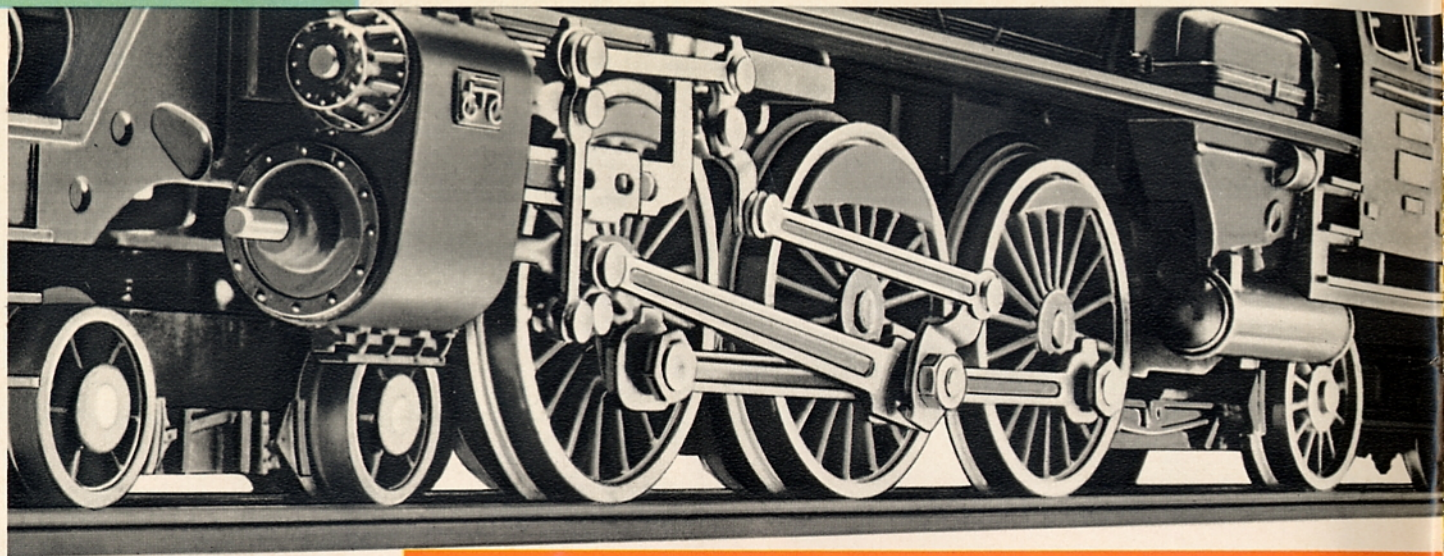


MÄRKLIN



1963/64 E \$



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732 GÖPPINGEN/WÜRTT.



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50 cts.

Valid until December 25, 1964

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To all our **MÄRKLIN Friends!**

If millions of people throughout the world love to buy MÄRKLIN models, there must be some sound reason for it. Some appreciate the moderate price and others the international range. But all are enthusiastic about the simple and reliable set-up of the plant (MÄRKLIN system) and the true-to-life reproduction of the models. This very catalogue will convince you of the



A real railway, or a model one? This question will arise over and over again with this and the following pages of our Catalogue. The examples shown on these two pages are, of course, MÄRKLIN models, and you will find the details worked out equally carefully with many other MÄRKLIN models as well.

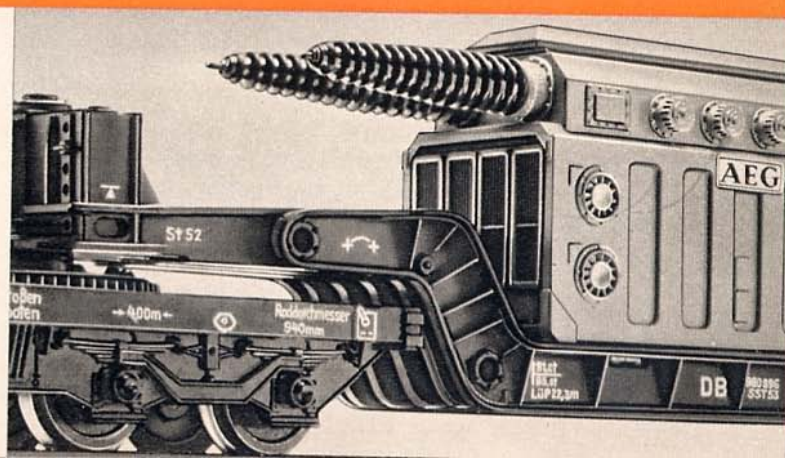


**Astonishing to see this precision,
and yet not surprising,
seeing that MÄRKLIN have been
renowned for more than 100 years
for their outstanding productions.**

exemplary finish and perfection. All these advantages are obtained from a single source—namely MÄRKLIN.

MÄRKLIN for the young and the old, MÄRKLIN for the whole family.

GEBR. MÄRKLIN & CIE. G.M.B.H. 732 GÖPPINGEN/WÜRTT.



The Advantages of a MÄRKLIN H0 Gauge Railway

ALTERNATING CURRENT (A. C.) OPERATION

The railway and its accessories are very easily connected to your home electricity supply through a very reasonably-priced transformer. No extras are needed for the MÄRKLIN TELEX COUPLING, and the locomotives run smoothly to a standstill when the current is switched off.

NO PROBLEMS WITH THE STRAIGHTFORWARD LAYOUT

The simple layout that everyone can understand is the great feature of the MÄRKLIN Model Railway. Every conceivable track formation can be made up – including reversing loops and triangles – without the need for any special connections, while the MÄRKLIN block system, developed to the highest pitch of perfection, provides an extremely attractive and wide field of activities for real model railway enthusiasts. Track-diagrammatic push-button signal centres with train announcers of the latest type can be built up in an impressive way, in conjunction with the contact track sections and this will provide quite a lot of work for amateurs.

CURRENT IS SUPPLIED TO THE TRACK

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

MÄRKLIN SIGNALS

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

MÄRKLIN COUPLINGS

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

1. AUTOMATIC COUPLING

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

2. AUTOMATIC COUPLING WITH THE "ADVANCE" UNCOUPLER

Most rolling stock is fitted for "Advance" uncoupling. This cou-

pling enables a train to be uncoupled by an uncoupling track section and then shunted further on without the couplings re-engaging, and coaches or goods wagons can be shunted wherever required.

3. MÄRKLIN TELEX COUPLING

The ideal electro-magnetic coupling operated by remote control, needing no extra equipment. Various locomotives are fitted with this coupling (see pages 7 and 10); it allows the train to be uncoupled from the locomotive anywhere on the track by remote control from the transformer.

These couplings can all be used together indiscriminately.

SPLITTING UP THE TRACK ELECTRICALLY

is very simple, no insulated track sections being necessary that could adversely affect the versatility of the system. Track separation is used for dead-end sidings, passing tracks, tracks with signals and for services operating with more than one train.

TRACTIVE EFFORT

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

RADIO INTERFERENCE

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

ADDITIONAL ADVANTAGES

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

All magnetically-operated accessories have their coloured cables and plugs permanently attached, so that building up a railway system is straightforward and easy.

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

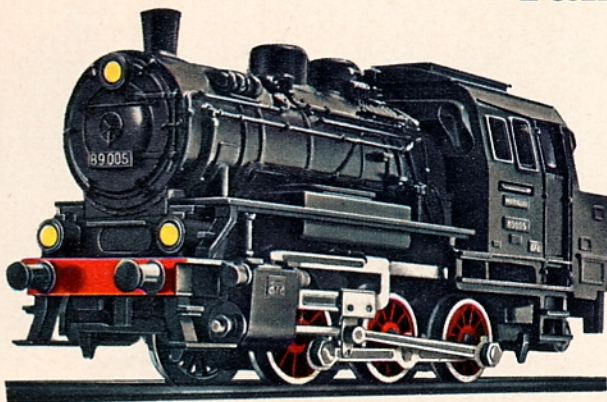
PRICES

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

Locomotives from \$ 9.50, train sets with transformer \$ 22.50, pair of manually-operated points \$ 4.00, pairs of electro-magnetically operated points \$ 9.50 and double-slip points \$ 8.95.

Prices are astonishingly reasonable, despite increased costs of production

Tank Engines



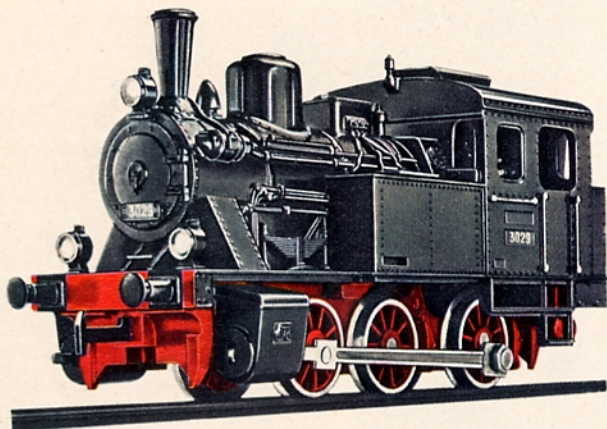
3000 \$ 11.50

Tank engine · A model of the German Federal Railways Class 89 · Six-wheeled · 0-6-0 tank engine; reverses by remote control · Two special adhesion tyres on the trailing drivers improve tractive effort and climbing power; motor with specially low and durable reduction gear · Three headlamps to light up · Dull black unbreakable plastic casing with cast metal frame · Accurate reproduction of boiler fittings, cab, coal bunker and water tanks · Strong coupling hooks at both ends · 4 3/8 in. long over buffers

More than **1 000 000** of this

3000 model - formerly also made as the **CM 800 model** - have been sold.

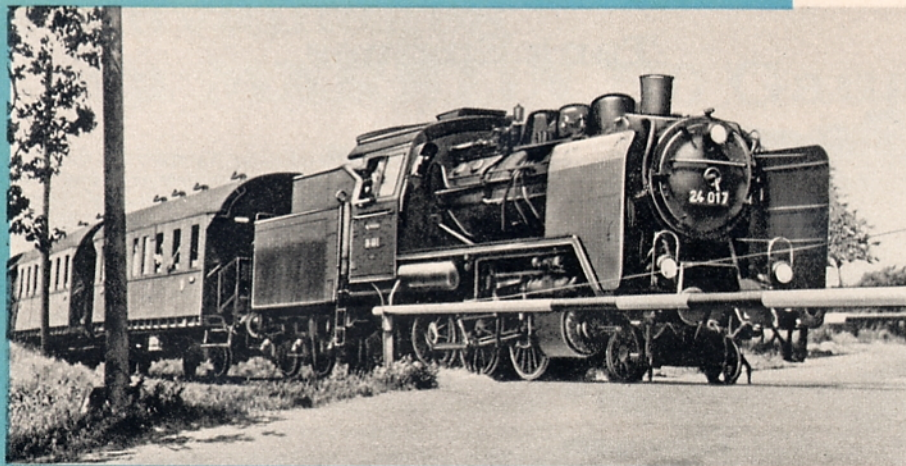
Is there any better proof of the popularity of **MARKLIN** models?



3029 \$ 9.50

Tank engine · A model of a tank engine for works use · Six-wheeled · 0-6-0 type · Remote control reversing and fitted with adhesion tyres · Dull black, unbreakable plastic casing with cast metal frame; all fittings reproduced in fine detail · Strong coupling hooks at both ends · 4 in. long over buffers

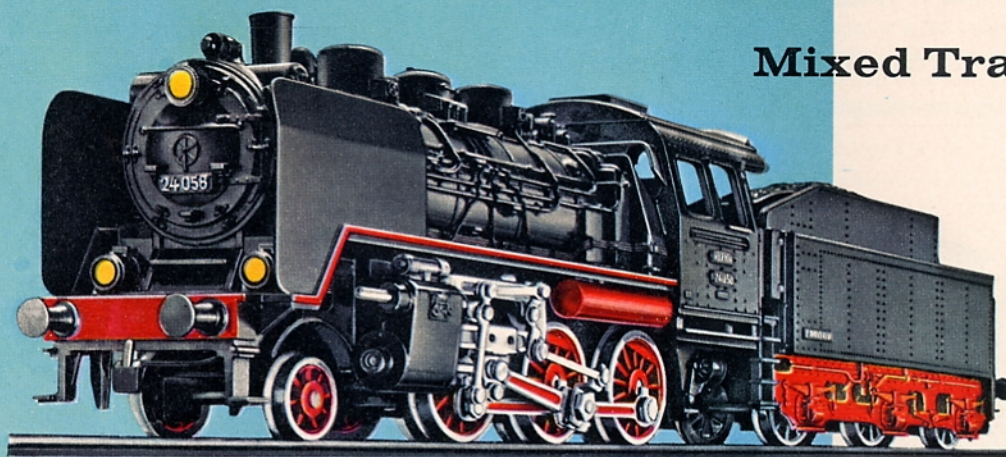
These tank engines are favourites with many railway operators because of the many opportunities for using them in passenger and goods services, and especially for shunting work in marshalling yards. Easy running on curves, a high performance and harmony in their general design are the special advantages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



MÄRKLIN

In the pages of this Catalogue MÄRKLIN models are compared with their full-size originals; the photos will convince you of the devotion, care and great ability that go to make MÄRKLIN true scale models.

◀ German Federal Railways' Class 24 passenger locomotive—prototype of MÄRKLIN model 3003.



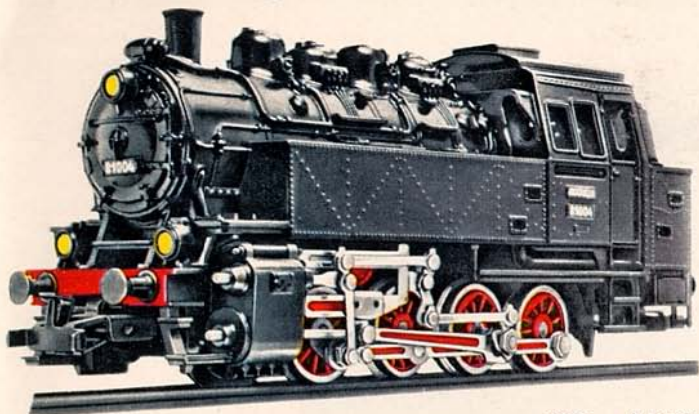
Mixed Traffic Engine

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

3003 \$ 18.95

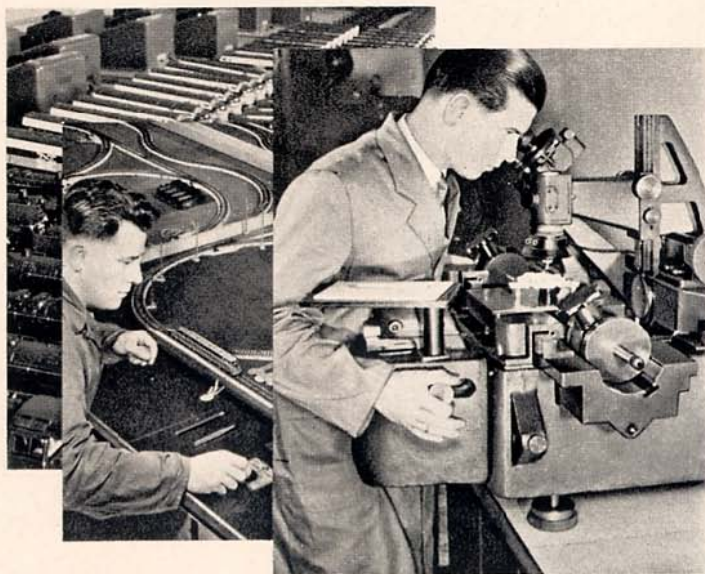
Passenger engine with tender, modelled on the German Federal Railways' Class 24 · Eight-wheeled · 2-6-0 type · Reverses by remote control · Walschaert's valve motion · The leading truck is held down on the track by a spring, avoiding all risk of derailment · Full coupling facilities at both ends of the engine · Two special adhesion tyres on trailing drivers to increase tractive effort · Specially low gearing · Three headlamps to light up · Dull black unbreakable plastic casing with exact scale-model reproduction of the boiler fittings on the full-sized original · Pressure-cast zinc frame · Tender close-coupled to engine · All details of the riveted six-wheeled tender reproduced · 8 in. long over buffers

Tank Engine - scale-model



3032 \$ 19.95

Tank engine, modelled on the German Federal Railways' Class 81 · Eight-wheeled · 0-8-0 type · Reverses by remote control · Walschaerts valve motion · Two special adhesion tyres on the trailing drivers · Three headlamps to light up, front and rear · Dull black all-metal casing with all fittings reproduced exactly as on the original · Automatic couplings both ends · 5 in. long over buffers



Some interesting facts worth knowing about **MÄRKLIN Locomotives**

Several hundred thousand locomotives were sent out from our works last year; millions of reliable MÄRKLIN locomotives are faithfully carrying out their work in the service of model railway enthusiasts, and it is these impressive figures that make a high degree of quality in our work a duty; that is why we devote such particular attention to manufacture.

Every finished locomotive is given at least three trial runs as follows:

1. Trial run for ten minutes forward and ten minutes in reverse, jacked up.
2. Trail run with numerous reverses from forward to reverse running on a test bed specially developed for this purpose.
3. A further trial run on another testing layout.

It is only after passing these trials successfully that a locomotive receives the MÄRKLIN Test Label that assures the purchaser of the highest quality and obliges us to take the greatest possible care.

Over and above these trials, about every seventieth locomotive has to undergo a special test.

So as to make sure that a locomotive made and tested with such great care may give you every pleasure for a very long time, we would earnestly ask you:

Please read through and observe the working instructions

you will receive with every locomotive.

Modern Steam Locomotives

MÄRKLIN

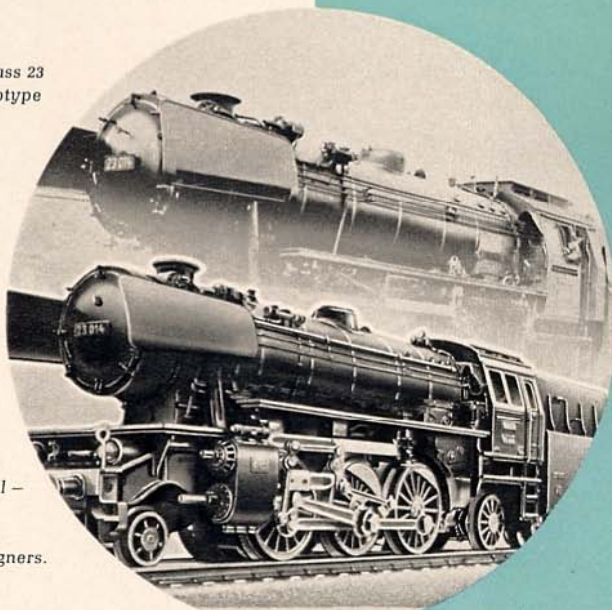


The German Federal Railways' Class 23 engines are used on medium and heavy passenger services as well as for fast, light express and goods trains. Engines and tenders are both of modern welded construction and their design is good enough to allow running at 110 kilometres (about 68 miles) an hour forward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

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

German Federal Railways' Class 23 locomotive and tender – prototype of MÄRKLIN model 3005.

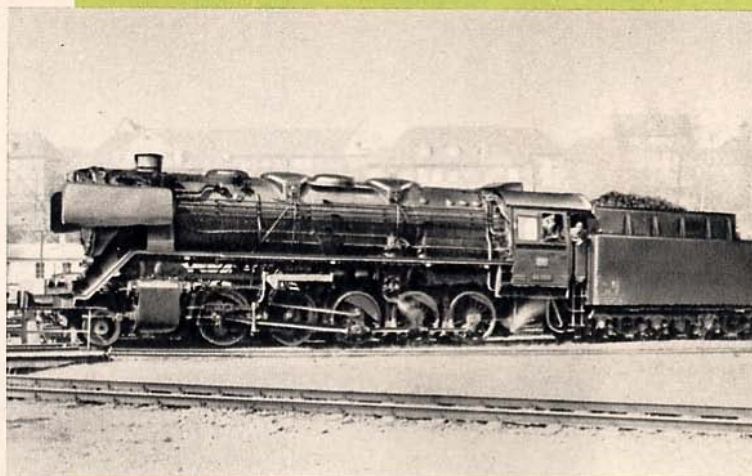
With the same proportions as, for example, in this photo, a MÄRKLIN model often cannot immediately be distinguished from its original – such is the good work turned out by MÄRKLIN's experienced designers.



3005 \$ 26.50

Engine and tender, modelled on the German Federal Railways' Class 23 engine · Ten-wheeled · 2-6-2 type · Reverses by remote control · Walschaerts valve motion · Leading and trailing trucks kept on the track by springs, preventing risk of derailment and ensuring good running on curves · Coupling hook fitted to leading truck gives full coupling facilities in front as well · Two special adhesion tyres on trailing drivers to increase tractive effort · Specially low reduction gearing · Two electric headlights · Dull black, strong all-metal casing with exact scale-model reproduction of the boiler fittings and all-over cab of the full-sized original · Cast metal frame
The double-bogie tender reproduces the welded original and is close-coupled to the engine · Automatic coupling and numerous details · 9 3/4 in. long over buffers

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



◀ German Federal Railways' Class 44 heavy goods locomotive — prototype of MÄRKLIN model 3027.

