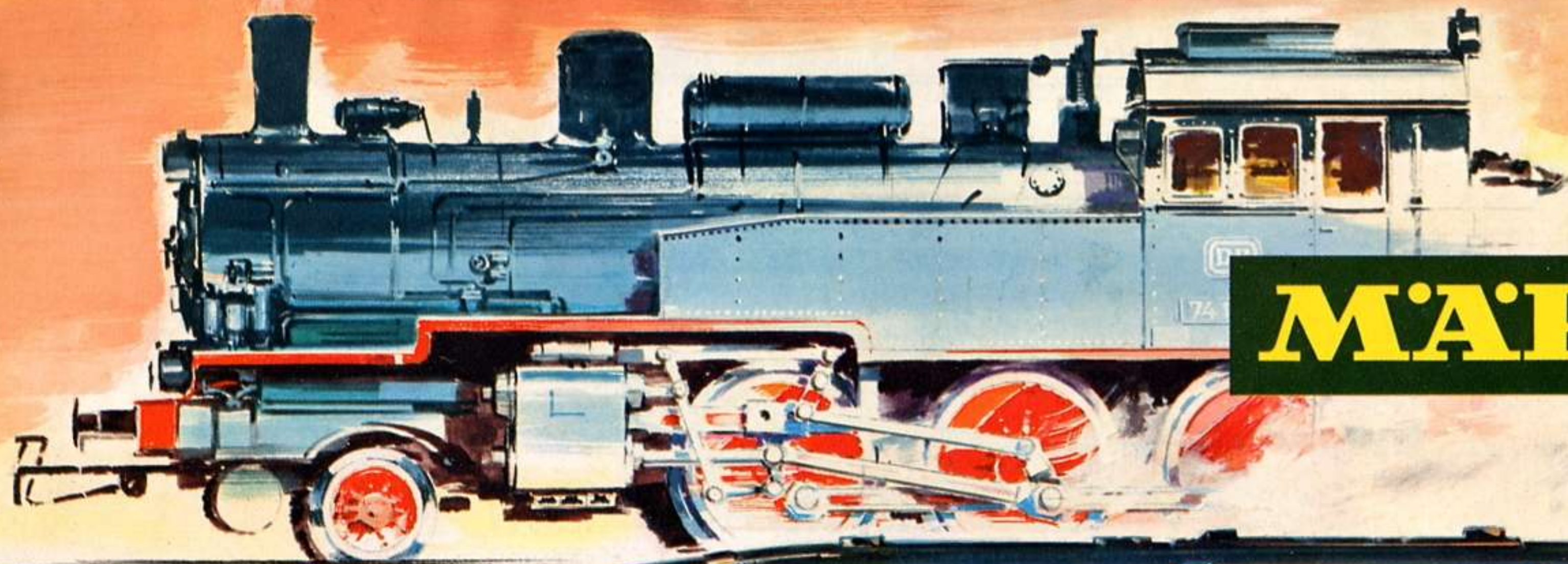
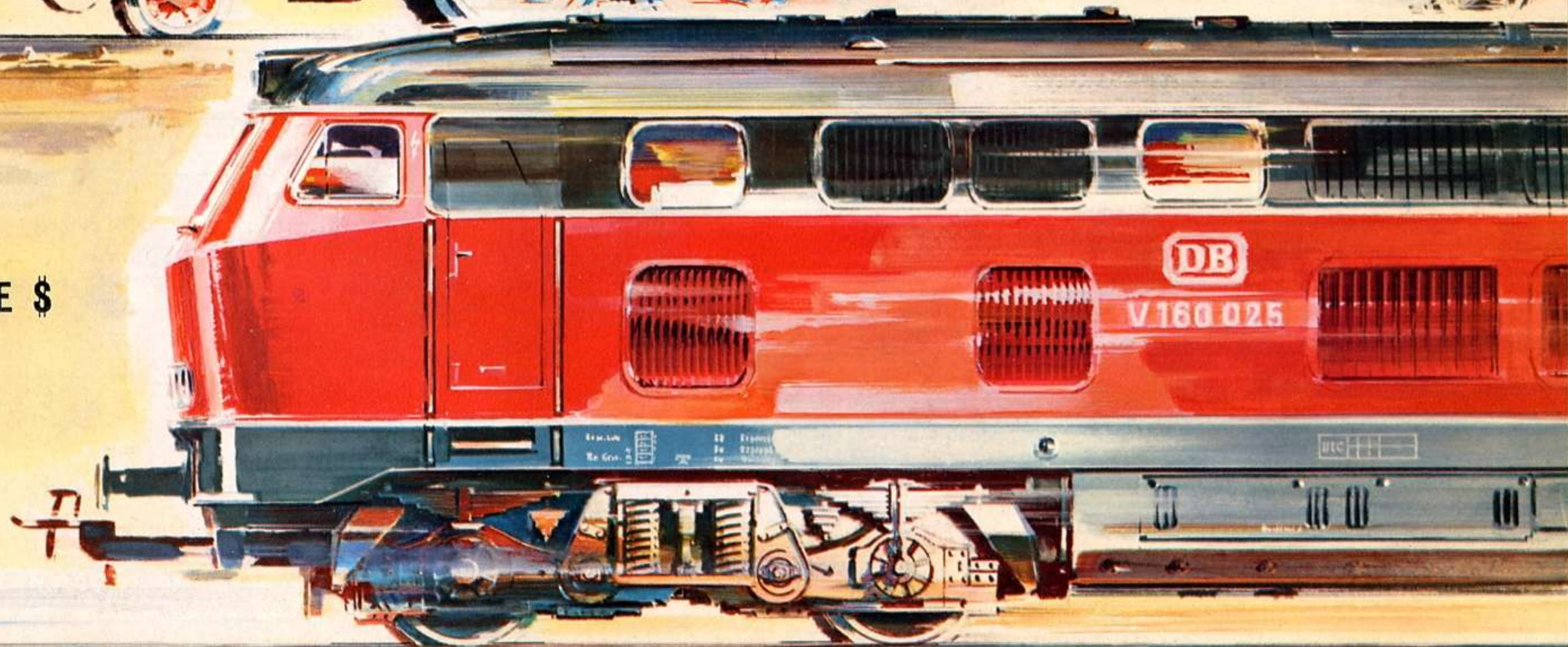
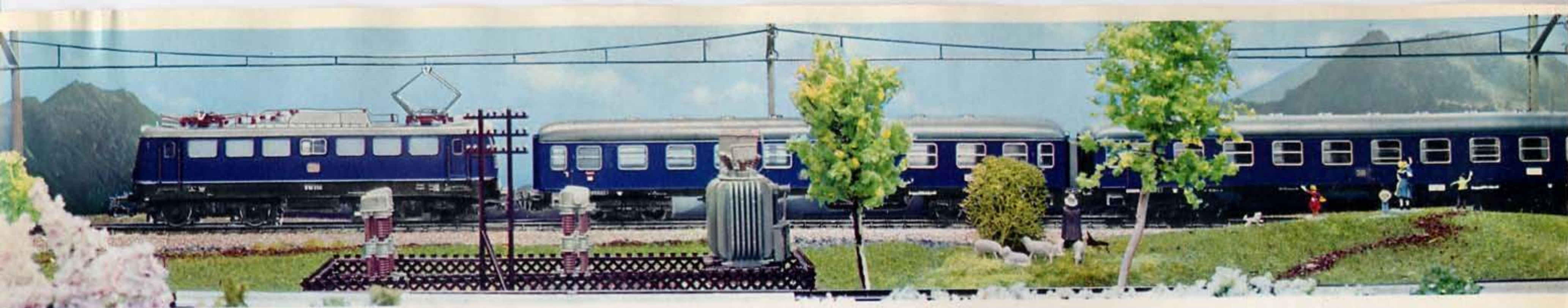




MÄRKLIN

1968/69 E \$





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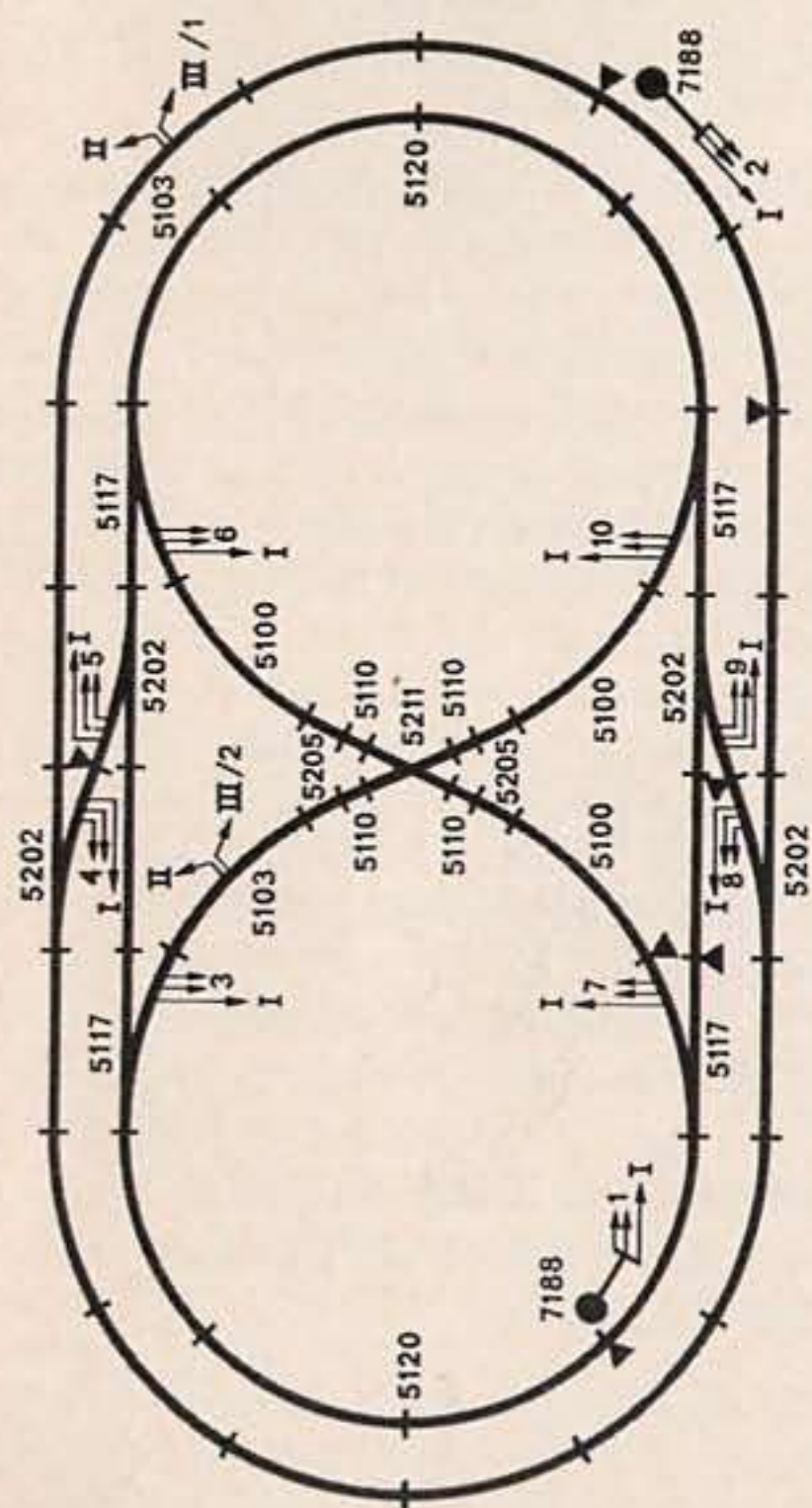
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ALTERNATIF CURRENT



**BECAUSE
THE
SYSTEM IS
SO FREE
FROM ALL
COMPLI-
CATION**

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Reading the following will interest you, even though this may not be your

There is hardly anything to compare with an electric railway that can so imperceptibly grow up from the child's plaything to the adult's hobby, like a MÄRKLIN model railway does. The simple circular track for the six-year-old with all its parts can always be built up into the next more complete set, until one day the erstwhile "plaything" becomes an extensive MÄRKLIN model railway system that is a true reproduction in miniature of the original, the while affording endless opportunities for planning, making, inventing and designing, no matter whether one be 6 or 60 years of age.

The MÄRKLIN A.C. system by its principle provides a range of specially advantageous features enabling even the most extensive MÄRKLIN model railway system to be kept free from complications both in construction and operation, everything being so readily grasped and understood, while at the same time so clearly explained in the instructions supplied that everything really works just as one imagined it would before constructing it.

There are two basic reasons for this:

1. MÄRKLIN models have their own track system.
2. They use A.C. exclusively for operating the entire system.

MÄRKLIN TRACKS

Concealed in the centre of MÄRKLIN track sections are the current conductors with their stud contacts hardly showing where they project through the sleepers. Locomotives pick up their current from the centre of the track (not from either the left-hand or right-hand running rail) and because of this the tracks can be laid with diagonal sections, reversing loops or reversing triangles, with left-hand rails joining up with right-hand ones. Equivalent circuits—such as the system using the two running rails as conductors requires—being unnecessary.

The MÄRKLIN range of track sections includes both straight as well as curved ones for three concentric

circles with left and right-hand points, double slip points with curves of various radii, space-saving curved points and three-way points, crossings and stop-blocks that can actually be used to make up all track layouts that are practically possible.

ONE KIND OF CURRENT ONLY — A.C.

Locomotives, points, signals, uncoupling devices, Telex couplings, imitation steam generators, lighting on locomotives, in coaches, in buildings, on platforms, the movements of turntables and level-crossing barriers—in short, everything—is operated by one kind of current only—A.C., this together with the integral switches fitted to all driving stock, having the great advantage of all MÄRKLIN locomotives being able to run over all track circuits and sections independently of the direction of the current.

THE CURRENT SUPPLY SYSTEM IS FREE FROM COMPLICATIONS AND PROVIDES AMPLE CONTACT OPPORTUNITIES

As already mentioned, current is always picked up either between the rails or above them—the latter if the MÄRKLIN overhead contact wire system is also provided. Two locomotives can then be run on one and the same track, as well as over all current sections, quite independently of one another, one using surface contact and the other the overhead contact wire.

That is the difference between the system using the two running rails as current conductors, and the MÄRKLIN system—locomotives running on the two-rail system have their left-hand and right-hand wheels insulated from one another, so that always there is only one wheel of a set that can pick up current.

The MÄRKLIN system is different—the left-hand and right-hand wheels of a set are not insulated from one another; neither one picks up current, but all the wheels on locomotives (except the ones with special

adhesion tyres) and on tenders as well provide an absolutely reliable path for conducting current back into the two running rails. Traction current is picked up by a long ski-like collector under the locomotive that is always in constant and reliable contact with the stud contacts in the centre of the track bed.

A MÄRKLIN track system is unaffected by dust or insulating particles in the ordinary way because there are always so many current connections, and, in addition, the stud contacts of the centre conductor and the current collectors on locomotives are mutually kept clean by the running action.

One more MÄRKLIN advantage: large electric locomotives, just like their miniature counterparts, have the same appearance at both ends, and so carry a distinguishing number 1 in front and a 2 at the rear.

With MÄRKLIN electric locomotives that take their current from the overhead contact wire it is immaterial whether they are placed on the track with the 1 or 2 in front, as they are independent of the direction of the current supply.

SPECIAL ADHESION TYRES FOR INCREASED TRACTIVE EFFORT

So that adhesion between the locomotive wheels and rails—i.e., the tractive effort—may be very high, all locomotives—even the smallest ones—are fitted with special adhesion tyres.

CURRENT CIRCUITS AND TRACK SECTIONS CAN BE SEPARATED OR ISOLATED VERY EASILY

A very small piece of paper is sufficient—there are no special separating or isolating tracks that could possibly not fit into a planned track layout, in the MÄRKLIN system; that is also the reason why every layout is, in principle, so simple and straightforward.

first acquaintance with a model railway.

MÄRKLIN COUPLINGS

MÄRKLIN couplings are fitted symmetrically to the ends of rolling stock, so that any one unit can be placed on the track in any direction. The three different types of coupling all fit one another.

The automatic **PRIMEX coupling** couples up immediately if a coach or wagon is run lightly against another one, and the uncoupling track section enables rolling stock units to be uncoupled again by remote control. Marshalling or shunting can be carried on still more in accordance with full-sized operations by the **RELEX automatic coupling with the Advance uncoupler**, with which most of the coaches and wagons are fitted. This coupling can also be uncoupled by remote control and then still be shunted further for side-tracking without the coupling engaging again.

The **TELEX Coupling** is fitted to some locomotives (see pages 5, 7 and 22) and allows rolling stock coupled to a locomotive to be uncoupled anywhere in the system by remote control from the transformer without any additional apparatus. This is another typical MÄRKLIN advantage that makes marshalling or shunting particularly interesting.

MÄRKLIN SIGNALS ARE THE "ROOTS" OF THE LAYOUT

All colour-light or semaphore signals, with their warning or distant signals, as used in full-sized railway operation, can be used all along the line, either on the left-hand or right-hand side, and making up extensive circuits for automatic operation is an easy matter with the connecting cables in different colours provided.

NO TELEVISION AND RADIO INTERFERENCE

Locomotives cannot become "interference transmitters" when running because they are all fitted with two condensers and a choke. The 5130 interference suppressor track section can be used if necessary for cutting out disturbance on the medium and long-wave bands.

THE COST IS LOW

The extensive MÄRKLIN range affords a wide selection, starting with low-priced models.

There is a locomotive that costs only \$ 8.50, a complete train set with track and transformer, ready to run, for \$ 19.95, a country branch line coach costs only \$ 1.35, and even the ultramodern TEE Bar Car can now be had for \$ 4.75.

MÄRKLIN

because the system is so clear and the quality so good.



Electronic Warning Horn

Horn or Whistle Equipment for MÄRKLIN Locomotives



7213

\$ 3.50

Warning Horn, complete, ready for fitting to MÄRKLIN locomotives 3022, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3043, 3050, 3051, 3053, 3059, 3060, 3066, 3067, 3068, 3070, 3073 and 3075, as well as to some series of the 3021 locomotive, no soldering being required. With other 3021 locomotives one single soldered connection is required. Illustrated fitting instructions are supplied. The loud tone of the horn is softened if bulbs as used for coach lighting, for instance, are connected in the same circuit.

Fair Trade prices in US Dollars



7215

\$ 16.95

Horn Sounder, for sounding whistle signals when a locomotive is stationary. One cable each—yellow, brown and red—with plugs. Size 3 in. by 2 1/4 in. by 1 in.



7216

\$ 4.50

Running Bridge, used in conjunction with horn sounder 7215 to sound the horn when a locomotive is standing and also while running. One red connecting cable with plug, size 2 in. by 1 1/4 in. by 1 in.

Stop Bridge, required in addition to the horn sounder for sounding the horn when in front of a signal on a "dead" section of track, for example. Two red connecting cables with flat connections. Size 2 in. by 1 1/4 in. by 3/4 in.

7217



\$ 4.00

A series of MÄRKLIN Locomotives (see text 7213) has been prepared for fitting with the 7213 signal horn and by using the sounder 7215 connected between the transformer and track layout, whistle signals can be sounded in the locomotive when the traction current is cut off.

The running bridge 7216 is required in addition for sounding the whistle while running; it is connected between the transformer and horn sounder.

The horn can also be sounded when standing before signals with train control set at "Stop", the "Stop" bridge 7217 being required for this, a connection being made via both its connecting cables between the track section that can be made "dead" in front of the signal, and the rest of the track layout.

The warning horn can also be sounded by the locomotive itself by using a universal remote-control switch 7045 (see page 61) and contact or control track sections (see pages 54 and 56).



Tank Engines

3029

\$ 8.50

3029 Tank Engine · 4 model of a six-wheeled 0-6-0 locomotive as used in large industrial concerns · Remote control for reversing, and fitted with two special adhesion tyres · Dull black plastic with a cast metal frame; coupling hooks both ends · 4 in. long over buffers

The MÄRKLIN TELEX-COUPLING

enables the train to be uncoupled from the engine and also coupled up to it again at any desired point on the system, by remote control from the transformer, without any additional apparatus being necessary.

MÄRKLIN

The attractive design of these tank engines and the ease of placing them on the track, together with the many purposes they can be used for in both passenger and goods services, and in particular for shunting in marshalling yards, have made these tank engines favourites. Their easy running on curves, high performance and harmony in their general appearance are the special advantages of these models.



3000

\$ 10.95

3000 Tank Engine · A model of the six-wheeled 0-6-0 Class 89 engine in use on the German Federal Railways · Reversing by remote control and with increased tractive effort by two special adhesion tyres on the trailing drivers · Low-g geared motor, and three headlamps to light up · Dull black plastic casing with cast metal frame · Coupling hooks both ends · 4 3/8 in. long over buffers

3003

Mixed-traffic Locomotive

The standard Class 24 locomotive was used on the German Federal Railways for passenger and goods services, its maximum speed being 56 miles an hour.

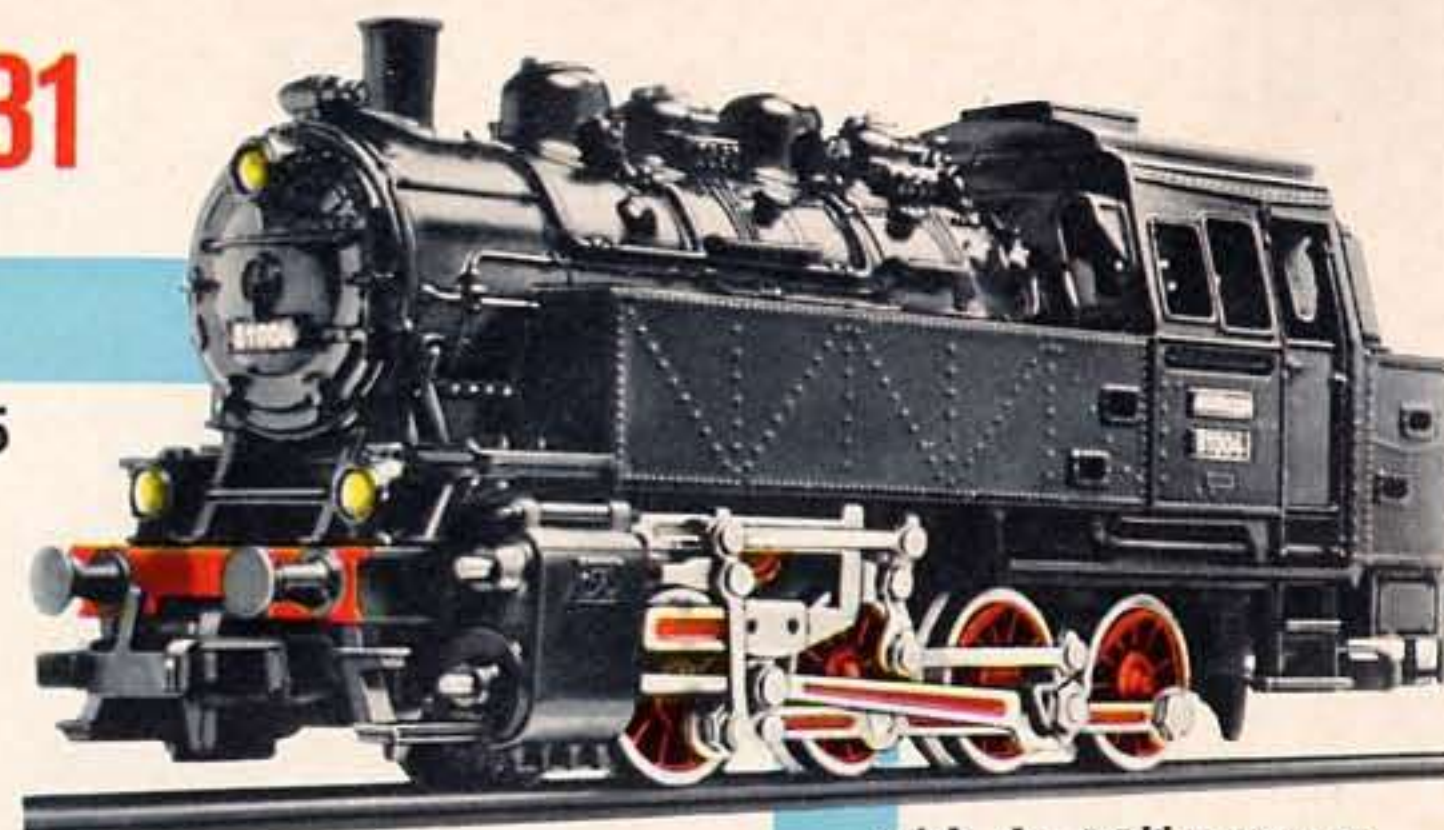
**\$ 15.95**

3003 Passenger Engine with tender • A model of the eight-wheeled 2-6-0 Class 24 engine on the German Federal Railways • Reversing by remote control and with simulated Walschaerts valve motion • The leading truck is kept down on the track by a spring so that there is no risk of derailment • Two special adhesion tyres to increase the tractive effort; special low gearing • Three-lamp head code • Dull black plastic casing on pressure-cast zinc frame • Tender close-coupled to the engine, with all details of the six-wheeled riveted construction reproduced • Coupling hook in front with RELEX automatic coupling with the Advance uncoupler on the tender • 8 in. long over buffers

For the same model for two-rail conductor track to run on D. C. (8303) see page 32

The Class 23 engines are used on the German Federal Railways for medium and heavy passenger services, for fast and light expresses and also for goods trains. The engines and tenders are of welded construction and their good design enables them to run at 70 miles an hour forward and 53 miles an hour tender first. As engines of this type are allowed to run at such a high speed tender first in full-size working, they are also very often used in heavy suburban traffic instead of tank engines.

3005 Tender Locomotive • A model of the ten-wheeled 2-6-2 Class 23 engine used on the German Federal Railways • Reversing by remote control and with simulated Walschaerts valve motion • Both trucks are kept down on the track by springs, eliminating any risk of derailment • The leading truck has a hook coupling giving full front coupling facilities as well • Two special adhesion tyres to increase tractive effort • Special low gearing • Two electric headlamps • Strong dull black allmetal casing with cast metal frame • The double-bogie tender is close-coupled to the engine • Automatic RELEX coupling with the Advance uncoupler, and numerous details • 9 1/4 in. long over buffers

3031**\$ 21.95**

Tank Engine

with the MÄRKLIN
TELEX COUPLING

3031 Tank Engine • A model of the eight-wheeled 0-4-0 Class 81 engine on the German Federal Railways • Two special adhesion tyres; simulated Walschaerts valve motion, and reversing by remote control • Three-lamp head code at each end • Cast metal frame with all-metal casing, finished dull black • MÄRKLIN TELEX coupling at both ends • 5 in. long over buffers

Modern Steam Locomotive Engines

3005**\$ 22.95**

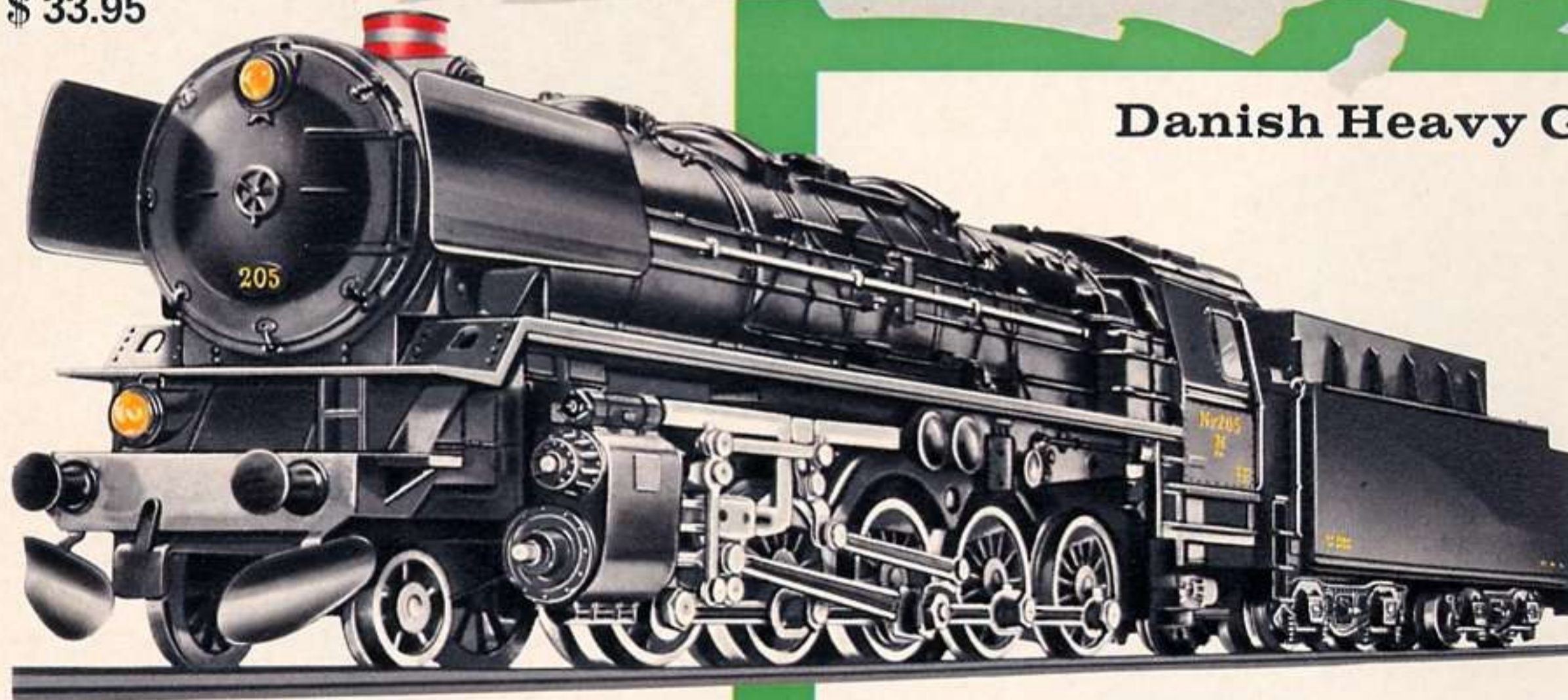
3045

\$ 33.95

with imitation steam

MARKLIN

Danish Heavy Goods Engine



3045 Heavy Goods Engine · A model of the Type N twelve-wheeled 2-10-0 engine on the Danish State Railways (DSB-Danske Statsbaner), with four special adhesion tyres to increase tractive effort · This locomotive runs well on curves through dividing up the frame into two groups of driving wheels linked to one another · The spring suspension of the leading pony truck provides security against derailment · Simulated Walschaerts valve motion · Reversing by remote control · Two headlamps with the typical arrangement used on the Danish State Railways · Frame with fine details and pressure-cast zinc casing finished black · Funnel has a red-white-red band · **This engine is fitted for giving off very realistic artificial smoke or steam**, the equipment consisting of the smoke unit fitted in the funnel, a substitute steam pipe, cleaning wire, tweezers and a steam fluid cartridge (for the 0241 refill cartridge see page 65) · Coupling hook on leading truck provides full front coupling facilities as well · Cab windows are glazed · Eight-wheeled double-bogie tender with automatic coupling and the RELEX Advance uncoupler · 11 in. long over buffers

3046 Heavy Goods Engine · A model of the Class 150 X twelve-wheeled 2-10-0 locomotive of the French State Railways (Société des Chemins de Fer Français, or S.N.C.F.) · Dividing the frame into two groups of driving wheels linked together gives very good running characteristics and enables the engine to take curves well · Simulated Walschaerts valve motion · Remote control reversing · **The engine is fitted for giving off very realistic artificial smoke steam**, the equipment consisting of the smoke unit fitted in the engine, substitute steam pipe, cleaning wire, tweezers and a cartridge of steam fluid (for the 0241 refill cartridge see page 65) · The spring suspension of the leading pony truck ensures safety against derailment · Two special adhesion tyres on the trailing drivers increase the tractive effort · Two headlamps · Pressure-cast zinc frame with casing finished dark green · Coupling hook on leading pony truck gives full coupling facilities in front as well · Cab windows are glazed · The eight-wheeled double-bogie tender has an automatic coupling with the RELEX Advance uncoupler · 11 in. long over buffers

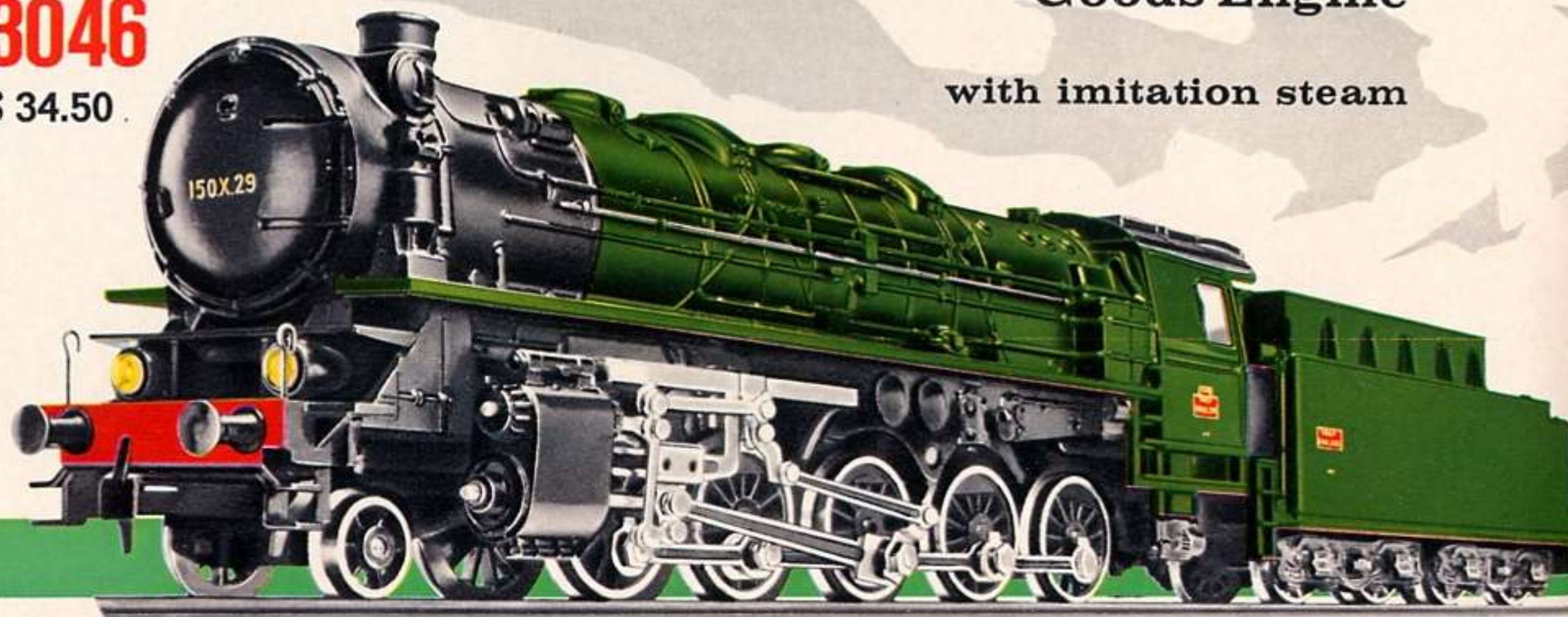
The same model to run off D. C. on a two-rail system (8346) is shown on page 32

3046

\$ 34.50

French State Railways' Heavy Goods Engine

with imitation steam



3047

The Heavy Goods Locomotive with imitation steam, fitted with the MÄRKLIN-TELEX-Coupling

\$ 36.95

Long-distance goods traffic on the German Federal Railways' non-electrified lines is often dealt with by these powerful Class 44 locomotives, and that is the reason why this type of locomotive is so very often encountered on the trunk lines of the full-sized railway, arousing the interest and wonderment of all railway enthusiasts. In particular, its fine outlines and sturdy design were the inducement for its reproduction in miniature as this fine model.



3047 Heavy Goods Engine · A model of the German Federal Railways' Class 44 twelve-wheeled 2-10-0 locomotive, the engine and tender being permanently coupled together · Excellent running characteristics and easy running on curves are obtained by dividing the frame into two different groups of driving wheels · Remote control reversing · Simulated Walschaerts valve motion · **The engine is fitted for giving off very realistic artificial smoke or steam**, the equipment comprising the smoke unit fitted in the engine, substitute steam pipe, cleaning wire, tweezers and a cartridge of steam fluid (for the 0241 refill cartridge see page 65) · The spring suspension of the leading pony truck ensures safety against derailment · Two special adhesion tyres for increasing the tractive effort · Three headlamps to light up · Dull black pressure-cast zinc casing · Coupling hook fixed to leading truck provides full front coupling facilities · Scale model smoke deflector plates · Cab windows glazed with cellon · Pressure-cast zinc frame · Eight-wheeled double-bogie tender fitted with the MÄRKLIN TELEX coupling · 11 in. long over buffers · The MÄRKLIN TELEX coupling fitted in the tender enables the train to be uncoupled at any point on the system, and also coupled up again, by remote control from the transformer without requiring any extra equipment.

