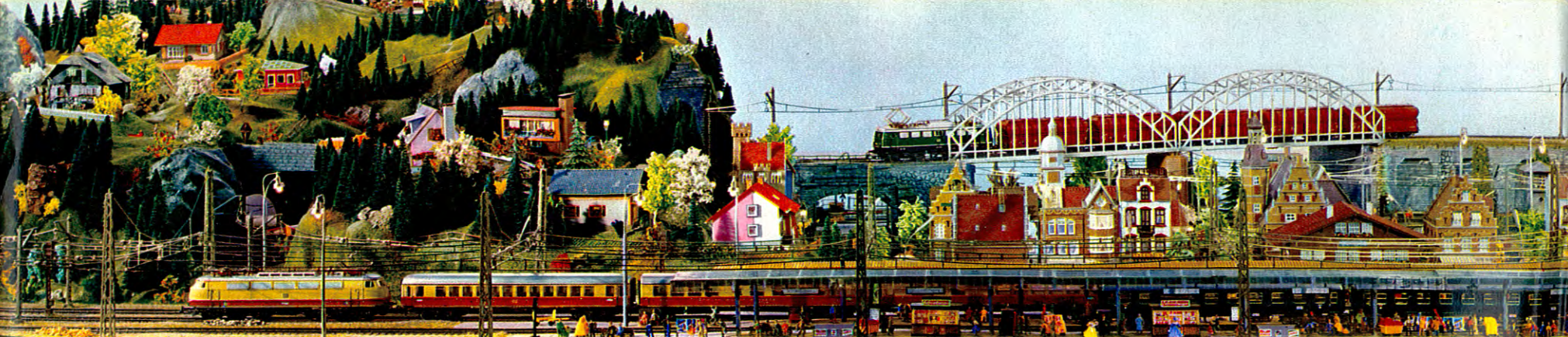


MÄRKLIN

1966/67 E o. P.





We regret we are unable to supply direct to our customers from our Works. Our products are supplied subject to alterations and to our being able to deliver. All information regarding dimensions is given without any guarantee. Publication of this Catalogue renders all our earlier Catalogues invalid.

GEBR. MÄRKLIN & CIE. ^{GM}_{BH}

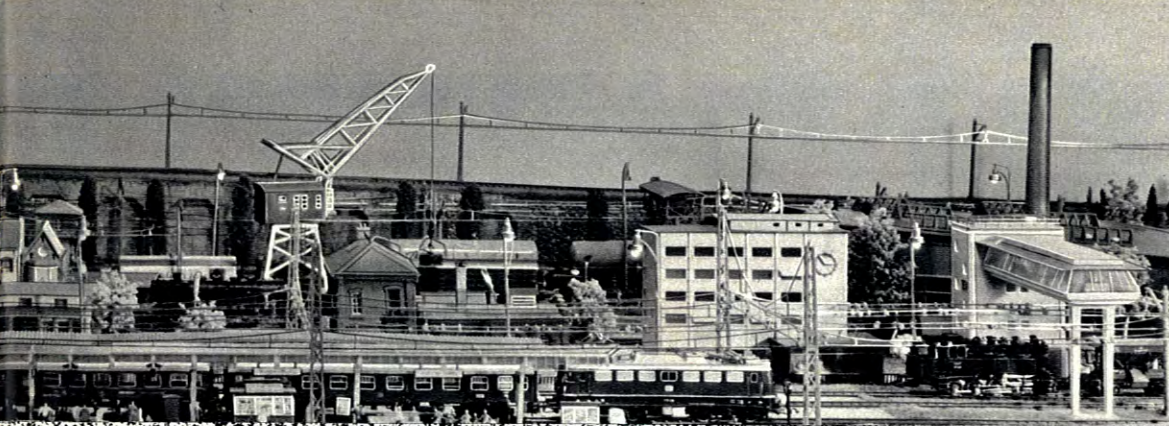
732 GOPPINGEN-WÜRTT.



Trade Mark

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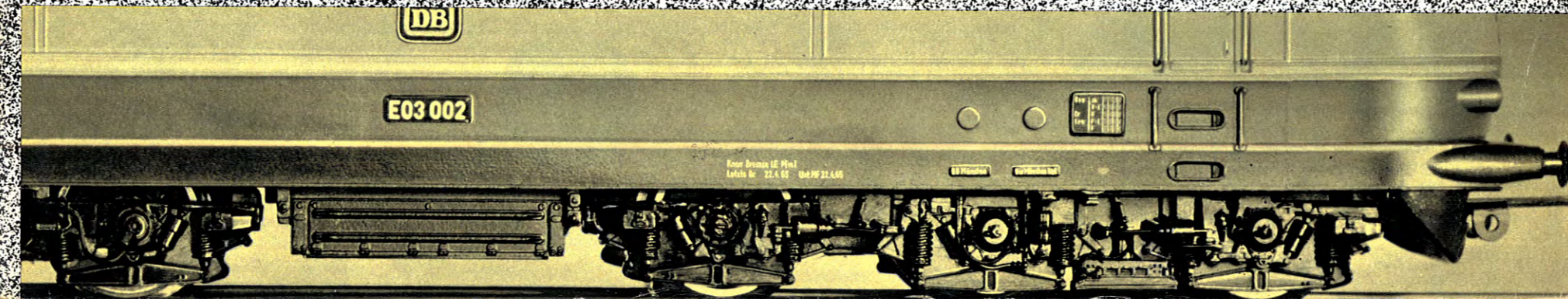
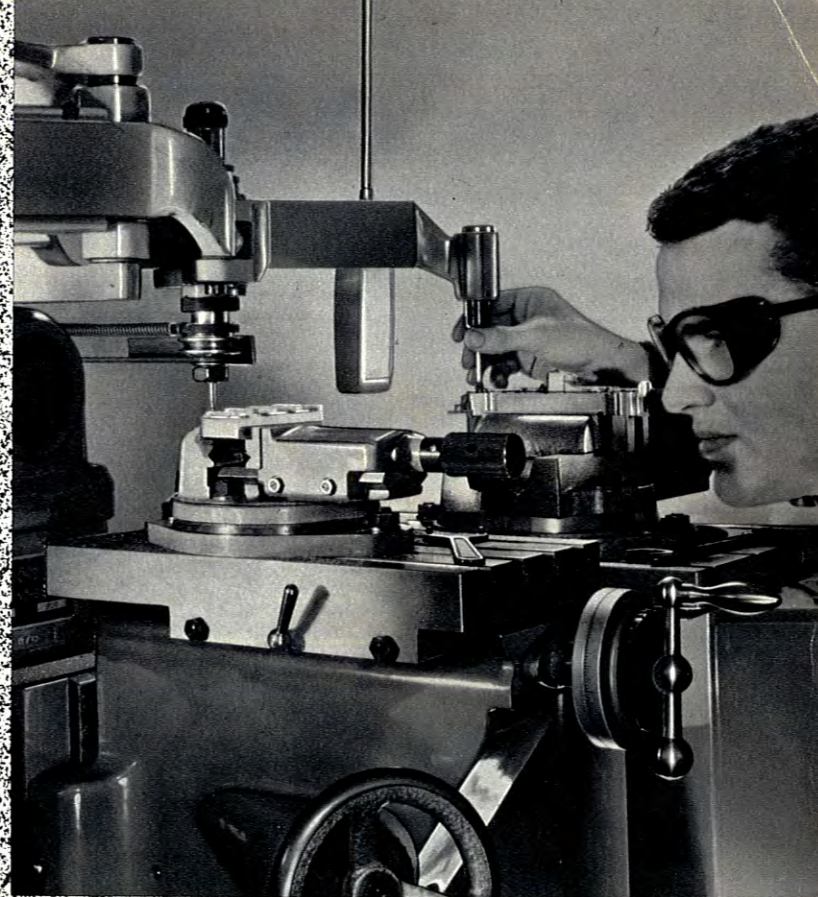
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A thing well done will last

MARKLIN Quality

For more than a century
Endeavour to reach
maximum performance



**BUILDING THE SYSTEM IS SIMPLE,
AND THERE ARE NO PROBLEMS**

WORKS FROM THE A.C. MAINS

The connections for the track and its accessories are simple and the transformers required are very reasonable in price. The MÄRKLIN TELEX COUPLING system does not need any additional apparatus, and the locomotives run smoothly to a standstill when the current is switched off.

HIGH TRACTIVE EFFORT

The tractive effort of a locomotive depends to a great extent on the adhesion between wheel and rail, and so all MÄRKLIN locomotives—even the smallest—are fitted with special plastic tyres to increase adhesion.

SUPPRESSION FOR TELEVISION AND RADIO

All MÄRKLIN locomotives are fitted with two condensers and a choke for suppressing interference, and there is also a suppressor track section 5130 available (see page 52) for the medium and long wavebands.

Construction is so simple as to be readily understood by anyone, and this is the most outstanding feature of the MÄRKLIN Model Railway. All track formations imaginable—even reversing loops and triangular formations—can be made simply by joining track sections together, without any complicated circuits being necessary. Moreover, the MÄRKLIN block system that has been developed to a very high pitch of perfection, provides real model railwaymen with an attractive and extensive field for their activities. In conjunction with contact track sections, train service indicators can be made up in an impressive way in track-diagrammatic push-button control signal boxes, though this will require the exercise of a great deal of technical talent as well as considerable work.

MÄRKLIN COUPLINGS

All rolling stock can be coupled to locomotives and to one another independently of the direction of running.

1. AUTOMATIC COUPLINGS

Couplings of MÄRKLIN design automatically engage when rolling stock is run together, and they can be disengaged again by means of an uncoupling track section.

This is the ideal way of uncoupling by remote electro-magnetic control, and it does not require any extra apparatus of any kind. Various locomotives are fitted with this coupling (see pages 5, 7 and 22) that enables coaches or wagons to be uncoupled from locomotives at any place desired on the system by remote control from the transformer. These three different kinds of coupling can be used together indiscriminately without any difficulty at all.

RELIABLE AND SAFE CIRCUITRY

Current is fed to the track either by centre stud contacts or the MÄRKLIN overhead contact wire system, and is returned through the two outer (running) rails by all wheels of locomotives and rolling stock (except driving wheels fitted with plastic tyres to give extra adhesion). Dust and dirt have only very little effect on the running of locomotives with this MÄRKLIN system.

The Advantages of the

SEPARATION OF ELECTRICAL CIRCUITS

The track can be isolated electrically very simply, as isolating track sections that could adversely affect freedom of choice in constructing the system are not required. Separation of circuits is necessary in the case of sidings, passing tracks and tracks with signals operating more than one train.

2. AUTOMATIC COUPLINGS WITH THE "ADVANCE" UNCOUPLER

Most rolling stock is fitted with the "Advance" uncoupling device, and once the uncoupling track section has released the couplings, a train can be shunted further without the couplings re-engaging, and so rolling stock can be shunted and left wherever desired.

3. THE MÄRKLIN TELEX COUPLING

SCALE-MODEL SIGNALS

MÄRKLIN signals can be placed anywhere desired along the track, either on the left or right-hand side, and there is no need for any special isolating track sections to interfere with the layout of the line. Home signals have all the switchgear necessary for automatic block working, and there is a very extensive selection of signals available for building up a railway system in true scale-model style.

PRICES ARE ASTONISHINGLY LOW

The MÄRKLIN selection offers an extensive choice in every price range.

MARKLIN H0 Railway

FURTHER ADVANTAGES

A most extensive range of all trackparts, including points, crossings and double-slip points, for both the standard as well as the concentric circle layouts. All the magnetically-operated accessories have their own coloured cables and contact plugs, the cables being permanently connected, and through this, building up your own railway system is straightforward and easy.

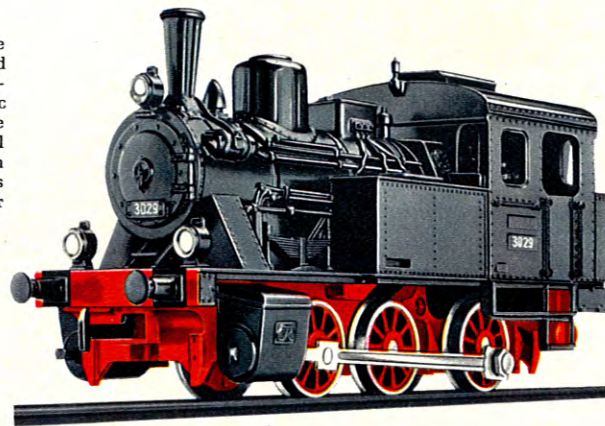
Only one kind of control panel is needed for operating magnetically-operated accessories.



MARKLIN

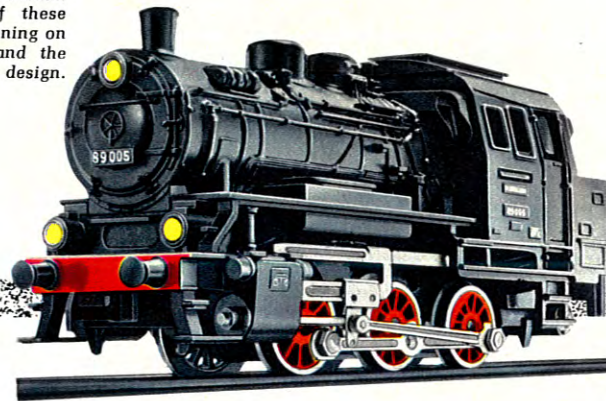
3029

Tank Engine · A model of the six-coupled 0-6-0 engine used in large industrial concerns · Remote-control reversing, plastic tyres, dull black unbreakable plastic casing with cast metal frame, all fittings reproduced in fine detail · Strong coupling hooks at both ends · 4 in. long over buffers



These tank engines are favourites with large numbers of model railway enthusiasts because of the very many opportunities for using them for both passenger and goods traffic, especially for shunting work in marshalling yards and goods depots, as well as for their attractive appearance and ease of placing them on the track. Particular advantages of these models are their good running on curves, high efficiency and the general harmony of their design.

Tank Engines

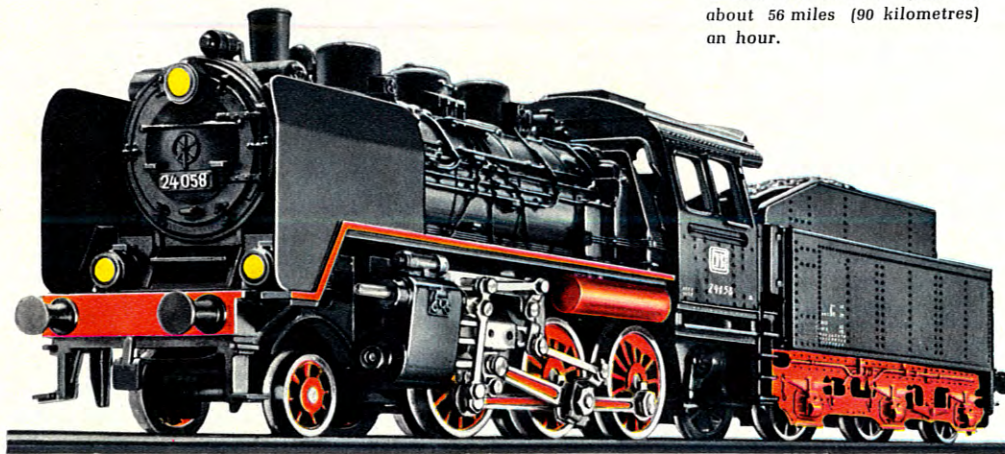


3000

Tank Engine · A model of the German Federal Railways' 0-6-0 six-coupled Class 89 engine, with remote-control reversing, and plastic tyres on the two trailing drivers to give increased tractive effort · The driving motor has a specially low-g geared longlife gear · Three headlamps to light up, dull black unbreakable plastic casing with a cast metal frame · Boiler fittings, cab, coal bunker and water tanks all reproduced exactly as on the full-sized original · Strong coupling hooks at both ends · 4 1/8 in. long over buffers

Mixed Traffic Engines

The Class 24 engine is a standard type used for passenger and goods traffic on the Federal Railways of Western Germany; it has a maximum speed of about 56 miles (90 kilometres) an hour.



3003

Passenger Engine and tender · A model of the German Federal Railways' Class 24 eight-wheeled 2-6-0 six-coupled engine for mixed traffic; full Walschaerts valve motion, remote-control reversing, leading truck kept on the track by springs to avoid any risk of derailment · Two plastic tyres on trailing drivers to increase tractive effort, and special low-gear motor · Three-lamp head code · Dull black unbreakable plastic casing with true scale-model reproduction of the boiler fittings on the full-sized original · Pressure-cast zinc frame, six-wheeled tender close-coupled to the engine, with full reproduction of all details of the riveted construction · Coupling hook in front, automatic coupling on the tender · 8 in. long over buffers

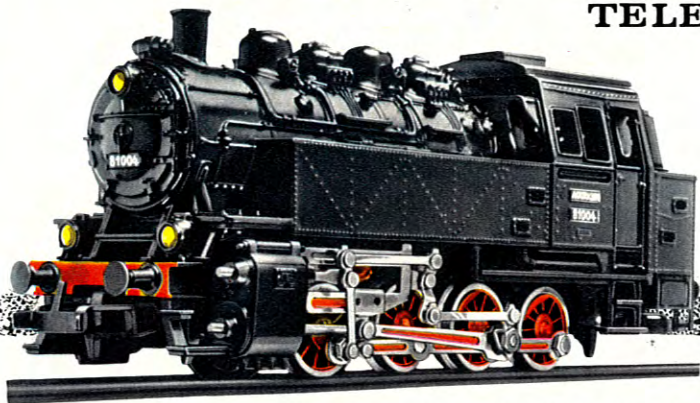
MARKLIN models
are masterpieces of model railway construction

MARKLIN
joy



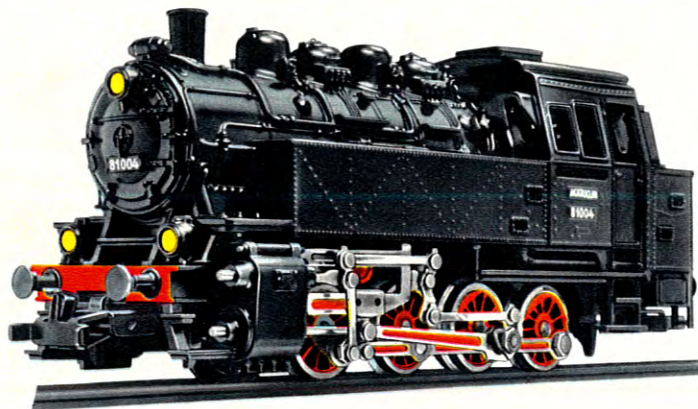
Steam locomotives are becoming ever rarer in full-scale operation, but **MARKLIN** are continuing to build them to utmost technical perfection to give joy to railway enthusiasts.

Tank Engine with the MÄRKLIN TELEX COUPLING



3031

Tank Engine - A model German Federal Railways' eight-wheeled eight-coupled 0-8-0 Class 81 engine. All four axles of the model are driven by spur gearing and there are two plastic tyres on the trailing drivers. Full Walschaerts valve motion, with the rods picked out in red. Remote control for reversing the engine and also for operating the TELEX COUPLING at each end of it. Three-light head code also at each end. Cast metal frame with all-metal casing and full-scale model reproduction of all fittings. Finished in dull black enamel. 5 in. long over buffers.



3032

Tank Engine, the same as No. 3031, but with automatic couplings at each end, instead of the TELEX COUPLING.

Tank Engine with Automatic Coupling



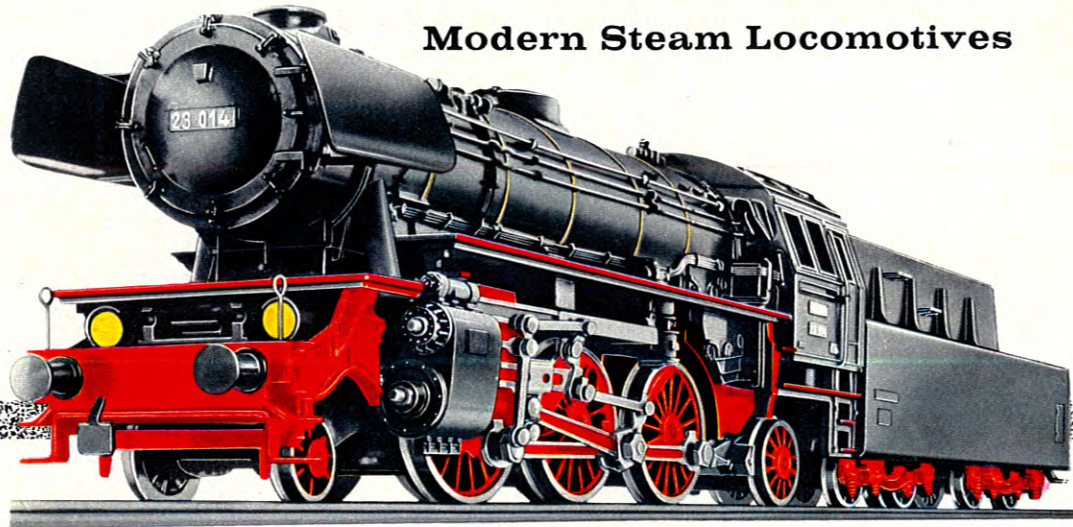
MÄRKLIN

Engines of the Class 81 type are used to a great extent for shunting on the German Federal Railways, and consequently they need to have only a high tractive effort without being able to run at any great speed, though, all the same, they can pull a train weighing 1,100 tons at a speed of approximately 28 miles an hour (45 kilometres) on the level.

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



Modern Steam Locomotives

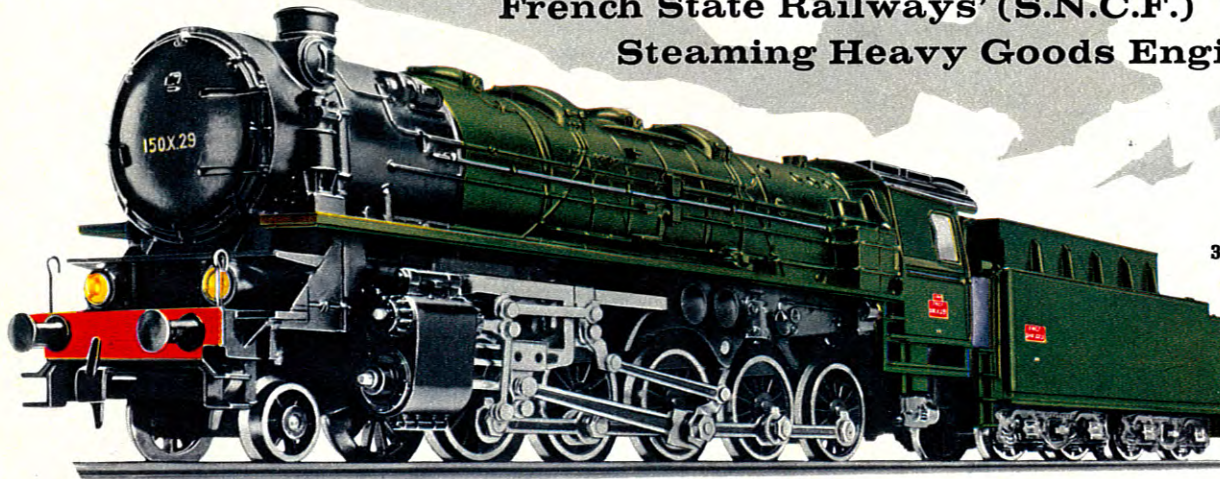


3005

MARKLIN

The German Federal Railways' Class 23 engines are used on medium and heavy passenger services, for fast trains and light expresses, and for goods trains as well. The engines and tenders are built by the latest methods of welded construction, their excellent design providing speeds of approximate 70 miles an hour (110 kilometres) when running forward and 53 miles an hour when running tender first. As the full-sized engines of this type are permitted to run at such a high speed tender first, they are very often used in heavy suburban and inter-urban traffic as well, instead of tank engines.

French State Railways' (S.N.C.F.) Steaming Heavy Goods Engine



3046

Heavy Goods Engine · A model of the twelve-wheeled 2-10-0 ten-coupled 150 X Class engine on the French State Railways (Société Nationale des Chemins de Fer Français, or S.N.C.F.) · Dividing the frame of this engine into two combined articulated units gives very good running characteristics and freedom of movement on curves · Full Walschaerts valve motion with rods picked out in black; remote control for reversing · The engine is fitted with a device for producing smoke or steam very closely resembling the real thing, consisting of the smoke or steam generator, extra steam pipe, cleaning wire, tweezers and an ampoule containing the steam liquid (see page 69 for a refill ampoule 0241) · The leading truck is kept on the line by springs to safeguard against derailment, and two plastic tyres on the trailing drivers increase the engine's tractive effort · All driving axles are driven by spur gearing · Two headlamps are provided · Pressure-cast zinc frame and casing with numerous details, the casing finished in dark green · The coupling hook fitted to the leading truck gives full front-coupling facilities as well · Cab windows have transparent panes · Double-bogie eight-wheeled tender with automatic coupling · 11 in. long over buffers

98 engines altogether of this 150 X Class were placed in service by the S.N.C.F. in the years 1945 and 1946; they are used for hauling heavy goods trains on the lines of the Eastern and Northern Regions not yet electrified. Their maximum speed is about 50 miles an hour (80 kilometres), and their total weight is 100 tons.

MÄRKLIN
the real thing
in miniature



The Steaming Heavy Goods Engine



with the **MÄRKLIN TELEX COUPLING**

Heavy Goods Engine · A model twelve-wheeled 2-10-0 ten-coupled Class 44 engine on the Federal Railways of Western Germany · The engine and tender are joined by a fixed coupling · The frame of the engine is divided into two separate groups of driving wheels, giving excellent running characteristics and very good freedom of movement on curves · Remote-control reversing and full Walschaerts valve motion · **Equipment for generating smoke or steam very closely resembling the real thing**, consisting of the smoke or steam generator, extra steam pipe, cleaning wire, tweezers and an ampoule of steam liquid (see page 69 for a refill ampoule 0241) · The leading truck is kept on the track by springs to prevent derailment · Two plastic tyres on the wheels of the trailing driving axle to increase the tractive effort · All driving axles are driven, and the specially low-g geared motor provides slow running as well · Three headlamps to light up · Pressure-cast dull black zinc casing · Coupling hook on the leading truck gives full front-coupling facilities as well · Scale-model reproduction of all details of boiler fittings and smoke deflector plates · Cab windows fitted with cellophane panes · Pressure-cast zinc frame · Eight-wheeled double-bogie tender with the **MÄRKLIN TELEX COUPLING** · 11 in. long over buffers · The **MÄRKLIN TELEX COUPLING** on the tender, with remote-control from the transformer, allows the train behind the engine to be uncoupled and coupled up again at any desired place on the line, without the need for any extra apparatus.

MÄRKLIN

The long-distance heavy goods traffic on the German Federal Railways is hauled by these powerful Class 44 engines, and that is why this particular type of engine is so often seen on the main lines of the full-sized system, arousing the interest and wonderment of all railway enthusiasts. The particularly attractive appearance and massive design of this engine were the main reasons for its reproduction in the form of this very fine model.



The Steaming Express Engine

a super model

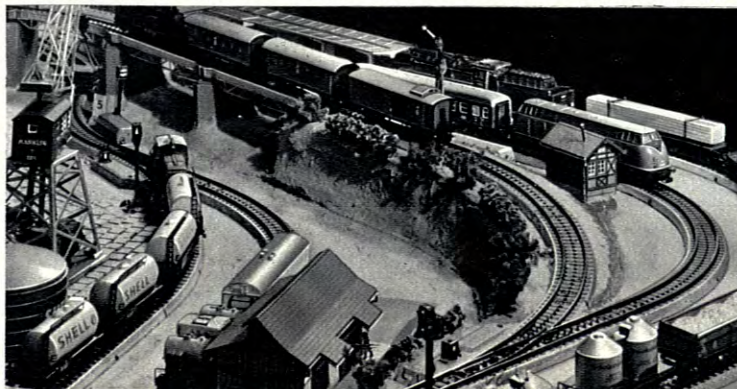
3048

Express Engine and tender · A model of the German Federal Railways' Class 01 twelve-wheeled six-coupled 4-6-2 type of engine · Remote-control reversing, and full reproduction of the Walschaerts valve motion · **Equipment for generating smoke or steam closely resembling the real thing**, consisting of the smoke or steam generator fitted to the engine, extra steam pipe, cleaning wire, tweezers and an ampoule of steam fluid (see page 69 for the 0241 refill ampoule) · Leading bogie and trailing truck kept on the track by springs and safeguard against derailment · Two plastic tyres on the wheels of the trailing driving axle to increase tractive effort · Three headlamps to light up · Dull black, strong, all-metal casing, with exact reproductions of all boiler fittings and the cylinders; scale-model smoke deflector plates · Double-bogie tender with automatic coupling · 11 in. long over buffers

MÄRKLIN
masterpieces
in miniature



This engine is one of MÄRKLIN's finest models and is a true reproduction in miniature of a Class 01 express engine of the German Federal Railways—a type with high efficiency as its outstanding feature. This is truly a model that no railway system can afford to be without.



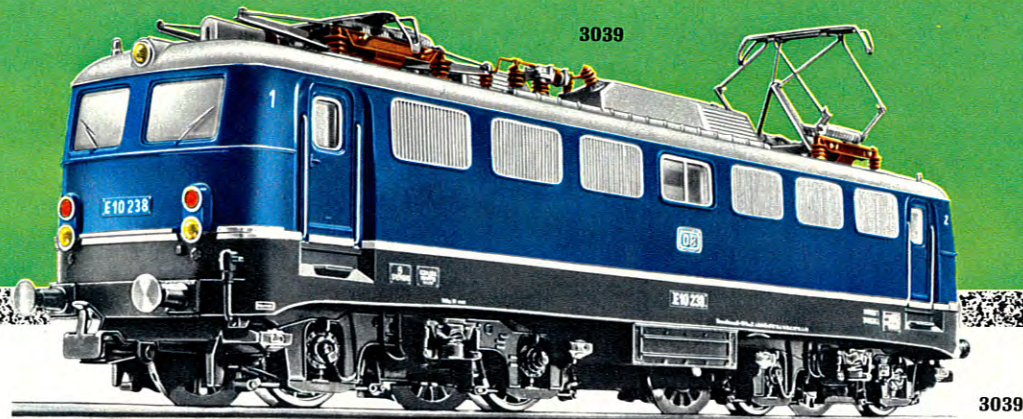
MÄRKLIN

Electric Express Locomotive · A model of the eight-wheeled 0-4-4-0 or Bo-Bo Class E 10¹ electric express locomotive in service on the Federal Railways of Western Germany · Both axles of the driving bogie are driven by spur gearing and four plastic tyres are fitted to the wheels to increase the tractive effort · Reversing is by remote control and the model carries a three-light head code at each end · Lever for optional change-over from overhead contact wire or surface contact working · Blue all-metal casing with fine reproduction of all details and fixed buffer beams · The roof is finished silver with all its details reproduced, including two spring-loaded pantographs · All inscriptions, lettering etc. as on the full-sized original · Inset windows with plastic frames · Couplings at both ends for automatically coupling to coaches with the "Advance" uncoupler · 7 1/8 in. long over buffers

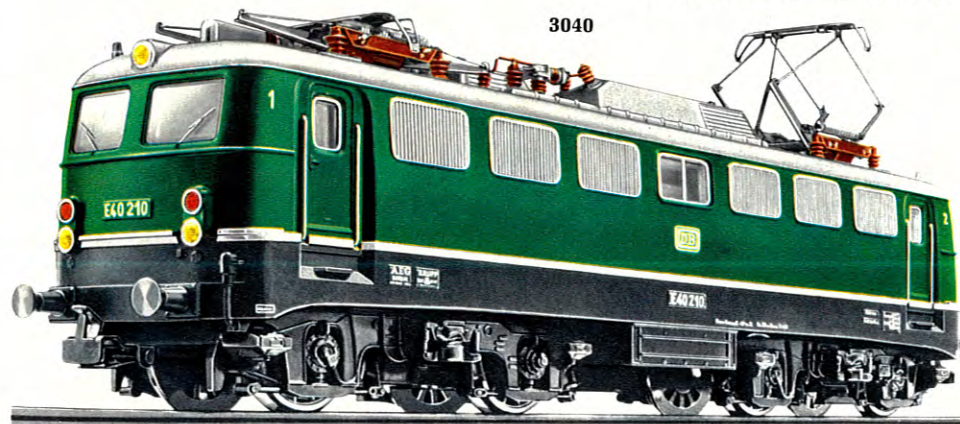
Electric locomotives of the E 10¹ Class have been built in large numbers for the German Federal Railways since 1956 for use on heavy express services. With their four traction motors giving a total of 5,000 H.P. they have a maximum speed of approximately 94 miles an hour (150 kilometres) and a maximum tractive effort of 28 tons at starting. Their total weight is 85 tons and they are approximately 54 ft. long.



The "E 10¹" Electric Express Locomotive



The "E 40" Goods Locomotive of the German Federal Railways



For standardisation reasons the Class E 40 locomotives intended for heavy goods traffic in level country are practically identical in design and construction to the E 10¹ Class, the chief difference being in the transmission ratio of the gearing that gives the goods locomotive a maximum speed of approximately 62 1/2 miles an hour (100 kilometres) only. This locomotive can occasionally be seen in Switzerland also, in service on the Swiss Federal Railways (SBB) under the Loan Programme.