Scale-model heavy Goods Engine with the MÄRKLIN TELEX COUPLING



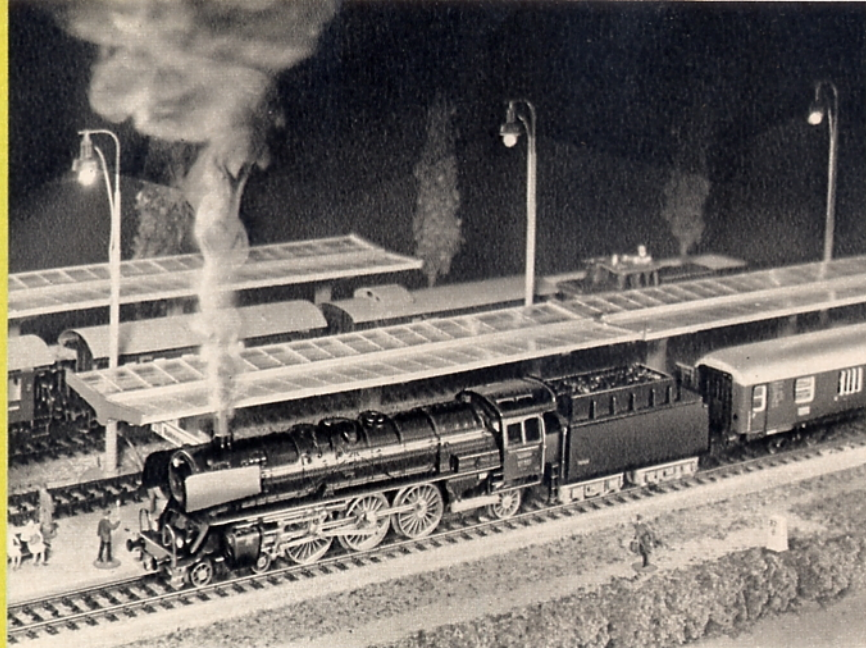
3027 \$ 42.50

Heavy goods engine, modelled on the German Federal Railways' Class 44 engine · Engine and tender permanently coupled together · Twelve-wheeled · 2-10-0 type · The running gear is divided into two separate groups of driving wheels, giving excellent running, even on curves of short radius · Reverses by remote control · Walschaerts valve motion · Leading truck is sprung to prevent derailment · Very easy running on curves · Two special adhesion tyres on trailing drivers to increase tractive effort · All driving axles are driven · The specially low-geared motor gives slow running as well · Three headlamps to light up · Dull black, strong all metal casing · Front coupling fixed to leading truck, giving full coupling facilities · Scale-model reproduction of all boiler fitting details and smoke deflector plates · Eight-wheeled bogie tender with the MÄRKLIN TELEX COUPLING · 11 in. long over buffers · The MÄRKLIN TELEX COUPLING fitted to the tender allows the train to be uncoupled by remote control from the transformer at any desired point on the system, no extra apparatus being necessary.

MARKLIN

A scale-model

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

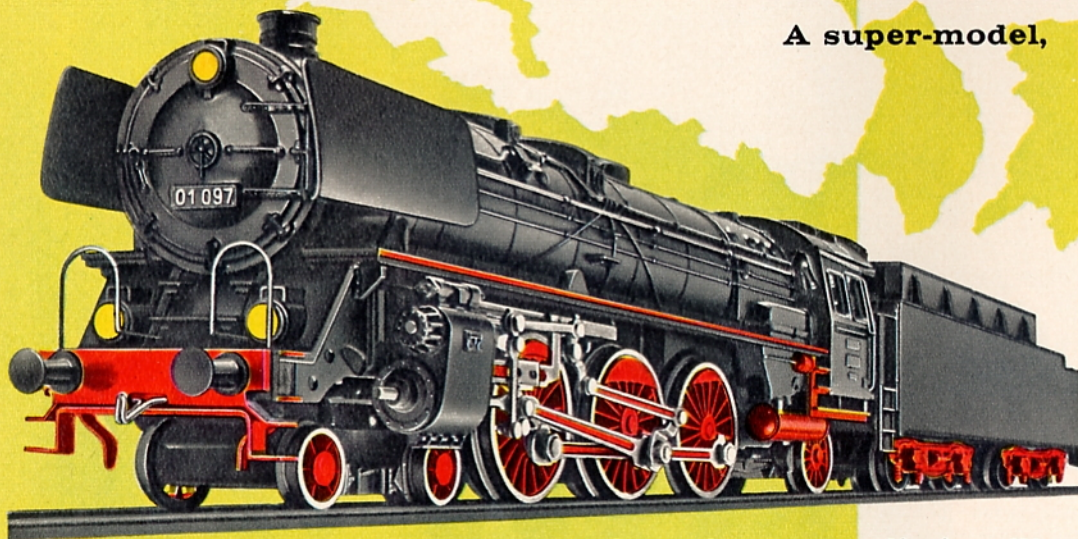


The Steaming Locomotive

A super-model,

3048 \$ 34.50

Express engine and tender, modelled on the German Federal Railways Class 01 · Twelve-wheeled · 4-6-2 type · Reverses by remote control · Equipment to produce a close imitation of real steam, consisting of the steam unit built into the engine, extra steam pipe, cleaning wire, tweezers and a steam fluid cartridge · Leading bogie and trailing truck are sprung to prevent derailment · Easy running on curves · Two special adhesion tyres on the trailing drivers to increase the tractive effort · Three headlamps to light up · Dull black, strong all-metal casing, with exact reproduction of boiler fittings and cylinders · Scale-model smoke deflector plates · Double-bogie tender with automatic coupling · 11 in. long over buffers



even more true to scale and more realistic still.

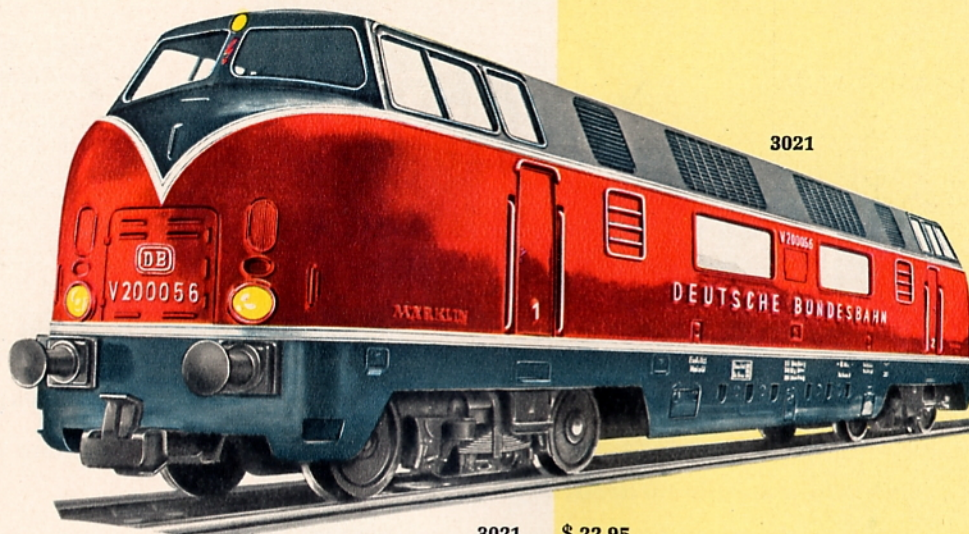
This Engine really does steam!

MARKLIN

Diesel-hydraulic Locomotive

A scale-model

Class V 200 diesel locomotives have taken the place of steam engines on the German Federal Railways; they are diesel-hydraulic locomotives with two engines. Designed for a maximum speed of 140 kilometres (approximately 87 miles) an hour, they are used chiefly for express services.



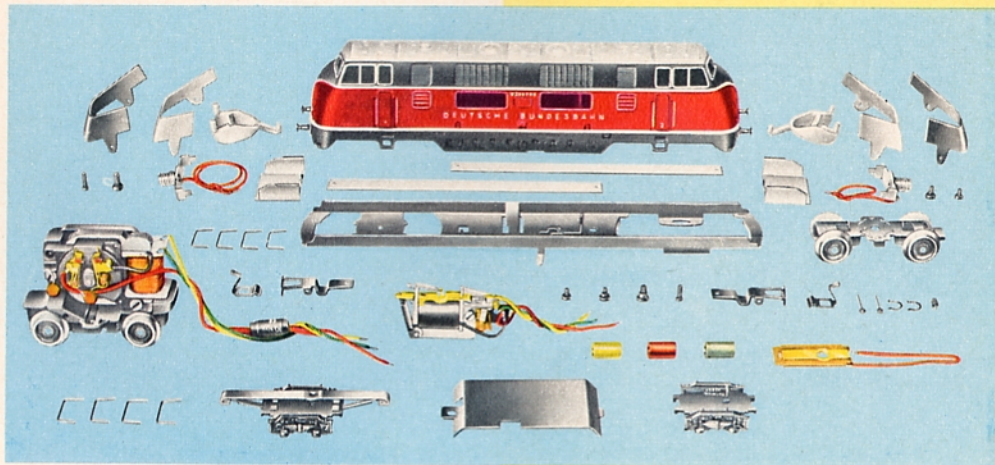
3021 \$ 22.95

Diesel locomotive, modelled on the Class V 200 of the German Federal Railways · Eight-wheeled, 0-4-4-0 type, with both axes of the trailing bogie driven · Remote control reversing · Four special adhesion tyres on the driven set of wheels, giving an extra high tractive effort · Three headlamps front and rear to light up · Red and grey all-metal superstructure with numerous details · Silver roof, windows glazed with cellophane · Automatic couplings both ends · 8 3/8 in. long over buffers

The V 200 Locomotive Building Kit

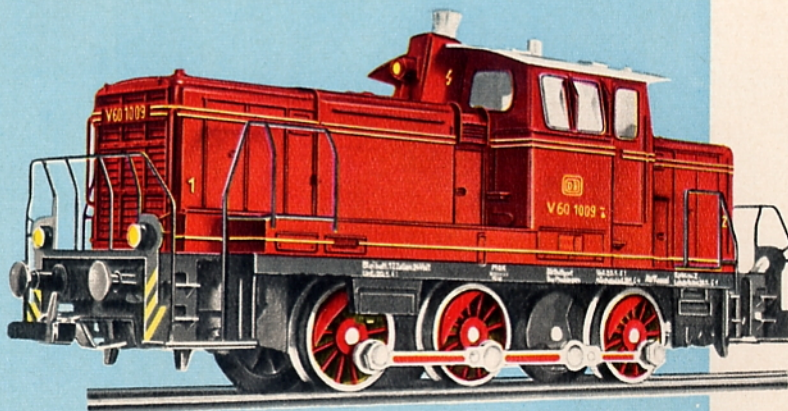
3921 \$ 18.95

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



New

Diesel-hydraulic Shunting Locomotives



3065 \$ 22.95

Diesel locomotive, modelled on the German Federal Railways' V 60 Class · Six-wheeled, 0-6-0 type · All driving axles and the jackshaft are driven by spur gearing · Two special adhesion tyres on the trailing drivers to increase the tractive effort · Remote control reversing · True reproduction of the three headlamps to light up, front and rear · Red plastic superstructure with a wealth of detail and scale-model lettering · Plastic window inserts · High-grade pressure-cast frame · Wheels, jackshaft and driving linkage finished in original colours · MÄRKLIN TELEX COUPLING at both ends · 4 3/4 in. long over buffers

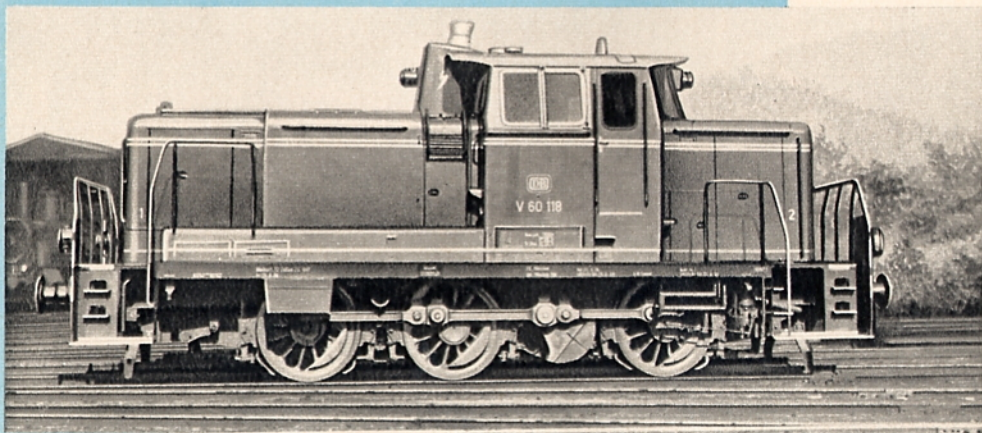
Can this scale-model accuracy be improved further still?

After seeing the German Federal Railways' V 60 diesel locomotive we knew we should have to include it in our range of models. Pretty soon we had a hand-made model that looked very attractive, though it still did not altogether satisfy our exacting requirements. — The work devoted for improvement has been very successful and this new model is now as perfect as we could wish it to be. It is fitted with the TELEX COUPLING, transparent window inserts in the driver's cab, flush lettering and three lamps each, front and rear. The lamp arrangement on the original is difficult to reproduce in a model, and so we are all the more pleased that the lamps on the MÄRKLIN model could be placed so as to be absolutely true to the original.

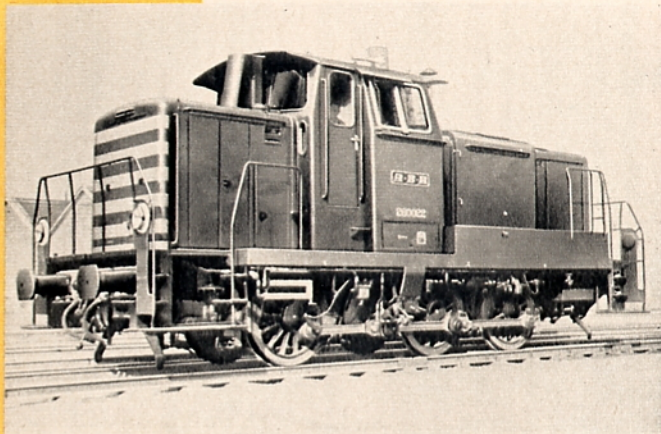
New

3064 \$ 18.50

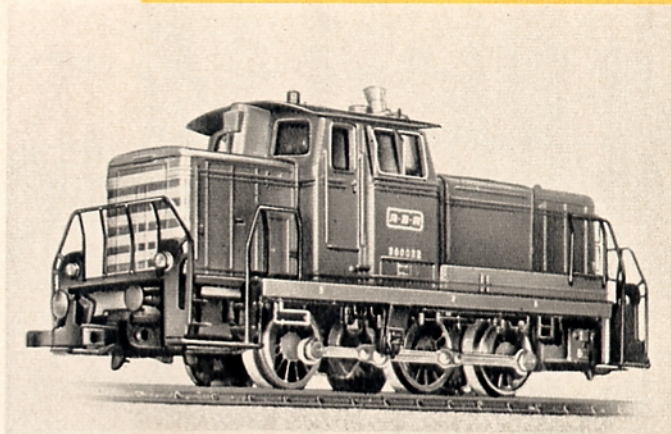
Diesel locomotive, modelled on the German Federal Railways' V 60 Class · Like 3065, but **instead of MÄRKLIN TELEX COUPLING automatic couplings at both ends**



German Federal Railways' Class V 60 diesel locomotive — prototype of MÄRKLIN models 3064 and 3065.



▲ Belgian State Railways' Class 260 000 diesel locomotive – prototype of MÄRKLIN model 3069.

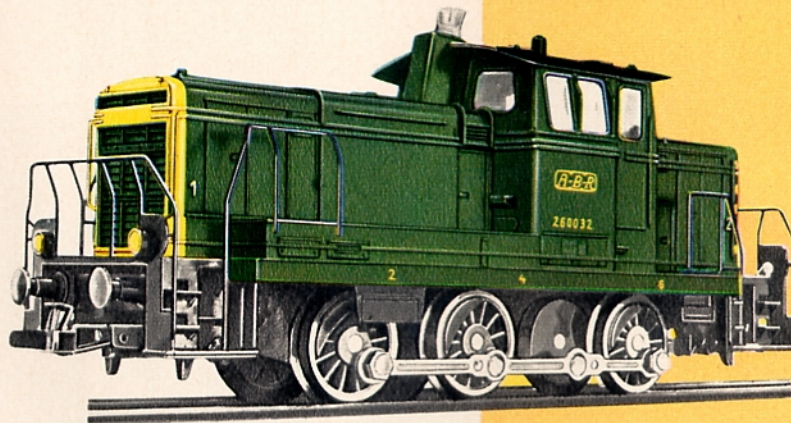


▲ MÄRKLIN model 3069

Belgian State Railways' Diesel Locomotive

MÄRKLIN

A scale-model



New

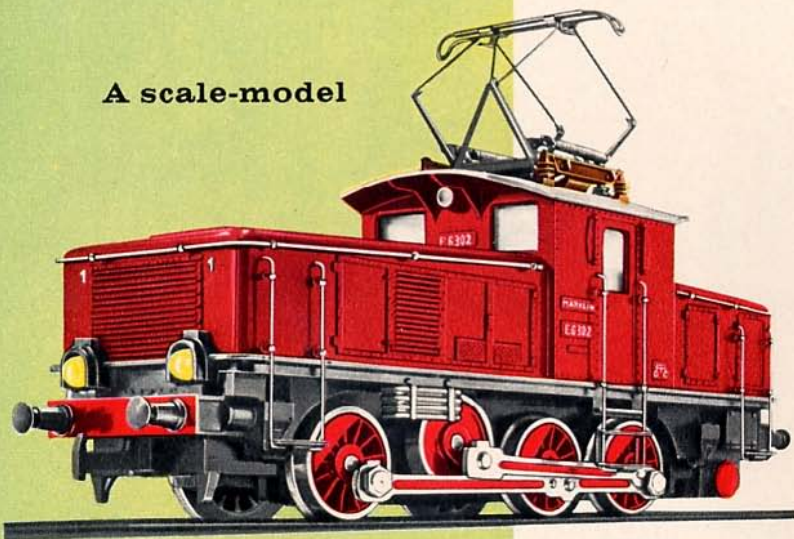
3069 \$ 19.95

Diesel locomotive, modelled on locomotive No. 260032 of the Belgian State Railways (SNCB – Société Nationale des Chemins de fer Belges) · Six-wheeled, 0-6-0 type · All driving axles and the jackshaft as well are driven by spur gearing · Two special adhesion tyres on the trailing driving axle to increase the tractive effort · Reverses by remote control · Two headlamps to light up, front and rear, arranged exactly as on the original · Green plastic superstructure with scale-model, lettering and numerous details · Plastic window inserts · High-grade pressure-cast frame · Wheels, jackshaft and driving linkage finished in original colours · 4 3/4 in. long over buffers

MARKLIN

A much-admired design

A scale-model



3001 \$ 17.95

Electric shunting locomotive, modelled on the German Federal Railways' Class E 63 · Six-wheeled, 0-6-0 type · With gear-driven jackshaft · Reversing by remote control · Two special adhesion tyres on the trailing drivers give extra tractive effort and climbing power · Low-g geared motor with durable gearing · Two electric headlamps each end change over automatically when the locomotive changes its running direction · Lever for optional working from the overhead contact: wire or surface contact · Red unbreakable plastic superstructure with handrails mounted separately and numerous details · Cast metal frame · Windows glazed with cello · Strong coupling hooks both ends · 4 3/4 in. long over buffers

Is there a model railroader who wouldn't be overjoyed to play with this?

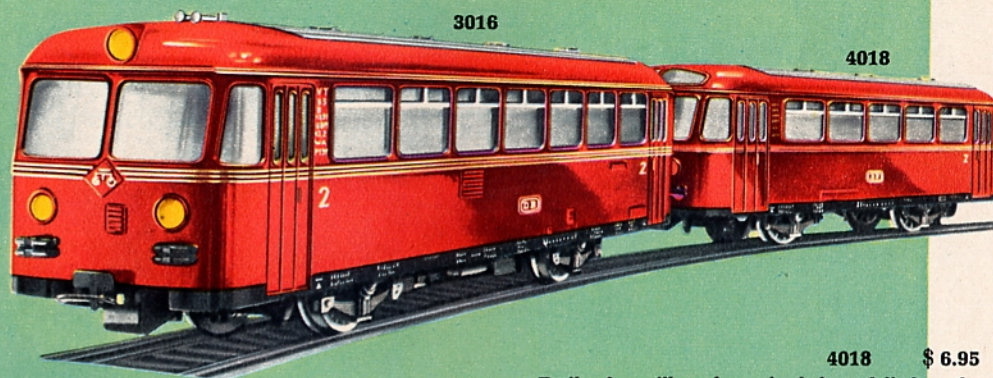


MÄRKLIN

German Federal Railways' VT 95 railbus and VB 14 trailer—prototypes of MÄRKLIN models 3016/4018.