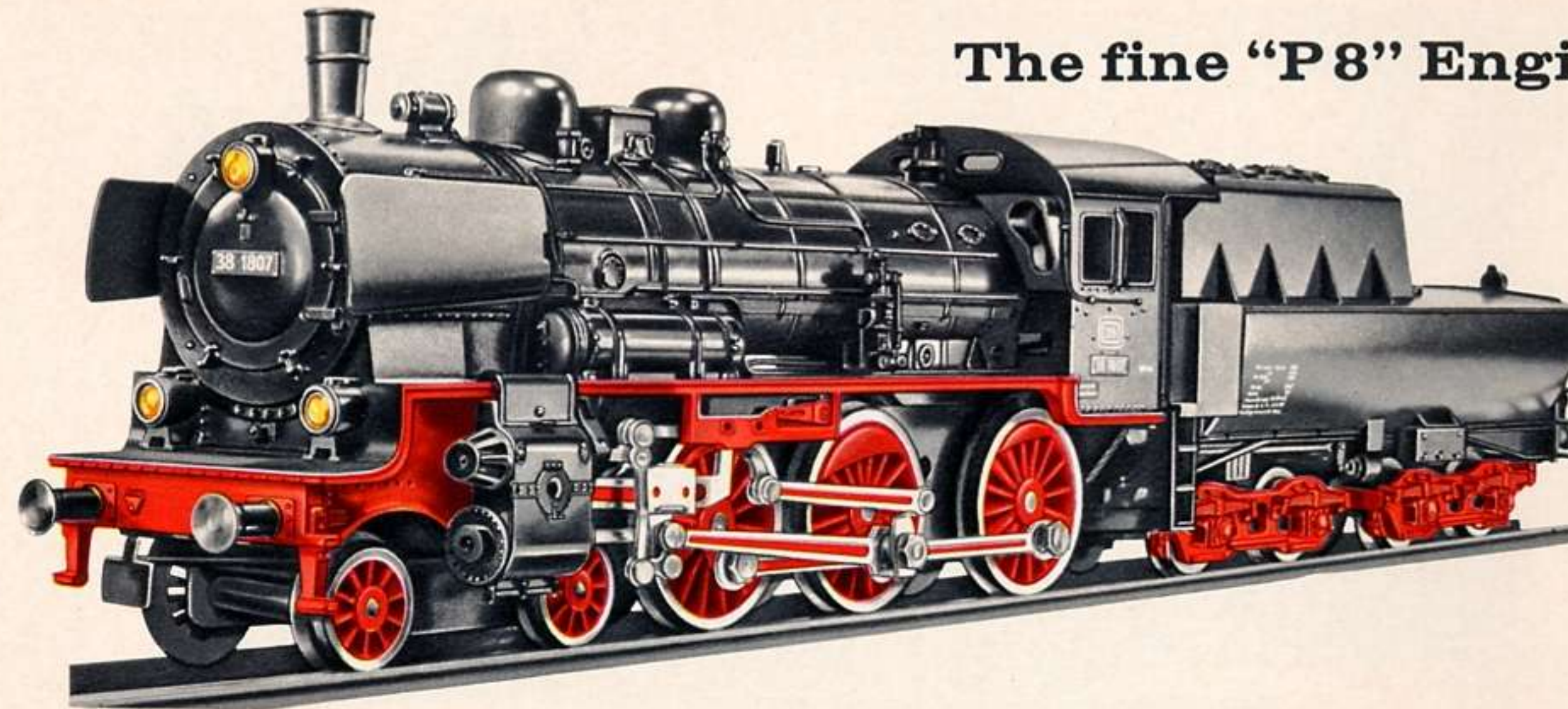
For the same model for D. C. two-rail operation (8347) see page 32

3098

The fine "P 8" Engine as a MARKLIN model

\$ 24.95

One of the European steam engines built in large numbers is the P 8, placed in service for the first time in 1906 by the Prussian State Railways. It was used not only in Germany, but also in France, Belgium, Roumania, Latvia, Turkey and Poland. Wherever used, it gave excellent results in ordinary passenger services, as well as in express train services running at not too high speeds, as shown by the total number of some 3800 of these engines in use in Europe. The P 8 was taken over by the then German State Railways (Deutsche Reichsbahn) as the Class 38, and even to-day it is still to be found among the locomotives of the German Federal Railways and the present Deutsche Reichsbahn (German State Railways). Its maximum speed is about 62 1/2 miles an hour.



The same model for the D. C. two-rail system (8398) is given on page 32

MARKLIN

3098 Engine and tender · A model of the German Federal Railways' ten-wheeled 4-6-0 Class 38 locomotive · Remote control reversing, simulated Walschaerts valve motion · Spring suspension of leading bogie ensures safety against derailment · Two special adhesion tyres on the leading driving wheels to increase the tractive effort · Three headlamps to light up · Dull black all-metal casing with boiler and cab fittings reproduced in fine detail · Pressure-cast zinc frame · Eight-wheeled double-bogie tank-type tender fitted with RELEX automatic coupling with Advance uncoupler · 9 2/10 in. long over buffers

For MARKLIN H0 Locomotives Replacement current pick-up shoes

No.	For locomotives:	Price	No.	For locomotives:	Price
7164	3039, 3040, 3043, 3050, 3051, 3066, 3067, 3068, 3070, 3072, 3075	\$.25 1 pc.	7174	3016, 3048	\$.25 1 pc.
7166	3029, 3078, 3080, 4060	\$.25 1 pc.	7175	3015, 3045, 3046, 3047	\$.35 2 pcs.
7173	3000, 3001, 3003, 3005, 3012, 3030, 3031, 3035	\$.25 1 pc.	7183	3021, 3073, 3921	\$.35 1 pc.
			7185	3022, 3034, 3035, 3036, 3037, 3038, 3053, 3059, 3060, 3064, 3065, 3069, 3098, 3937	\$.25 1 pc.

Instructions for fitting the H0 Special Adhesion Tyres are given with the Operating Instructions for the locomotives.

H0 Special Adhesion Tyres

No.	For locomotives:	Price, each:
7152	3005, 3048, 3098	\$.05
7153	3001, 3003, 3012, 3015, 3016, 3022, 3030, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3043, 3045, 3046, 3047, 3050, 3053, 3059, 3064, 3065, 3069, 3095, 3937	\$.05
7154	3000, 3021, 3029, 3031, 3051, 3060, 3066, 3067, 3068, 3070, 3072, 3073, 3075, 3078, 3080, 3921	\$.05

Fair Trade prices
in US Dollars

3039

\$ 23.50

3039 Electric Express Locomotive · A model of the eight-wheeled 0-4-4-0 (Bo-Bo) Class E 10 locomotive used on the German Federal Railways · Two axles are driven and there are four special adhesion tyres to increase the tractive effort · Reversing by remote control · Three-lamp head code at the ends · Selector lever for optional working from either the overhead contact wire or surface contact · Blue all-metal casing, fixed buffer beams · Outstanding reproduction of all details on the silver roof, with two spring-loaded current collectors · Finely-finished lettering · Inset windows with plastic frames · Coupling hooks with the Advance uncoupler at both ends · 7 1/8 in. long over buffers



The E 10 Class locomotives have been ordered in large numbers by the German Federal Railways from 1956 onwards for heavy express train services. With their four traction motors developing a total of 5000 H.P. altogether, these locomotives have a maximum speed of some 94 miles an hour and a maximum tractive effort of 28 tons at starting. Their total weight is 85 tons and they are some 54 ft. long over buffers.

3040

\$ 23.50

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



3040 Electric Goods Locomotive · A model of the eight-wheeled 0-4-4-0 (Bo-Bo) Class E 40 locomotive on the German Federal Railways · Two axles are driven and four special adhesion tyres are fitted to increase the tractive effort · Remote control reversing · Three-lamp head code at the ends · Selector lever for optional working from either the overhead contact wire or surface contact · Green all-metal casing, fixed buffer beams · Outstanding reproduction of all details on the silver roof, with two spring-loaded current collectors · Finely-finished lettering · Inset windows with plastic frames · Coupling hooks with the Advance uncoupler at both ends · 7 1/8 in. long over buffers

For standardisation reasons the Class E 40 locomotives intended for heavy goods service in flat areas are practically the same in construction as the E 10 Class, differing from the latter chiefly in having a lower gear transmission ratio that gives them a maximum speed of some 62 1/2 miles an hour only. At times this locomotive can also be seen in Switzerland in service on the Swiss Federal Railways (Schweizerische Bundesbahn, or S. B. B.) under the Loan Programme.

	Locomotive Nos.	
	3034, 3037	3039, 3040
Roof wiring	Insulators, quick-acting pneumatic switches and wiring cast on; wiring picked out in brown colouring	Very finely formed inset insulators carry the roof wiring made of strong wire. Quick-acting pneumatic switches absolutely true to the originals mounted as separate parts
Windows	Glazed with Cellon	Inset windows with plastic frames and simulated wipers. Window frames printed silver
Lettering	Cast in relief and marked by paint	Printed on very clearly by a special process and lacquered over to be proof against abrasion

The extra work done on the 3039 and 3040 types has produced models of the highest perfection that will therefore satisfy all requirements. There is no difference in the four locomotives just mentioned in the foregoing as regards running characteristics, performance and durability.

3034 \$ 17.95 The "E 41" Electric Locomotive that can be used for so many different purposes



3034 Electric Locomotive • A model of the German Federal Railways' eight-wheeled 0-4-4-0 (Bo-Bo) Class E 41 locomotive • Both axles of the trailing bogie are driven and there are four special adhesion tyres to increase the tractive effort • Reversing by remote control, three headlamps to light up, front and rear • Selector lever for optional working from either the overhead contact wire or surface contact • Two spring-loaded current collectors on roof • Blue all-metal casing with silver roof and fixed buffer beams • Windows glazed with cellophane • Coupling hooks with the Advance uncoupler both ends • 7 in. long over buffers.

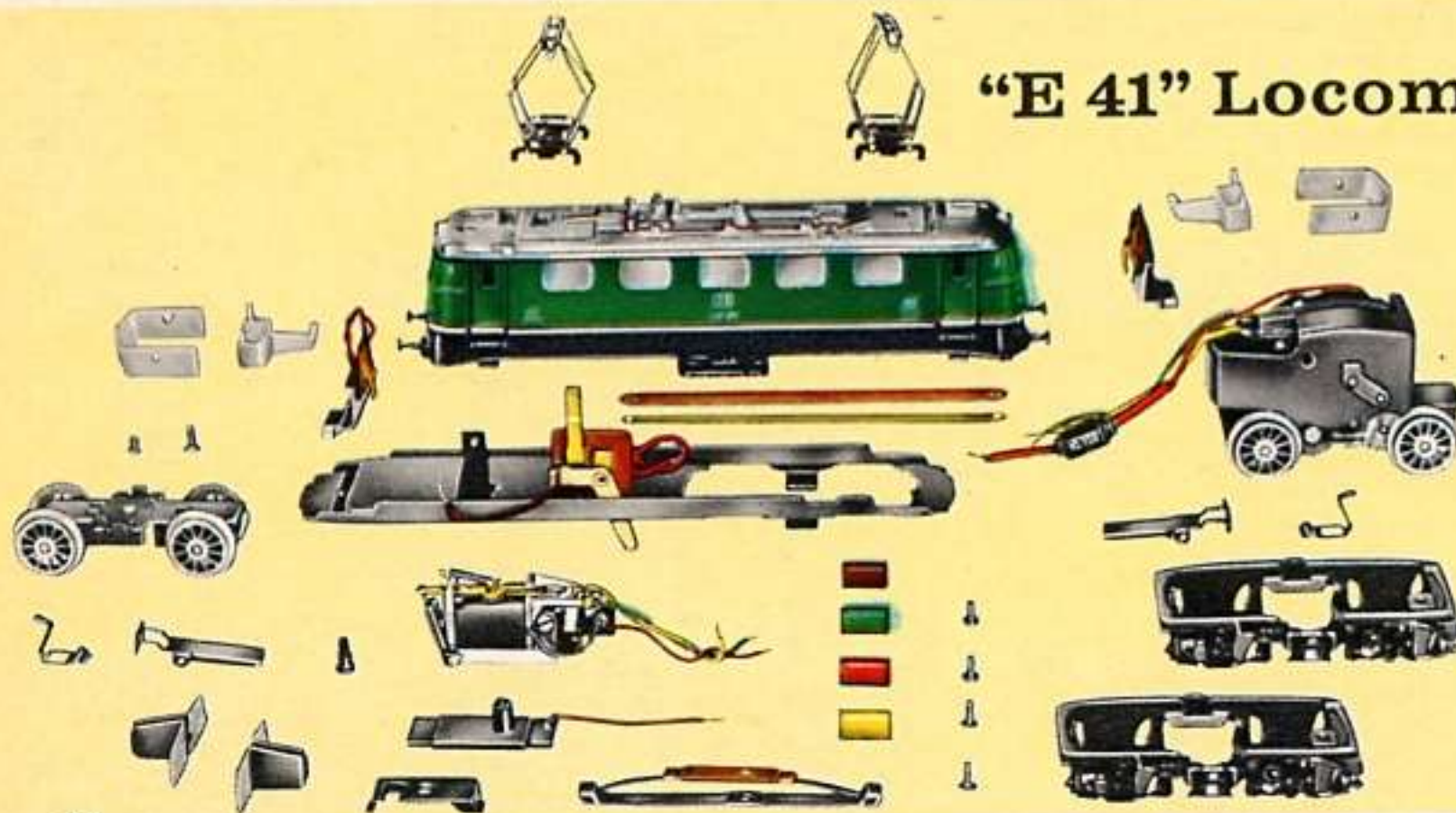
3037

\$ 17.95



3037 Electric locomotive • A model of the German Federal Railways' Class E 41 locomotive • As No. 3034, but with casing finished in green

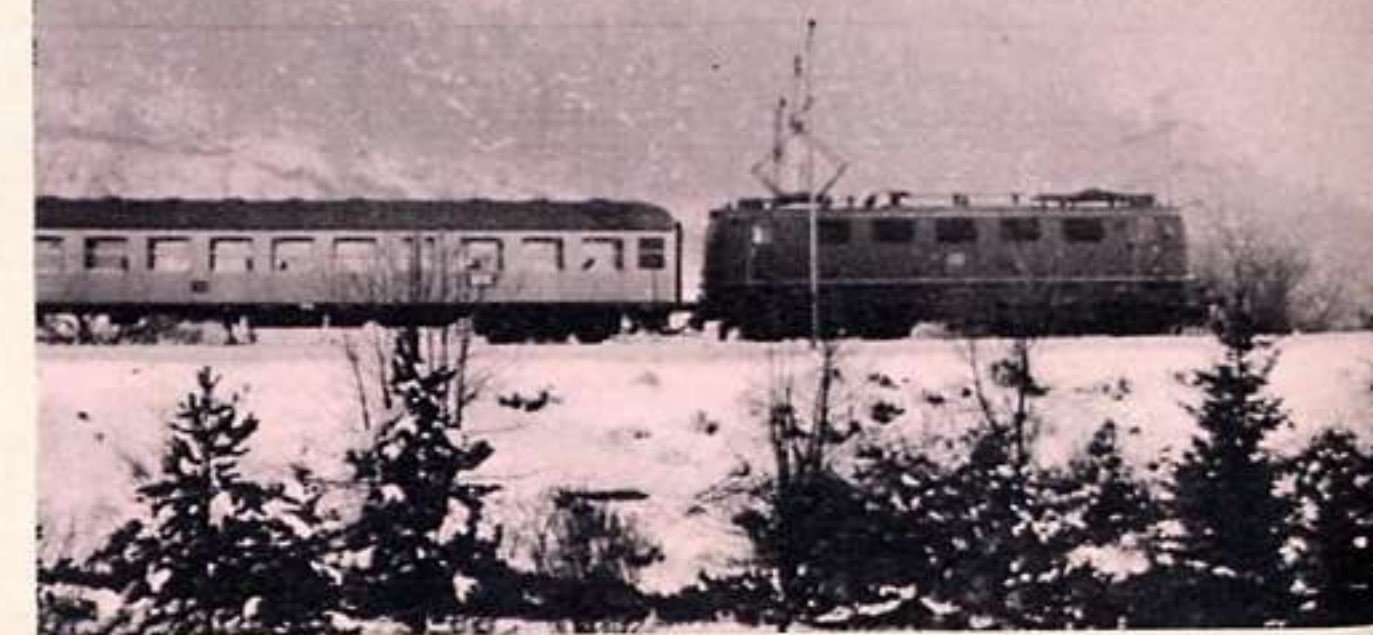
"E 41" Locomotive Construction Kit



3937 \$ 15.95

3937 Kit for Constructing an Electric Locomotive • Contains all component parts, except bulbs (though the locomotive made from this kit can be lighted up) needed for building the 3037 electric locomotive (see annexed) • Only a screwdriver and pair of flat pliers are actually needed for construction, no painting or soldering being necessary • Building this locomotive is more difficult than putting the rolling stock kits together • Full illustrated instructions for making the locomotive are given with every kit

The full-sized originals of the MÄRKLIN models 3034 and 3037 are used for fast, passenger and goods services.



The "E 03"-the fastest and most powerful Locomotive on the German Federal Railways

MARKLIN

3053

\$ 25.95



For the same model for D.C. working by the two-rail system (8353) see page 33



3053 Electric High-speed Locomotive · A model of the twelve-wheeled 0-6-6-0 Class E 03 locomotive on the German Federal Railways · The model has three axles driven and there are four special adhesion tyres to increase the tractive effort · Reversing by remote control · Three-lamp head code at the ends · Roof lights to light up, exactly as on the full-sized original · Selector lever for optional working either from overhead contact wire or surface contact · The frame of the locomotive, extending as far as the line above the lower headlamps, is made of pressure-cast zinc with fixed buffer beams · Specially low centre of gravity · Plastic casing finished in the true TEE (Trans-Europa Express) beige and red colours of the full-sized original · Inset windows with plastic frames · Two spring-loaded current collectors on roof · Coupling hooks both ends · 8 $\frac{3}{4}$ in. long over buffers

Outwardly distinguished by their elegant aero-dynamic form, these Class E 03 locomotives are at the present time the most powerful and also the fastest ones on the German Federal Railways. Their six traction motors, each driving one axle, are calculated to give a one-hour rating of 6420 kW, or 8750 H.P. with a maximum speed of 125 miles, but in reality the actual values reached are somewhat higher. Length over buffers 64 ft., weight in working order 112 tons, maximum tractive effort at starting, 32 000 kilograms.

MARKLIN Models are masterpieces of model-making

The "E 94" Heavy Electric Goods Locomotive

3022 Electric Goods Locomotive · A model of the twelve-wheeled 0-6-6-0 (Co-Co) Class E 94 locomotive on the German Federal Railways · Three axles are driven and there are four special adhesion tyres to increase the tractive effort · Reversing is by remote control, and the model has three head lamps to light up, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded current collectors on roof · Pressure-cast zinc three-part casing finished green, with silver roof · Inset windows with plastic frames · Automatic coupling with the RELEX Advance uncoupler at both ends · 8 1/4 in. long over buffers

For the same model for D.C. working by the two-rail system (8322) see page 33

The German Federal Railways have 124 of these heavy E 94 goods locomotives. The latest ones of this type have six traction motors with a rated output of 4680 kW or some 6350 H.P. Their maximum speed is about 56 1/4 miles an hour and the maximum tractive effort at starting about 40 tons. The total weight is 120 tons.



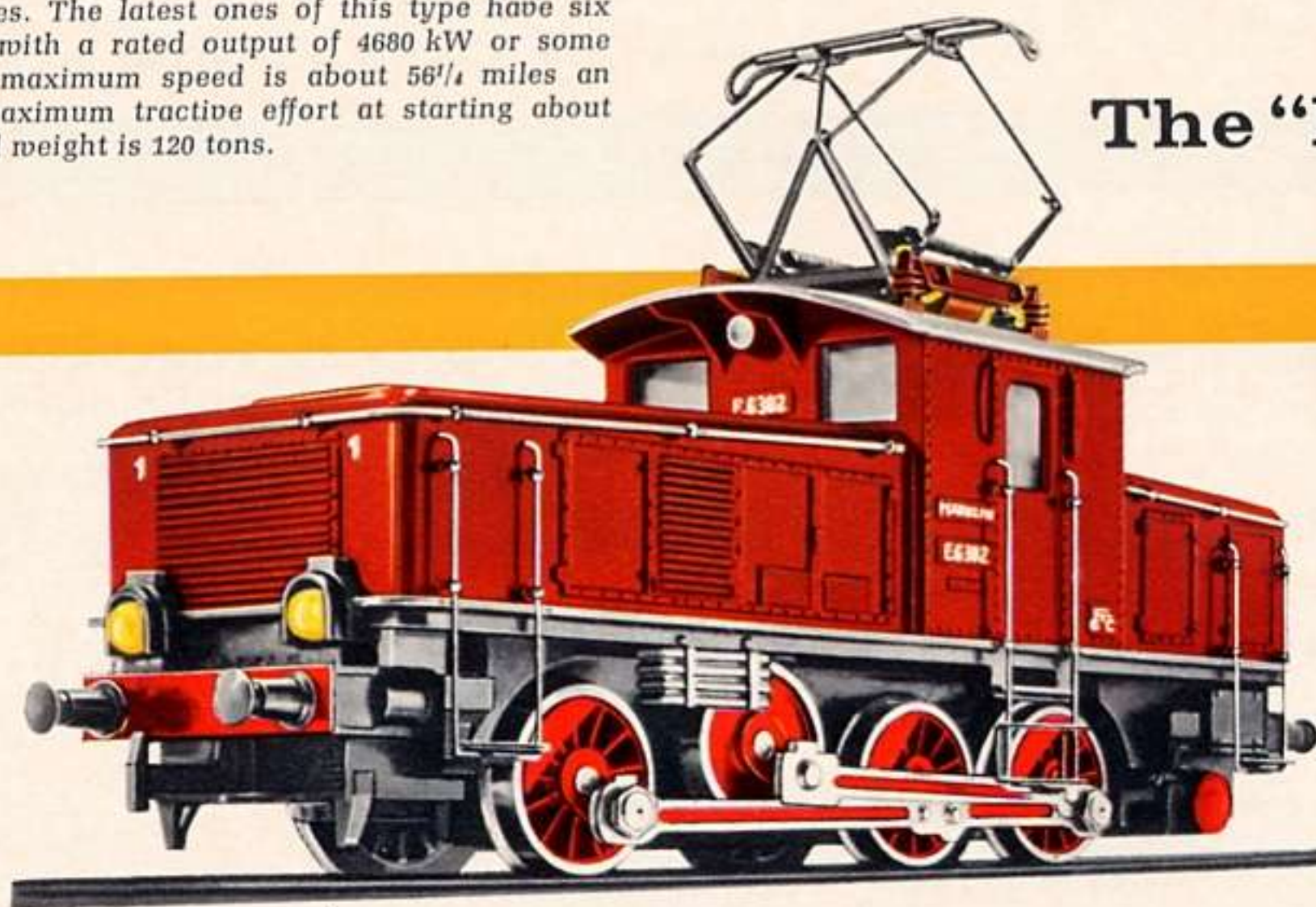
3022

\$ 29.95

The "E 63" Electric Shunting Locomotive

3001

\$ 16.95



3001 Electric Shunting Locomotive · A model of the six-wheeled 0-6-0 (C) Class E 63 locomotive on the German Federal Railways · Gear-driven jackshaft, reversing by remote control · Two special adhesion tyres · Two electric headlamps at either end that are switched over automatically when the locomotive reverses · Selector lever for optional working from either the overhead contact wire or surface contact · Red plastic casing with handrails specially mounted and numerous details · Cast metal frame; windows with cellon glazing · Strong coupling hooks at both ends · 4 3/4 in. long over buffers

3043 The interesting Swedish Multi-purpose Locomotive

\$ 24.95

3043 Mixed Traffic Electric Locomotive · A model of the eight-wheeled 0-4-4-0 Class Rc locomotive on the Swedish State Railways (Statens Järnvägar, or SJ) · Two axles are driven and the model has four special adhesion tyres to increase the tractive effort · Reversing is by remote control · Four head lamps to light up, front and rear · Selector lever for optional working either from the overhead contact wire or surface contact · Orange-coloured plastic casing; inset windows with plastic frames · Two spring-loaded current collectors on roof · Pressure-cast zinc underframe with fixed buffer beams · Hook couplings at both ends · 6⁷/₈ in. long over buffers

For the same model for D. C. working by the two-rail system (8343) see page 31

The Swedish State Railways' estimates provide for placing 60 of the Class Rc locomotives in service. The 16²/₃ cycles A. C. taken from the overhead contact wire is converted by thyristors into D.C. for driving the four traction motors that together deliver 4900 H. P. With this, the locomotives weighing 76 tons attain a maximum speed of 84 miles an hour. The length over buffers is 51 ft. 9 in.



3030

\$ 21.95

Swedish Electric Locomotive

3030 Electric Locomotive for all services · A model of the ten-wheeled 2-6-2 Class Da locomotive on the Swedish State Railways (SJ) · The model has three axles driven and a gear-driven jackshaft · Reversing is by remote control · The spring suspension of the leading and trailing trucks avoids all risk of derailment · Two special adhesion tyres are fitted, giving a high tractive effort · Three head-lamps to light up, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded current collectors on roof · Brown all-metal casing; fixed buffer beams · Automatic coupling with the Advance uncoupler (RELEX) at both ends · 5⁷/₈ in. long over buffers

The Class D locomotives are frequently to be seen as the standard locomotives on the Swedish State Railways' lines (Statens Järnvägar), and the Da type for passenger and goods services as well. The low axle loading of only 15 to 17 tons could be the cause of individually-driven axles racing with difficult starting, and so this locomotive is fitted with side rod drive.

French Electric Locomotive



3012

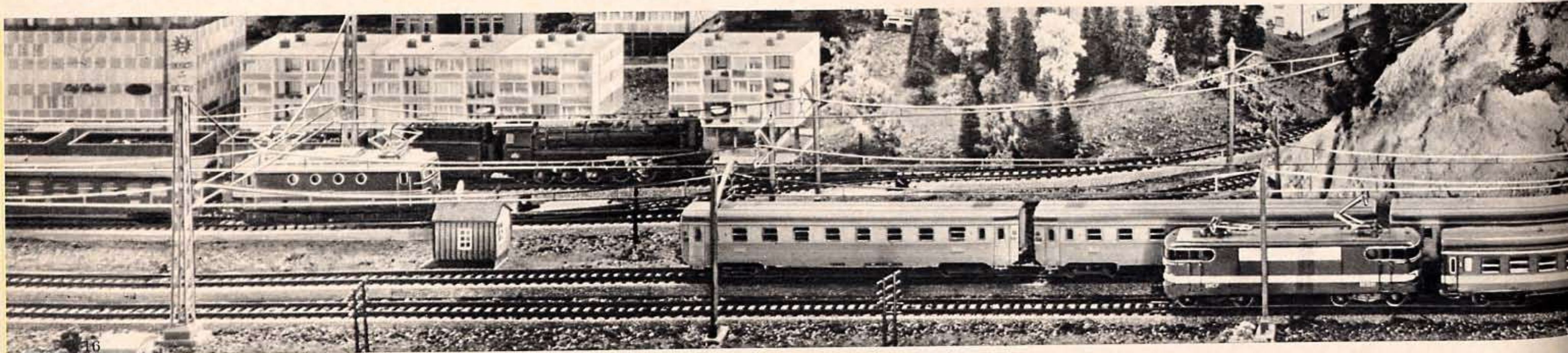
\$ 23.50

The full-sized original of our 3038 Type is in use on the French Railways' lines as a multi-purpose locomotive. Its four motors developing a total of 5500 H. P. give it a maximum speed of approximately 100 miles an hour. Its total weight is 80 tons.

French High-efficiency Electric Locomotive



3012 Electric High-speed Locomotive • A model of the S.N.C.F. eight-wheeled 0-4-4-0 (Bo-Bo) Class BB 10 000 locomotive • Two special adhesion tyres are fitted, giving a specially high tractive effort • Remote control reversing • Two electric head-lamps front and rear switching over automatically when the locomotive reverses • Selector lever for optional working from either the overhead contact wire or surface contact • Two spring-loaded current collectors on roof • Green all-metal casing with silver bands and porthole windows at sides, glazed with cellophane • Fixed buffer beams • Automatic couplings (RELEX) with the Advance uncoupler at both ends • 6 1/2 in. long over buffers



"Le Capitole" of the French State Railways

3038

\$ 18.95

3038 Electric Locomotive · A model of the eight-wheeled 0-4-4-0 Class BB 9200 locomotive on the French Railways (Société Nationale des Chemins de Fer Français, or S.N.C.F.) · Two axles are driven and there are four special adhesion tyres to increase the tractive effort · Remote control reversing · Two headlamps to light up, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded current collectors on roof · Turquoise all-metal casing, fixed buffer beams, windows have cello glazing · Coupling hooks with the Advance uncoupler at both ends · 7 in. long over buffers

The same model for running off D.C. with a two-rail system (8338) is given on page 33

The Class 9200 locomotive used for hauling the French high-speed "flyer" train "Le Capitole" has a different gear ratio to the same locomotive of the standard series, and so can attain a higher speed. A train weighing 400 tons can be hauled by this locomotive at a speed of approximately 124 miles an hour.

3059

\$ 20.95



New

3059 Electric Locomotive · A model of the S.N.C.F. eight-wheeled 0-4-4-0 (Bo-Bo) Class BB 9200 · Two axles are driven and four special adhesion tyres are fitted to increase the tractive effort · Reversing is by remote control, there are two headlamps to light up, front and rear, and a selector lever is fitted for optional working from either the overhead contact wire or surface contact, with two singlespar type current collectors · Red all-metal casing with windows glazed with cello · Coupling hooks with the Advance uncoupler at both ends · 7 in. long over buffers

For the same model D. C. working with the two-rail system (8359) see page 31

MARKLIN



Netherlands Railways' Electric Locomotive



3051

\$ 25.95

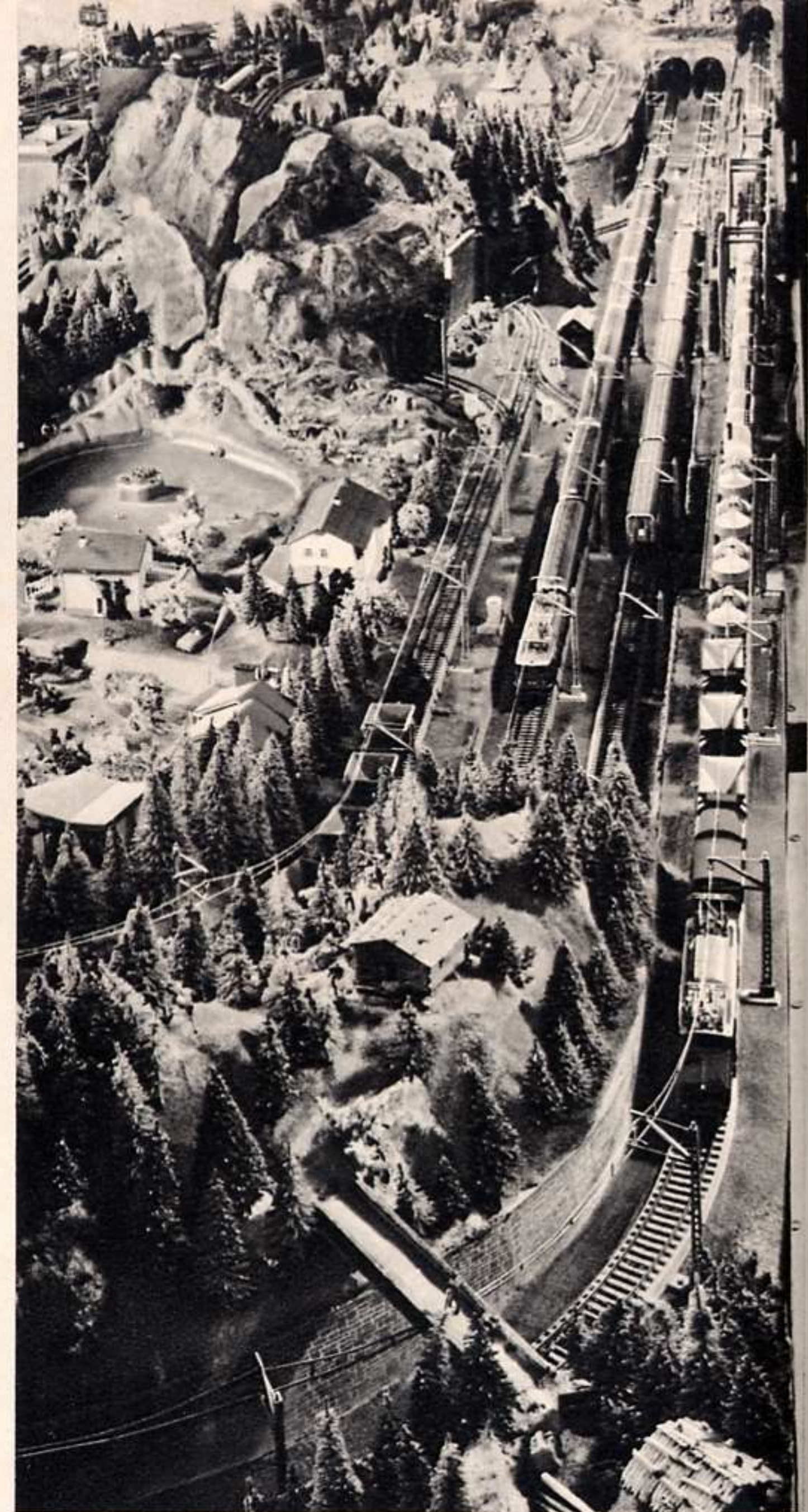
The Netherlands Railways ordered altogether 25 of these 1200 Series locomotives built to American designs for heavy mixed traffic. At a speed of approximately 45 miles an hour the six traction motors develop a total of 3000 H.P. The maximum speed is 84½ miles an hour and the locomotives are 59 ft. long.

3051 Electric Locomotive • A model of the twelve-wheeled 0-6-6-0 (Co-Co) 1200 Series locomotive on the Netherlands Railways (Nederlandse Spoorwegen, or N.S.) • Three axles are driven and four special adhesion tyres are fitted for increasing the tractive effort • Reversing is by remote control • Three headlamps to light up, front and rear • Selector lever for optional working from either the overhead contact wire or surface contact • Blue all-metal casing with fixed buffer beams and two spring-loaded current collectors on silver roof • Inset windows with plastic frames • Coupling hooks at both ends • 7¾ in. long over buffers

The same model for D.C. working by the two-rail system (8351) is shown on page 32

MÄRKLIN

Fair Trade prices in US Dollars



This miniature masterpiece is an exact replica of its full-sized original with an international reputation (Series Ce 6/8). The model is one of the most outstanding ones in the Swiss Federal Railways range.

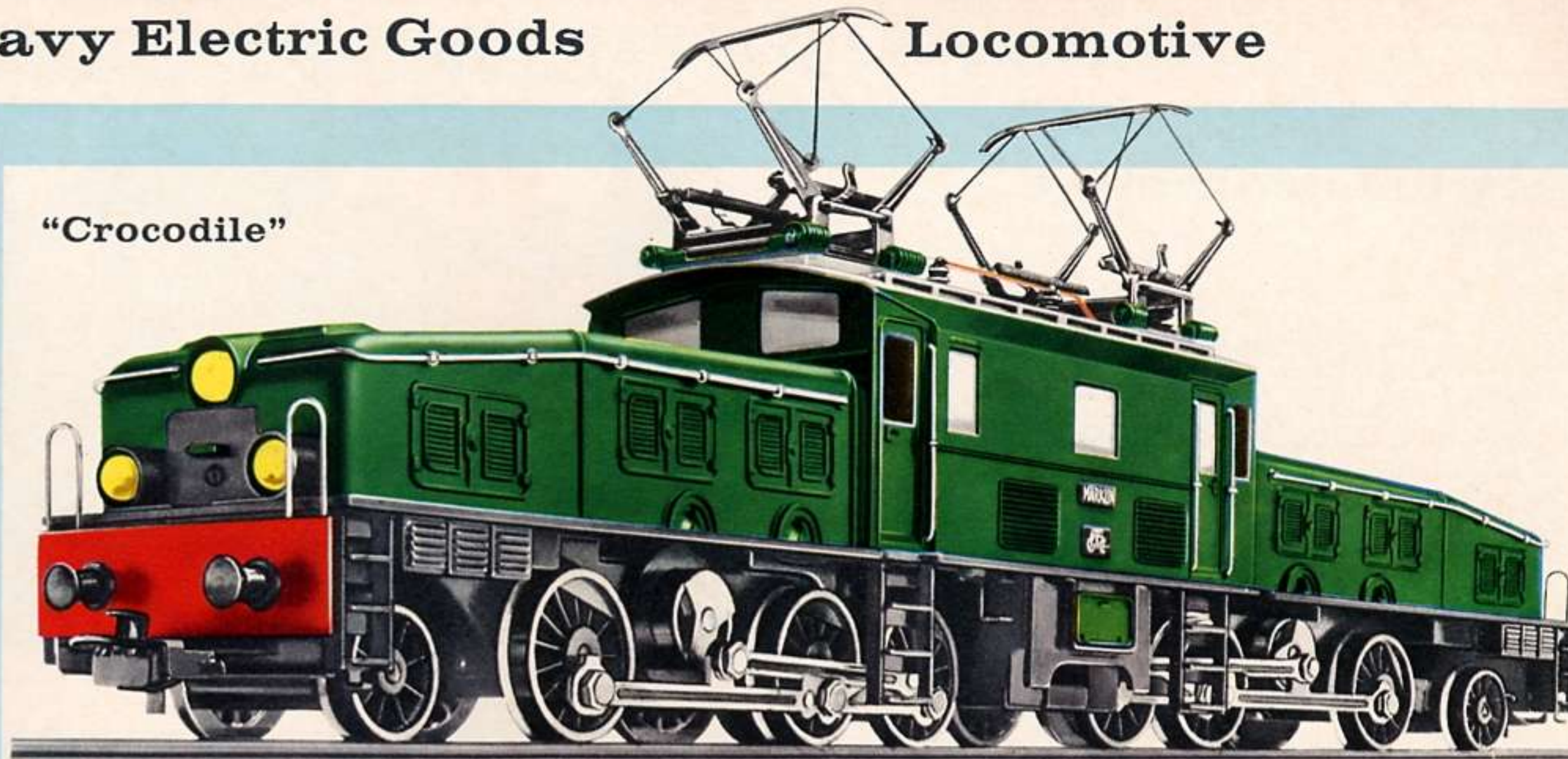
Swiss Heavy Electric Goods

3015

\$ 52.50

3015 Electric Goods Locomotive • A model of the sixteen-wheeled 2-6-6-2 (1 C-C 1) "Crocodile" type locomotive • The articulated design of this locomotive enables it to take curves of normal radius without any difficulty • Reversing is by remote control and there are two special adhesion tyres to increase the tractive effort • Three electric headlamps, front and rear, are switched over automatically • Selector lever for optional working from either the overhead contact wire or surface contact • Two spring-loaded current collectors on roof • Green all-metal casing, windows have cello glazing • Automatic coupling with the Advance uncoupler (RELEX) at both ends • 10 1/4 in. long over buffers

"Crocodile"



Locomotive

The Swiss Federal Railways' Powerful Multi-purpose Locomotive

3050

\$ 24.95

These Ae 6/6 locomotives are used chiefly for hauling express trains and through goods trains over the St. Gotthard and Simplon routes. The six traction motors developing 6000 H.P. altogether enable these locomotive to attain a speed of some 78 miles an hour. The locomotive weighs 120 tons.



