

Please give the number denoting the mains voltage as above when ordering.

**For connection to A.C. mains only**

New



50 VA

6211 = 220 volts

Transformer for lighting and electro-magnetically operated accessories · 50 watts output · starting output about 16 volts A. C. · Protected against overload by automatic short-circuit cutout · Cable with permanently fixed plug · For 220 volts A. C. only · Weight 4½ lbs · Size, 6½ by 5½ by 3 in.

The transformer for the train composition on page 30 is a comprehensive unit. The same as the MÄRKLIN transformers of groups 6100 and 6500 it is fitted with tappings for track and lighting or magnetic appliances.

MÄRKLIN

# The MÄRKLIN Range of Signals

Nothing could be more suitable than these very fine signals for building up a true scale-model MÄRKLIN Railway, as entertaining as it is exciting in its operation. All these signals are notable for the miniature scale modelling of their chief parts and 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 on curves.

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

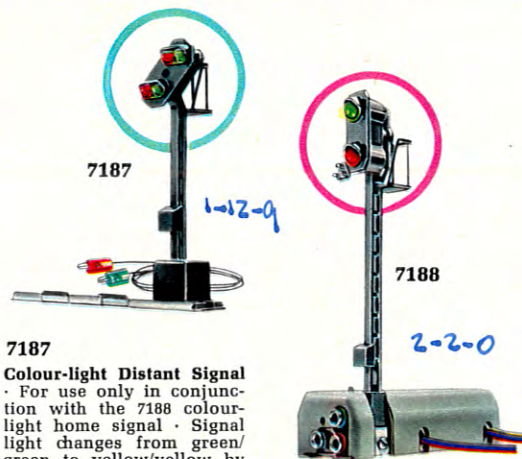
The double-solenoid mechanism of the electro-magnetic operating apparatus enables the indications of all signals and also the settings of the points to be shown on the control panel. The electro-magnetic coils are made of exceptionally durable material.

Train control is provided by all home and stop signals through their track current switches with silver contacts without any special additional apparatus being required.

Fully-automatic block system working, i. e., the control of several trains by automatic signalling actuated either by the track contact sections 5104 and 5105 (see page 46), or the control track sections 5146, 5147 or 5213 respectively (see pages 46 and 48), can be provided by 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 55).

All home and stop signals are fitted with track current switches providing train control for the 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 other signals have double solenoids. The springs carrying current on the traction current switches have silver contacts and so can cope with very heavy traction currents. Every signal has cable connections with cross-socket plugs marked with the colours for its operating current and the lights. Two contact sockets for the overhead wire and one for the earth connection complete the electrical connections possible. Lighting by bulbs. Centre contact insulators, baseplate and brief instructions are supplied with every signal.



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.  $\frac{1}{2}$  in. wide,  $\frac{7}{16}$  in. long,  $2\frac{1}{8}$  in. high

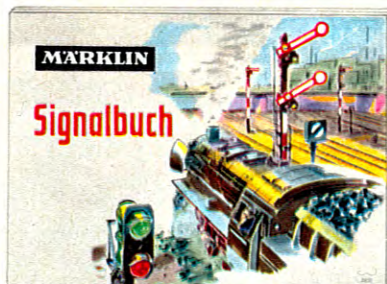
7188

7188

Colour-light Home Signal. Signal light changing from red to green, with two bulbs for the lights. Extra hand operating lever. One pair of sockets for connecting to distant signal 7187.  $1\frac{1}{8}$  in. wide,  $3\frac{3}{4}$  in. long,  $3\frac{1}{2}$  in. high



## Signals with Train Control for Overhead Contact Wire and Surface Contact Systems



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

**MÄRKLIN**  
scale model

5015

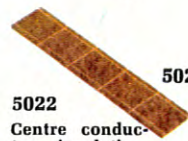
Isolating sign for identifying isolating points



5022

5022

Centre conductor insulation, for insulating five points



7045

Universal Remote-control Switch, for switching on, off and reversing traction and lighting current 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

7045



7042

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

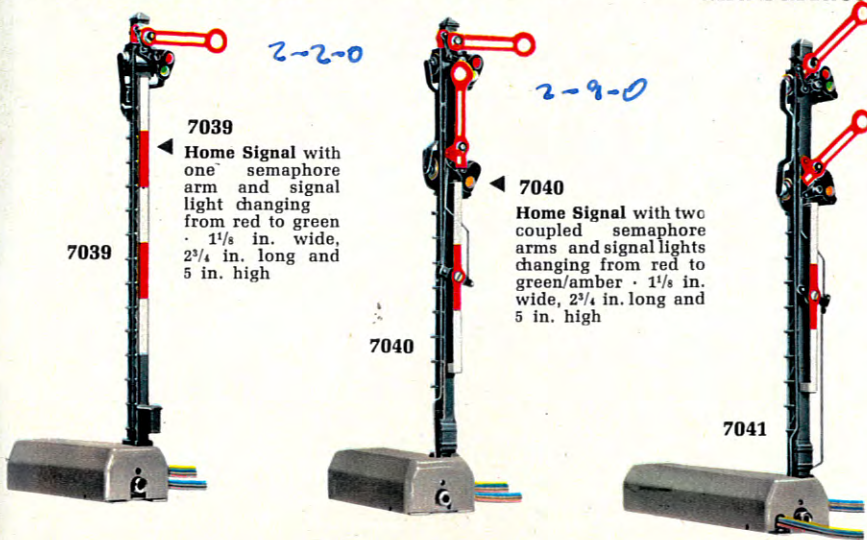
7042



5004

Connecting cable for centre conductor, 30 in. long

## Signals with Train Control for Overhead Contact Wire and Surface Contact Systems



7039

7039

Home Signal with one semaphore arm and signal light changing from red to green · 1½ in. wide, 2¾ in. long and 5 in. high

7040

7040

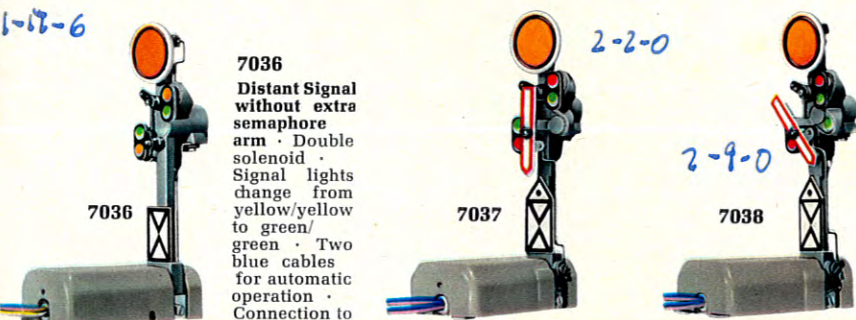
Home Signal with two coupled semaphore arms and signal lights changing from red to green/amber · 1½ in. wide, 2¾ in. long and 5 in. high