Railbus and Trailer

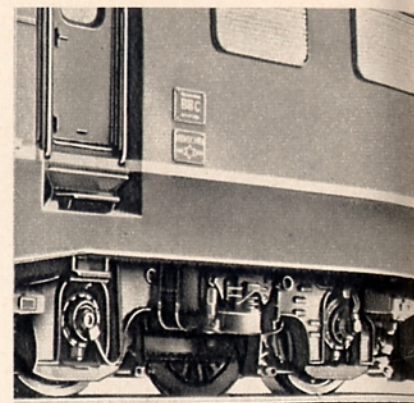
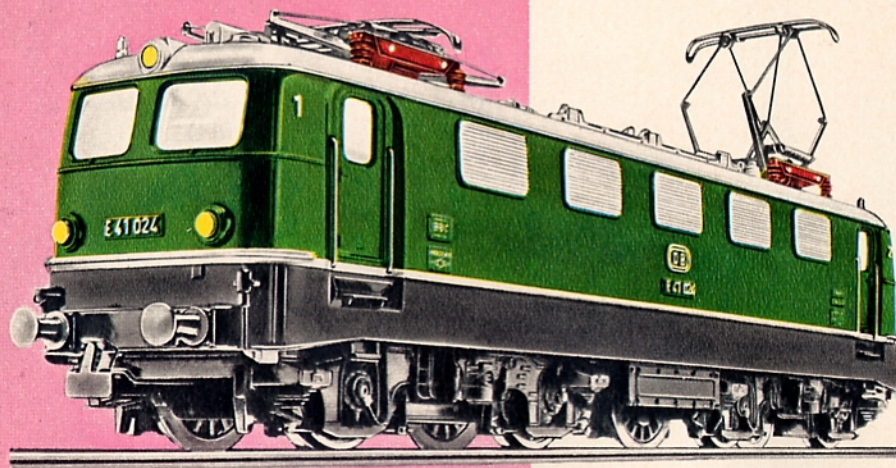


3016 \$ 16.95

Railbus, four-wheeled, modelled on the German Federal Railways' VT 95 type · Reverses by remote control · Fitted with special adhesion tyres · Lamps at both ends, with two bulbs for interior lighting · Red unbreakable plastic bodywork with numerous details · Cast metal frame with fine plastic reproductions of axleboxes, springing and rail guards · Windows glazed with cello · The cars are close-coupled by symmetrical couplings at both ends · 5 7/8 in. long over buffers

4018 \$ 6.95

Trailer for railbus, four-wheeled, modelled on the German Federal Railways' VB 14 type · Sheet steel frame, with fine plastic reproductions of axleboxes, springing and rail guards · Plastic bodywork with numerous details · Windows glazed with cello · Red tail lights at both ends with one bulb for interior lighting supplied with current by a separate pick-up shoe · Special symmetrical coupling to fit railbus only · 4 3/4 in. long over buffers



▲
Great attention is also devoted to working out small details.

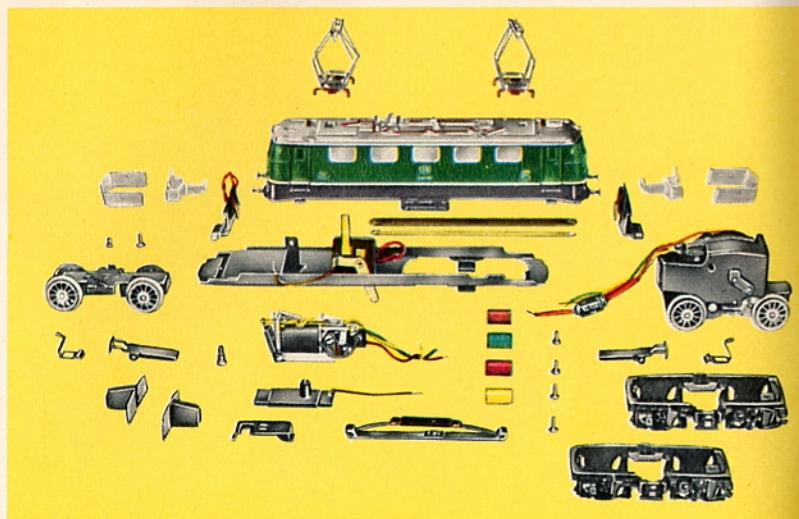
Scale-models

Electric Locomotives - practically designed, well made =

3037 \$ 19.95

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

Class E 41 Locomotive Building Kit



MÄRKLIN

3034 \$ 19.95

Electric locomotive, modelled on the German Federal Railways' Class E 41. Eight-wheeled, 0-4-4-0 type. Both axles of the trailing bogie driven. Reverses by remote control. Four special adhesion tyres for increasing tractive effort. Three headlamps to light up front and rear. Lever for optional working from overhead contact wire or surface contact. Two springloaded pantographs on roof. Blue all-metal superstructure with numerous details. Silver roof, windows glazed with cellon. Automatic couplings both ends. 6 7/8 in. long over buffers.



reasonable in price

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

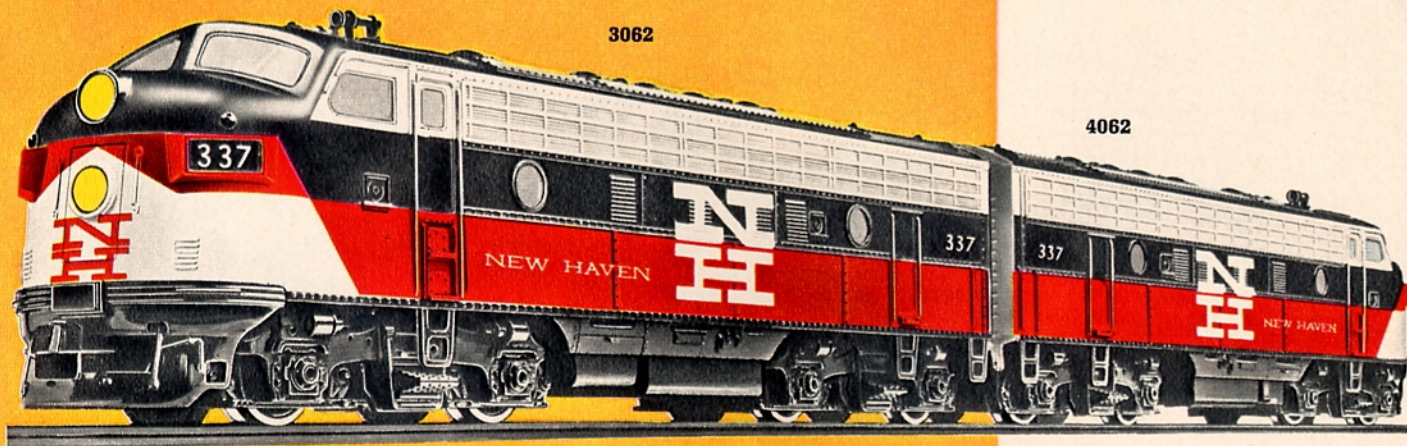
3937 \$ 17.95

Electric locomotive building set. Contains all parts for building the 3037 electric locomotive (see above) except lamp bulbs, though this locomotive can be lighted up. Only a screwdriver and a pair of flat pliers are needed for assembling, there being no painting or soldering work. This locomotive is rather more difficult to assemble than coaching stock. Illustrated instructions for building are included with every kit.



German Federal Railways' Class E 41 electric locomotive – prototype of MÄRKLIN models 3034 and 3037.

American



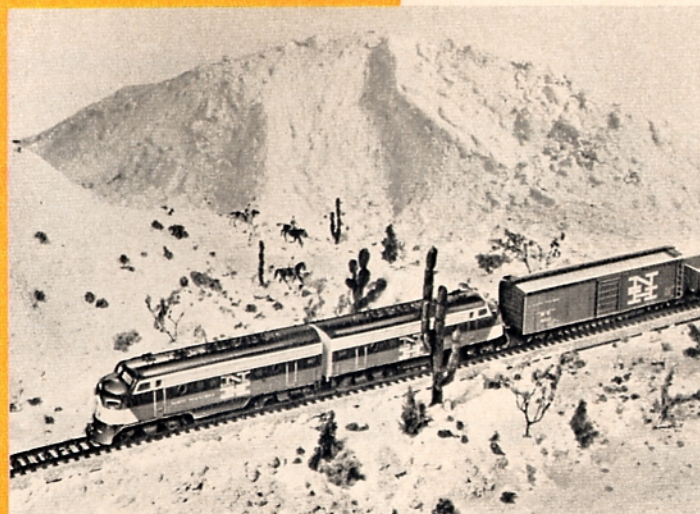
3062 \$ 19.95

Diesel locomotive, modelled on the American Type F7 of the Electro-Motive Division of General Motors as built for the New Haven Railroad · Eight-wheeled, 0-4-4-0 type · Both axles of the trailing bogie are driven and fitted with four special adhesion tyres · Reverses by remote control · High tractive effort · Scale-model lighting · All-metal superstructure with numerous details · Windows glazed with cello · Automatic couplings at both ends · 6 7/8 in. long

4062 \$ 9.95

Counterpart without drive, to match diesel locomotive 3062 · Eight-wheeled, 0-4-4-0 type · Scale-model lighting · All-metal superstructure with numerous details · Windows glazed with cello · Automatic coupling at driving end · 6 7/8 in. long

This picture shows how delightful a model railway set can be made.



MARKLIN

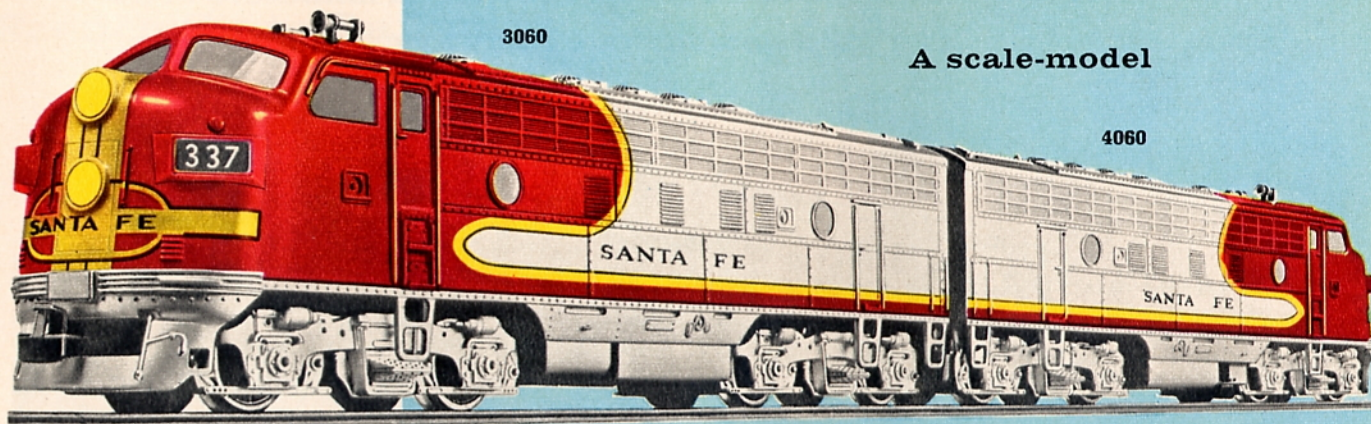
MÄRKLIN

The American Type F7 diesel locomotives are used both for passenger as well as goods service and can reach speeds up to 100 and 85 miles per hour respectively. They are equipped with steam generators (for heating the trains).



◀ American Type F7 diesel locomotive – prototype of MÄRKLIN models 3060/4060.

Diesel Locomotives



A scale-model

3060 \$ 19.95

Diesel locomotive, modelled on the American Type F7 of the Electro-Motive Division of General Motors as built for the Atchison, Topeka and Santa Fé Railroad · Eight-wheeled, 0-4-4-0 type · Both axles of the trailing bogie are driven and fitted with four special adhesion tyres · Reverses by remote control · High tractive effort · Scale-model lighting · All-metal superstructure with numerous details · Windows glazed with cello · Automatic couplings at both ends · 6 7/8 in. long over buffers

4060 \$ 9.95

Counterpart without drive, to match locomotive 3060 · Eight-wheeled, 0-4-4-0 type · Scale-model lighting · All-metal superstructure with numerous details · Windows with cello glazing · Automatic coupling at driving end · 6 7/8 in. long

Swedish Locomotive



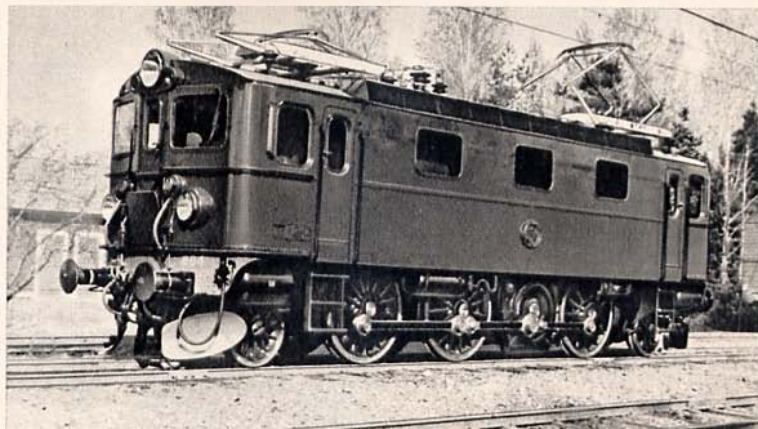
3030 \$ 26.95

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

This MÄRKLIN model is a faithful reproduction in miniature of its full-sized originals on the Swedish State Railways

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

Swedish State Railways' Class Da electric locomotive — prototype of MÄRKLIN model 3030. ►



MÄRKLIN

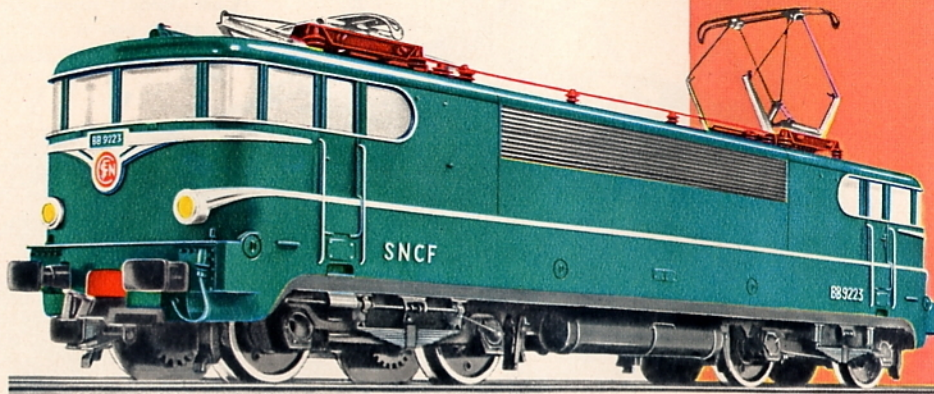


◀ French State Railways' Class BB 9200 electric locomotive - prototype of MÄRKLIN model 3038.

The original of our 3038 type is used on the SNCF lines as a mixed-traffic or multi-purpose locomotive. Its four motors developing 5500 H. P. altogether enable it to attain a maximum speed of 160 kilometres (approximately 100 miles) an hour. The total weight is 80 tons.

French State Railways' Electric Locomotive

New



A scale-model

3038 \$ 21.95

Electric locomotive, modelled on the Class BB 9200 of the French State Railways (SNCF—Société Nationale des Chemins de Fer Français) · Eight-wheeled, 0-4-4-0 type · Both axles of the motor bogie are driven · Four special adhesion tyres to increase the tractive effort · Reverses by remote control · Two head lamps front and rear to light up · Lever for optional surface contact or overhead contact wire working · Two spring-loaded pantographs on roof · Green all-metal superstructure finished in the true colours of the original · Windows glazed with cello · Automatic couplings at both ends · 7 in. long over buffers

Fair Trade prices in US Dollars

19

Outstanding Models of a Netherlands Locomotive

3013



3013 \$ 27.95

Electric express locomotive, modelled on the Series 1100 of the Nederlandsche Spoorwegen (Netherlands Railways). Eight-wheeled. Reverses by remote control. Two special adhesion tyres fitted to one set of drivers, giving a specially high tractive effort. Two electric headlamps each, front and rear, changing automatically when the locomotive reverses its direction. Lever for optional working from overhead contact wire or surface contact. Two spring-loaded pantographs on roof. Blue all-metal superstructure with silver bands and porthole type side windows glazed with cellophane. Automatic couplings at both ends. 6 1/8 in. long over buffers.

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

of a French Locomotive

3012 \$ 27.95

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

MARKLIN



The favourite Swiss Locomotive



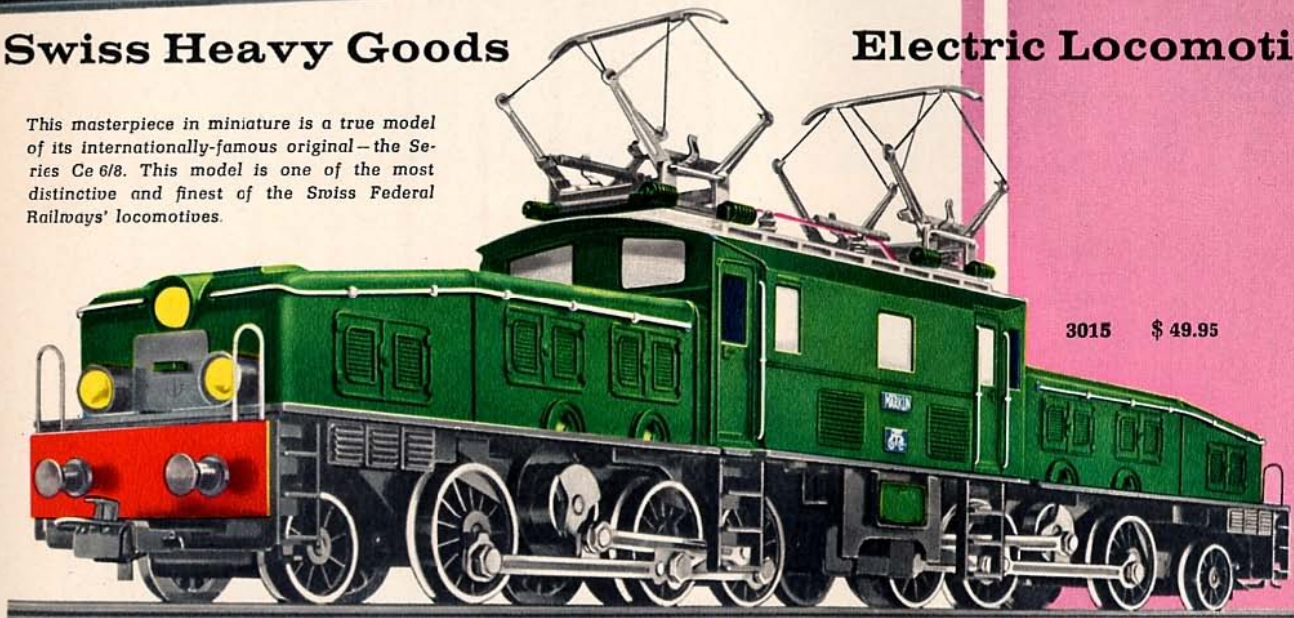
3014
\$ 27.95

Electric locomotive, eight-wheeled, modelled on the Class Re 4/4 of the Swiss Federal Railways (SBB - Schweizerische Bundesbahnen). Reverses by remote control. Two special adhesion tyres on one set of drivers give a specially high tractive effort. Three electric headlamps each, front and rear, changing over automatically when the locomotive reverses. Lever for optional working from overhead contact wire or surface contact. Two spring-loaded pantographs on roof. Green all-metal superstructure with numerous details. Windows glazed with cellophane. Automatic couplings at both ends. 6 1/2 in. long over buffers.

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

Swiss Heavy Goods

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



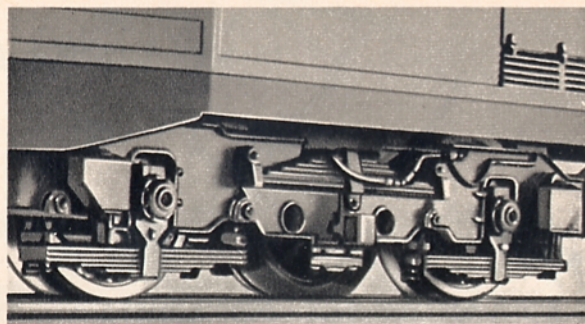
3015 \$ 49.95

Electric Locomotive

Electric goods locomotive - the "Crocodile". Sixteen-wheeled, 2-6-6-2 type. The articulated design enables this locomotive to take curves of normal radius without difficulty. Remote control reversing. Two special adhesion tyres on one set of drivers. The leading and trailing truck wheels are safe from derailment, as springs keep them down on the rails. Three electric headlights each, front and rear, changing automatically. Lever for optional current supply from overhead wire or surface contact. Two sprung current collectors on roof. Green all-metal superstructure with numerous details. Windows glazed with cellophane. Automatic couplings at both ends. 10 1/2 in. long over buffers.