3050 Electric Multi-purpose Locomotive • A model of the twelve-wheeled 0-6-6-0 (Co-Co) Series Ae 6/6 locomotive in use on the Swiss Federal Railways • Three axles are driven and there are four special adhesion tyres fitted to increase the tractive effort • Reversing by remote control • Three headlamps to light up, front and rear • Selector lever for optional working from either the overhead contact wire or surface contact • Two spring-loaded current collectors on the silver roof • Green pressure-cast zinc casing with fixed buffer beams • Very fine reproduction of all details of the locomotive "Kanton Bern" • Windows glazed with cello • Coupling hooks both ends • 7 7/8 in. long • Crests of the other Swiss Cantons are supplied with this locomotive

The same model for D. C. working with the two-rail system (8350) is shown on page 31

Italian Electric Locomotive

3035

\$ 17.95

3035 Electric Locomotive · A model of the Italian State Railways' eight-wheeled 0-4-4-0 (Bo-Bo) Class E 424 locomotive · Two axles are driven and four special adhesion tyres are fitted to increase the tractive effort · Reversing by remote control · Two headlamps to light up, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded current collectors on roof; all-metal casing with fixed buffer beams and windows glazed with cellophane · Coupling hooks with the Advance uncoupler both ends · 6⁷/₈ in. long over buffers

The same model to run off D. C. with the two-rail system (8335) is shown on page 33



3036

\$ 17.95

Austrian Electric Locomotive

3036 Electric Locomotive · A model of the Austrian State Railways' eight-wheeled 0-4-4-0 (Bo-Bo) Class 1141 locomotive · Four special adhesion tyres are fitted to increase the tractive effort · Remote control reversing · Two head lamps to light up, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded current collectors on roof · All-metal casing with fixed buffer beams · Windows glazed with cellophane · Coupling hooks with the Advance uncoupler both ends · 6⁷/₈ in. long over buffers

For the same model to run off D. C. with the two-rail system (8336) see page 33

The full-sized original of this MÄRKLIN model is in service on the Austrian Federal Railways chiefly on routes where conditions are favourable as regards gradients and direction. These locomotives weigh 80 tons each and have a one-hour rating of 3400 H. P., their maximum speed being about 70 miles an hour.

MÄRKLIN

3075

\$ 19.95

3075 Diesel Locomotive · A model of the eight-wheeled 0-4-4-0 Class V 160 locomotive on the German Federal Railways · Two axles are driven and there are four special adhesion tyres to increase the tractive effort · Remote control reversing · Three-lamp head code to light up at each end · Red and grey plastic casing with fine details; grey roof · Inset windows with plastic frames and simulated wipers · Pressure-cast zinc underframe with fixed buffer beams · Automatic couplings with the (RELEX) Advance uncoupler at both ends · 7 in. long over buffers

The same model to work off D. C. with the two-rail system (8375) is shown on page 31

The "V 160" Diesel Locomotive



The Class V 160 locomotive designed for medium main line service develops 1900 H. P., giving it a maximum speed of 75 miles an hour. It is 52 ft. 6 in. long and weighs 79 tons with all supplies.



The "V 100" Diesel-hydraulic Locomotive

3072 Diesel Locomotive · A model of the eight-wheeled 0-4-4-0 (BB) Class V 100 locomotive on the German Federal Railways · Two axles are driven and there are four special adhesion tyres to increase the tractive effort · Remote control reversing · Three-lamp head code at each end · Pressure-cast zinc underframe with fixed buffer beams · Red plastic casing with fine details, scale model narrow front and rear casings · Inset windows with plastic frames · Automatic coupling with the Advance uncoupler (RELEX) at both ends · 5½ in. long over buffers

The front and rear casings on this 3072 model could be kept very narrow as on the full-sized original, because of the favourable arrangement of the motor.

3072

\$ 19.95

This eight-wheeled Class V 100 diesel locomotive provided with one cab only in about the middle has hydraulic transmission, the axles grouped in two bogies being driven individually through universal or cardan shafts. The gear provides two transmission ratios that can be changed when the locomotive is stationary, so that the power of the engine (1350 H. P. in the latest type), can be suited to service operating conditions. The lower ratio gives speeds up to 44 miles, and the higher one up to about 62½ miles an hour. The locomotive is 39 ft. 9 in. long overall and weighs 63.2 tons with full supplies.

The "V 60" Diesel-hydraulic Shunting Locomotive

3065



\$ 19.95

Belgian State Railways' Diesel Locomotive

3069



\$ 15.95

with the **MÄRKLIN-TELEX-Coupling**

3065 Diesel locomotive · A model of the six-wheeled 0-6-0 (C) Class V 60 locomotive on the German Federal Railways · The three axles are driven and reversing is by remote control · Two special adhesion tyres are fitted to increase the tractive effort · Three headlamps to light up, front and rear, exactly the same as on the full-sized original · Red plastic casing with numerous details and inset windows with plastic frames · Pressure-cast frame · MÄRKLIN TELEX COUPLING at both ends · 4 3/4 in. long over buffers

with the standard-coupling

3064

\$ 15.95

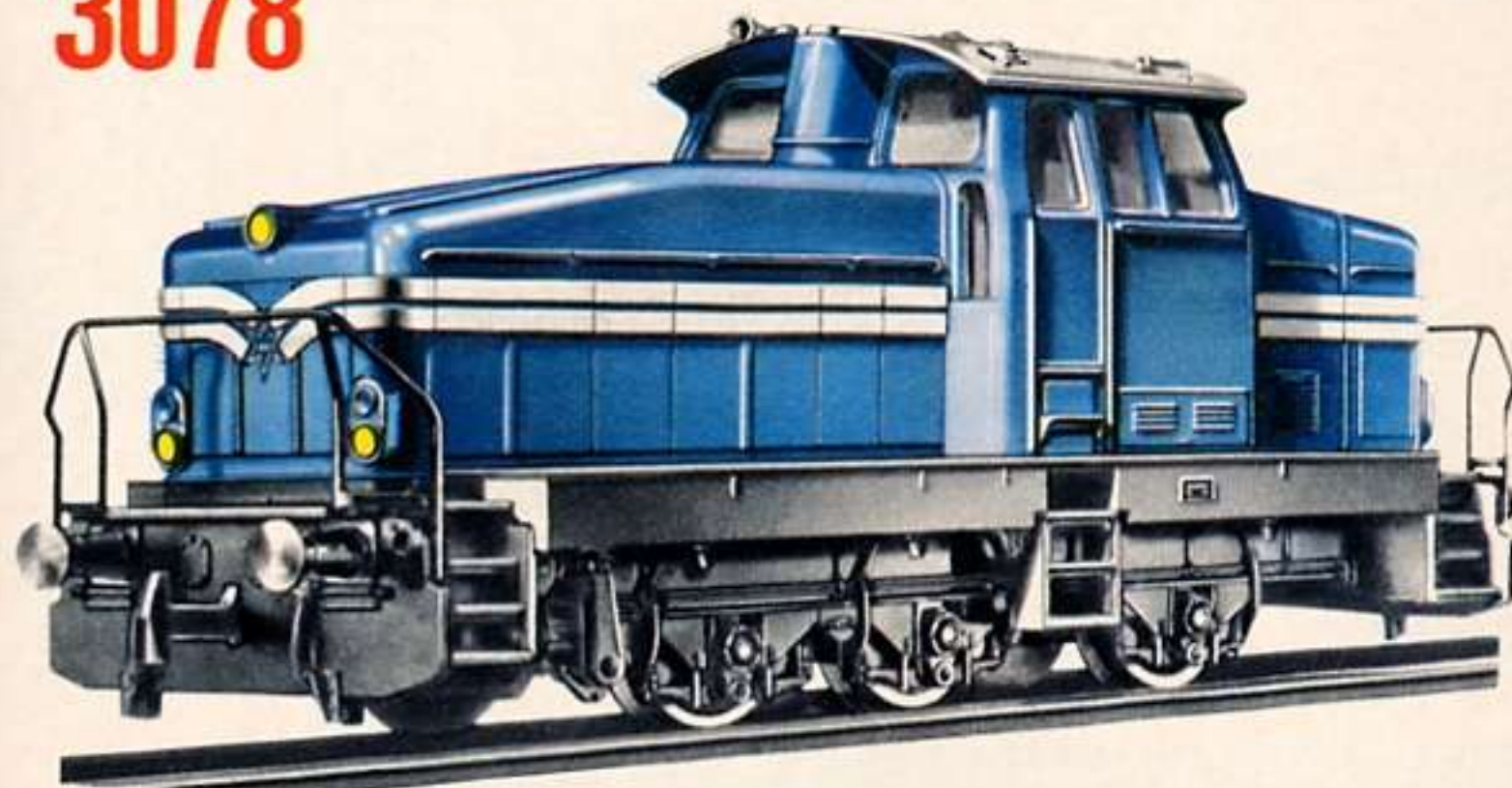
3064 Diesel locomotive · A model of the German Federal Railways' Class V 60, the same as No. 3065, but with couplings with the Advance uncoupler at both ends, and not with the MÄRKLIN TELEX COUPLING

3069 Diesel Locomotive · A model of the Belgian State Railways' (Société Nationale des Chemins de Fer Belges, or S.N.C.B.) six-wheeled 0-6-0 (C) locomotive No. 260032 · The three axles are driven, and reversing is by remote control · There are two special adhesion tyres to increase the tractive effort · The two headlamps to light up, front and rear are exactly the same as on the full-sized original · Green plastic casing with numerous details and inset windows with plastic frames · Pressure-cast frame · Couplings with the Advance uncoupler at both ends · 4 3/4 in. long over buffers

Fair Trade prices in US Dollars

The "DHG 500" Diesel-hydraulic Locomotive

3078



\$ 14.95

3080



\$ 11.95

3078 Diesel Locomotive · A model of a six-wheeled 0-6-0 (C) Works locomotive known as the DHG 500 type · All axles are driven and two special adhesion tyres are fitted to increase the tractive effort · Remote control reversing · Three headlamps to light up, front and rear · Blue plastic casing with two silver decorative bands · Window openings backed with cellophane · Pressure-cast frame · Right and left side plates with exact reproductions of the axle boxes · Strong coupling hooks at both ends · 4 1/2 in. long over buffers

3080 Diesel Locomotive · A model of a six-wheeled 0-6-0 (C) Works locomotive · All axles are driven and there are two special adhesion tyres to increase the tractive effort · Remote control reversing · Yellow plastic casing with two dark decorative bands; pressure-cast frame · Strong coupling hooks at both ends · 4 1/2 in. long over buffers.

MÄRKLIN

Diesel locomotives with hydraulic transmission are being used in increasing numbers for shunting work, the sturdy construction of the gearing ensuring operation free from attention over a lengthy period. On the full-sized originals of the 3078 and 3080 models there are special low windows in the front and rear of the cab, giving a good close view right down even on to the buffers—by no means an unimportant factor for safety in shunting operations.



The "V 200" Diesel-hydraulic High-speed Locomotive

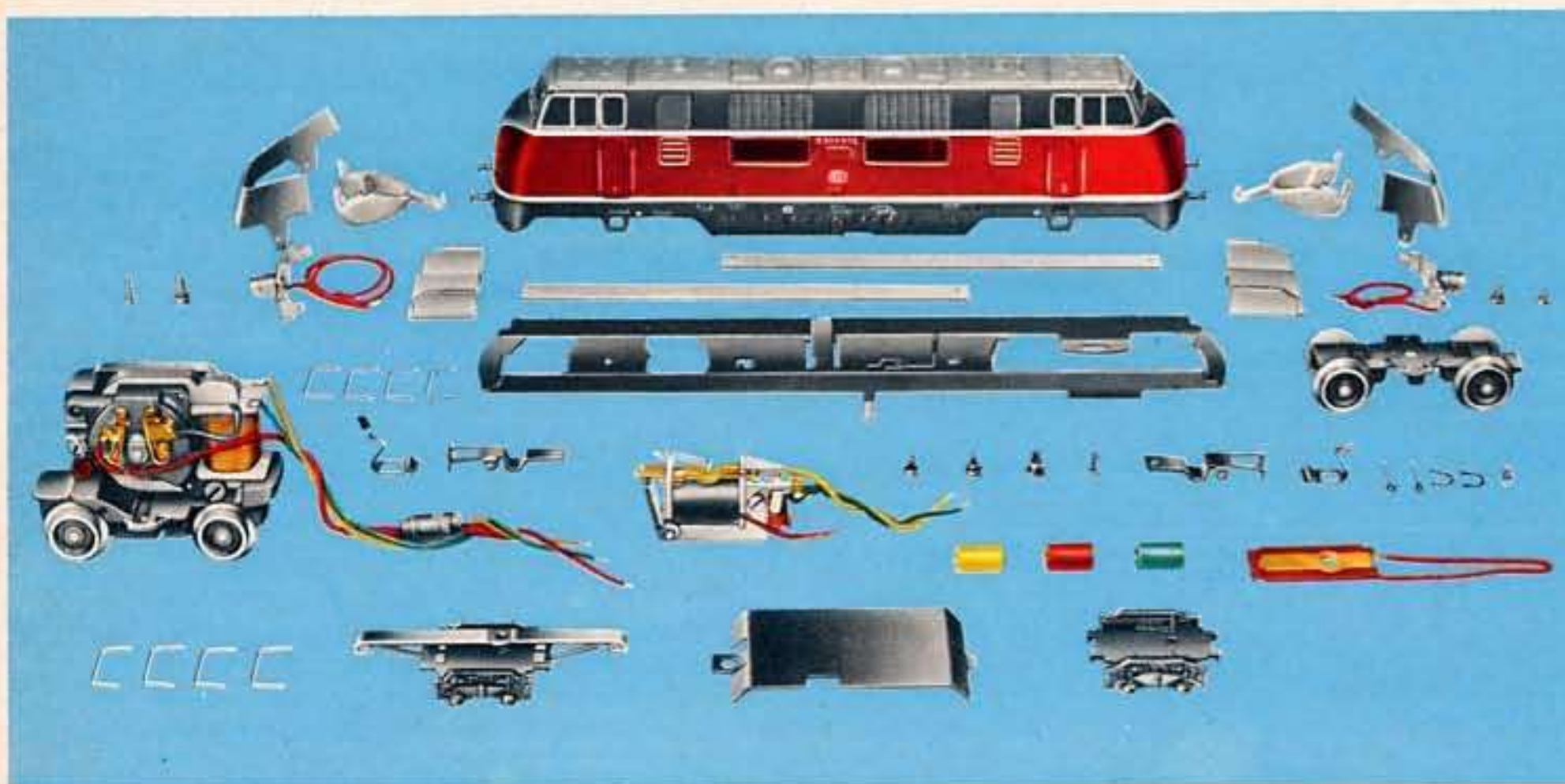
3021 Diesel locomotive · A model of the eight-wheeled 0-4-4-0 (BB) Class V 200 locomotive on the German Federal Railways · Two axles are driven and four special adhesion tyres are fitted, giving a high tractive effort · Remote control reversing · Three headlamps to light up, front and rear · Red-grey all-metal casing with fixed buffer beams and silver-grey roof · Windows glazed with cellophane · Coupling hooks with the Advance uncoupler at both ends · 8 1/4 in. long over buffers

The V 200 diesel locomotive has been developed for main line express services, as well as for medium to heavy passenger and goods services on trunk routes. The latest type—the V 200¹—has two engines developing 2700 H.P. and can attain a maximum speed of 87 1/2 miles an hour.

MÄRKLIN

3021 \$ 19.95

The "V 200" as a Construction Kit



3921 \$ 16.95

3921 Diesel Locomotive Construction Kit · Containing all component parts required for building the 3021 diesel locomotive, except lamp bulbs (though the locomotive can be lit up) · Requires only a screwdriver (3 millimetres wide) and a pair of flat pliers for assembling, there being no painting or soldering to be done · Assembling this locomotive is rather more difficult than building coaches or wagons. Illustrated instructions are supplied with every Construction Kit

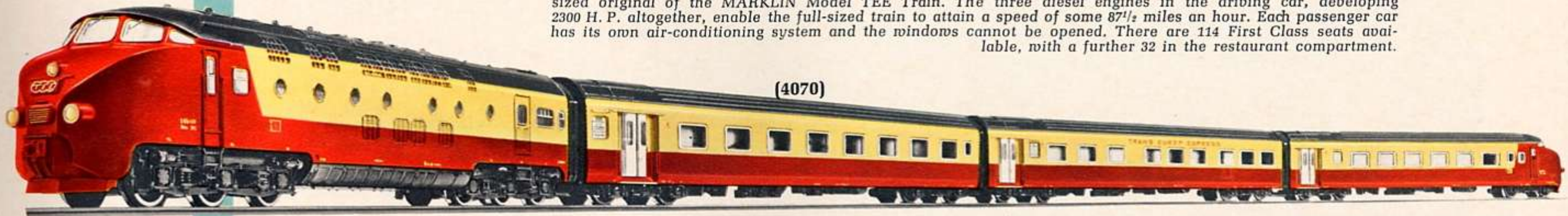


TRANS EUROPE EXPRESS



The "TEE" Multiple-Unit Train

The TEE Train (Trans-Europa Express), five of which were ordered, all identical in composition, was the full-sized original of the MÄRKLIN Model TEE Train. The three diesel engines in the driving car, developing 2300 H. P. altogether, enable the full-sized train to attain a speed of some 87½ miles an hour. Each passenger car has its own air-conditioning system and the windows cannot be opened. There are 114 First Class seats available, with a further 32 in the restaurant compartment.



The TEE Train illustrated consists of the 3070 three-car set made up by the 4070 car to the usual composition of the full-sized train. The length of the four-car train is 37 inches.

3070 \$ 59.95

3070 The TEE Three-car Multiple-Unit Train • A model of the Netherlands-Swiss Trans-Europa Express Train, consisting of a driving car, a composite First Class and restaurant car, and a car with a spacious saloon-type First Class compartment, together with a control cabin for the driver • The model train is 27½ in. long

The twelve-wheeled driving car has three axles driven with four special adhesion tyres to increase the tractive effort • Reversing is by remote control • Dull black pressure-cast zinc underframe with reproduction of the drivers' seats • Plastic body with plastic-framed inset windows

The restaurant and control cars are each eight-wheeled with two bogies exactly as the full-sized originals • Plastic bodywork with interior lighting giving an excellent illuminated effect by light distributors • Plastic-framed inset windows • The three units are coupled together by special very close couplings, with very closely-covered connections between the cars • The driving and control cars carry white three-lamp head codes and also two red tail lights, all switching over automatically when the train reverses its running direction • One current collector each on the driving and control cars, the front one in the direction of travel picking up the traction current in each case • A pair of tweezers is included in the box for the set

4070 \$ 12.95

4070 TEE First Class Compartment Car • Eight-wheeled, with two bogies exactly as the full-sized originals • Plastic body with interior lighting consisting of light distributors and two bulbs giving excellent illumination in the car closely resembling the real thing • Inset windows with plastic frames • Movable covers at both ends for the gangways between the cars • Special coupling to fit TEE train only • 9½ in. long

For the same model to run off D. C. on a two-rail system (8370/8470) see page 33



British "Warship Class" Diesel Locomotive



3073 \$ 21.95

3073 Diesel Locomotive · A model of British Rail's (BR) eight-wheeled 0-4-4-0 (BB) "Warship" Class locomotive · Both axles of one bogie are driven and four special adhesion tyres are fitted to increase the tractive effort · Remote control reversing · Two head-lamps to light up, front and rear · Plastic casing with fine details · Pressure-cast zinc bearers with fixed buffer beams forming the underpart for improving the centre of gravity · Dark green casing and bearers with grey roof · Windows glazed with cellophane · Coupling hooks with the Advance uncoupler at both ends · 8³/₁₀ in. long over buffers

For the same model to run off D. C. with a two-rail system (8373) see page 32

The "Warship" Class locomotives numbered D 800 to D 832 were built in British Rail's Swindon Works in 1958 to the design of the German V 200 locomotive. All locomotives of this type bear names such as "Formidable", "Albion", "Majestic" and so on. Transmission is hydraulic, and the power developed is 2200 H. P.

Danish State Railways' Diesel-Electric Locomotive



3067 \$ 21.00

The My 1100 Type diesel-electric multi-purpose locomotives on the Danish State Railways (DSB) are very similar to the Belgian Type 204. Among other services they haul the international expresses over the direct "Vogelflug" connection (the line "as the crow flies").

3067 Diesel Locomotive · A model of the twelve-wheeled 0-6-6-0 (Ao 1 Ao) (Ao 1 Ao) Type My 1100 locomotive on the Danish State Railways (Danske Statsbaner, or D.S.B.) · Three axles are driven and there are four special adhesion tyres to increase the tractive effort · Remote control reversing · Three head-lamps to light up, front and rear · Red-brown pressure-cast zinc casing with grey roof and fixed buffer beams · Inset windows with plastic frames · Coupling hooks at each end · 8 in. long

Fair Trade prices in US Dollars

Norwegian State Railways' Diesel-Electric Multi-Purpose Locomotive

3068 Diesel Locomotive · A model of the Norwegian State Railways' (Norske Statsbaner, or N.S.B.) twelve-wheeled 0-6-6-0 (Co-Co) Type Di 3 locomotive · Three axles are driven and there are four special adhesion tyres to increase the tractive effort · Fitted with reversing gear · Three-lamp head code front and rear · Red-brown all-metal casing with silver roof and roof fittings · Fixed buffer beams, inset windows with plastic frames · Coupling hooks at both ends · 8 in. long over buffers

Diesel locomotives are being used in increasing numbers on the Norwegian State Railways' lines in mountainous regions that are not yet electrified. The diesel engine of the Type Di 3 develops 1900 H. P. with which the locomotive can reach a maximum speed of some 62½ miles an hour. In general design this locomotive resembles the Belgian Type 204 and also the Danish Type My 1100 locomotives, but has more detail.

3068

\$ 23.50



Belgian State Railways' Multi-Purpose Diesel-Locomotive

The Belgian Type 204 locomotives are also engaged on hauling light goods trains as well as passenger and express trains in traffic crossing the frontier into Germany. They have diesel-electric drive and develop a total of 1750 H. P., giving them a maximum speed of about 87½ miles an hour.

3066 Diesel locomotive · A model of the Belgian State Railways' (SNCB) twelve-wheeled 0-6-6-0 (Co-Co) Type 204 locomotive · Three axles are driven and four special adhesion tyres are fitted to increase the tractive effort · Remote control reversing · Three headlamps to light up, front and rear · Green pressure-cast zinc casing with black roof, fixed buffer beams and inset windows with plastic frames · Coupling hooks at both ends · 8 in. long over buffers

3066

\$ 21.00



MARKLIN

American F 7 Diesel Locomotive of the Atchison, Topeka and Santa Fé Railroad

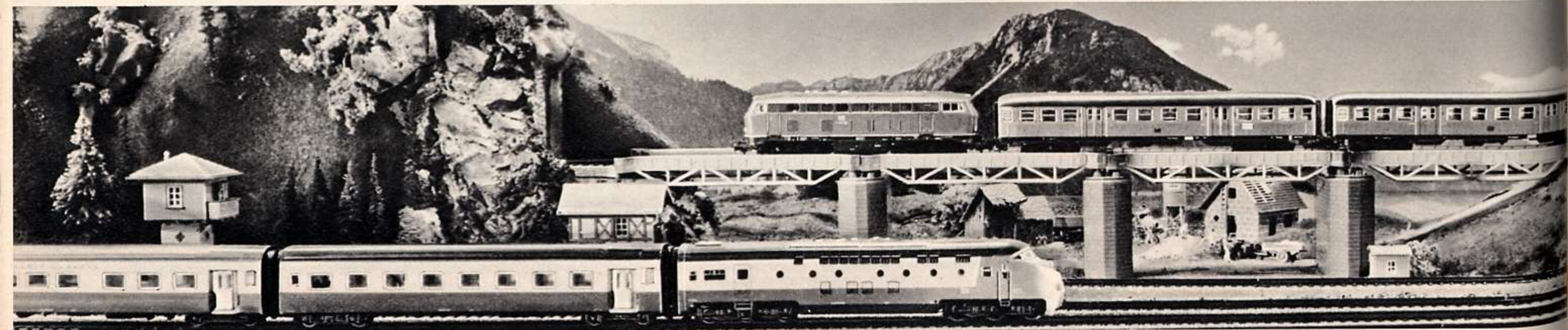


3060 \$ 16.95

4060 \$ 8.95

3060 Diesel Locomotive • A model of the American Type F7 eight-wheeled 0-4-4-0 (Bo-Bo) locomotive built by the Electro-Motive Division of General Motors for the Atchison, Topeka and Santa Fé Railroad • Remote control reversing • Two axles are driven and there are four special adhesion tyres giving a high tractive effort • Scale-model lighting • All-metal casing; windows glazed with cello • Coupling hook with the Advance uncoupler at driver's cab end, and automatic coupling with the RELEX Advance uncoupler at the trailing end • 6⁷/₈ in. long

4060 Twin Unit without Drive, to match the 3060 diesel locomotive • Eight-wheeled • Scale-model lighting • All-metal casing, windows with cello glazing • Coupling with the Advance uncoupler at driver's cab end • 6⁷/₈ in. long



Railbus and Trailer



3016 \$ 13.95

4018

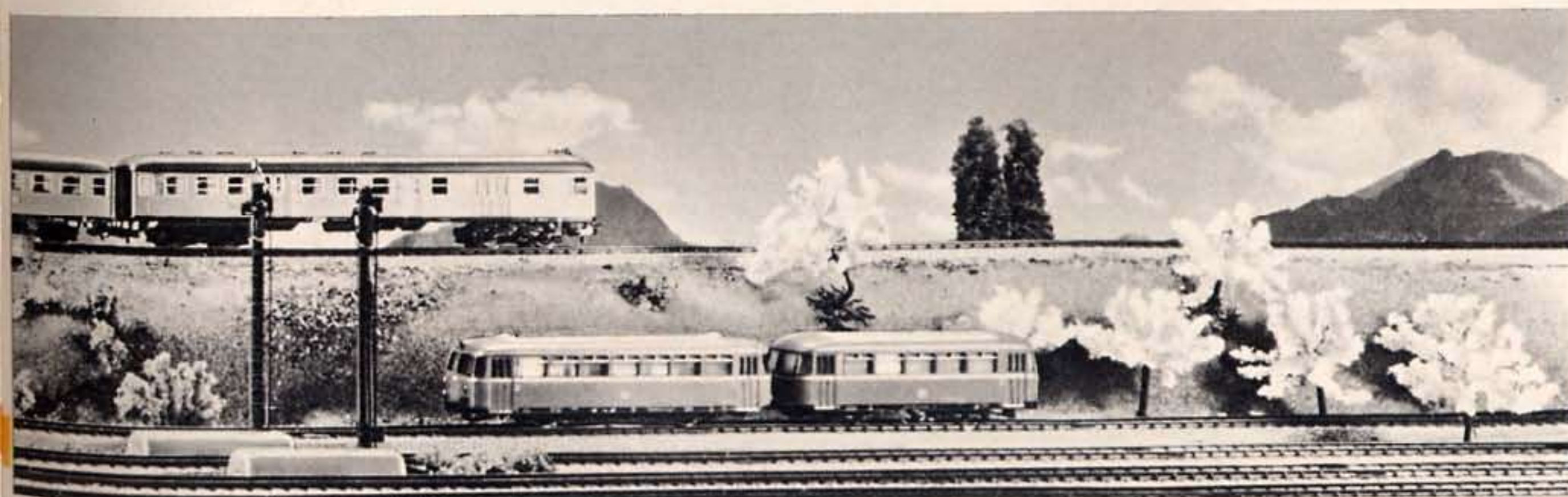
\$ 5.50

3016 Railbus · A model of the German Federal Railways' VT 95 unit · Four-wheeled, with one axle driven and fitted with special adhesion tyres · Remote control reversing · Lamps at both ends with interior lighting by two bulbs · Red plastic body with cast metal frame and windows glazed with cello · Special symmetrical couplings at both ends for close-coupling the cars together · 5⁷/₈ in. long over buffers

MÄRKLIN

4018 Railbus Trailer · A model of the German Federal Railways' VB 142 unit · Four-wheeled, with plastic body and windows with cello glazing · Red tail lights at both ends and one bulb for interior lighting · Collector shoe for lighting current · Special symmetrical coupling to fit railbus only · 4³/₄ in. long over buffers

Fair Trade prices in US Dollars



For enthusiasts fond of the two-rail D.C. system MÄRKLIN are also producing genuine MÄRKLIN models. Please refer to pages 31, 32 and 33 of this Catalogue.

The MÄRKLIN Magazine, the Magazine for big and small model railway fanciers, reports on such interesting subjects . . .



The MÄRKLIN Magazine is published in the German language.

This magazine is topical, up-to-date and provides something worth knowing for all model railway enthusiasts. It appears in several colours, contains 36 pages, and has a two-page inset giving interesting illustrations worth collecting. The magazine is published four times a year at a price of \$.90 each copy postage paid. It can be obtained either from your toyshop, through the book trade, or direct from the publishers:

Modellbahnen-Welt Verlags-GmbH., 732 Göppingen, P. O. Box 940



New

HAMO

- Models by MÄRKLIN for D. C. Working with a Two-Rail Track

These models will run on all tracks complying with NEM standards. A set of interchange couplings is supplied with each locomotive allowing other makes of rolling stock to be coupled to it.

New

8375

\$ 19.95



8375 Diesel Locomotive · A model of the German Federal Railways' Class V 160 locomotive · Technical construction similar to MÄRKLIN locomotive 3075 (see page 21) · 7 in. long over buffers

60 054 \$.30

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

7587 \$ 1.00

Set of Wheels, consisting of three axles with insulated wheels on them · Suitable for rolling stock 4611, 4617 and 4618 (see illustrations on pages 46, 47 and 49)

7588 \$ 1.25

Set of Wheels, consisting of four axles with insulated wheels mounted on them · To fit other rolling stock of the 4600 series, except 4629, 4633 and 4656 (illustrated on pages 46 to 49)

7589 \$ 1.25

Set of Wheels, consisting of four axles with insulated wheels mounted on them, for fitting to MÄRKLIN TEE coaches 4085 to 4089 (for illustration see page 41) and also to the express coaches

New

8359

\$ 20.95



8359 Electric Locomotive · A model of the French State Railways' Class 9200 locomotive · Technical construction similar to MÄRKLIN locomotive 3059 (see page 17) · 7 in. long over buffers

New

8343

\$ 24.95



8343 Electric Multi-Purpose Locomotive · A model of the Swedish State Railways' Class Rc locomotive · Technical construction similar to MÄRKLIN locomotive 3043 (see page 15) · 6 7/8 in. long over buffers



New

8350

\$ 24.95

8350 Electric Multi-Purpose Locomotive · A model of the Swiss Federal Railways' Series Ae 6/6 locomotive · Technical construction similar to MÄRKLIN locomotive 3050 (see page 19) · 7 7/8 in long over buffers

Fair Trade prices in US Dollars

HAMO locomotives for two-conductor D. C. working are fitted with permanent-magnet motors and can be reversed by changing the traction current polarity. Electric locomotive types have head codes that change over their lights according to their running direction.

MÄRKLIN**HAMO****-Models for D. C. working with a two-rail track****HAMO-Locomotives are MÄRKLIN-Products**

These models will run on all tracks complying with NEM standards. A set of interchange couplings is supplied with each locomotive, allowing other makes of rolling stock to be coupled to it.

8303**\$ 15.95****8398****\$ 24.95****8351****\$ 25.95****8373****\$ 21.95****8346****\$ 34.50****8347****\$ 36.95**

Fair Trade prices
in US Dollars

8398 Steam Locomotive with Tender • A model of the German Federal Railways' Class 38 engine • Technical construction similar to MÄRKLIN locomotive 3098 (see page 10) • 9³/₁₀ in. long over buffers

8351 Electric Locomotive • A model of the Netherlands Railways' 1200 Series locomotive • Technical construction similar to MÄRKLIN locomotive 3051 (see page 18) • 7³/₄ in. long over buffers

8346 Heavy Goods Engine with Steam • A model of the French State Railways' (SNCF) Class 150 X engine • Technical construction similar to MÄRKLIN locomotive 3046 (see page 6) • 11 in. long over buffers

8303 Passenger Engine and Tender • A model of the German Federal Railways' Class 24 engine • Technical construction similar to MÄRKLIN locomotive 3003 (see page 5) • 8 in. long over buffers

8373 Diesel Locomotive • A model of British Rail's (BR) "Warship" Class locomotive • Technical construction similar to MÄRKLIN locomotive 3073 (see page 26) • 8³/₁₀ in. long over buffers

8347 Heavy Goods Engine with Steam • A model of the German Federal Railways' Class 44 engine • Technical construction similar to MÄRKLIN locomotive 3047 (see page 7), but not fitted with the TELEX coupling • 11 in. long over buffers

8322 \$ 29.95



8335

\$ 17.95



8370 \$ 59.95



8353

\$ 25.95



8338

\$ 18.95



8336

\$ 17.95



HAMO Locomotives for two-rail D. C. working are fitted with permanent magnet motors and are reversed by changing the polarity of the traction current. The head code lamps on these locomotives of the electric type change over their lights when the locomotives reverse.

8470 \$ 12.95

8470

TEE First Class Compartment Car for making up the 8370 train to the same composition as the full-sized original. Technical construction similar to MÄRKLIN model 4070 (see page 25) · 9¹/₁₆ in. long

8353

Electric High-Speed Locomotive · A model of the German Federal Railways' Class E 03 locomotive · Technical construction similar to MÄRKLIN locomotive 3053 (see page 13) · 8³/₈ in. long over buffers

8338

Electric Locomotive · A model of the French Railways' (SNCF) BB 9200 Class locomotive · Technical construction similar to MÄRKLIN locomotive 3038 (see page 16) · 7 in. long over buffers

8336

Electric Locomotive · A model of the Austrian State Railways' Class 1141 locomotive · Technical construction similar to MÄRKLIN locomotive 3036 (see page 20) · 6⁷/₈ in. long over buffers

8322 Electric Goods Locomotive · A model of the German Federal Railways' Class E 94 locomotive · Technical construction similar to MÄRKLIN locomotive 3022 (see page 14) · 8¹/₄ in. long over buffers

8335 Electric Locomotive · A model of the Italian State Railways' Class E 424 locomotive · Technical construction similar to MÄRKLIN locomotive 3035 (see page 20) · 6⁷/₈ in. long over buffers

8370 TEE Multiple-Unit Train · A model of the Netherlands-Swiss TEE (Trans-Europa Express) Train · Technical construction similar to the MÄRKLIN 3070 multiple-unit train (see page 25) · 27¹/₂ in. long

Train Sets to start your Railway System

with comprising oval track and transformer for supplying traction and lighting current



2955 = 110 volts \$ 19.95

Fair Trade prices in US Dollars

Passenger Train with Transformer • Locomotive, two 4040 passenger coaches, eight 5120 curved track sections, one 5106 straight section, one 5111 feeder section and one transformer • Train 13½ in. long



Gift Boxes

Goods Train with Transformer • Locomotive 3000, one each 4503 and 4513 goods wagons, twelve 5100 curved track sections, one 5106 straight section, one 5111 feeder section and one transformer • Train about 12¾ in long

2975 = 110 volts \$ 23.95

These transformers must only be used with alternating current—A.C.

The transformer supplied with these Train Sets has, like all MÄRKLIN model railway transformers of the 6100 and 6500 Groups, connections for supplying current for traction as well as lighting and magnetically-operated accessories. It also supplies high-voltage current for reversing the locomotives. These transformers will also operate larger locomotives, or additional points and signals. If overloaded or the temperature should rise too high, the transformer will switch itself off automatically.

For enlarging track layouts we recommend the Supplementary Track Sets 5090 and 5091 on page 57.



The transformers of these beginner's sets cannot be supplied separately.

MARKLIN

These train sets are supplied in boxes just as attractive as those on the opposite page and on page 36 as well. The trains can also always be put back again into the boxes for keeping.

3100 Passenger Train (without transformer), consisting of locomotive 3000 and three 4000 coaches · Twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 19 in. long

3200 Goods Train (without transformer), consisting of locomotive 3000 and three goods wagons · Twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 16 3/4 in. long

3203 Goods Train (without transformer), consisting of locomotive 3003, three goods wagons, twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 21 in. long

3264 Goods Train (without transformer), consisting of locomotive 3064, and one each 4501, 4503 and 4508 goods wagons · Twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 17 3/4 in. long

Important!

Please see the extra track sets 5090 and 5091 on page 57. The Train Sets on these pages can easily be enlarged with these sets of additional track.