Electric Goods Locomotive · A model of the eight-wheeled 0-4-4-0 or Bo-Bo Class E 40 locomotive of the German Federal Railways · Both axles of the driving bogie are driven by spur gearing and the wheels are fitted with four plastic tyres to give a higher tractive effort · Reversing is by remote control and there is a three-light head code at each end of the model · Lever for optional change-over from overhead contact wire or surface contact working · Green all-metal casing with fine reproduction of all details and fixed buffer beams · Reproduction of all details on the silver roof, including two spring-loaded pantographs · All inscriptions, lettering etc. exactly as on the full-sized original · Inset windows with plastic frames · Coupling at both ends for automatically coupling to wagons with the "Advance" uncoupler · 7 1/8 in. long over buffers

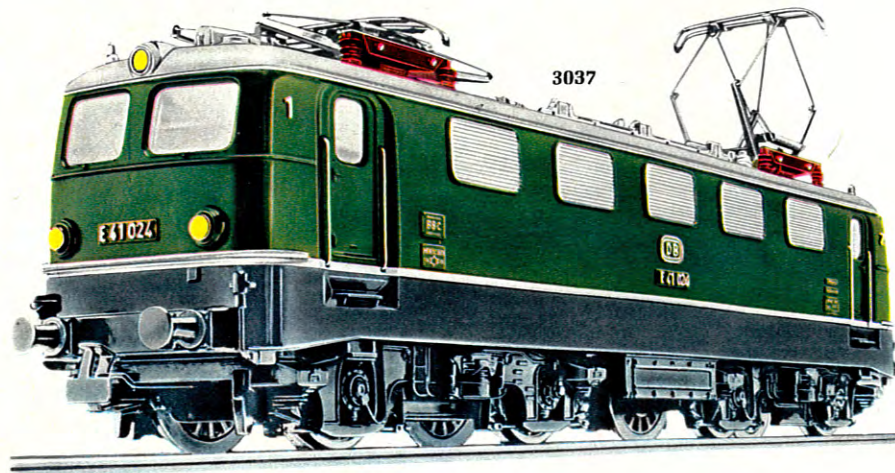
"E 41"—the Electric Locomotive with so many Uses



3034

Electric Locomotive · A model of the eight-wheeled 0-4-4-0, or Bo-Bo, Class E 41 locomotive on the German Federal Railways · Both axles of the rear bogie are driven and the wheels have four plastic tyres to increase tractive effort · Reversing by remote control and the locomotive has three headlamps to light up, front and rear · Lever for changing over for optional overhead contact wire or surface contact working · The silver roof carries two spring-loaded pantographs and the all-metal casing is finished blue with numerous details and fixed buffer beams; the windows are glazed with cellophane · Couplings are fitted to both ends for automatically coupling to wagons with the "Advance" uncoupler · 7 in. long over buffers

The full-sized prototypes of MÄRKLIN models 3034 and 3037 can be seen in both the blue and green finishes in the Federal Territory of Western Germany, where they are used in express, fast, passenger and goods services.



3037

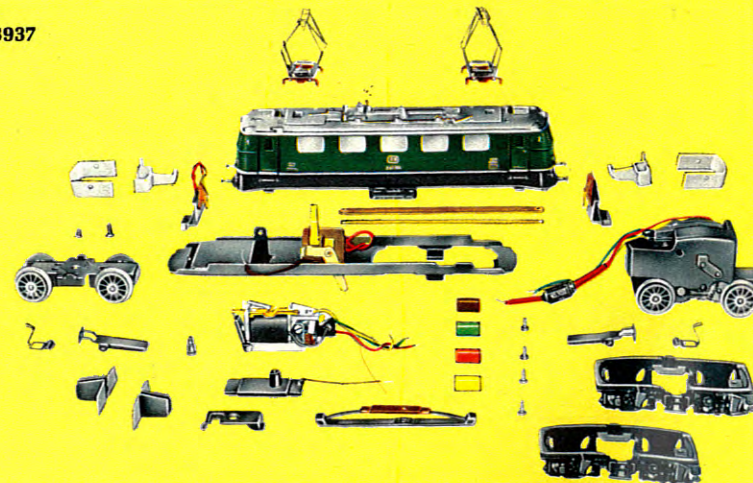
3037

Electric Locomotive · A model of the German Federal Railways' Class E 41 locomotive, the same as No. 3034, but with the casing finished green

Kit for Building the E 41 Locomotive

Electric Locomotive Building Kit · Containing all component parts, except lamp bulbs (though the locomotive built from this kit can be lighted up), required for building the 3037 electric locomotive (see illustration) · Assembling the kit requires only a screwdriver and flat pliers, no painting or soldering being necessary · Building this model is rather more difficult than assembling model coach or wagon kits · Fully illustrated instructions for building are given with every building kit

3937





The New E 03 Locomotive



Outwardly distinctive by their pleasing aerodynamic form, the Class E 03 locomotives are at present the most powerful and also the fastest ones on the German Federal Railways. Calculated on the basis of the maximum speed of 125 miles an hour (200 kilometres), the six traction motors, each driving its own axle, have an one-hour rating of 6,420 kW or 8,750 H.P., though in reality the values actually reached are somewhat higher. Other details of these locomotives are likewise imposing, i.e., length over buffers: 64 ft., weight in working order 108 tons, and maximum tractive effort at starting 32 tons.

**The fastest and most powerful locomotive
on the Federal Railways of Western Germany**

MARKLIN
Progress
follows tradition



New

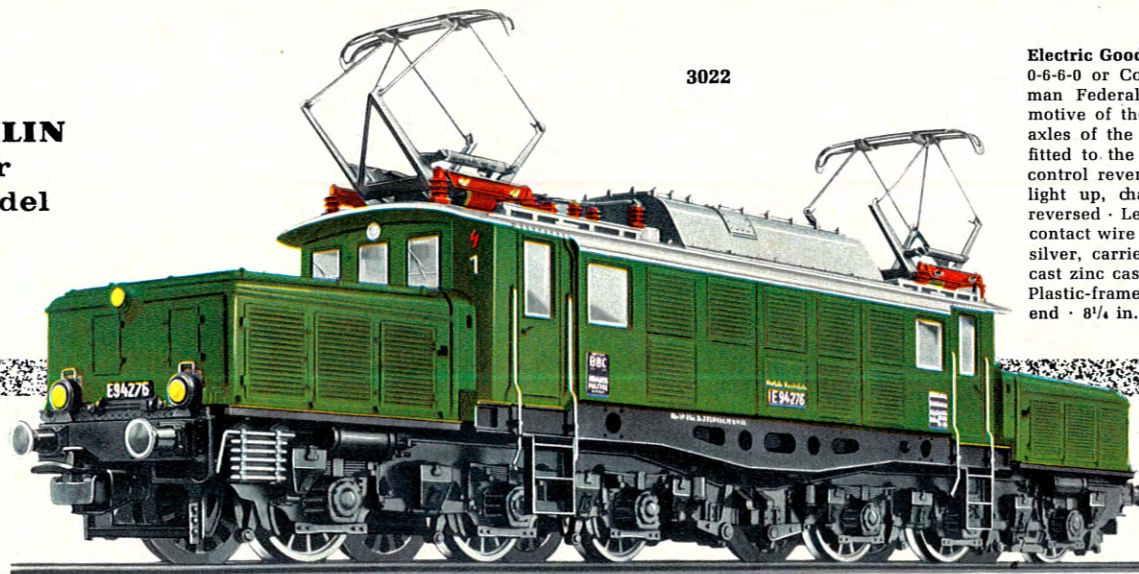
3053

3053

Electric High-Speed Flyer Locomotive · A model of the German Federal Railways' twelve-wheeled 0-6-6-0 or Co-Co type Class E 03 locomotive · The model has three axles driven and four of the wheels have plastic tyres to increase tractive effort · Remote-control reversing, three-light head code at each end · Illuminated roof windows exactly as on the full-sized prototype · Lever for changing over from optional overhead contact wire or surface contact working · Pressure-cast zinc underframe with fixed buffer beams; finely-detailed unbreakable plastic casing · Finished in the true cream and red colours of the full-sized TEE (Trans-Europa Express) original, with inset plastic-framed windows · Two spring-loaded pantographs on roof · Couplings at either end for automatically coupling to coaches · 8⁵/₁₆ in. long over buffers

MARXLIN
Another
fine model

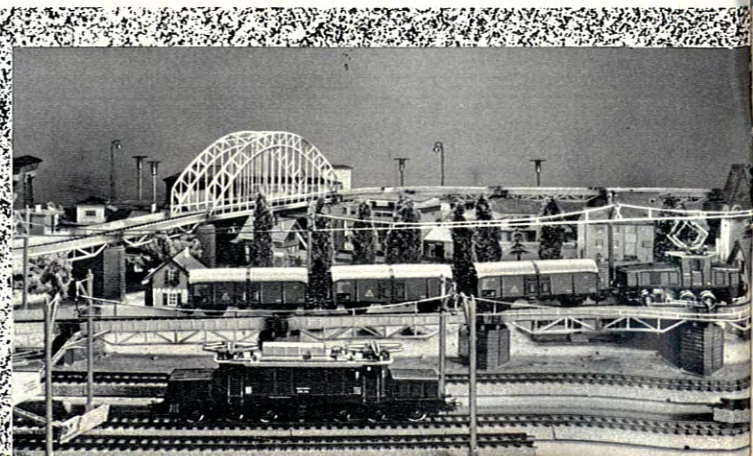
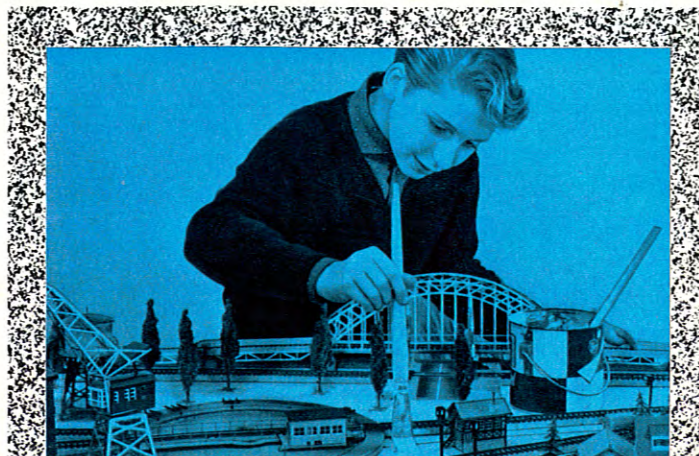
There are 124 of these E 94 heavy goods locomotives in use on the German Federal Railways and the six traction motors in the latest of them have a rating of 4,680 kW or some 6,350 H.P. Their maximum speed is about 56 1/4 miles per hour (90 kilometres) and the maximum starting tractive effort about 40 tons. In working order they weigh 120 tons.



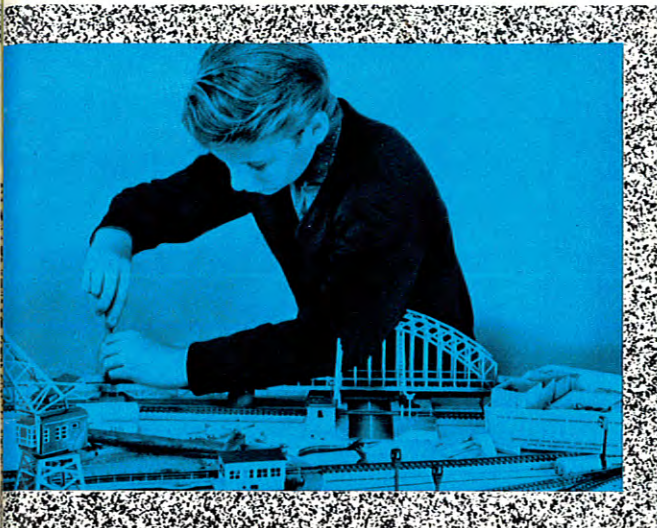
Electric Goods Locomotive · A model of the twelve-wheeled 0-6-6-0 or Co-Co type Class E 94 locomotive on the German Federal Railways, reproducing the full-sized locomotive of the same class number in every detail · Three axles of the model are driven, and four plastic tyres are fitted to the wheels to increase tractive effort · Remote-control reversing, and three headlamps front and rear to light up, changing over when the running direction is reversed · Lever for changing over from optional overhead contact wire to surface contact working · The roof, finished silver, carries two spring-loaded pantographs · Pressure-cast zinc casing in three parts, finished in green enamel · Plastic-framed inset windows · Automatic couplings at each end · 8 1/4 in. long over buffers

The "E 94" Electric Heavy Goods Locomotive

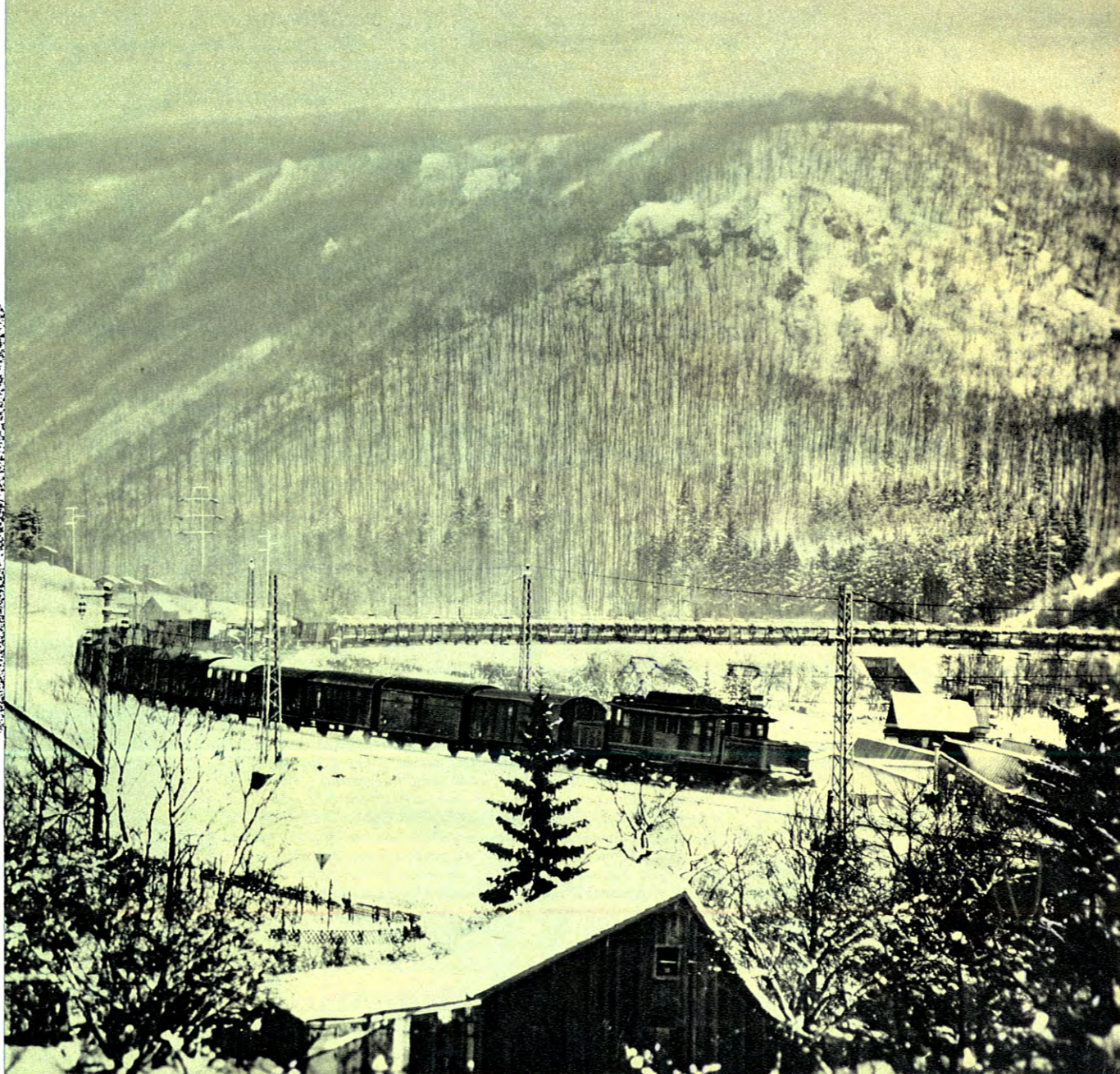
MARXLIN

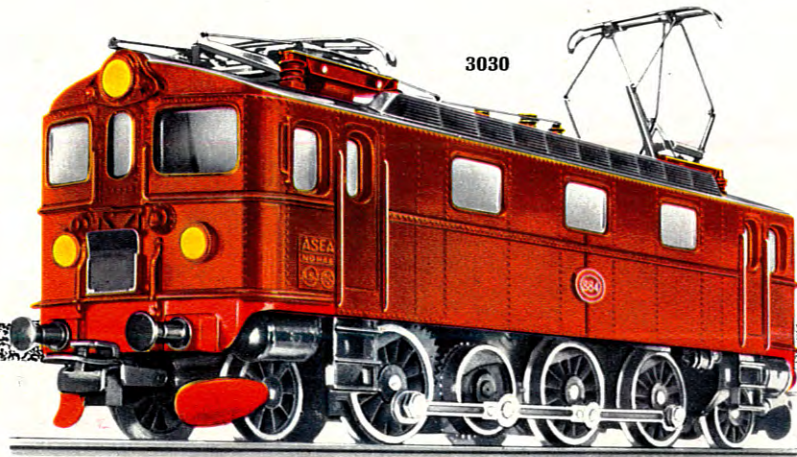


M'ARKLIN



M'ARKLIN

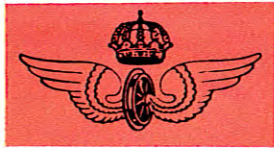




3030

Electric Locomotive for all services · A model Swedish State Railways' ten-wheeled 2-6-2 six-coupled Class Da locomotive · The model has three axles driven by a gear-driven jackshaft, and reverses by remote-control · Leading and trailing trucks are kept on the track by springs to safeguard against risk of derailment · One set of driving wheels fitted with two plastic tyres to give a high tractive effort · Three headlamps front and rear to light up · Lever for changing over from optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Brown all-metal casing with numerous details and fixed buffer beams · Automatic coupling at each end · 5⁷/₈ in. long over buffers

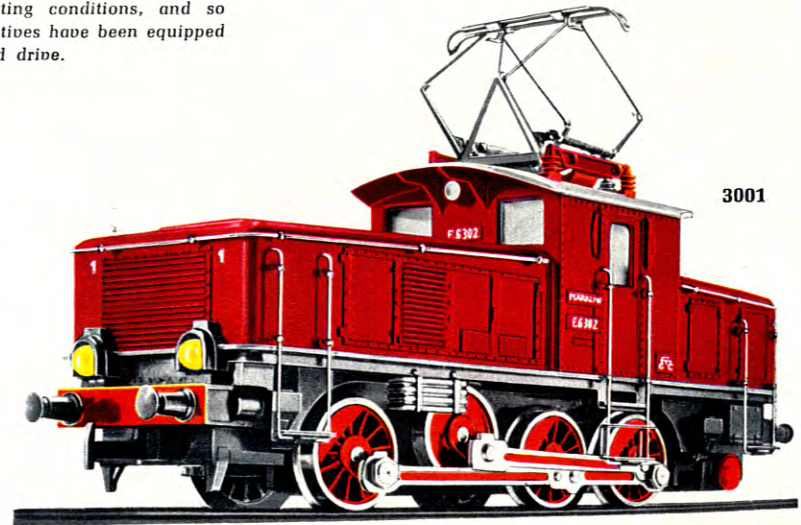
Swedish Locomotive



The standard Class D locomotives can often be seen on the Swedish State Railways' lines (Statens Järnvägar), the Da type being used both for passenger and goods trains. Their axle loading is low—only 15 or 17 tons, as the case may be, and because of this wheels individually driven would race under difficult starting conditions, and so these locomotives have been equipped with side rod drive.

3001

Electric Shunting Locomotive · A model of the Class E 63 in use on the German Federal Railways, a six-wheeled six-coupled 0-6-0 type · The model has a gear-driven jackshaft with remote-control reversing, and its tractive effort is increased by the plastic tyres fitted to the trailing driving wheels · The motor has low-g geared long-life gearing · Two electric headlamps at each end are automatically switched over when the locomotive reverses · Lever for changing over from optional overhead contact wire or surface contact working · Red unbreakable plastic casing with handrails mounted separately and numerous details · Cast metal frame, windows glazed with cellon, and strong coupling hooks at each end · 4³/₄ in. long over buffers



3001

The "E 63" Electric Shunting Locomotive



Netherlands Railways' Electric Locomotive

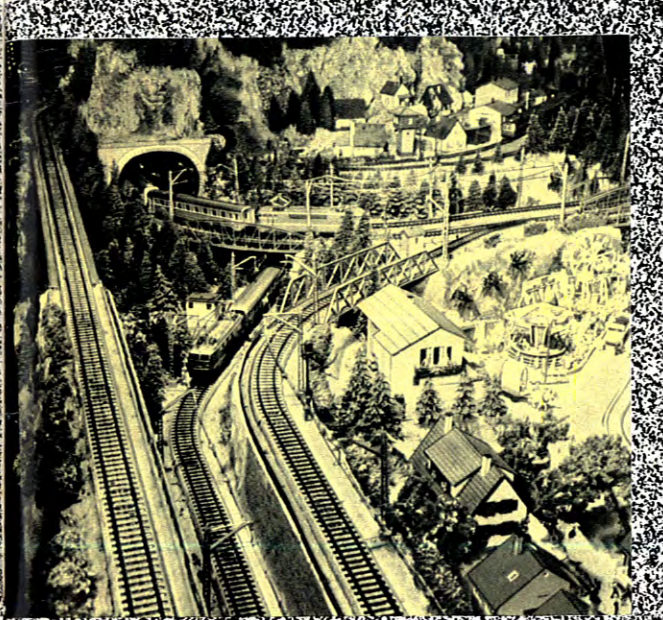
MARKLIN

Exactly like
the real big one

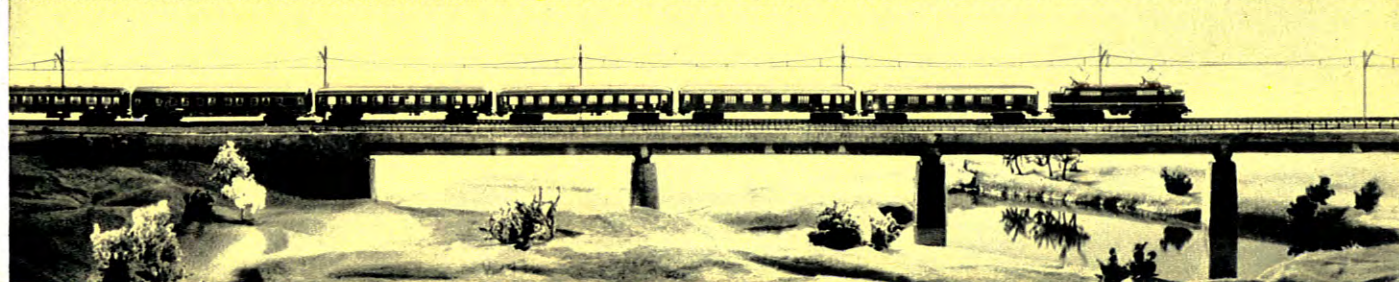


Electric Locomotive · A model of the twelve-wheeled 0-6-6-0 or Co-Co type Class 1200 locomotive on the Netherlands Railways (Nederlandse Spoorwegen, or NS) · All three axles of the model's driving bogie are driven by spur gearing and four plastic tyres are fitted to increase the tractive effort · Reversing is by remote control and there are three headlamps front and rear to light up · Lever for changing over from optional overhead contact wire or surface contact working · Blue all-metal casing with numerous details and fixed buffer beams · The roof, finished silver, carries the two spring-loaded pantographs · Inset plastic-framed windows · Couplings at each end for automatically coupling to coaches or wagons with the "Advance" uncoupling device · 7³/₄ in. long over buffers

The Netherlands Railways ordered altogether twenty-five of these Class 1200 locomotives built to American designs for heavy mixed traffic. At a speed of 45 miles an hour (72 kilometres) the six traction motors develop a total of 3,000 H.P. Their maximum speed is approximately 84¹/₂ miles (135 kilometres) an hour.

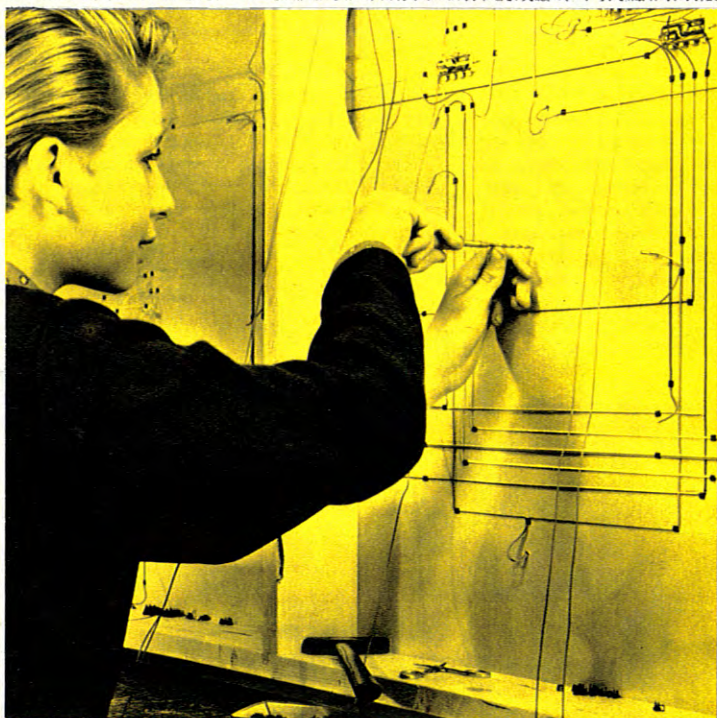


MARKLIN



Netherlands Express Locomotive

MARKLIN
Delight
and confidence



3013

3013

Electric Express Locomotive, modelled on the Netherlands Railways' eight-wheeled 0-4-4-0 or Bo-Bo Class 1100 locomotive. The model has one set of driving wheels fitted with two plastic tyres, giving a specially high tractive effort. Two electric headlamps front and rear switch over automatically when the locomotive reverses. Lever for changing over from optional overhead contact wire or surface contact working. Two spring-loaded pantographs on roof, blue all-metal casing with silver bands and porthole windows in sides glazed with cellophane. Fixed buffer beams. Automatic couplings at both ends. 6 1/8 in. long over buffers.

MARKLIN

The locomotive taken as the prototype for the 3013 model is in service on the Netherlands Railways in Holland, and the prototype of the 3012 model is to be found in France.

French Electric High-Speed Flyer Locomotive



3038

Electric Locomotive · A model of the Class BB 9200 of the S.N.C.F. (Société Nationale des Chemins de Fer Français, or French National Railways Co.)—an eight-wheeled 0-4-4-0 or Bo-Bo type locomotive · The model has both axles of the driving bogie driven, with four plastic tyres to increase tractive effort · The locomotive reverses by remote control and has two headlamps to light up, front and rear · Lever for changing over from optional overhead contact wire to surface contact working · Two spring-loaded pantographs on roof · All-metal casing finished turquoise colour with lettering etc. exactly as on the original · Fixed buffer beams · Windows glazed with cellophane · Couplings both ends for automatically coupling to coaches or wagons with the "Advance" uncoupler · 7 in. long over buffers

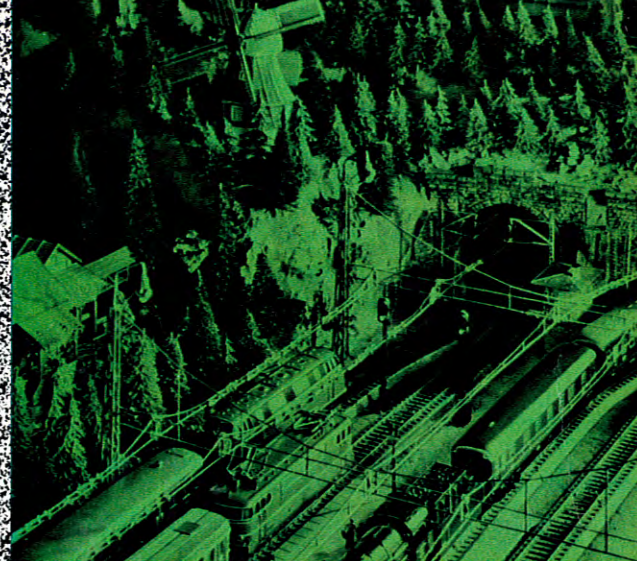


3012

Electric Express Locomotive · A model of the S.N.C.F. Class BB 10000 locomotive with green all-metal casing · Technical specification as 3013 (see page 16)

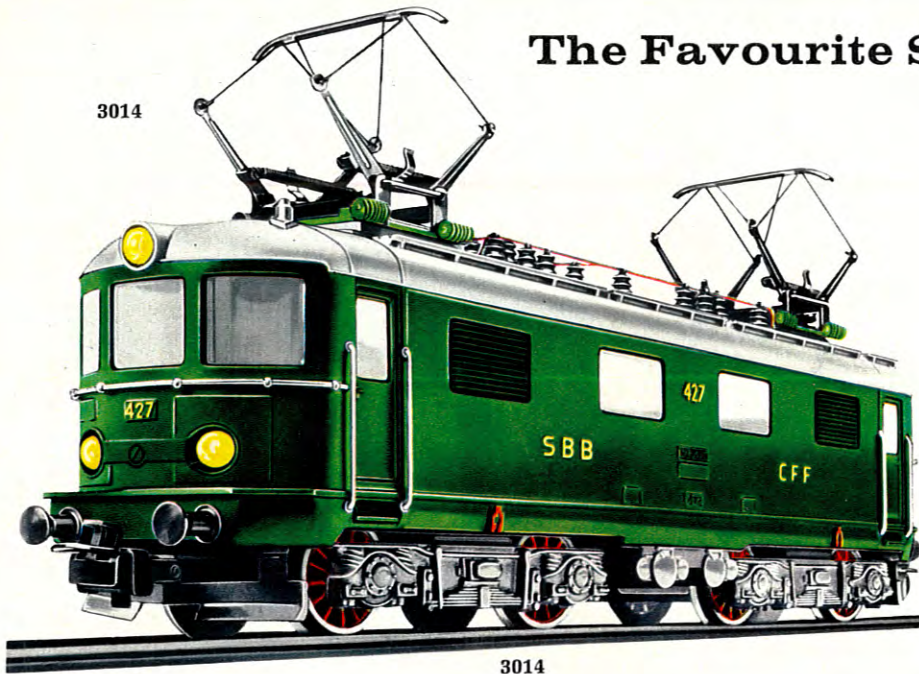
French Electric Locomotive

The original of our 3038 type model is in service on the S.N.C.F. system as a mixed traffic or multi-purpose locomotive. With four motors giving a total of 5,500 H.P. it has a maximum speed of 100 miles per hour (160 kilometres), and its total weight is 80 tons.



The Favourite Swiss Locomotive

3014



3014

◀ **Electric Locomotive** · A model of the eight-wheeled 0-4-4-0 or Bo-Bo type Class Re 4/4 locomotive of the Swiss Federal Railways (Schweizerische Bundesbahnen, or SBB) · The model has remote-control reversing, and one set of driving wheels is fitted with plastic tyres to give a specially high tractive effort · Three electric headlamps front and rear automatically switch over when the locomotive reverses · Lever for changing over from optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Green all-metal casing with numerous details and fixed buffer beams · Windows have cello glazing · Automatic couplings at each end · 6½ in. long over buffers

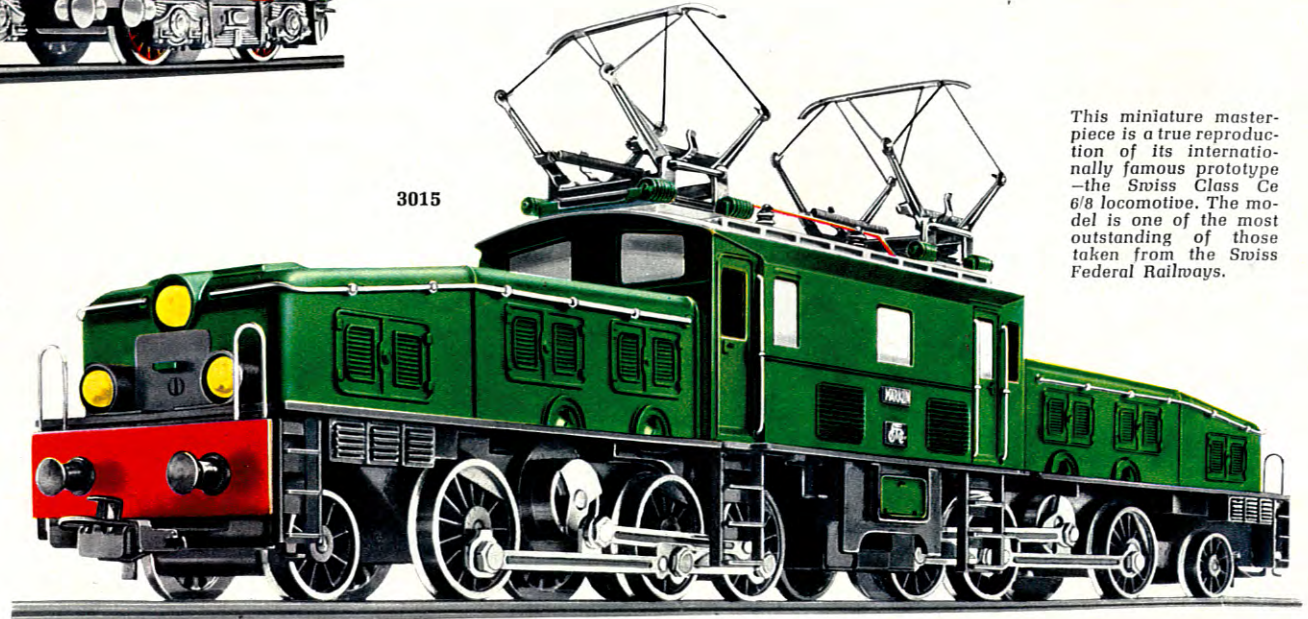
MARKLIN
A particularly
fine model

The full-sized Class Re 4/4 Swiss locomotives are used for hauling the light expresses so popular in Switzerland. This particular type, either by itself or with its entire train, is one of the model locomotives that can truly claim to add a polished finish to any railway system.