Italian Electric Locomotive

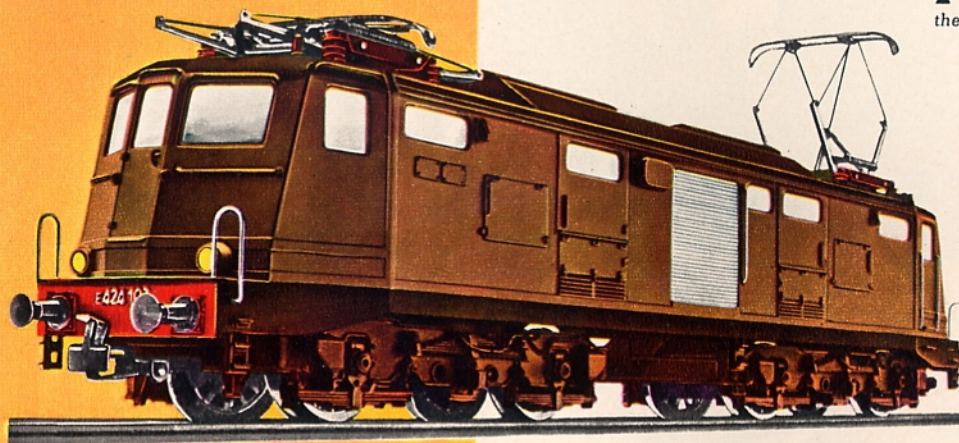
This **MÄRKLIN** Locomotive is a faithful model of its full-sized original in



▲ Look at the fine design of bogie for the 3035 model.

MÄRKLIN

service on the
Italian State
Railways'
main lines



3035 \$ 19.95

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



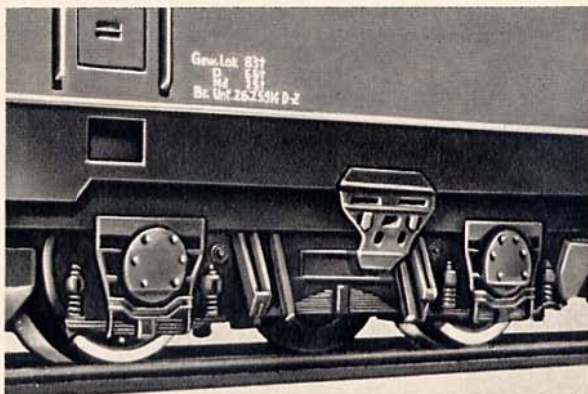
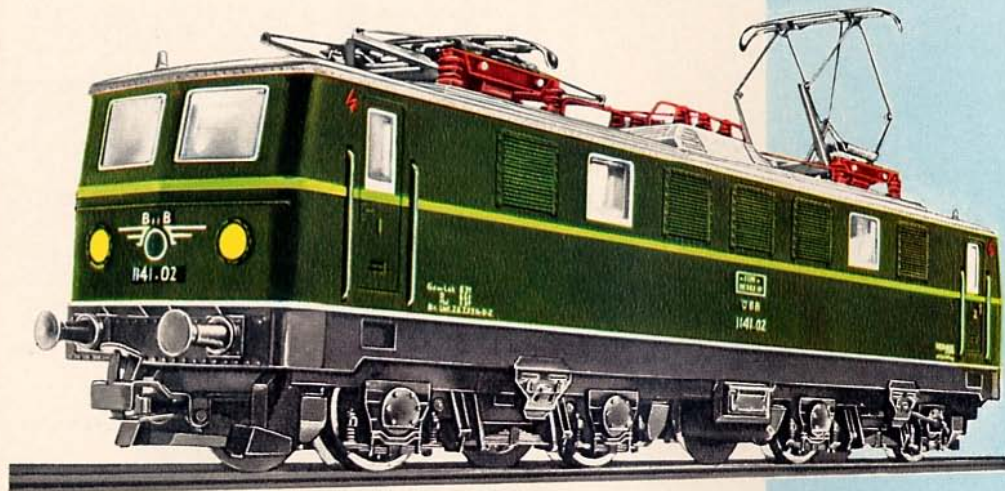
▲ Italian State Railways' Class E 424 electric locomotive – prototype of MÄRKLIN model 3035. This photo shows the side opposite to our picture of the model.

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

A scale-model

3036 \$ 19.95

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



▲ Reproducing the finer points such as these demands a wealth of experience and modern production methods.



▲ Austrian Federal Railways' Class 1141 electric locomotive – prototype of MARKLIN model 3036.

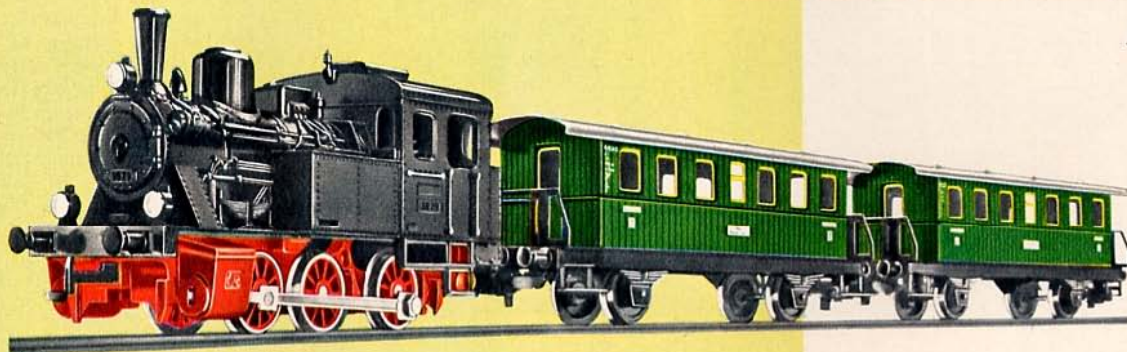
Train Set with oval Tracks and Transformer for traction and lighting connection, to run off A.C. (alternating current) mains, to start your big railway system with

This train set that is such excellent value for money is made up in a gift box like the one shown here

The locomotive and transformer of this train set cannot be supplied separately



MÄRKLIN



2955 110 volts \$ 22.50

Passenger train with transformer, consisting of locomotive (with remote control reversing) and two 4040 passenger coaches · Train 13 1/2 in. long · Eight 5120 curved track sections, one straight 5106 section, one 5111 feeder section and one transformer

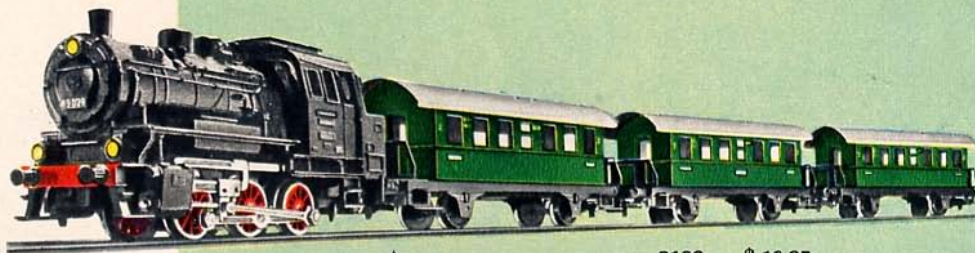
This transformer-packed in together with the train—has, like all MÄRKLIN model railway transformers, connections for the track and for lights and magnetically-operated accessories as well; it also supplies a specially high voltage for reversing the locomotive by remote control. The 10 VA (watts) output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

Look at all these advantages that MÄRKLIN offers you: A safe and reliable system, simple to build up, scale-model production, low prices and an international selection to choose from.



Interesting Train Sets with oval Tracks but without Transformers

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



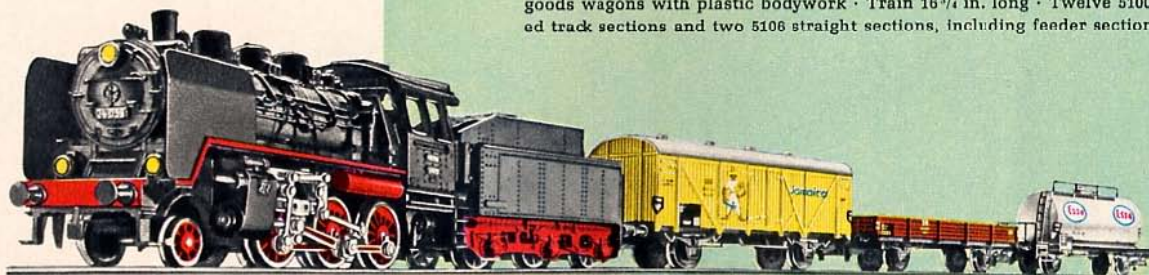
3100 \$ 19.95

Passenger train (without transformer), consisting of steam engine 3000 and three 4003 passenger coaches · Train 19 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section



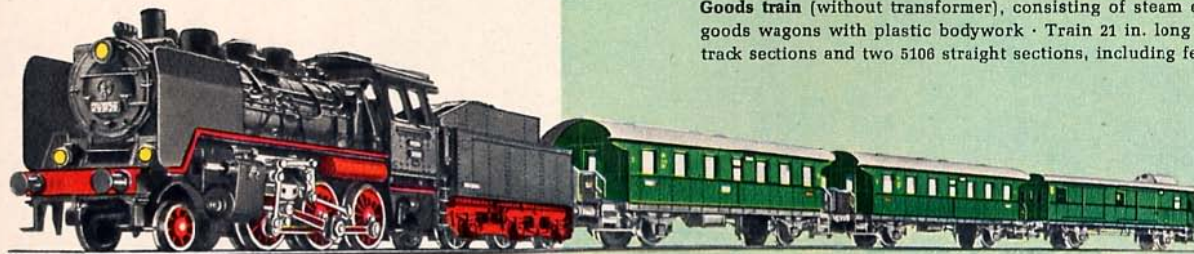
3200 \$ 21.95

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



3203 \$ 29.95

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



3103 \$ 31.95

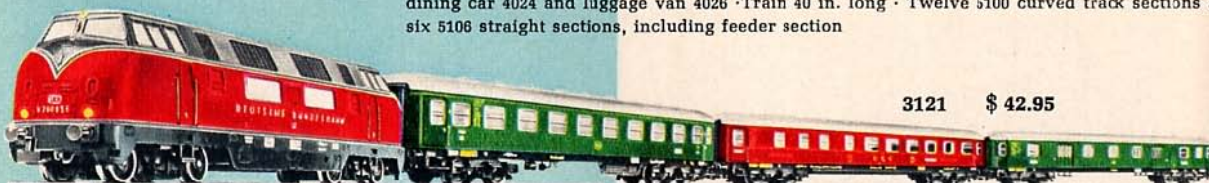
Passenger train (without transformer), consisting of steam engine 3003, two 4002 coaches and one 4003 coach · Train 25 in. long · Twelve 5100 curved track sections and two 5106 straight sections, including feeder section

Train Sets ready to run, with oval Tracks



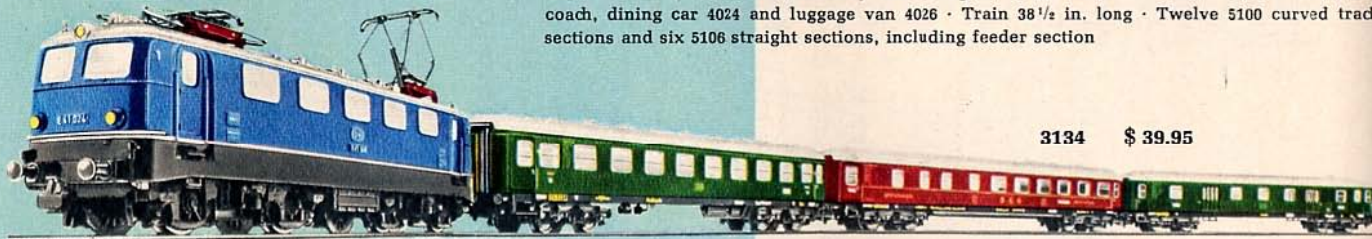
3205 \$ 46.95

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



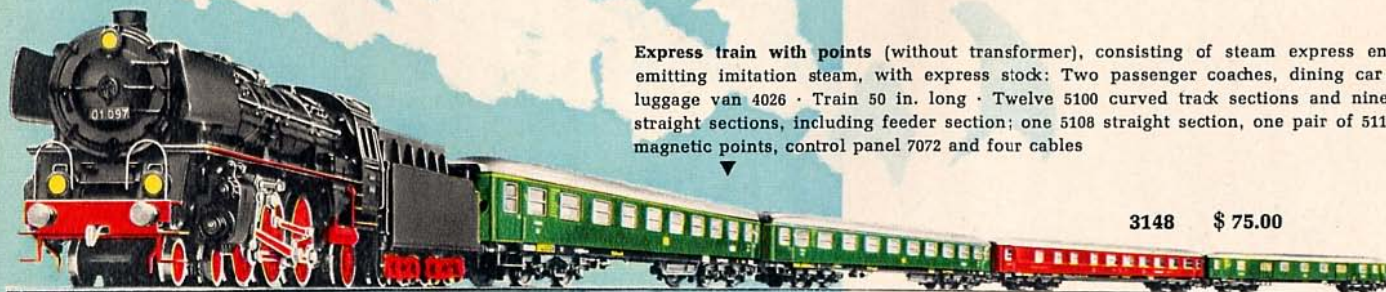
3121 \$ 42.95

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



3134 \$ 39.95

▲
Express train (without transformer), consisting of electric locomotive 3034 with express stock: coach 4022, dining car 4024 and luggage van 4026 · Train 36 1/2 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

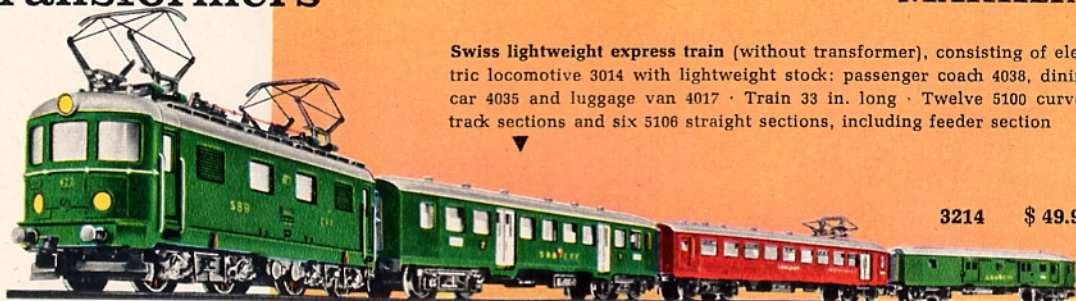


3148 \$ 75.00

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

but without Transformers

MARKLIN



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

3214 \$ 49.95

Swiss Lightweight Express Train



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

Italian Express Train

3135 \$ 38.95

German Federal Railways' train with E 41 locomotive in the romantic valley of the Rhine.



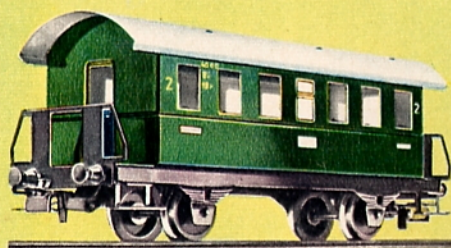
3160

\$ 39.95

American freight train (without transformer), consisting of locomotive 3060 with caboose 4570, box cars 4571 and 4572, and gondola 4575 · Train 36 1/4 in. long · Twelve 5100 curved track sections and six 5106 straight sections, including feeder section

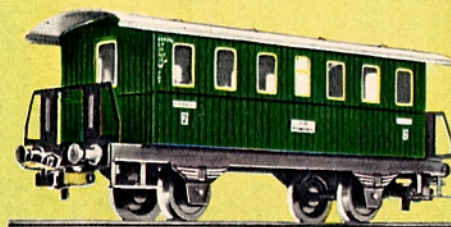
American Freight Train

Passenger Coaches of finely-printed sheet steel – with Automatic Couplings and the “Advance” Uncoupler



4000 \$ 1.50

Passenger coach, with platforms and entrances both ends · Dark green with grey roof · 4 1/8 in. long over buffers



4040 \$ 1.50

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

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

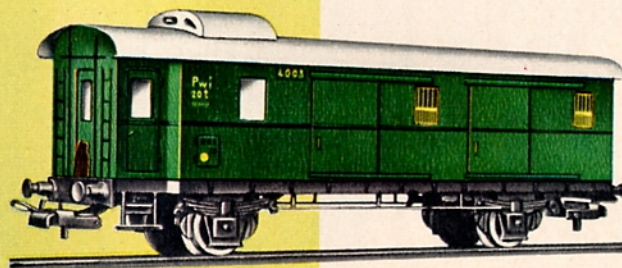


◀ **4041** \$ 3.95

Luggage van, as 4003, but with tail lights and current pick-up shoe

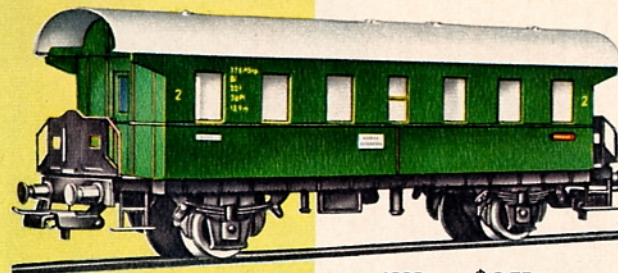
4002, 4003, 4041

Standard type of coach, with all details well reproduced, and arranged for fitting interior lighting · Windows glazed with cello · Dark green with grey roof · Numerous inscriptions · Coaches 5 1/8 in. long over buffers



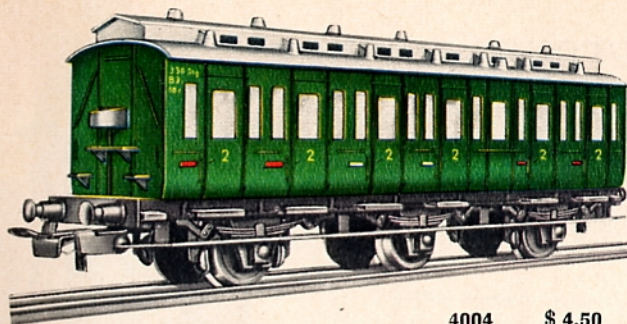
4003 \$ 2.75

Luggage van (Pwi 28), with sliding doors both sides and roof lookout for guard's compartment



4002 \$ 2.75

Passenger coach (Bi 28), with platforms and entrances both ends



4004 \$ 4.50

Compartment coach · Six-wheeled · Sides divided up into six compartments · Arranged for fitting interior lighting · Dark green, grey roof · Numerous inscriptions · 5 1/4 in. long over buffers



▲ **MÄRKLIN** – the model railway for the young and not-so-young – **MÄRKLIN** for all the family!