Train Sets

without transformers but with oval tracks



3100

\$ 19.50



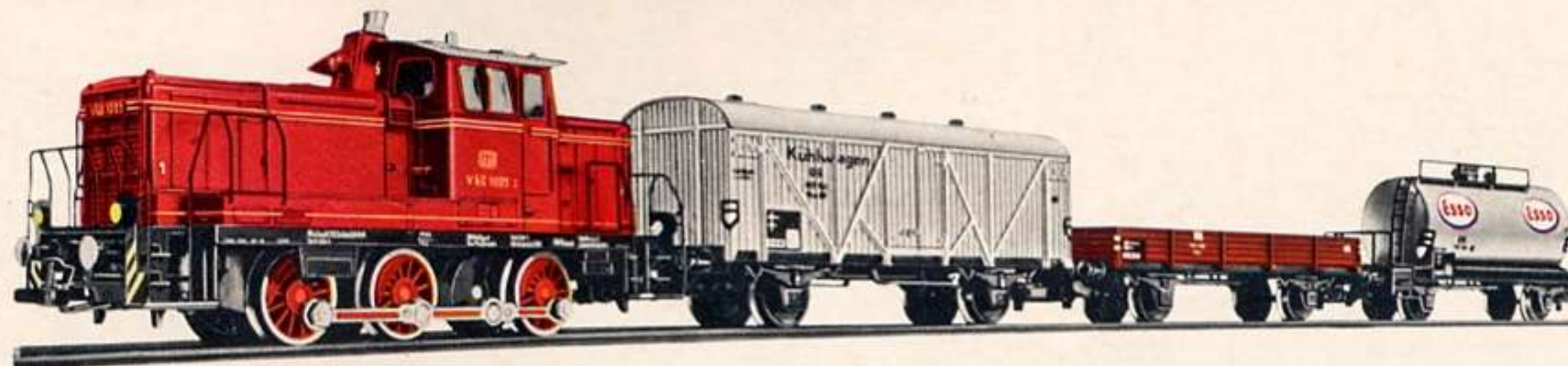
3200

\$ 19.50



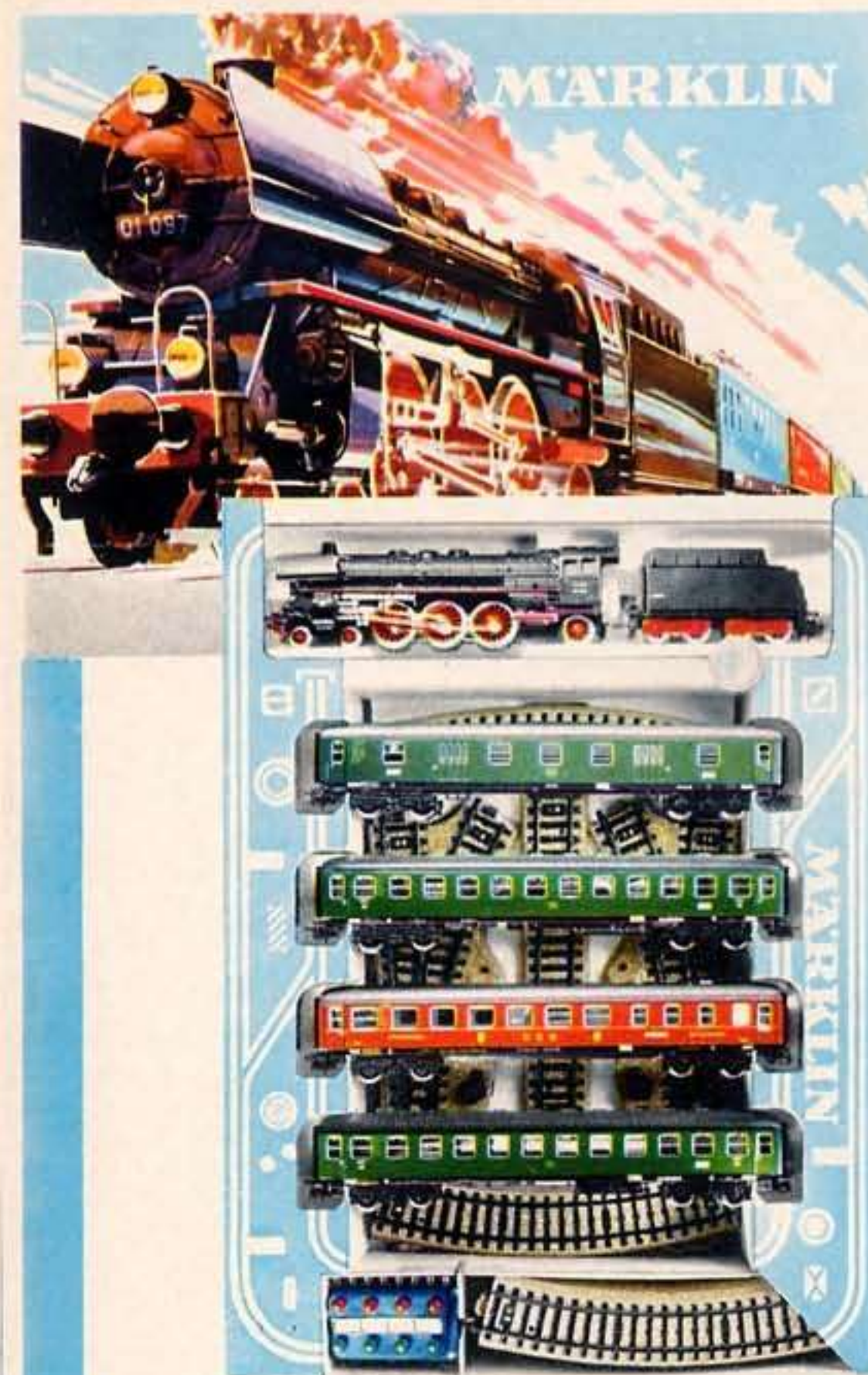
3203

\$ 25.50



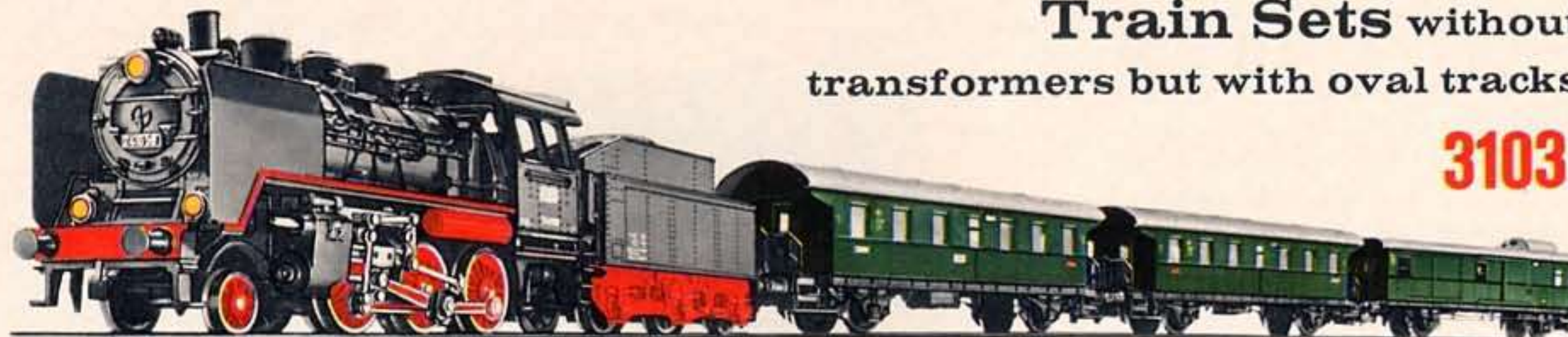
3264

\$ 25.50



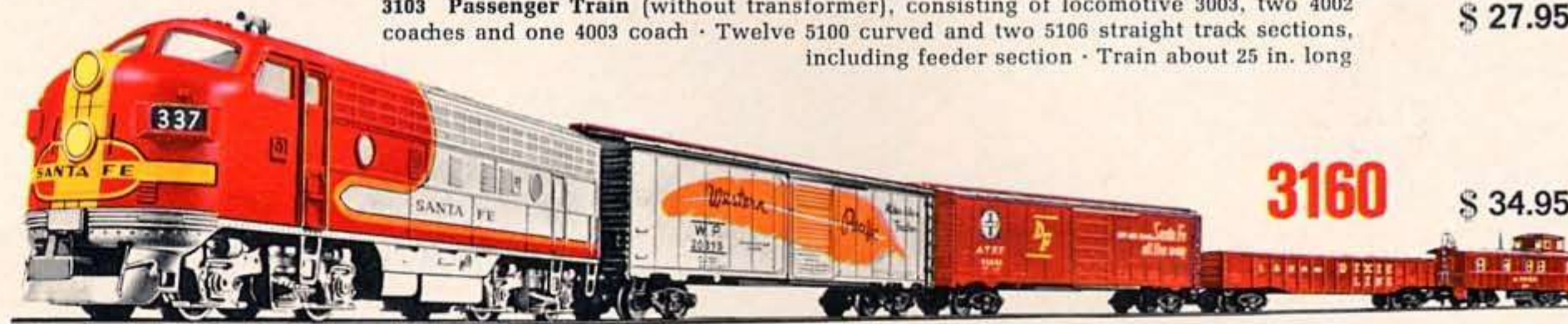
Train Sets without transformers but with oval tracks

3103



3103 Passenger Train (without transformer), consisting of locomotive 3003, two 4002 coaches and one 4003 coach · Twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 25 in. long

\$ 27.95



3160

\$ 34.95

3160 American Freight Train (without transformer), consisting of locomotive 3060, caboose 4570, box cars 4571 and 4572, and gondola 4575 · Twelve 5100 curved and six 5106 straight track sections, including feeder section · Train about 36 1/4 in. long



3121

\$ 37.95

3121 Express Train (without transformer), consisting of diesel locomotive 3021, express coach 4022, express restaurant car 4024 and express luggage van 4026 · Twelve 5100 curved and six 5106 straight track sections, including feeder section · Train about 38 1/2 in. long

3148



3148 Express Train with Points (without transformer), consisting of express locomotive 3048 with steaming fitting, two 4022 express passenger coaches, express restaurant car 4024 and express luggage van 4026 · Twelve 5100 curved and nineteen 5106 straight track sections, including feeder section, one 5108 straight section, one pair of 5117 electro-magnetic points, control panel 7072 and four connecting cables · Train is about 50 in. long

\$ 66.50

Passenger Rolling Stock sheet steel construction - with automatic couplings and the "Advance" uncoupler

4000

\$ 1.35

4000 Passenger Coach with platforms and entrances at both ends. Cut-out windows. Coach body dark green with grey roof. Length about 4 1/2 in. over buffers



4040 Passenger Coach, four-wheeled, with platforms and entrances at both ends. Cut-out windows, coach body green with silver-grey roof. Length about 4 1/2 in. over buffers

4040

\$ 1.35

The 4040 passenger coach is the type particularly appropriate to the 3029 tank engine (see pages 4 and 34), these two models being so aptly suited to recall in model railway form the romantic era of the railways at about the turn of the century.

4002

\$ 2.75

4002 Passenger Coach with end platforms and entrances. Windows glazed with cello. A reproduction in miniature of the Bi 28 standard passenger coach on the German Federal Railways



4002, 4003, 4041 Coaching Stock of the Standard Class. Fixtures for fitting interior lighting. Body dark green with grey roof. Coaches about 5 1/4 in. long over buffers

4003

\$ 2.75

4003 Luggage Van with sliding doors both sides and roof look-out for guard's compartment. A miniature reproduction of the Di 28 van on the German Federal Railways



4041

\$ 3.75



4041 Luggage Van as 4003, but fitted with tail lights and current pick up

4004

\$ 4.00



4004 Compartment Coach, six-wheeled, sides opening into six compartments. Fixtures for fitting interior lighting. Windows glazed with cello. Body dark green with grey roof. Numerous inscriptions and markings. Length about 5 1/4 in. over buffers

Interior Equipment for Coaches 4022, 4023, 4024, 4027, 4032, 4033, 4036, 4037, 4045, 4065, 4066, 4069 and 4075

0226

\$ 1.50

0226 Carton of ten Figures in Colour for completing the 0225 set of interior equipment

0225 Set of Interior Equipment for express coaches with 18 monotone double-bench seats, 6 single benches and two toilet compartments

0225

\$ 1.50



0224

\$ 3.75

0224 Set of Interior Equipment for the 4024 restaurant car, with 10 figures in colour, red bench seats and white tables

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

MÄRKLIN

Express Coaching Stock on the German Federal Railways

These model express coaches, with their inset windows and prominent plastic frames, doors with pressed outlines and handrails mounted separately, are splendid miniature reproductions of the German Federal Railways' coaches, and their fine appearance is accentuated still further by the lettering and inscriptions they bear being true to the originals, sharp and clear when seen through a magnifying glass, and safeguarded against being worn or rubbed off. Simulated Minden-Deutz type bogies with movable bolsters to compensate for unevenness on the track give excellent running characteristics. Imitation rubber beadings are provided at the ends. Automatic couplings with the Advance uncoupler (RELEX), and provision is made for fitting the 7077 interior lighting set (see page 64).

4022

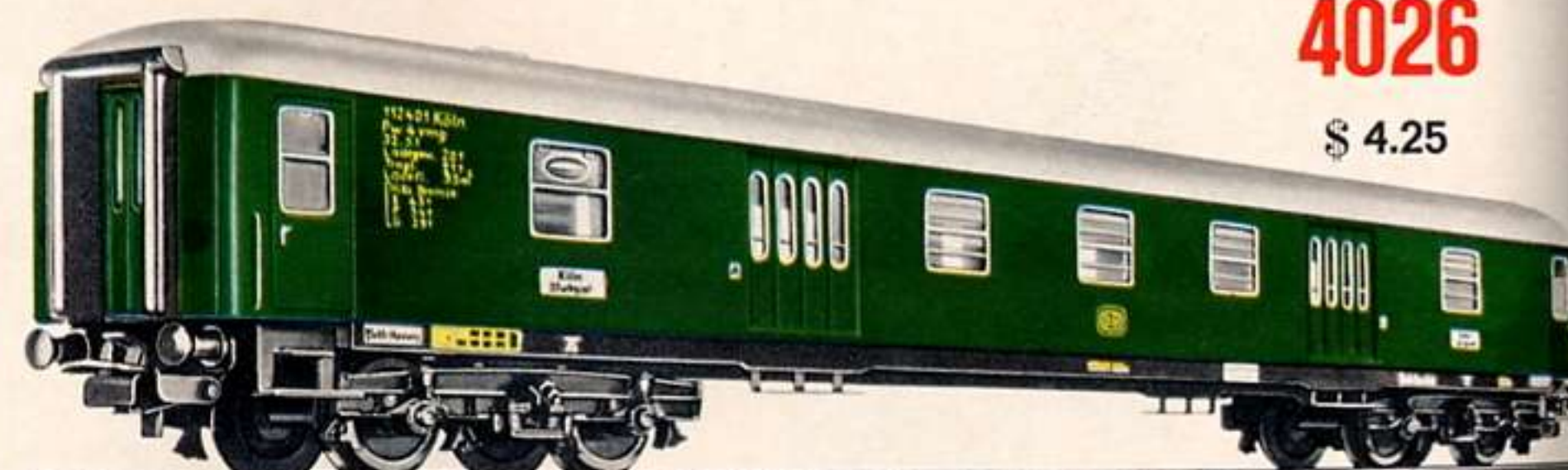
\$ 4.25



4022 Express Coach · Second Class · A model of the German Federal Railways' eight-wheeled Class B 4 üm coach · Detachable roof, inset windows with plastic frames · Dark green body with silver roof shaded grey · 9½ in. long over buffers

4026

\$ 4.25



4026 Express Luggage Van · A model of the German Federal Railways' D 4 ym type eight-wheeled van · Dark green body with detachable silver roof, shaded grey, inset plastic-framed windows, ivory lettering · 9½ in. long over buffers

4029

\$ 4.25



4029 Express Sleeping Car · A model of the International Sleeping Car Company's Type ISG No. 4581 eight-wheeled car (ISG – Internationale Schlafwagengesellschaft) · Body finished blue with detachable silver roof shaded grey, inset plastic-framed windows, lettering etc. exactly as on the full-sized original · Imitation concertina connections at the ends · 9½ in. long

4024

\$ 4.25



4024 Express Restaurant Car · A model of the German Sleeping and Restaurant Car Company's eight-wheeled car (DSG – Deutsche Schlafwagen- und Speisewagengesellschaft) · Wine-red body with detachable silver roof, shaded grey, inset windows with plastic frames, ivory lettering · 9½ in. long over buffers



4027

\$ 4.25

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



4023

\$ 4.25

4023 Express Coach · First Class · A model of the German Federal Railways' eight-wheeled Class A 4 üm coach · Dark green body, inset windows with plastic frames, black detachable roof · 9½ in. long over buffers



4037 Express Coach · Second Class · A model of the German Federal Railways' earlier type B 4 ü eight-wheeled coach · Body finished green with detachable grey roof, windows glazed with cellophane · Imitation concertina connecting gangways at the ends · 8¾ in. long



4064

\$ 4.25

4064 Express Sleeping Car · First and Second Class composite · A model of the German Sleeping and Restaurant Car Company's eight-wheeled WL AB 4 üm Series 33 200 car (DSG – Deutsche Schlafwagen- und Speisewagengesellschaft) · Wine red body with detachable ivory roof, shaded grey, inset windows with plastic frames, ivory lettering · 9½ in. long



4047

\$ 4.25

4047 Express Mail Van · A model of the German Federal Post Office eight-wheeled type "Post 4 m-b/26" van · Dark green body with detachable silver roof, shaded grey · Inset plastic-framed windows, yellow lettering · 9½ in. long

4037

\$ 3.50

Fair Trade prices
in US Dollars



4044

\$ 5.75

4044 Express Luggage Van, as No. 4026, but with tail lights and pick-up for current supply



4032

\$ 5.75

4032 Express Coach · First Class, as No. 4027, but with tail lights and pick-up for current supply

Rolling Stock for Short-distance Local Traffic on the German Federal Railways



4043

\$ 4.25

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

Fair Trade prices in US Dollars



4042

\$ 4.25

4042 Short-distance or Local Traffic Coach · Second Class · A model of the German Federal Railways' eight-wheeled B 4 nb type coach · Body finished stainless steel colour with peacock's eye pattern · Detachable roof, inset plastic-framed windows · Lettering etc. exactly as on the full-sized original · Imitation rubber beading at the ends · Silver roof, shaded grey · 9½ in. long



4046

New



4078

New

Short-distance Local Traffic Stock with Luggage Compartment and Driver's Cabin

4046

\$ 7.95

4046 Short-distance or Local Traffic Coach with Luggage Compartment and Driver's Cabin · Second Class · A model of the German Federal Railways' eight-wheeled BD 4 nf type coach · Body finished stainless steel colour with peacock's eye pattern · Detachable silver roof, shaded grey · Inset plastic-framed windows · Lettering etc. exactly as on the full-sized original · White three-lamp head code and two red tail lights at the driving end changing over automatically when the running direction is reversed · 9½ in. long · To light up by the coach lighting set 7077

4078

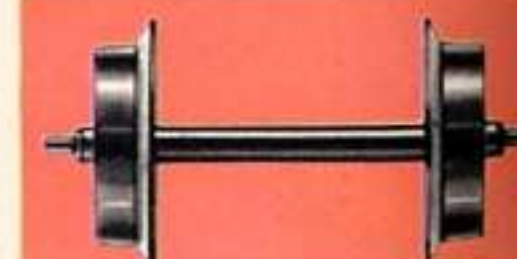
\$ 4.25

The German Federal Railways' Express Coaching Stock

4078 Express Coach · First Class, with restaurant compartment · A model of the German Federal Railways' eight-wheeled ARüm 65 type coach · The First Class compartment is finished blue and the restaurant compartment in red on the outside · Inset plastic-framed windows, silver roof, shaded grey at edges · 9½ in. long · To light up by interior lighting set 7320

MARKLIN-HAMO

for D. C. working on a two-rail track system



7589

\$ 1.25

7589 Set of Wheels, comprising four axles, for converting these

TEE coaches to run off D. C. on a two-rail track system · See page 31

MARKLIN

TEE Coaching Stock

exclusive and well-designed

These coaches are miniature reproductions of the most up-to-date and most comfortable passenger coaches on the German Federal Railways. The full-sized originals are used on the TEE (Trans-Europa Express) trains drawn by locomotives. The finish and equipment of these models are as for the express coaches illustrated on page 38.



4086

\$ 4.75



4088

\$ 4.75

4088 TEE Bar Car · A model of the German Federal Railways' Type ARDm eight-wheeled car · Body finished beige and red with dark grey fairing and detachable silver-coloured roof · Inset plastic-framed windows · Interior equipment is fitted, divided up into the bar, passenger and train crew's compartments · 9½ in. long · To light up by interior lighting set 7320



4085

\$ 4.75

4085 TEE Compartment Coach · First Class · A model of the German Federal Railways' Type Avm eight-wheeled coach · The body is finished beige and red with dark-grey fairing and detachable silver-coloured roof · Inset plastic-framed windows · The coach has the interior equipment already fitted, with a side corridor · 9½ in. long · For lighting by interior lighting set 7320

4086 TEE Saloon-type Coach · First Class · A model of the German Federal Railways' eight-wheeled Apm type coach · Body finished beige and red, with dark grey fairing and detachable silver-coloured roof · Inset plastic-framed windows · The interior equipment is already fitted with centre corridor and the 1-2 seating arrangement · 9½ in. long · For lighting by interior lighting set 7320

4089

\$ 7.25

4089 TEE Compartment Coach · First Class · As No. 4085 coach, but fitted with current pick-up, fittings for interior lighting and tail lights



4087

\$ 4.75

4087 TEE Restaurant Car · A model of the German Federal Railways' eight-wheeled Type WRm car · Body finished beige and red with dark grey fairing, detachable silver-coloured roof and plastic-framed inset windows · Interior equipment is fitted, divided up into the kitchen and restaurant compartments · 9½ in. long · To light up by interior lighting set 7320

All coaches are fitted with interior equipment

New

Swiss Federal Railways' Lightweight Express Coaches



4038
\$ 4.00

4038 Lightweight Express Coach · A model of the Swiss Federal Railway's (SBB: Schweizerische Bundesbahnen) eight-wheeled coach · Bogies have movable bolsters, windows are glazed with cello · Body finished green, with silver-grey roof, concertina connections at both ends · 8 3/8 in. long over buffers



4017
\$ 4.00

4017 Luggage Van, with sliding doors at sides and grilles over windows · Concertina connections · Body green with numerous details, silver-grey roof and yellow lettering · 8 3/8 in. long over buffers



4035
\$ 4.50

4035 Restaurant Car, with current color · Ventilators in windows and on roof · Concertina connections · Ground glass windows for kitchen compartment · Wine-red body with silver-grey roof · 8 3/8 in. long over buffers · For the tail light for this car see page 64

Italian State Railways' Passenger Coaches



4036
\$ 3.50

4036 Passenger Coach · Second Class · A model of the Italian State Railways' (FS-Ferrovie dello Stato) eight-wheeled Type Fs Bz 33010 coach · Brown and beige body with detachable silver roof and windows glazed with cello · Imitation concertina connection at the ends · 8 3/8 in. long

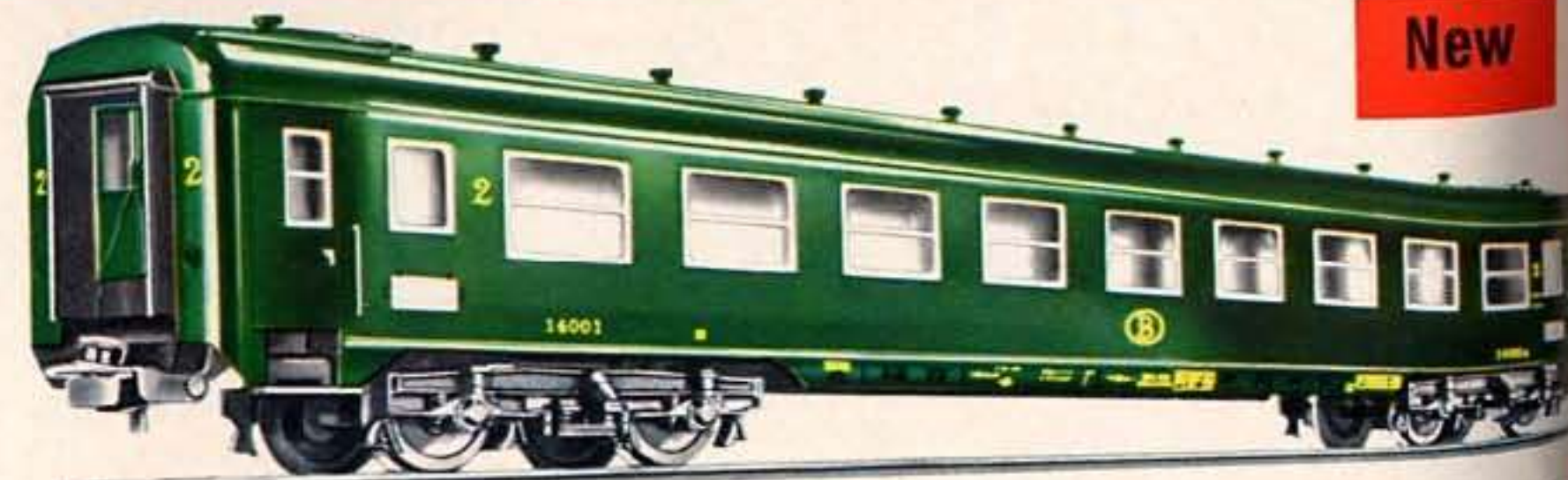


4066

New

\$ 4.25

4066 Passenger Coach · A model of the Swiss Federal Railways' eight-wheeled Series A 2500 coach · Green body with yellow longitudinal bands under the roof · Inset windows with hand rails fitted inside · Imitation rubber beadings at ends · Detachable silver-coloured roof with longitudinal ribs and simulated ventilators · 9 1/2 in. long · To light up by interior lighting set 7320



New

Belgian State Railways' Express

Austrian Federal Railways' Express Coach

4033

\$ 4.25



4033 Express Coach · Second Class · A model of the Austrian State Railways' (Ö.B.B.—Österreichische Bundesbahnen) eight-wheeled Type ÖBB Bc 4 üh 31700 coach · Green body with detachable silver roof and inset plastic-framed windows · 9½ in. long over buffers

Danish State Railways' Express Coach

4045

\$ 4.25



4045 Express Coach · Second Class · A model of the Danish State Railways' (D.S.B.—Danske Statsbaner) eight-wheeled B 2300 Class coach · Reddish-brown body with detachable silver roof shaded grey · Inset plastic-framed windows · 9½ in. long over buffers

French State Railways' Express Coaches



4065 Express Couchette Car · A model of the Second Class standard U.I.C. (International Union of Railways) eight-wheeled Y type coach on the French Railways (SNCF) · Body and detachable roof dark green, roof shaded black, and inset plastic-framed windows · 9½ in. long

4065

\$ 4.25



4050 Express Coach · First Class · A model of the French stainless steel eight-wheeled Class A 8 myfi coach · Plastic body in true colouring of the original with inset plastic-framed windows · 9½ in. long · Provision for fitting the 7197 lighting equipment (see page 64)

4050

\$ 4.50

4069

\$ 4.25

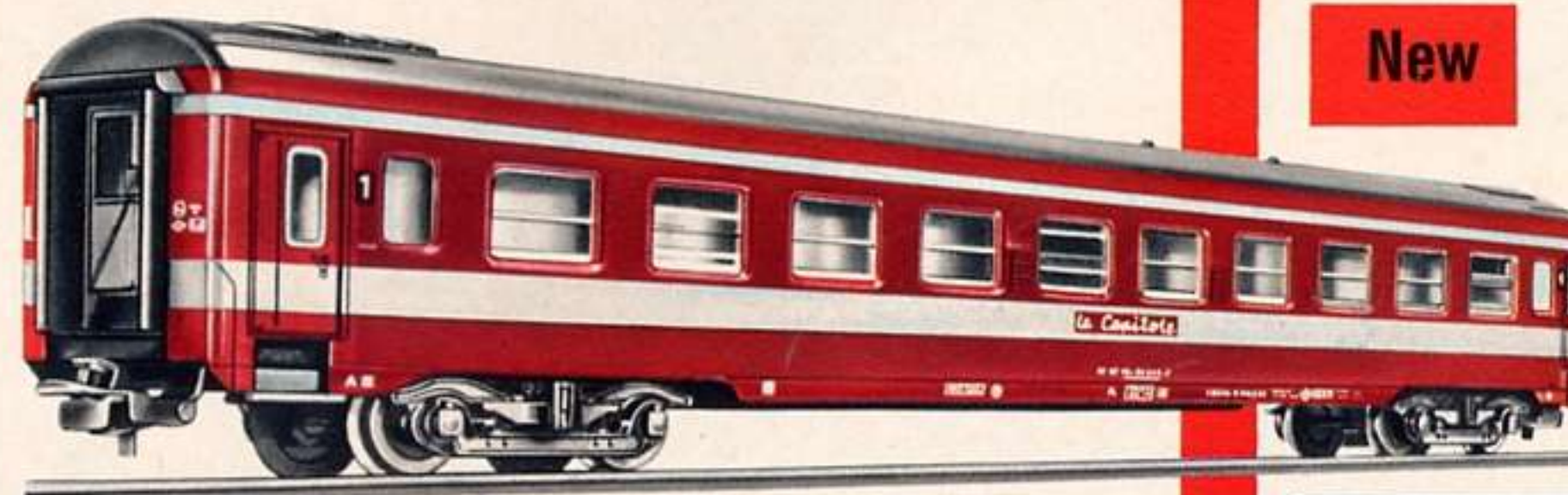
4069 Express Couchette Car · Second Class · A model of the Belgian State Railways' (S.N.C.B.—Société Nationale des Chemins de Fer Belges) eight-wheeled RIC couchette car · Body and detachable roof dark green, with simulated ventilators, inset plastic-framed windows · 9½ in. long · To light up by interior lighting set 7320

Coaches

4075 Express Coach · First Class · A model of the French State Railways' eight-wheeled "Le Capitole" type coach · Red body with longitudinal white bands and detachable grey roof; inset plastic-framed windows · 9½ in. long · To light up by the 7320 interior lighting set

4075

\$ 4.25



New

These stainless steel express coaches are used chiefly for the famous long-distance trains on the French Railways' such as the "Sud-Express" for example, running between Paris and Bordeaux and thence to Madrid.

MÄRKLIN

The coaches on pages 42/43 are fitted with **RELEX** automatic couplings and the "Advance" uncoupler (except Nos. 4017, 4035 and 4038 that have PRIMEX couplings), and are also equipped with fittings for interior lighting (see page 64).

Swedish State Railways' Express Coaches

4072

\$ 4.95



New

4072 Express Coach · Second Class · A model of the Swedish State Railways' (S.J.-Statens Järnvägar) eight-wheeled Class Bo 1 coach ·

Brown high-grade plastic body with grey roof and inset plastic-framed windows, imitation concertina connections at the ends · Fine detail of all accessories and fittings on lower part of body · Automatic couplings with the Advance uncoupler (RELEX) · 9 1/8 in. long · Provision for fitting the 7197 lighting equipment

4073

\$ 4.95



New

4073 Express Restaurant Car · A model of the eight-wheeled Class RBo 2 car on the Swedish State Railways ·

Brown high-grade plastic body with grey roof and inset plastic-framed windows, imitation concertina connections at the ends · Fine detail of all accessories and fittings on lower part of body · Automatic couplings with the Advance uncoupler (RELEX) · 9 1/8 in. long · Provision for fitting the 7197 lighting equipment

Netherlands Railways' Express Coaching Stock

4048

\$ 4.25



4048 Express Mail Van · A model of the Netherlands Railways' (N.S.-Nederlandse Spoorwegen) eight-wheeled P 7900 type mail van · Blue body with detachable dark grey roof, inset plastic-framed windows and white lettering · Imitation concertina connections at the ends · Automatic couplings with the Advance uncoupler (RELEX) · 9 1/2 in. long

dows and white lettering · Imitation concertina connections at the ends · Automatic couplings with the Advance uncoupler (RELEX) · 9 1/2 in. long

4049

\$ 4.25



4049 Express Coach · Second Class, with seating accommodation · A model of the Netherlands Railways' eight-wheeled Type B 6600 coach · Body finished blue, with dark grey detachable roof, inset plastic-framed windows

—some opened—and white lettering · Imitation concertina connections at the ends · Automatic couplings with the Advance uncoupler (RELEX) · 9 1/2 in. long

Goods Rolling Stock with

The frames of the goods rolling stock on page 45 are made of enamelled sheet steel and the bodies are plastic (except 4512 and 4516). Wheels are pressure-cast metal. The lengths given are measurements over buffers.