3015

▶ **Electric Goods Locomotive**—the "Crocodile"—sixteen-wheeled, 2-6-6-2 or 1 C-C1 type · Its articulated design enables this locomotive to travel round curves of normal radius without any difficulty · Reversing is by remote control, and one set of driving wheels is fitted with two plastic tyres · The truck wheels are safeguarded against derailment as they are kept on to the track by springs · Three electric headlamps front and rear automatically change over their lighting when the locomotive reverses · Lever for changing over from optional overhead contact wire or surface contact working · Two spring-loaded pantographs on roof · Green all-metal casing with numerous details, windows with cello glazing · Automatic couplings at both ends · 10¼ in. long over buffers

3015



This miniature masterpiece is a true reproduction of its internationally famous prototype—the Swiss Class Ce 6/8 locomotive. The model is one of the most outstanding of those taken from the Swiss Federal Railways.

Swiss Heavy Electric Goods Locomotive

The Swiss Federal Railways' Powerful Mixed Traffic Locomotive



3050

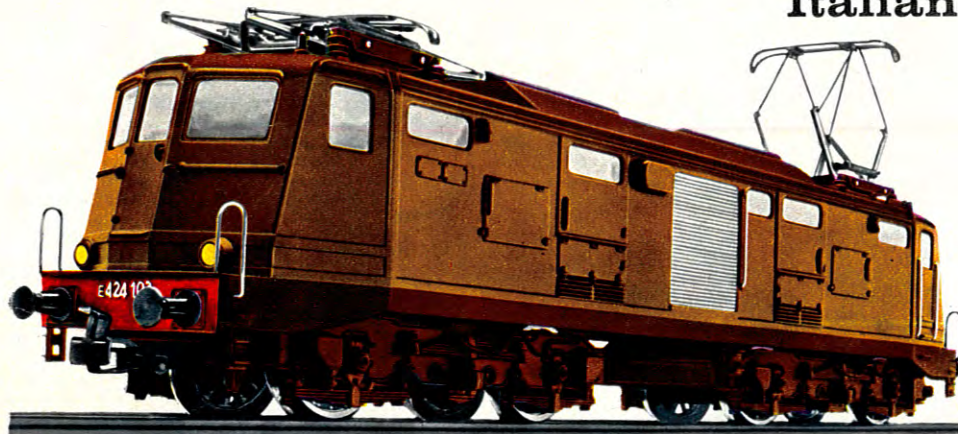
Electric Mixed Traffic Locomotive · A model of the twelve-wheeled 0-6-6-0 or Co-Co type Class Ae 6/6 in use on the Swiss Federal Railways · The model has three axles driven and the wheels are fitted with four plastic tyres to increase tractive effort · Reversing is by remote control and there are three headlamps to light up front and rear and switched over when the locomotive reverses · Lever for changing from optional overhead contact wire or surface contact working · The roof finished in silver carries two spring-loaded pantographs · Green pressure-cast zinc casing with fixed buffer beams · The model has a very fine reproduction of all details of the locomotive "Kanton Bern" (Canton Berne) · The windows are glazed with cellophane · Couplings at both ends for automatically coupling to coaches and wagons · 7⁷/₈ in. long · Crests of the other Cantons of Switzerland are supplied with the model



The Class Ae 6/6 locomotives are used mainly for taking the through goods trains over the Gotthard and Simplon routes. The six traction motors developing a total of 6,000 H.P. give the locomotive a maximum speed of about 78 miles an hour (125 kilometres), and its weight is 120 tons.

MARKLIN

Italian Electric Locomotive



3035 Electric Locomotive · A model of the eight-wheeled 0-4-4-0 or Bo-Bo type Class E 424 locomotive running on the Italian State Railways · Both axles of the rear bogie of the model are driven and the wheels have four plastic tyres fitted to increase the tractive effort · The model reverses by remote control and has two headlamps to light up front and rear · Lever for changing over from optional overhead contact wire or surface contact working · The roof carries two spring-loaded pantographs · All-metal casing finished in the true colours of the full-sized original; fixed buffer beams and windows glazed with cellon · Couplings at either end for automatically coupling to coaches and wagons with the "Advance" uncoupler · 6⁷/₈ in. long over buffers

3035

MÄRKLIN

to be sure

MÄRKLIN

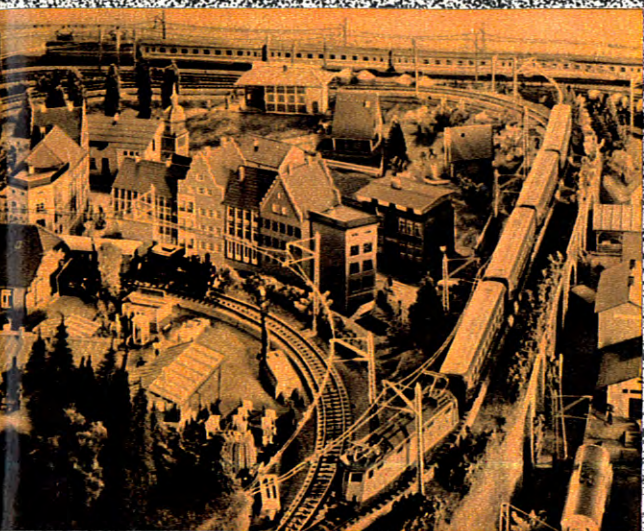
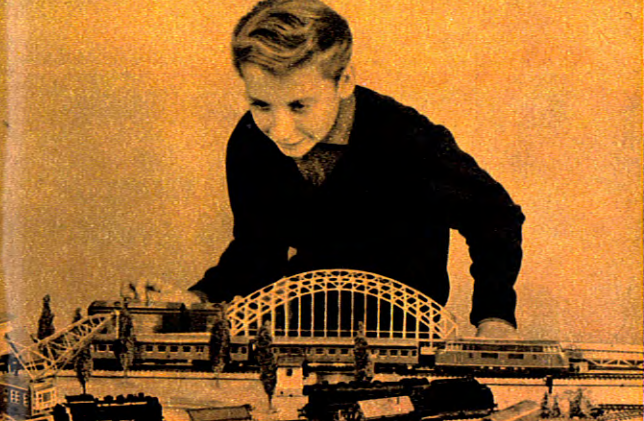
3036

Electric Locomotive · A model of the eight-wheeled 0-4-4-0 or Bo-Bo type Class 1141 locomotive in service on the Austrian State Railways · The model has remote-control reversing, both axles of the rear bogie driven, and four plastic tyres are fitted to increase the tractive effort · There are two headlamps to light up front and rear and a lever is provided for optionally changing over from overhead contact wire or surface contact working · The roof carries two spring-loaded pantographs · All-metal casing finished in the true colours of the full-sized original, and with fixed buffer beams · Windows are glazed with cellon · Couplings at both ends for automatically coupling to coaches and wagons with the "Advance" uncoupler · Approximately 6⁷/₈ in. long over buffers



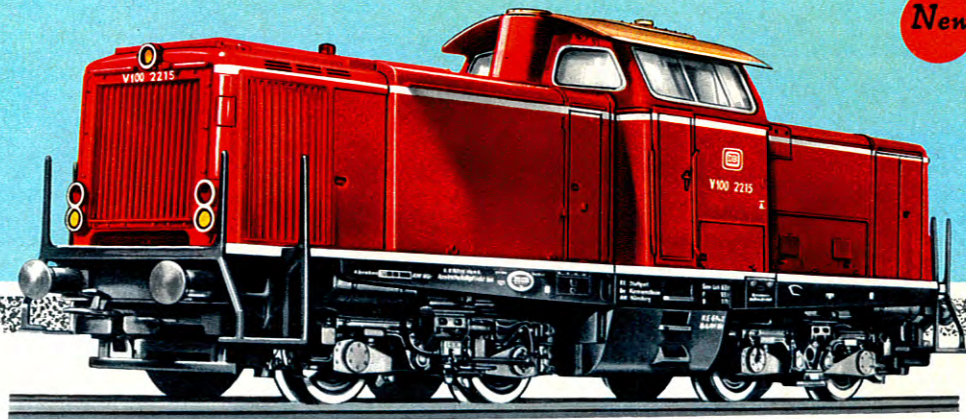
The full-sized prototype of this MÄRKLIN model is in use on the Austrian Federal Railways mainly on routes where conditions regarding gradients and curves are favourable. This locomotive weighs 80 tons, develops 3,400 H.P. at an one-hour rating, and has a maximum speed of about 70 miles an hour (110 kilometres).

Austrian Electric Locomotive



The "V 100" Diesel-Hydraulic Locomotive

New



3072

Diesel Locomotive · A model of the German Federal Railways' eight-wheeled 0-4-4-0 or B-B type Class V 100 locomotive · Both axles of the driving bogie of the model are driven and the wheels are fitted with four plastic tyres to increase the tractive effort · Reversing by remote control and three-light head codes are provided at each end · The underframe is a zinc pressure casting with fixed buffer beams · Finely detailed red unbreakable plastic casing with scale-model narrow foreparts · Inset windows with plastic frames; automatic couplings at both ends · 5½ in. long over buffers
The favourable arrangement of the motor has enabled the foreparts of this 3072 model to be kept narrow in the same way as on its full-sized prototype

The eight-wheeled Class V 100 diesel locomotive has hydraulic transmission and one cab only, in about the middle, the axles mounted in two bogies being driven individually by cardan shafts. The transmission is provided with two gear ratios that can be engaged while the locomotive is stationary, so that the power developed by the engine (1,350 H.P. in the latest type) can be adapted to service conditions, the low gear providing speeds up to about 44 miles an hour (70 kilometres) and the high gear, up to 62 miles an hour (100 kilometres). The total length is about 39¼ ft. and the weight in working order, with full tanks, etc., 63.2 tons.

MARKLIN

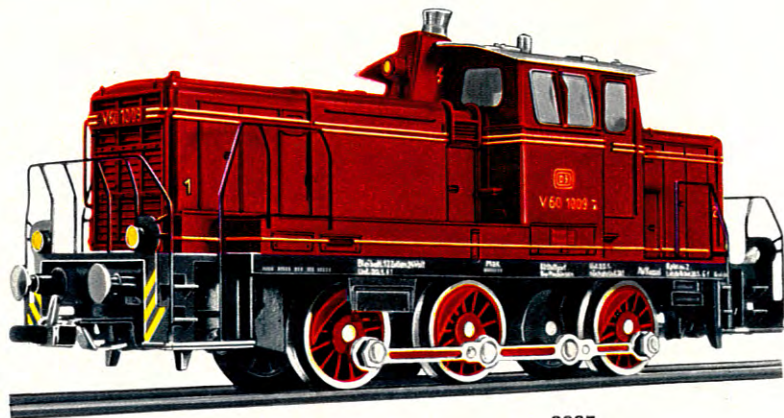
A Belgian State Railways' Diesel Locomotive

3069 Diesel Locomotive · A model of locomotive No. 260 032 of the Belgian State Railways (Société Nationale des Chemins de Fer Belge, or S.N.C.B.), a six-wheeled 0-6-0 type · All driving axles and the jackshaft are driven by spur gearing and two plastic tyres are fitted to the wheels of the trailing driving axle to increase the tractive effort · Reversing is by remote control and there are two headlamps to light up front and rear, arranged exactly as on the full-sized original · Green plastic casing with much detail, scale-model lettering etc., and inset windows with plastic frames · High-grade pressure-cast frame · Wheels, jackshaft and side rods in the exact colours of the original · Couplings at each end for automatically coupling to coaches or wagons · Approximately 4 $\frac{1}{4}$ in. long over buffers



3069

The V 60 Diesel-Hydraulic Shunting Locomotive



3065

with the
**MÄRKLIN
TELEX
COUPLING**

(see page 2)

with the
**standard
coupling**

3064

Diesel Locomotive · A model of the Class V 60 locomotive on the German Federal Railways, identical with no. 3065, but **without** the MÄRKLIN TELEX COUPLING · Couplings are provided at both ends for automatically coupling to coaches or wagons with the "Advance" uncoupler

3065 Diesel Locomotive, modelled on the six-wheeled six-coupled 0-6-0 Class V 60 locomotive in use on the Federal Railways of Western Germany · All driving axles on this model, and the jackshaft as well, are driven by spur gearing and there are plastic tyres on the trailing drivers to increase the tractive effort · Remote-control reversing, three headlamps front and rear to light up, exactly as on the full-sized original · Red plastic casing with many details and scale-model lettering, etc · Inset windows with plastic frames · High-grade pressure-cast frame; wheels, jackshaft and side rods finished in the true colours of the original · MÄRKLIN TELEX COUPLING at both ends · Approximately 4 $\frac{1}{4}$ in. long over buffers

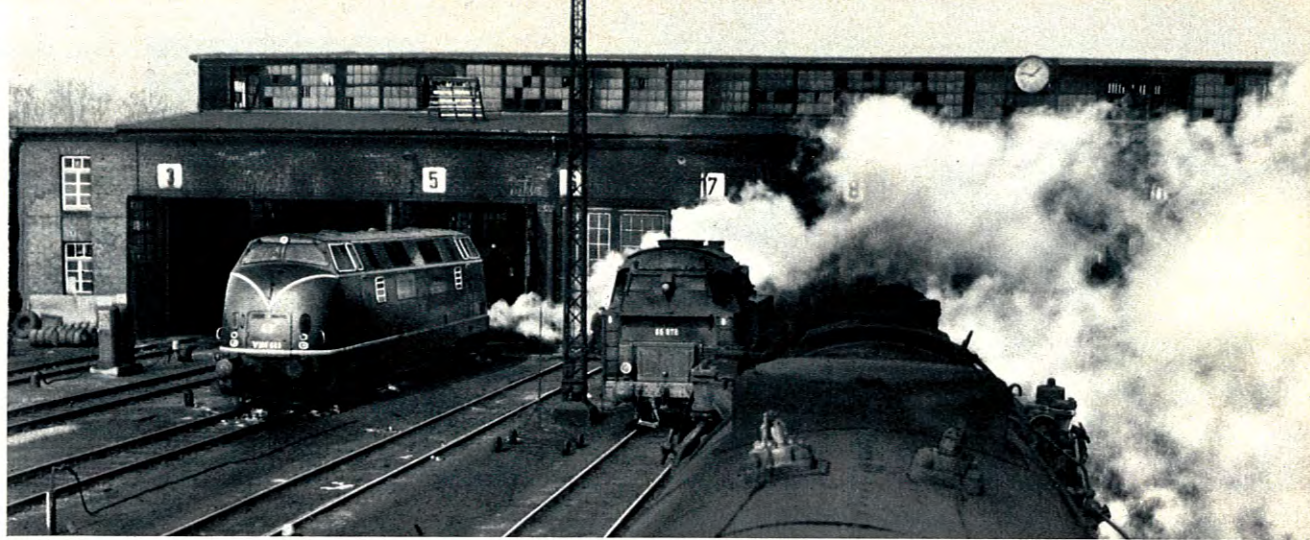
**The V 200
Locomotive
as a "Make-it-
Yourself" Kit**

3921

Kit for Building the Diesel Locomotive, containing all the parts required for building the 3021 diesel locomotive, except the lamp bulbs (though the locomotive built from the kit can be lighted up) · Only a screwdriver 3 millimetres wide (about $\frac{1}{8}$ in.) and a pair of flat-nosed pliers are needed for assembling this model, there being no painting or soldering work · Assembling this model is somewhat more difficult than building coaches and wagons from kits, but illustrated instructions for building the locomotive are supplied with every kit

MARKLIN

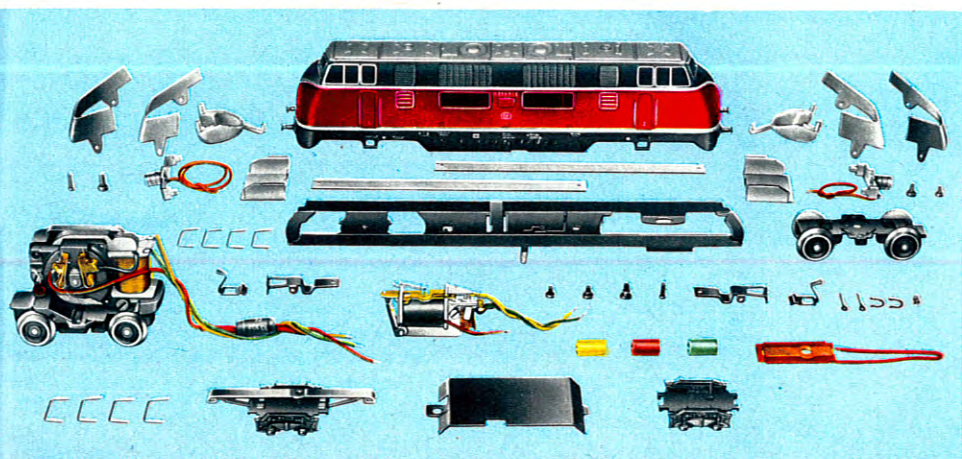
Greatly attractive
in form and colour



The V 200 Diesel-Hydraulic High-Speed

Locomotive

3021 Diesel Locomotive · A model of the eight-wheeled 0-4-4-0 or B-B type Class V 200 locomotive on the German Federal Railways · The model has both axles of the trailing bogie driven, with four plastic tyres on the wheels of the driven axles to give a high tractive effort · Remote-control reversing, three headlamps front and rear to light up · Reddish-grey all-metal casing with numerous details and fixed buffer beams · Roof in silver-grey finish, windows glazed with cellophane · Couplings at both ends for automatically coupling to coaches and wagons with the "Advance" uncoupler · 8 1/4 in. long over buffers



The V 200 diesel locomotive has been developed for long-distance express traffic, and also for medium to heavy passenger and goods services on main lines. The power developed by the two engines of the latest type—the V 200¹—is 2,700 H.P.; the maximum speed obtained being about 87 1/2 miles an hour (140 kilometres).



TRANS EUROP EXPRESS



3070

4070

The "TEE" Multiple-Unit Train

The TEE Train illustrated consists of the three-part unit 3070, with the addition of car 4070 to bring the model train up to the same composition as the full-sized original. The four-unit train is about 37 in. long

3070

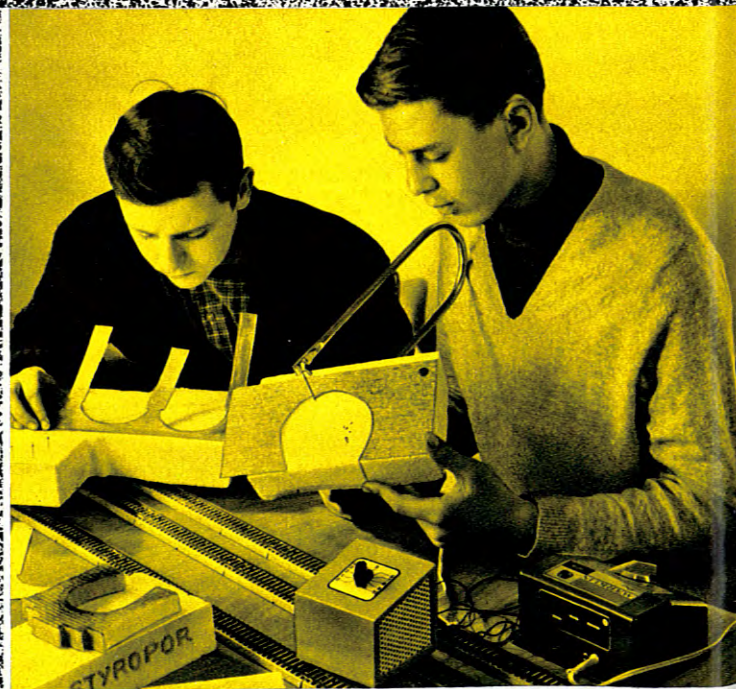
The TEE Three-Part Multiple-Unit Train · A model of the TEE TRANS-EUROPA EXPRESS Train running between Holland and Switzerland, consisting of the motive-power car, a composite First Class and restaurant car and a composite car with driver's control cabin and a spacious saloon-type First Class compartment · The model train is 27½ in. long · The twelve-wheeled motive-power car has its three trailing axles driven by spur gearing, with plastic tyres on the wheels of two axles to increase the tractive effort · Reversing is by remote control · Dull black pressure-cast zinc underframe with reproductions of the driver's seats · The casing is high-grade plastic material with all paintwork, lettering etc. exactly as the full-sized original · Inset windows with plastic frames The restaurant car and car with driver's cabin are both eight-wheeled and each has two SIG-type bogies exactly as the prototype · The flooring has an exact reproduction of the apparatus for the air-conditioning plant · High-grade plastic material is used for the bodywork, and light distributors for the interior lighting give an excellent illuminating effect · The inset windows have plastic frames · The three units of the train are coupled together very closely by special couplings, and the covered gangways between the cars also join up very closely · White three-lamp head code and two red tail lights on the motive-power car and car with drivers' cabin, all switching over automatically when the train is reversed · The motive-power car and control car each have a current pick-up shoe, the one in front in the direction of travel picking up the traction current in each case · Tweezers are included in the box with the train.

Five trains were ordered of the same composition as the full-sized prototype of the MÄRKLIN TEE Train. The three diesel engines in the motive-power car develop 2,300 H.P. altogether, giving the train a maximum speed of about 87½ miles an hour (140 kilometres). Each passenger car has its own air-conditioning system, and the windows cannot be opened. There are seats for 114 passengers in the First Class cars, and 32 in the restaurant compartment.

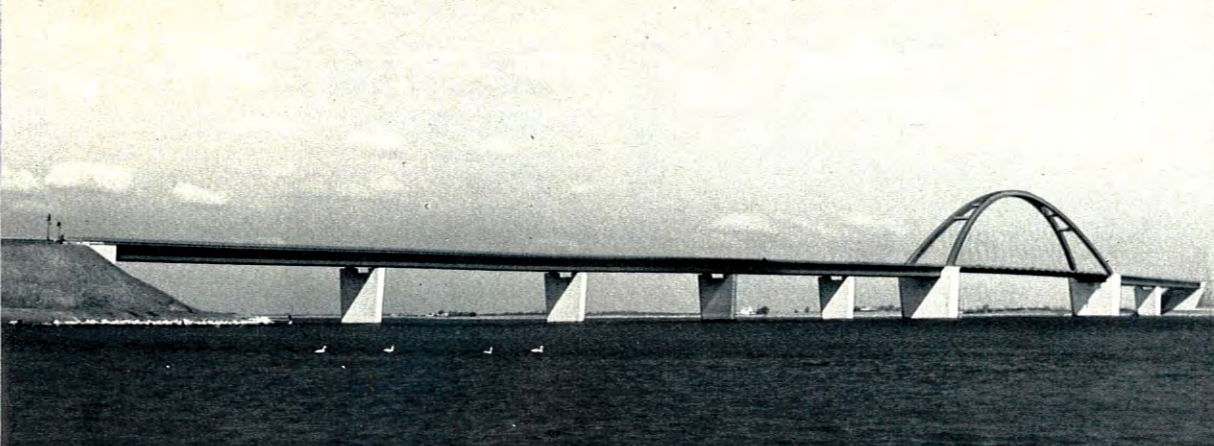
4070

TEE First Class Compartment Coach · Eight-wheeled, each car having two SIG-type bogies exactly as the original · High-grade plastic bodies with the colouring, lettering etc. of the original · The interior lighting with a light distributor and two bulbs gives excellent illumination in the car, very close to the actual thing · The inset windows have plastic frames, and the flooring has a reproduction of the apparatus for the air-conditioning plant · Movable coverings at both ends for the gangways between the cars · Special coupling for the TEE Train only · About 9½ in. long

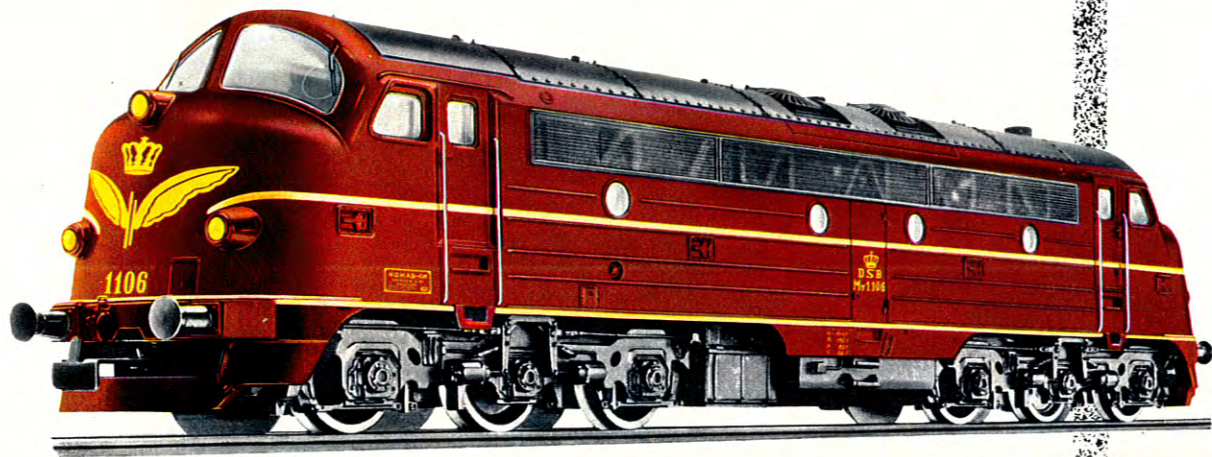
Foam products offer many advantages in model-railway construction.



MÄRKLIN



A Danish State Railways' Diesel-Electric Locomotive



MARKLIN
because the system
is so straightforward

The Class My 1100 diesel-electric mixed traffic locomotives on the Danish State Railways (DSB) closely resemble the Belgian Class 204 locomotive and, among other things, they haul the international trains over the "Vogelflug" ("bird's flight") line across the Fehmarnsund between Germany and Denmark.

3067

Diesel Locomotive · A model of the twelve-wheeled 0-6-6-0 or Co-Co type Class My 1100 locomotive on the Danish State Railways (Danske Statsbaner, or DSB) · Three axles of the model are driven and there are four plastic tyres on the wheels to increase the tractive effort · Reversing is by remote control and there are three headlamps front and rear to light up · Reddish-brown pressure-cast zinc casing with lettering etc. exactly as on the full-sized prototype, inset windows with plastic frames, grey roof and fixed buffer beams · Couplings at both ends for automatically coupling to coaches and wagons · 8 in. long

MARKLIN

Belgian State Railways' Mixed Traffic Diesel Locomotive



3066

3066 Diesel Locomotive · A model of the twelve-wheeled 0-6-6-0 or Co-Co type Class 204 locomotive used on the State Railways in Belgium (SNCB) · The model has three axles driven, with four plastic tyres fitted to the wheels to increase the tractive effort · Remote-control reversing; three headlamps to light up front and rear · Green casing of pressure-cast zinc with yellow longitudinal bands and lettering etc. exactly as on the full-sized original · Fixed buffer beams · Roof finished black, inset windows with plastic frames · Couplings at either end for automatically coupling to coaches and wagons · 8 in. long

The Belgian Class 204 locomotives are used for light goods, passenger and express trains as well as for trans-frontier traffic to Germany. They have diesel-electric transmission, and develop a total of 1,750 H.P. which gives them a maximum speed of 87½ miles an hour (140 kilometres).

3066

Norwegian State Railways' Mixed Traffic Diesel-Electric Locomotive



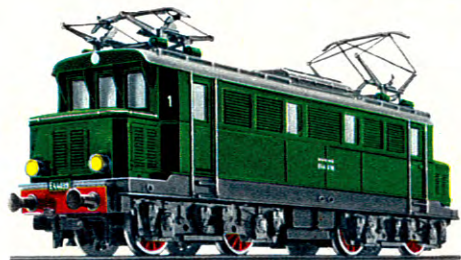
3068

3068

Diesel locomotives are being increasingly used on the Norwegian State Railways' lines that are not yet electrified where they run through mountainous country. The diesel engine of the Di 3 Class develops 1,900 H.P. that gives the locomotive a maximum speed of 62½ miles an hour (100 kilometres). In outward appearance this locomotive resembles the Belgian Class 204 and the Danish My 1100 locomotive, though it has more details.

Diesel Locomotive · A model of the twelve-wheeled 0-6-6-0 or Co-Co Class Di 3 locomotive in service on the State Railways of Norway (NSB-Norske Statsbaner) · The model has three driven axles with four plastic tyres fitted to the wheels to increase the tractive effort · Reversing is by remote control and there is a three-lamp head code at each end of the model · Reddish-brown all-metal casing with the colouring, lettering etc. exactly the same as the full-sized original · Fixed buffer beams, roof and roof construction details finished silver · Plastic-framed inset windows · Automatic couplings both ends · 8 in. long over buffers

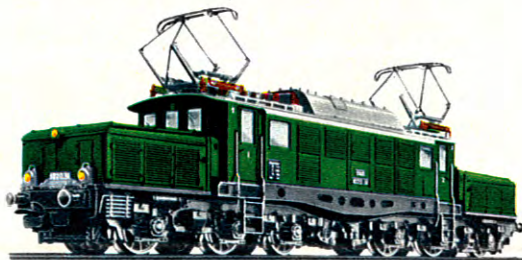
**Models for the Railway
Enthusiast**



3011
Electric Locomotive · A model Class E 44 German Federal Railways' locomotive · 6½ in. long over buffers



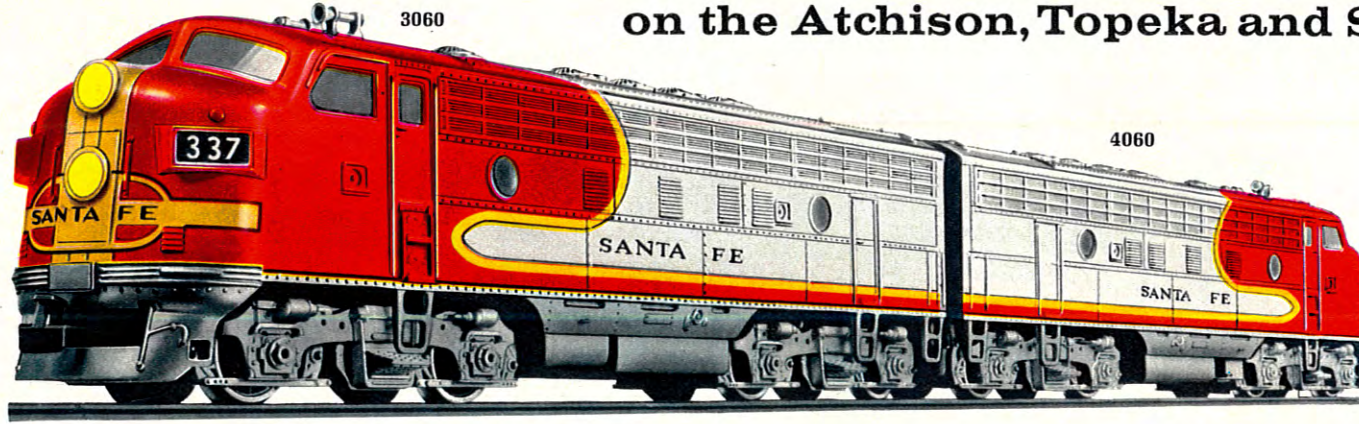
3063
Diesel Locomotive · A model of the Class 1600 locomotive in use on the Luxembourg Railways · 8 in. long over buffers



3052
Electric Goods Locomotive · A model Class 1020 locomotive in use on the Austrian Federal Railways · 8¾ in. long over buffers



The American F 7 Diesel Locomotive in Use on the Atchison, Topeka and Santa Fé Railroad

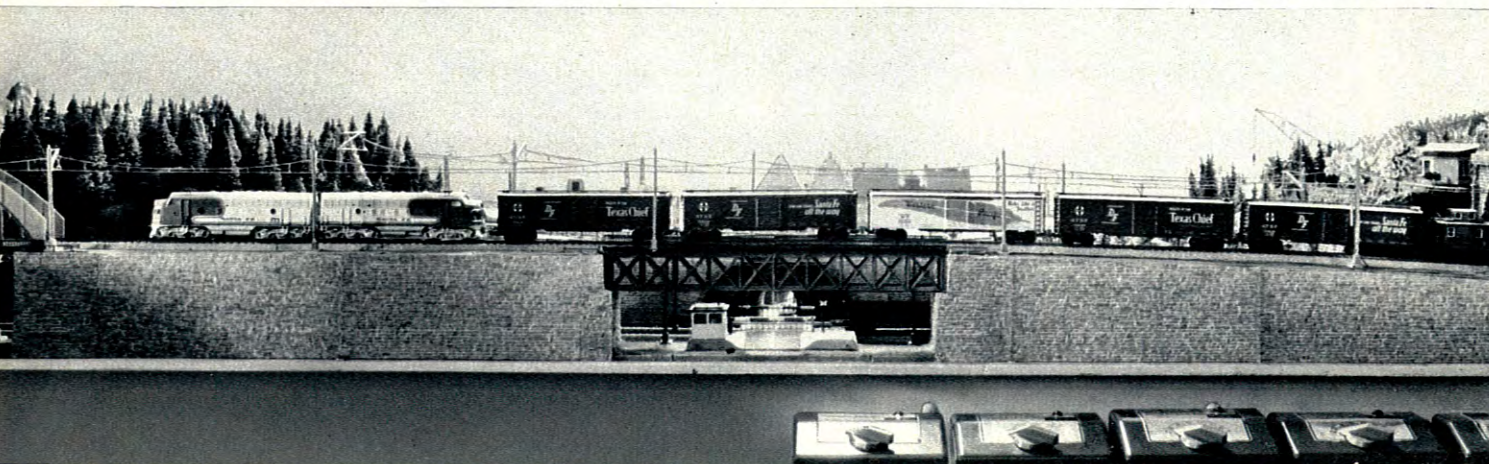


3060

Diesel Locomotive · A model of the American Type F 7 locomotive as made by the Electro-Motive Division of General Motors for the Atchison, Topeka and Santa Fé Railroad—an eight-wheeled 0-4-4-0 or Bo-Bo type machine · The model reverses by remote control, both axles of the trailing bogie are driven and there are four plastic tyres fitted to give a high tractive effort · Scale-model lighting, all-metal casing with numerous details and windows glazed with cellophane · Automatic couplings at both ends · Approximately 6⁷/₈ in. long

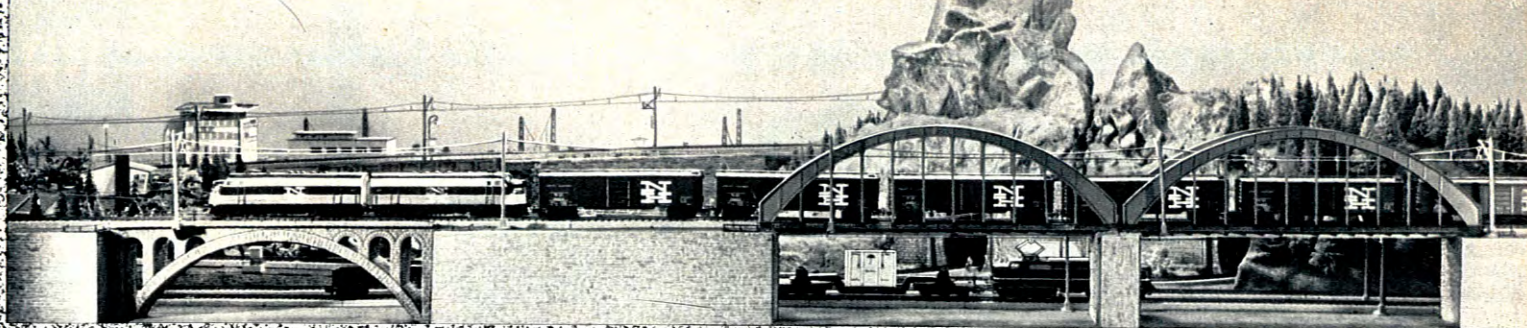
4060

Counterpart without Motor to match the diesel locomotive 3060 · Eight-wheeled, with scale-model lighting · All-metal casing with numerous details and windows glazed with cellophane · Automatic coupling at the driver's cab end · Length approximately 6⁷/₈ in. long



MARKLIN

MARKLIN
convincingly
the best



The diesel locomotives of the F7 and F9 types (see page 28 also) are used for both passenger and goods services, reaching speeds up to 100 and 85 miles an hour respectively; they are fitted with steam generators for heating the trains.