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

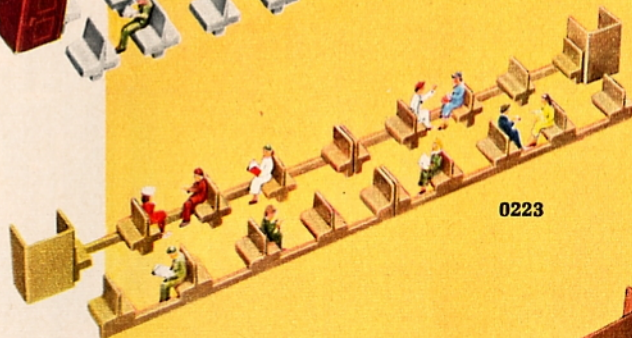
These interior fittings are made of plastic and supplied as sets for fitting up the coaches; illustrated fitting instructions with each set

0222 \$ 3.25

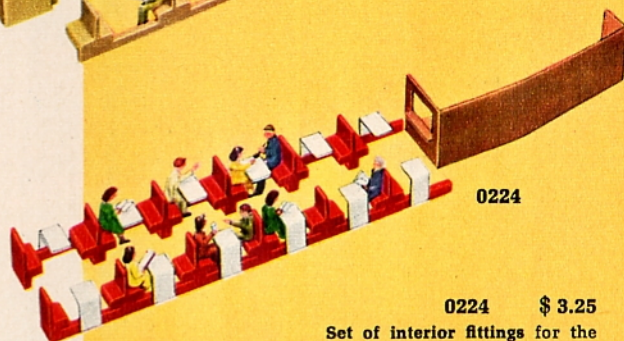
Set of interior fittings for the 4022, 4030, 4031, 4033, 4036 and 4037 coaches, with ten figures in colours and numerous bench seats all in one colour



0222



0223



0224

0224 \$ 3.25

Set of interior fittings for the 4024 dining car, with nine figures in colours, red bench seats and white tables

0223 \$ 3.25

Set of interior fittings for the 4027 coach, with ten figures in colours and numerous bench seats

German Federal Railways' Express Coaches

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



4027 \$ 4.75 ▲

First class express coach, modelled on the German Federal Railways' stock (A 4 ümg) · Eight-wheeled · Detachable roof · Open windows, glazed with cello · Finished blue, with silver roof · 9 1/2 in. long over buffers



4032
\$ 5.95

First class express coach, as 4027, but with tail lights and current collector shoe



4024 \$ 4.75 ▶

Express dining car, modelled on the German Sleeping Car Co's. stock (DSG - Deutsche Schlafwagen-Gesellschaft) · Eight-wheeled · Detachable roof · Open windows glazed with cello · Finished wine red with silver roof and ivory lettering · 9 1/2 in. long over buffers

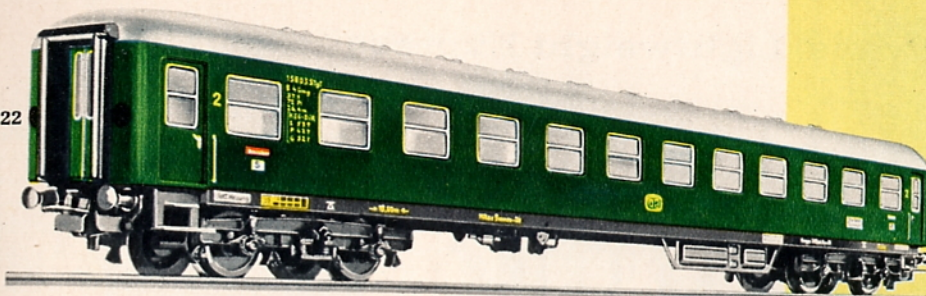


4026 \$ 4.75 ▲

Express luggage van, modelled on the German Federal Railways' stock (Pw 4 ymg) · Eight-wheeled · Detachable roof; open windows, glazed with cello · Finished dark green with silver roof · Ivory lettering · 9 1/2 in. long over buffers



4022



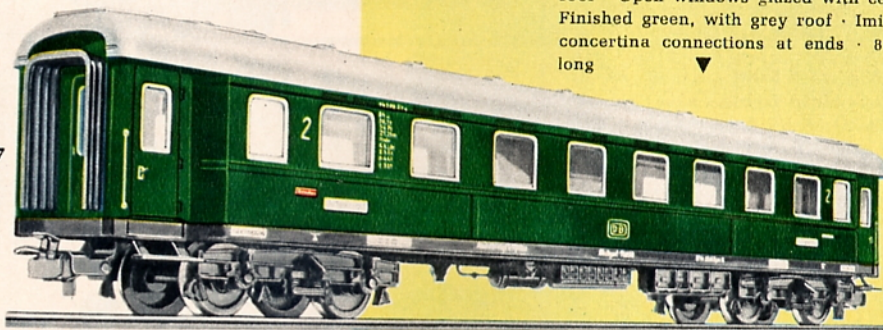
4022 \$ 4.75

Second class express coach, modelled on the German Federal Railways' stock (B 4 ümg) · Eight-wheeled · Detachable roof · Open windows glazed with cellophane · Finished dark green with silver roof · 9 1/2 in. long over buffers

4037 \$ 3.95

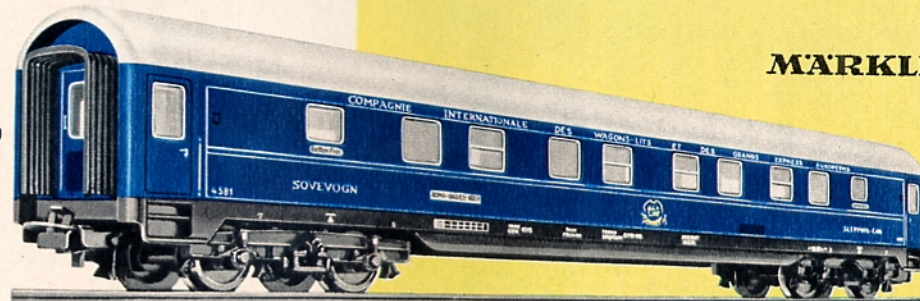
Second class express coach, modelled on the German Federal Railways' earlier type stock (B 4 ü) · Eight-wheeled · Detachable roof · Open windows glazed with cellophane · Finished green, with grey roof · Imitation concertina connections at ends · 8 3/4 in. long

4037



MARKLIN

4029

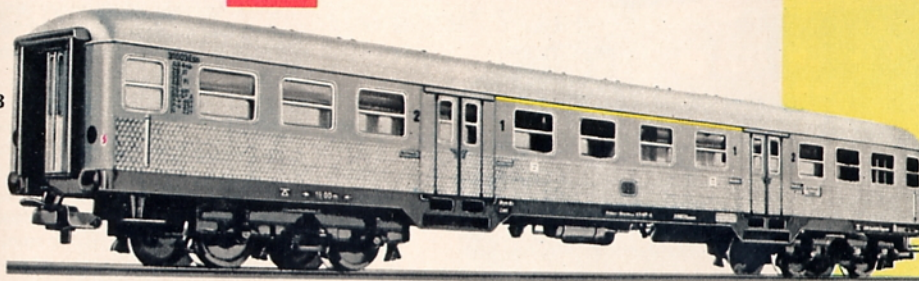


4029 \$ 4.75

Express sleeping car, modelled on the International Sleeping Car Co's. stock (ISG - Internationale Schlafwagen-Gesellschaft No. 4581) · Eight-wheeled · Detachable roof · Open windows glazed with cellophane · Finished blue, with silver roof · Inscriptions and lettering true to the original · Imitation concertina connections at ends · 9 1/2 in. long

New

4043



4043 \$ 4.75

Coach for short-distance traffic, eight-wheeled, modelled on the German Federal Railways' stock (AB 4 nb) · Detachable roof · Cellophane windows · Body stainless steel colour with peacock's eye pattern · Silver roof · Lettering and inscriptions true to the original · 9 1/2 in. long

Swiss Federal Railways' Lightweight Express

All-metal Coaches



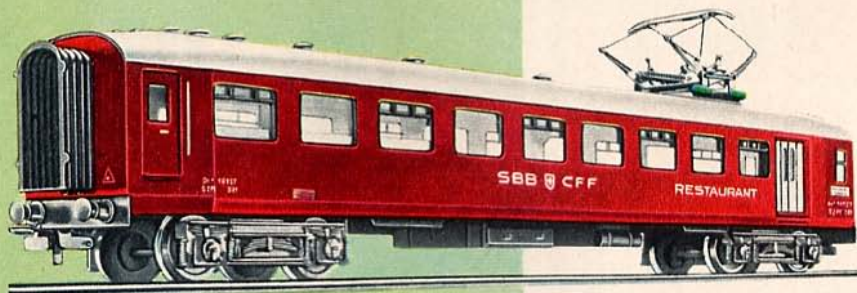
4038 \$ 5.00 ▲

Lightweight express coach, eight-wheeled, modelled on the Swiss Federal Railways' stock (SBB – Schweizerische Bundesbahnen) · Bogies with movable bolsters · Open windows glazed with cel-
lon · Concertina connections · Finished green, with silver-grey roof · 8³/₈ in. long over buffers



4017 \$ 5.00 ▲

Luggage van, with side sliding doors, barred windows and numerous details · Concertina connec-
tions · Finished green with silver-grey roof; yellow lettering and inscriptions · 8³/₈ in. long over
buffers



4035 \$ 5.00 ▲

Restaurant car, with current collector on roof to use for supplying the car lighting · Window and
roof ventilators · Concertina connections · Frosted glass windows for kitchen compartment ·
Battery boxes · Finished wine red with silver-grey roof · 8³/₈ in. long over buffers · See page 52
for tail lights for this car



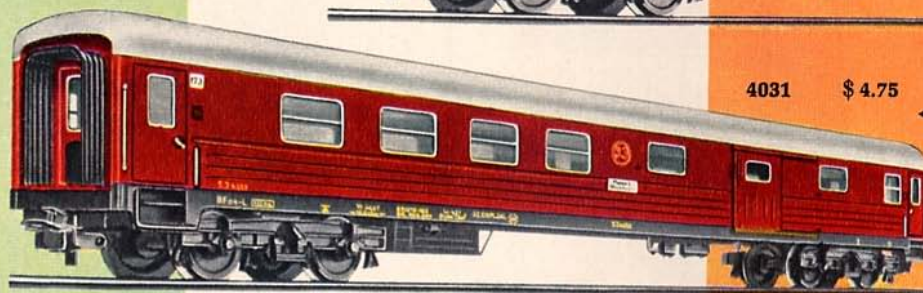
A MÄRKLIN model railway – an
everyday way of turning leisure
to good account combined with
relaxation of a most pleasant kind.

All coaches on this page
have **automatic coup-
plings** and arrangements
for fitting interior light-
ing (see page 52).

Swedish State

4030 \$ 4.75

First and second class composite express coach, modelled on the Swedish State Railways' stock (SJ - Statens Järnvägar - AB 024) · Eight-wheeled · Detachable roof · Open windows glazed with cellophane · Finished brown with grey roof · Imitation concertina connections at both ends · 9 1/2 in. long



4031 \$ 4.75

Express composite luggage van, with second-class compartment, modelled on the Swedish State Railways' stock (SJ - BF 04 - L) · Eight-wheeled · Detachable roof · Two sliding doors · Open windows glazed with cellophane · Finished brown with silvergrey roof · Imitation concertina connections at both ends · 9 1/2 in. long

Austrian Federal Railways' Express Coach

4033 \$ 4.75

Second class express coach, modelled on the Austrian Federal Railways' stock (ÖBB - Österreichische Bundesbahnen - Bc 4 üh 317 000) · Eight-wheeled · Detachable roof · Open windows glazed with cellophane · Finished green, with silver roof · 9 1/2 in. long over buffers



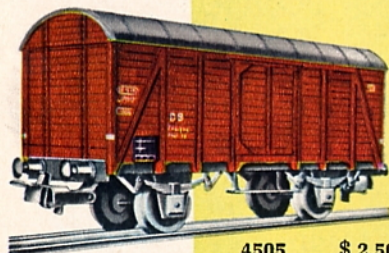
Italian State Railways' Passenger Coach

4036 \$ 3.95

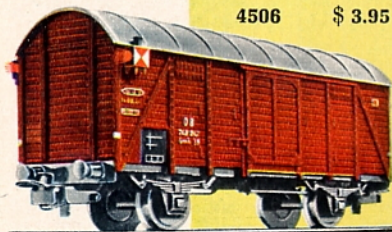
Second class passenger coach, modelled on the Italian State Railways' stock (FS - Ferrovie dello Stato - Bz 33 010) · Eight-wheeled · Detachable roof · Open windows glazed with cellophane · Finished brown and beige, with silver roof · Imitation concertina connections at ends · 8 3/4 in. long



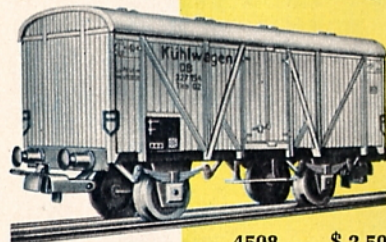
Goods Wagons



4505 \$ 2.50
Covered goods van · Brown, with grey roof · 4 in. long



4506 \$ 3.95
Covered goods van · Brown, with grey roof · With finely-modelled side-mounted tail lamps to light from a current pick-up · 4 in. long



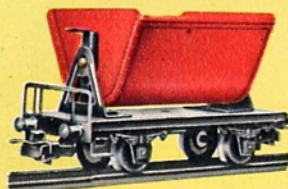
4508 \$ 2.50
Refrigerated goods van · White, with black lettering · Roof with simulated fan openings · 4 in. long



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

with plastic bodywork,
Automatic Couplings and the
"Advance" Uncoupler

(see Page 36)



4513 \$ 1.75
Tipping truck · Red, to discharge either side · With locking device · 3 7/8 in. long



4504 \$ 2.00
Low-sided truck · Brown, loaded with miniature car · 4 in. long



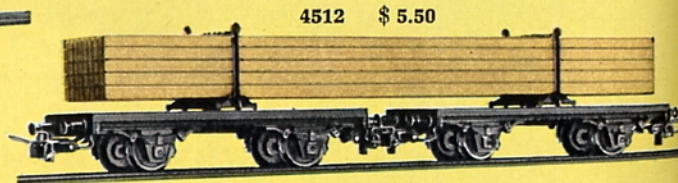
4503 \$ 1.50
Low-sided truck · Brown · 4 in. long



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



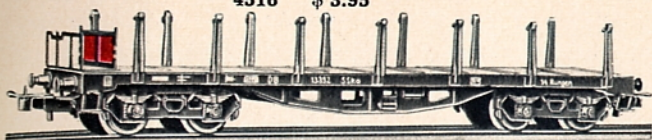
4515 \$ 4.50
Low-sided truck · Brown · Eight-wheeled · Loaded with two motor lorries · Without "Advance" uncoupler · 7 1/4 in. long



4512 \$ 5.50
Baulk timber truck, carrying baulks of timber · An all-metal two-part model, finished black · 7 5/8 in. long

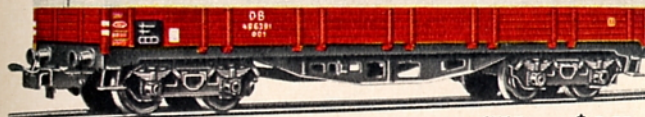
The wagons on pages 34 and 35 have enamelled sheet steel frames and plastic bodywork (except 4512 and 4516), with die-cast metal wheels. The lengths given are measured over the buffers.

4516 \$ 3.95



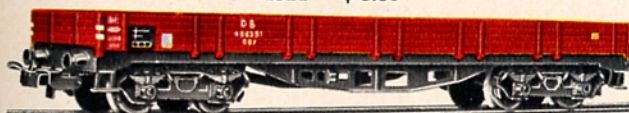
Stanchion truck · Eight-wheeled · Sheet steel truck floor and stanchions without "Advance" uncoupler · 7 1/4 in. long

MÄRKLIN

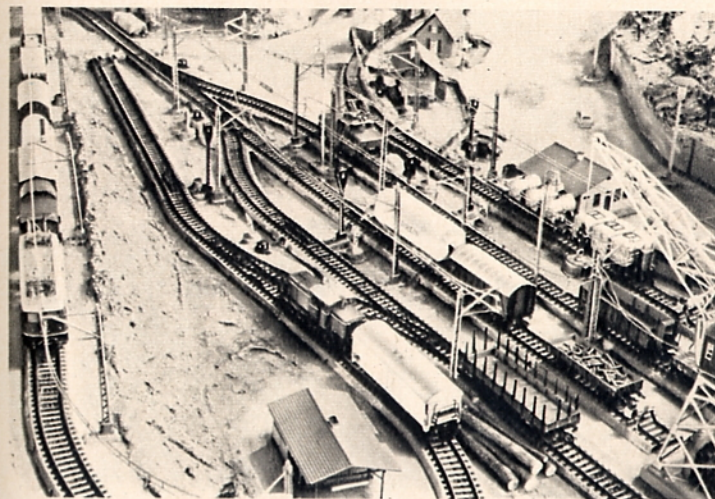


Tilt truck · Brown · Eight-wheeled, with white tilt · Without "Advance" uncoupler · 7 1/4 in. long

4514 \$ 3.00



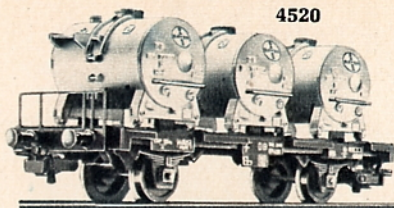
Low-sided truck · Eight-wheeled · Without the "Advance" uncoupler 7 1/4 in. long



There is hardly any other hobby so fascinating as a MÄRKLIN model railway, and the excellent selection of rolling stock to be had shares in this to a great extent.

Fair Trade prices in US Dollars

4520



4520 \$ 3.50

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

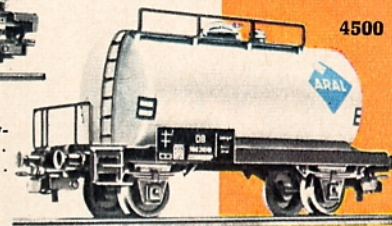


4510 \$ 3.00

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

MÄRKLIN

4500



4500 \$ 3.00

"ARAL" petrol tank wagon · Aluminium colour · Walkway with ladder and filler · 4 in. long



4501 \$ 3.00

"ESSO" petrol tank wagon · Aluminium colour · Walkway with ladder and filler · 4 in. long

MÄRKLIN



4502 \$ 3.00

"SHELL" petrol tank wagon · Finished yellow · Walkway with ladder and filler · 4 in. long

4524
\$ 3.00



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

Model Goods Wagons with Automatic Couplings and the "Advance" Uncoupler



4550 \$ 3.00

Covered goods van, modelled on the Italian State Railways' stock (FS) · Four-wheeled · Detachable roof · All details of the original faithfully reproduced · Brown, with silver-grey roof · 4 3/8 in. long



4600 \$ 3.75

Goods train luggage van, modelled on the German Federal Railways' Pwg type · Green, with grey roof · Doors both sides to open · 3 1/2 in. open



4604 \$ 3.75

Open goods truck, modelled on the German Federal Railways' Omm 52 type · Brown · With detachable load of imitation coal · 4 5/8 in. long



4610 \$ 4.00

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



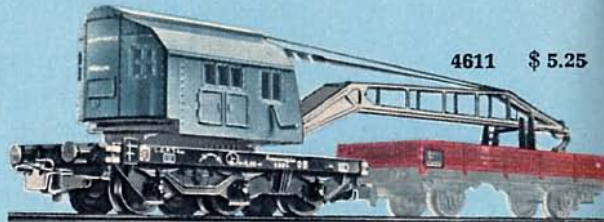
4614 \$ 4.75

Container wagon, with brakeman's cabin, loaded with three box-type containers · Silver containers, black underframe · 4 3/8 in. long



4603 \$ 3.75

Open goods truck, modelled on the German Federal Railways' Omm 52 type · Brown · With detachable load of imitation stone · 4 5/8 in. long



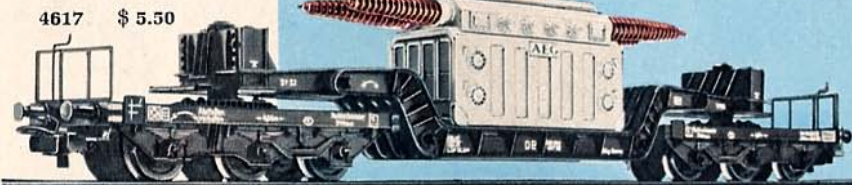
4611 \$ 5.25

Crane truck, with slewing crane, movable jib and jib support · Crank handle for raising and lowering crane hook · Black underframe, light blue crane and silver jib · Underframe 3 3/8 in. long (The lowsided truck 4503 is not included in the price, but is recommended for carrying the jib when the crane is in transit.)



4602 \$ 3.25

Open goods truck, modelled on the German Federal Railways' Omm 52 type · Brown · 4 5/8 in. long



4617 \$ 5.50

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



4609 \$ 4.00

Tilt truck, modelled on the German Federal Railways' Rmms 33 type · Brown, with white tilt 5 1/4 in. long



4618 \$ 5.50

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

4607 \$ 3.50



Stanchion truck, modelled on the German Federal Railways' Rmms 33 type · With detachable stanchions that can be carried in a case to slide under the truck floor · Brown · 5 1/4 in. long



4619 \$ 3.00

Sliding roof wagon, modelled on the German Federal Railways' Kmmks 51 type · Four-wheeled · A scale-model of the type with halves of the roof sliding up to open · Brown, with silver roof · 4 1/2 in. long



4620 \$ 3.50

New

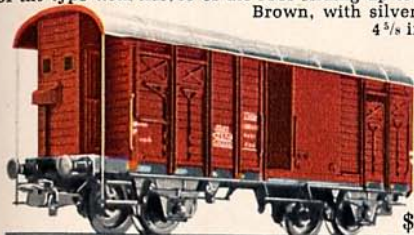
Universal refrigerated van · Four-wheeled, modelled on the German Federal Railways' Tehs 50 type · White, with black lettering · Simulated fan openings in roof · Inscriptions exactly as on original · 5 1/4 in. long



4621 \$ 4.50

New

High-capacity tank wagon · Eight-wheeled, modelled on the German Federal Railways' Ksl 3504 type · All details of the original faithfully reproduced · Grey tank with black underframe · 5 1/4 in. long



4605 \$ 3.75

Goods van with brakesman's cabin, modelled on the Swiss Federal Railways' SBB-K² type · Brown, with silver roof · Doors to open both sides · 4 1/2 in. long



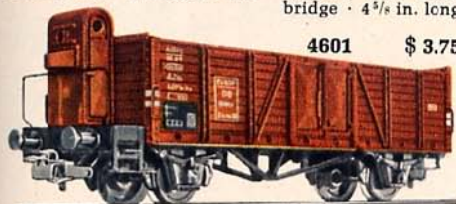
4612 \$ 4.00

Motor car transporter wagon, with loading bridge · Not loaded · Brown, with black bridge · 4 1/2 in. long (On the German Federal Railways two of these transporters are always used together as a unit which is then described as the Off 52 type.)