4500 Tank Wagon · "ARAL" · Aluminium colour · RELEX coupling · 4 in. long

4501 Tank Wagon · "ESSO" · Aluminium colour · RELEX coupling · 4 in. long

4502 Tank Wagon · "SHELL" · Yellow · RELEX coupling · 4 in. long

4503 Low-sided Truck · Brown · RELEX coupling · 4 in. long

4504 Low-sided Truck · Brown · Loaded with a miniature car · RELEX coupling · 4 in. long

4505 Goods Van · Brown, with grey roof · RELEX coupling · 4 in. long

4506 Goods Van · Brown, with grey roof · Fitted with finely-modelled side-mounted tail lamps to light from a current pick-up shoe · RELEX coupling · 4 in. long

4508 Refrigerated Van · White with black lettering, roof with simulated fan openings · RELEX coupling · 4 in. long

4509 Banana Van · Yellow, with white roof · RELEX coupling · 4 in. long

4510 Wine Truck · Light brown barrels with lettering "BORDEAUX" · RELEX coupling · 4 in. long

4511 Pulverised Coal Wagon · with two aluminium-coloured pulverised coal containers with fillers, connected by a walkway · RELEX coupling · 4 in. long

4512 Baulk Timber Truck, carrying baulks of timber · An all-metal double-unit truck finished black · RELEX coupling · 7 3/8 in. long

4513 Tipping Truck · Red, to discharge either side, with locking device · RELEX couplings · 3 3/8 in. long

4514 Low-sided Truck · Brown, eight-wheeled · PRIMEX couplings (without Advance uncoupler) · 7 1/4 in. long

4515 Low-sided Truck · Brown, eight-wheeled, loaded with two motor lorries · PRIMEX couplings (without Advance uncoupler) · 7 1/4 in. long

4516 Stanchion Truck · Eight-wheeled · Sheet steel floor and stanchions · PRIMEX couplings (without Advance uncoupler) · 7 1/4 in. long

4517 Tilt Truck · Brown · Eight-wheeled, with white tilt · PRIMEX couplings (without Advance uncoupler) · 7 1/4 in. long

4520 Container Truck · Loaded with three cylindrical containers marked "BAYER" that can also be unloaded by the 7051 crane · Silver containers with black underframe · RELEX couplings · 4 1/4 in. long

Fair Trade prices in US Dollars

plastic bodies and automatic couplings, with the Advance uncoupler (RELEX), without the Advance uncoupler (PRIMEX)

M'ARKLIN



4503
\$ 1.25



4500
\$ 2.50



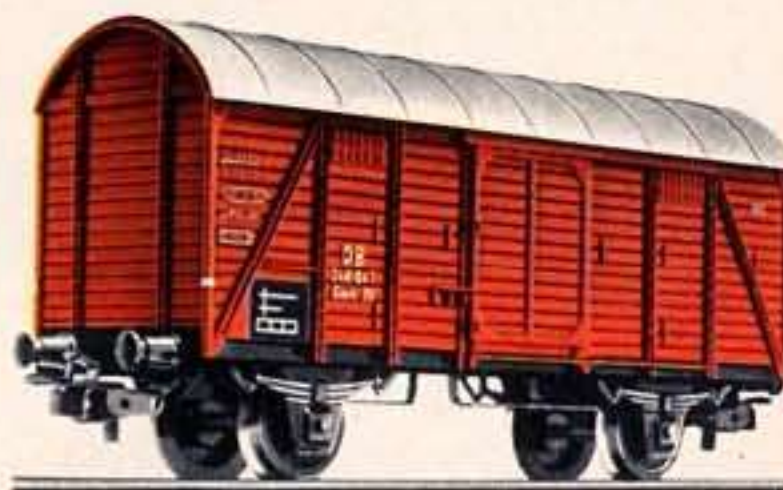
4502
\$ 2.50



4501
\$ 2.50



4509
\$ 2.00



4505
\$ 2.00



4510
\$ 2.50



4520
\$ 3.00



4508
\$ 2.00



4504
\$ 1.75



4506
\$ 3.50



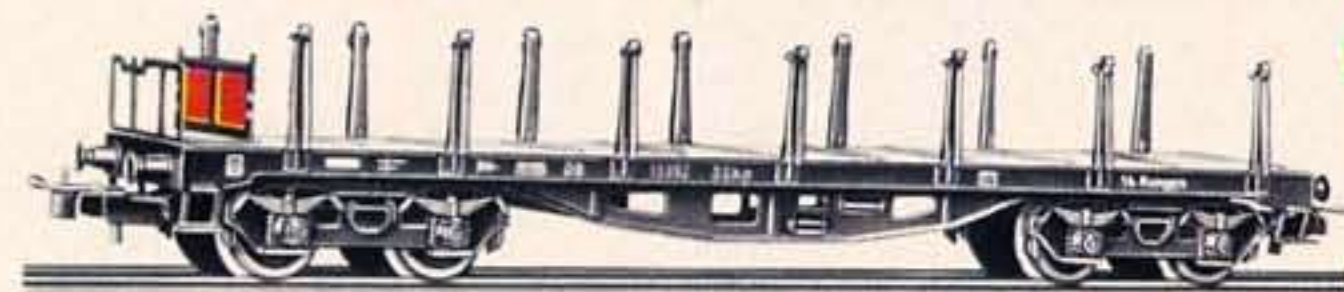
4513
\$ 1.50



4511
\$ 2.75



4517
\$ 3.50



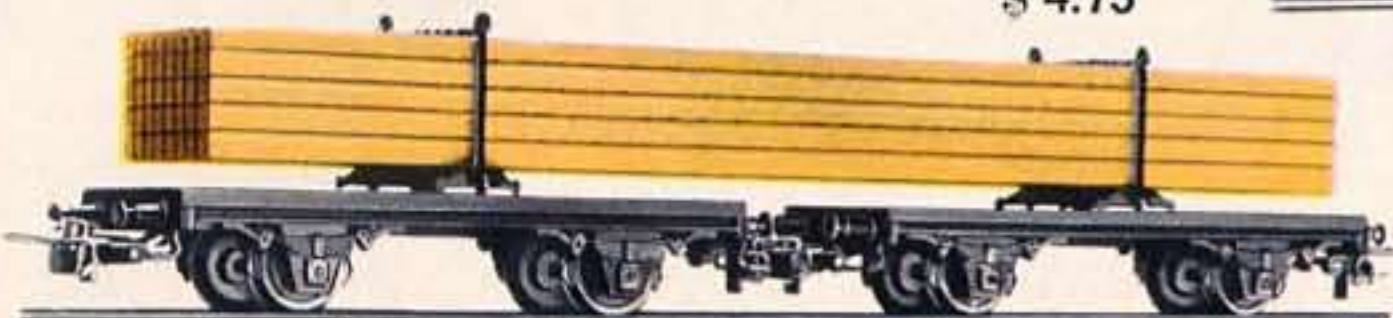
4516
\$ 3.50



4514
\$ 2.75



4515
\$ 4.00



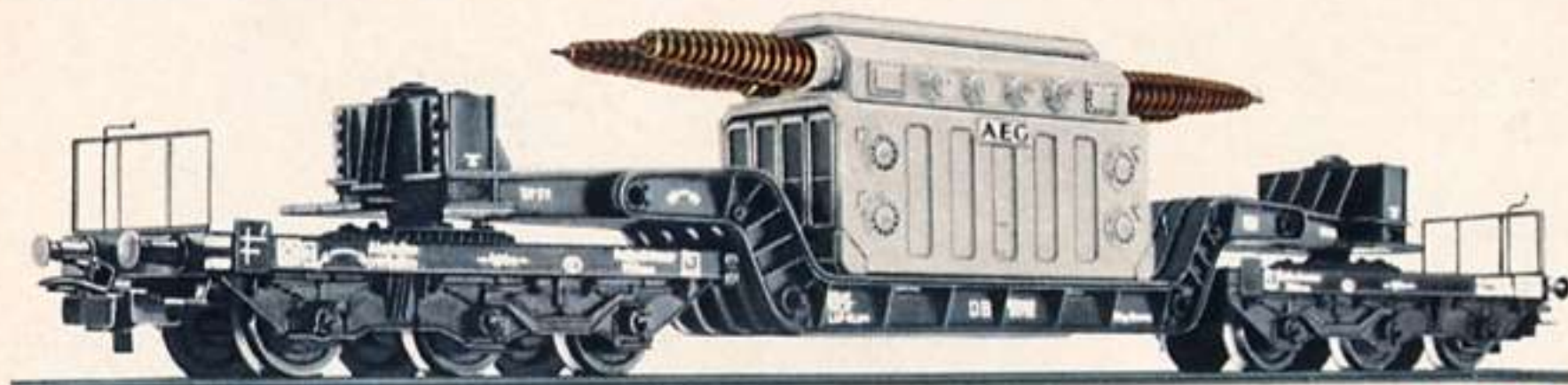
4512
\$ 4.75

M'ARKLIN

Model Goods Rolling Stock with automatic couplings and the Advance uncoupler (RELEX)

4612

\$ 3.50



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

4550

4617

\$ 4.75

4607

\$ 3.00



Stanchion Truck · A model of the German Federal Railways' DB-Rmms 33 Type truck with detachable stanchions to be carried in a case sliding under the floor · Brown · 5 in. long



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



\$ 2.50

Goods Van · A model of the Italian State Railways' (FS) four-wheeled van · Brown finish, with silver-grey detachable roof · 4½ in. long

4619

\$ 2.75



Sliding Roof Wagon · A model of the German Federal Railways' DB-Kmmks 51 type four-wheeled wagon · The two halves of the roof slide over one another to open, exactly as the full-sized original · Finished brown, with silver roof · 4½ in. long



Open Goods Truck · A model of the French State Railways' Tow Type four-wheeled truck, finished brown · 4½ in. long

4623

\$ 2.50



Open Goods Truck · A model of the Netherlands Railways' (NS) four-wheeled truck · Reddish-brown finish · 4½ in. long

4639

\$ 2.50



Goods Van · A model of the four-wheeled German Federal Railways' Tnomehs 59 Type van · Brown, with silver roof, lettered as a banana van · 5¼ in. long

4637

\$ 3.50



Slatted Truck · A model of the German Federal Railways' DB-Vlms 63 Type four-wheeled slatted truck · Truck top brown, silver roof shaded black, and black underpart · 5½ in. long

4629

\$ 3.25

MÄRKLIN

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

4658

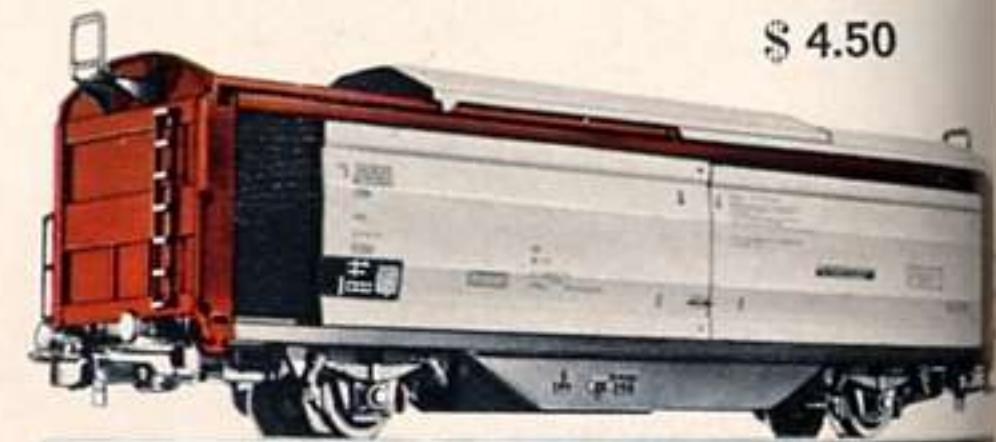
\$ 3.50



Container Truck for fine bulk goods · A model of the German Federal Railways' four-wheeled Type Kds 54 truck in use as a private wagon of the Franken Sugar Co. (Franken-Zucker) · Silver containers with blue centre parts, black underframe · 4 in. long

4633

\$ 4.50



Goods Wagon with sliding sides and roof · A model of the four-wheeled Klmngks 66 Type wagon on the German Federal Railways · The two halves of the roof and also the sides slide over one another to open · Brown body, with silver roof and sides · Very fine lettering, etc., exactly as on the original · 6¼ in. long



4611

\$ 4.50

Crane Truck with slewing crane with movable jib and jib support · Crank handle for raising and lowering crane hook · Black underframe, light-blue crane cabin and silver jib · Underframe 3 5/8 in. long · [The low-sided truck 4503 is not included in the price, but is recommended for carrying the jib when the crane is in transit]

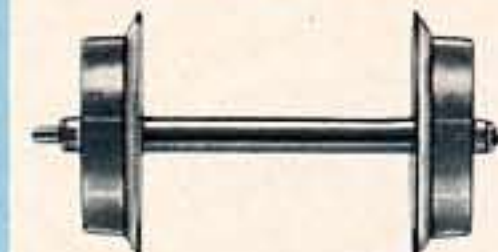


4613

\$ 4.75

Motor Vehicle Transporter with loading ramp, loaded with miniature cars · Brown, with black loading ramp · 4 1/2 in. long

MARKLIN-HAMO for the D. C. two-rail system



7588

\$ 1.25

Set of Wheels, consisting of four axles · For converting all 4600 stock (except 4611, 4617 and 4618, 4629, 4633, 4656) to the D.C. two-rail system · See page 31

7587

\$ 1.00

Set of Wheels, consisting of three axles · For converting wagons 4611 (page 47), 4617 (page 46) und 4618 (page 49) to the D.C. two-rail system · See page 31



4644

\$ 3.75

Tank Wagon · A model of the German Federal Railways' standard four-wheeled tank wagon with BP lettering · Tank and filler caps green, walkway and ladder black, with black underframe · Platform with handrails at one end · 4 in. long



4622

\$ 3.00

Container Wagon for Fine Bulk Goods · A model of the German Federal Railways' Kds 54 type four-wheeled wagon · Grey containers shaded white, with black underframe · 4 in. long



4645

\$ 3.75

Tank Wagon · A model of the standard four-wheeled tank wagon of the EVA Type (Eisenbahnverkehrsmittel Aktiengesellschaft, or Railway Transporter Co.) lettered TOTAL · Grey tank and filler caps, black walkway and ladder · Black underframe with platform and handrails · 4 in. long

4610

\$ 3.50



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

4625

\$ 3.75



Container Truck with brakesman's cabin · Four-wheeled · Loaded with one box-type container and two cylindrical ones · All containers can also be unloaded by the 7051 crane · Silver containers, black underframe · 4 1/8 in. long



Universal Refrigerated Van · A model of the German Federal Railways' Tehs 50 Type four-wheeled van · White, with black lettering · Simulated ventilators in roof · 5 1/4 in. long

4620

\$ 3.00



Refrigerated Van · A model of the Transfesa Transport Company's (Transportgesellschaft Transfesa) private four-wheeled van · White, with brown longitudinal bands and circles · Silver roof, shaded black, with simulated ventilators · 5 1/4 in. long

4640

\$ 3.50



Beer Wagon · A model of the Dortmund Union Brewery's (Dortmunder Union-Brauerei) four-wheeled private wagon · White, with red lettering, the firm's trade mark in blue with a yellow "U" · Silver roof, with simulated ventilators · 5 1/4 in. long

4634

\$ 3.25



Beer Wagon · A model of a four-wheeled private wagon of the Spaten Brewery, Munich (Spatenbrauerei München) · White, with black lettering and the firm's sign "Spaten" on a red background · Grey roof with simulated ventilators · 5 1/4 in. long

4654

\$ 3.25

MARKLIN

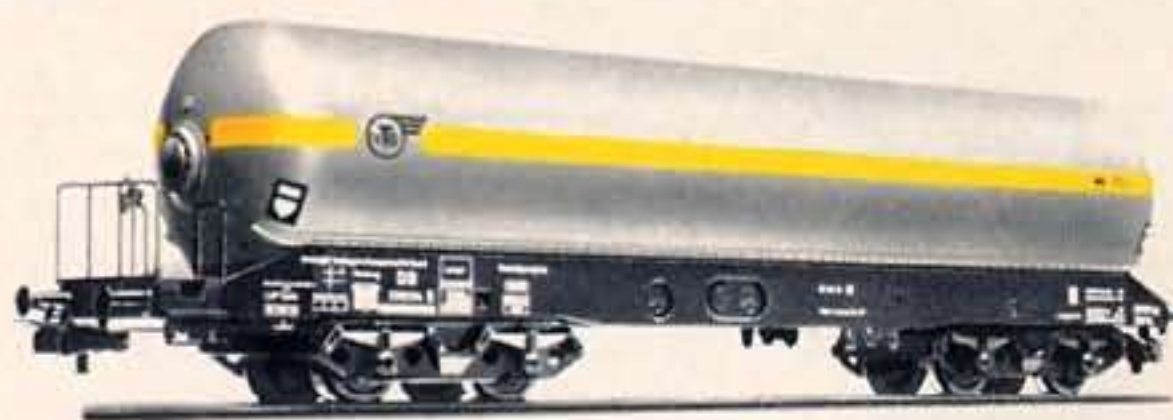
Model Goods Rolling Stock with automatic couplings and the Advance uncoupler (RELEX)



High-capacity Tank Wagon · A model of the German Federal Railways' eight-wheeled Ksl 3504 type wagon · Grey tank with black underframe · 5 1/4 in. long

4621

\$ 4.00



Pressurised Gas Tank Wagon · Eight-wheeled · Grey tank with yellow longitudinal bands and black underpart · The type used by the VTG concern (Vereinigte Tanklager und Transportmittel GmbH, or United Tank Storage and Transporter Co., Ltd.) · 7 3/4 in. long

4628

\$ 5.75

4624

\$ 4.50

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



High-capacity Goods Wagon (saddle-type wagon) · A model of the German Federal Railways' eight-wheeled OOtz 50 Type wagon · Finished brown and lettered as a mineral wagon · 5 1/4 in. long

4602

\$ 2.75



Open Goods Truck · A model of the German Federal Railways' DB-Omm 52 Type truck · Brown · 4 1/4 in. long

Pressurised Gas Tank Wagon, as No. 4628, but tank is white with yellow longitudinal bands · BTV Type (Brüninghaus Transportmittel Vermietung, or Brüninghaus Transporter Hire Co.)

4630

\$ 5.95



Open Goods Truck · A model of the German Federal Railways' DB-Omm 52 Type truck · Brown, with detachable load of imitation coal · 4 1/2 in. long

4604

\$ 3.00

4626

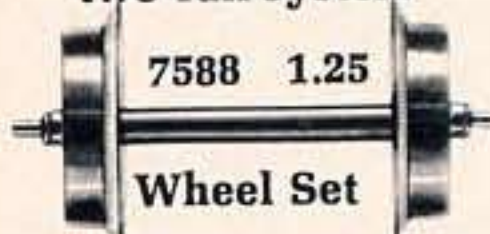
\$ 5.25



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

High-capacity Goods Wagon with hinged roof covers · A model of the German Federal Railways' eight-wheeled KKt 57 Type wagon · Brown with all covers to open · 5 1/4 in. long

MARKLIN-HAMO
for the D. C.
two-rail system



Four axles · For converting all 4600 wagons (except 4611, 4617, 4618, 4629, 4633, 4656) to the D. C. two-rail system · See page 31

4605

\$ 3.00



Goods Van with brakeman's cabin · A model of the Swiss Federal Railways' SBB-K³ Type van · Brown, with silver roof, doors both sides to open · 4 1/2 in. long



Goods Van, four-wheeled · A model of the German Federal Railways' Gmmehs 57 Type van · Brown body with aluminium-coloured ventilating flaps and silver roof · 5 1/4 in. long

4627

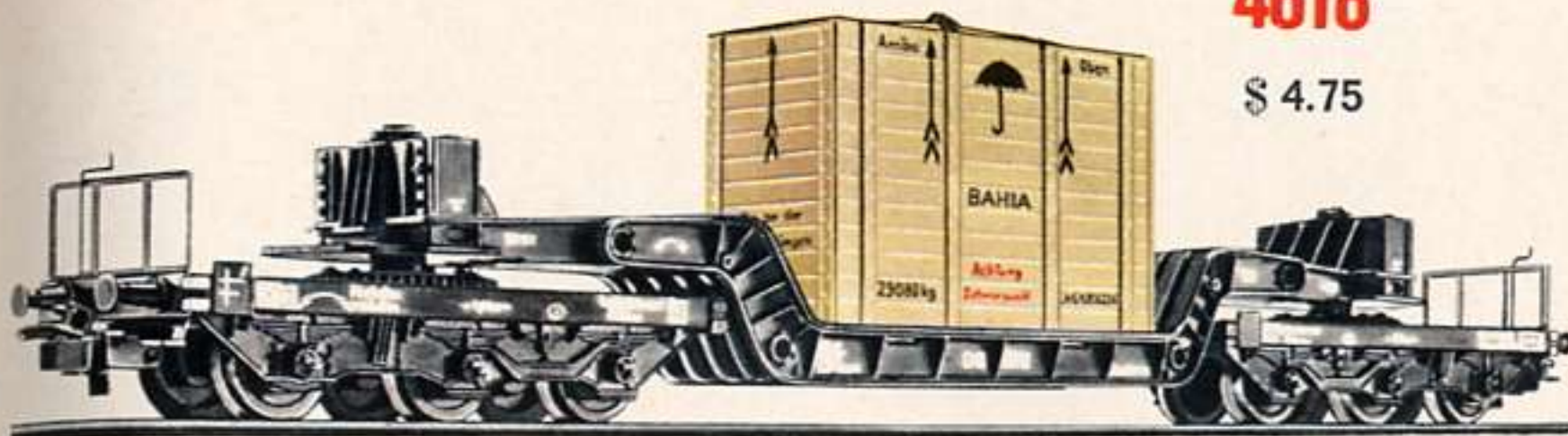
\$ 3.50



Open Goods Truck · A model of the Belgian State Railways' (SNCB) four-wheeled truck · Finished grey · 4 1/2 in. long

4638

\$ 2.50



4618

\$ 4.75

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



4609

\$ 3.50

Tilt Truck • A model of the German Federal Railways' DB-Rmms 33 Type truck • Brown, with white tilt • 5 1/4 in. long



4636

\$ 3.50

Beer Wagon • A model of the Danish Carlsberg Brewery's four-wheeled private wagon • White, with green lettering, simulated ventilators on roof • 5 1/4 in. long



4635

\$ 5.95

Dump Truck • A model of the German Federal Railways' Ommi 51 Type four-wheeled truck • Body tips when centre retaining bar is released • Brown body, black underframe • 4 1/4 in. long



4646

\$ 3.95

Tank Wagon • A model of the standard four-wheeled tank wagon lettered ARAL • Tank and filler caps blue, walkway and ladder also underframe with platform and handrails, black • 4 in. long



4631

\$ 4.95

Side-discharging Wagon with rotating doors • A model of the German Federal Railways' four-wheeled Otmm 70 Type wagon • The discharging doors can be opened either by a hand lever or by remote control, using the 5112 uncoupling track section • Brown plastic body with black pressure-cast zinc underframe • 4 2/5 in. long



4632

\$ 5.95

Beer wagon • Eight-wheeled • Tank white with lettering "Feldschlösschen Bier" • Black underframe • 7 3/5 in. long

New



4601

\$ 3.00

Open Goods Truck with brakesman's cabin • A model of the German Federal Railways' DB-Omm 33 Type truck • Brown • 4 1/2 in. long



4600

\$ 3.00

Goods Train Luggage Van • A model of the German Federal Railways' DB-Dg Type van • Green, with grey roof doors both sides to open • 3 3/8 in. long

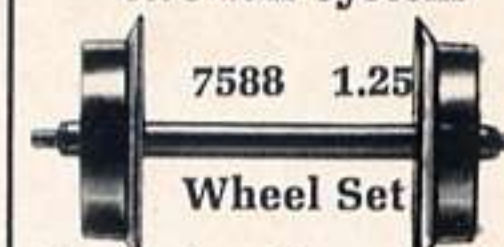


4656

\$ 4.00

Open Goods Truck • A model of the Belgian State Railways' (SNCB) four-wheeled 1000 G-1 Type truck • Sides can be raised by using the 5112 uncoupling track section • Brown • 4 in. long

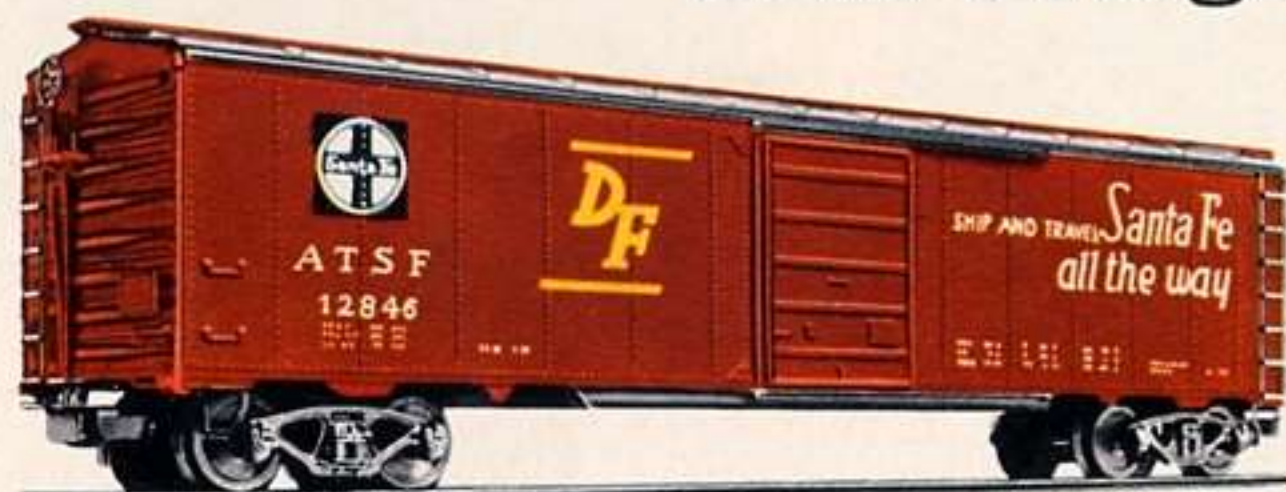
MARKLIN-HAMO
for the D. C.
two-rail system



Wheel Set

Four axles • For converting all 4600 wagons (except 4611, 4617, 4618, 4629, 4633, 4656) to the D. C. two-rail system • See page 31

USA-Freight Cars



4572
\$ 3.50

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



4575
\$ 2.50

Gondola · A model of the Dixie Line's eight-wheeled open truck · Bogies with movable bolsters · Brown plastic body · 7 7/8 in. long



4570
\$ 3.75

Caboose · A model of the American type eight-wheeled caboose or goods train guard's van · Brown body, silver-grey roof with fixed walkway · 6 in. long

with automatic couplings and the
Advance uncoupler (RELEX)



4573
\$ 3.50

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



4571
\$ 3.50

Box Car · A model of the Western Pacific Railroad's eight-wheeled 50-ton freight car · Bogies with movable bolsters · Finished silver-grey; detachable roof with fixed walkway · Doors both sides to open · 8 1/8 in. long





4911
\$ 2.00

Pulverised Brown
Coal Truck Kit



The model assembled
from the 4911 Kit

MÄRKLIN Kits

for building Rolling
Stock Models

These Kits provide the opportunity for building your own model rolling stock, and they also contain the transfers required in each case. The Kits are supplied with automatic couplings with the Advance uncoupler (RELEX)—except 4914, which has the PRIMEX coupling—see page 52. The only tools required for assembling the parts are a screwdriver and a pair of flat pliers, though for the 4902 truck a hammer is also needed.

4902

Goods Truck Kit \$ 2.50

Low-sided Truck Kit

4914
\$ 2.00



The model assembled from the 4914 Kit



The model assembled from the 4902 Kit

Sliding Roof Truck Kit **4919**
\$ 2.25



The model assembled from the 4919 Kit

Low-sided Truck Kit **4904**
\$ 1.50



The model assembled from the 4904 Kit

Passenger Coach Kit **4802**
\$ 2.00



The model assembled from the 4802 Kit

Goods Van Kit **4905**
\$ 1.75



The model assembled
from the 4905 Kit

All these Kits contain the Parts needed for building the rolling stock mentioned,
together with illustrated Instructions.

MÄRKLIN

4917
Well Wagon Kit
\$ 4.25



The model assembled from the 4917 Kit

4912
Crane Truck Kit
\$ 4.00



The model assembled from the 4912 Kit

4909
Banana Van Kit
\$ 1.75



The model assembled from the 4909 Kit

4903
Goods Truck Kit
\$ 1.00



The model assembled from the 4903 Kit

4900
BP Tank Wagon Kit
\$ 2.00



The model assembled from the 4900 Kit

4920
Container Truck Kit
\$ 2.25



The model assembled from the 4920 Kit

4918
Refrigerated Van Kit
\$ 2.50



The model assembled from the 4918 Kit

4908
Refrigerated Van Kit
\$ 1.50



The model assembled from the 4908 Kit

4950
Goods Van Kit
\$ 2.00



The model assembled from the 4950 Kit

4921
High-Capacity Tank Wagon Kit
\$ 3.50



The model assembled from the 4921 Kit

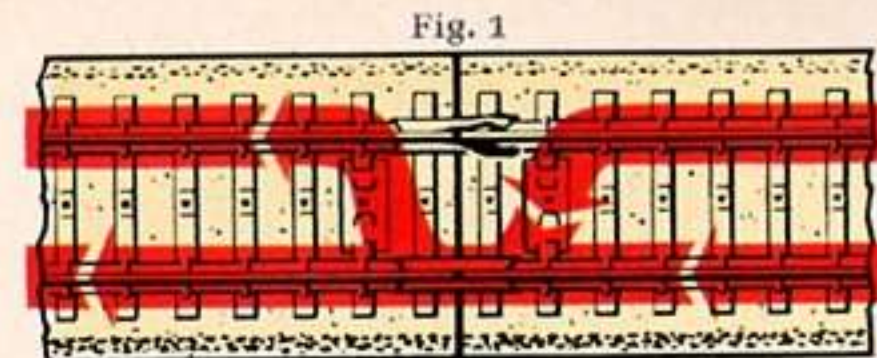
4910
Wine Truck Kit
\$ 2.00



The model assembled from the 4910 Kit

The MÄRKLIN 5100 Model Track

For building up your first railway system we recommend using the all-metal Group 5100 track with hollow-section rails and centre contacts in the form of studs scarcely visible between the two running rails, giving a very good supply of current to motive-powered stock, while connecting tongues that cannot "short" (short-circuit) ensure a reliable path for current where track sections join together. Finely stamped and coloured to represent ballast, a track made of these sections very closely approaches the real track in appearance. Twelve 5100 curved sections form a circle 30 in. in diameter, including the banking (see comparison on page 57). The screws needed for fixing track sections laid on the 7171 sound-deadening strip (see page 65) are included in the box. The No. 60 126 screws are recommended for fastening the track down when **not** laid on sound-deadening strip.



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

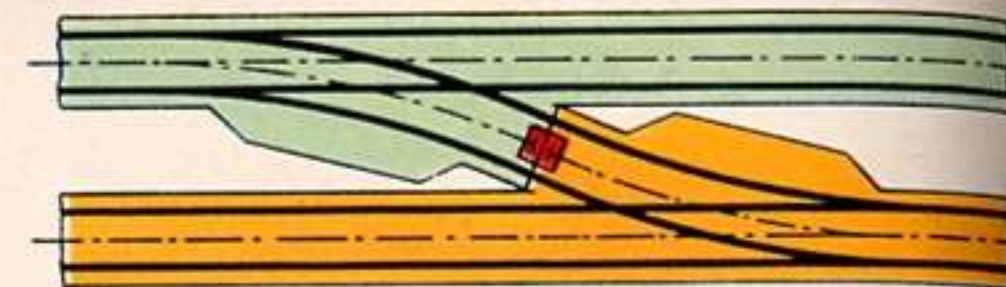


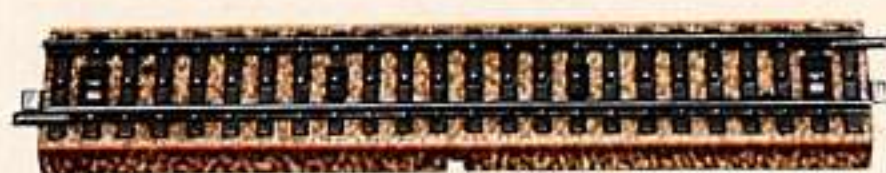
Fig. 2

Electrical separation of current circuits can be carried out either by the 5022 insulated section (see page 60), or by a piece of ordinary cardboard—without the need for any special isolating section—so that space is saved (Fig. 2).

Straight Track Sections

5106

\$.35



Full length, 7 in. long

5107

\$.30

Half-length,
3½ in. long



5129

\$.30

Make-up section,
2¾ in. long



5108

\$.30

Quarter-length,
1¾ in. long



5109

\$.30

3/16ths length,
15/16 in. long



5110

\$.30

One-eighth length,
7/8 in. long



Curved Track Sections

Full length,
7½ in. long



5100

\$.35

Half-length,
3¾ in. long



5101

\$.30

Quarter-length,
17/8 in. long



5102

\$.30

Control Track Sections

5146

\$.80

straight,
half-length,
3½ in. long



curved,
half-length,
37/16 in. long

5147

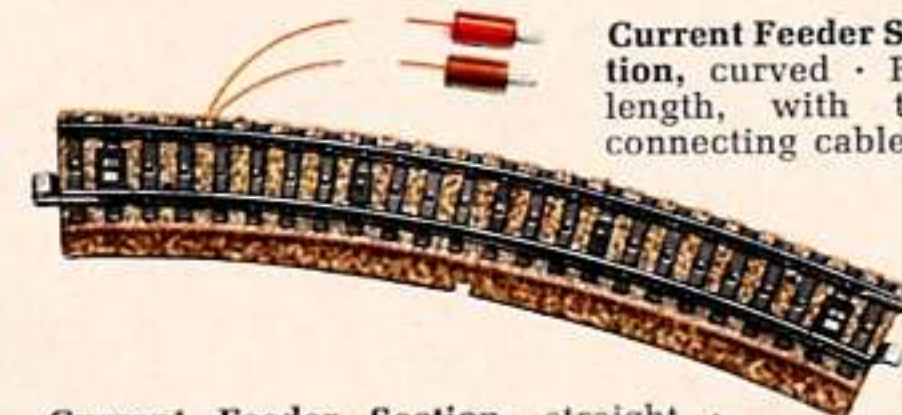
\$.80



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

5103

\$.80



Current Feeder Section, curved · Full length, with two connecting cables

5111

\$.80

Current Feeder Section, straight · Full length, with two connecting cables

5120

\$.40

Track for Branch Lines and Works Railways with Small-radius Curves



Curved Track Section, 8½ in. long · Branch lines and Works railways with small-radius curves can be built with these 5120 track sections that form a circle 24 in. in diameter, including the banking, eight sections being required. Large locomotives, such as the 3047 and 3048, as well as the coaches 4022, 4024 and similar ones, can also run over this track without difficulty, provided a reverse curve does not immediately follow a curved section. Should such a layout be necessary, at least one full-length straight section must be laid in between the two curves. The 5120 sections can also be used together with the 5100 and 5200 points and track sections, so that railway systems made up with these sections can be extended as desired.

MARKLIN 5100 Points or Switches

Pair of Points for Manual Operation



5121

\$ 3.75

Pair of Points for Manual Operation, with frogs, guard rails, etc., and spring tongues. Track lengths the same as the 5117 pair of points

The 5117 and 5140 electro-magnetic points and the 5128 double-slip points are all operated by double solenoids, with signal lamps to light up to show the settings of the tongues of the points at all times. Derailment cannot occur if the points should be forced or burst open, as in such case the tongues automatically return to their original position. Extra points can be directly connected to any lines of other points, giving a great saving in space.

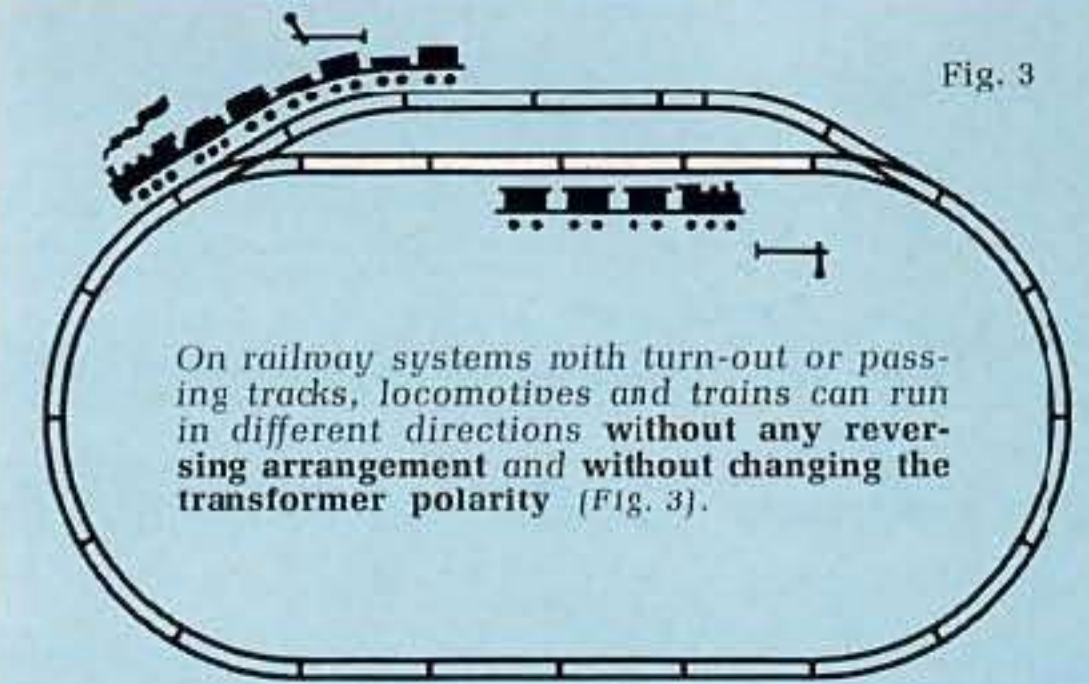


Fig. 3

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

Crossing - 7 3/8 in. long



5114 \$ 1.75

The centre conductors crossing are isolated from one another electrically



5105 Track Contact Section, straight

\$.95

Track Contact Section, curved

5104

\$.95

Track contact sections are for the remote control of points, signals etc. by trains in motion, contact being made independently of the direction a train is running in. Moving a signal to "Off" and back again, for instance, requires one track contact section for each operation.

5130

\$ 1.25

Curved Track Section with Radio Interference Suppressor. Full length, 7 1/2 in. long. For preventing any interference with radio that may occur with conditions unfavourable for reception in the medium and long-wave bands

Electro-Magnetic Points with Double-solenoid Operation for Remote Control



5117

\$ 8.95

Pair of Electro-Magnetic Points, one right-hand and one left hand, both with double solenoid operation. Signal lamps to light up. Spring tongues. Track lengths are the same as the 5100 and 5106 track sections

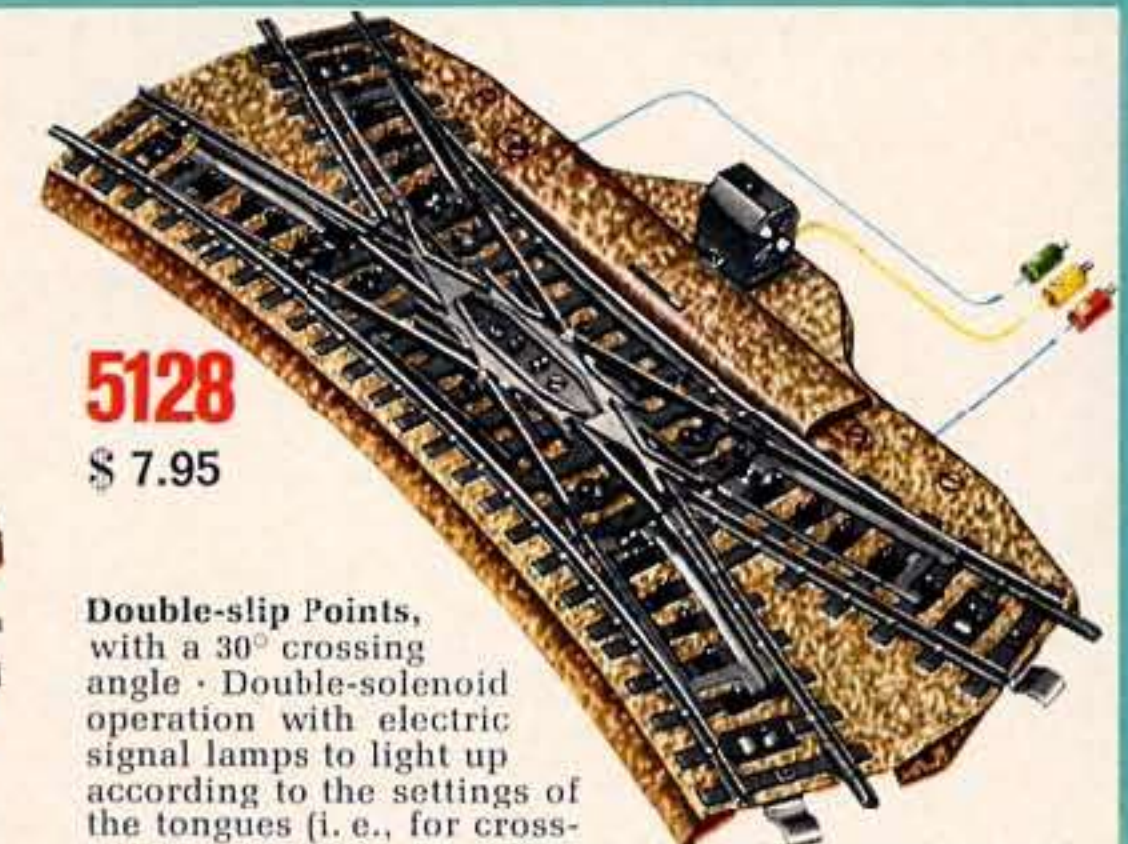
Pair of Electro-Magnetic Points on Curved Track. Consisting of one right-hand and one left-hand points branching on the inside of the curve, both operated by double solenoids. Signal lamps to light up. Points have spring tongues. Length and curve of the branching track the same as the 5100 track section. Main track 10 1/2 in. long. Instructions for laying these points are included with each pair



5140

\$ 9.50

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



5128

\$ 7.95

Double-slip Points, with a 30° crossing angle. Double-solenoid operation with electric signal lamps to light up according to the settings of the tongues (i. e., for crossing or diversion). Hand levers provide manual control. The straight tracks are 7 9/16 in. long and the curved ones 7 1/2 in. long

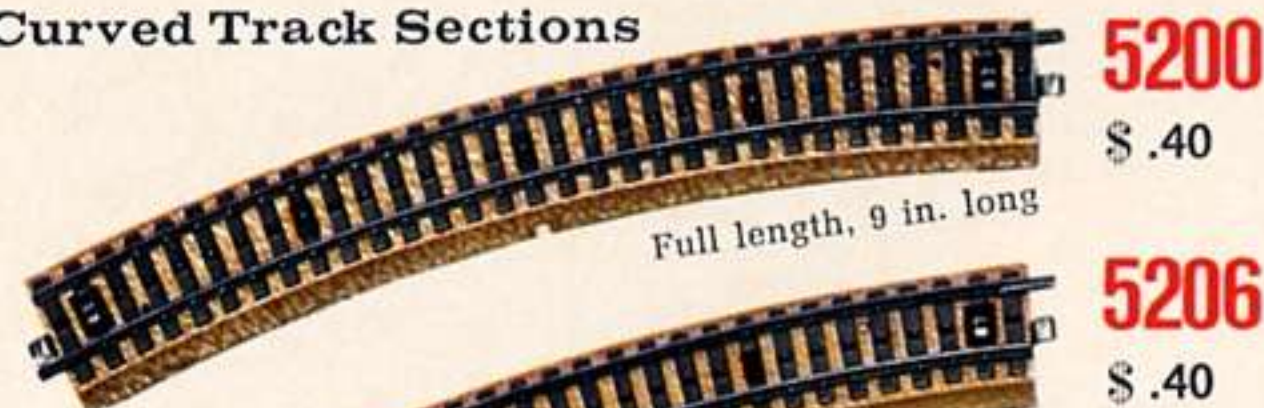
At least four electro-magnetic points can be connected to one control panel (see page 63).