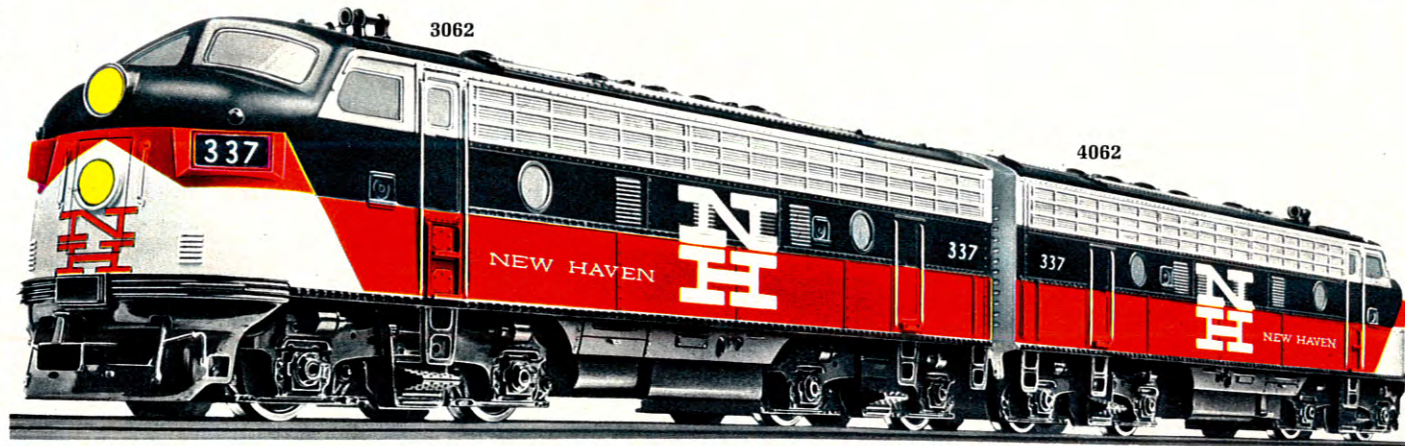
American F9 Diesel Locomotive for the New Haven Railroad

3062

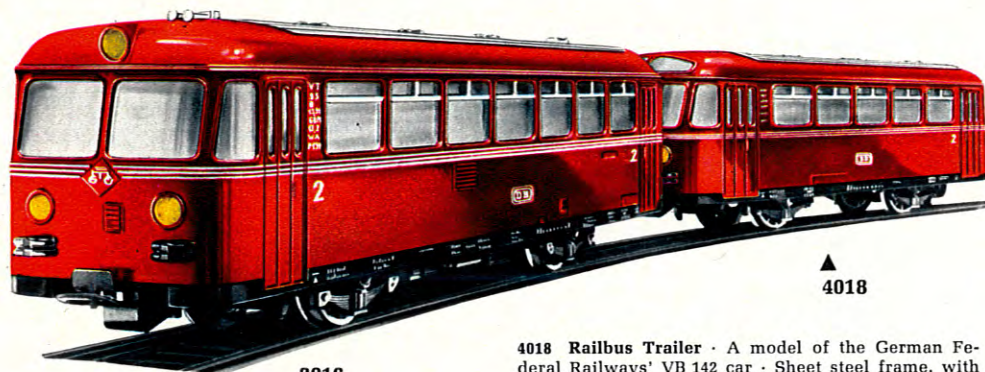
Diesel Locomotive · A model of the eight-wheeled 0-4-4-0 or Bo-Bo Type F9 American locomotive as built by General Motors for the New Haven Railroad · The model has remote-control reversing, both axles of the trailing bogie are driven, and four plastic tyres are fitted to give a high tractive effort · Scale-model lighting · All-metal casing with many details, windows glazed with cello and automatic couplings fitted to both ends · Approximately 6⁷/₈ in. long

4062

Counterpart without Motor, to match diesel locomotive 3062 · Eight-wheeled, with scale-model lighting · All-metal casing with numerous details and windows glazed with cello · Automatic coupling at the driver's cab end · Length approximately 6⁷/₈ in. long



MÄRKLIN Railbus and Trailer



3016

▲
4018

3016 Railbus · A model of the VT 95 railbus used on the Federal Railways of Western Germany · Four-wheeled, with one axle of the model driven and the wheels fitted with plastic tyres · Remote-control reversing, with headlamps at each end and interior lighting by two bulbs · Red unbreakable plastic body-work with many details · Cast metal frame with axleboxes, springing and rail guards finely reproduced in plastic material · Windows glazed with cello · Special symmetrical couplings at both ends for coupling the two cars together particularly closely · 5 $\frac{1}{8}$ in. long

4018 Railbus Trailer · A model of the German Federal Railways' VB 142 car · Sheet steel frame, with fine plastic imitations of the axleboxes, springing and rail guards · Plastic body with many details; windows glazed with cello · Red tail lamps at each end with interior lighting by one bulb · Current collector shoe for lighting · Special symmetrical coupling to fit railbus only · 4 $\frac{3}{4}$ in. long over buffers

MÄRKLIN

HAMO



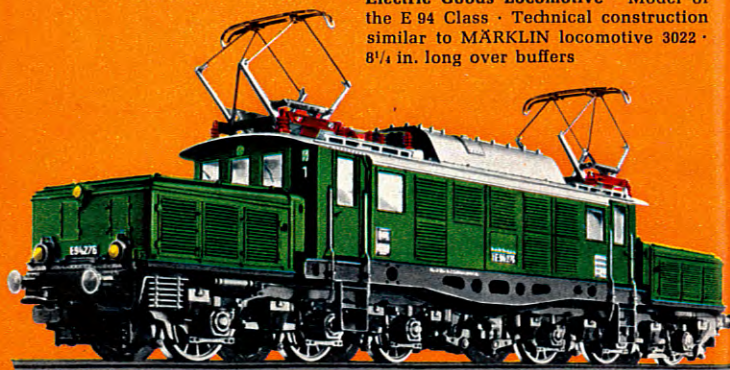
Models by

**HAMO Locomotives
are MÄRKLIN
Products**

Model-railway enthusiasts have for years been asking us to supply MÄRKLIN locomotives for the two-rail D.C. system as well, so as to save the not inconsiderable expense of converting MÄRKLIN locomotives to that system. We therefore decided to make some of our MÄRKLIN models for two-rail D.C. working, in addition to our A.C. range, and to market them under the name of "HAMO".

8322

Electric Goods Locomotive · Model of the E 94 Class · Technical construction similar to MÄRKLIN locomotive 3022 · 8 $\frac{1}{4}$ in. long over buffers



8351

Electric Locomotive · A model Netherlands Railways' Class 1200 locomotive · Technical construction similar to MÄRKLIN locomotive 3051 · About 7 $\frac{3}{4}$ in. long over buffers



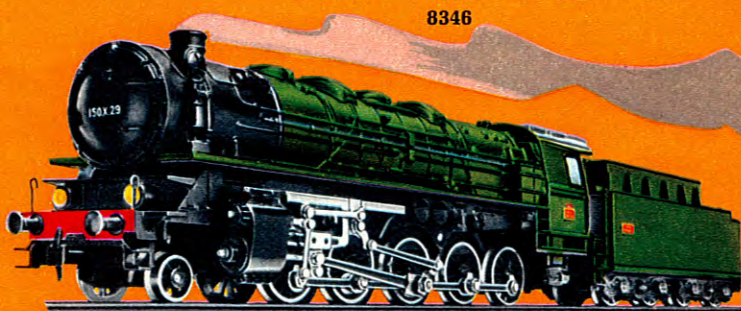
MÄRKLIN for the D.C. system using the two rails of the track as conductors

These models can be run on all tracks that conform to NEM standards. Every locomotive is supplied with a set of interchangeable couplings that enable rolling stock of other makes to be coupled to it.

HAMO locomotives for the two-rail D.C. system have permanent-magnet motors that reverse by changing the polarity of the traction current. On electric locomotive types the locomotive head code changes with the direction of running.

8346

Heavy French Goods Engine, with Realistic Steam · A model of the French State Railways' (SNCF) Class 150 X engine · Technical construction similar to MÄRKLIN locomotive 3046 · 11 in. long over buffers



8353

Electric High-Speed Flyer Locomotive · A model of the Class E 03 on the Federal Railways of Western Germany · Technical construction similar to MÄRKLIN locomotive 3053 · About 8 1/2 in. long over buffers



8370

TEE (Trans-Europa-Express) Multiple-Unit Train · A model of the Netherlands-Swiss TEE train · Technical construction similar to MÄRKLIN multiple-unit train 3070 · 27 1/2 in. long



8370

8470

8338

Electric Locomotive · Model of the Class BB 9200 locomotive of the French State Railways · Technical construction similar to MÄRKLIN locomotive 3038 · 7 in. long over buffers



8347

Heavy Goods Engine, with Realistic Steam · A model of the Class 44 engine on the German Federal Railways · Technical construction similar to MÄRKLIN locomotive 3047, but without the TELEX COUPLING · 11 in. long over buffers

HAMO models cannot be run on track layouts according to the NMRA standards. — HAMO models can, however, be used very well on track layouts according to the NEM standards.

60 054

Pair of Brushes, consisting of two graphite brushes for locomotives with permanent-magnet motors

7589

Set of Wheels, consisting of four axles with insulated wheels mounted on them, for fitting to MÄRKLIN TEE cars 4055 to 4058 (illustration: see page 37)

Train Sets with oval tracks and transformers

with connections for the track and lighting, all ready to form the beginning of your own big railway system.

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



Passenger Train with Transformer, comprising engine (with remote-control reversing) and two 4040 passenger coaches, making a train about 13½ in. long. Track material: Eight 5120 curved sections, one 5106 straight section, one track feeder section 5111, and one transformer

To be connected to A.C. supply only



The transformers for these train sets cannot be supplied separately.



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

Goods Train with Transformer · Consisting of a 3000 engine and one each of the 4503 and 4513 goods wagons, with twelve 5100 track sections, one 5106 section, one 5111 feeder section and one transformer, making a train about 12¾ in. long



The transformer included in these boxed train sets has connections for current, for running the trains and supplying lights and magnetically-operated accessories as well, besides providing a high-voltage current for reversing the locomotive. The transformers can also be used for running the larger locomotives or operating points or signals also. If their ambient temperature should rise too high, they cut the current off automatically.

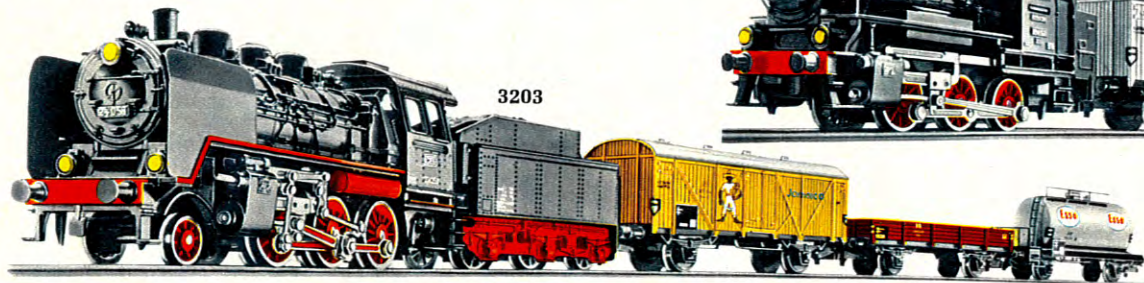
Interesting Train Sets with oval track but without transformers

These train sets are so reasonably priced as to enable anyone to obtain a MÄRKLIN railway without any great expense.



3103 ▲

Passenger Train (without transformer), consisting of locomotive 3003, two 4002 coaches and one 4003 coach, making a train about 25 in. long · The track comprises twelve 5100 curved sections and two 5106 straight sections, including the feeder section



3203

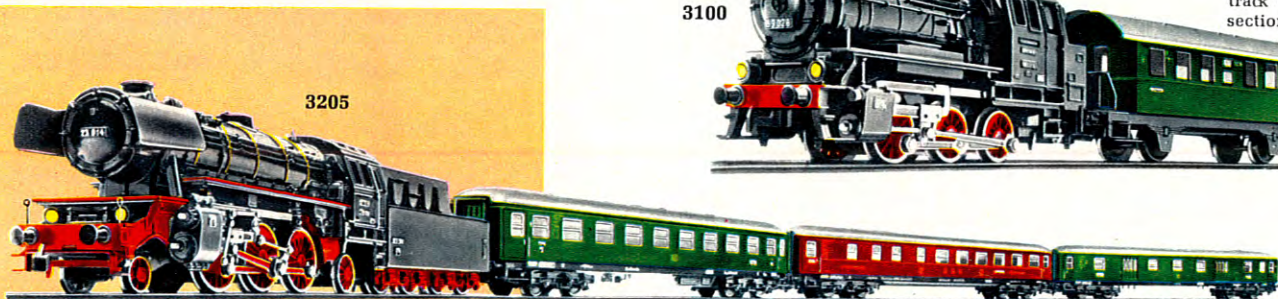
3203

Goods Train (without transformer), consisting of engine 3000 and three goods wagons making a train about 16 3/4 in. long · The track comprises twelve 5100 curved sections, and two 5106 straight sections, including the feeder section ▼



3200

Goods Train (without transformer), consisting of locomotive 3003 and three goods wagons, making a train about 21 in. long · The track comprises twelve 5100 curved sections and two 5106 straight sections, including the feeder section

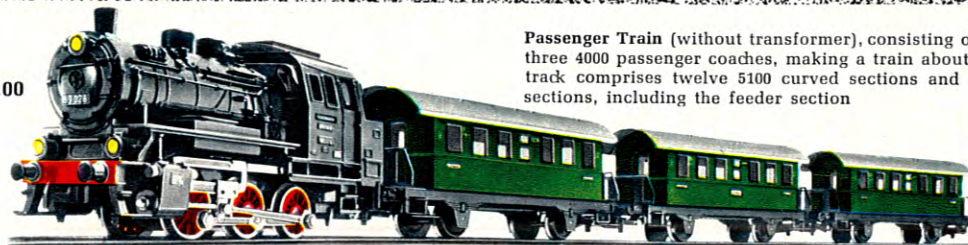


3205

Express Train (without transformer), consisting of locomotive 3005, express coach, dining car 4024 and guard's van 4026, making up a train 40 in. long · The track comprises twelve 5100 curved sections and six 5106 straight sections, including the feeder section

3100

Passenger Train (without transformer), consisting of engine 3000 and three 4000 passenger coaches, making a train about 19 in. long · The track comprises twelve 5100 curved sections and two 5106 straight sections, including the feeder section



3100

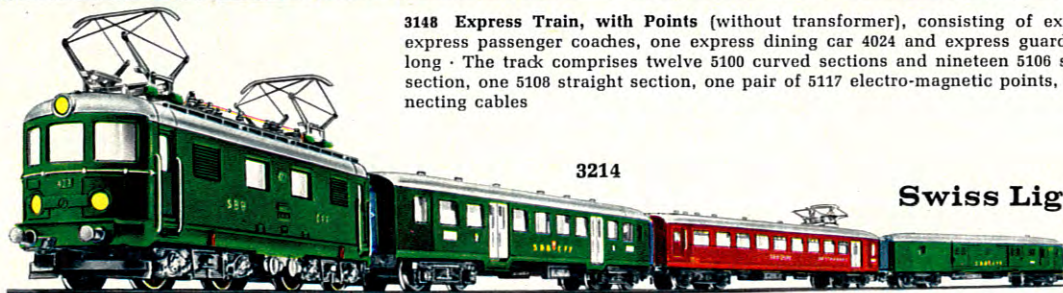


Some more Train Sets

with oval tracks
but without transformers

3148

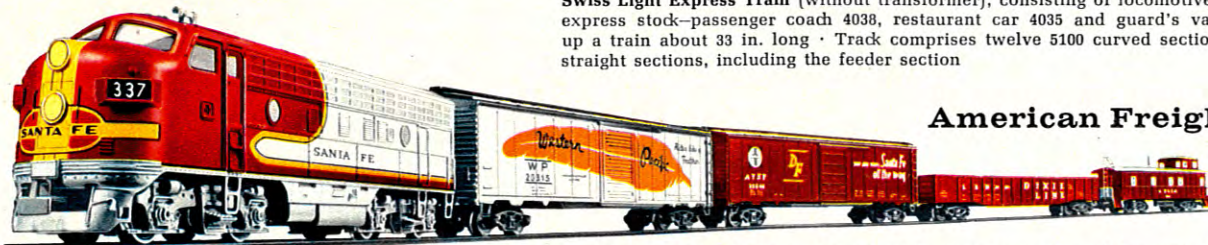
3148 Express Train, with Points (without transformer), consisting of express engine 3048 to steam, two express passenger coaches, one express dining car 4024 and express guard's van 4026, giving a train 50 in. long · The track comprises twelve 5100 curved sections and nineteen 5106 straight sections, including feeder section, one 5108 straight section, one pair of 5117 electro-magnetic points, one 7072 control panel and 4 connecting cables



3214

Swiss Light Express Train

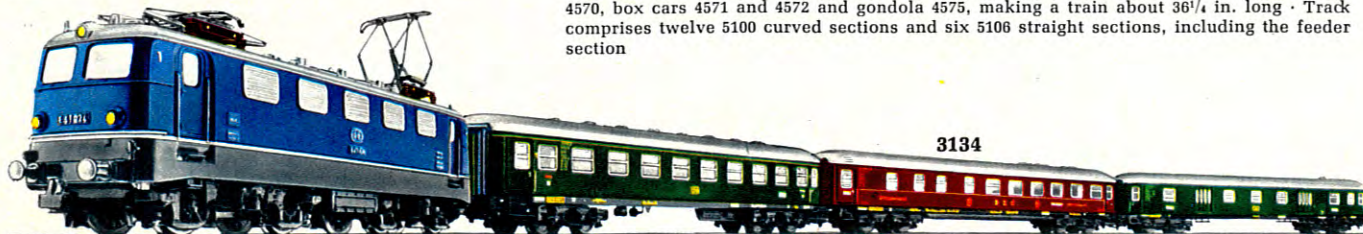
Swiss Light Express Train (without transformer), consisting of locomotive 3014 with light express stock—passenger coach 4038, restaurant car 4035 and guard's van 4017, making up a train about 33 in. long · Track comprises twelve 5100 curved sections and six 5106 straight sections, including the feeder section



American Freight Train

3160

American Freight Train (without transformer), consisting of locomotive 3060, caboose 4570, box cars 4571 and 4572 and gondola 4575, making a train about 36 1/4 in. long · Track comprises twelve 5100 curved sections and six 5106 straight sections, including the feeder section



3134

3134 Express Train (without transformer), consisting of locomotive 3034, express passenger coach 4022, dining car 4024 and guard's van 4026, making up a train 36 1/2 in. long · Track comprises twelve 5100 curved sections and six 5106 straight sections, including the feeder section

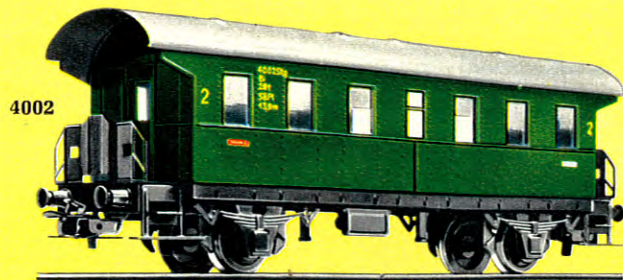


MÄRKLIN

a fine art

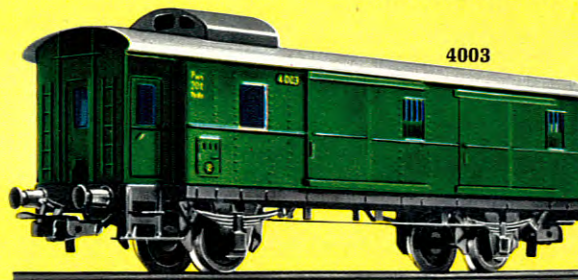
Passenger Coaches

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



4002

4002
 Passenger Coach with platforms and entrances at the ends · Windows glazed with cellophane · A model of the Bi 28 standard passenger coach on the German Federal Railways



4003

4003
 Guard's Van with sliding doors both sides and look-out in roof for the guard's compartment · A model of the Di 28 van as used on the Federal Railways of Western Germany



4041

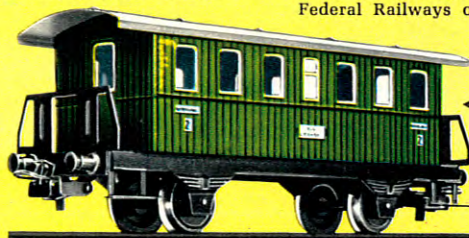
4041

Guard's Van, the same as 4003, but with tail lights and current supply pickup shoe



4004

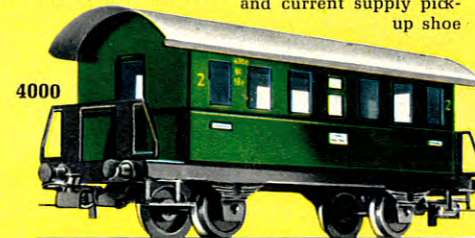
4004
 Compartment Passenger Coach, six-wheeled, with the sides divided up into six compartments · Provision for fitting interior lighting · Body dark green, windows glazed with cellophane, and grey roof · Numerous inscriptions · 5 1/4 in. long over buffers



4040

4040
 Passenger Coach, four-wheeled, with platforms and entrances at each end · Green body with open windows and silver-grey roof · 4 1/2 in. long over buffers

The 4040 passenger coach is a type particularly suitable for the 3029 tank engine (see pages 32 and 33), and on a model-railway system will realistically bring back to mind the romantic period of the railways about the turn of the century.



4000

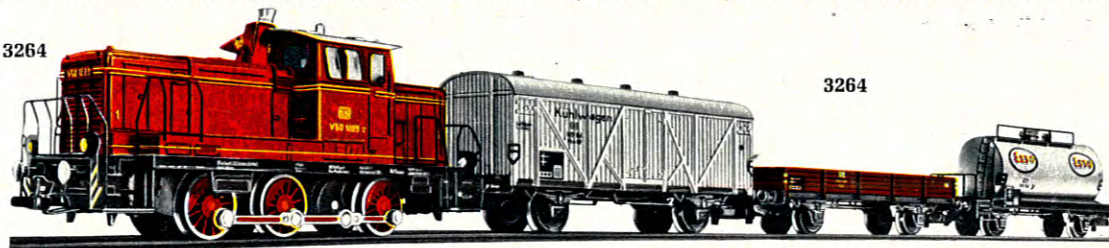
4000
 Passenger Coach with platforms and entrances at each end · Dark green body with open windows and grey roof · 4 1/2 in. long over buffers

3121 Express Train (without transformer), consisting of diesel locomotive 3021, express passenger coach, dining car 4024 and guard's van 4026, making a train about 38 1/2 in. long · Track comprises twelve 5100 curved sections and six 5106 straight sections, including the feeder section

3121



3264



3264

3264 Goods Train (without transformer), consisting of locomotive 3064 and one wagon each 4501, 4503 and 4508, making a train nearly 17 3/4 in. long · Track comprises twelve 5100 curved sections and two 5106 straight sections, including the feeder section



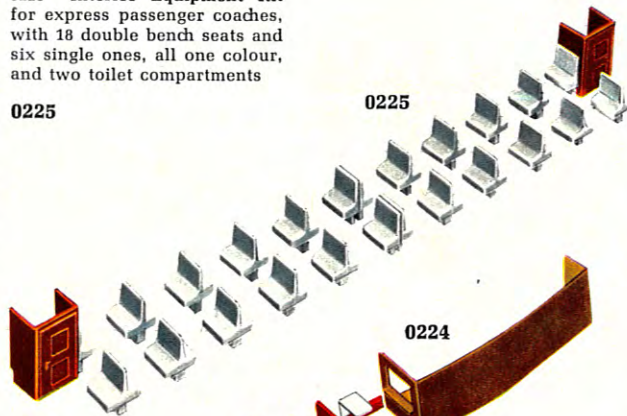
**Interior Equipment for Passenger Coaches
4022, 4023, 4024, 4027, 4030, 4031, 4033, 4036 and
4037**

This interior equipment is made of plastic material and supplied for fitting into the coaches, illustrated instructions for doing so being supplied with each set.

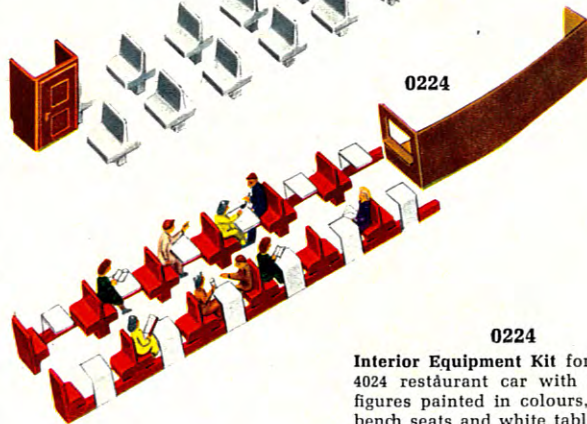
0225 Interior Equipment Kit
for express passenger coaches,
with 18 double bench seats,
with six single ones, all one colour,
and two toilet compartments

0225

0225



0224



0224

**Interior Equipment Kit for the
4024 restaurant car with nine
figures painted in colours, red
bench seats and white tables**



0226

**Carton of ten figures painted in colours to complete the
0225 interior equipment kit**

MARKLIN



Coaches smart and pleasing in appearance

These coaches are models of the most up-to-date and most comfortable ones on the Federal Railways of Western Germany. On full-sized railways they are used for the TEE trains (Trans-Europa Expresses) hauled by locomotives. The finish and equipment of these model coaches are the same as the express passenger coaches illustrated on page 38.