7041

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 · 1½ in. wide, 3¾ in. long, 5 in. high

## Distant Signals without Train Control



7036

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

7037

7037

Distant Signal with extra movable arm and fixed disc · Operation, lights and cables as 7036 · Lights change from yellow/yellow to yellow/green · For use in conjunction with the 7040 home signal · 1½ in. long, 2¾ in. high

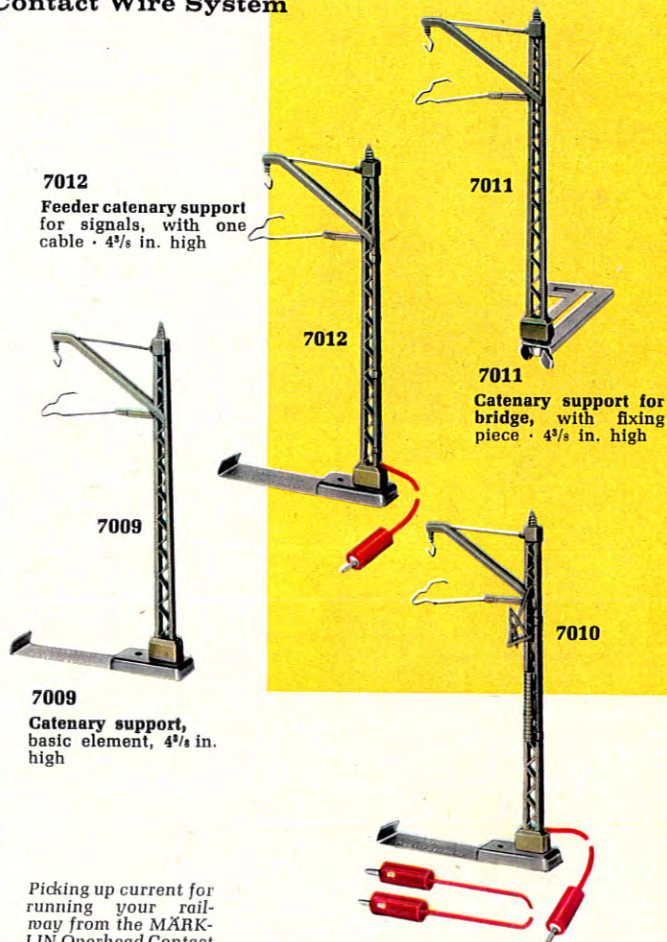
7038

7038

Distant Signal with extra arm and disc both movable · 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 · 1½ in. wide, 2¾ in. long, 2¾ in. high

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 · 1½ in. wide, 2¾ in. long, 2¾ in. high

## The MARKLIN Overhead Contact Wire System



7009

7009

Catenary support, basic element, 4¾ in. high

7012

7012

Feeder catenary support for signals, with one cable · 4¾ in. high

7011

7011

Catenary support for bridge, with fixing piece · 4¾ in. high

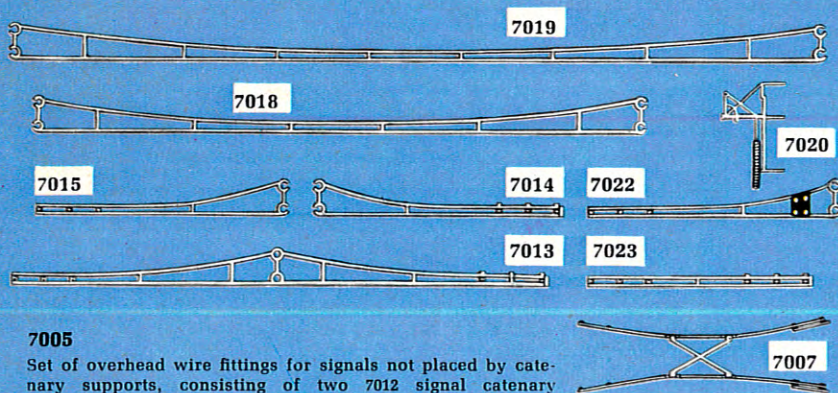
7010

7010

Feeder catenary support for supplying current, with two cables and instructions for using the overhead contact wire system · 4¾ in. high

Picking up current for running your railway from the MARKLIN Overhead Contact Wire System is equally as simple as using the centre stud contact system. It is the one simple system enabling two trains to run at the same time absolutely independently of one another. The contact wire sections are nickel-plated.

## 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 1/2 in. long

7018

Contact wire section for straight and curved stretches, 10 1/4 in. long

7015

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

7014

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

7020

Contact wire tensioning device for fitting to catenary supports along the line, and to tower supports

7022

Short interrupter section for interrupting the overhead contact wire current (for push-in connection), 4 1/2 in. long

7013

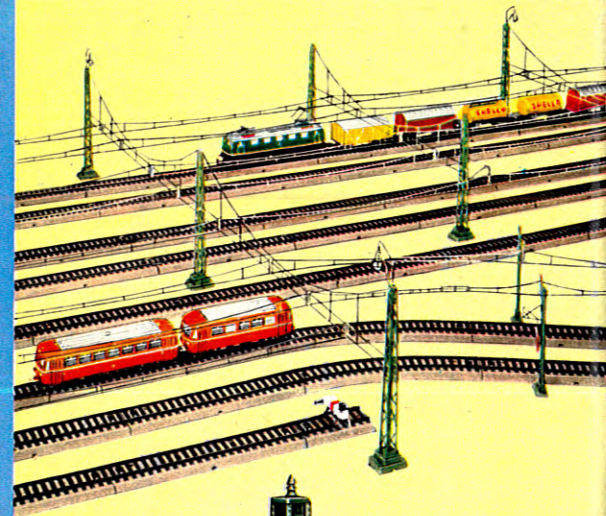
Contact wire section with push-in connections for straight and curved stretches, especially for points 9 1/2 in. long

7023

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

7007

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



## Contact Wire System with Tower Catenary Supports

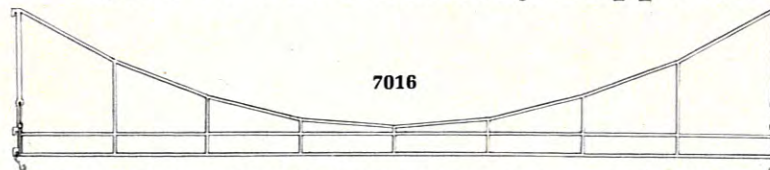
- Scale-model impression of the overhead wire, both on open stretches as well as in station areas.
- The overhead contact wire and cross-connections faithfully represent the full-sized originals.
- The plastic catenary supports are flexible and very strong at the same time.
- Spring contact connections prevent any excessive drop in voltage.
- Easily assembled; any length 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.