4613 \$ 5.50

Motor car transporter wagon, with loading bridge · Loaded with miniature cars · Brown, with black bridge · 4 1/2 in. long



4601 \$ 3.75

Open goods truck, with brakesman's cabin, modelled on the German Federal Railways' Omm 33 type · Brown · 4 1/2 in. long

4572 \$ 3.95
Box car, modelled on the 50-tons freight car of the Santa Fé Railroad · Eight-wheeled · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Brown, with silver-grey roof · 8 1/2 in. long



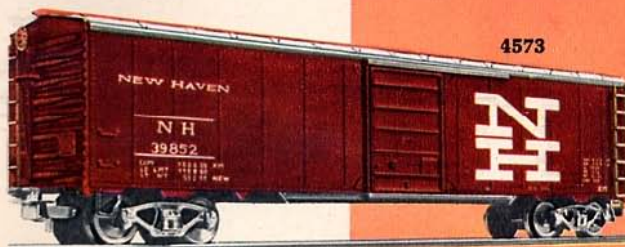
4572

4571 \$ 3.95
Box car, modelled on the 50-tons freight car of the Western Pacific Railroad · Eight-wheeled · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Silver-grey · 8 1/2 in. long



4571

4573 \$ 3.95
Box car, modelled on the 50-tons freight car of the New Haven Railroad Company · Eight-wheeled · Bogies with movable bolsters · Detachable roof with walkway · Doors both sides to open · Brown, with silver-grey roof · 8 1/2 in. long



4573



4570 \$ 3.95 ▲

Freight train caboose · American type · Eight-wheeled · Walkway on roof · Brown, with silver-grey roof · 6 in. long

Gondola (open Goods Truck) · Modelled on the Dixie Line's stock · Eight-wheeled · Bogies with movable bolsters · Brown plastic body · 7 1/2 in. long



4575 \$ 3.00 ▼

B. P. petrol tank wagon 4900 assembled



4900 \$ 2.25

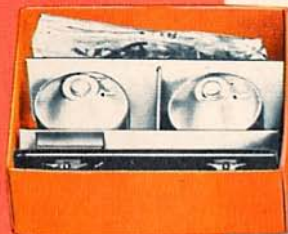
B. P. tank wagon kit, containing all parts for building this B. P. petrol tank wagon, including illustrated instructions



Pulverised brown coal truck 4911 assembled

4911 \$ 2.50

Pulverised brown coal truck kit, containing all parts required for building the pulverised brown coal truck, including illustrated instructions



Container wagon 4920 assembled

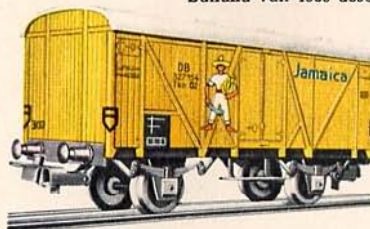


4920 \$ 2.50

Container wagon kit, containing all parts required for building the container wagon, including illustrated instructions



Banana van 4909 assembled



4909 \$ 2.00

Banana van kit, containing all parts required for building the banana van, including illustrated instructions

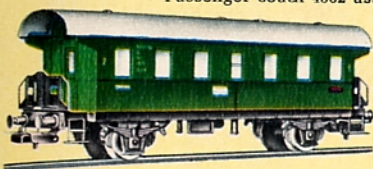
Wine truck 4910 assembled



4910 \$ 2.25

Wine truck kit, containing all parts required for building the wine truck, including illustrated instructions

Passenger coach 4802 assembled



4802 \$ 2.25

Passenger coach kit - Containing all parts required for building a passenger coach including illustrated instructions

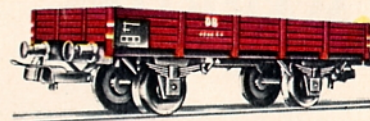
Low-sided truck 4904 assembled



4904 \$ 1.75

Low-sided truck kit with miniature car - Contains all parts required for building this low-sided truck, including illustrated instructions

Open goods truck 4903 assembled



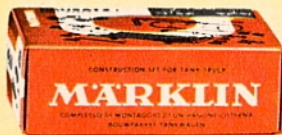
4903 \$ 1.25

Open goods truck kit - Containing all parts required for building an open goods truck, including illustrated instructions

MÄRKLIN Kits for building rolling stock

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

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



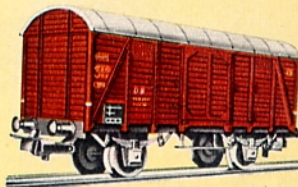
Refrigerator van 4908 assembled



4908 \$ 2.00

Refrigerator van kit - Containing all parts required for building the refrigerator van, including illustrated instructions

Goods van 4905 assembled



4905 \$ 2.00

Goods van kit - Containing all parts required for building the goods van, including illustrated instructions

Low-sided truck 4914 assembled



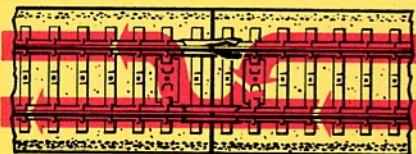
4914 \$ 2.25

Low-sided truck kit - Containing all parts required for building a low-sided truck, including illustrated instructions

MÄRKLIN Railway Tracks

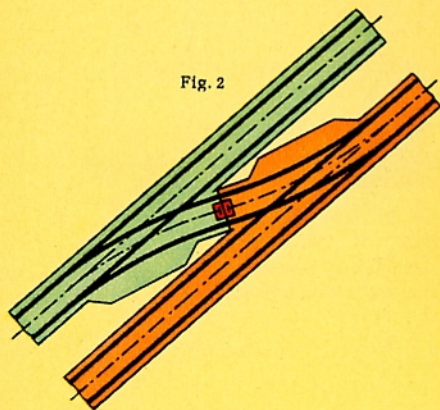
A noteworthy feature of the MÄRKLIN track is the good path it provides for the current. Bending the tongues connecting the rail sections—always likely to happen with model railways—has no effect whatever with our track, because the second tongue will always ensure satisfactory rail and contact connection.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

Fig. 1



Electrical separation of the current circuits can be carried out with the simple 5022 insulating section (see page 47) or by a piece of ordinary cardboard, without the need for any special isolating section, so that this saves space (fig. 2).

Fig. 2



5100 \$.30

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



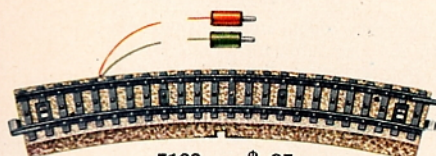
5101 \$.25

Curved track section · Half-length 3 3/4 in. long



5102 \$.25

Curved track section · Quarter-length 1 7/8 in. long



5103 \$.95

Current feeder section · Curved With two connecting cables

5111 \$.95

Current feeder section · Straight With two connecting cables

5130 \$ 1.25

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



5120 \$.40

Curved track section · 8 7/8 in. long · Branch lines and works tracks of small radius can be built with these 5120 track sections, the diameter of the circle they form being 24 in., including the embankment · Eight sections being required for the circle · The 5120 track sections are the same type as the 5100 sections · Just as on full-sized railways, only the smaller types of locomotives and rolling stock can be used for branch line traffic, owing to the smaller radius of the curved sections.

5106 \$.30



Straight track section · Full length 7 in. long



5107 \$.25

Straight track section · Half-length 3 1/2 in. long



5129 \$.25

Straight make-up section · 2 1/4 in. long



5108 \$.25

Straight track section · Quarter-length 1 3/4 in. long



5109 \$.25

Straight track section · 3/16 ths length · 1 5/16 in. long



5110 \$.25

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



5105 Track contact section, straight \$.95

5104 Track contact section, curved \$.95

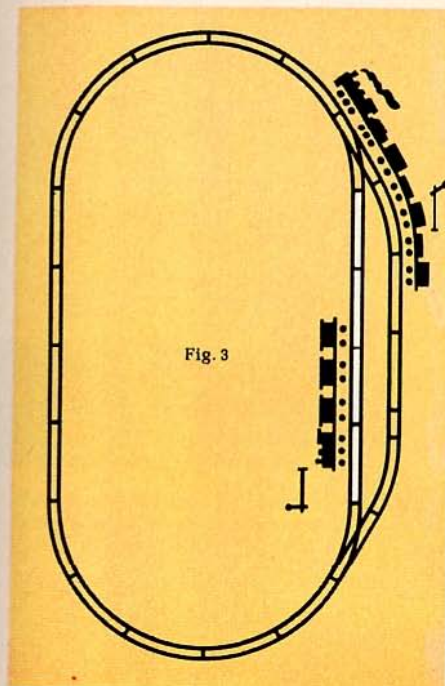
These track contact sections are for the remote control of points, signals etc. by the train in motion. Setting a signal "off" and at danger again, for instance, requires one track contact section for each operation.



5114 \$ 2.25

Crossing · 7 7/8 in. long

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

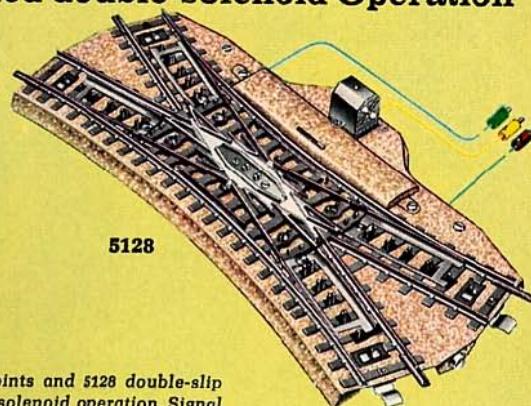


MARKLIN Railway Tracks

We recommend the group 5100 track for building up a new system. This is an all-metal track with hollow-section rails and the centre contact in the form of studs giving, with the fine stamped imitation ballast a track that very closely approximates to the real thing. Twelve of these 5100 track sections form a circle approximately 30 in. in diameter, including the ballast (see table on page 43). Contact tongues safe from short-circuiting ensure reliable passage for the current. For fixing track sections to a baseboard we recommend using countersunk wood screws No. 60125.

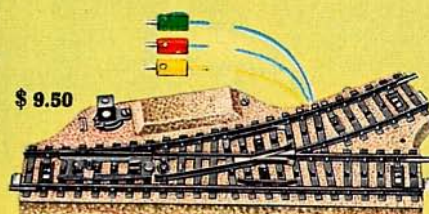
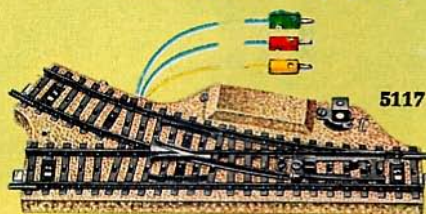
Electro-magnetic Points with remote-controlled double-solenoid Operation

5128 \$ 8.95
Double-slip points, with a 30° crossing angle. Operated by double solenoid. Electric signal lamps change their indications according to the settings of the tongues (i. e., for crossing or diversion). Three connecting cables. Hand lever provides manual control. Straight tracks 7 9/16 in. long, curved tracks 7 1/2 in long



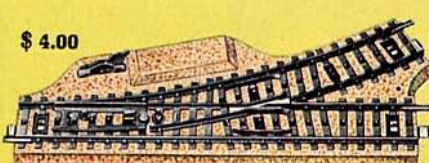
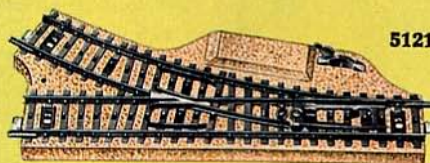
The 5117 electro-magnetic points and 5128 double-slip points are fitted with double solenoid operation. Signal lamps that light up show the setting of the points tongues at all times. Derailment cannot occur if the points should be forced or burst open, as the tongues automatically return to their original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

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



Pair of electric-magnetic points. One right-hand and one left-hand, both worked by double solenoids. Indicator lamps to light up. Points have crossing frogs, guard rails and so on, with spring tongues as well. Three connecting cables to each set. Track lengths are the same as the 5100 and 5106 track sections

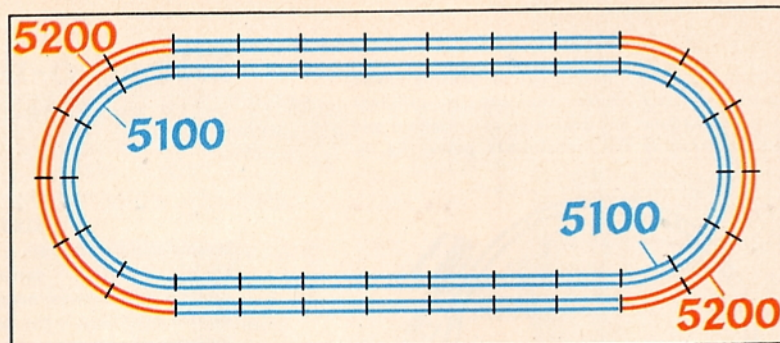
Pair of Points for Hand Operation



Pair of points for hand operation, with frogs, guard rails etc., also spring tongues. Track lengths are the same as for the 5117 pair

Tracks for Concentric Circles

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



5200 \$.40
Curved track section · Full length 9 in. long



5206 \$.40
Curved track section · Five-sixths length · 7 1/4 in. long



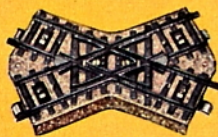
5201 \$.35
Curved track section · Half length · 4 1/2 in. long



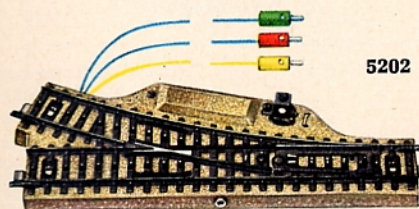
5205 \$.30
Curved track section · One-sixth length · 1 3/4 in. long



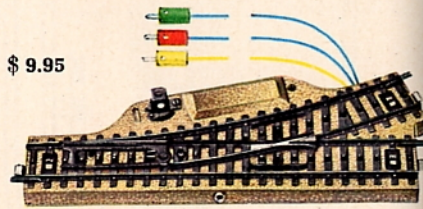
5210 \$.25
Straight make-up section · 5/8 in. long



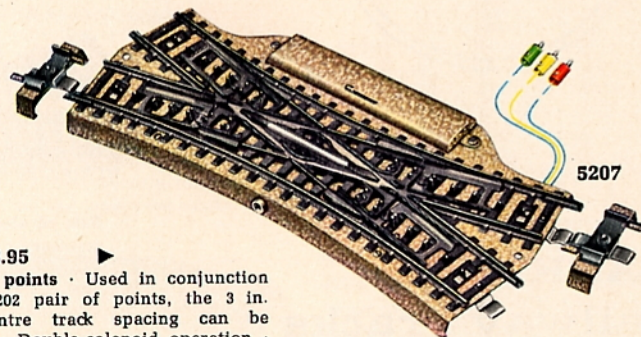
5211 \$ 1.75
Crossing · Angle 48 1/2° · 3 7/8 in. long



5202 \$ 9.95



Pair of electro-magnetic points · One right-hand and one left-hand switch, both with double-solenoid operation · Signal lanterns to light up · Branch section five-sixths the length of the straight section 5200



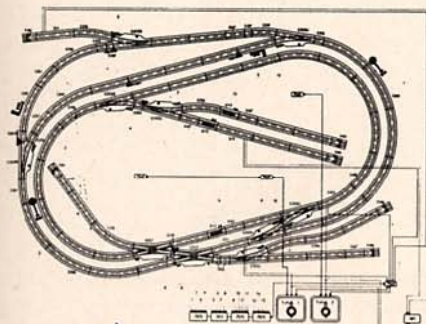
5207 \$ 8.95

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

Twelve track sections make a circle 36 in. diameter (including embankment). The curved sections of the group 5200 enable a concentric circle to be laid, the shortened 5202 points being used for a crossover from the inner to the outer track. The spacing between the tracks, measured from centre to centre of the stud contacts, will then be 3 in., giving a free space—the "six-foot way"—of 1 1/2 in. between the two tracks.

MÄRKLIN Points and their Use

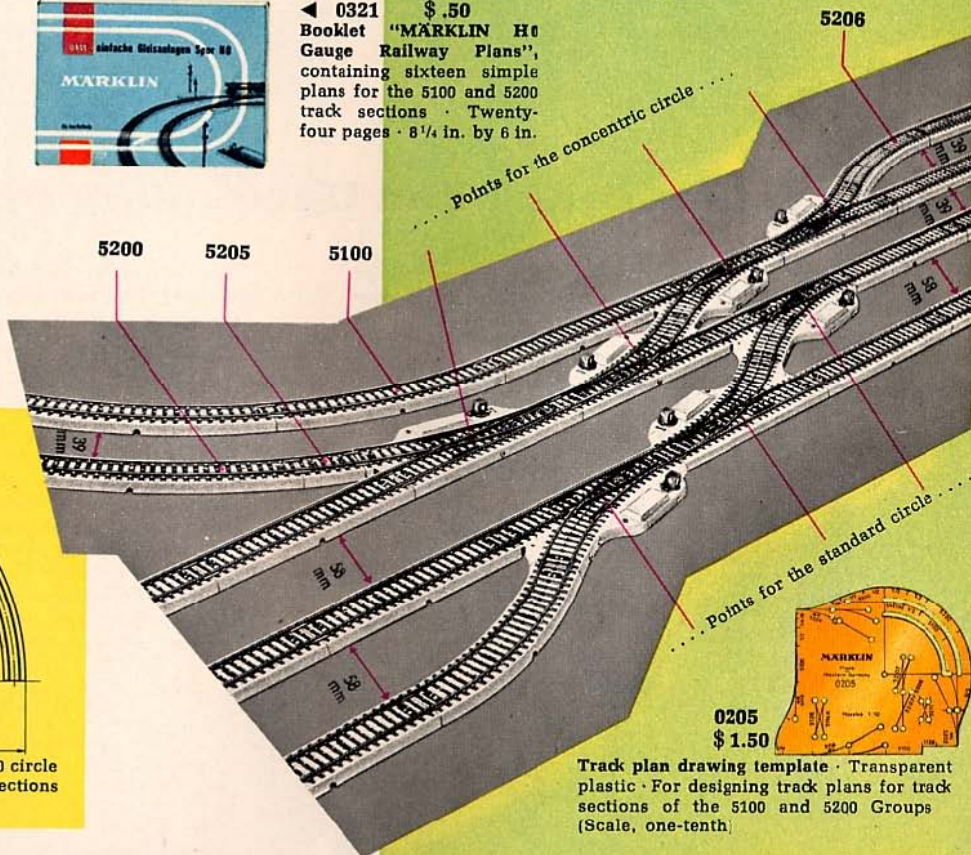
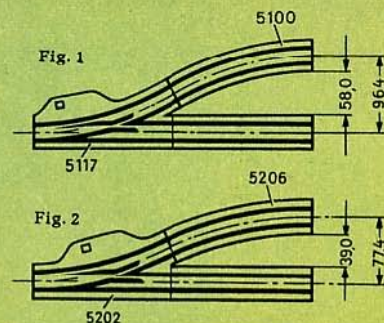
Where there is a branch, the reverse curve is formed by the 5100 track section for the 5117 and 5121 points (Fig. 1), giving a spacing of $3\frac{1}{2}$ in. between the track centres. In the case of the 5202 points (Fig. 2), however, the reverse curve is formed by the 5206 track section. The curved section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



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



◀ 0321 \$.50
Booklet "MÄRKLIN H0 Gauge Railway Plans", containing sixteen simple plans for the 5100 and 5200 track sections · Twenty-four pages · $8\frac{1}{4}$ in. by 6 in.



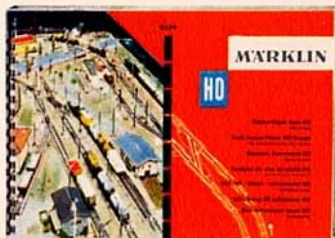
0205
\$ 1.50

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

0329 \$ 2.00 ▶

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

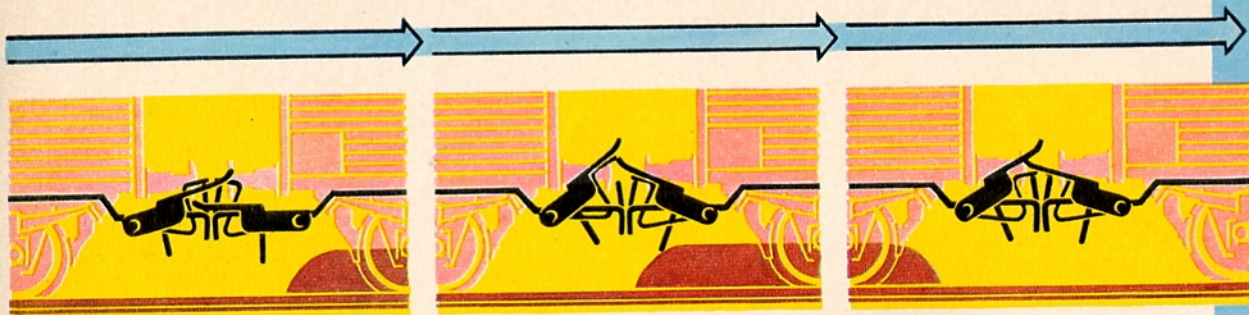
Fair Trade prices in US Dollars



0331 \$ 2.75 ▶

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



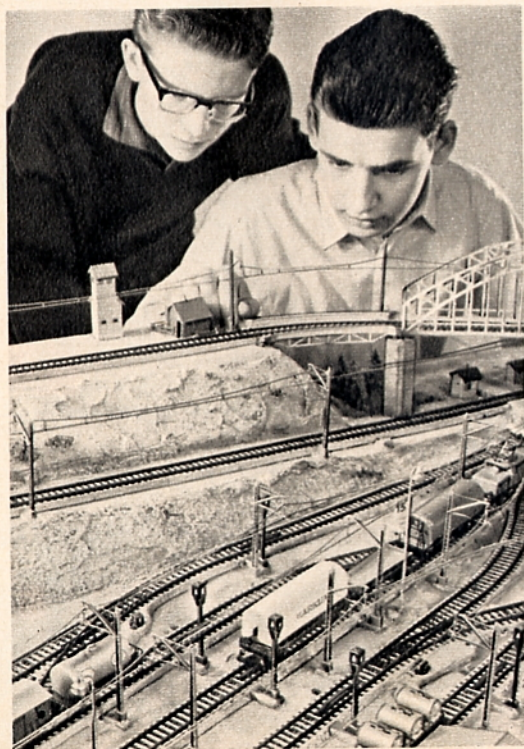


Raising the actuating ramp releases the coupling

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

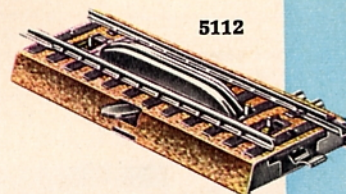
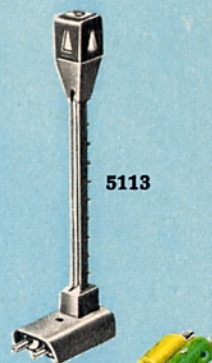
The Remote-controlled Uncoupling System

The MÄRKLIN range of accessories enables many an operation carried out on a full-sized railway to be simulated in true scale-model style.