New
4055

4055 TEE Compartment Coach · First class · A model of the German Federal Railways' eight-wheeled (Av 4 üm) type · Bodywork finished cream and red, fairings dark grey · Very fine lettering, etc., exactly as on the full-sized original · Inset windows with plastic frames picked out with silver · Simulated rubber gangway connections at the ends · Detachable roof, finished silver colour · 9 7/8 in. long · Provision for lighting by the interior lighting set 7320

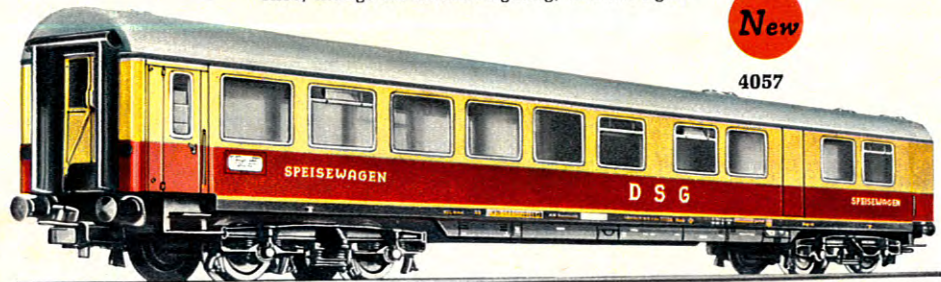
4059



4059

New

TEE Compartment Car · First class · The same as the 4055 car, but fitted with current pick-up shoe, fittings for interior lighting, and tail lights



New
4057

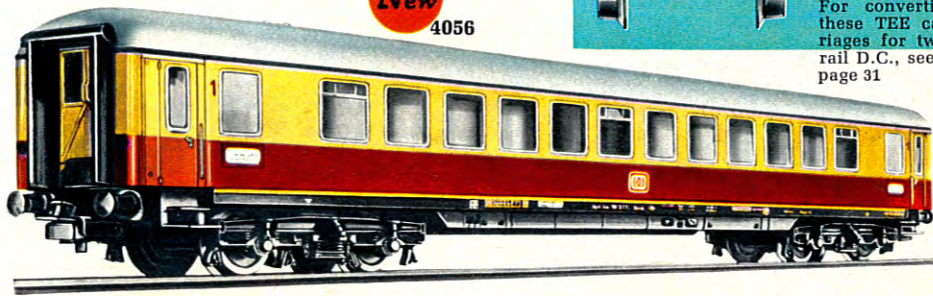
4057 TEE Restaurant Car · A model of the (WR 4 üm) type running on the Federal Railways of Western Germany · Eight-wheeled · Bodywork finished cream and red with dark grey fairings · Very fine lettering, etc., exactly as on the full-sized original · Inset windows with plastic frames picked out with silver · Simulated rubber gangway connections at the ends · Detachable roof finished silver colour · 9 7/8 in. long · Provision for lighting by the interior lighting set 7320



7589

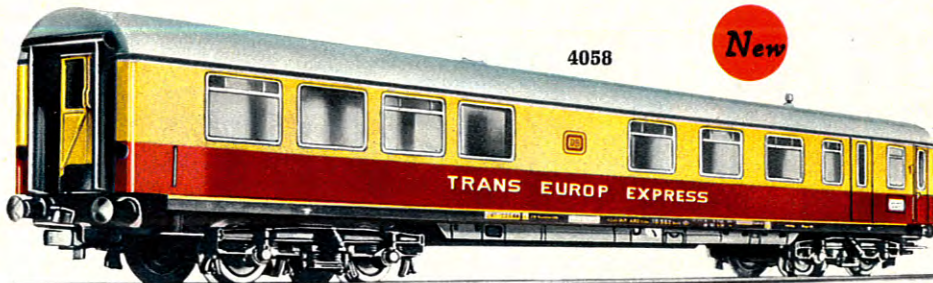
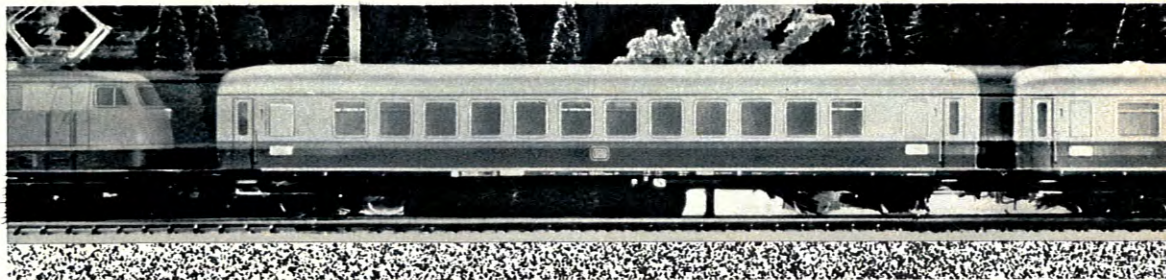
New

Axle Unit · For converting these TEE carriages for two-rail D.C., see page 31



New
4056

TEE Saloon Car · First class · A model of the eight-wheeled (Ap 4 üm) car in use on the German Federal Railways · Bodywork finished cream and red, fairings dark grey · Very fine lettering, etc., exactly as on the full-sized original · Inset windows with plastic frames picked out with silver · Simulated rubber gangway connections at the ends · Detachable roof, finished silver colour · 9 7/8 in. long · Provision for lighting by the interior lighting set 7320



New
4058

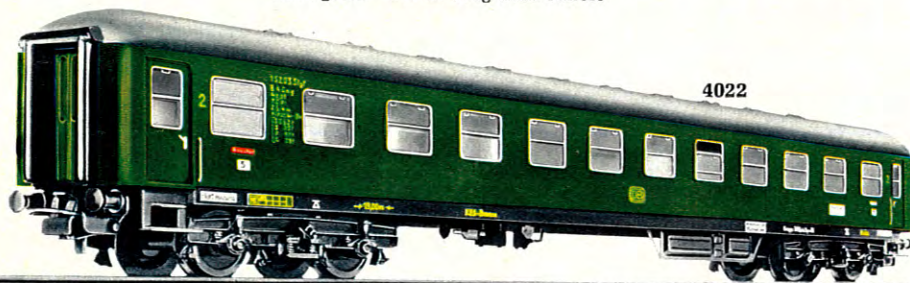
TEE Bar Car · A model of the German Federal Railways' eight-wheeled (ARD 4 üm) car, with bodywork finished in cream and red, with dark grey fairings · Very fine lettering, etc., exactly as on the full-sized original · Inset windows with plastic frames picked out with silver · Simulated rubber gangway connections at the ends · Detachable roof finished silver colour · 9 7/8 in. long · Provision for lighting by the interior lighting set 7320

Express Coaching Stock of the German Federal Railways

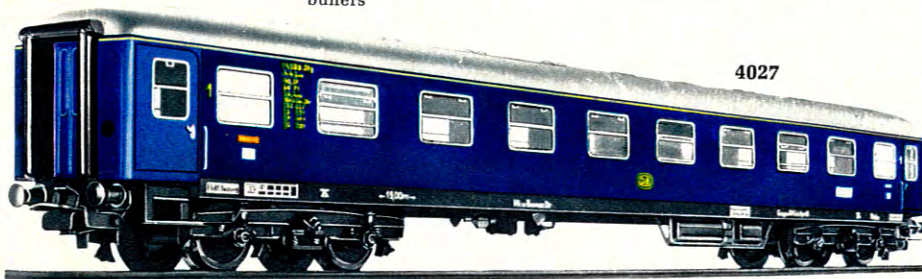
MARKLIN



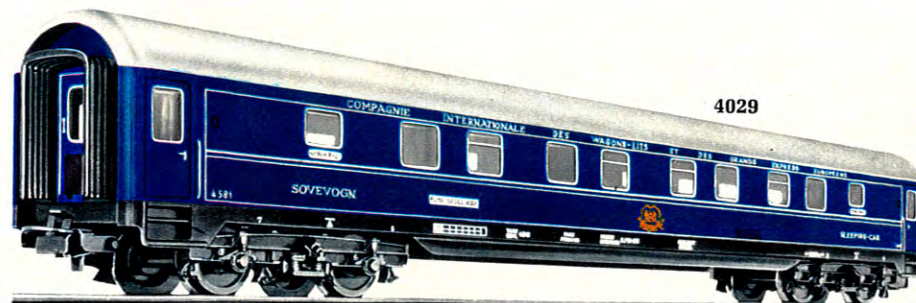
4023 First Class Express Coach · A model of the eight-wheeled A 4 üm type series on the German Federal Railways · Detachable black roof, inset windows with plastic frames, the coach finished in dark green · 9½ in. long over buffers



4022 Express Coach, Second Class · A model of the German Federal Railways' eight-wheeled (B 4 üm) type · The model has a detachable roof, coloured silver with grey shading, inset windows with plastic frames, and the coach is finished in dark green · 9½ in. long over buffers

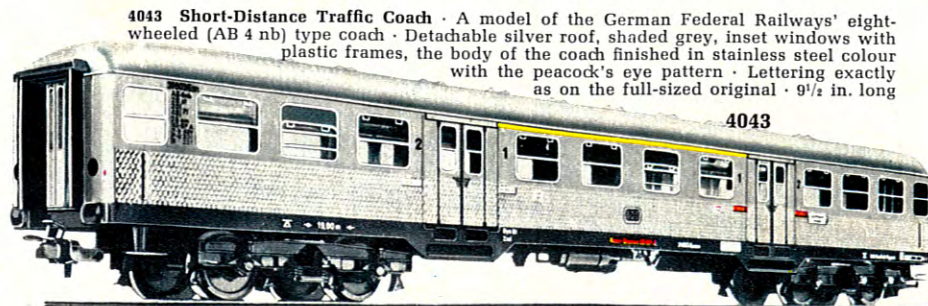


4027 First Class Express Coach · A model of the German Federal Railways' eight-wheeled (A 4 üm) type, with detachable silver roof, shaded grey, inset windows with plastic frames, the coach finished in blue · 9½ in. long over buffers



4029 Express Sleeping Car · A model of the International Sleeping Car Company's eight-wheeled no. 4581 car (ISG-Internationale Schlafwagengesellschaft) · The model has a detachable silver roof, shaded grey, inset windows with plastic frames, the car finished blue with all lettering reproduced exactly as on the full-sized original · Simulated concertina gangways at each ends · 9½ in. long

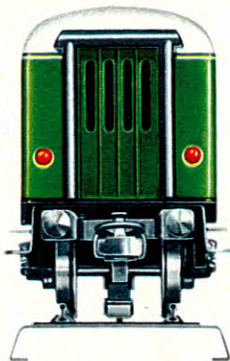
Coach for Short-Distance Traffic



4043 Short-Distance Traffic Coach · A model of the German Federal Railways' eight-wheeled (AB 4 nb) type coach · Detachable silver roof, shaded grey, inset windows with plastic frames, the body of the coach finished in stainless steel colour with the peacock's eye pattern · Lettering exactly as on the full-sized original · 9½ in. long

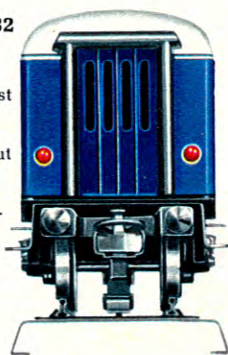
Express Luggage Van, the same as No. 4026, but with tail lights and current pick-up shoe

4044



Express Coach · First class, the same as no. 4027, but with tail lights and current pick-up shoe

4032



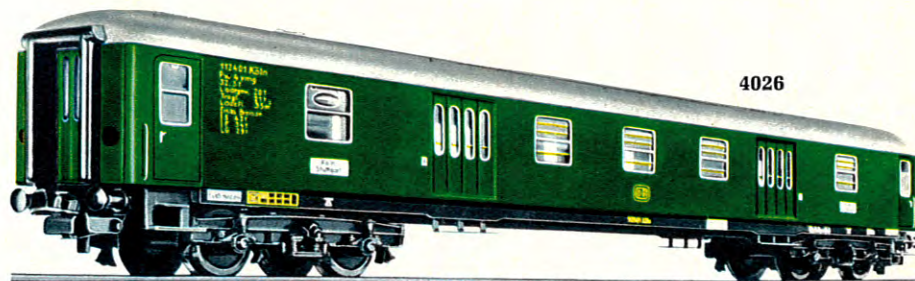
MARKLIN

Full-scale pattern
in model size



4024

4024 Express Dining Car · A model of the German Sleeping Car Company's eight-wheeled car (DSG—Deutsche Schlafwagensgesellschaft) · Detachable silver roof, shaded grey; inset windows with plastic frames, the coach finished in wine red with ivory lettering · 9½ in. long over buffers



4026

4026 Express Luggage Van · A model of the eight-wheeled (D 4 ym) type van in use on the Federal Railways of Western Germany · Detachable silver roof with grey shading · Inset windows with plastic frames; van finished dark green with ivory lettering · 9½ in. long over buffers

Coaches for Short-Distance Traffic



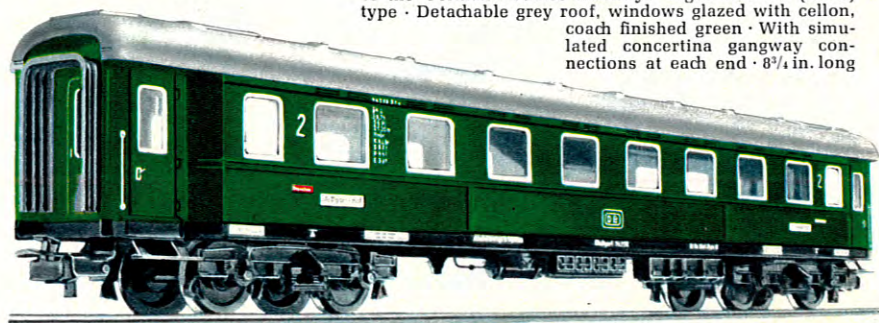
4042

4042 Coach for Short-Distance Traffic · Second Class · A model of the German Federal Railways' eight-wheeled (B 4 nb) type coach · The model has a detachable silver roof with grey shading, inset windows with plastic frames, the body finished in stainless steel colour with the peacock's eye pattern · Lettering exactly as on the full-sized original and with simulated concertina gangway connections at each end · 9½ in. long

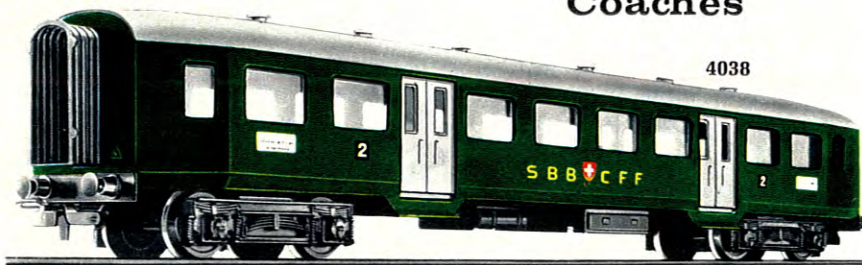


4037

4037 Express Coach, older type second class · A model of the German Federal Railways' eight-wheeled (B 4 ü) type · Detachable grey roof, windows glazed with cellophane, coach finished green · With simulated concertina gangway connections at each end · 8¾ in. long



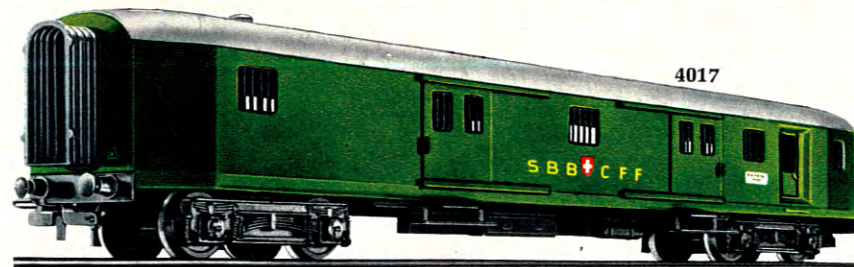
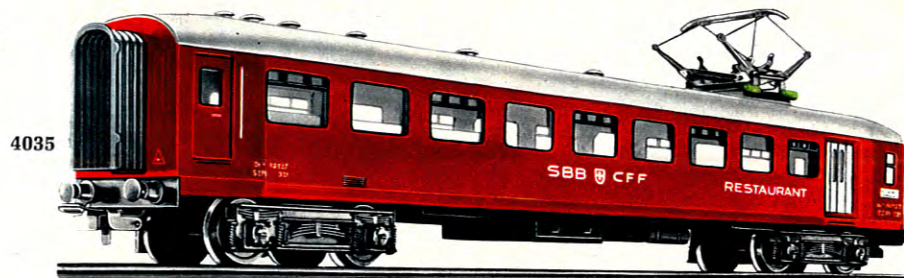
The Swiss Federal Railways' Light Express Coaches



Light Weight Express Coach · A model of the Swiss Federal Railways' eight-wheeled coach (SBB-Schweizerische Bundesbahnen), the bogies having movable bolsters · Windows are glazed with cello and concertina gangway connections are provided · Coach finished in green, with a silver-grey roof · 8 $\frac{1}{2}$ in. long over buffers

All the passenger coaches on pages 40 and 41 are fitted with **automatic couplings** and have provision for fitting interior lighting (see page 64).

Restaurant Car, with pantograph to use for connecting the car lighting · Ventilators in the windows and on the roof; concertina gangway connections · Frosted glass windows for the kitchen compartment · Battery boxes · Car finished wine red with silver-grey roof · 8 $\frac{1}{2}$ in. long over buffers · For tail light for this car see page 64



4017

Luggage Van, with sliding doors at sides · Barred windows and numerous details · Concertina gangway connections · Van finished green, with a silver-grey roof, yellow lettering · 8 $\frac{1}{2}$ in. long over buffers

French State Railways' Express Coaching Stock

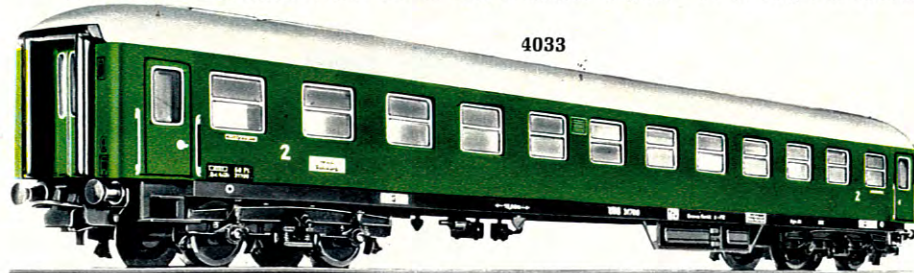


▲ 4050

Express Coach, First class · A model of the type A 8 myfi eight-wheeled stainless steel coach in use on the French State Railways · The coach body is made of high-grade plastic material in the true colouring of the full-sized original · Inset windows with plastic frames · 9 $\frac{1}{2}$ in. long · The model has provision for fitting the 7197 lighting equipment (see page 64)

Stainless steel express coaches are used predominantly on the French State Railways for their famous long-distance trains, such as the "Southern Express", providing connection between Paris and Bordeaux and also Madrid.

Express Coach, second class · A model of the Austrian Federal Railways' eight-wheeled Bc 4 üh 31700 type coach (ÖBB-Osterreichische Bundesbahnen) · The model has detachable silver roof, inset windows with plastic frames and the body is finished in green · 9 $\frac{1}{2}$ in. long over buffers



4033

Austrian Federal Railways' Express Coaching Stock



4030

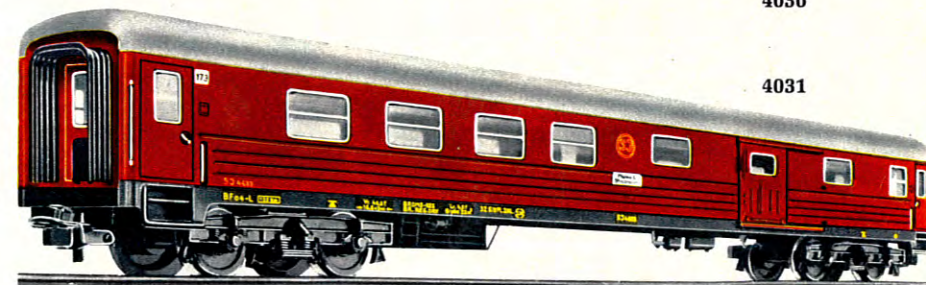
Express Coach · First and second class composite · A model of the Swedish State Railways' eight-wheeled AB 024 composite coach (SJ-Ståtens Järnvägar) · The model has a detachable grey roof, windows glazed with cellophane, and the body finished brown, with simulated concertina gangway connections at the ends · 9½ in. long



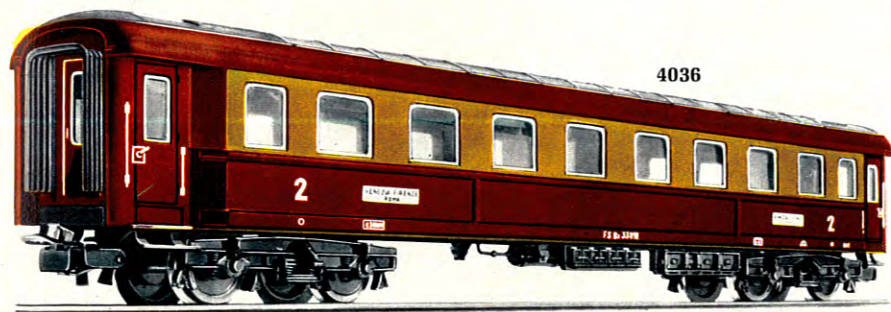
4030

4031

Express Composite Luggage Van with composite second class compartment—a model of the eight-wheeled BF 02-L type composite van on the Swedish State Railways · The model has a detachable silver-grey roof, two sliding doors, windows glazed with cellophane, and the body is finished in brown, with simulated concertina gangway connections at the ends · 9½ in. long



4031



4036

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) · The model has a detachable silver roof, windows glazed with cellophane, and the body is finished in brownish-beige colour · Simulated concertina gangway connections at the ends · 8¾ in. long

New

Danish State Railways' Express Coach

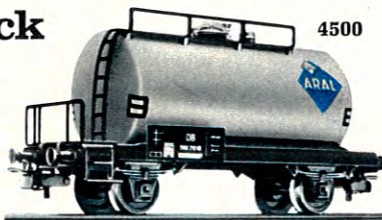


4045

Express Coach · Second class · A model of the eight-wheeled B 2300 type of coach on the Danish State Railways (DSB-Danske Statsbaner) · The model has a detachable silver roof, inset windows with plastic frames, the body finished reddish-brown with the roof shaded grey · 9½ in. long over buffers

Goods Stock

The goods wagons on page 42 and also the wagons on page 42 and no. 4512 on page 43 have enamelled sheet steel frames with plastic bodies (except nos. 4512 and 4516) and pressure-cast metal wheels. The lengths given are measured over the buffers.



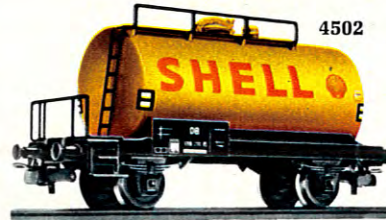
4500

Tank Wagon · Aluminium colour, for "ARAL" (German benzole mixture) · Gangway with steps and filler caps · Approximately 4 in. long



4524

Tank wagon · Modelled on the Swedish State Railways' original · Four-wheeled, aluminium colour, for "ESSO" · Gangway with steps and filler caps · Approximately 4 in. long



4502

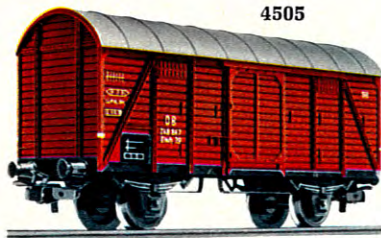
Tank Wagon · Yellow, for "SHELL" · Gangway with steps and filler caps · Approximately 4 in. long



4501

Tank Wagon · Aluminium colour, for "ESSO" · Gangway with steps and filler caps · Approximately 4 in. long

with plastic bodies and automatic couplings, as well as the "Advance" uncoupler (see page 44)



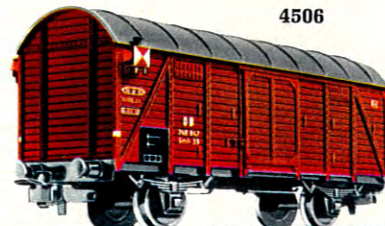
4505

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



4509

Banana Wagon with the picture of a banana gatherer, finished yellow with blue lettering and white roof · Approximately 4 in. long



4506

Goods Van, finished brown with grey roof · With finely made tail lamps to light up, fitted to the sides, and with a shoe to pick up current for them · Approximately 4 in. long



4508

Refrigerated Van, finished white with black lettering, simulated ventilators on roof · Approximately 4 in. long



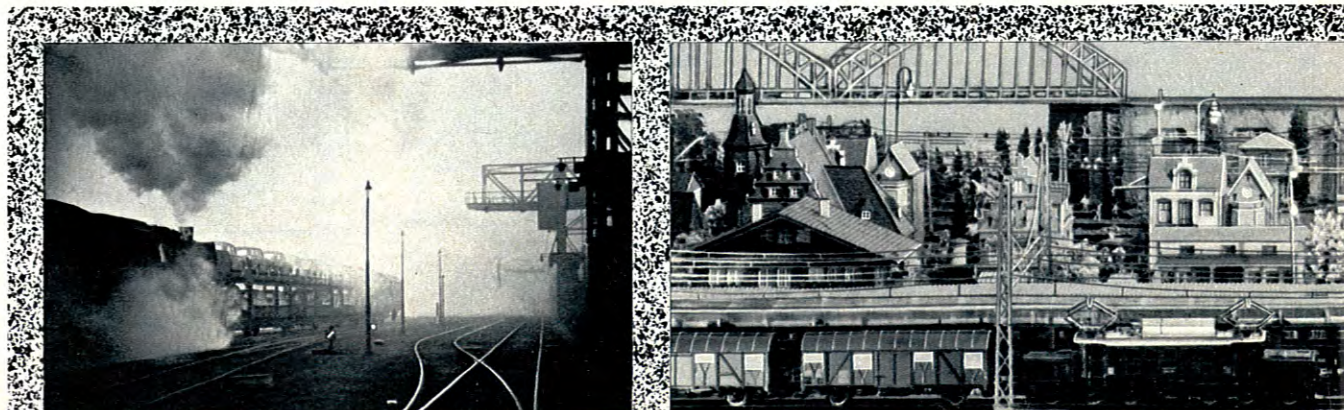
4504

Low-Sided Truck, finished brown and loaded with a miniature car · Approximately 4 in. long



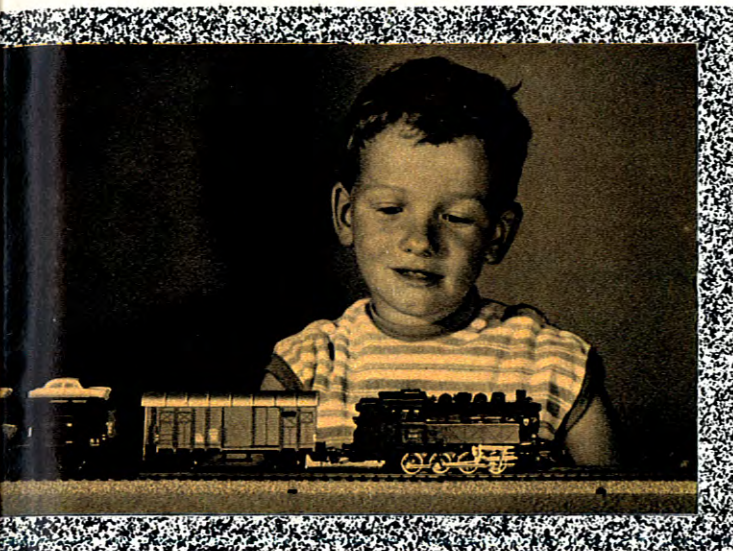
4511

Pulverised Coal Wagon, with two aluminium-coloured containers with filler caps for pulverised coal, and connected by a gangway with steps on both sides · Approximately 4 in. long

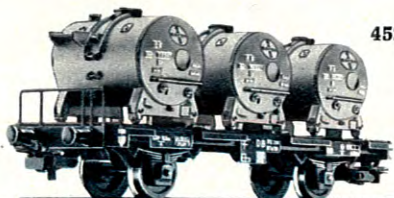


Goods Wagons

with
plastic bodies and automatic
couplings



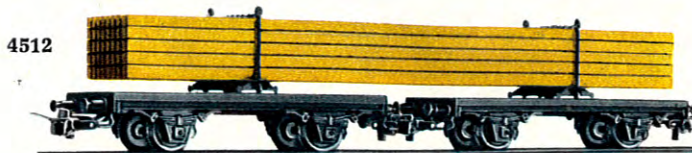
M'ARKLIN
a reliable thing



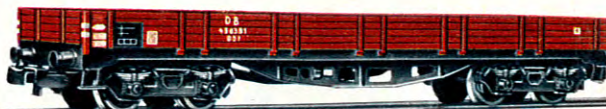
Container Truck, loaded with three cylindrical containers that can also be unloaded by the 7051 crane · Lettered BAYER · Silver containers with a black underframe · About 4 1/4 in. long



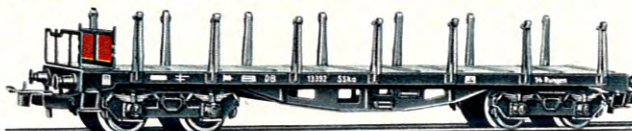
Tilt Truck, eight-wheeled, finished brown with white tilt · Without the "Advance" uncoupler · 7 1/4 in. long



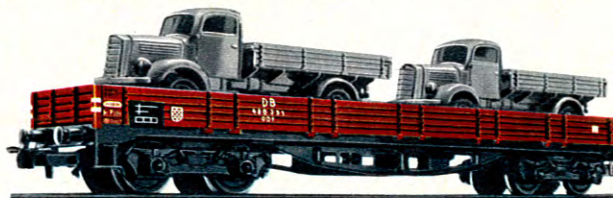
Baulk Timber Truck, carrying baulks of timber · An all-metal truck finished black; in two parts · Approximately 7 5/8 in. long



Low-Sided truck, eight-wheeled, finished brown · Without the "Advance" uncoupler · 7 1/4 in. long



Stanchion Truck, eight-wheeled, with sheet steel truck floor and stanchions · Without the "Advance" uncoupler · 7 1/4 in. long



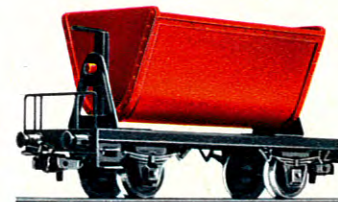
Low-Sided Truck, eight-wheeled, finished brown · Loaded with two motor lorries · Without the "Advance" uncoupler · 7 1/4 in. long

4517

4503

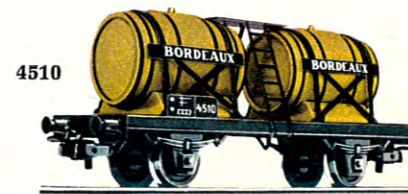


Low-Sided Truck, finished brown · Approximately 4 in. long



Tipping Truck, to discharge either side; fitted with locking device and finished in red · 3 3/8 in. long

4513



Wine Truck, with two barrels and steps up to them on both sides · Barrels finished light brown and lettered "BORDEAUX" · Approximately 4 in. long

4510

4515

M'ARKLIN

Model Goods Stock

Special scale-model reproduction of all details of the original. Very easy running. By using the "Advance" uncoupling device the couplings remain disconnected after the uncoupling track section has functioned—and this can also be done on the upgrade part of a marshalling hump. The effect of this design is that the couplings do not re-engage, and so coaches or wagons can be shunted at any part of the system desired. All stock with the "Advance" uncoupler can be coupled to stock without the uncoupler without any difficulty.

with
automatic couplings
and the
"Advance" uncoupler

4602

Open Goods Truck, a model of the German Federal Railways' Omm 52 type truck. The model is finished brown. 4 7/8 in. long

4610

Ballast Truck, with discharging doors operated by a hand lever. The model is finished in brown and is 3 1/4 in. long

4602



4601



Open Goods Truck with brakesman's cabin, a model of the German Federal Railways' Omm 33 type truck, finished brown, 4 1/8 in. long

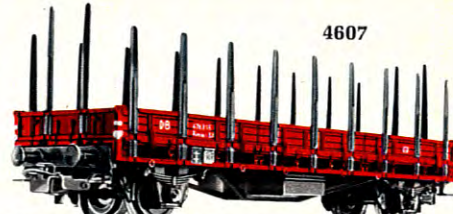
4604

Open Goods Truck, a model of the German Federal Railways' Omm 52 type truck, finished brown, with a load representing coal that can be taken out. 4 7/8 in. long

4603

Open Goods Truck, the same as no. 4604, but with a load representing stone that can be taken out

4607

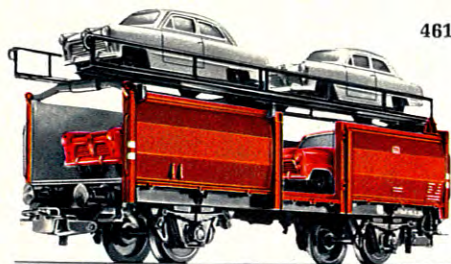


Standhion Truck, a model of the Rmms 33 type truck used on the German Federal Railways, with detachable standhions that can be carried in a case that slides under the floor of the truck. 5 1/4 in. long

4604

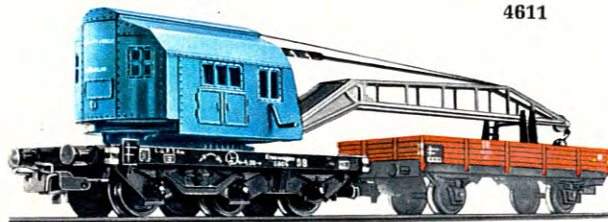


4613



Car Transporter with loading ramp, loaded with miniature cars. Finished brown with black ramp. 4 7/8 in. long

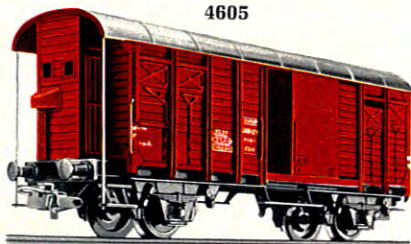
4611



Crane Truck with slewing crane, movable jib and support for jib; crank handle for raising and lowering the crane hook. Black underframe, light blue crane with silver jib. Underframe 3 3/8 in. long (The price does not include the 4503 low-sided truck, but the truck is recommended for carrying the jib when the crane is in transit)



4605



Goods Van with brakesman's cabin, a model of the K3 type van in use on the Swiss Federal Railways (SBB-Schweizerische Bundesbahnen). Model finished brown with silver roof. Doors to open both sides. 4 7/8 in. long

4550



4550

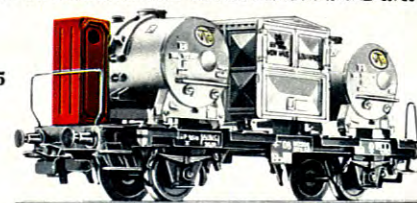
Goods Van, a model of the four-wheeled van in use on the Italian State Railways (FS-Ferrovie dello Stato). The model has a detachable roof, and the scale-model reproduction of the details is particularly good. The model is finished in brown with a silver-grey roof, and is 4 7/8 in. long

4619

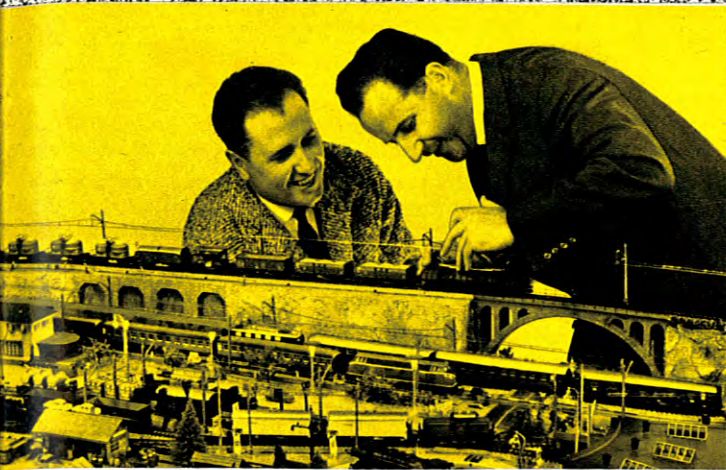


Sliding Roof Wagon, a model of the four-wheeled Kmmks 51 type wagon on the German Federal Railways, with the roof in two halves sliding over one another in true scale-model fashion. The model is finished brown with silver roof. 4 7/8 in. long

4625



Container Truck with brakesman's cabin, four-wheeled, loaded with one box-type container and two cylindrical containers that can be removed by the 7051 crane. Silver containers with black underframe. Length 4 1/8 in.