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

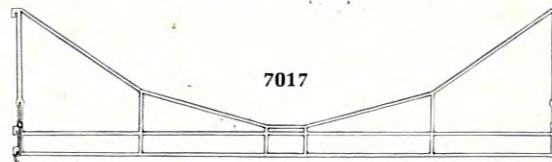
7006

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

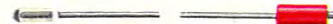


Cross-connection, nickel-plated, to clip into tower catenary support - 15 1/2 in. span to span about four standard tracks

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.



Cross-connection, nickel-plated, to clip into tower catenary support - 11 in. span to span about three standard tracks

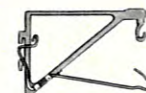


7003

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

7021

Tower catenary support, plastic, with detachable cap; base 1 in. by 1 1/2 in., 7 1/2 in. high. For tower catenary support with arc lamp see page 56



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

7021





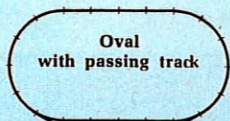
## Some favourite H0 Gauge Track Layouts



Oval

Size 59 1/4 in. by 30 3/8 in.

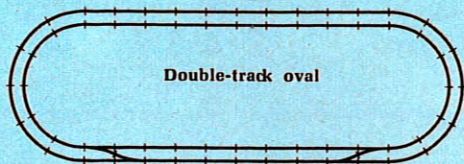
Track sections: Eleven 5100, one 5103, eight 5106



Oval with passing track

Size 59 1/4 in. by 30 3/8 in.

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



Double-track oval

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 by 36 1/2 in.

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

## Remote Control Accessories

7072



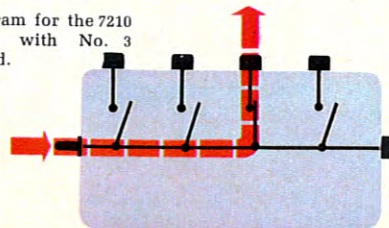
7072

**Control Panel**, with sockets for plugging in four double-solenoid magnetically-operated 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 by 1 1/4 in. wide

7210



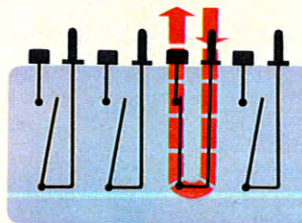
Circuit diagram for the 7210 switchboard, with No. 3 switch closed.



▲ 7210

**Switchboard**, for distributing a traction or lighting current to four different conductors by push-buttons. 3 1/4 in. long by 1 1/4 in. wide

7211



Circuit diagram for the 7211 switchboard (switch No. 3 closed)

▲ 7211

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

7209



**Distribution Board**, with eleven single-pole connections. 2 in. by 1/4 in.

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



▲ 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



7001

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

**MARKLIN**



7195

# Lighting Accessories

The colours mostly used in MÄRKLIN circuitry are the following:



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



Yellow: Lighting and magnetically-operated accessories.

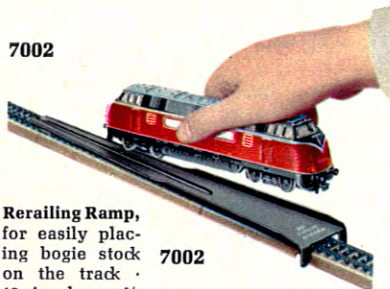


Brown: Earth return from the track, lighting base or control panel to transformer.



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

7002



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

7002



60 030

**Pair of replacement brushes** for practically all H0 gauge locomotives

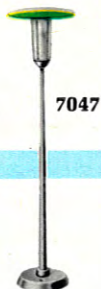
60 035

**Pair of replacement brushes** for 3015 and 3025



7141

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



7047

7047

**Station Lamp Post**—can also be used for station platforms, forecourts and street lighting as well · 5 in. high, base 1 in. diameter · With bulb and cable with metal plugs



7048

7048

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



7046

7046

**Arc Lamp with Lattice Mast**, for use with the overhead contact wire system · 8 1/4 in. high · Base 1 in. by 1 1/4 in. · With bulb and cable with metal plugs

**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

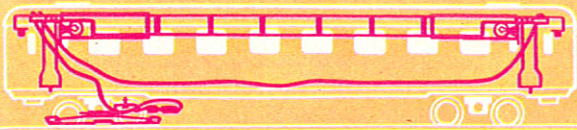
- 7131 = brown
- 7132 = yellow
- 7133 = green
- 7134 = orange
- 7135 = red
- 7137 = grey



7140

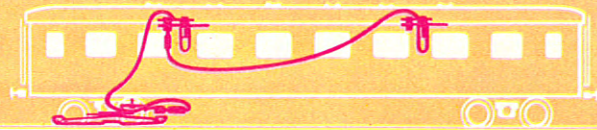
**Cross-connection Plug** · Used like the intermediate plug 7141, but enabling two additional plugs to be connected up

7197



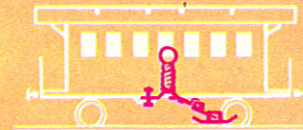
7197 for 4050 only

7077



7198 7075 for 4017, 4035, 4038 only

7077



7074



7076 7079

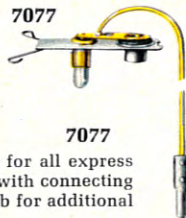
## Electric Lighting for Train

again available



7075

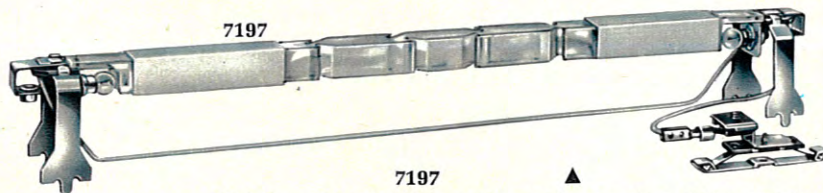
Current supply unit for coach lighting set 7077 for the Swiss lightweight express coaches 4017, 4035 and 4038



7077

7077

Coach lighting for all express train coaches, with connecting socket and bulb for additional lighting



7197

7197

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

## Reversing Switch Springs

7194

Carton of five springs for the reversing switch.

Instructions for fitting these springs and also the H0 special adhesion tyres are given in the Working Instructions for the locomotives.