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

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



5112 \$ 2.50

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

Fair Trade prices in US Dollars

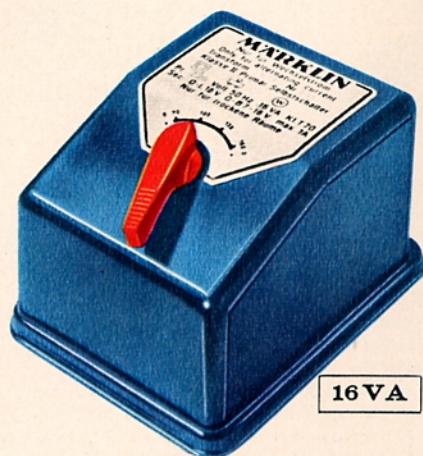


**All MÄRKLIN Transformers provide current for running the trains
and for lights and working electro-magnetic accessories as well**

The sheet steel casings of these transformers and their excellent insulation (tested to several thousand volts) definitely eliminate all possibility of contact with the mains side. These features of their design, together with their automatic short-circuit cut-out, provide the assurance of absolutely safe working. The mains connection is by contact plugs and cables permanently fixed to the transformers. The low voltage of the transformer groups 6000 (16 VA/watts) and 6100 (30 VA/watts) can be adjusted on the speed control scale. The transformer control knob has a double function—providing stepless speed regulation and switching over for reversing by the 24-volt "Perfect" system.

Transformers of the 6100 group (30 VA/watts) give slower running speeds than the 6000 group (16 VA/watts).

We can only guarantee our railways running satisfactorily if they are used exclusively with MÄRKLIN H0 transformers.



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

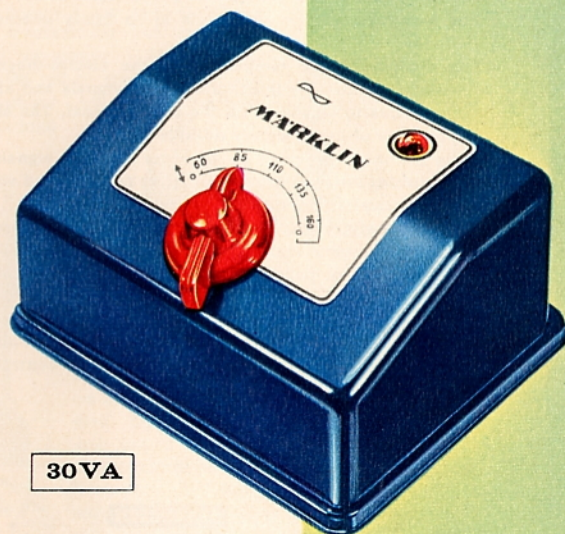
6053 110 volts \$ 12.50

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

Only for connection to A.C. mains supplies

MÄRKLIN Transformers are efficient

**Only for connection to A.C.
mains supplies**



30 VA

**Transformer · 30 VA (watts) output · With red pilot light ·
Weight 4 1/2 lbs. · Size 6 1/8 in. by 5 1/8 in. by 3 in.**

6152 110 volts \$ 21.95

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

Current consumption of locomotives and bulbs

Examples for calculation:

With a maximum load, model 3000 takes about 9 VA (watts), model 3021 about 12 VA (watts) and locomotive 3048 about 15 VA (watts). The current consumption of a lighting bulb is about 1 VA (watts).

The transformer for the train set on page 24 is also a comprehensive apparatus, having like all MÄRKLIN transformers connections for current for the track and lighting and magnetic accessories as well.

The MARKLIN Range of Signals

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

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

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

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

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

Fully-automatic block system working, i. e., the control of several trains by automatic signalling by means of the track contact sections 5104 and 5105 (see page 40) can be arranged with 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 with train control can be operated by the 7072 control panel costing \$ 2.00 (see page 50).

0341 \$ 1.25 ▶

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



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



A model railway system is not really complete until equipped with MARKLIN signals (and also the MARKLIN overhead contact wire system — see pages 48/49).



7187 \$ 4.75

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



7188 \$ 5.95

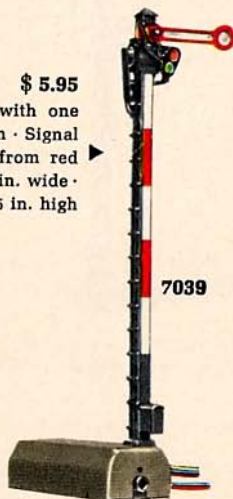
Colour-light home signal · Signal light changes from red to green, with two bulbs for the lights · Extra hand operating lever · One pair of sockets for connecting to distant signal 7187 · $1\frac{1}{8}$ in. wide · $2\frac{3}{8}$ in. long · $3\frac{1}{2}$ in. high

Signals with Train Control for Overhead Wire and Surface Contact Systems

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

7039 \$ 5.95

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



7040 \$ 6.95

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



7040

7036

7036 \$ 5.50

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



7042 \$ 6.75
Track block signal · Post with movable spectacle glasses front and rear · 1 1/8 in. wide · 2 3/4 in. long · 2 1/4 in. high



5022

5022 \$.10

Centre rail or contact insulation for insulating five points



5015

5015 \$.25

Isolation sign for identifying isolating points



5004

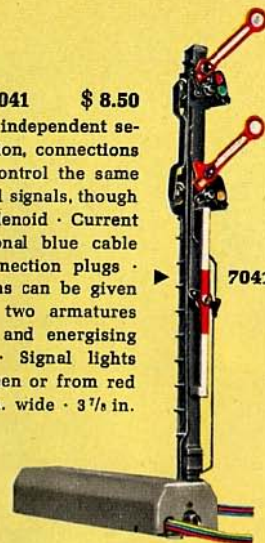
5004 \$.35
Connecting cable for the centre rail or conductor · 30 in. long



Distant Signals without Train Control

7041 \$ 8.50

Home signal with two independent semaphore arms · Operation, connections and traction current control the same as with all train control signals, though with an extra third solenoid · Current returns by an additional blue cable with orange cross-connection plugs · Three signal indications can be given through coupling the two armatures together mechanically and energising each coil separately · Signal lights change from red to green or from red to green/amber · 1 1/8 in. wide · 3 1/2 in. long · 5 in. high



7041

7037 \$ 5.95

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



7038

7038 \$ 6.95

Distant signal with extra movable arm and movable disc · Two double solenoids · Signal lights change either as 7036 or 7037 · Three blue cables with red, green and orange cross-plugs · Current supplied by yellow cable with yellow cross-plug · Used mostly in conjunction with the 7041 home signal · 1 1/8 in. wide · 2 3/8 in. long · 2 7/8 in. high

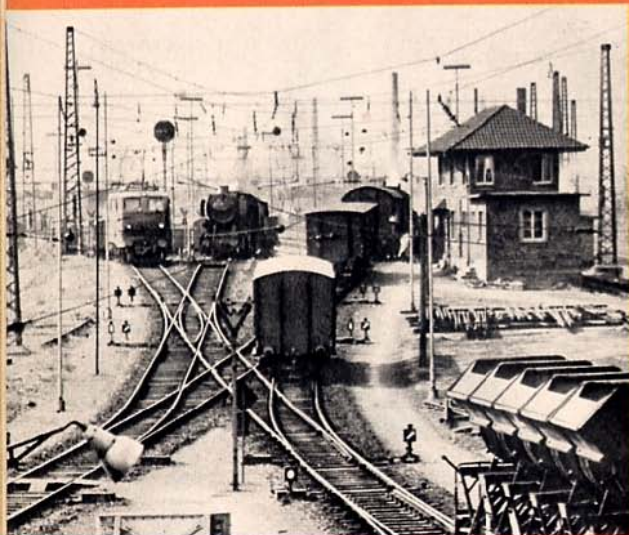


7045

7045 \$ 4.50

Universal remote-control switch · For switching on, off and reversing traction and lighting currents for magnetically-controlled accessories · Can be controlled by track contacts, from the control panel or by additional hand-operating levers · The numerous opportunities for using this fitment, such as switching lights on or off by passing trains, or cutting out train control by signals in certain directions, are described in the instructions and also in the MARKLIN book of signals

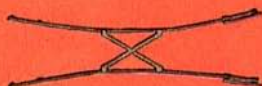
The MARKLIN Overhead Contact Wire System



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

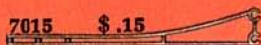
Component Parts of the Overhead Contact Wire System

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



7007 \$.30

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



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



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

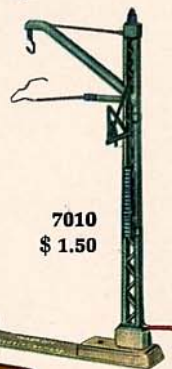


Make-up section with push-in connection · 4 in. long



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

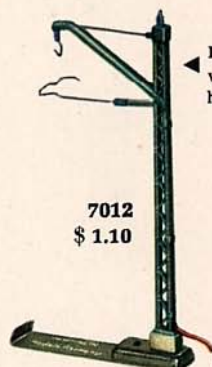
7009 \$.60



7010 \$ 1.50



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



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

7012 \$ 1.10



7011 \$.80

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



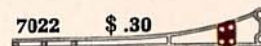
7020 \$.20

Contact wire tensioner, for fitting to section and tower masts.



7013 \$.25

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



7022 \$.30

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



7018 \$.25

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



7019 \$.30

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

Component Parts for the Tower Mast Overhead Contact Wire System

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

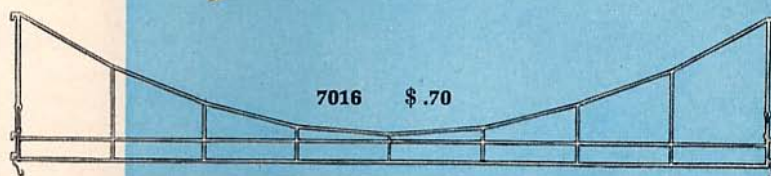
- Scale-model impression of the overhead wire, both on open stretches as well as in station areas.
- The overhead contact wire and cross-connections faithfully represent the full-sized originals.
- The plastic masts are flexible and very strong at the same time.
- Spring contact connections prevent any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

7021 \$.90
Tower mast · Plastic · With detachable cap · Base 1 in. by 1 1/2 in. 7 1/4 in. high · For tower mast with arc lamp see page 50

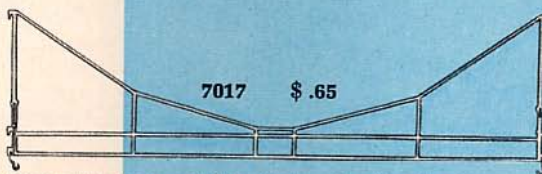


7004 \$.20

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



7016 \$.70
Cross-connection · Nickel-plated · To clip into tower masts · Spans about four standard tracks with a 15 1/2 in. span

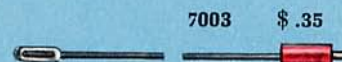


7017 \$.65
Cross-connection · Nickel-plated · To clip into tower masts · Spans about three standard tracks with an 11 in. span



7025 \$.20
Cantilever supporting arm · A single track passing on the outside of the tower mast can be included in the overhead wire system by using this cantilever arm to support its wire

7006 \$.10
Contact wire insulator · For insulating contact wire sections from the cross-connections · One required for each track and cross-connection · The illustration is full size



7003 \$.35
Overhead wire connecting cable for signal connections when using tower masts and for supplying current to any point desired 24 in. long

Remote Control and Lighting Accessories



7072 \$ 2.00

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



7211 \$ 2.75

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



7210 \$ 2.75

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

New



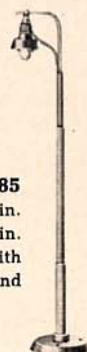
7209 \$.35

Distribution board. With 11 single-pole connections. 2 in. by 3/4 in.

7047 \$ 2.00
Station lamp post. Can be used for station platforms, forecourts and also for street lighting. 5 in. high. Base 1 in. diameter. With bulb, cable and metal plugs



7048 \$ 1.85
Arc lamp. 6 1/4 in. high. Base 1 1/4 in. diameter. With bulb, cable and metal plugs



7046 \$ 2.75
Arc lamp with lattice mast. For use with the overhead contact wire system. 8 1/4 in. high. Base 1 in. by 1 1/4 in. With bulb, cable and metal plugs



Plugs

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



Plugs with cross or side socket

7131	= brown	} \$.15
7132	= yellow	
7133	= green	
7134	= orange	
7135	= red	
7137	= grey	



Sockets

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



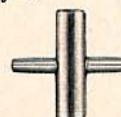
7141 \$.10

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



7140 \$.20

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



7080	Cable. Single-core. With one plug and one socket. Grey. 39 in. long	\$.35
7090	Cable. Single-core. With one plug and one socket. Grey. 78 in. long	\$.40
7100	Cable. Single-core. 33 ft. long. Grey	\$.65
7101	Cable. Single-core. 33 ft. long. Blue	\$.65
7102	Cable. Single-core. 33 ft. long. Brown	\$.65
7103	Cable. Single-core. 33 ft. long. Yellow	\$.65
7105	Cable. Single-core. 33 ft. long. Red	\$.65

The colours mostly used in MARKLIN circuitry are the following:

	Red = Traction current connection (transformer to third rail, centre contact or overhead contact wire, as the case may be)
	Yellow = Lighting and magnetically-operated accessories
	Brown = Earth return from the track, lighting base or controller to transformer
	Blue = Earth return from magnetically-operated accessories to control panel or track contact (with green, red and orange plugs)



Booklet "The MARKLIN H0 Gauge Railway and its Big Prototype", a handbook for MARKLIN railway enthusiasts · 8 3/8 in. by 6 in. · Some of the contents are: Suggestions for railway systems in a landscape setting, MARKLIN locomotives and rolling stock and their big prototypes, signals, regulations on full-sized railways, railway operation, and electrical circuits, inter alia for multi-train working, and a great deal more besides



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

0311
\$ 2.50



7002 \$.95
Rerailing ramp · For easily placing bogie stock on the track · 12 in. long · 3/4 in. high



60030
\$.25

Pair of replacement brushes for practically all H0 Gauge locomotives

60035 \$.25

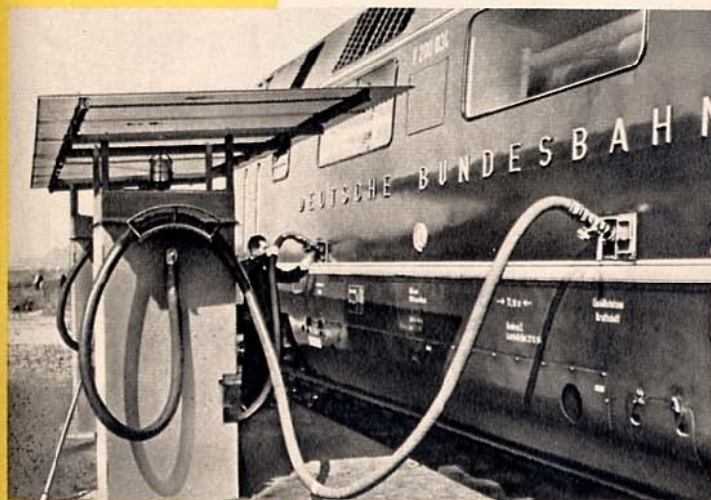
Pair of replacement brushes for 3015 and 3025



7001
\$.20

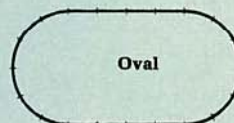
Coupling Gauge · Nickel-plated sheet steel · For checking couplings on rolling stock

7195
\$.95



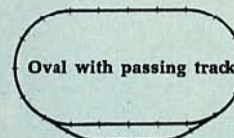
▲ Who's thinking of anything like this? – The V 200 diesel locomotive taking diesel fuel oil.

Some Favourite H0 Gauge Track Layouts MARKLIN



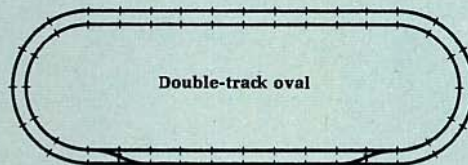
59 1/4 in. by 30 3/4 in.

Track sections: Eleven 5100, one 5103, eight 5106



59 1/4 in. by 34 in.

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



107 in. by 36 1/8 in.

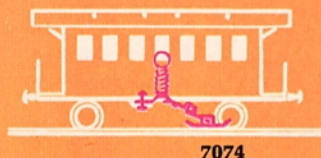
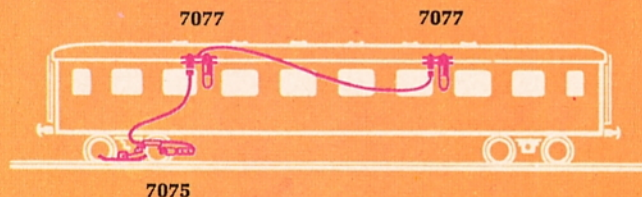
Track sections: Twelve 5100, thirty-five 5106, one 5111, twelve 5200 and two pairs of 5202 points



Double-track oval with double reversing loop
121 1/2 in. by 36 1/8 in.

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

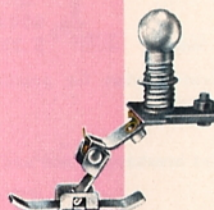
Electric Lighting for Trains



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



7077 \$.65
Coach lighting for all express train coaches · With socket connection and bulb for additional lighting



7074 \$.85
Interior lighting for 4002, 4003, 4004 and 4005 passenger coaches · With connecting socket for additional lighting

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

▼ **7076** \$.40



7079 \$.95

Tail lamp with blue · For clipping to buffer · (Not to be used for the express coaches on pages 30 and 31) · 7074, 7075, 7076 or 7077 required for connection

Switch slide springs

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

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



H0 Gauge special Adhesion Tyres

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

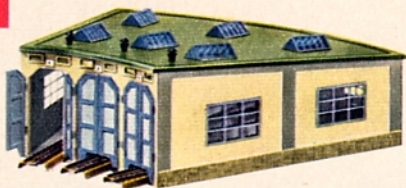
No.	For locomotives:	
7152	3005, 3048	\$.05
7153	3001, 3002, 3003, 3011, 3012, 3013, 3014, 3015, 3016, 3019, 3027, 3030, 3034, 3035, 3036, 3037, 3038, 3937	\$.05
7154	3000, 3021, 3029, 3031, 3032, 3060, 3062, 3064, 3065, 3069, 3921	\$.05

Replacement Current Collector Shoes

No.	For locomotives:	
7173	3000, 3001, 3003, 3005, 3011, 3012, 3013, 3014, 3030, 3031, 3032	\$.25
7174	3004, 3016, 3023, 3024, 3026, 3048	\$.25
7175	3015, 3027	\$.35
7183	3021, 3921	\$.35
7185	3029, 3034, 3035, 3036, 3037, 3038, 3060, 3062, 3064, 3065, 3069, 3937	\$.25

Locomotive Shed

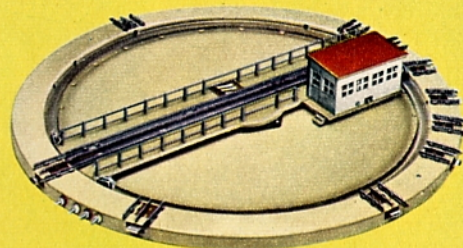
New



7028 \$ 24.95

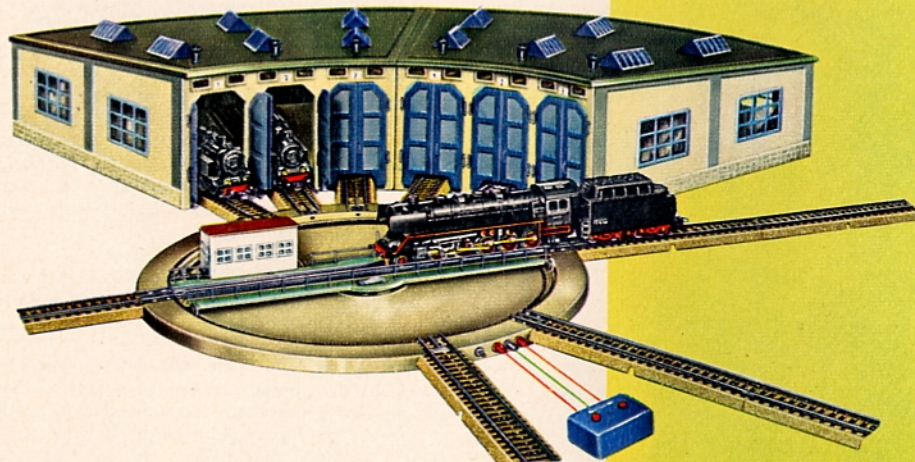
Locomotive shed for three tracks, with roof lights, smoke uptakes and three doors closing automatically · Enamelled in colours · (Track sections not included) · 18 1/8 in. by 14 1/8 in. by 5 1/4 in. high