5200

Track for the Large Concentric Circle

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

Curved Track Sections



Full length, 9 in. long



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



Half-length, $4\frac{1}{2}$ in. long



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

Straight track sections - see 5100, page 54

5213

\$.80



Control Track Section, curved, for concentric circle, half-length, $4\frac{1}{2}$ in. long. Construction and operation as Nos. 5146/47

5210

\$.30



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

5208

\$.30



Straight Make-up Section, $\frac{5}{16}$ in. long

5211

\$ 1.50



Crossing, angle $48\frac{1}{2}$ degrees. $3\frac{7}{8}$ in. long. The centre conductors crossing are isolated electrically from one another

5200

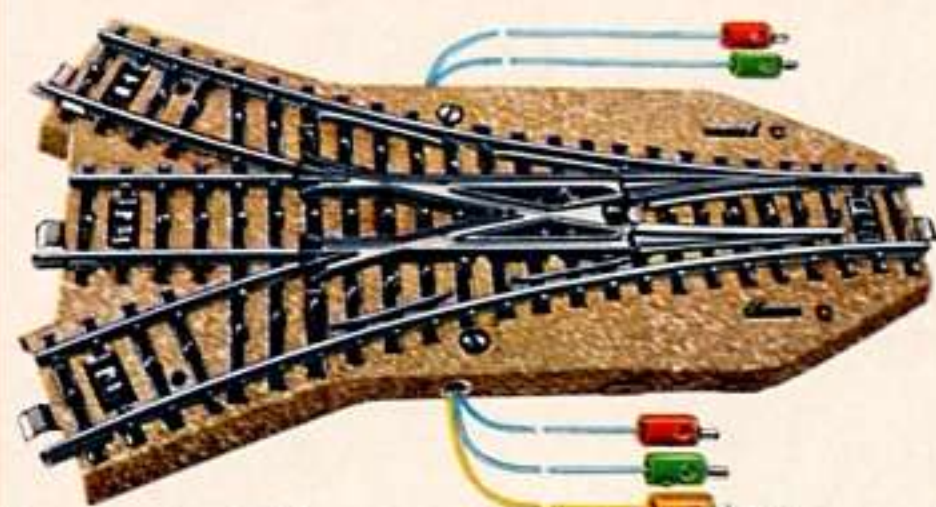
5100

5100

5200

Track sections of the 5200 Group are for extending an existing system already made up with tracks of the 5100 Group; they enable concentric circles to be laid with a track centre-to-centre spacing of 3 in.—measured between the centre stud contacts—and provide a free space—the “six-foot way”—of $1\frac{1}{2}$ in. between the two tracks. The 5202 points are used for crossovers between the inner and outer tracks. The construction of these 5200 track sections is the same as that of the 5100 Group, i. e., the all-metal type with centre-stud contacts.

Symmetrical Three-way Points



New

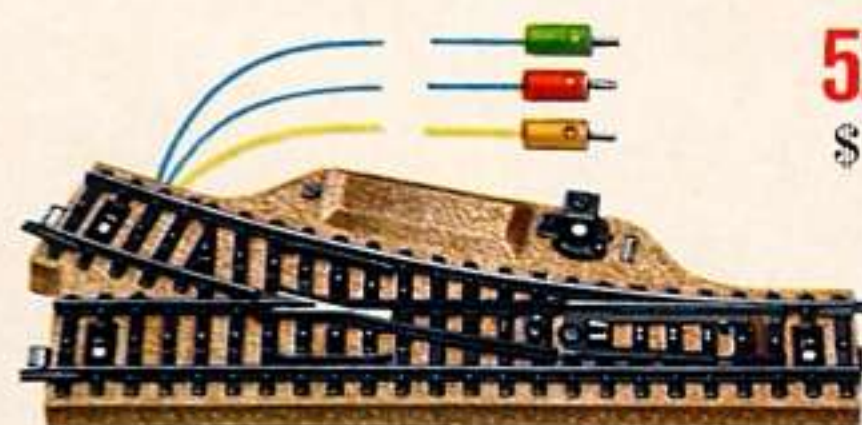
5214

\$ 8.95

Symmetrical Three-way Points, operated by two double solenoids, and fitted with two levers for setting the two pairs of tongues manually. Five connecting cables. The length of the straight track is 7 in. and the branching tracks have a radius of $17\frac{1}{2}$ in. Used in connection with track section 5206, the 3 in. track spacing can be kept to on both sides

Electro-Magnetic Points

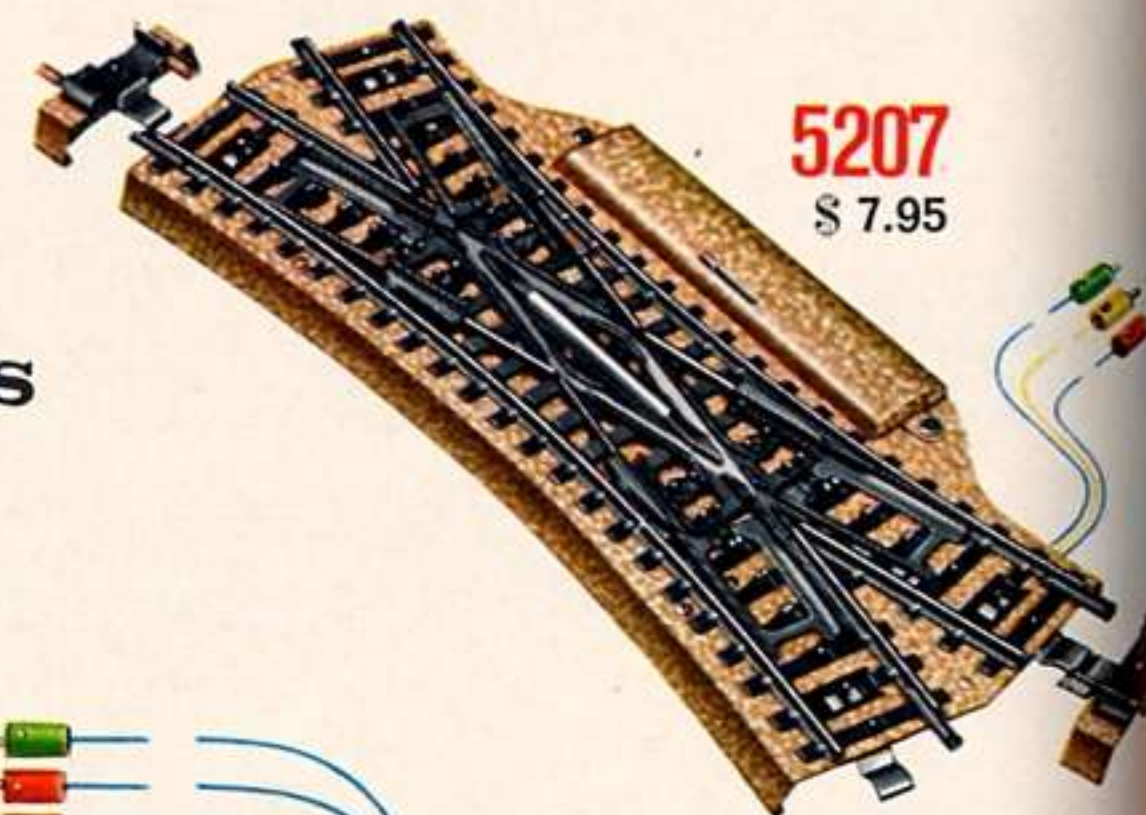
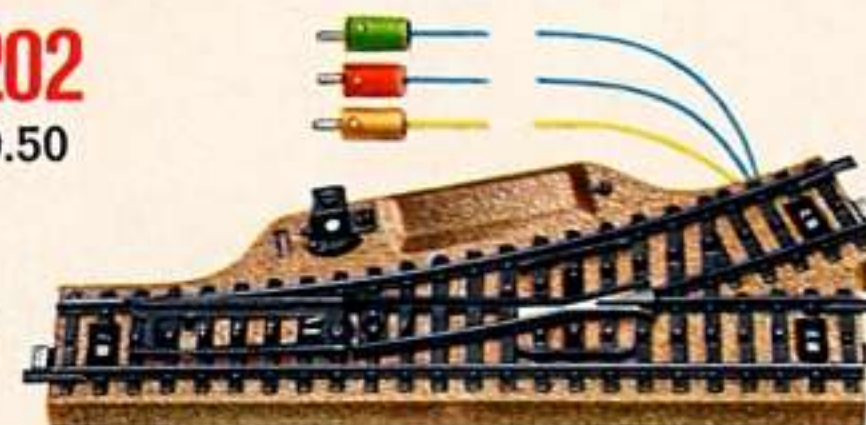
with double-solenoid operation for remote control



5202

\$ 9.50

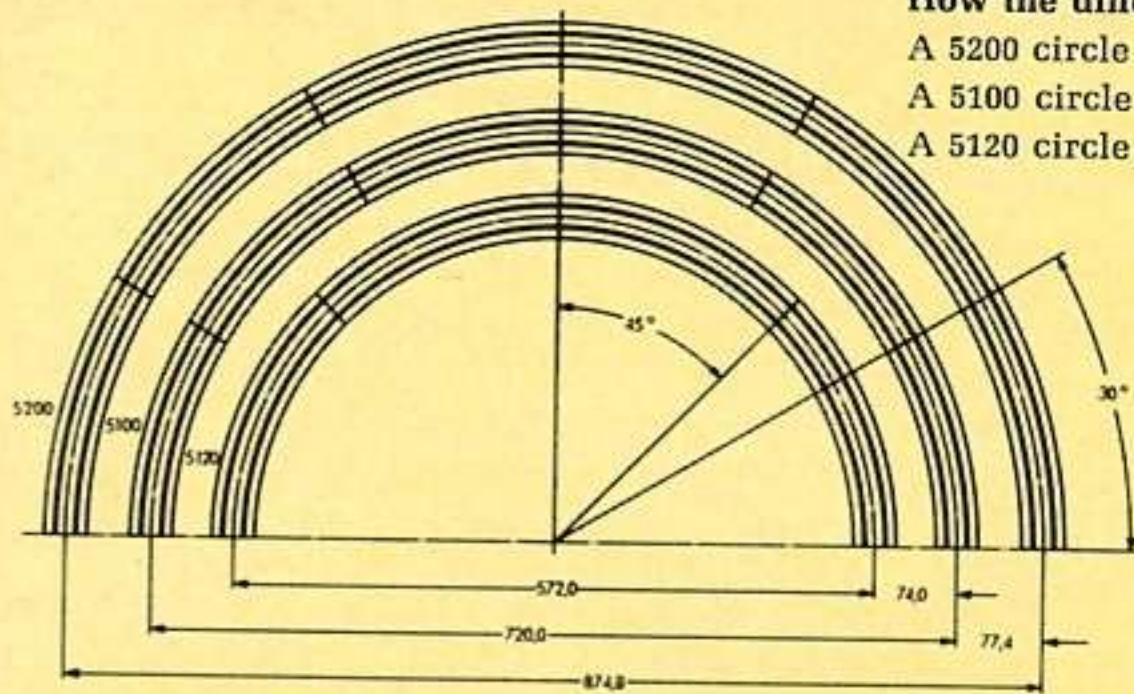
Pair of Electro-Magnetic Points, one right-hand and one left-hand, both with double-solenoid operation, and signal lamps to light up. The length of the curved track is five-sixths of the 5200 track section



5207

\$ 7.95

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



How the different MÄRKLIN circles compare
 A 5200 circle requires twelve track sections
 A 5100 circle requires twelve track sections
 A 5120 circle requires eight track sections

5091

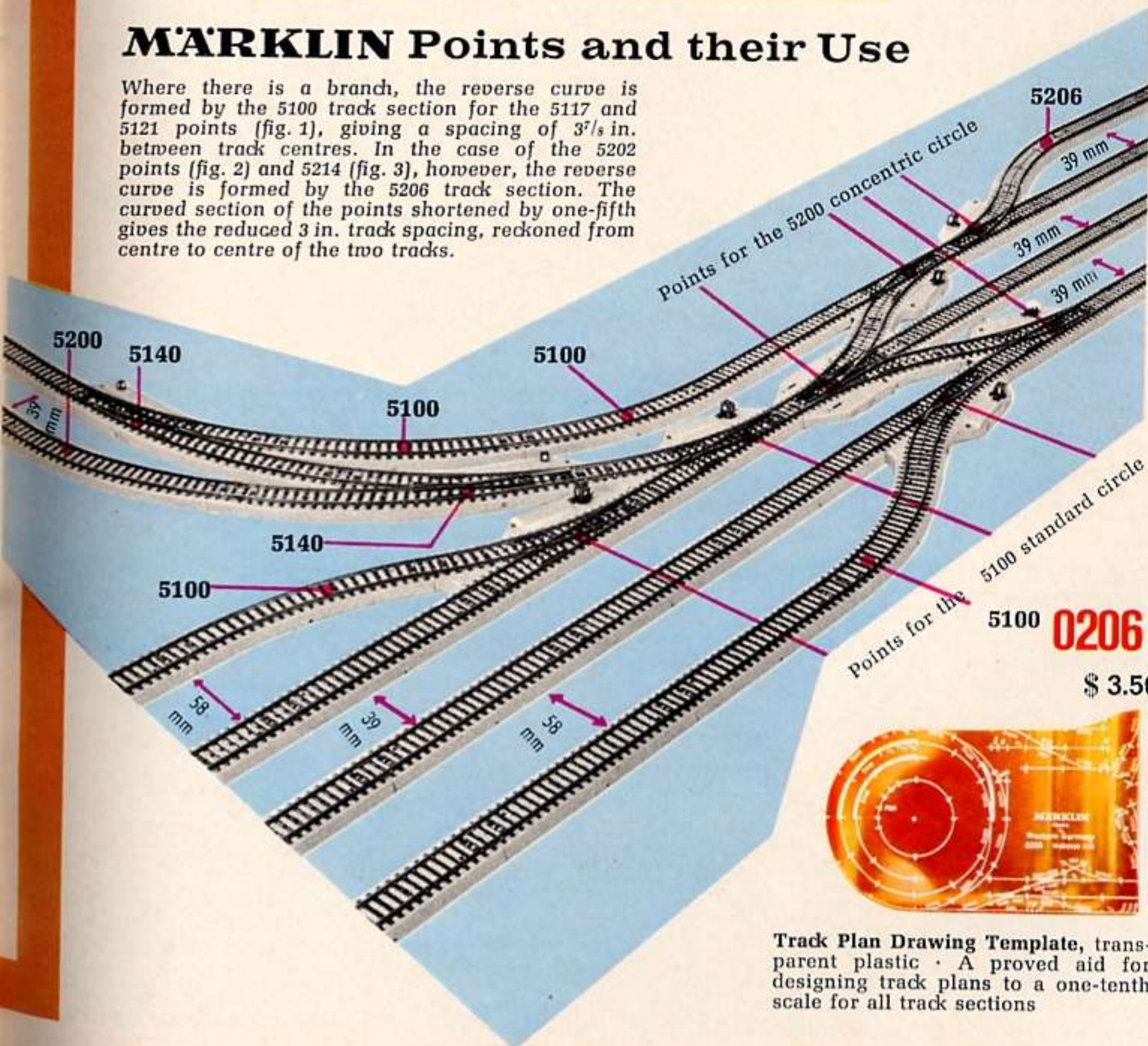
\$ 7.95

5090

\$ 15.95

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 $3\frac{7}{8}$ in. between track centres. In the case of the 5202 points (fig. 2) and 5214 (fig. 3), however, the reverse curve is formed by the 5206 track section. The curved section of the points shortened by one-fifth gives the reduced 3 in. track spacing, reckoned from centre to centre of the two tracks.

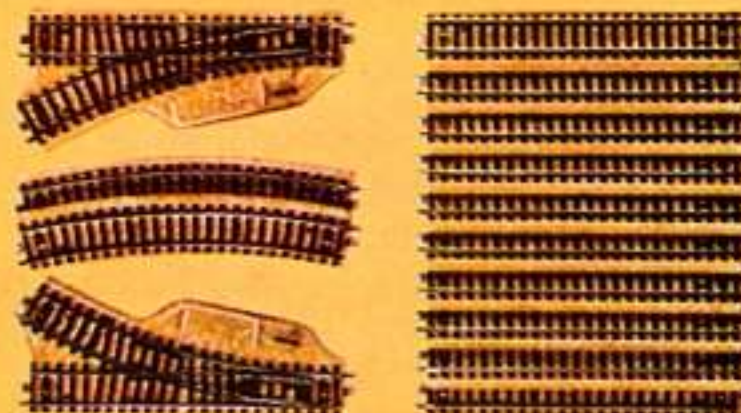


Track Plan Drawing Template, transparent plastic. A proved aid for designing track plans to a one-tenth scale for all track sections

Track Extension Sets

5091 7.95

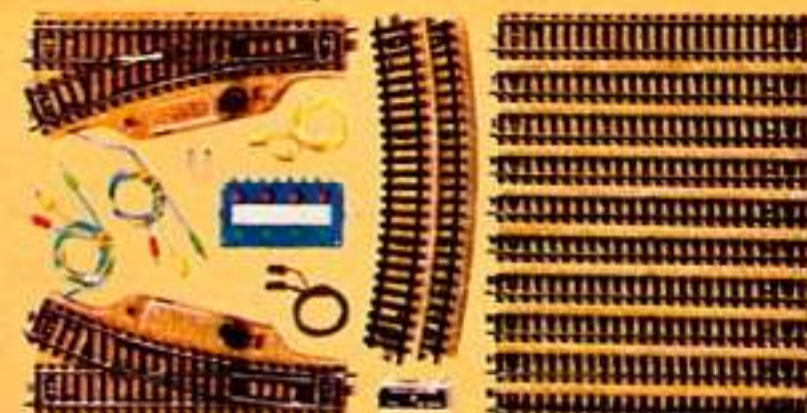
Track Extension Set for extending a simple oval track, consisting of two 5100 curved track sections, ten 5106 straight track sections, one pair of 5121 manually-operated points and a Guide to extending the track layout
 The 5090 and 5091 Track Extension Sets



can be used for extending chiefly the 2955, 2975, 3100, 3103, 3200, 3203 and 3264 basic sets

5090 15.95

Track Extension Set for extending an oval track, consisting of ten 5106 straight track sections, one pair of 5202 electro-magnetic points, two 5206 curved sections, one 7072 control panel, one 7209 distribution plate, two 78612 wood screws with raised countersunk heads and two connecting cables.



Instructions for operating the points and control panel are included, as well as a Guide for extending the track layout

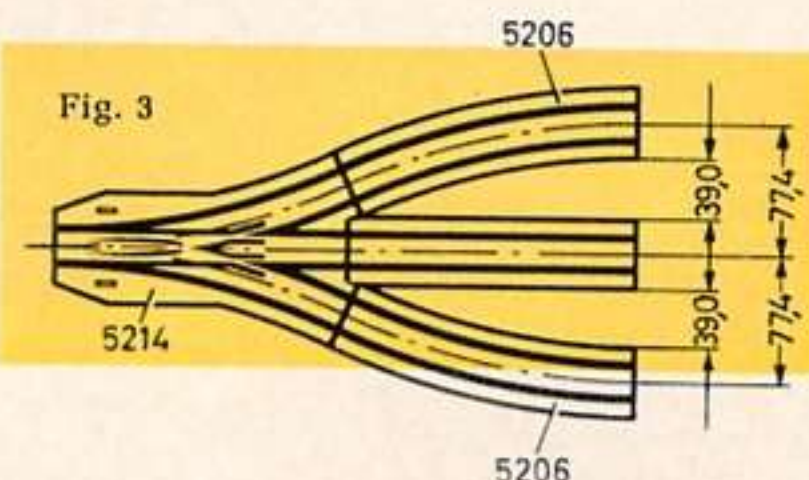
Fig. 1



Fig. 2



Fig. 3



0351

\$ 2.50



Book: "MÄRKLIN H0 Gauge Railway Systems", containing diagrams of all sorts of different points and signal combinations as well as twenty track plans with full descriptions and suggestions for building up scenic settings. Illustrations in many colours of thirteen model railway systems. 86 pages · 8 1/4 by 11 3/4 in.

0321

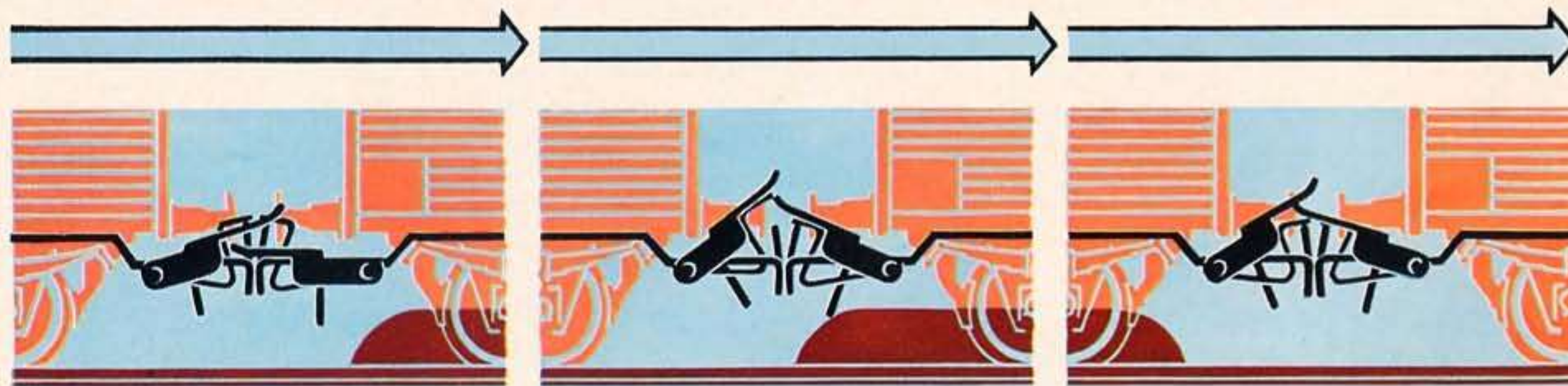
\$.35



Booklet: "MÄRKLIN H0 Gauge Railway Plans", containing sixteen simple plans for the 5100 and 5200 track sections · 24 pages · 8 1/4 by 6 in.

MÄRKLIN

Remote-controlled Uncoupling System



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.

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

Uncoupling Track Section for releasing automatic couplings by raising ramps on either side of the centre stud contacts. Operated either from the control panel or by a hand lever. Two connecting cables. Track section $3\frac{5}{8}$ in. long

5113

\$ 1.25

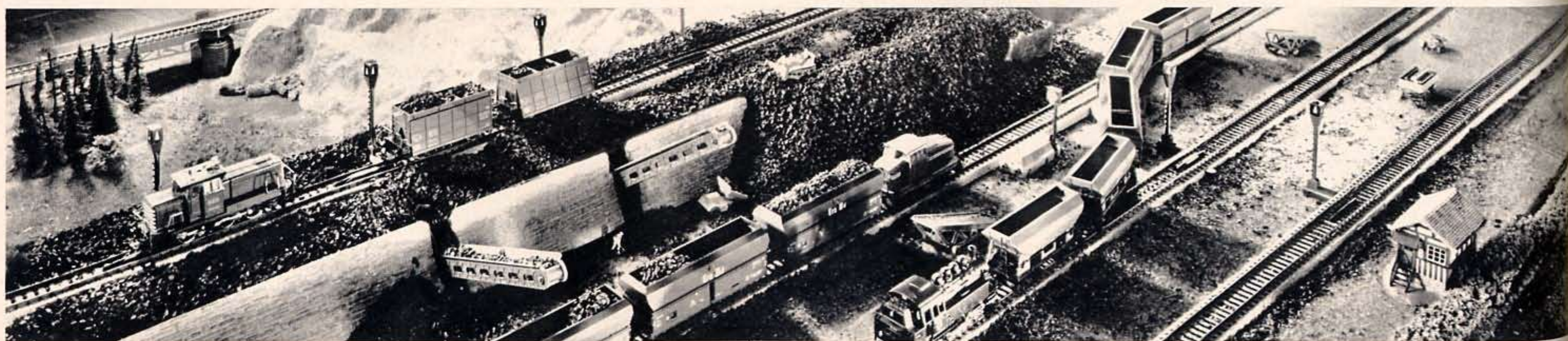
Lighting Standard for the uncoupling track section. Pressurecast zinc. The signal on the standard lights up for uncoupling. $3\frac{3}{8}$ in. high

5112

\$ 2.25



Fair Trade prices in US Dollars



MÄRKLIN-Transformers are Efficient



30 VA

Transformer · Output 30 watts, with red pilot lamp · Weight 4½ lbs. · Size 6⅞ in. by 5⅞ in. by 3 in.

6153 for 110 volts
\$ 19.95



The sheet steel casing of these transformers and their outstanding insulation (tested under several thousand volts) preclude any possibility of contact with the mains side. These features of their design, together with the automatic cut-out in the event of a short-circuit, provide a guarantee for safe operation. Connection to the mains is by plug contacts and a cable that is a fixture on the transformer. The railway traction voltage of the 6500 Transformer Group (16 watts) and the 6100 Group (30 watts) can be set on the controller speed scale. Infinitely-variable speed regulation and reversing for running in either direction (the 24-volt "Perfect" control) is provided by a push-button. The 6100 Group transformers (30 watts) enable trains to run more slowly than the 6500 Group transformers (16 watts). We cannot guarantee our railways running satisfactorily unless they are operated only by MÄRKLIN H0 transformers.

MÄRKLIN-Transformers of the 6100 and 6500 Groups have connections for supplying current for tractions as well as for lighting and operating electro-magnetic accessories.

The transformers supplied with the Train Sets on page 34 are exactly the same quality as our other transformers, and like them, have connections for supplying current for traction and lighting, as well as for operating electro-magnetic accessories, just as the MÄRKLIN transformers of the 6100 and 6500 Groups do.

The current taken by locomotives and light bulbs has been calculated as the following examples show:

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

16 VA



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

6502 for 110 volts
\$ 11.95

To be connected to A. C. mains only

The MÄRKLIN Range of Signals

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

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

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

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

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

Fully-automatic block system working, i. e., the control of several trains by automatic signalling actuated either by the 5104 and 5105 track contact sections (see page 55), or by the 5146, 5147 and 5213 control track sections (see pages 54 and 56) can be provided by all MÄRKLIN home signals.

Distant signals can be coupled to home signals just as points can, so that distant and home signal indications coincide. Four home signals with train control can be operated by the 7072 control panel costing \$ 1.95 (see page 63).

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



0341

\$ 1.00

"MÄRKLIN Model Signals" · A complete illustrated Guide, printed in six colours, giving information about our signals and universal remote-control switches · Forty pages

5015

\$.25

Isolating Sign, for identifying isolating points



5022

\$.10

Centre Conductor Insulation, for insulating five points

Fair Trade prices in US Dollars

7039

\$ 5.95

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



7040

\$ 6.50

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



7041

\$ 7.50

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



Signals with Train Control

7187

\$ 4.75

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



7188

\$ 5.95

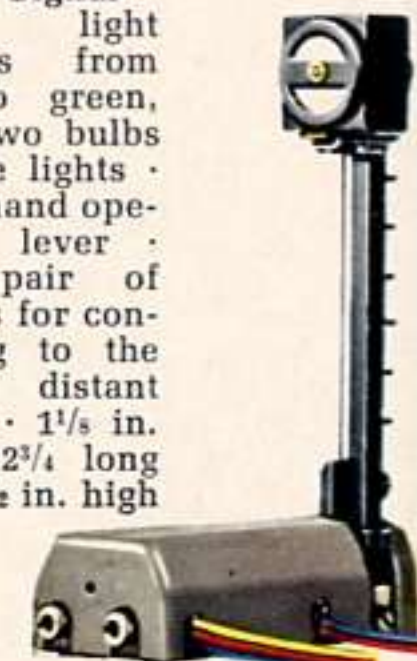
Colour-light Home Signal · Signal light changes from red to green, with two bulbs for the lights · Extra hand operating lever · One pair of sockets for connecting to the 7187 distant signal · 1 1/8 in. wide, 2 3/4 in. long and 3 1/2 in. high



7042

\$ 5.75

Stop Signal · Post with movable spectacle glasses front and rear · 1 1/8 in. wide, 2 3/4 in. long and 2 3/4 in. high



Distant or Warning Signals without Train Control

Distant or Warning 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 and 2 7/8 in. high.



7036

\$ 4.95

7037

\$ 5.95

7038

\$ 6.95

7037
Distant or Warning Signal with extra movable arm and fixed disc. Operation, lights and cables as No. 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 5/8 in. long, 2 7/8 in. high.

Distant or Warning Signal with extra arm and disc both movable. Two double solenoids. Signal lights change either as No. 7036 or 7037. Three blue cables with red, green and orange cross-plugs. Current supplied by yellow cable with yellow cross-plug. Used mostly in conjunction with the 7041 home signal. 1 1/8 in. wide, 2 5/8 in. long and 2 7/8 in. high.

for Overhead Contact Wire and Surface Contact Systems

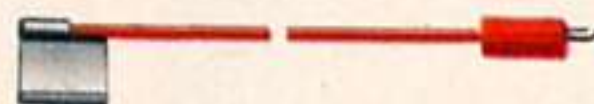
MÄRKLIN

7045

\$ 3.95



Universal Remote-control Switch for switching on, off and reversing traction and lighting current. Can be controlled by track contacts, from the control panel or by the additional hand-operating lever provided. 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 direction, are described in the Instructions as well as in the "MÄRKLIN Model Signals" book.



Connecting Cable for centre conductor, 30 in. long

5004

\$.35

At least four signals with train control can be connected to one control panel (see page 63).

The MÄRKLIN Overhead Contact Wire System

In the same way as with working by picking up current from the stud contacts on the track sections, there are no complications whatever when the MÄRKLIN overhead contact wire system is used. It is the simple system enabling two trains to be run absolutely independently of one another. The locomotives can be placed on the track in any direction desired. The contact wire sections are nickel-plated.

Catenary Support
Basic element · 4 3/8 in. high



7009

\$.50

Feeder Catenary Support for signals with one cable · 4 3/8 in. high



7012

\$.95



7010

\$ 1.25

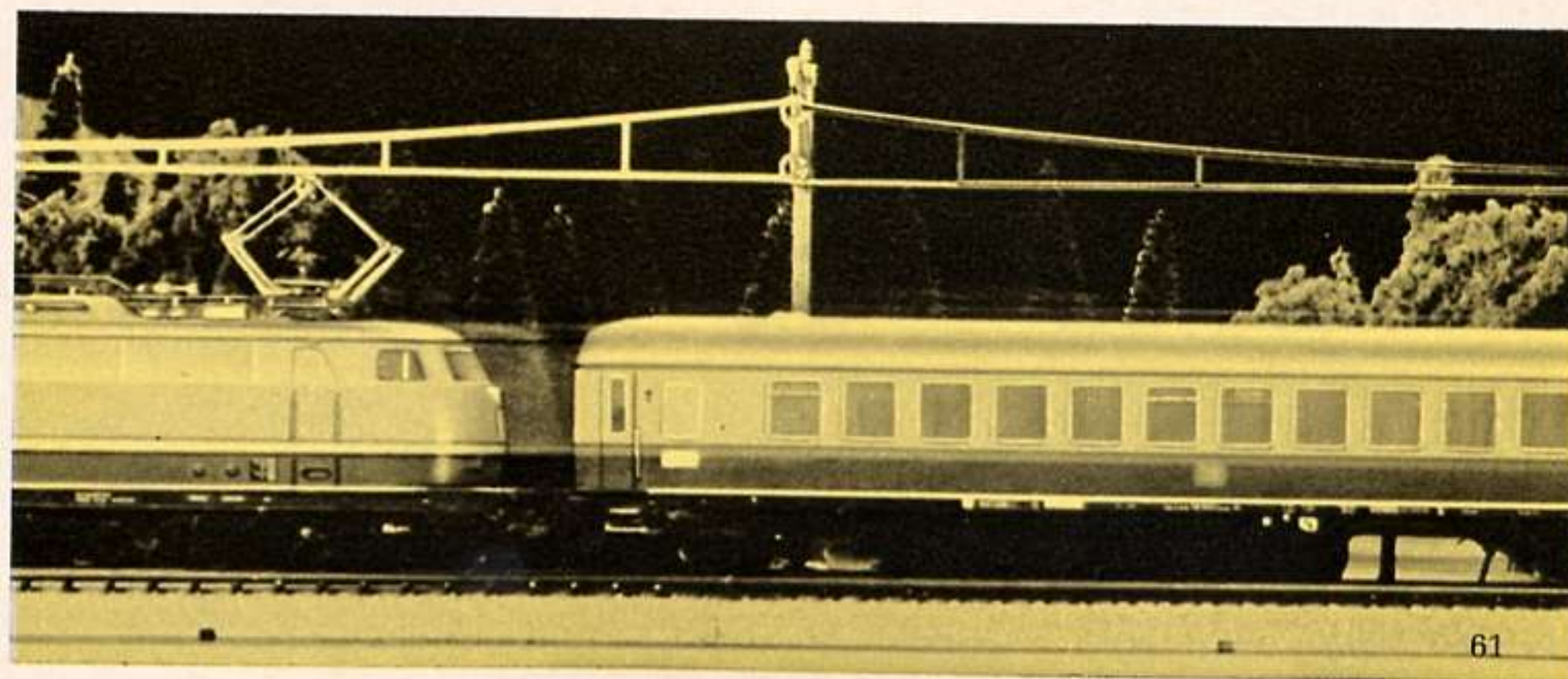


7011

\$.65

Catenary Support for Bridge, with fixing piece · 4 3/8 in. high

Feeder Catenary Support for supplying current, with two cables and instructions for working with the overhead contact wire system · 4 3/8 in. high



Component Parts of the Overhead Contact Wire System



MARKLIN

New

7277

7013 \$.25

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

7014 \$.10

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

7015 \$.10

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

7018 \$.20

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

7019 \$.25

Contact wire section for straight stretches only - 14 1/2 in. long

7020 \$.20

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

7022 \$.30

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

7023 \$.15

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

7277 \$.35

Crossing Section for 5114, 5128, 5207 and 5211

Components for the Overhead Contact Wire System with Tower Catenary Supports

7006 \$.10

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



7003 \$.35



Overhead Wire Signal Connection Cable for using with tower catenary supports and for supplying current to any point desired - 24 in. long

7005 \$2.50

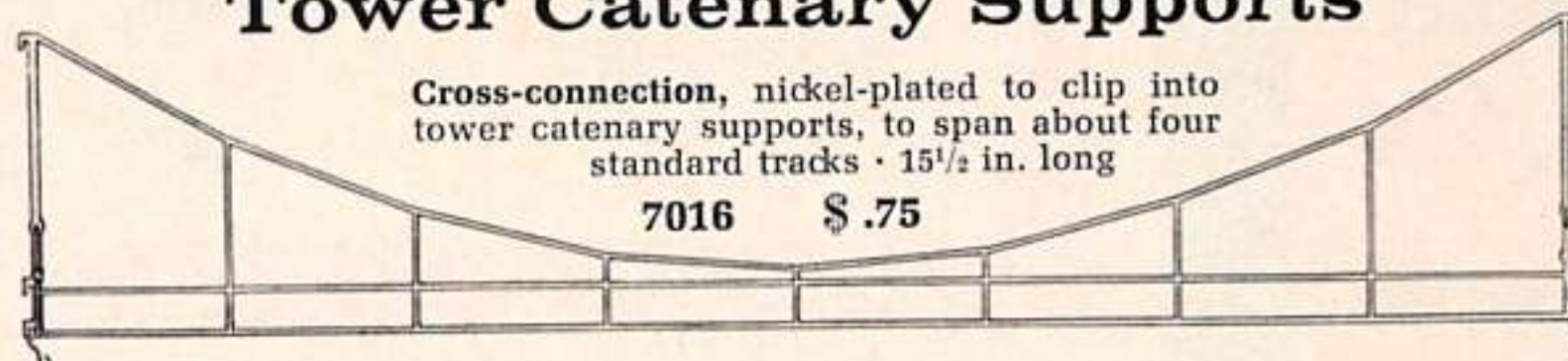
Set of overhead contact wire fittings for signals not placed by catenary supports, consisting of two 7012 feeder catenary supports for signals, two 7022 interrupter sections and two 7014 sections, suitable for all signals provided with train control action