7198

Current pick-up for the 7077 coach lighting set. Not to be used for the 4017, 4035 and 4038 coaches



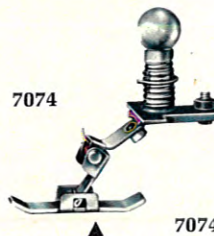
7198

7076



7076

Current supply unit for coach lighting set 7077 and tail lights 7079 for use with the 4000 passenger coach and fourwheeled goods wagons



7074

7074

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

7079

Tail light with bulb, for clipping to buffer (not to be used for the express coaches on pages 36 and 37, or for stock with plastic buffers). 7074, 7076, 7077 or 7198 required for connection



7079

## H0 Special Adhesion Tyres

Replacement adhesion tyres for MÄRKLIN new type H0 locomotives.

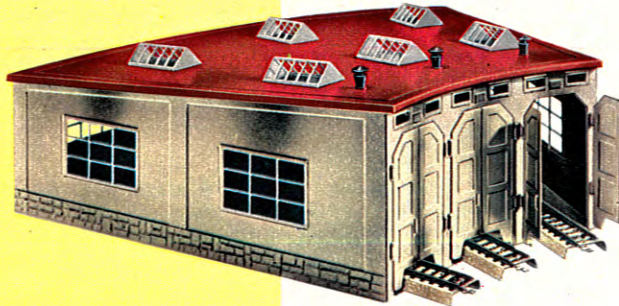
No.	For locomotives
7152	3005, 3048
7153	3001, 3003, 3012, 3013, 3014, 3015, 3016, 3022, 3030, 3034, 3035, 3036, 3037, 3038, 3046, 3047, 3050, 3064, 3065, 3069, 3937
7154	3000, 3021, 3029, 3031, 3032, 3051, 3060, 3062, 3066, 3067, 3068, 3070, 3921

## Replacement current pick-up shoes

7164	To fit locomotives 3039, 3040, 3050, 3051, 3063, 3066, 3067, 3068, 3070
7165	To fit locomotives 3000
7166	To fit locomotives 3029
7173	To fit locomotives 3001, 3003, 3005, 3011, 3012, 3013, 3014, 3030
7174	To fit locomotives 3016, 3023, 3024, 3048
7175	To fit locomotives 3015, 3027, 3046, 3047
7183	To fit locomotives 3021, 3921
7185	To fit locomotives 3022, 3034, 3035, 3036, 3037, 3038, 3052, 3060, 3062, 3064, 3065, 3069, 3937

**MÄRKLIN**

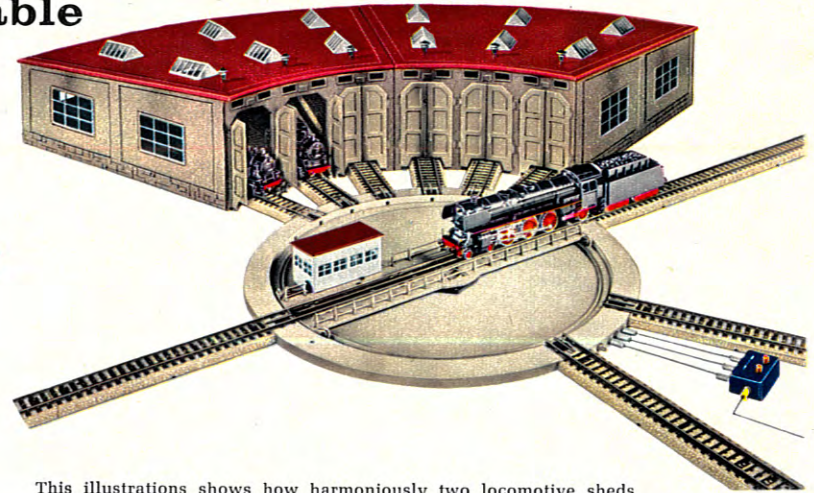
# Remotely-controlled Turntable



7028

**7028**

**Locomotive Shed** for three tracks with roof lights, smoke uptakes and three doors closing automatically · Enamelled in colours · (Track sections not included) · Size 18 1/8 in. by 14 5/8 in. by 5 1/4 in. high



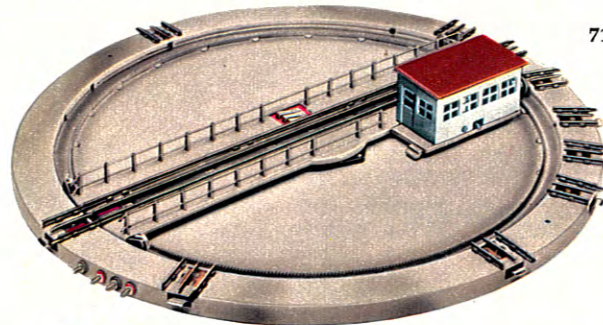
**MARKLIN**

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

# Locomotive Shed

**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 7/8 in. high

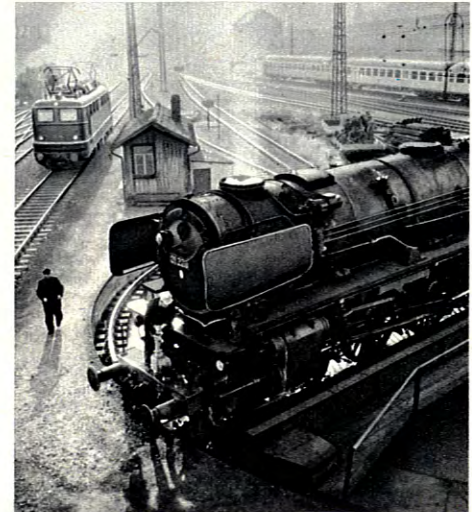


7186

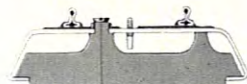
7186

14-0-0

**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

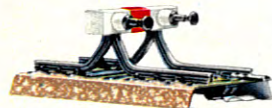


## Interesting Accessories



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 to these strips, as well as the overhead contact wire system; the catenary supports for the overhead wire are not screwed on.