with Automatic Couplings and the
"Advance" Uncoupler

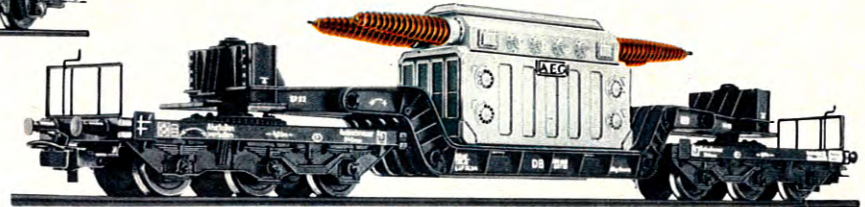
MARKLIN
a fine art



4600

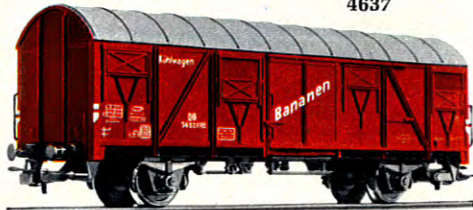
Goods Train Guard's or Luggage Van · A model of the Dg type of van used on the German Federal Railways, finished green with grey roof, and with doors both sides to open · 3 3/8 in. long

4617



Well Wagon, twelve-wheeled, loaded with a transformer · Model finished black with silver-grey transformer · 10 in. long

4637



4637

Goods Van, a model four-wheeled Tno-mehs 59 type van in use on the German Federal Railways, finished brown with a silver roof and lettered as a banana van · Approximately 5 1/4 in. long

4639



4639

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

4623



4623

Open Goods Truck, a model four-wheeled Tow type van in use on the French State Railways (SNCF) · Finished brown · 4 1/2 in. long

4629



New

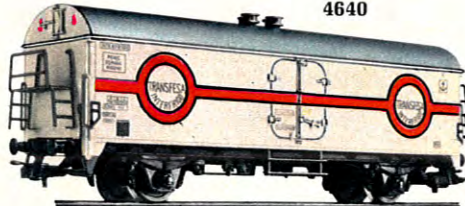
Partition Van, a model of the four-wheeled Vlmms 63 type of van in use on the Federal Railways of Western Germany · Body finished brown, with a silver roof with black shading, black underpart · 5 1/2 in. long

4620



Universal Refrigerated Van, four-wheeled, a model of the Tehs 50 van on the German Federal Railways · Finished white with black lettering exactly as on the full-sized original · Approximately 5 1/4 in. long

4640



Refrigerated Van, a model of the four-wheeled private van of the Transfesa Transport Co. (Transportgesellschaft Transfesa) · Finished white, with brown longitudinal stripes and rings · Silver roof with simulated ventilators · Approximately 5 1/4 in. long

4654



New

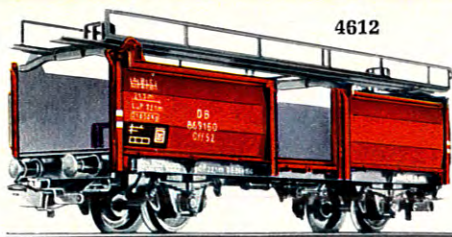
Beer Van, a model of the four-wheeled private wagon of the Munich Spaten Brewery, finished in white with black lettering, and carrying the Brewery's trade mark "Spaten" on a red ground · Grey roof with simulated ventilators · Approximately 5 1/2 in. long

4634



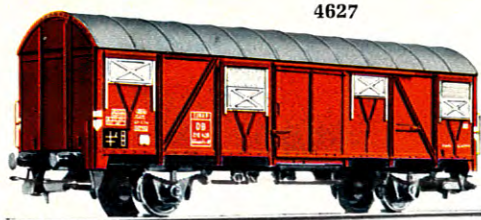
New

Beer Van, a model of a private wagon of the Dortmund Union Brewery (Dortmunder Union-Brauerei) · This model is four-wheeled, finished in white with red lettering, and carries the Brewery's trade mark in blue with a "U" in yellow · Silver roof with simulated ventilators · Approximately 5 1/2 in. long



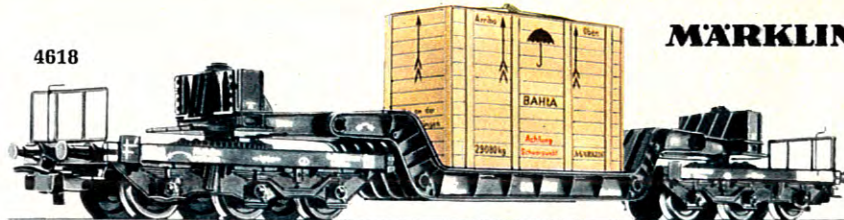
4612

Car Transporter with loading ramp, not loaded · Finished brown with black ramp · 4³/₈ in. long (On the German Federal Railways two of these transporters are always used together as a unit described as the Off 52 type)



4627

Goods Van, a model of the Gilmehs 57 type van on the German Federal Railways · Body finished brown with aluminium-coloured ventilating covers, and silver roof · 5¹/₄ in. long



4618

MARKLIN

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

Model Freight Cars with automatic couplings and the "Advance" uncoupler Model Freight Cars



4622

Container Truck for Fine Bulk Goods, a model of the German Federal Railways' four-wheeled Kds 54 type · The model has grey containers, shaded white with a black underframe · Approximately 4 in. long



4621

High-Capacity Tank Wagon, a model of the eight-wheeled Ksl 3504 type wagon on the German Federal Railways, with all details reproduced exactly as on the full-sized original · Grey tank, with black underframe · 5¹/₆ in. long



4636

Beer Wagon, a model of the Danish Carlsberg Brewery's four-wheeled private wagon, finished white with green lettering and simulated ventilators on roof · 5¹/₄ in. long



4609

Tilt Truck, a model of the German Federal Railways' Rmms 33 type truck, finished brown, with white tilt · 5¹/₄ in. long

MARKLIN models - a matter of class

Model Freight Cars (See page 44)



4575

4575

Gondola, a model of the Dixie Line's eight-wheeled stock; bogies have movable bolsters and the car has a plastic body · Finished in brown · 7¹/₈ in. long



4573

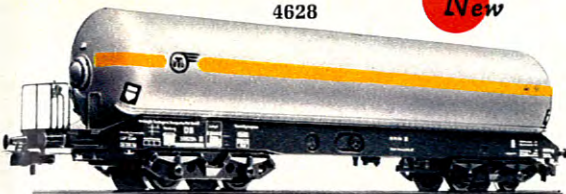
4573

Box Car, a model of the New Haven Railroad Company's 50-ton eight-wheeled car · The model has bogies with movable bolsters and a detachable roof with fixed walkway, doors both sides to open · Finished brown, with silver-grey roof · 8¹/₈ in. long

MARKLIN

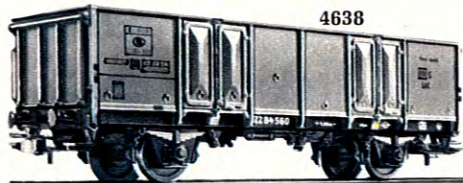
4628

New



Pressure Gas Tank Wagon, eight-wheeled, grey tank with yellow longitudinal stripes, black underpart · A model of the United Tank Storage & Transport Co.'s wagon (VTG-Vereinigte Tanklager und Transportmittel GmbH) · Approximately 7³/₈ in. long

4638



Open Goods Truck, four-wheeled, a model of the Belgian State Railways' truck (SNCB) · Finished grey, 4³/₈ in. long

with automatic couplings and the "Advance" uncoupler

4624



High-Capacity Goods Truck (articulated wagon), eight-wheeled, a model of the 00tz 50 type on the German Federal Railways · Finished brown and lettered as a mineral ("Erz") wagon · 5¹/₄ in. long

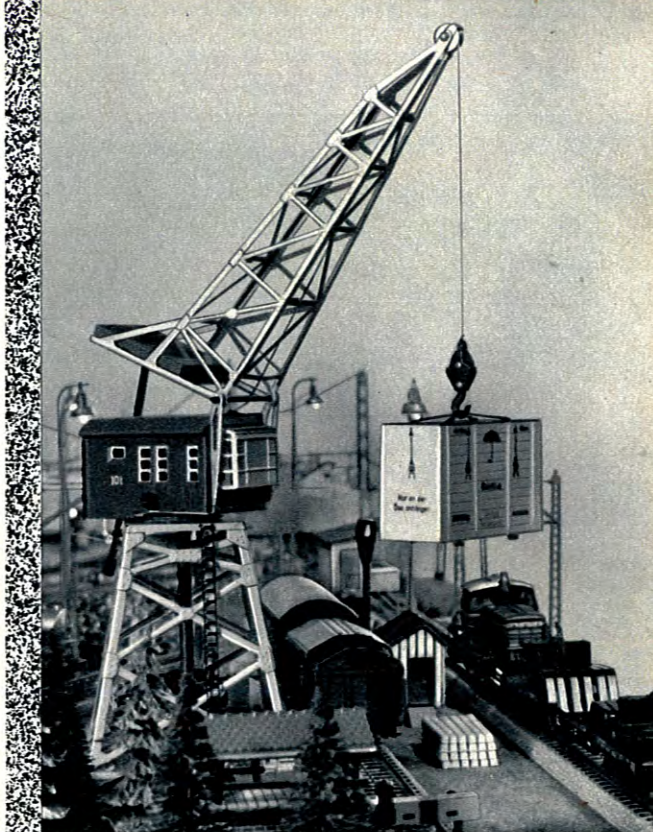
4626



High-Capacity Goods Truck with hinged roof cover, eight-wheeled, a model of the KKt 57 type of truck in use on the German Federal Railways · Finished brown, with all covers to open · 5¹/₂ in. long

This type of wagon is used in international traffic for carrying coal, coke, minerals, etc., as a rule in set high-capacity trains.

Many high-capacity goods wagons are provided with fixed covers so that bulk goods affected by weather, such as grain, for example, can also be carried by them.



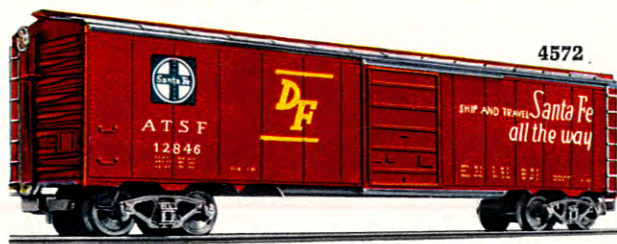
4570



4570

Caboose, a model American freight train's eight-wheeled guard's van with fixed walkway on roof · Finished brown with silver grey roof · Approximately 6 in. long

4572



4572

Box Car, a model of the Santa Fé Railroad's 50-ton eight-wheeled car · Bogies have movable bolsters, a detachable roof with fixed walkway and doors both sides to open · Brown finish with silver grey roof · 8¹/₈ in. long

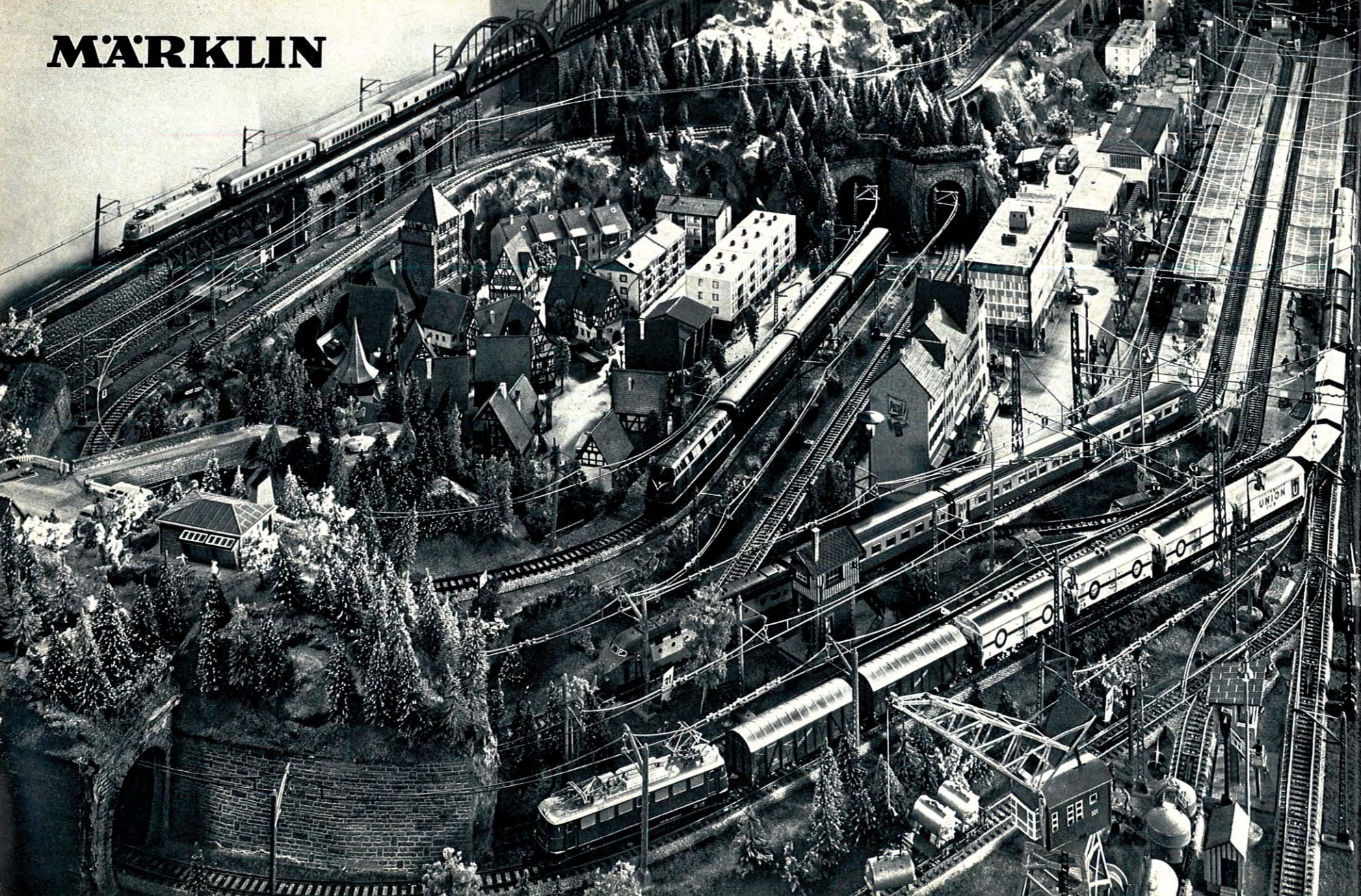
4571



4571

Box Car, a model of the Western Pacific Railroad's 50-ton eight-wheeled car · The model has bogies with movable bolsters and a detachable roof with fixed walkway, doors both sides to open · Finished silver grey · 8¹/₈ in. long

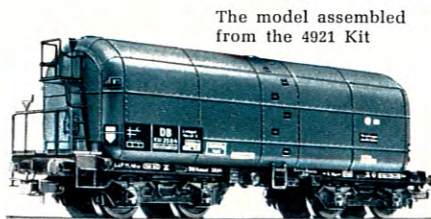
MÄRKLIN



MARKLIN Construction Kits

("Build-it-Yourself" Kits)

These goods stock construction kits provide the opportunity for building your own goods wagons, and the transfers required are supplied with the kits. All kits (except no. 4914) include automatic couplings with the "Advance" uncoupler. The only tools needed for building the models are a screw-driver and a pair of flat pliers, though a hammer is also required for no. 4902.



The model assembled from the 4921 Kit

Kit for constructing a High-Capacity Tank Wagon 4921



The model assembled from the 4912 Kit

Kit for constructing a Crane Truck 4912

4802



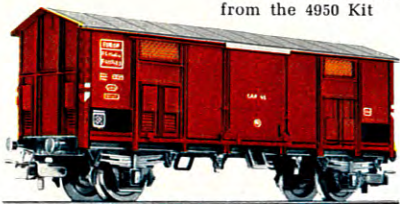
The model coach assembled from the 4802 Kit

Kit for constructing a Passenger Coach



The model assembled from the 4909 Kit

Kit for constructing a Banana Van 4909



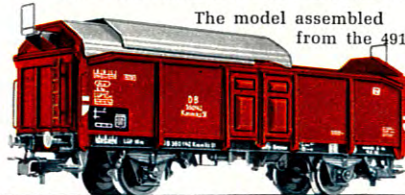
The model assembled from the 4950 Kit

Kit for constructing a Goods Van 4950



The model assembled from the 4905 Kit

Kit for constructing a Goods Van 4905



The model assembled from the 4919 Kit

Kit for constructing a Van with sliding roof 4919



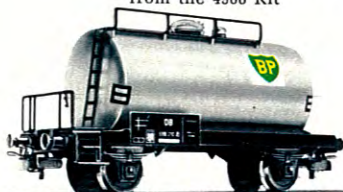
The model assembled from the 4902 Kit

Kit for constructing an Open Goods Truck 4902



The model assembled from the 4910 Kit

Kit for constructing a Wine Truck 4910



The model constructed from the 4900 Kit

Kit for constructing a BP Tank Wagon 4900



The model assembled from the 4918 Kit

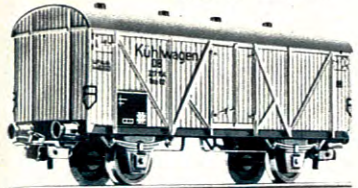
Kit for constructing a Refrigerated Van 4918



The model assembled from the 4914 Kit

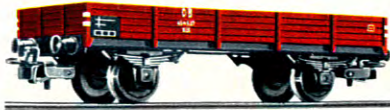
Kit for constructing a Low-Sided Truck 4914

The model assembled
from the 4908 Kit



Kit for constructing
a Refrigerated Van 4908

The model assembled
from the 4903 Kit



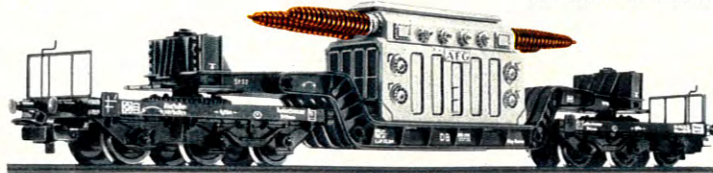
Kit for constructing
an Open Goods Truck 4903



MARKLIN



The model assembled from the 4917 Kit



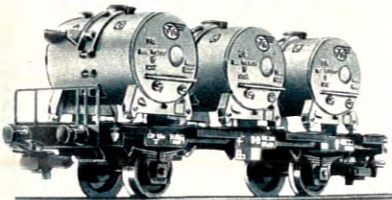
Kit for constructing a Well Wagon 4917

The model assembled
from the 4911 Kit



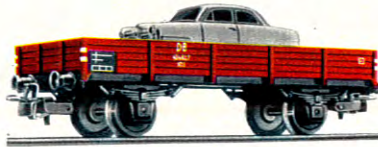
4911
Kit for constructing
a pulverised Brown Coal Wagon

The model assembled
from the 4920 Kit



Kit for constructing
a Container Truck 4920

The model assembled
from the 4904 Kit



Kit for constructing
a Low-Sided Truck 4904



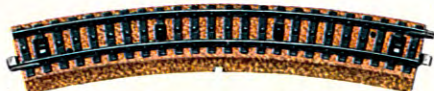
MARKLIN

The MARKLIN 5100 Track

For the basic construction of a railway system we recommend the group 5100 track, made as all-metal sections with hollow-section rails. A centre conductor of stud contacts that can hardly be seen between the two running rails ensures a reliable supply of current to driving units, contact tongues proof against short-circuiting guaranteeing current passing with certainty at all joints. Finely-stamped imitation ballast lends the track sections an appearance very closely resembling the actual thing. Twelve 5100 curved sections are required to make a complete circle with a diameter, including the embankment, of approximately 30 inches (see the comparison given in page 54). The screws needed for fastening the track sections to the 7171 sound-deadening strips (see page 69) are included in the box.

The No. 60126 screws are recommended for fastening the track down when **not** laid on sound-deadening strip.

Curved Track Sections



Full length, 7½ in.

5100



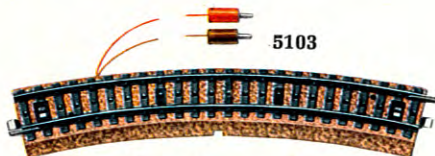
Half length, 3¾ in.

5101



Quarter length, 1⅞ in.

5102



Track Feeder Section, curved, 2 leads

5111

Track Feeder Section, straight, 2 leads



5114

Crossing, 7⅞ in. long

Straight Track Sections

5106



Straight Track Section, full length, 7 in. long

5107



Straight Track Section, half length, 3½ in. long

5129



Make-up Section, 2¾ in. long

5108



Straight Track Section, quarter length, 1¾ in. long

5109



Straight Track Section, 1/16ths length, 1⅞ in. long

5110



Straight Track Section, 1/8ths length, ⅞ in. long

For branch lines and curves of small radius on lines in industrial concerns



5120

5120 Curved Track Section, 8⅞ in. long · Branch lines and railways in industrial concerns with curves of short radius can be laid with the 5120 track sections · The diameter of a circle made of eight track sections is 24 in. · 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, unless a curve in the line is not directly followed by a reverse curve, as in such case there must be at least a full-length straight section between the two curves. The 5120 sections can also be used in conjunction with points and the 5100 and 5200 sections as well, and so railway systems made up of these can be enlarged and extended as desired.



5105 Track Contact Section, straight

5104 Track Contact Section, curved

Contact track sections are for the remote control of points, signals etc. by the moving train; as an instance, two contact sections are required for controlling a signal—one to set it at "Off" and the other to reset it at "Danger".

5130

Curved Track Section with Radio Interference Suppressor, full length, 7½ in. long, for preventing any interference with radio that may occur with conditions unfavourable for reception in the medium and long-wave bands.



5147

Control Track Section, curved, half length, 3⅞ in.



5146

Control Track Section, straight, half length, 3⅞ in. long

Control track sections, like contact track sections, are for the remote control of magnetically-operated accessories by a train in motion, but in their case, contact is made by rolling stock fitted with current pick-up shoes, so that different operations can be carried out in the two running directions in each case.



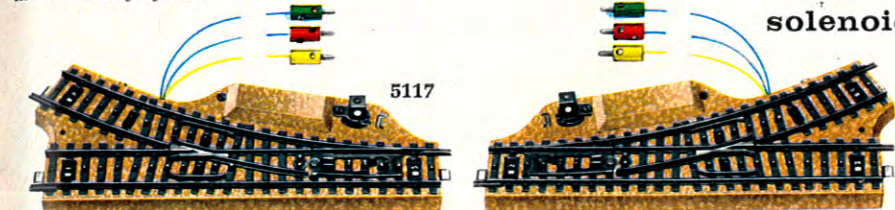
MARGLIN 5100 Points

Pair of electro-magnetic points on curved track · Consisting of one right-hand and one left-hand point on the inside of the curve, both operated by double solenoids · Signal lamps that light up show indications according to the settings of the points that have spring tongues · Three connecting leads to each set of points · The length and curvature of the branching track are the same as those of the 5100 track sections · The main track is approximately 10½ in. long · Instructions for laying these points are included with each pair



5140

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 two tracks, so that a good deal of space is saved on a model-railway system.



5117

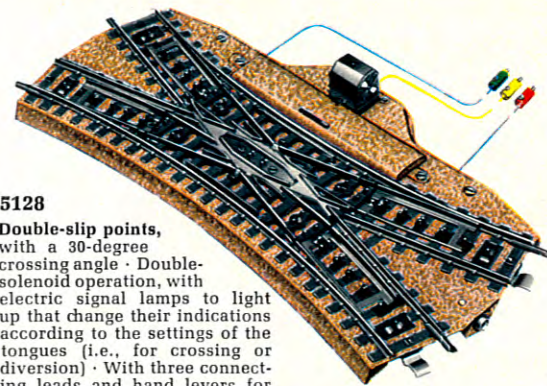
Pair of electro-magnetic points, one right-hand and one left-hand, both with double-solenoid operation and signal lamps to light up · These points have crossing frogs, guard rails, etc., spring tongues and three connecting leads to each set · Track lengths are the same as the 5100 and 5106 track sections

Electro-Magnetic Points with remote-controlled double-solenoid operation

The 5117, 5140 electro-magnetic points and the 5128 double-slip points are all operated by double solenoids, with signal lamps to light up that show the settings of the point 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.

5128

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 leads and hand levers for manual operation · The straight tracks are 7½ in. long and the curved ones 7½ in. long



Pair of points for manual operation



5121

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

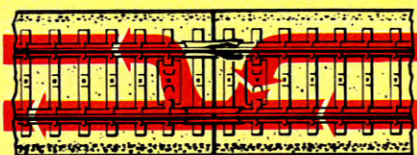


Fig. 1

A notable point about the MÄRGLIN track is the good path it provides for the current. Bending the tongues joining track sections together—always liable to happen with any model railway—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).

At least four electro-magnetic points can be connected to one control panel (see page 62)

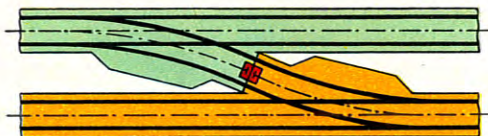


Fig. 2

Circuits can be separated electrically either by the simple 5022 insulated section (see page 58) or by a piece of ordinary cardboard, without the need for any special isolating track section, and so space is saved (Fig. 2).

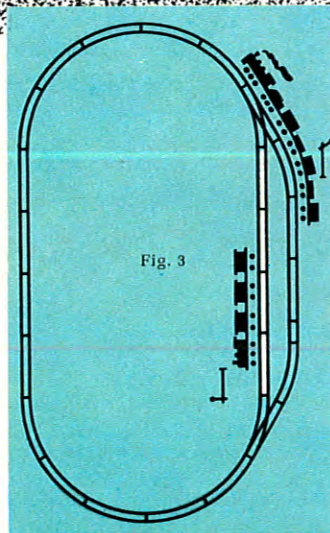
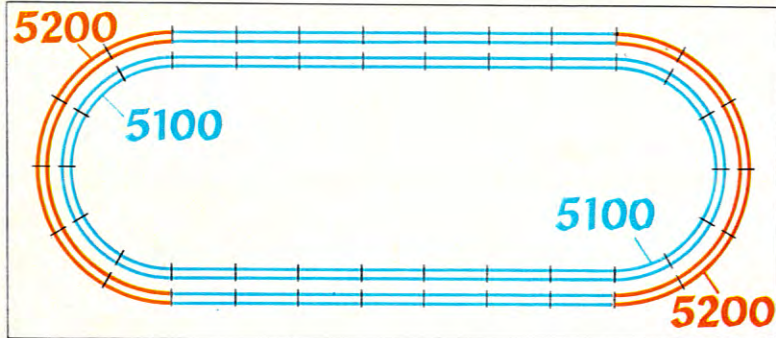


Fig. 3

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



Track sections of the 5200 group are for extending an existing system made up of tracks of the 5100 group, and provide concentric circles with a track centre-to-centre spacing of 3 in., measured between the centre-stud contacts, and a free space—the so-called "six-foot way"—of approximately 1½ in. between the two tracks. The 5202 points are used for cross-overs between the inner and outer tracks. The 5200 tracks are the same construction as those 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. diameter.



5210

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



5208

Straight make-up section, 5/16 in. long



5213

Control Track Section, for concentric circle, half-length, 4½ in. long · Construction and operation as no. 5146/47



5211

Crossing, angle 48½ degrees, 3¾ in. long · The centre conductors that cross are isolated electrically from one another

The MÄRKLIN 5200 Track for Concentric Circles

Curved Track Sections



5200

Curved Track Section · Full length, 9 in. long



5206

Curved Track Section

Five-sixths length, 7¼ in. long



5201

Curved Track Section

Half length, 4½ in. long



5205

Curved Track Section

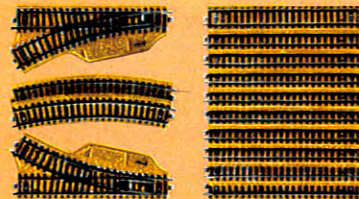
One-sixth length, 1½ in. long

Sets of Additional

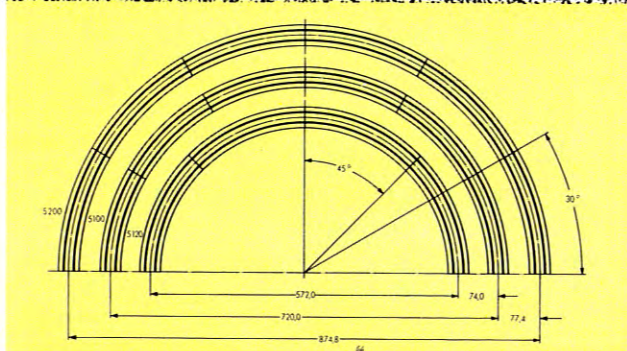
5091

Set of additional track parts for enlarging a simple oval track, containing: 2 curved track sections 5100 · 10 straight track sections 5106 · 1 pair of points for manual

New



operation 5121 together with a guide for enlarging or extending the railway layout



How the different MÄRKLIN track circles compare



0321

The "MÄRKLIN H0 Gauge Book of Railway Plans", containing sixteen simple plans for the 5100 and 5200 track sections; twenty-four pages, 8¼ in. by 6 in.

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



0331

"Book of Plans for MÄRKLIN H0 Gauge Railways" · 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, 8¼ in. by 11¼ in.