7004 \$.25

Fastening Kit, consisting of 5 screws, 5 nuts and 5 plain washers - The usual accessories are usually sufficient for building up the overhead wire system, though in rare cases it may happen that two overhead wire sections can only be joined up by a screw and nut

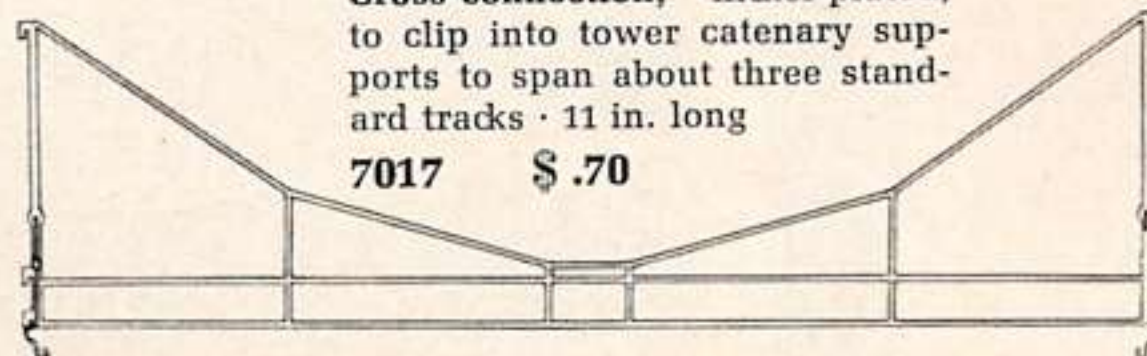
Cross-connection, nickel-plated to clip into tower catenary supports, to span about four standard tracks - 15 1/2 in. long

7016 \$.75



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

7017 \$.70

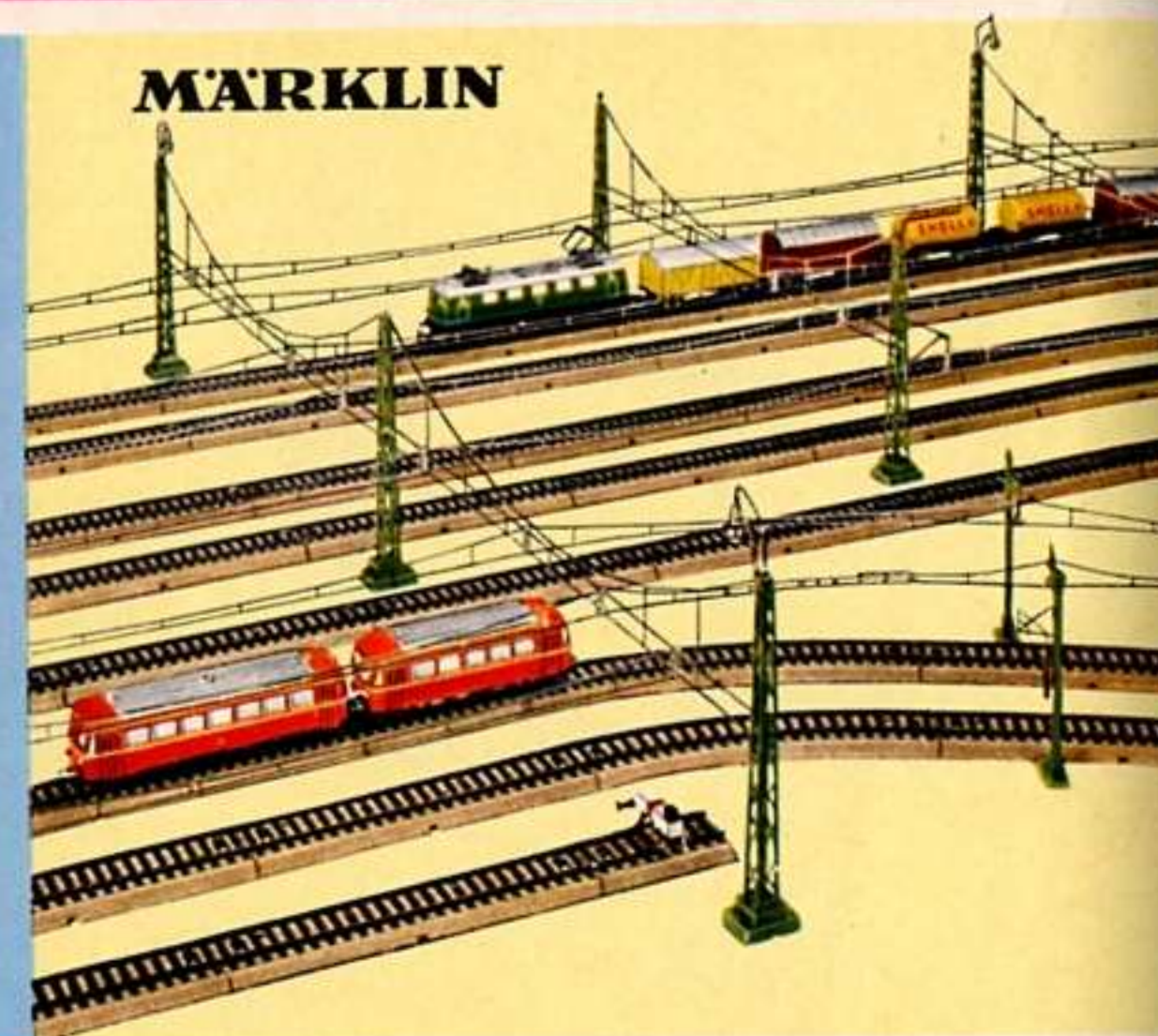


7021 \$.75

Tower Catenary Support, plastic, with detachable cap - Base 1 x 1 1/4 in., 7 1/2 in. high - For tower catenary support with arc lamp see page 65



MARKLIN



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

- Scale model impression of the overhead contact wire system both on open stretches of line as well as in station areas.
- The overhead contact wire and cross connections faithfully represent the full-sized originals.
- The plastic catenary supports are flexible and very strong at the same time.
- Spring contact connections prevent any excessive drop in voltage.
- Easily assembled. Any length of overhead contact wire required can be obtained by telescoping the parts, nothing else being necessary.
- 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.

7025 \$.25

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



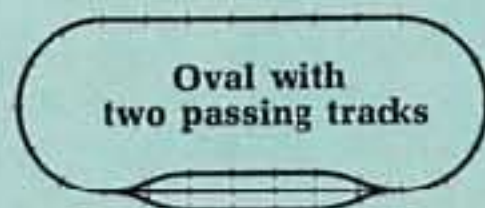
Some Favourite H0 Gauge Track Layouts



Oval with passing track

Size 58 1/4 in. by 33 1/2 in.

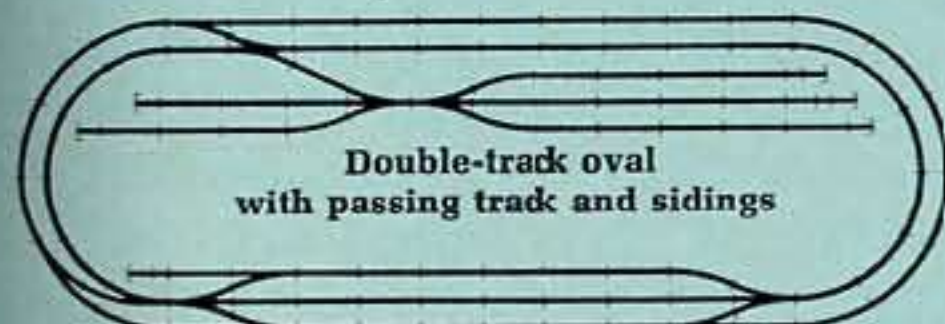
Track Sections: Eleven 5100, one 5103, ten 5106, one 5108, one pair of 5117 or 5121 points



Oval with two passing tracks

Size 80 7/10 in. by 33 2/5 in.

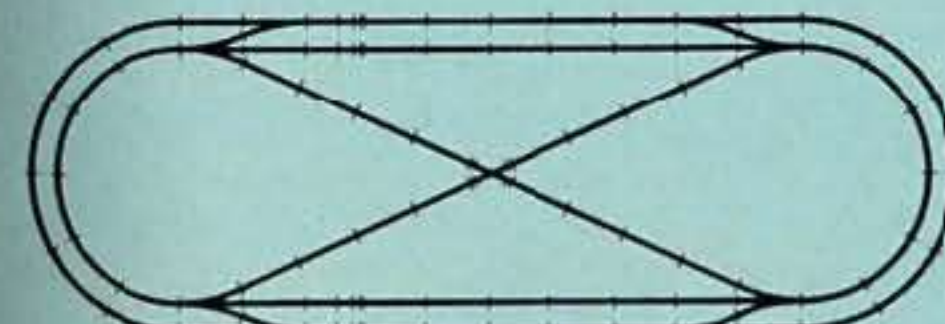
Track sections: Twelve 5100, eighteen 5106, four 5206, two 5214



Double-track oval with passing track and sidings

Size 107 by 36 1/5 in.

Track sections: Twelve 5100, sixty-two 5106, one 5107, three 5108, one 5140, ten 5200, two 5202, four 5206, one 5207, four 5214



Double-track oval with double reversing loop

Size 106 3/10 in. by 36 1/5 in.

Track sections: Twelve 5100, forty-four 5106, four 5107, four 5108, four 5110, twelve 5200, two 5202, four 5208, four 5210, one 5211, four 5214

Remote Control Accessories

Control Panel



7072

\$ 1.95

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

The colours mostly used in MÄRKLIN circuitry are the following:



Red = Traction current connection (from transformer to surface centre conductor or to overhead contact wire)



Yellow = Lighting and magnetically-operated accessories



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



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

7209

\$.35



Distribution Board, with eleven single-pole connections. Size 2 in. by 3/4 in.

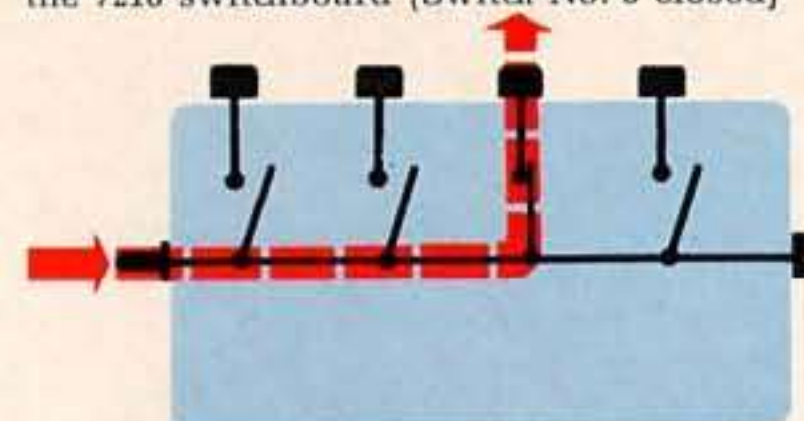
Switchboard for distributing traction or lighting current to four different conductors by push-buttons. 3 1/4 in. long by 1 3/4 in. wide

7210

\$ 2.50



Circuit diagram for the 7210 switchboard (Switch No. 3 closed)



Fair Trade prices in US Dollars



7195

\$.95

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

MÄRKLIN

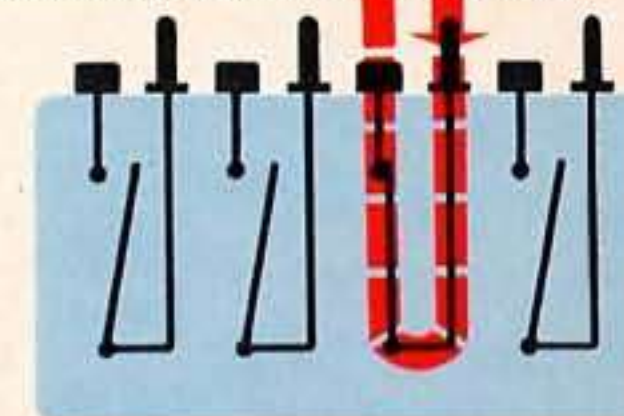
Switchboard with push-buttons for switching four different traction or lighting current circuits on and off. 3 1/4 in. long by 1 3/4 in. wide

7211

\$ 2.50



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



0311

\$ 2.00

Booklet: "The MÄRKLIN H0 Gauge Railway and its Big Prototype". A handbook for MÄRKLIN railway enthusiasts. 9 3/8 by 6 in. Some of the contents are: Suggestions for railway systems in a landscape setting; MÄRKLIN locomotives and rolling stock and their big prototypes; signals; regulations on full-sized railways; railway operation, and electrical circuits, inter alia for multi-train working, and a great deal more besides.

7197



(7197 for 4050, 4072 and 4073)

7077

7077



7198 or 7075 (7075 only for 4017, 4035 and 4038)



7074



7076 7079

Electric Lighting for Trains

7198

\$.60



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

7077

\$.65



Coach Lighting Set for all express coaches, with socket connections for additional lights. With bulbs

7075

\$.70



Current Supply Unit for the 7077 coach lighting set for the Swiss light-weight express coaches 4017, 4035 and 4038

7074

\$.85



Interior Lighting Fitting for the 4002, 4003 and 4004 passenger coaches, with connecting socket for additional lighting

7079

\$.95



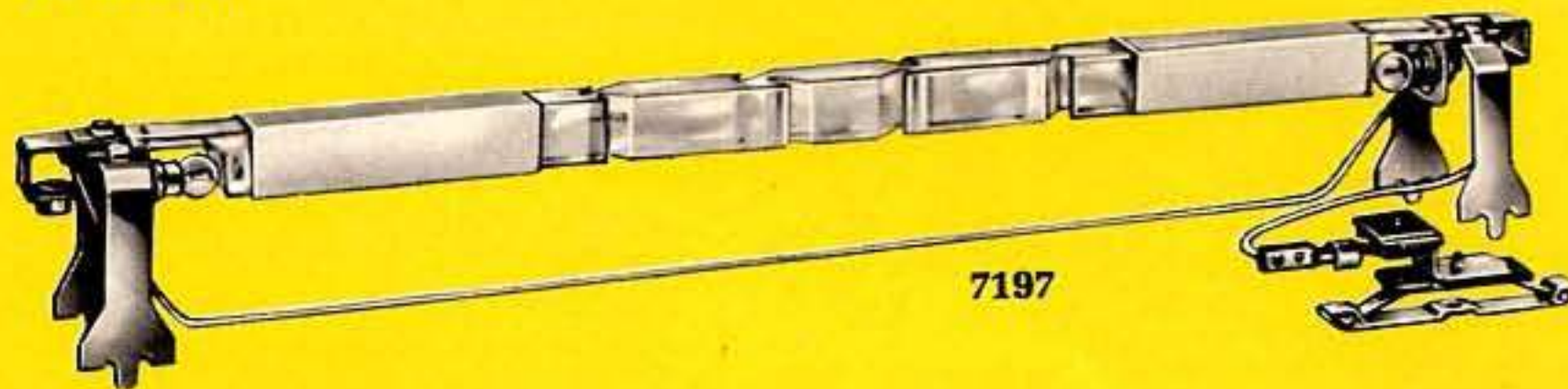
Tail Light with bulb, for clipping to buffer (not to be used for the express coaches on pages 38, 39 and 41, nor on stock with plastic buffers). 7074, 7076, 7077 or 7198 are required for connecting

MARKLIN

7197

\$ 2.75

Lighting Set for the 4050, 4072 and 4073 express coaches, consisting of the 7198 current pick-up, lighting strip and two lampholders with bulbs. This set enables model coaches to be lighted up in exactly the same way as their originals. Instructions for fitting are included



7197

Current Supply Unit for the 7079 tail lights for use with the 4000 and 4040 passenger coaches and also for four-wheeled goods wagons

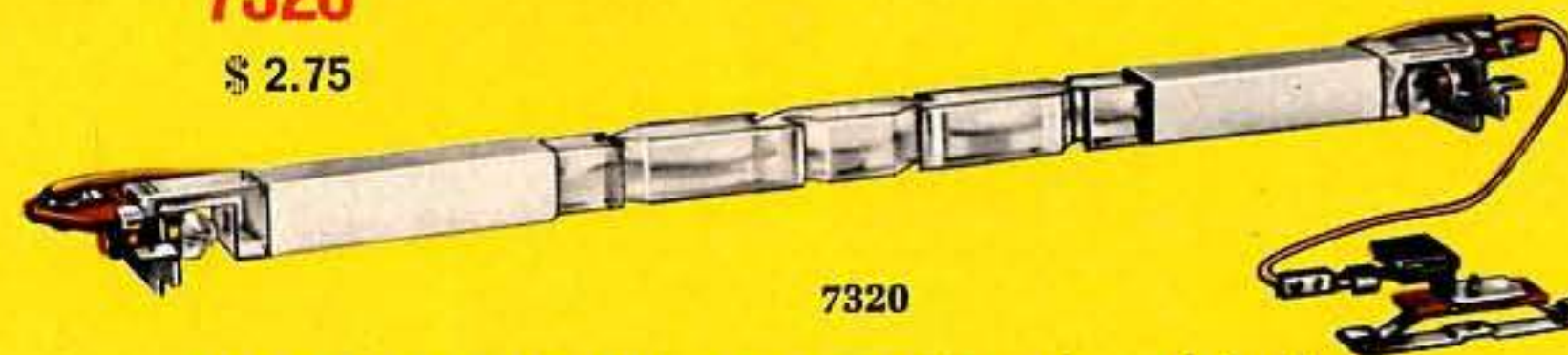
7076

\$.40



7320

\$ 2.75



7320

Lighting Set for the 4085, 4086, 4087, 4088 TEE coaches and also for the 4047, 4048, 4049, 4064, 4065, 4066, 4069, 4075 and 4076 express coaches, consisting of the lighting fitting (lighting strip), the 7198 current pick-up, two lampholders and two bulbs, with illustrated instructions for fitting

Accessories for Lighting

7047

\$ 1.75



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

7048

\$ 1.75



Arc Lamp - 6 1/4 in. high, base 1 1/4 in. diameter - With bulb and cable with metal plugs

7046

\$ 2.25



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

7073

\$.65

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



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 the 7141 intermediate plug, but enabling two additional plugs to be connected up



7001

\$.20



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

MARKLIN

The copper conductors of these cable leads consist of 24 singlewires or strands, each 0.10 millimetre diameter, giving a total conductor cross-section of 0.19 square millimetre, so that these cables are well able to cope with loads such as could occur in the event of a short-circuit when using the 50-watt transformers.

7000

\$.65

Staples, in bags of 50, for fixing cables to a wooden base



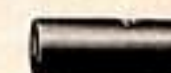
Plugs with Cross or Side Sockets

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	



Plugs

7121	= Brown	} .10
7122	= Yellow	
7123	= Green	
7124	= Orange	
7125	= Red	
7127	= Grey	



Interesting Accessories



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 to the strips to deaden the noise of trains. Sound measurements have shown that the noise of a train running on these sound-deadening strips is only half as loud as when running on a track fastened to a plywood base in the usual way - All track sections, points and crossings, can be fastened to these strips, as well as the overhead contact wire system, the catenary supports for the overhead wire not being screwed on.

Reversing Switch Springs

Carton of five springs for the reversing switch

Instructions for fitting these springs are given in the Operating Instructions for the locomotives.

7194

\$.15

7199

\$.35



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

60030

\$.25

Pair of Replacement Brushes for practically all H0 Gauge locomotives



60035

\$.25

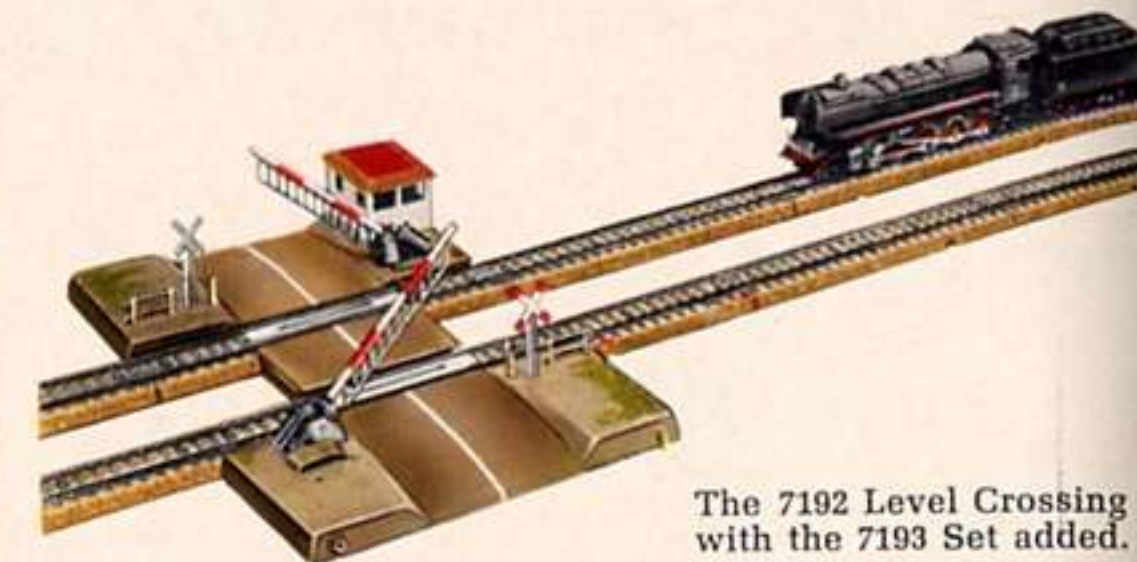
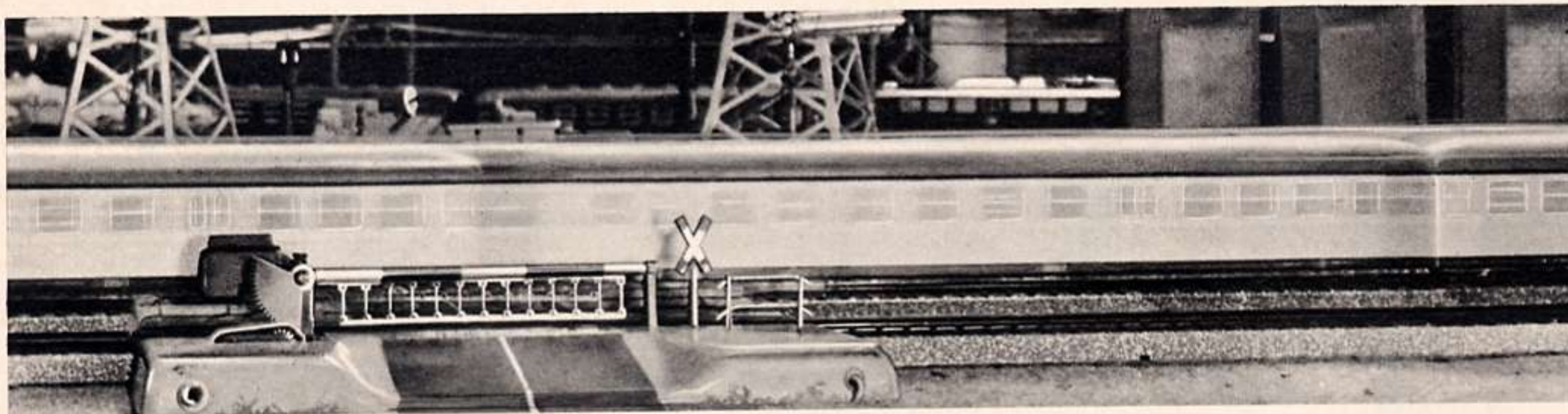
Pair of Replacement Brushes for locomotive 3015



0241

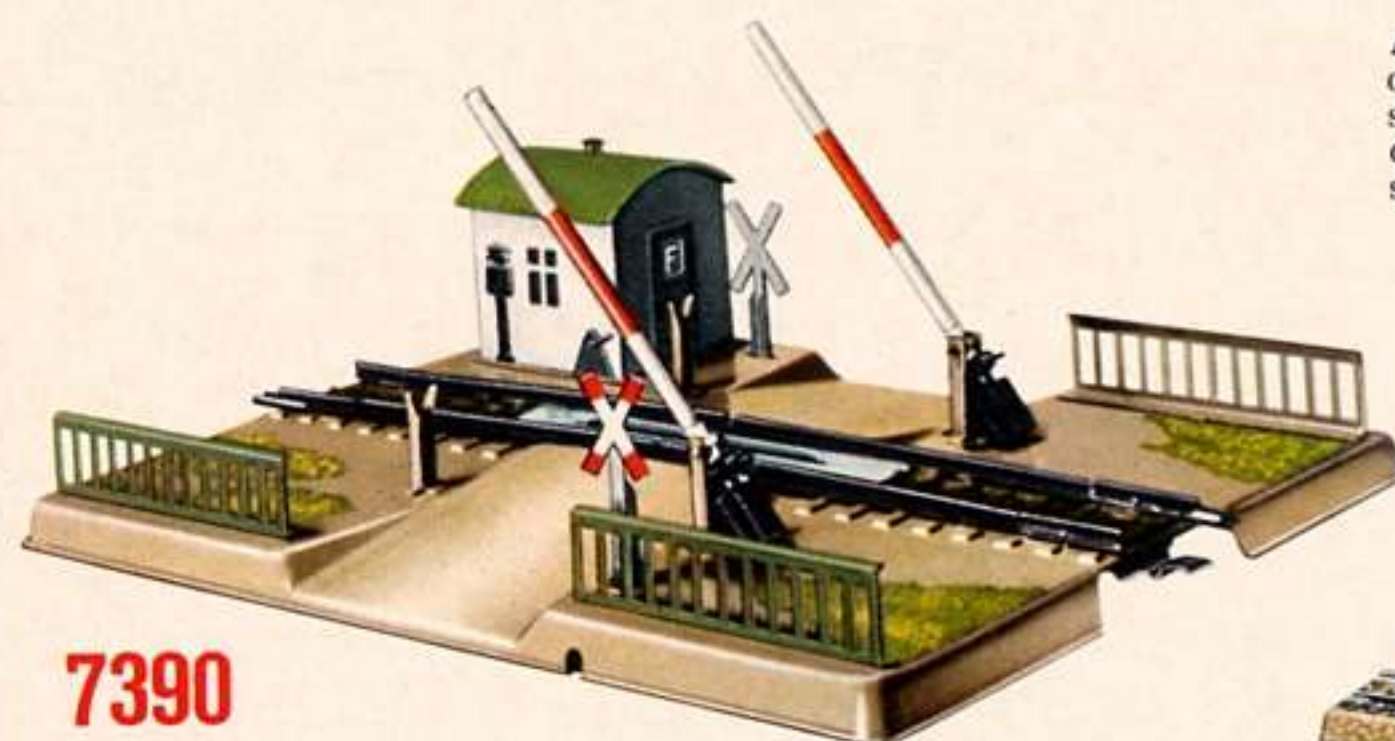
\$.35

Smoke or Steam Fluid in plastic capsule as replenishment for locomotives 3045, 3046, 3047 and 3048



The 7192 Level Crossing with the 7193 Set added.

Level Crossings with Automatic Barriers

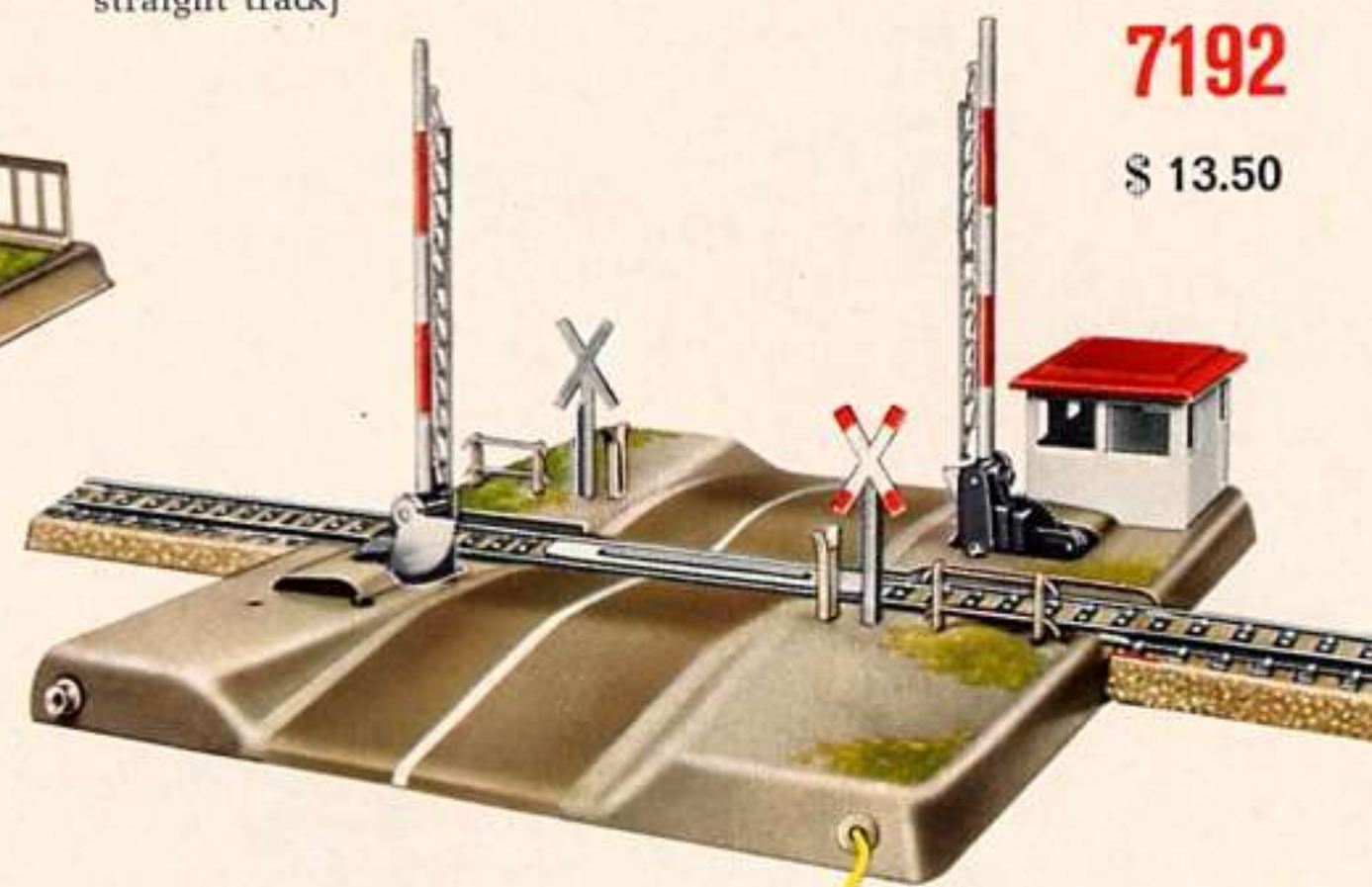


7390

\$ 4.95

Mechanically-operated Level Crossing for single-track lines, with centre-stud contact track section. The barriers are closed by rocking bars pressed down by the wheels of the train. Crossing-keeper's hut and railings. The length of the track section on this level crossing is the same as that of a 5106 track section. Base measures 4 3/4 in. by 7 in.

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

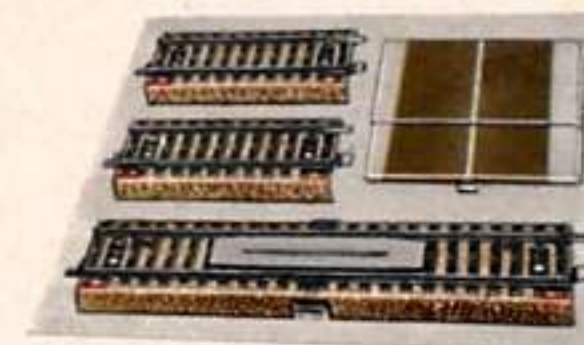


7192

\$ 13.50

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

The 7192 Level Crossing can also be used with the 7193 Extra Set added for multi-track working, automatic operation still being retained in this case.



7193

\$ 3.50

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

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

5115

\$.75



Track Contact Section, straight

5116

\$.75



Track Contact Section, curved



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 Construction Kit, and piers of any height can be built with them in steps of about $\frac{1}{4}$ in., using the 7066 baseplate as a very effective foundation.