7190

◀ **Stop block** · Pressure-cast zinc buffer beam, 2 3/4 in. long

## M'ARKLIN scale model



7191

**Stop block**, with dead-end signal lamp to light up. Pressure-cast zinc buffer beam · 2 3/4 in. long



7199

7199

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



7000

**Staples**, in bags of fifty, for fixing cables to a wooden base



0241

0241

**Smoke or steam fluid**, in plastic capsule as replenishment for locomotives 3046, 3047 and 3048

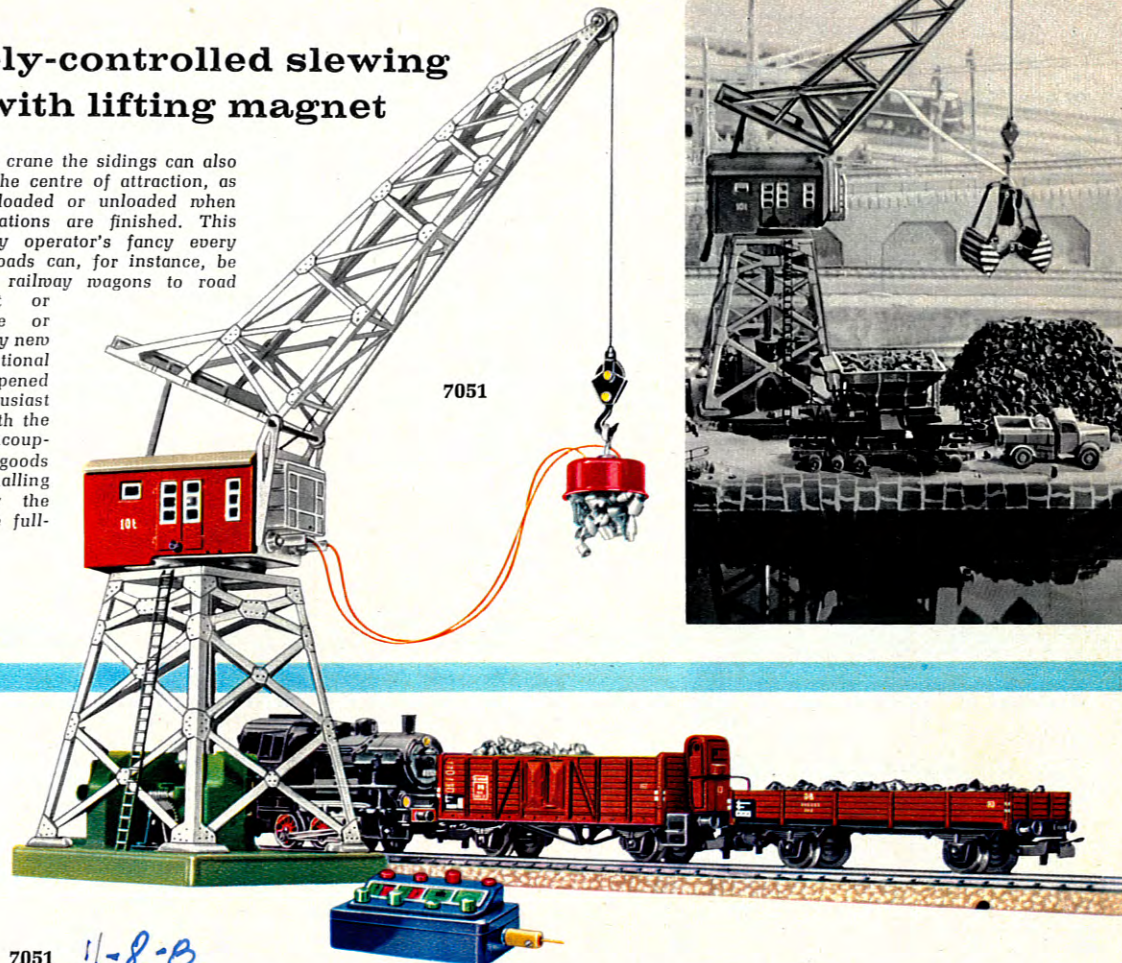


7073

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

## Remotely-controlled slewing Crane with lifting magnet

With this slewing crane the sidings can also be brought into the centre of attraction, as wagons can be loaded or unloaded when marshalling operations are finished. This gives the railway operator's fancy every opportunity, as loads can, for instance, be transferred from railway wagons to road motor transport or waterways barge or lighter. An entirely new world of operational activities is thus opened to the model enthusiast who can now, with the addition of an uncoupling system, run a goods station or marshalling yard in exactly the same way as the full-sized original.



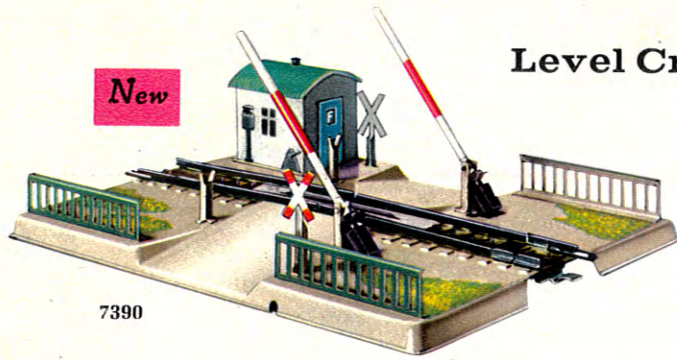
7051

7051

**Remotely-controlled slewing Crane with lifting magnet** · With one motor for slewing the jib and one for raising and lowering the load · Hook and lifting magnet for transferring loads of ferrous (iron) material by remote control · Jib adjustable for height by hand · Driver's cabin to light up · Coloured enamel finish · 10 3/8 in. high, base 3 3/8 in. square · With one control panel and one switchboard · The price does not include trucks or track

## M'ARKLIN

New

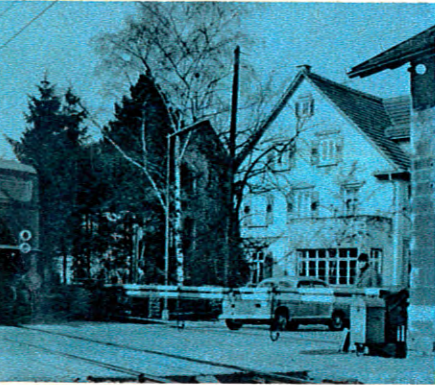


7390

## Level Crossings with Automatic Barriers

7390

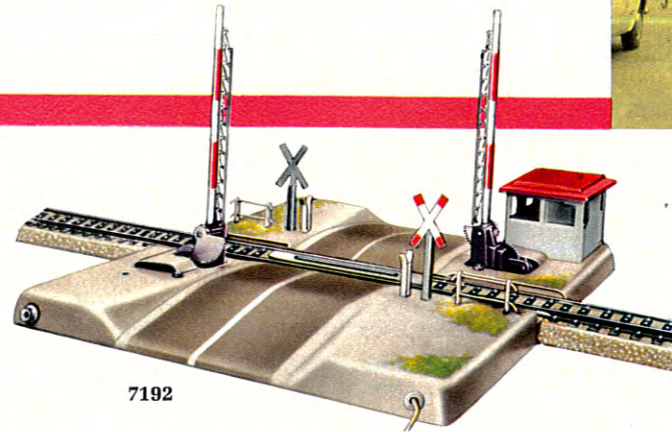
**Mechanically-operated Level Crossing**, for single-track lines with centre stud contact rail sections · The barriers are closed by rocking bars pressed down by the train wheels · Crossing-keeper's hut and railings · The length of the track section on this level crossing is the same as that of a 5106 track section · Base measures 5 1/4 in. by 7 1/4 in.