Electro-Magnetic Points

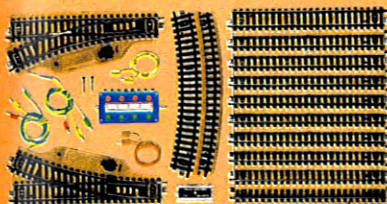
with remote-controlled double-solenoid operation

Track Parts

New

5090

Set of additional track parts for enlarging an oval track, containing the following: 10 straight track sections 5106 · 1 pair electro-magnetic points 5202 · 2 curved track sections 5206 · 1 control panel 7072 · 1 distribution board 7209 · 2 wood screws with countersunk raised head 78612 · 2 connecting cables · Instructions for working the points and using the control panel are



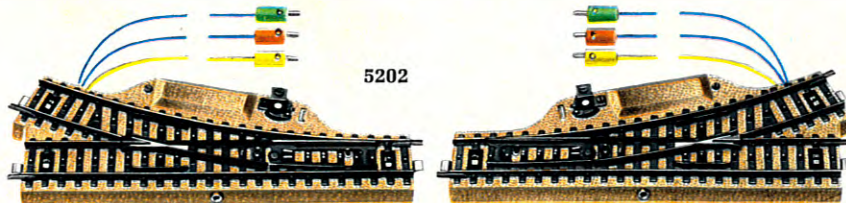
Included with the set, as well as a guide for enlarging or extending the railway layout



New

0206

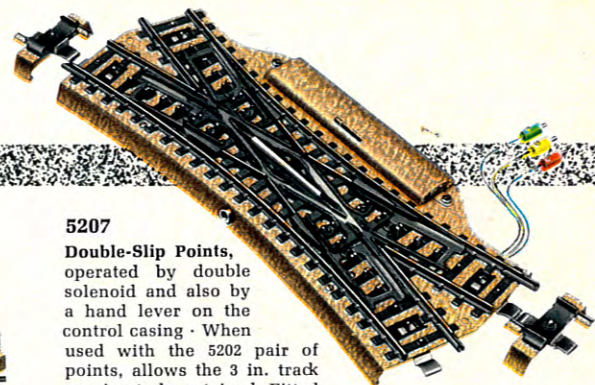
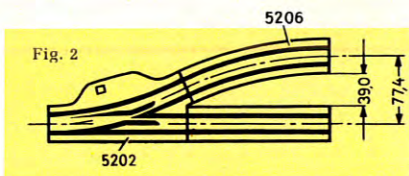
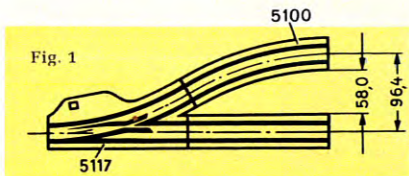
Template for drawing track plans, transparent plastic, for all 5100 and 5200 track sections (scale one-tenth) · Very useful for drawing your own track plans



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

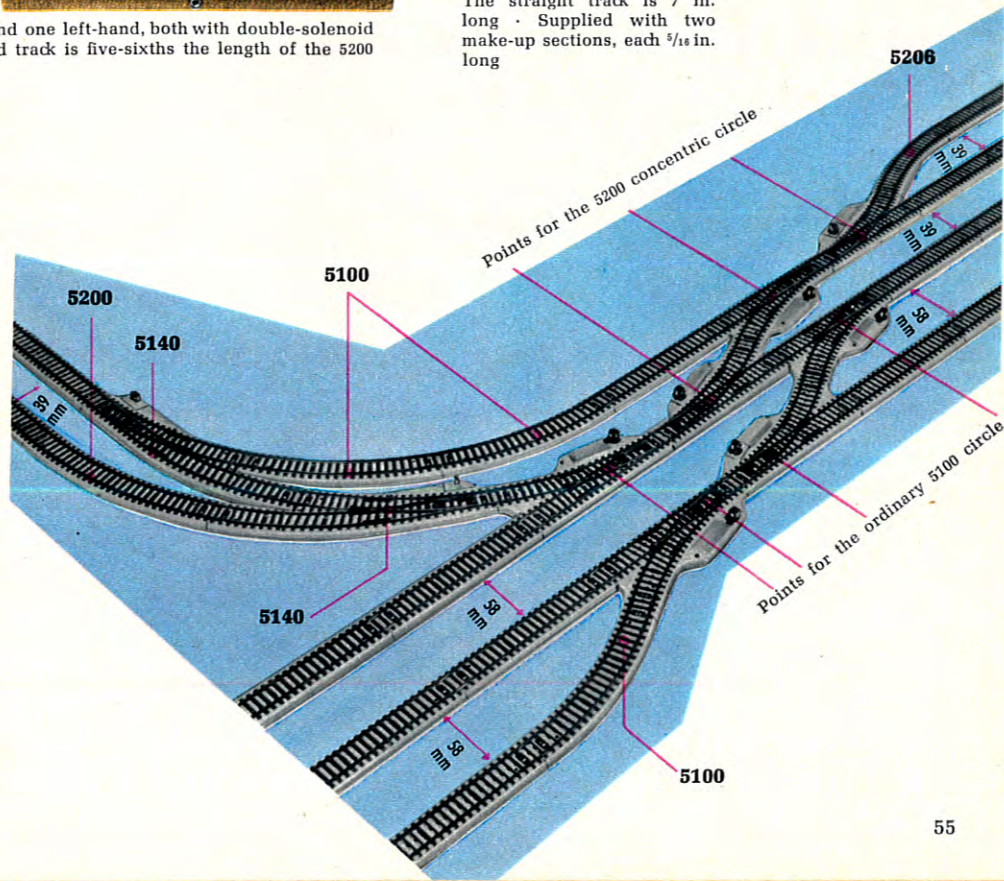
MARKLIN points and their use

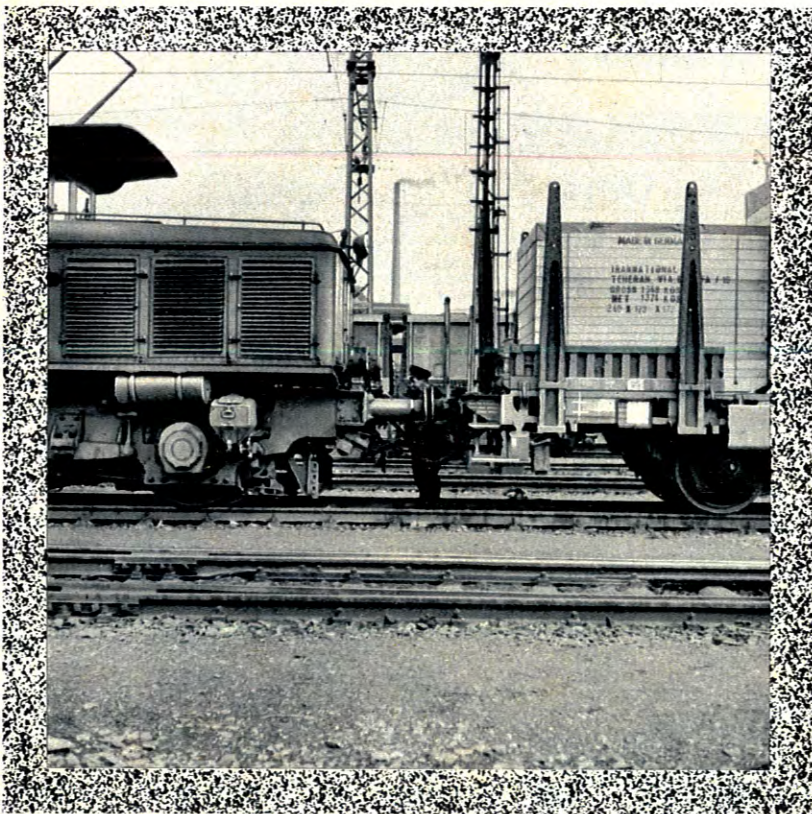
Where there is a branch, the reverse curve is formed by the 5100 track section for the 5117 and 5121 points (fig. 1), giving a spacing of approximately 3 1/8 in. between track centres. In the case of the 5202 points, however (fig. 2), the reverse curve is formed by the 5206 track section, the curved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



5207

Double-Slip Points, operated by double solenoid and also by a hand lever on the control casing · When used with the 5202 pair of points, allows the 3 in. track spacing to be retained · Fitted with three connecting leads · The straight track is 7 in. long · Supplied with two make-up sections, each 9/16 in. long





The Remote-Controlled Uncoupling Device

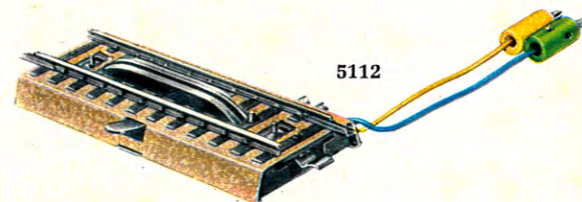
Most MÄRKLIN locomotives and rolling stock are provided with automatic couplings fitted, for the greater part, for uncoupling by the MÄRKLIN "Advance" uncoupling device, all these couplings being made so that they can be uncoupled by the remote-controlled uncoupling track section merely by pressing the knob on the control panel. Couplings with the "Advance" uncoupling device also allow a train to be shunted further after the uncoupling track section has operated, without the couplings re-engaging. All shunting movements can be carried out without difficulty, and so a MÄRKLIN uncoupling device will add greatly to the pleasure of running a railway.

MÄRKLIN



5113

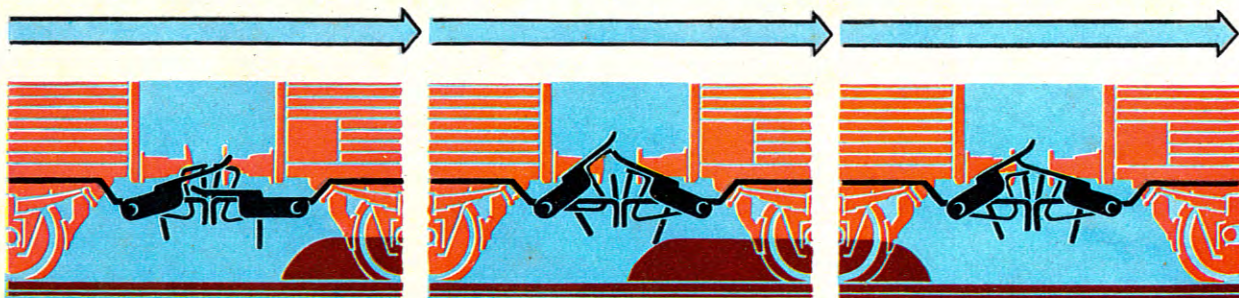
Lamp standard for the uncoupling track section, a zinc pressure casting. The lamp on the standard lights up while uncoupling takes place. 3 1/8 in. high



5112

5112

Uncoupling Track Section for releasing automatic couplings on rolling stock by raising ramps on either side of the centre stud contacts. Can be operated either from the control panel or by a hand lever. Fitted with two connecting leads. The track section is 3 7/8 in. long



Raising the actuating ramp releases the coupling.

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

The Highly-Efficient MARKLIN Transformers

The sheet steel casing of these transformers and their excellent insulation (tested to several thousand volts) definitely eliminate any possibility of contact with the mains side. These features of their design, together with their automatic short-circuit cut-out, 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 transformer group (16 watts) and of the 6100 group (30 watts) can be regulated on the speed control scale. The control knob on the transformer has a dual function—to provide infinitely-variable speed control, and reversing by our 24-volt "Perfect" system. The 30-watt transformers of the 6100 group give slower running than the 16-watt 6500 group. We can only guarantee our model railways to run satisfactorily if they are operated exclusively by our MARKLIN H0 transformers.

MARKLIN transformers of both the 6100 and 6500 groups are provided with connections for running the trains, lighting and operating electro-magnetic accessories.

Transformer, output 30 watts, with red indicator lamp · Weight approximately 4½ lbs. · Dimensions, 6½ in. by 5½ in. by 3 in.

We can also supply the same transformer for special cases with the normal plug connections hitherto used, under the following numbers:

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

When ordering, please quote the number against the voltage required.

- 6211** = 220 volts

Transformer for lighting and working electro-magnetic accessories · Output 50 watts—approximately 16 volts A.C. · Overload protection by automatic cut-out in the event of short-circuiting · Connecting cable with sprayed mains plug · For 220 volts A.C. only · Weight, 4½ lbs. · Dimensions: 6½ in. by 5½ in. by 3 in.

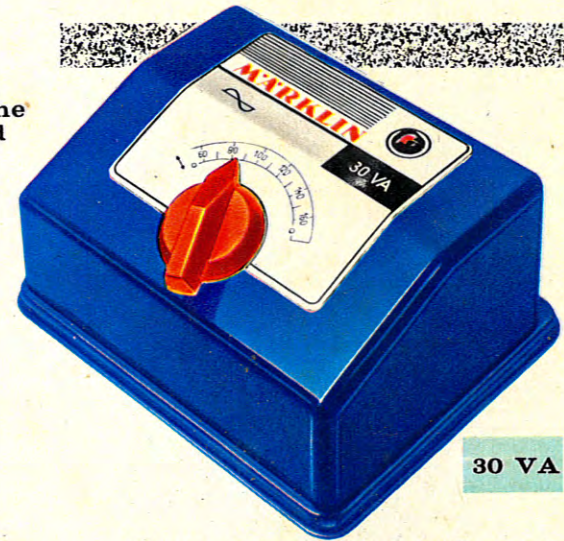
50 VA

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

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

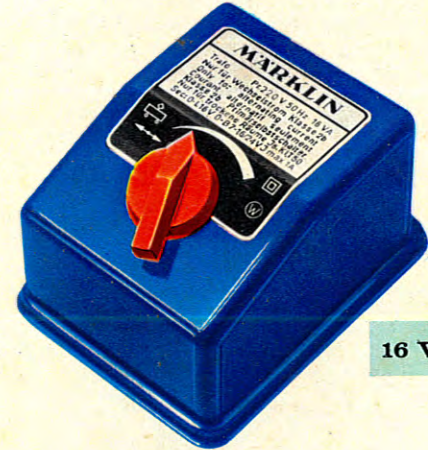
When ordering, please quote the number against the voltage required.

The transformers with the train sets on page 32 are likewise thoroughly efficient appliances, with connections for running the trains, lighting and operating electro-magnetic accessories, just the same as all other MARKLIN transformers.



30 VA

Connect only to A.C. mains



16 VA

Current consumption of locomotives and bulbs

Examples for calculation purposes:

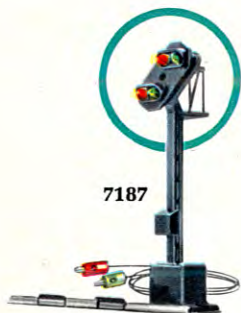
With a maximum load, the 3000 model takes about 9 watts, model 3021 about 12 watts and locomotive 3048 about 15 watts. A lighting bulb takes about 1 watt.

Lighting Transformer

to feed up to 50 bulbs



The MARKLIN Range of Signals



7187

7187

Colour-light Distant Signal - For use only in conjunction with the 7188 colour-light home signal. Signal light changes from green/green to amber/amber by four bulbs in all - $\frac{3}{8}$ in. wide, $\frac{7}{16}$ in. long and $\frac{2}{5}$ in. high



7188

7188

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

5015

Isolating sign for identifying isolating points



5015

5022

Centre conductor insulation for insulating five points



5022

At least four signals with train control can be connected to one control panel (see page 62).

Nothing could be more suitable than these very fine signals for building up a true scale model MARKLIN Railway and making its operation as entertaining as it is exciting. All these signals are notable for the miniature scale modelling of their chief parts and the fine finish of their details. All posts are made of practically unbreakable zinc pressure castings.

The signals can be placed anywhere desired—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 allows 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 5104 and 5105 track contact sections (see page 52), or by the 5146, 5147 or 5213 control track sections (see pages 52 and 54), can be provided by all MARKLIN 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 providing train control can be operated by the 7072 control panel (see page 62).

All home and stop control signals are fitted with track current switches providing train control by 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 the operating current and for lights. Two contact sockets for the overhead wire and one for the earth connection complete the electrical connections possible. Lighting is by bulbs. Centre contact insulators 5022, baseplate and brief instructions are supplied with every signal.

Signals with Train Control for Overhead Contact Wire and Surface

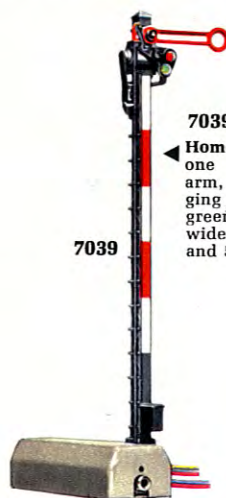
Contact Systems



7042

7042

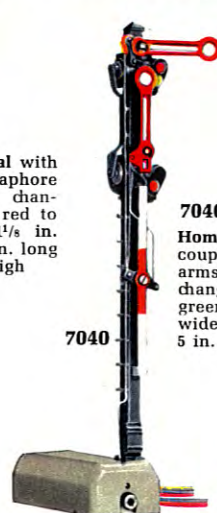
Stop Signal, post with movable spectacle glasses front and rear - $1\frac{1}{8}$ in. wide, $2\frac{3}{4}$ in. long and $2\frac{3}{4}$ in. high



7039

7039

Home Signal with one semaphore arm, light changing from red to green - $1\frac{1}{8}$ in. wide, $2\frac{3}{4}$ in. long and 5 in. high



7040

7040

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



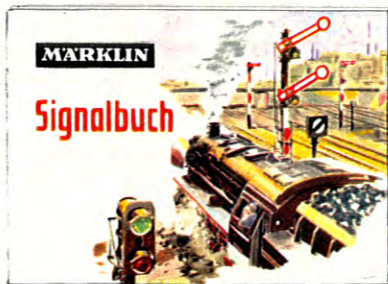
7041

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/amber - $1\frac{1}{8}$ in. wide, $3\frac{3}{8}$ in. long and 5 in. high

The MÄRKLIN Book of Signals · A complete illustrated guide printed in six colours, telling you all about our signals and universal remote-controlled switches · 40 pages containing

0341



MÄRKLIN

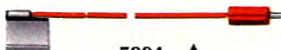
Signalbuch

7045

Universal Remote-Control Switch for switching on, off and reversing traction and lighting current for magnetically-operated 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

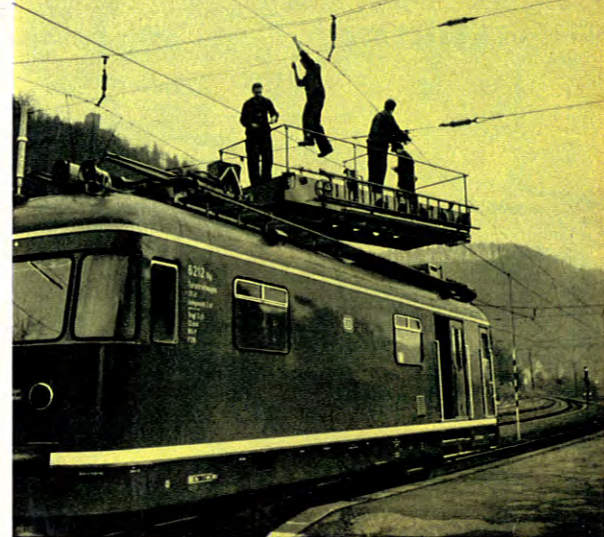


5004 ▲

Lead for connecting to centre conductor, 30 in. long

MÄRKLIN
something reliable

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



The MÄRKLIN Overhead Contact Wire System

Distant Signals without Train Control



7037



7038



7036

7036

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

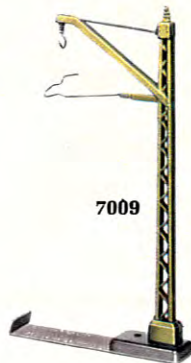
7037

Distant Signal with extra movable arm and fixed disc · Operation, signal lights and cables as no. 7036 · Signal lights change from amber/amber to amber/green · For use in conjunction with the 7040 home signal · 1 1/8 in. wide, 2 1/2 in. long and 2 9/16 in. high

7038

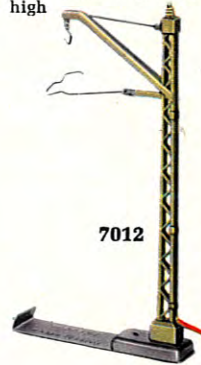
Distant Signal with extra arm and disc, both movable, and two double solenoids · Signal lights change either as 7036 or 7037 · Three blue leads with red, green and orange cross plugs, current supplied by yellow lead with yellow cross plug · Used mostly in conjunction with the 7041 home signal · 1 1/8 in. wide, 2 5/8 in. long and 2 7/8 in. high

Catenary-Support — basic element, 4 3/8 in. high

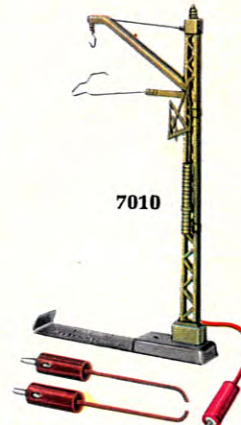


7009

Feeder Catenary Support for signals, with one cable · 4 7/8 in. high

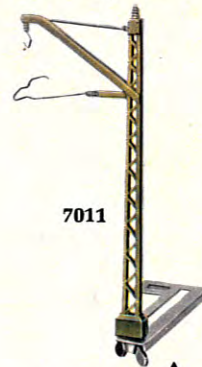


7012



7010

Feeder Catenary Support for supplying current, with two cables and instructions for using the overhead contact wire system · 4 7/8 in. high

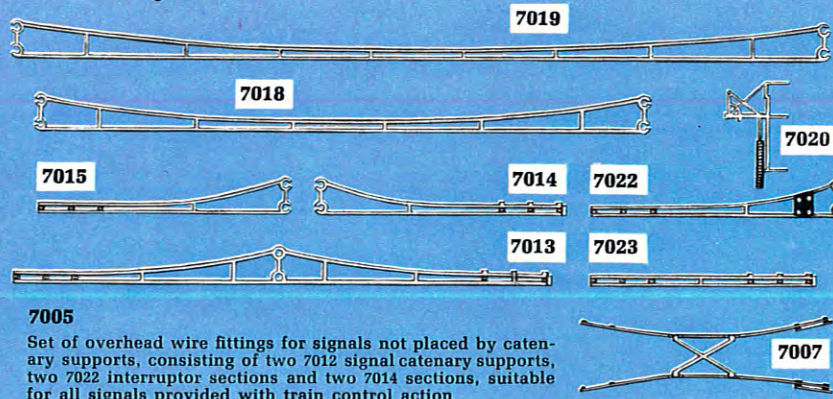


7011

Catenary Support for bridge, with fixing piece, 4 7/8 in. high



Component Parts for the Overhead Contact Wire System



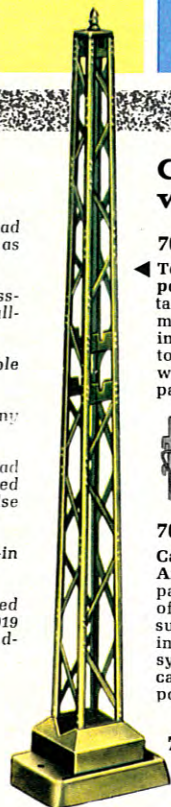
- 7007** Crossing section for 5114, 5128, 5207, 5211, 5126 and 5016
- 7013** Contact wire section 9 1/2 in. long with push-in connection for straight and curved stretches, especially for points
- 7014** Hollow contact wire section (for push-in connection), 4 1/2 in. long
- 7015** Contact wire short section (for push-in connection), 4 1/2 in. long
- 7018** Contact wire section for straight and curved stretches, 10 1/4 in. long
- 7019** Contact wire section 14 1/2 in. long, for straight stretches only
- 7020** Contact wire tensioning device for fitting to catenary supports along the line and to tower supports
- 7022** Short interrupter section, 4 1/2 in. long, for push-in connection, for interrupting the overhead contact wire current
- 7023** Make-up section, 4 in. long, with push-in connection

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

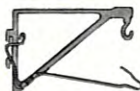
Component Parts for the Overhead Contact Wire System with Tower Catenary Supports

- 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 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 for extending long straight sections.



7021

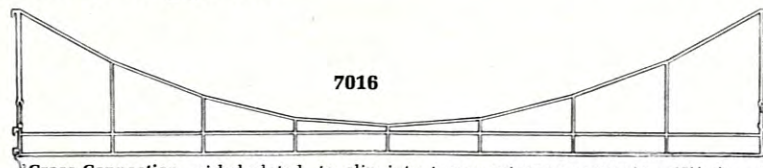
Tower Catenary Support, plastic, with detachable cap · Base measures 1 in. by 1 1/8 in., 7 1/2 in. high · For tower catenary support with arc lamp see page 63



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



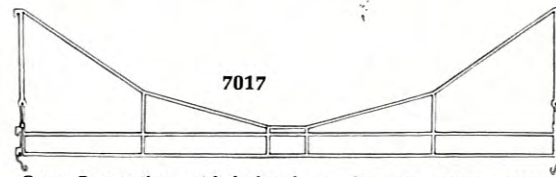
7016
Cross-Connection, nickel-plated, to clip into tower catenary supports · 15 1/2 in. span to cross about four standard tracks



7006

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

MARKLIN



7017
Cross-Connection, nickel-plated, to clip into tower catenary supports · 11 in. span to cross 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

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

Electronic Signal Horn

MÄRKLIN Locomotives Blow the Whistle

A series of locomotives in the MÄRKLIN range has been provided with means for fitting the 7214 horn or whistle that can be sounded in the locomotive by a control connected in circuit between the transformer and track system when the traction current is switched off.

An extra accessory required for sounding the whistle while the locomotive is running is the running bridge 7216 placed in circuit between the transformer and whistle control.

The whistle can also be sounded when in the "Stop" position before signals with train control, the "Stop" bridge being required for this, its two connecting leads providing a connection between the "dead" section of track in front of the signal and the rest of the track system.

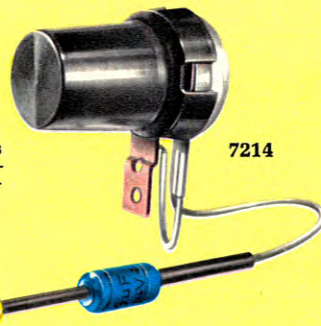
In addition, the locomotive itself can also blow the whistle by using a 7045 universal remote-control switch and contact or control track sections.

Full working instructions are supplied with the whistle control.

7214

Whistle or Horn, all ready for fitting to MÄRKLIN locomotives 3022, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3050, 3051, 3052, 3053, 3060, 3062, 3066, 3067, 3068 and 3070, as well as to some series of the 3021 locomotive—no soldering needed. Other locomotives of the 3021 type only require a single soldered connection. Illustrated fitting instructions are included

New



7214

MÄRKLIN

New



7215

7215

Horn Sounder, for blowing the whistle when the locomotive is at a standstill; three leads—one each, yellow, brown and red—with plug contacts. Dimensions: 3 in. by 2¹/₁₀ in. by 1 in.

7216



7216

Running Bridge, in conjunction with the sounder, allows the whistle to be blown when the locomotive is at a standstill and also while it is running. One red connecting lead with plug contact. Dimensions: 2 in. by 1¹/₃ in. by 1 in.

New

7217

"Stop" Bridge, required if the whistle is to be blown when the locomotive is on a "dead" section of track, such as before a signal, for example. Two red connecting leads with flat plug contacts. Dimensions: 2 in. by 1¹/₃ in. by 3/8 in.

New



7217



Remote Control Accessories

7072

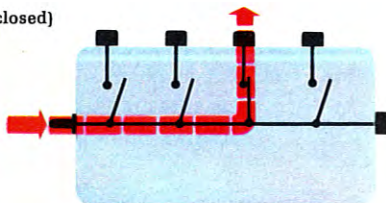


7072

Control Panel with sockets for connecting to four double-solenoid magnetically-operated accessories. The arrangement of the push-button controls enables the settings of the items to be shown on the panel as well · 3 1/4 in. long, 1 3/4 in. wide

MÄRKLIN

Circuit diagram for no. 7210 (switch no. 3 closed)



7210



▲ 7210

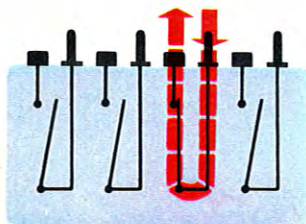
Switchboard, providing push-button control of traction or lighting current to four different circuits · 3 1/4 in. long, 1 3/4 in. wide

7211



▲ 7211

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



Circuit diagram for the 7211 switchboard, showing switch no. 3 closed.

MÄRKLIN

because the system is so clear



7001

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



▲ 0311

Booklet: "The MÄRKLIN H0 Gauge Railway and its Big Prototype",— a handbook for MÄRKLIN railway enthusiasts, 8 1/8 in. by 6 in. · Some of the contents are: Suggestions for railway systems in a landscape setting; MÄRKLIN locomotives and rolling stock and their big prototypes; signals; regulations on full-sized railways; railway operation; electrical circuits, inter alia for multi-train working, and a great deal more besides



7195



7195

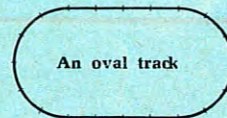
Set of numbered plates for identifying points, signals etc., consisting of twelve feet or bases, slotted to take the plates numbered from 1 to 24 supplied with them



7209

Distribution Board, giving eleven single-pole connections, size 2 in. by 3/4 in.

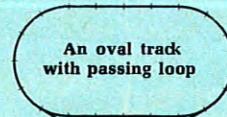
Some Favourite H0 Gauge Track Layouts



An oval track

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

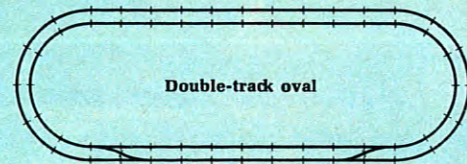
Track sections: Eleven 5100, one 5103 and eight 5106



An oval track with passing loop

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

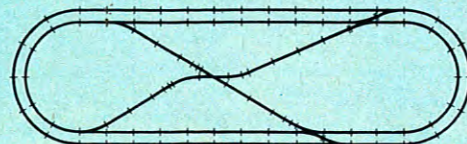
Track sections: Eleven 5100, one 5103, ten 5106, one 5108, one pair of 5121 points



Double-track oval

Size 107 in. by 36 1/2 in.

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







Double-track oval with double reversing loop

Size 121 1/2 in. 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 of 5202 points, one 5205, two 5207 and three 5208

Lighting Accessories

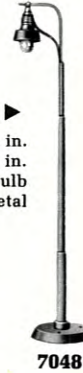
The colours mostly used in MARKLIN circuitry are the following:

-  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).

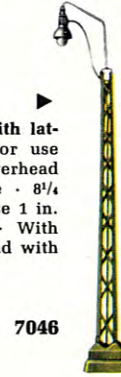
7047
Station Lamp Post—can also be used for station platforms, forecourts and street lighting as well · 5 in. high, base 1 in. diameter · With bulb and lead with metal plugs



7048
Arc Lamp, 6 1/4 in. high, base 1 1/4 in. diameter · With bulb and lead with metal plugs



7046
Arc lamp with lattice mast, for use with the overhead contact wire · 8 1/4 in. high, base 1 in. by 1 1/4 in. · With bulb and lead with metal plugs



Sockets

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

Plugs

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

Plugs with cross or side socket

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



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

MARKLIN



7140
Cross-connection plug—used like the 7141 intermediate plug but enabling two additional plugs to be connected up

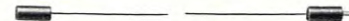
7002



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

7002

The copper conductors of these stranded cables consist of 24 separate wires each one-tenth (0.1) of a millimetre diameter, giving a total cross-section of 0.18 square millimetre for the conductor. This means that these cables are quite equal to coping with any loads likely to occur in the event of short-circuiting when using the 50-watt transformers.



- 7080** Cable, single core, with one plug and one connector or socket, grey · 39 in. long
- 7090** Cable, single core, with one plug and one connector or socket, grey, 78 in. long.
- 7100** Cable, single core, 32 ft. 9 in. long, grey
- 7101** Cable, single core, 32 ft. 9 in. long, blue
- 7102** Cable, single core, 32 ft. 9 in. long, brown
- 7103** Cable, single core, 32 ft. 9 in. long, yellow
- 7105** Cable, single core, 32 ft. 9 in. long, red

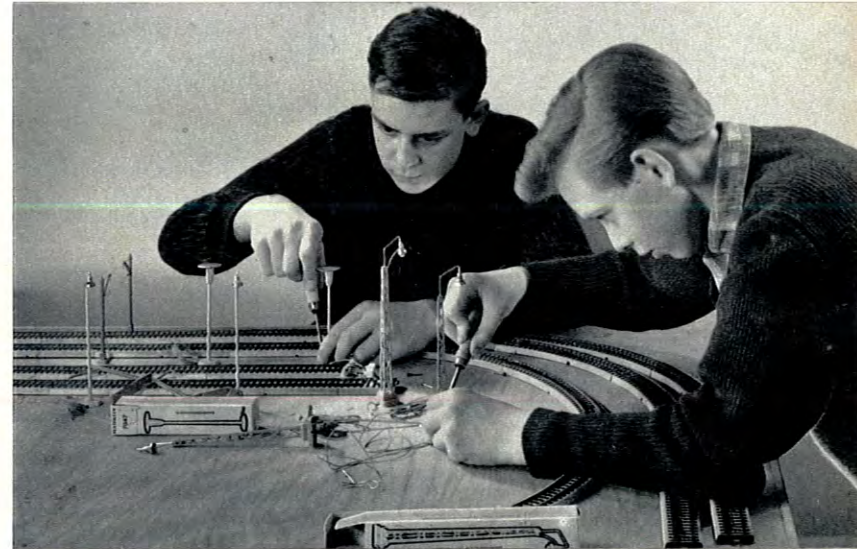


60 030

Pair of replacement brushes, for practically all H0 gauge locomotives

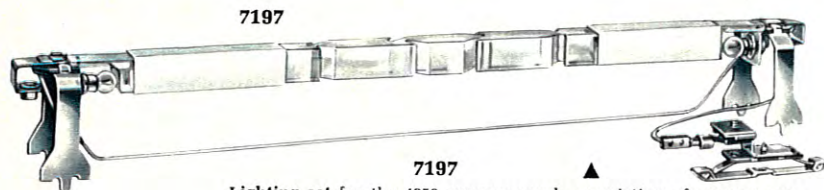
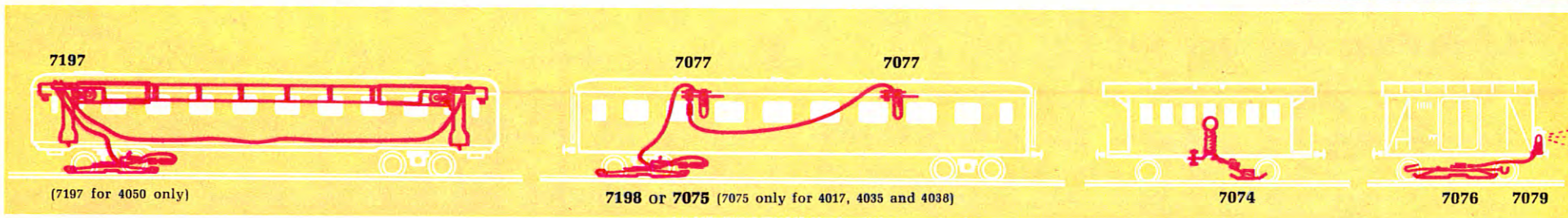
60 035

Pair of replacement brushes for 3015 and 3025



Electric Train Lighting

MÄRKLIN



7197

7197

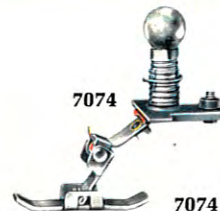
Lighting set for the 4050 express coach, consisting of current supply unit 7198, lighting bar and two lamp holders with bulbs. Illumination in the separate coaches is true to the original with this lighting equipment



7077

7077

Coach lighting set for all express coaches, with connection socket for extra lighting and bulbs

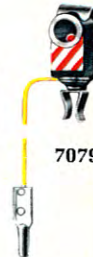


7074

7074

Interior lighting for the 4002, 4003 and 4004 passenger coaches, with connection socket for extra lighting

7079
Tail light with bulb, to clip on to buffer (but not for the express coaches on pages 37, 38 and 39 and coaches or wagons with plastic buffers) - 7074, 7076, 7077 or 7198 required for connection



7079

New



7320

7320

Lighting set for the 4055, 4056, 4057 and 4058 TEE coaches, consisting of the lighting conductor (lamp bar), current supply unit 7198, two lamp holders and two bulbs. Illustrated fitting instructions are included



7198

7198

Current supply unit for the 7077 coach lighting set—but not suitable for the 4017, 4035 and 4038 coaches



7076

7076

Current supply unit for the 7077 coach lighting set and the 7079 tail lights when using the 4000 passenger coach and four-wheeled goods wagons

7075
Current supply unit for the 7077 coach lighting set for the Swiss light express coaches 4017, 4035 and 4038



MÄRKLIN
Reality in
Miniature

Replacement current pick-up shoes

No. To fit locomotives:

7164 3039, 3040, 3050, 3051, 3063, 3066, 3067, 3068, 3070, 3072

7165 3000

7166 3029

7173 3001, 3003, 3005, 3011, 3012, 3013, 3014, 3030, 3031, 3032

7174 3016, 3023, 3024, 3048

7175 3015, 3027, 3046, 3047

7183 3021, 3921

7185 3022, 3034, 3035, 3036, 3037, 3038, 3052, 3053, 3060, 3062, 3064, 3065, 3069, 3937

H0 Gauge Plastic Tyres Replacement plastic tyres for new type MÄRKLIN H0 Locomotives.