Remotely-controlled Turntable



7186 \$ 39.95

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



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

MARKLIN

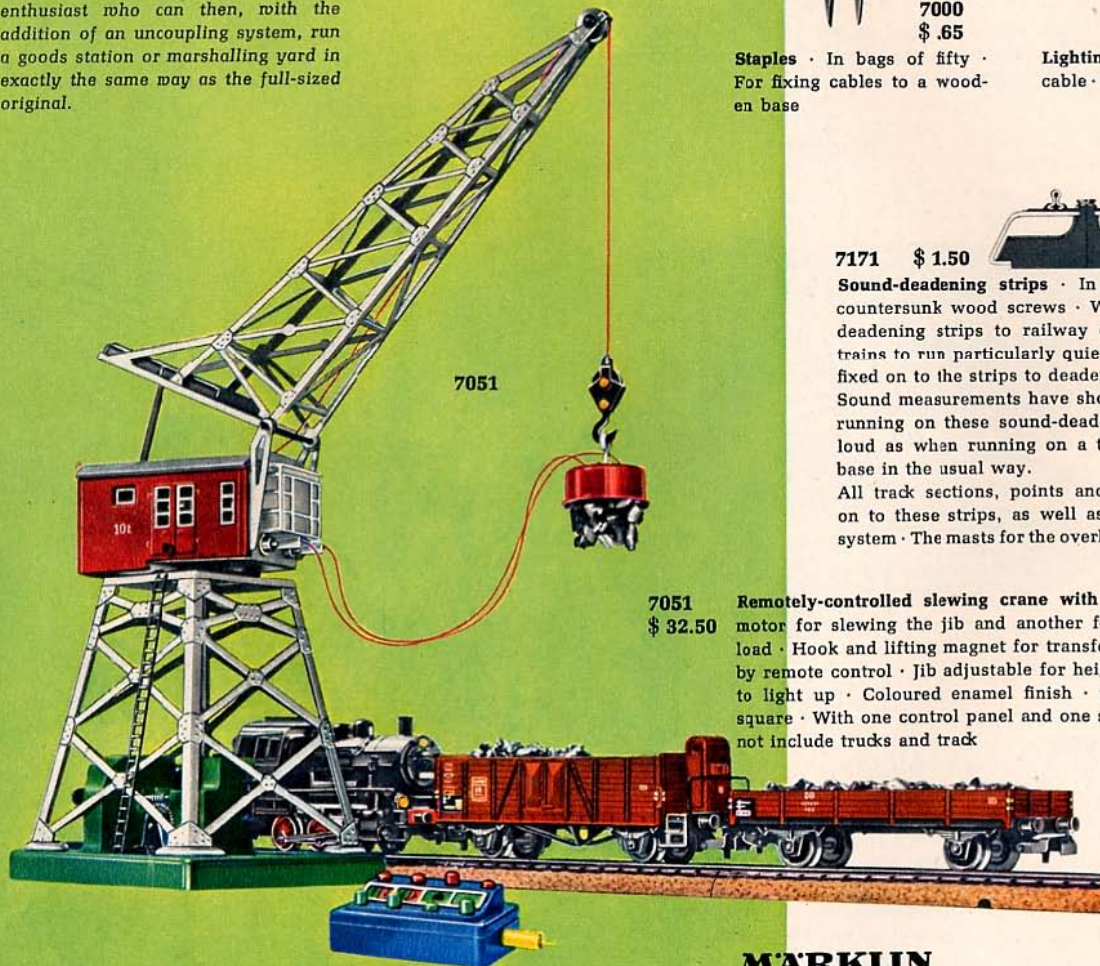
0201, 0202 or 0203 \$ 2.00

Railway figures · Supplied in three different sets · 0201 and 0202, passengers and railway staff · 0203, permanent way workers · In cartons of ten figures to a set · The figures are 7/8 in. high



Interesting Accessories

Sidings also come into the centre of attraction with this slewing crane, as it can both load and unload trucks after they have been shunted. There is no limit to the railway operator's fancy in this connection as loads can, for example, be transferred from a truck or van to a motor lorry or barge, thus opening up an entire new world of operational activities for the model enthusiast who can then, with the addition of an uncoupling system, run a goods station or marshalling yard in exactly the same way as the full-sized original.



7051

7051
\$ 32.50

Remotely-controlled slewing crane with lifting magnet · With one motor for slewing the jib and another for raising and lowering the load · Hook and lifting magnet for transferring loads of iron material by remote control · Jib adjustable for height by hand · Driver's cabin to light up · Coloured enamel finish · 10³/₈ in. high · Base 3⁵/₈ in. square · With one control panel and one switchboard · The price does not include trucks and track



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



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



7000
\$.65
Staples · In bags of fifty · For fixing cables to a wooden base



7073
\$.65
Lighting socket · With bulb and cable · For stations, goods sheds etc.



New

7171 \$ 1.50
Sound-deadening strips · In cartons of fifty with fifty countersunk wood screws · We recommend these sound-deadening strips to railway enthusiasts who want their trains to run particularly quietly · The track sections being fixed on to the strips to deaden the noise of trains · Sound measurements have shown that the noise of a train running on these sound-deadening strips is only half as loud as when running on a track fastened to a plywood base in the usual way · All track sections, points and crossings can be fastened on to these strips, as well as the overhead contact wire system · The masts for the overhead wire are not screwed on.

MARKLIN

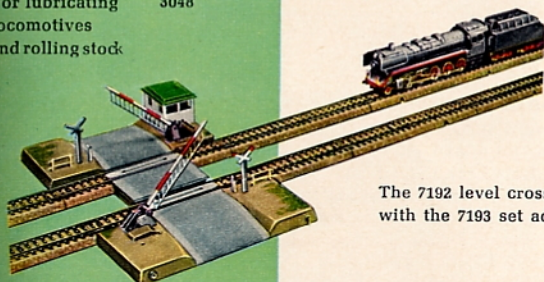
Accessories



7199 \$.35
Oil bottle ·
Containing
about 10 c. c. of
winter grade
car engine oil ·
For lubricating
locomotives
and rolling stock

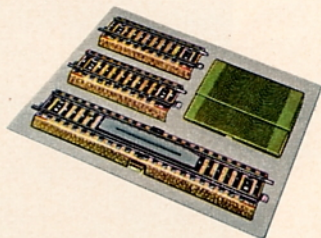


0241 \$.35
Smoke fluid ·
In plastic
capsule · As
replenishment
for locomotive
3048



The 7192 level crossing
with the 7193 set added.

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



New

7193 \$ 4.00

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

5115 Track contact section, straight \$.75

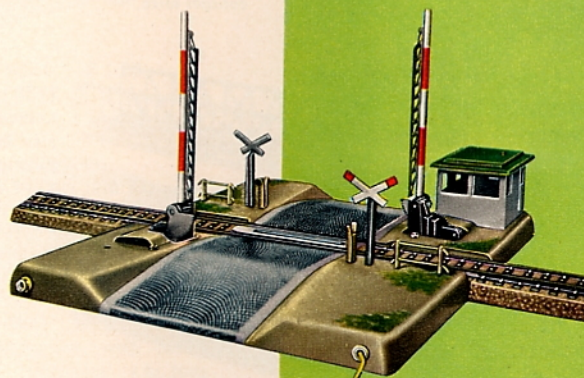
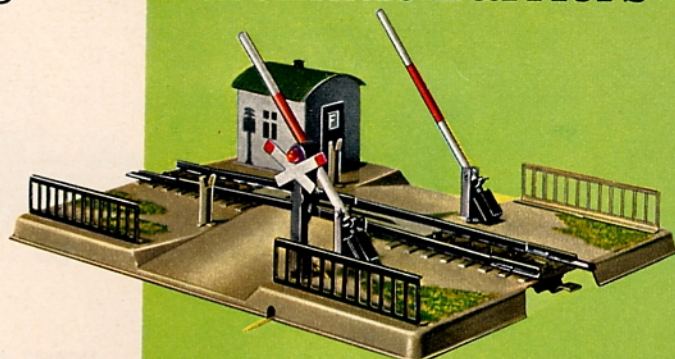
5116 Track contact section, curved \$.75

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

Level Crossing with Automatic Barriers

7054 \$ 5.95

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



New

7192 \$ 13.95

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

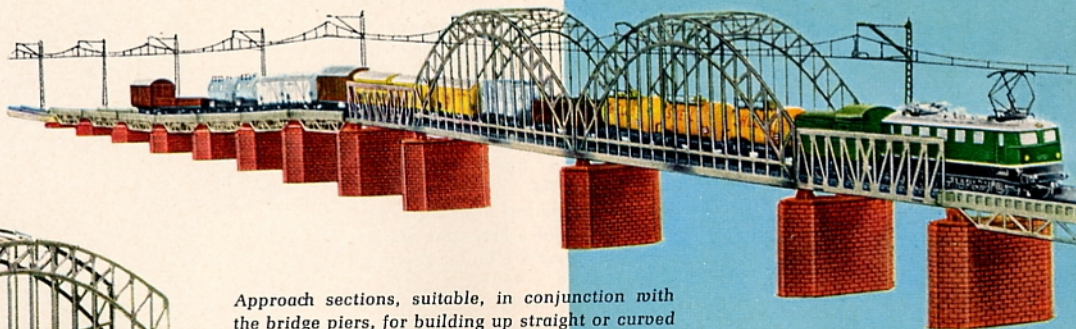
The crossing operates automatically · The barriers close as soon
as a train runs on to the track contact section before the crossing ·
The barriers are raised again automatically when the train leaves
the last track contact section after the crossing.

MARKLIN

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

Scale Model Bridge Construction

MARKLIN



7163 \$ 5.50
Arched bridge · Grey · With integral track · $14\frac{3}{8}$ in. long · Slots for two 7011 overhead contact wire masts · Arch $4\frac{3}{8}$ in. high



7162 \$ 1.75
Lattice girder bridge · Can also be used singly in conjunction with the 7163 arched bridge as the first part of a main bridge · Grey · Integral track $7\frac{1}{4}$ in. long with centre stud contacts and slots for the 7011 overhead contact wire mast · $1\frac{7}{8}$ in. high



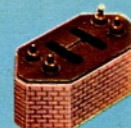
7161 \$ 1.50
Plate girder bridge · Grey · With integral track $7\frac{1}{4}$ in. long with centre stud contacts and slots for the 7011 overhead contact wire masts · 1 in. high



7168 \$ 1.50
Straight approach section · Grey · Integral track $7\frac{1}{4}$ in. long with centre stud contacts



7167 \$ 1.50
Curved approach section · Grey · Normal circle of the standard track sections · Integral track $7\frac{1}{2}$ in. long with centre stud contacts



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



7065 \$.30
Pier · $\frac{1}{4}$ in. high · Very suitable for building bridge approaches with a $\frac{1}{4}$ in. rise between piers · Plastic material



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

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

Miniature Cars of pressure-cast zinc



▲ 8025 \$ 1.40
Mercedes 190 SL car · Duotone · 3 1/2 in. long



8004 \$ 1.00
Porsche car · 3 3/4 in. long



▲ 8021 \$ 1.00
Karmann Ghia car · Monotone · 3 1/2 in. long



▲ 8022 \$ 1.00
BMW 507 sports tourer · Monotone · 3 1/2 in. long



▲ 8018 \$ 1.00
Ford Taunus 15 M car · 3 1/2 in. long



8030 \$ 1.50
Ambulance · Ivory colour · 3 1/2 in. long



▲ 8024 \$ 1.25
Police patrol car · Multitone · 3 1/2 in. long



8011 \$ 1.10
Mercedes formula racing car, with racing numbers · 4 in. long



8005 \$.95
Volkswagen limousine · 3 1/2 in. long



8019 \$ 1.00
Mercedes 300 SL car · 3 3/4 in. long

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



▲ 8007 \$ 1.40
Volkswagen delivery van · Lettered "GASOLIN" · Multitone · 3 1/2 in. long



▲ 8014 \$ 1.35
Volkswagen microbus · Duotone · 3 1/2 in. long



▲ 8008 \$ 1.25
Volkswagen delivery van · Duotone · 3 1/2 in. long

8149 \$.20

Rubber Tyres · 7/16 in. diameter · Packed in cartons of ten · To fit the 8018, 8025, 8027 and 8028 miniature cars

8150 \$.20

Rubber Tyres · 7/16 in. diameter · Packed in cartons of ten · To fit the 8004, 8005, 8007, 8008, 8014, 8015, 8019, 8020, 8021, 8022, 8024, 8026 and 8030 miniature cars

8151 \$.20

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

8152 \$.20

Rubber Tyres · 11/16 in. diameter · Packed in cartons of ten · To fit the 8000, 8009, 8012, 8017, 8023, 8031, 8032, 8034, 8035 and 8037 miniature cars

Miniature Cars of pressure-cast zinc



Krupp motor lorry · Latest forward-drive type · With inserted windows · 4 3/4 in. long
8034 \$ 2.35

Trailer · Colouring suitable for Krupp motor lorry 8034 · 4 1/4 in. long
▼ 8037 \$ 1.10

New



8035 Mobile excavator · Model of the Fuchs 301 type · With tilting housing and movable jib · Bucket raised and lowered by crank handle · Can be opened to discharge contents · 4 1/2 in. long
\$ 4.30

New



8026 \$ 1.10
Tempo stacking truck · 3 3/4 in. long



8031 \$ 3.15
Mobile crane, with slewing cabin and movable jib · Crank handle for raising and lowering crane hook · 6 1/2 in. long



8032 \$ 3.70 ▲
Fuel tanker · Eight-wheeled · In two detachable units · Latest up-to-date design · Very easy running on curves · 7 in. long



8009 \$ 1.75
Krupp motor lorry · 5 1/2 in. long

▲ **8012** \$ 1.10
Trailer · Colouring suitable for 8009 Krupp motor lorry · 4 3/4 in. long



▲ **8017** \$ 3.70
Phoenix box van · Multitone · 5 1/2 in. long



8027 \$ 1.35 ▲
Ford Taunus 17 M car · Multitone · 3 5/8 in. long

8028 \$ 1.10 ▲
Ford Taunus 17 M car · Monotone · 3 5/8 in. long

8015 \$ 1.10
Borgward Isabella car · Monotone · 3 7/8 in. long



8020 \$ 1.25
Borgward Isabella car · Duotone · 3 7/8 in. long



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



8016 \$ 1.20
BMW 501 car · 4 1/4 in. long



◀ **8023** \$ 2.35
Fire appliance, with extending turntable ladder · 6 1/4 in. long

MÄRKLIN Metal Building Sets and their Advantages

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



Basic building set 1009

\$ 4.00

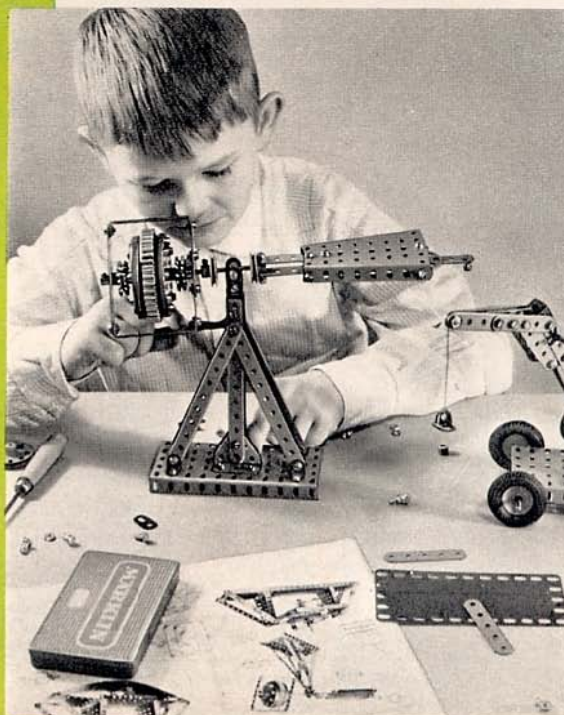
Contains 125 building parts plus ten fixing clips, making 135 parts in all. Box measures 15 1/4 in. by 10 in. by 1 in. Weight 1 lb. 15 oz. Can be made up to basic set 1010 by supplementary set 1029



Basic building set 1010

\$ 6.00

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



◀ Playing with MÄRKLIN metal building sets demands accurate workmanship and so assists in training people for responsible work in later years.

MÄRKLIN

MARKLIN Metal Building Sets

Basic building set 1011 \$ 9.95

Contains 232 building parts plus ten fixing clips, making **242 parts** in all · Box measures 20 $\frac{1}{4}$ in. by 13 $\frac{3}{4}$ in. by 1 $\frac{1}{4}$ in. · Weight 3 lbs. 14 oz. · This is one of the favourite building sets, as models from all branches of engineering can be built from the constructional parts it contains, the illustrated Instruction Book supplied with it giving a wide selection to choose from · Can be made up to basic set 1012 by supplementary set 1031

Basic building set 1012 \$ 18.95

Contains 386 building parts plus ten fixing clips, making **396 parts** in all · Box measures 20 $\frac{3}{4}$ in. by 13 $\frac{3}{4}$ in. by 1 $\frac{1}{2}$ in. · Weight 5 lbs. 12 oz. · This 1012 set extends the number and realism of the models considerably, as among the many other models that can be built from it there are, for example, diesel locomotives, tramway and maintenance cars for the overhead trolley wire, motor lorries, tractors, mobile slewing cranes and right up to tower slewing cranes and windmills · Models such as surface grinders, high-speed drilling machines, pendulum and frame saws can also be built without any difficulty · Can be made up to basic set 1013 by supplementary set 1032

Basic building set 1013 \$ 32.95

Contains 658 building parts plus 146 fixing clips, making **804 parts** in all · Box measures 20 $\frac{3}{4}$ in. by 14 $\frac{1}{4}$ in. by 2 $\frac{3}{8}$ in. · Weight 13 lbs. 4 oz. · This set, and those following it, also contain electrical parts to make up motors that will really work · A "Short Course in Electricity" gives an introduction to electricity itself and its basic principles · This set can be made up to basic set 1014 by supplementary set 1033

Basic building set 1014 \$ 46.95

Contains 953 building parts plus 205 fixing clips, making **1158 parts** in all · Box measures 25 $\frac{1}{4}$ in. by 16 $\frac{1}{2}$ in. by 2 $\frac{3}{8}$ in. · Weight 18 lbs. 3 oz.



Number of building parts in
MARKLIN Metal Building Sets

Basic Set No.	Number of parts	
	without fixing clips	with fixing clips
1009	125	135
1010	166	176
1011	232	242
1012	386	396
1013	658	804
1014	953	1158
Supplementary Set No.	Number of parts	
	without fixing clips	with fixing clips
1029	42	42
1030	67	67
1031	154	164
1032	273	283
1033	295	346
1034	1086	1179

Supplementary Sets

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

Summarised:

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

Apart from the supplementary sets just mentioned, every MÄRKLIN metal building set can be expanded by extra parts if the set does not contain sufficient parts for some model it is desired to make, or by special parts not contained in the sets. A separate list of these parts, as well as the actual parts themselves, can be obtained from every toyshop that deals in MÄRKLIN products.

1034 \$ 46.95

Supplementary set
 Extends basic set 1014 a stage further.

1034



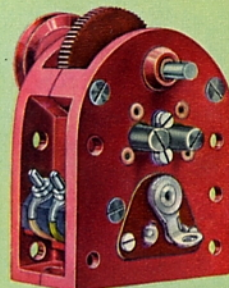
MÄRKLIN

New

Motor for driving Models made up from the Metal Building Sets

Electric Motor

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

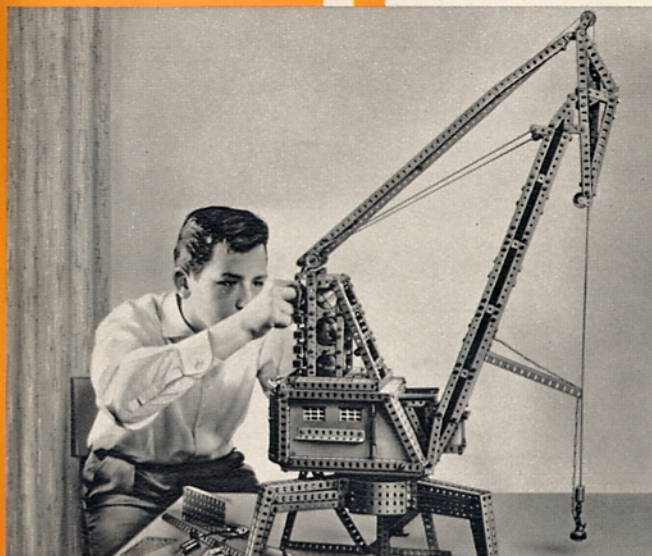


1071

1071 \$ 9.95

Electric motor · Reversible, to run forward or backward · No-load speed about 1500 r. p. m. · Works on 16 volts off any MÄRKLIN model railway transformer · Accessories supplied: Two 7080 cables · 2 1/4 in. high, 2 in. wide and 2 in. deep · Weight 7 oz.

Fair Trade prices in US Dollars





MÄRKLIN