7192

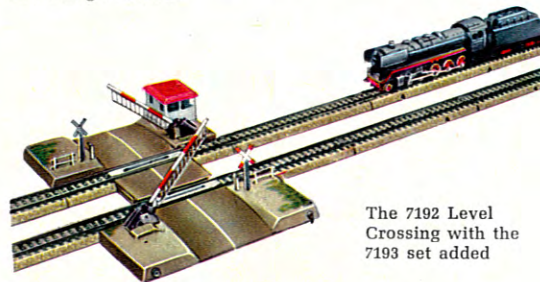
**All-automatic Level Crossing with track sections** · The set consists of two barriers operated electro-magnetically, the crossing-keeper's hut (equipped for fitting interior lighting), warning cross road signs and a set of track contact sections (two lengths of straight track)

The crossing operates entirely automatically, the barriers closing as soon as a train runs on to the track contact section in front of the crossing. The barriers are raised again automatically when the train leaves the last track contact section after the crossing.



7192

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



The 7192 Level Crossing with the 7193 set added

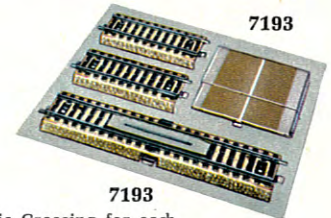
These track sections are for extending the contact sections of the 7192 level crossing



5115  
Track Contact Section, straight



5116  
Track Contact section, curved



7193

7193

Extra Set for the 7192 all-automatic Crossing for each additional parallel track, consisting of one set of track contact sections with make-up sections 7160 for placing in the intervening space between the two tracks

MARKLIN

7167

**Curved Approach Section;** the curve is the same as that of the normal circle of the 5100 track sections · Integral centre stud contact track · Finished grey · 7½ in. long

7167

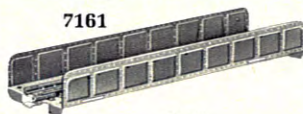


7168



**Straight Approach Section,** with integral centre stud contact track · Finished grey · 7 in. long

7161



7161

**Plate Girder Bridge,** with integral centre stud contact track and slots for the 7011 catenary supports for the overhead contact wire · Finished grey · 1 in. high, 7 in. long

7163



7163

**Arched Bridge,** with integral centre stud contact track and slots for two 7011 catenary supports for the overhead contact wire · The arch is 4⅝ in. high and the bridge is 14 in. long

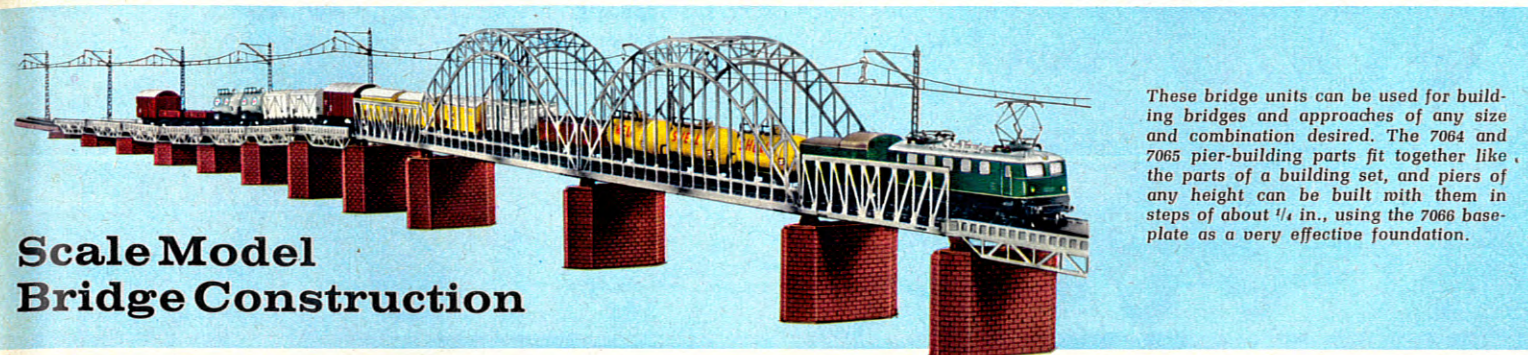
7162



7162

**Lattice Girder Bridge,** can also be used singly connected to the 7163 arched bridge as the first part of a main bridge · With integral centre stud contact track and slots for the 7011 supports for the overhead contact wire · Finished grey · 1⅞ in. high, 7 in. long

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



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 piers of any height can be built with them in steps of about ¼ in., using the 7066 baseplate as a very effective foundation.

Approach sections together with bridge piers are suitable for building up straight and curved approaches. Integral centre stud contact tracks are provided, with slots for the 7011 catenary supports for the overhead contact wire.

## Scale Model Bridge Construction

## Pier building parts

7066



**7066**  
Baseplate, for use as a foundation, ⅝ in. high, green plastic

7065



**7065**  
Pier, ¼ in. high · Very suitable for building bridge approaches with a ¼ in. rise between piers · Plastic

7064



**7064**  
Pier, 1¼ in. high · Plastic

**MARKLIN**



## Miniature Cars - pressure-cast zinc

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

Krupp Motor Lorry, latest forward-drive type, with inset windows · Monotone · 4<sup>3</sup>/<sub>4</sub> in. long

8034



8037

Lorry Trailer, colouring to match the 8034 Krupp motor lorry · Monotone, 4<sup>3</sup>/<sub>4</sub> in. long



8032

Fuel Tanker, eight-wheeled type in two detachable units · Latest up-to-date design, very easy running on curves · Multitone finish, 7 in. long

8017



▲ 8017

Phoenix Box Van, multitone, 5<sup>1</sup>/<sub>2</sub> in. long

8009



8009

Krupp Motor Lorry, monotone, 5<sup>1</sup>/<sub>2</sub> in. long

8012

Lorry Trailer, colouring to match the 8009 Krupp motor lorry · Monotone, 4<sup>3</sup>/<sub>4</sub> in. long

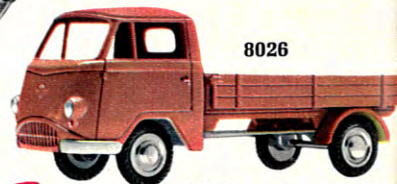
8031

▲ Mobile Crane, with slewing cabin and movable job · Crank handle for raising and lowering crane hook · Vehicle monotone, with silver jib · 6<sup>1</sup>/<sub>2</sub> in. long