No. For locomotives:

7152 3005, 3023, 3024 and 3048

7153 3001, 3003, 3011, 3012, 3013, 3014, 3015, 3016, 3022, 3030, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3046, 3047, 3050, 3052, 3053, 3064, 3065, 3069, 3937

7154 3000, 3021, 3029, 3031, 3032, 3051, 3060, 3062, 3063, 3066, 3067, 3068, 3070, 3072, 3921

Switch plunger springs

7194

5 springs in carton for the reversing switch. Directions for fitting switch plunger springs and the H0 gauge plastic tyres are given in the instructions for operating the locomotives.





Bridges and their approaches can be built by combining MÄRKLIN Bridge Parts in any way and to any extent desired. The pier-building parts 7064 and 7065 that fit together like parts of a construction kit allow piers to be built to any height in 6-millimetre (about 1/4 in.) steps, and the baseplate 7066 forms a very effective foundation piece for them.

Ample facilities
for extension

MÄRKLIN

Scale-Model Bridge Building

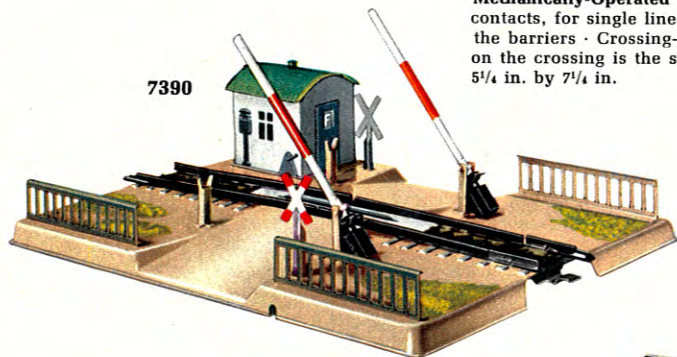
Approach sections, together with bridge piers, are suitable for building up both straight and curved approaches. They have integral centre stud contact tracks with slots for the 7011 catenary supports.

All track sections on bridge parts and approach sections are provided with centre stud contacts.

Level Crossings with Automatic Barriers

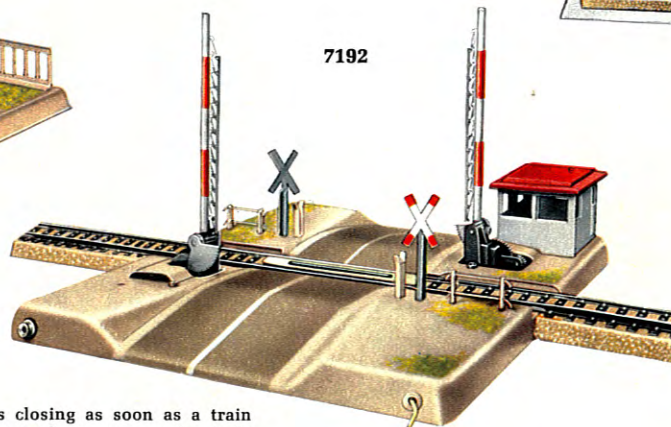
7390

Mechanically-Operated Level Crossing with track section with centre stud contacts, for single lines · Rocker bars pressed down by the wheels close the barriers · Crossing-keeper's cabin with railings · The section of track on the crossing is the same length as a 5106 section · The base measures 5 1/4 in. by 7 1/4 in.



7390

7192

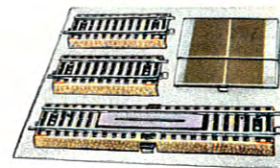


7192

Fully-Automatic Level Crossing with Track Sections · The set consists of two electro-magnetically operated barriers with crossing-keeper's cabin (ready for fitting interior lighting), warning cross traffic signals and a set of contact track sections (2 straight section lengths)

The crossing is operated quite automatically, the barriers closing as soon as a train runs on to the contact track sections before the crossing, and as soon as the train leaves the last contact section the barriers lift automatically

7193



Additional Set for each extra parallel track on the 7192 all-automatic level crossing, consisting of a set of track contact sections with the 7160 spacer for placing in the space between the two tracks

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

7193

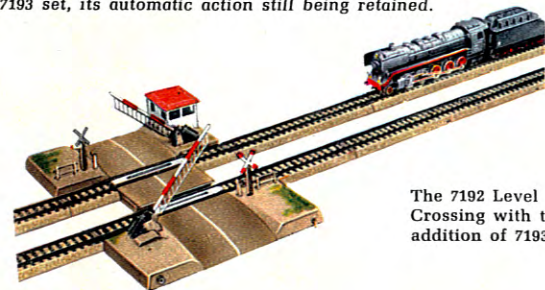


5115
Contact Track Section,
straight

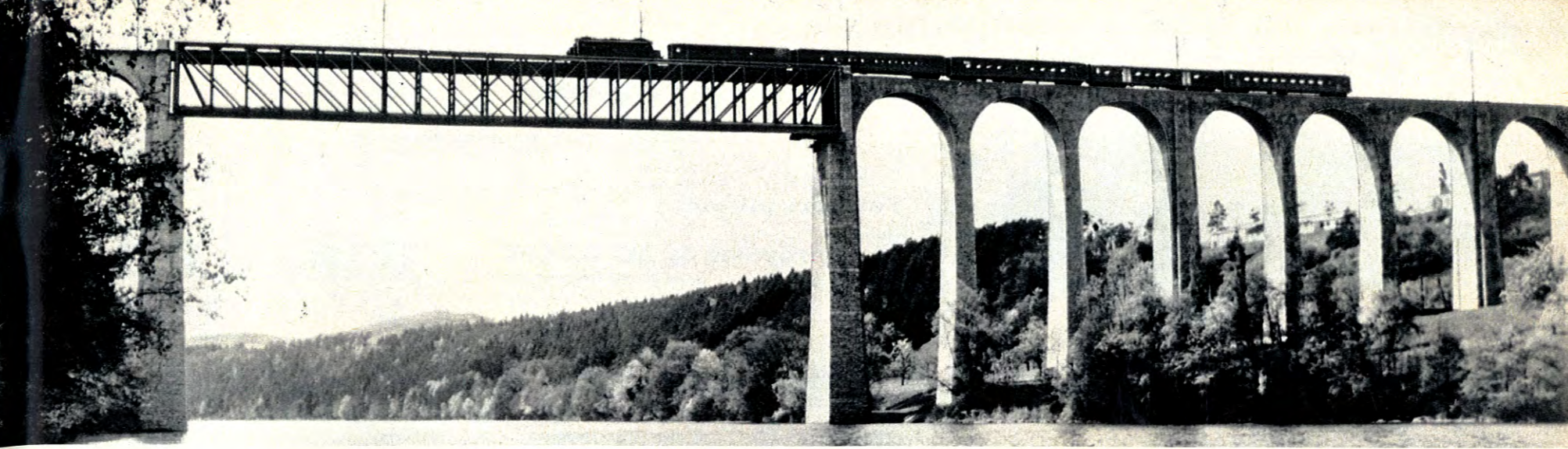


5116
Contact Track Section,
curved

The 7192 level crossing can also be used for working with more than one track by the addition of the extra 7193 set, its automatic action still being retained.



The 7192 Level Crossing with the addition of 7193



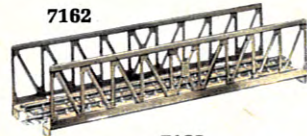
7163



7163

Arched Bridge, with fixed centre stud contact track and slots for two 7011 catenary supports · Grey finish · The arch is $4\frac{5}{8}$ 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 catenary support · Finished grey · $1\frac{7}{8}$ in. high, 7 in. long

7168



7168

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

7167



7167

Curved Approach Section, finished grey—the curve is the same as the 5100 track section · Integral centre stud contact track $7\frac{1}{2}$ in. long

7161



7161

Plate Girder Bridge, finished grey; fixed track with centre stud contacts and slots for catenary supports No. 7011 · 1 in. high, 7 in. long

7065



7065

Pier, $\frac{1}{4}$ in. high, plastic · Very suitable for making up approaches with a $\frac{1}{4}$ in. rise from pier to pier

MARKLIN

Parts for Building Piers

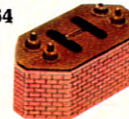
7066

Baseplate, plastic, for use as a foundation $\frac{1}{8}$ in. high · Finished green

7066



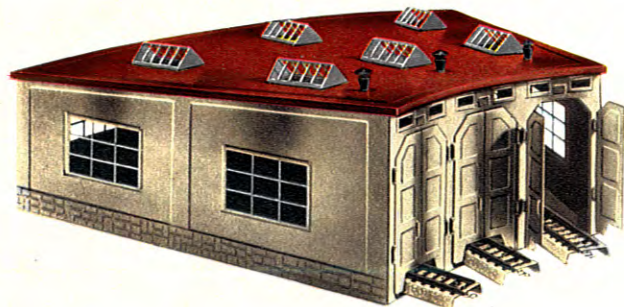
7064



7064

Pier, plastic, $\frac{1}{4}$ in. high

Locomotive Sheds



7028

Locomotive Sheds with raised skylights, smoke vents and three doors that close automatically · Enamelled in colours · (The track sections are not included) · Size 18¹/₈ in. by 14³/₈ in. · 5¹/₄ in. high

7028

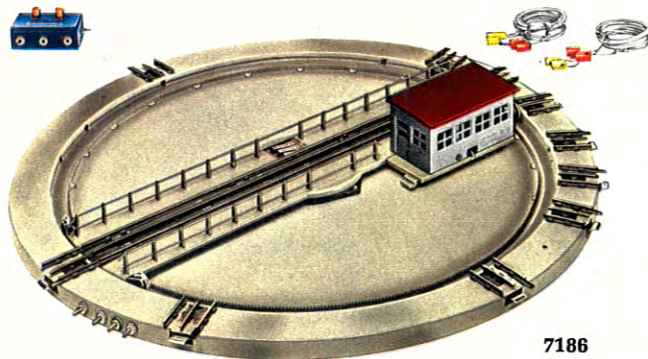
Yet more pleasure
provided by **MARKLIN**

0201, 0202

Railway Figures · Supplied in two different groups, i.e., 0201 and 0202—passengers and railway staff respectively · In cartons containing ten of each; the figures are about 7/8 in. high



Turntable with Remote Control

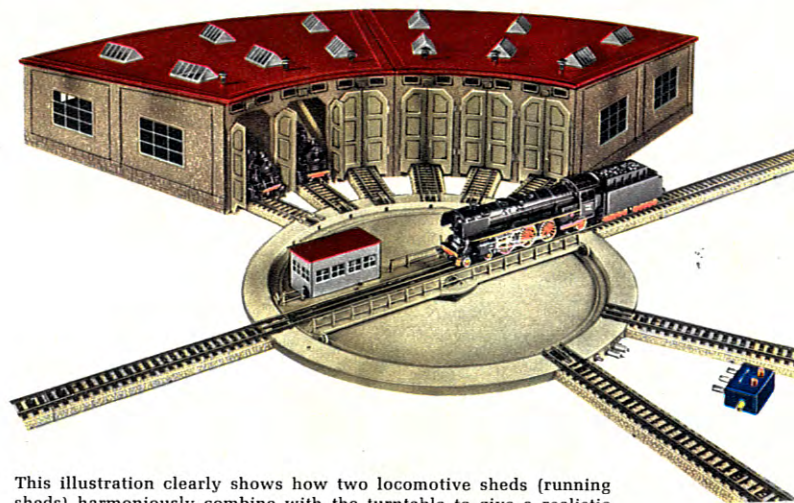


7186

7186

Turntable Set, consisting of the turntable 14 in. outside diameter, turning to either right or left by remote control, reversing switch and cables · Turntable platform with guard rails and engine or motor house · All sidings that do not join up with the turntable track are automatically switched off

MARKLIN



MARKLIN

This illustration clearly shows how two locomotive sheds (running sheds) harmoniously combine with the turntable to give a realistic reproduction of the full-sized original

Interesting Accessories

MÄRKLIN

0241



0241

Steam Fluid in plastic ampoule as refill for engines Nos. 3046, 3047 and 3048

Carton containing fifty noise-deadening strips and 50 countersunk wood screws. In case any model-railway enthusiast wants a train to run particularly quietly, we can recommend these sound-deadening strips for sound-proofing and fastening the track sections to. Measurements of sound intensity have shown that the noise of a train running on these noise-deadening strips is only half that when the track is fixed on a plywood base in the usual way. Track sections of all kinds, as well as points and crossings can be laid on these sound-proofing strips, and the overhead contact wire system can also be laid, the catenary supports not being screwed down



7171



7073

Lampholder with bulb and cable, for stations, goods sheds, and so on



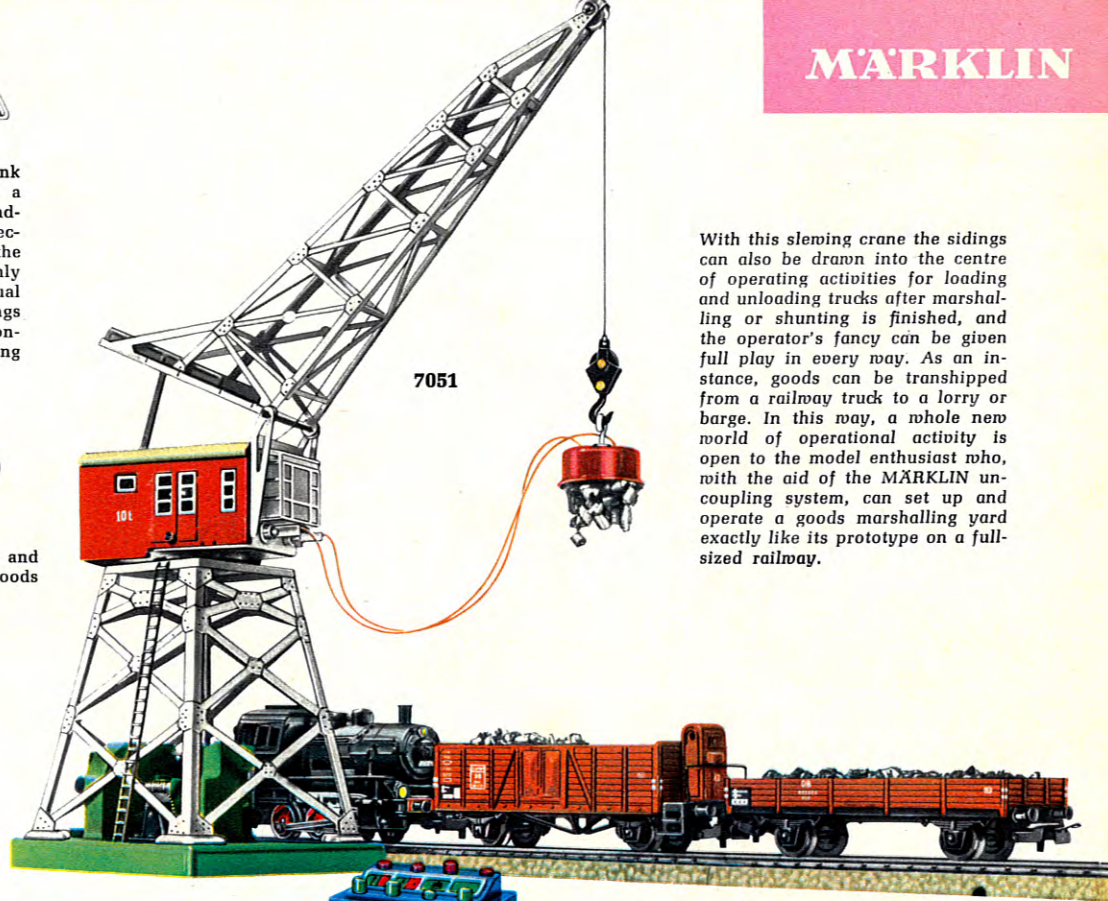
7000

Staples, in packets of 50, for fastening cables or leads to a wooden base



7199

Oil Bottle, containing about 10 c.c. of winter grade motorcar engine oil for lubricating locomotives and rolling stock



7051

7051

Remote-Controlled Slewing Crane with Lifting Magnet · With two motors—one for slewing the jib and the other for raising and lowering the load · Loading hook and lifting magnet that will pick up and tranship iron goods by remote control · Height of the jib adjustable by hand · Lighting in crane driver's cabin · Enamelled in colours · 10³/₈ in. high · Base 3³/₈ in. square · One combined switchboard and control panel · The trucks and tracks are not included in the price

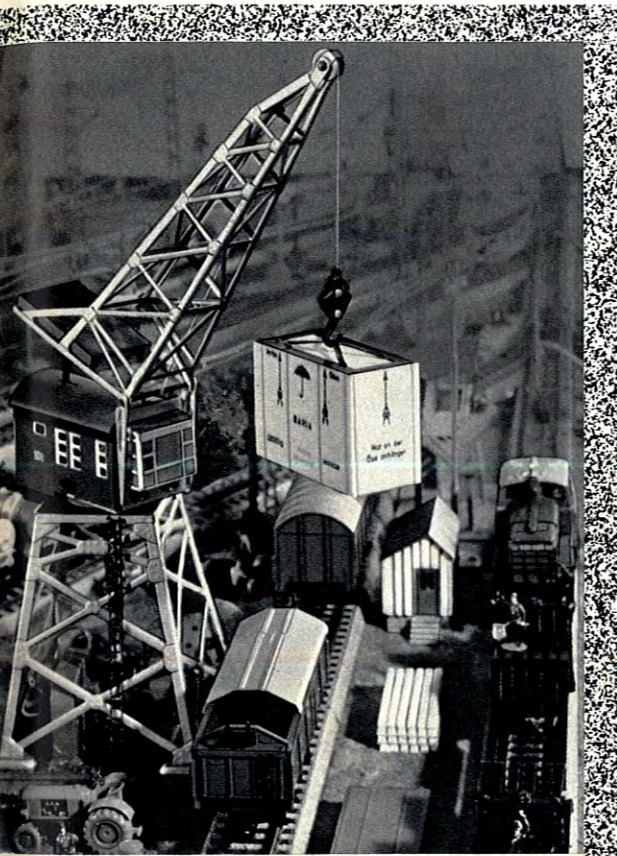
7190

Stop Block, with a pressure-cast zinc buffer beam · 2³/₄ in. long



7191

Stop Block with lighted dead-end lamp, and pressure cast zinc buffer beam · 2³/₄ in. long





8017

8017
Phoenix Box Van, multitone, 5 1/2 in. long



8032

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



8034

8037

Krupp Lorry, latest forward-drive type with inset windows · Monotone, 4 1/4 in. long
Trailer, colour to match Krupp lorry 8034 · Monotone, 4 1/4 in. long

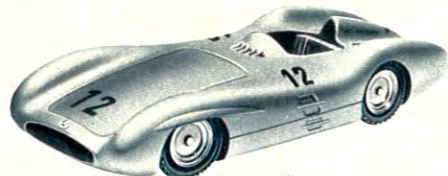
Miniature Cars, Made of Pressure-Cast Zinc

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



8025

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



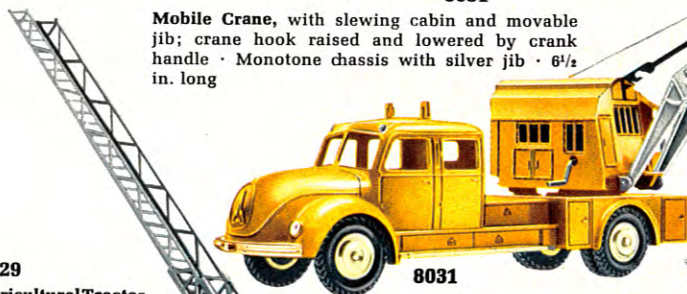
8011 ▲

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



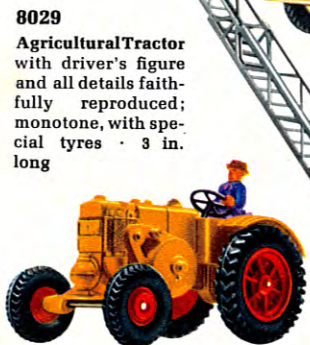
8022 ▲

BMW 507 Sports Tourer, monotone, 3 1/2 in. long



8031

Mobile Crane, with slewing cabin and movable jib; crane hook raised and lowered by crank handle · Monotone chassis with silver jib · 6 1/2 in. long



8029

Agricultural Tractor with driver's figure and all details faithfully reproduced; monotone, with special tyres · 3 in. long



8031

The 8036 rear tipper with dump body raised.

Rear Tipper, six-wheeled, with twin tyres on the rear axle wheels · Cab provided with inset windows · Dump body can be raised and lowered by locking lever · Monotone, 5 1/2 in. long



8036



8029

8023

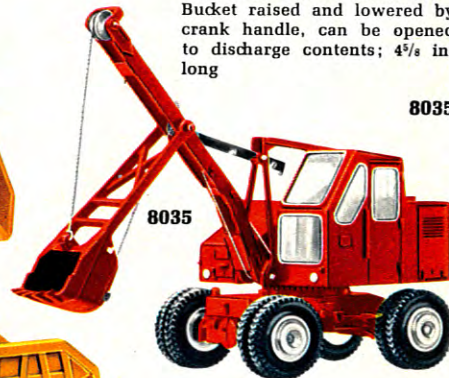
8023

Fire Appliance, with turntable extending ladder; appliance finished red, ladder silver · 6 1/2 in. long



8031

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 1/8 in. long



8035

8035



8009

8009

Krupp Lorry, monotone, 5 1/2 in. long

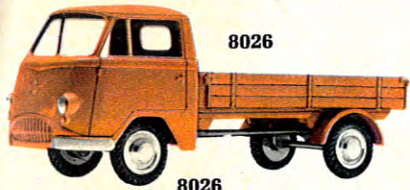
8012

8012

Trailer, colour to match Krupp Lorry 8009; monotone · 4 1/8 in. long

MARKLIN

MÄRKLIN Metal Construction Kits



8026

8026

Tempo High-Loader Truck, 3⁵/₈ in. long



8021

Karmann Ghia Car, monotone, 3¹/₂ in. long



8019 ▲

Mercedes 300 SL Car, monotone finish, 3³/₄ in. long

8149

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

8150

One Rubber Tyre, 9/16 in. diameter, packed in cartons of ten · To fit 8019, 8021, 8022 and 8026 miniature cars

8151

One Rubber Tyre, 5/8 in. diameter, packed in cartons of ten · To fit 8011 miniature cars

8152

One 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

One Rubber Tyre, 4/5 in. diameter, packed in cartons of ten · To fit the 8029 and 8036 miniature cars

MÄRKLIN and quality are synonymous, and so what children are given to play with is not a matter for indifference, as playthings that are accurately made will provide an education for more accurate work later on in life.

Playing with these Kits will reveal and develop technical and creative talents, even in the early years of youth.

MÄRKLIN Metal Construction Kits are high-grade branded products; they are made in six sizes and there are also six sizes of Supplementary Kits.

The Supplementary Kits are for making up the basic sizes into the next larger sizes.

Each Basic Kit contains a large assortment of building parts and an illustrated Instruction Book showing numerous interesting models as examples.

A number of very instructive models can be built from even the smallest Kit.

All component parts in these Kits are made of the best materials finished in coloured enamel.

The gear wheels—with the exception of the universal gear—have machine-cut teeth with turned bosses or hubs, in contrast to the stamped and riveted sheet metal parts often found in other Kits.

Coloured casings give the models a colourful appearance closely resembling the real thing, a special advantage being that these coverings 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 of parts contained in the 1013 Kit and the 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 Construction Kits



1009

1010

Basic Kit 1009

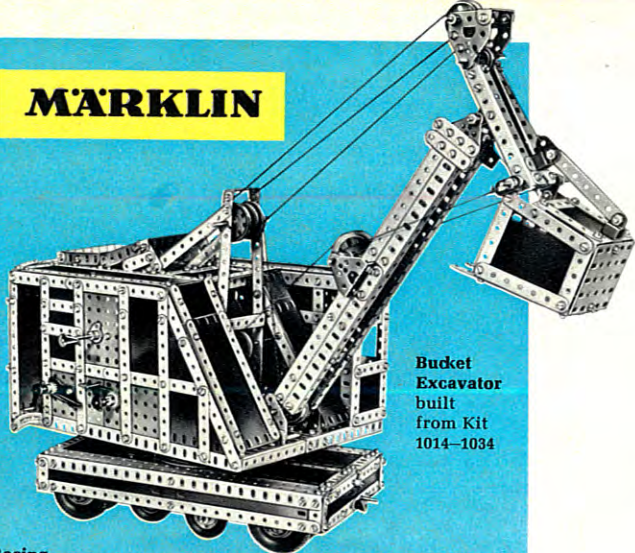
Contains 125 constructional parts plus ten fixing clips, making 135 parts in all · The box measures 15¹/₄ in. by 10 in. by 1 in. and weighs 1 lb. 15 oz. · The addition of Supplementary Kit 1029 brings Kit 1009 up to No. 1010

Basic Kit 1010

Contains 166 constructional parts plus ten fixing clips, making 176 parts in all · The box measures 16 in. by 12 in. by 1 in. and weighs 2 lbs. 8¹/₂ oz. · The addition of Supplementary Kit 1030 brings Kit 1010 up to No. 1011

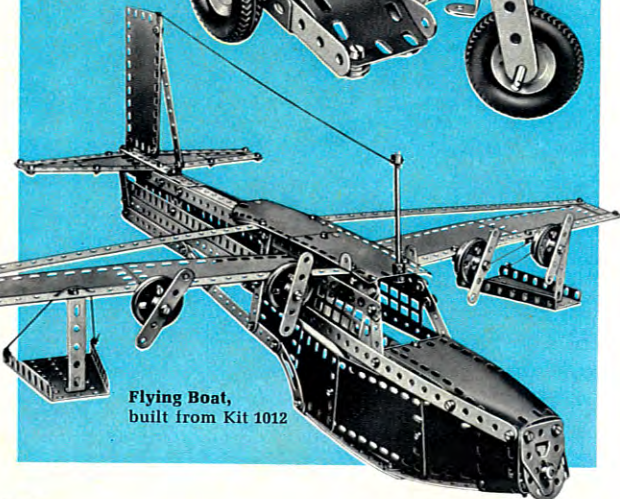
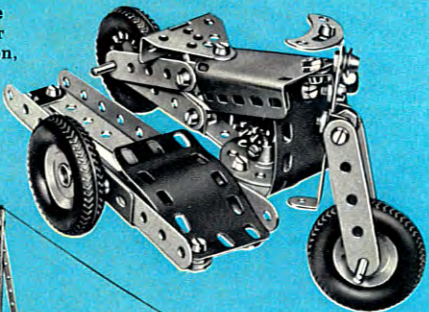
and their Advantages

MARKLIN



**Bucket
Excavator
built
from Kit
1014-1034**

**Racing
Motorcycle
and sidcar
combination,
built from
Kit 1010**



**Flying Boat,
built from Kit 1012**

Metal Construction Kits

Basic Kit 1011

Contains 232 constructional parts plus 10 fixing clips, making **242 parts** in all. The box measures 20³/₄ in. by 13³/₄ in. by 1¹/₄ in., and weighs 3 lbs. 14 oz. Models from all branches of engineering can be built from the constructional parts in this Kit, as will be seen from the wide range shown in the illustrated Instruction Book. The addition of Supplementary Kit 1031 brings Kit 1011 up to the level of Basic Kit 1012

Basic Kit 1012

Contains 386 constructional parts plus 10 fixing clips, making **396 parts** in all. The box measures 20³/₄ in. by 13³/₄ in. by 1¹/₂ in., and weighs 5 lbs. 12 oz. This 1012 Kit 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. The addition of Supplementary Kit 1032 brings Kit 1012 up to the level of Basic Kit 1013

Basic Kit 1013

Contains 658 constructional parts plus 146 fixing clips, making **804 parts** in all. The box measures 20³/₄ in. by 14¹/₄ in. by 2⁵/₈ in., and weighs 13 lbs. 4 oz. This 1013 Kit and those following 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. The addition of Supplementary Kit 1033 brings the 1013 Kit up to the level of Basic Kit 1014

Basic Kit 1014

Contains 953 constructional parts plus 205 fixing clips, making **1,158 parts** in all. The box measures 25¹/₄ in. by 16⁵/₈ in. by 2⁵/₈ in., and weighs 18 lbs. 3 oz.

1013

1013



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

The number of constructional parts in MARKLIN Metal Construction Kits.

Supplementary Kit No.	Number of parts without with fixing clips	
	1029	42
1030	67	67
1031	154	164
1032	273	283
1033	295	346
1034	1086	1179



Supplementary Kits

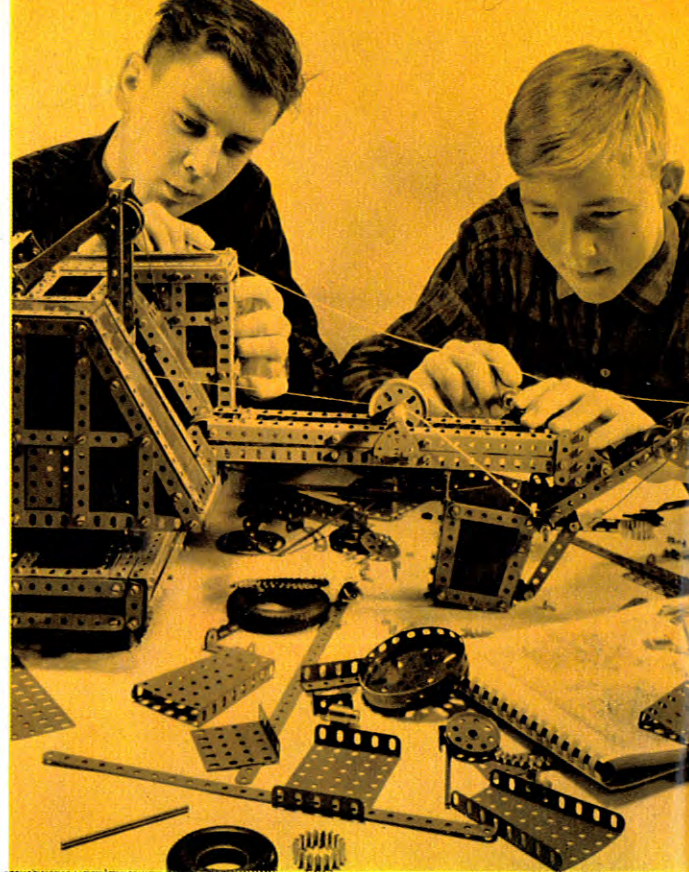
The Supplementary Kits make up the Basic Kits to the next larger size, formed by the contents of the Supplementary Kit being added to the previous Kit. If, for instance, you have Basic Kit 1009 and want to make it up to the contents of Basic Kit 1010, then you require Supplementary Kit 1029.

1034
Supplementary Kit
 makes Basic Kit 1014 up to one size larger

To summarise:

Supplementary Kit	1029	makes Kit 1009 up to Kit	1010
Supplementary Kit	1030	makes Kit 1010 up to Kit	1011
Supplementary Kit	1031	makes Kit 1011 up to Kit	1012
Supplementary Kit	1032	makes Kit 1012 up to Kit	1013
Supplementary Kit	1033	makes Kit 1013 up to Kit	1014

Apart from the Supplementary Kits mentioned above, any MÄRKLIN Metal Construction Kit can be enlarged by separate parts that are not in sufficient quantity in it for some model you wish to make, and also by special parts not included in the Kits. A special List of these parts, as well as the parts themselves, can be obtained from any dealer in toys who stocks MÄRKLIN products.

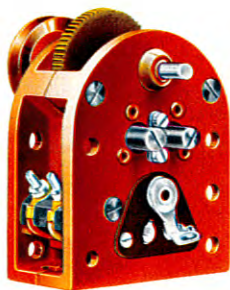


Motors for driving

Models made from Metal Construction Kits

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

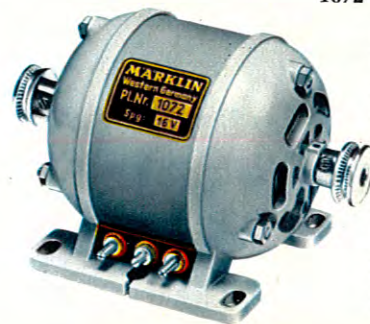
1071



Electric Motor

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 MÄRKLIN model railway transformer · Supplied complete with two 7080 cables · Size of motor, 2 1/2 in. high, 2 in. wide, and 2 in. deep (2.5 in. by 1.97 in. by 1.97 in.) · Weight 7 oz. (7.06 oz.)



1072 **Electric Motor**, to run on 16 volts, with cable and switch for reversing the running direction · Two pulleys for cord or spring band running at different speeds in opposite directions, speed being controlled by the transformer · No-load speeds about 3,000 and 1,100 r.p.m. respectively · An extremely efficient motor that is also suitable for driving the largest models built from the Construction Kits, as well as working models of all kinds · (We advise using only a transformer of the 6100 Group) · Supplied with three plug connections · 2 1/2 in. high, 3 1/4 in. wide, 2 1/2 in. deep (2.36 in. by 3.74 in. by 2.5 in.) ; distance between pulley grooves 3 1/2 in. (3.5 in.) · Weight 17 1/4 oz. (17.29)

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