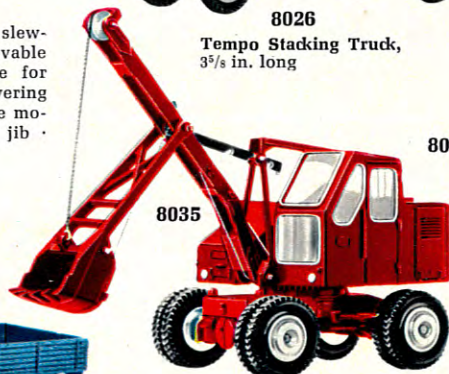
8026

8026  
Tempo Stacking Truck, 3<sup>3</sup>/<sub>8</sub> in. long



8035

Mobile Excavator, a 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 · 4<sup>3</sup>/<sub>8</sub> in. long



8035

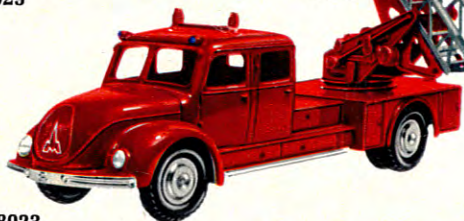
8029

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



8029

8023



8023

Fire Appliance, with extending turntable ladder · Red vehicle, silver ladder, 6<sup>1</sup>/<sub>2</sub> in. long

8036

Rear Tipper, six-wheeled; rear axle wheels have twin tyres · Cab with inset windows · Dump body can be raised and lowered by locking lever · Monotone, 5<sup>1</sup>/<sub>2</sub> in. long



8036



The 8036 rear tipper with dump body raised

8149

1 Rubber Tyre, 1/2 in. diameter, packed in cartons of ten · To fit the 8018 and 8025 miniature cars

8150

1 Rubber Tyre, 9/16 in. diameter, packed in cartons of ten · To fit the 8021, 8022, 8026 miniature cars

8151

1 Rubber Tyre, 5/8 in. diameter, packed in cartons of ten · To fit the 8011 and 8016 miniature cars

8152

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

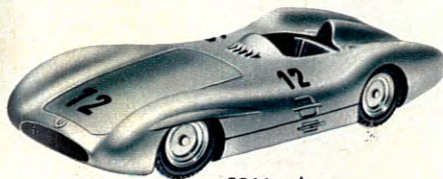
8153

1 Rubber Tyre, 3/4 in. diameter, packed in cartons of ten · To fit the 8029 and 8036 miniature cars





▲ 8021  
Karmann Ghia car, monotone, 3½ in. long



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



8022 ▲  
BMW 507 sports tourer car, monotone, 3½ in. long



8025  
Mercedes 190 SL car, duotone, 3½ in. long



8019 ▲  
Mercedes 300 SL car · Monotone · 3¾ in. long

## MÄRKLIN Metal Building Sets

- 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 enamelled in colours.
- All gear wheels — except the universal gear — have machine-cut teeth and turned bosses or hubs, instead of the stamped and riveted sheet metal parts so often used otherwise.
- Coloured casings give the models a colourful appearance closely resembling the real thing. A great advantage is that these cover plates can be bent at right angles and the lines of the bends then smoothed out again.
- Electrical parts — such as commutators, field or magnet coils, cables etc. — are also included in the assortment contained in Set 1013 and following ones, so that an insight can be gained 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 are given to play with is not a matter for indifference, as playthings that are accurately made will provide an education for accurate work in later life.

## and their Advantages

### Basic 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. and weighs 1 lb. 15 oz. · Can be made up into Basic Set 1010 by Supplementary Set 1029



1009



1010

### Basic 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. and weighs 2 lb. 8½ oz. · Can be made up into Basic Set 1011 by Supplementary Set 1030

# MÄRKLIN Metal building sets

## Basic Set 1011

Contains 232 building parts plus ten fixing clips, making **242 parts** in all · Box measures 20<sup>3</sup>/<sub>4</sub> in. by 13<sup>3</sup>/<sub>4</sub> in. by 1<sup>1</sup>/<sub>4</sub> in. and weighs 3 lb. 14 oz. · This one of the favourite building sets, as models from all branches of engineering can be made from the constructional parts it contains, the illustrated Instruction Book supplied with it giving a wide selection to choose from · Can be made up into Basic Set 1012 by Supplementary Set 1031

## Basic Set 1012

Contains 386 building parts plus ten fixing clips, making **396 parts** in all · The box measures 20<sup>3</sup>/<sub>4</sub> in. by 13<sup>3</sup>/<sub>4</sub> in. by 1<sup>1</sup>/<sub>2</sub> in. and weighs 5 lb. 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 · This set can be made up into Basic Set 1013 by Supplementary Set 1032

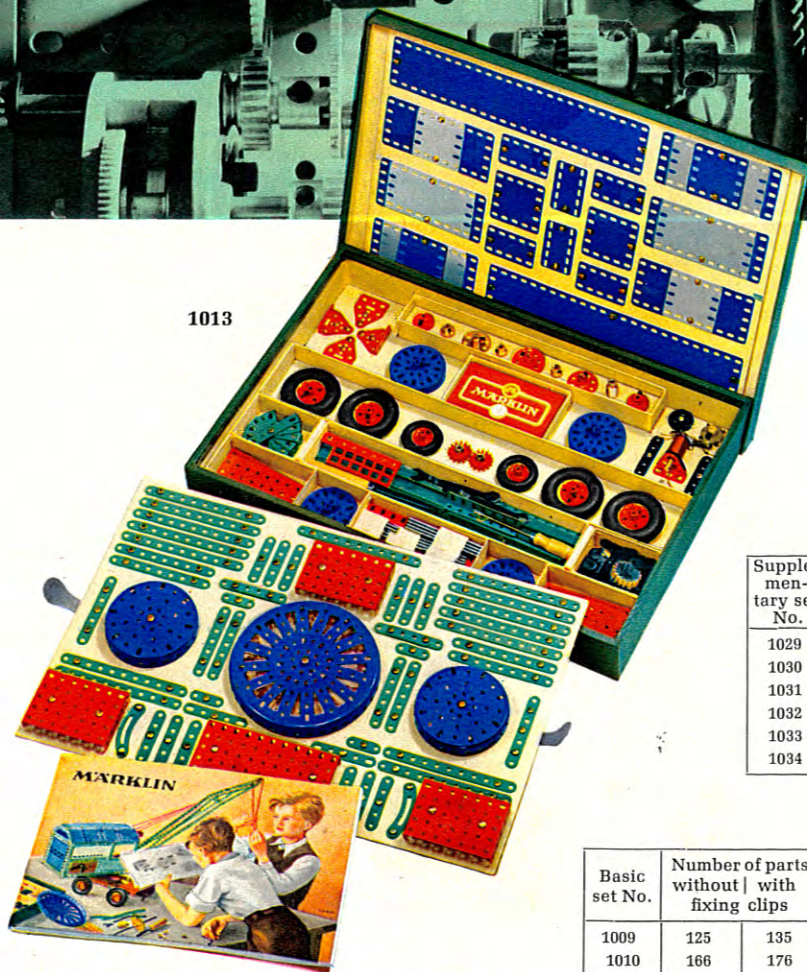
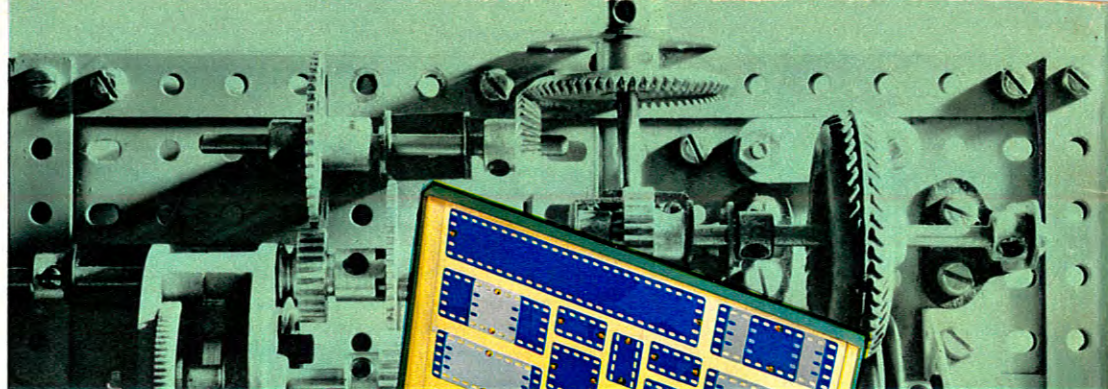
## Basic Set 1013

Contains 658 building parts plus 146 fixing clips, making **804 parts** in all · Box measures 20<sup>3</sup>/<sub>4</sub> in. by 14<sup>1</sup>/<sub>4</sub> in. by 2<sup>5</sup>/<sub>8</sub> in. and weighs 13 lb. 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 into Basic Set 1014 by Supplementary Set 1033

1013 ▶

## Basic Set 1014

Contains 953 building parts plus 205 fixing clips, making **1158 parts** in all · Box measures 25<sup>1</sup>/<sub>4</sub> in. by 16<sup>5</sup>/<sub>8</sub> in. by 2<sup>5</sup>/<sub>8</sub> in. and weighs 18 lb. 3 oz.



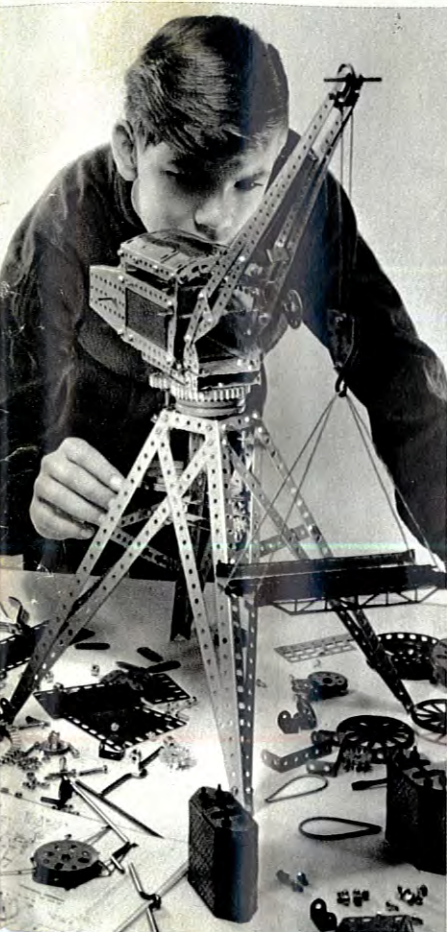
Supple- men- * tary set No.	Number of parts without   with fixing clips	
1029	42	42
1030	67	67
1031	154	164
1032	273	283
1033	295	346
1034	1086	1179

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

The number of building parts  
in MÄRKLIN Metal Building Sets ▶

# MARKLIN Supplementary Sets

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.



1034

1034

**1034**  
Supplementary Set extends Basic Set 1014 a stage further.

**Summarised:**

- |                               |                                  |             |
|-------------------------------|----------------------------------|-------------|
| Supplementary Set <b>1029</b> | makes up Set 1009 into Basic Set | <b>1010</b> |
| Supplementary Set <b>1030</b> | makes up Set 1010 into Basic Set | <b>1011</b> |
| Supplementary Set <b>1031</b> | makes up Set 1011 into Basic Set | <b>1012</b> |
| Supplementary Set <b>1032</b> | makes up Set 1011 into Basic Set | <b>1013</b> |
| Supplementary Set <b>1033</b> | makes up Set 1013 into Basic Set | <b>1014</b> |

Apart from the Supplementary Sets just mentioned, every MARKLIN metal building set can be expanded by extra parts if your set does not contain sufficient of them for some model you wish to make, as well as 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 MARKLIN products.

**MARKLIN**

## Motor for driving

models made up from the Metal Building Sets

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.

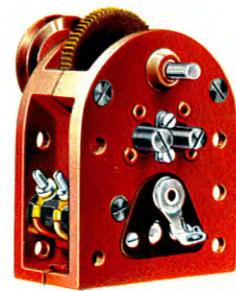
again available



1072

**1072**  
Electric Motor, to run on 16 volts, with cable and switch for reversing the running direction. Two cord or spring band pulleys running in opposite directions at different speeds, controlled by the transformer. No-load speeds about 3,000 and 1,100 r.p.m. respectively. An extremely efficient motor, also suitable for the largest building set models, as well as for driving dynamos and working models of all kinds. (We advise using only a transformer of the 6100 Group). With three connecting plugs. 2 1/2 in. high, 3 1/4 in. wide, 2 5/8 in. deep, distance between pulley grooves 3 1/2 in. Weight 17 1/4 oz.

**Electric Motor**



1071

**1071**  
Electric Motor, reversible, to run either forward or backward. No-load speed about 1,500 r.p.m. Works on 16 volts off any MARKLIN model railway transformer. Supplied complete with two 7080 cables. Size of motor, 2 5/8 in. high, 2 in. wide and 2 in. deep. Weight 7 oz.

# MÄRKLIN