MÄRKLIN

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

Scale Model Bridge Construction

Lattice Girder Bridge, can also be used singly connected to the 7163 arched bridge as the first part of a main bridge. Grey, with integral centre stud contact track and slots for the 7011 supports for the overhead contact wire. $1\frac{7}{8}$ in. high, 7 in. long

7162

\$ 1.50



Arched Bridge, with integral centre stud contact track and slots for two 7011 catenary supports for the overhead contact wire. The arch is $4\frac{5}{8}$ in. high and the bridge is 14 in. long

7163

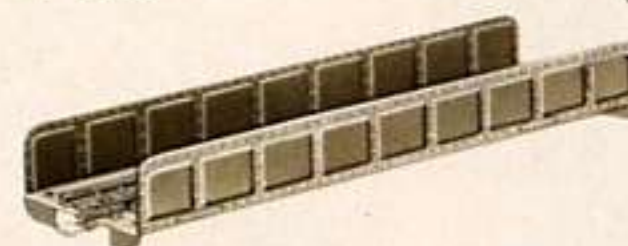
\$ 4.95



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

7161

\$ 1.25



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

7168

\$ 1.50



7167

\$ 1.50



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

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

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

7066

\$.25



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

7065

\$.30



7064

\$.50

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

Pier-building Parts

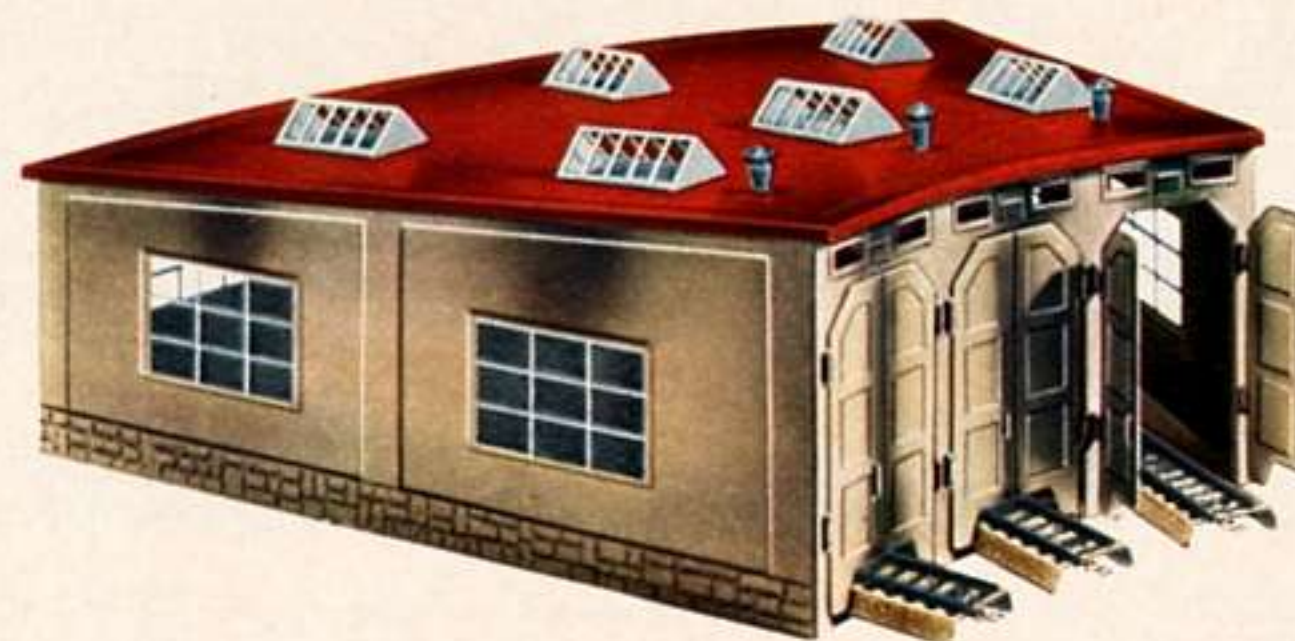
Fair Trade prices in US Dollars

MARKLIN

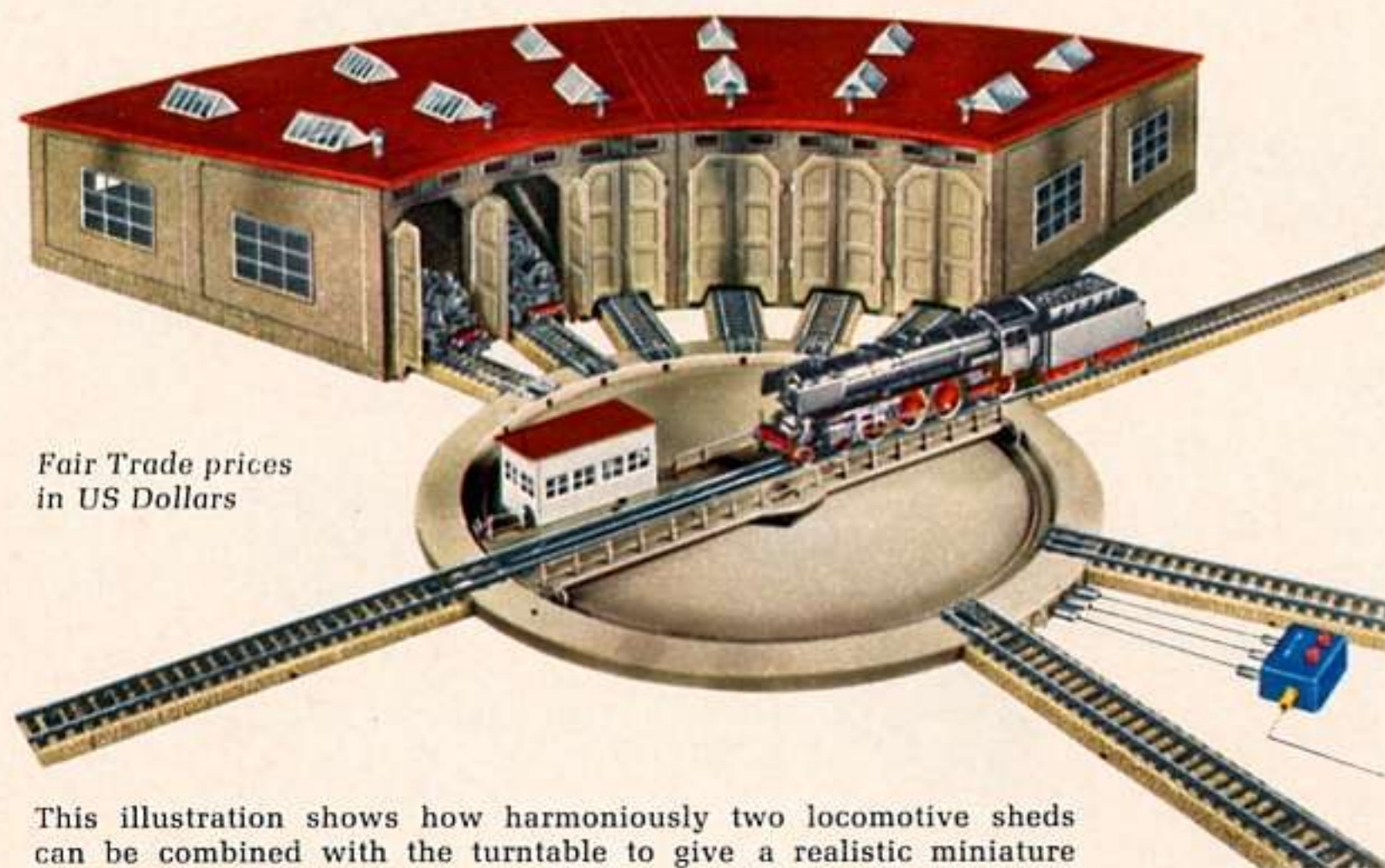
Locomotive Shed

7028

\$ 21.95



Locomotive Shed for three tracks, with roof lights, smoke uptakes and three doors closing automatically · Enamelled in colours · (Track sections not included) · Size 18¹/₈ in. by 14⁵/₈ in. by 5¹/₄ in. high



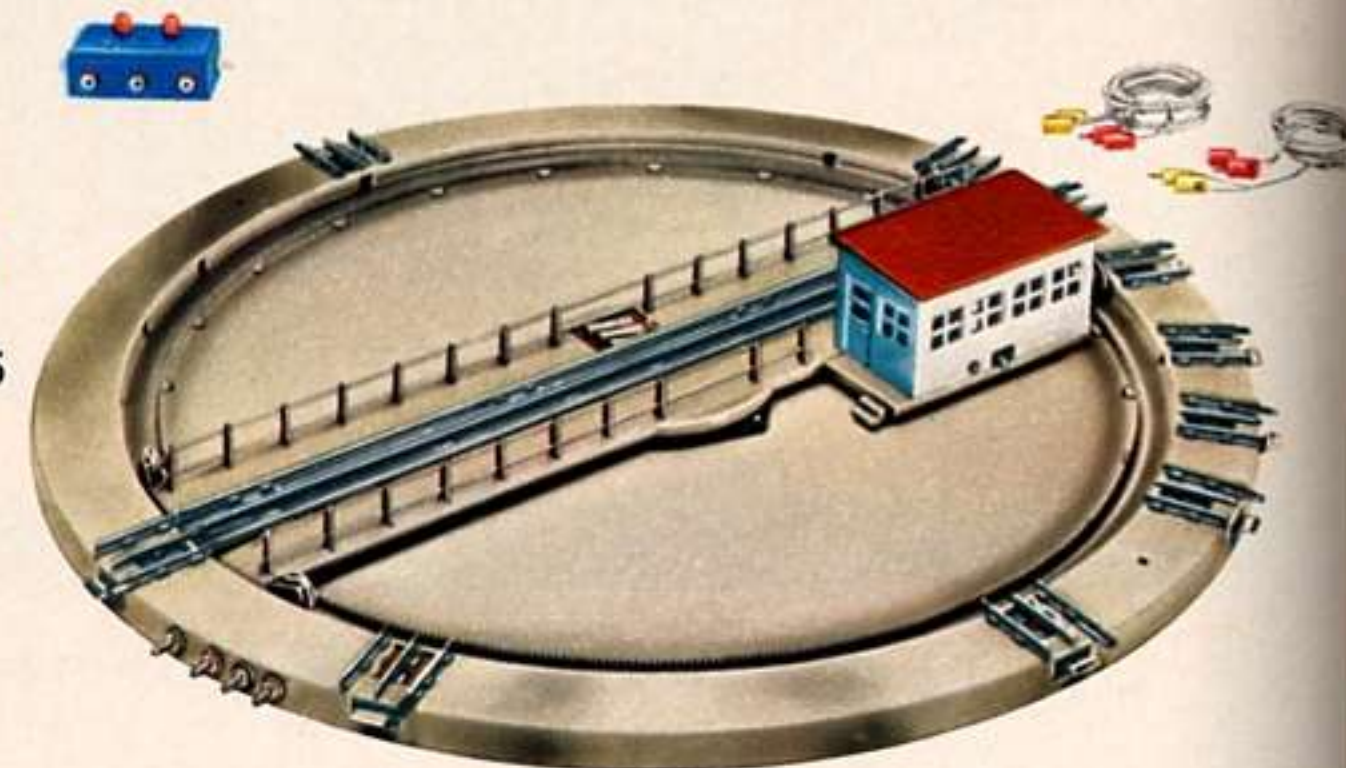
Fair Trade prices
in US Dollars

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

Remote-controlled Turntable

7186

\$ 37.95



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

Railway Figures · Supplied in two different sets · 0201 and 0202 = passengers and railway staff · In cartons of ten figures to a set · The figures are 7/8 in. high



0201

\$ 2.25



0202

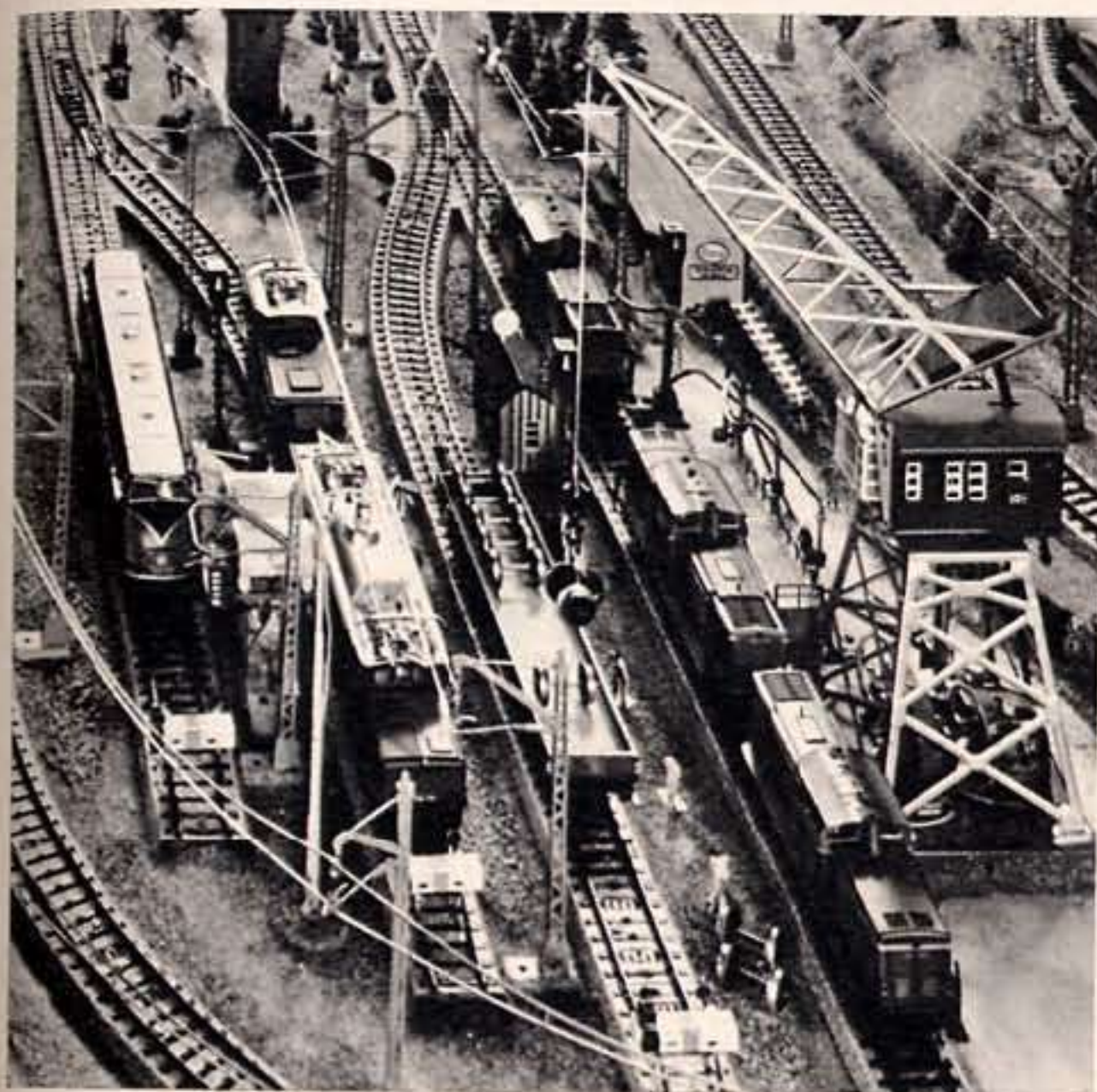
\$ 2.25

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



7002

\$.95



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

7191

\$ 1.50



Stop Block, pressure-cast zinc buffer beam • 2 3/4 in. long



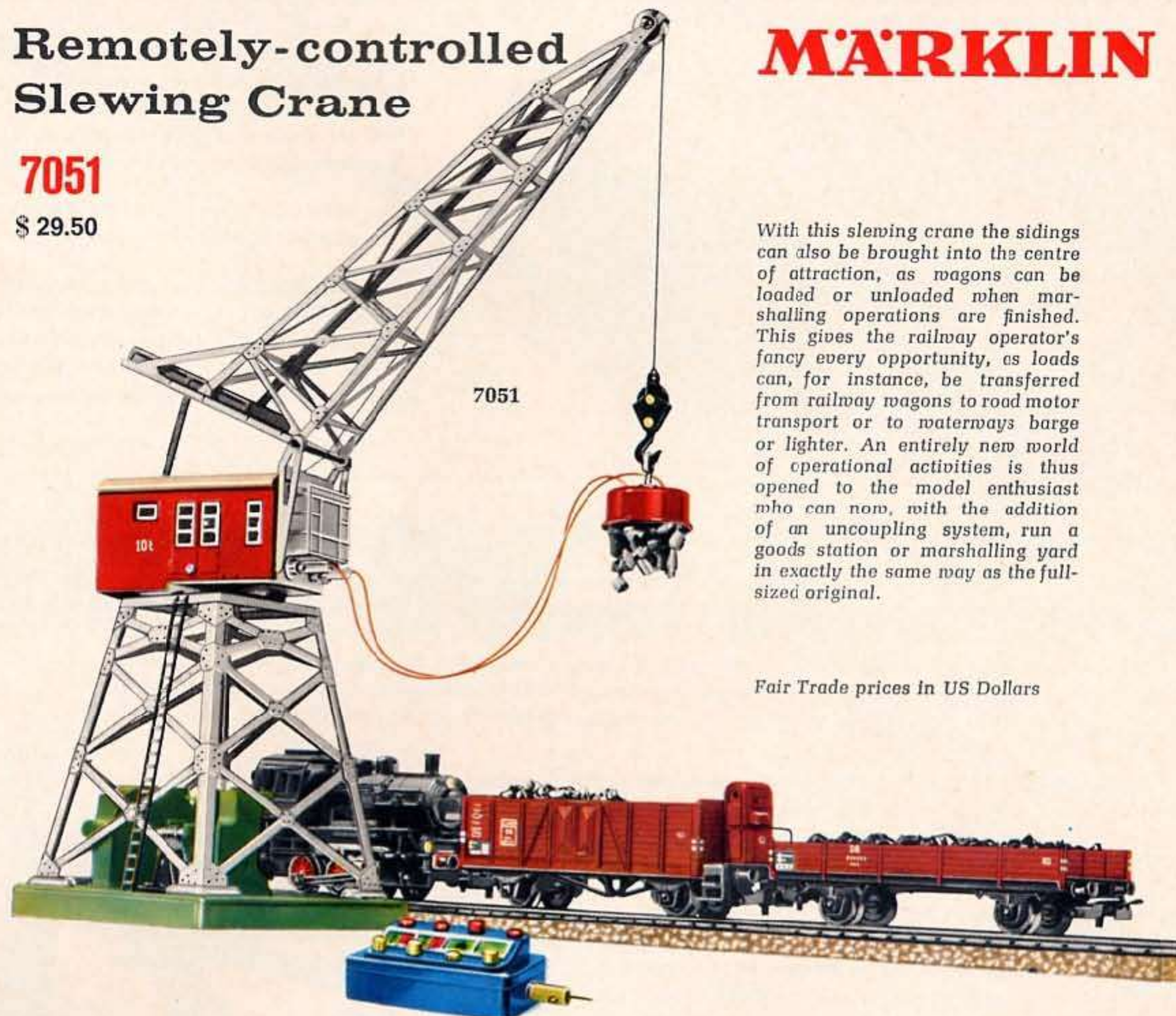
7190

\$.75

Remotely-controlled Slewing Crane

7051

\$ 29.50



MÄRKLIN

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

Fair Trade prices in US Dollars

Remotely-controlled Slewing Crane with Lifting Magnet • With one motor for slewing the jib and one for raising and lowering the load • Hook and lifting magnet for transferring loads of ferrous (iron) material by remote control • Jib adjustable for height by hand • Driver's cabin to light up • Coloured enamel finish • 10 3/8 in. high • Base 3 5/8 in. square • With one control panel and switchboard combined • The price does not include the locomotive, trucks or track shown in the illustration

MÄRKLIN *Sprint* the fast Motor Racing Track in your Home



To begin with, the character of the pastime it provides makes a model Motor Racing Track something basically quite different to a model railway, and so there can never be any question as to whether to get a MÄRKLIN Sprint Racing Track or a MÄRKLIN Model Railway. Playing and occupying oneself with the two are fundamentally different, and so they are complementary to one another in that they offer a complete change.

The MÄRKLIN Sprint Racing Track only takes up very little room, as it is made to the very advantageous scale of $\frac{1}{32}$ nd full size.

Two, four and six-lane racing tracks can be made up quickly and easily, just as desired, with the various sizes of straight and curved track sections; the parts of the track all have their own current conductors and are easily and quickly put together with their unique design of interlocked coupling with automatic clip-in action making an absolutely firm and secure connection; these connections can never come apart with even the most intensive racing, and there is no need whatever for any extra securing clips.

The current conductors are narrow and therefore quite unobtrusive; they keep clean and so provide a reliable contact for the cars.

In addition to curves on the flat, there are also banked curves that you can drive round "flat out", and specially strong crash barriers that will withstand collisions can be set up on any section of the track.

MÄRKLIN model racing cars—made to a scale of $\frac{1}{32}$ nd full size, are true miniature replicas of their originals; their road-holding qualities are excellent and they rank among the fastest cars of their Classes on curves. They have small high-speed motors fitted in the position best suited to the centre of gravity. The gearbox is specially designed to suit the power of the motor, so that the car may react immediately to any variation in the voltage of the current—this implying short and sharp braking before a curve and lightning acceleration in a curve, as well as outstanding performance on the exciting special MÄRKLIN mountain sections. That is why such outstanding lap times can be obtained with MÄRKLIN racing cars on home motor racing tracks.

A typical MÄRKLIN feature: The short and strong ski-type current collectors with their compensated springing on the cars—they can always be relied on to pick up current satisfactorily, they and the current conductors keeping themselves clean mutually, and they also last a very long time.

Tyres are interchangeable, and so different types can be used to meet whatever the track conditions are.

The speed of the cars is infinitely variable, but can also be set to increase progressively from step to step of the ratchet-type controller. The "emergency stop" push-type switch also provided allows one's individual driving technique to be developed. Each "driver" can connect the cable of his speed controller to the position on the racing track that seems best to suit his own tactics.

The interesting MÄRKLIN SPRINT Booklet gives lots of tips about building motor racing tracks you will like, and you will also see how motor race meetings can be held at home under the various rules of the game, so that all taking part may share in the enjoyment of this exciting pastime.





Please ask for Racing Tracks showing this picture.



1400
\$ 23.95

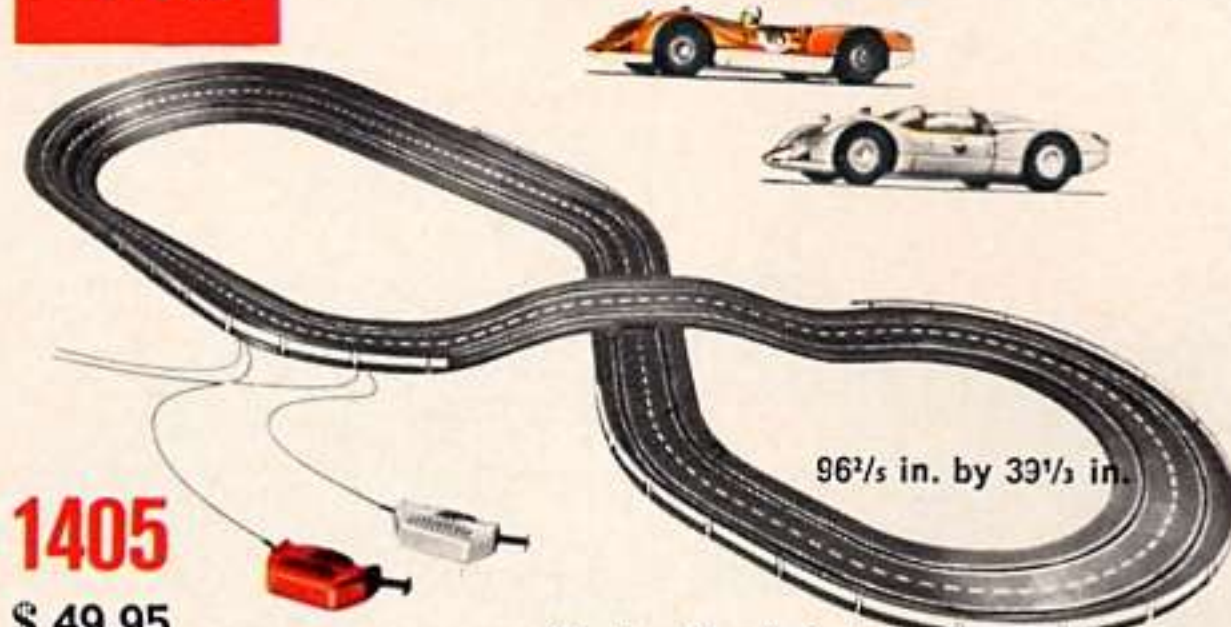
Racing Track Set, containing two formula racing cars, one Mercedes Monoposto and one Ferrari Supersqualo, two speed controllers, one red and one grey. Track sections: Four 1200 straight, four 1220 curved, together with crash barriers and 20 supports for them. These parts will make up an oval track. Full Instructions are supplied with the Set



1403
\$ 32.95

Racing Track Set, containing two Porsche Carrera 6 sports cars, one red and one white, with two speed controllers, one red and one grey. Track sections: Two 1200 straight, six 1201 straight, four 1220 curved and four 1221 curved; two piers $1\frac{1}{16}$ in. high and two $1\frac{3}{16}$ in. high. Crash barriers and 32 supports for them. These parts will make up a figure-of-eight track with an overpass. Full Instructions are supplied with the Set

New

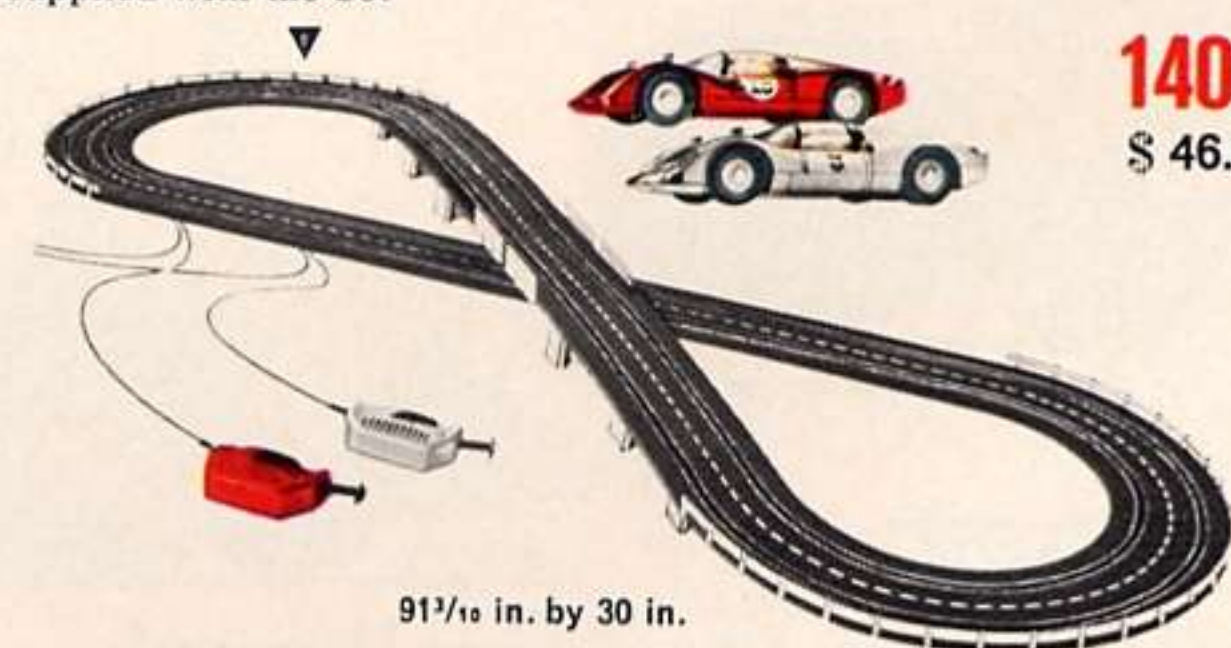


1405
\$ 49.95

Racing Track Set with one banked curve, containing a white Porsche Carrera 6 sports car and an orange-coloured open sports car, with two speed controllers, one red and one grey. Track sections: Two 1200 straight, four 1201 straight, two 1205 straight, eight 1241 curved, four 1248 banked curved, two 1290 transfer sections to banking, two 1291 transfer sections from banking; one crash barrier 2 metres (6 ft. 6 in.) long, one crash barrier $1\frac{1}{2}$ metres (4 ft. 10 $\frac{1}{2}$ in.) long, thirty crash barrier supports, four 1547 joining sections and two clips. This material is sufficient to build up a figure-of-eight track with an overpass and one banked curve can be laid out with these parts. Full Instructions are supplied with the Set

Racing Track Sets

Racing Track Set, containing two Porsche Carrera 6 sports cars, one red and one white, with two speed controllers, one red and one grey. Track sections: Four 1205 straight, four 1206 straight, ten 1241 curved; two piers each $1\frac{1}{16}$ in., $1\frac{9}{16}$ in. and $2\frac{2}{5}$ in. high, four bridge railings, crash barriers and 50 supports for them. These parts will make up a big figure-of-eight track with an overpass. Full Instructions are supplied with the Set



1404
\$ 46.00

New



1406
\$ 69.95

Racing Track Set with two banked curves, containing a white Chaparral sports car and an orange-coloured open sports car, with two speed controllers, one red and one grey. Track sections: Four 1200 straight, ten 1205 straight, eight 1241 curved and eight 1248 banked curved; two crash barriers 4 ft. 10 $\frac{1}{2}$ in. long, thirty crash barrier supports, two piers each $1\frac{1}{16}$ in., $1\frac{9}{16}$ in. and $2\frac{2}{5}$ in. high, with two track section supports. A big figure-of-eight track with an overpass and two banked curves can be made up with these parts. Full Instructions are supplied with the Set

Sprint

1407
\$ 39.95

New

Racing Track Set, containing one Porsche Carrera 6 red sports car and one white open sports car, with two speed controllers, one red and one grey. Track sections: Sixteen 1241 curved, two piers each $1\frac{1}{16}$ in., $1\frac{9}{16}$ in. and $2\frac{2}{5}$ in. high, two crash barriers each 8 ft. $1\frac{1}{2}$ in. long, 44 crash barrier supports, with two track section supports. A figure-of-eight track with an overpass can be built with these parts. Full Instructions are supplied with the Set

1408
\$ 39.95

New

Racing Track Set with one banked curve. Contains two Formula Racing Cars, one Mercedes Monoposto and one Ferrari Supersqualo, two speed controllers, one red and one grey, four 1248 banked-curve sections, two 1201 straight sections, two 1205 straight, two 1206 straight, three 1220 curved track sections and two 1241 curved, with an assortment of crash barriers, supports and pillars. A figure-of-eight track with an overpass and a banked curve can be laid out with this material. Full Instructions are supplied with the Set

Racing and Sports Cars

1301
\$ 7.95



Formula Racing Car · A model of the Ferrari Supersqualo · The front wheels are steered by the guide slot in the track sections · Scale model front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox and current is picked up by two sprung ski-type current collectors · Red plastic body with figure of driver in white · 5 in. long
Spare tyres for this car: Front, No. 1500; rear, No. 1501 or 1504

1300
\$ 7.95



Formula Racing Car · A model of the Mercedes W 196 Monoposto · The front wheels are steered by the guide slot in the track sections · Scale model front axle assembly · The car is driven by a high-speed motor through a multi-ratio gear box and current is picked up by two sprung ski-type current collectors · Silver plastic body with figure of driver in white · 5 in. long

Spare tyres for this car: Front, No. 1500; rear, No. 1501 or 1504

Sports Car · Technical details the same as No. 1302, but with open cockpit and windscreen · Silver body with black underframe · With figure of driver · 5 1/10 in. long

New 1313
\$ 9.95



New 1306
\$ 9.95



Formula 2 Racing Car · A model of the BMW 1600 with Lola chassis · The front wheels are steered by the guide slot in the track sections · Front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox and current is picked up by two sprung ski-type current collectors · White body with blue underframe · Visible imitation engine · Figure of driver in white · 4 1/2 in. long

Spare tyres for this car: Front, No. 1503; rear, No. 1504

New 1307
\$ 9.95



Formula 2 Racing Car · A model of the Lola-BMW · Technical details the same as No. 1306, but with red body and underframe

Sports Car · Technical details the same as No. 1313, but with orange body and white underframe

New 1314
\$ 9.95



MÄRKLIN *Sprint*

the fast Motor Racing Track of MÄRKLIN Quality

Sports Car · A model of the Porsche Carrera 6 · The front wheels are steered by the guide slot in the track sections · Scale model front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox and current is picked up by two sprung ski-type current collectors. White plastic body · Cockpit enclosed by clear plastic hood · With figure of driver · 5¹/₁₀ in. long
Spare tyres for this car: Front, No. 1500; rear, No. 1503

1302

\$ 8.95



Please ask your toyshop for the Special List for MÄRKLIN "Sprint" Motor Racing Tracks, containing some photographs that will interest you.

1305

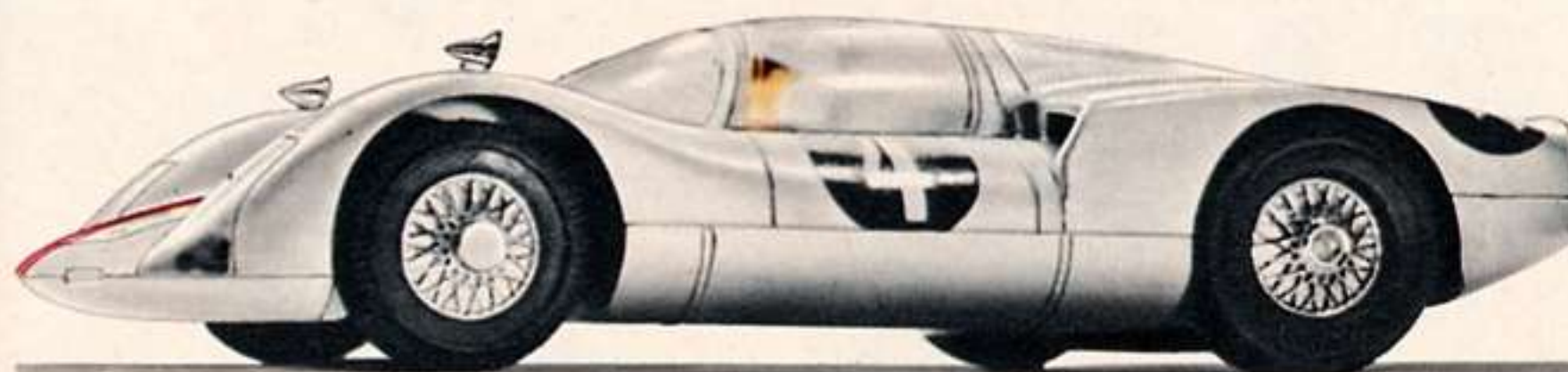
\$ 8.95



Sports Car · A model of the Porsche Carrera 6 · Technical details the same as No. 1302, but with red body

1303

\$ 8.95



Sports Car · A model of the Porsche Carrera 6 · Technical details the same as No. 1302, but with silver body

1304

\$ 8.95



Sports Car · A model of the Porsche Carrera 6 · Technical details the same as No. 1302, but with green body

New

1315

\$ 9.95



Sports Car · A model of the Chaparral 2 E with vertical stabilising fin · Front wheels are steered by the guide slot in the track sections · Front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox, and current is picked up by two sprung ski-type current collectors · White plastic body with figure of driver in white · 4¹/₂ in. long

Spare tyres for this car: Front, No. 1500; rear, No. 1503

1500 \$.25

Set of Tyres, containing two rubber tyres 20,5 millimetres diameter by 6 millimetres

1501 \$.25

Set of Tyres, containing two rubber tyres 23 millimetres diameter by 7 millimetres

1503 \$.25

Set of Tyres, containing two rubber tyres, 20,5 millimetres diameter by 7,6 millimetres

1504 \$.25

Set of Tyres, containing two rubber tyres, 24 millimetres diameter by 8,4 millimetres

60 146 \$.25

Set of two Brushes for the motors of MÄRKLIN Sprint cars

1510 \$.20

Extra Current Pick-up Shoes (one pair) for attaching to the pick-up shoes of MÄRKLIN Sprint Cars so that they can be run on tracks of other makes

MÄRKLIN

MARKLIN

Sprint Track Sections

All track sections are made of strong plastic material with slots in them for steering the cars, current being supplied to the cars by contact rails placed on both sides of the slots. Clip-in joints of the latest type couple the parts of the track together absolutely securely without requiring any other connections. The sections are finished in black with a broken white line in the centre.

Curved Track Section, 45° ·
Two lanes · Mean radius
18 in.

New

1261
\$ 2.00

Curved Track Section, 45° ·
Two lanes · Mean
radius 12 in.

1241
\$ 1.00

1221
\$ 1.00

Curved Track Section, 45° ·
Two lanes · Mean radius
6 in.

Crash Barrier, corrugated section
planking made of white flexible
plastic · 6½ ft. long

1540
\$.60

1541
\$.05

Support for Crash Barrier, made of
impact-resistant plastic for fixing
crash barriers to the track

Straight Track Sections · With two lanes and connections for current supply
16¾ in. long (double
the length of 1200)

New

1205 1206
\$ 2.00 \$ 1.75

Straight Track Section for changing lanes · Two lanes · The
current conductor rails crossing are electrically separate from
one another · Length 8½ in.

New

1217
\$ 1.75

Track sections for chang-
ing lanes (1217, 1227 and
1247) cannot be used
singly; they must either
be used in pairs or else
in combination with one
another.

Straight Track Sections · With two lanes
and connections for current supply

1200 Length
8½ in.
\$ 1.25

1201 Length
6 in.
\$ 1.00

Straight Track Sections · With two lanes
Length 4⅓ in. 2⅔ in. 1⅞ in.

1202
\$.75

1203
\$.75

1204
\$.75

12 in. long (double
the length of 1201)

New

1216
\$ 1.00

Track bottle-neck · Two lanes · Track spacing
reduced from 3 in. to 1½ in. · Length 6 in. · Two
of these bottle-neck sections must be used

Banked-curve section, 45° ·
Two lanes · Mean radius 18 in.

New

1268
\$ 2.25

1248
\$ 2.25

Banked-curve section, 45° ·
Two lanes · Mean
radius 12 in.

1220
\$ 1.25

Curved track section, 90° ·
Two lanes · Mean radius
6 in. · With connections
for current supply

Curved Track Section
45° for changing lanes ·
With two lanes · Mean
radius 12 in. · The cur-
rent conductor rails
crossing are electrically
separate from one an-
other

1247
\$ 1.75

Curved Track Section 90°
for changing lanes · With
two lanes · Mean radius
6 in. · The current conduc-
tor rails crossing are elec-
trically separate from one
another

1227
\$ 1.75

New

New

1291
\$ 1.50

Straight Track Section for
finish of incline · Two
lanes, and connection for
current supply · Convex
slope; start and finish of
the track form an angle of
about 30° · Length 8½ in.

New

Straight Track Section for start of incline · With two lanes and connec-
tion for current supply · Concave slope; start and finish of the track
form an angle of about 30° · Length 8½ in.

1290
\$ 1.50

Important!

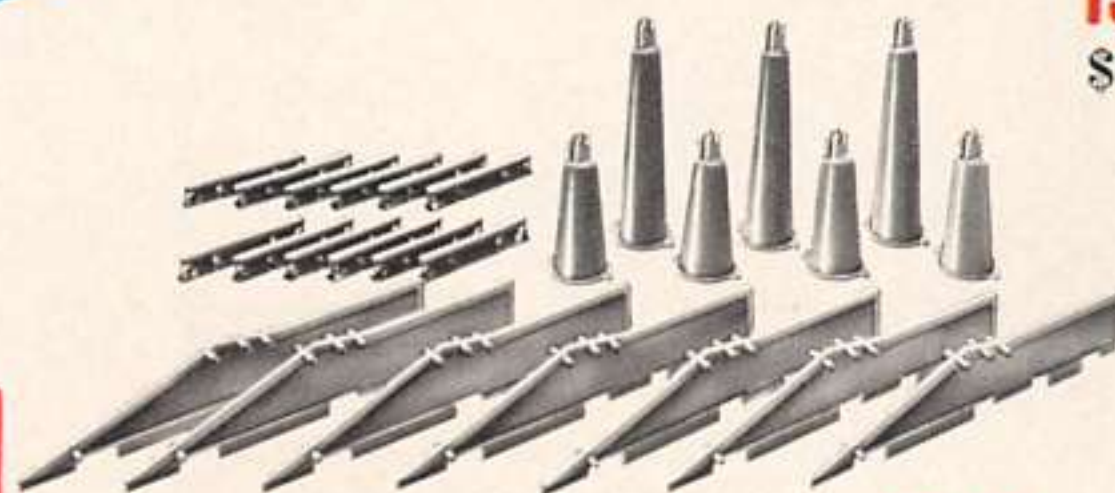
MÄRKLIN SPRINT Racing Cars will only run on

D.C. - direct current.

The 6930 Driving Unit is recommended as the source of current supply. If MÄRKLIN railway transformers are used the 1592 rectifier **must** be connected between the transformer and speed controller.

MÄRKLIN *Sprint*

New



Set of Supports for Curved Banking, consisting of 7 transverse supports, 3 piers or supports 5 in. high, four 3 in. high and twelve connecting sections, made of plastic. For use when widening banking to four lanes

1546

\$ 5.00

1545
\$ 6.00



Mechanical Lap Scorer, permanently mounted on a two-lane track section $4\frac{1}{10}$ in. long. The instrument reads up to 99 laps for both lanes in both directions, and the dial can be reset by hand. $5\frac{1}{10}$ in. high, 6 in. wide. On tracks having several lanes a number of lap scorers can be set up directly next to one another in a row

New

1547
\$.15



Connecting Section · $2\frac{9}{10}$ in. long, plastic. For connecting two adjoining straight track sections and reinforcing the joints

0751
\$ 1.00



Booklet with suggestions for laying out Racing Tracks, as well as giving the rules for racing and interesting illustrations

Accessories

Sprint

6930
\$ 11.95



MÄRKLIN SPRINT D.C. Driving Unit · For use on 220 volts A.C. only. Output 10 watts at approximately 14 volts D.C. Overload protection by an automatic current-limiting device. Connecting lead with sprayed mains plug connection. Blue sheet steel casing. On the output side there are two pairs of sockets marked "Auto 1" and "Auto 2". Weight 2 lbs. 2 oz. Size 5 in. by $3\frac{7}{10}$ in. by $2\frac{1}{10}$ in.

Speed Controller with connecting fittings. A very convenient shape, made of heat-resistant plastic material. The push-type switch for setting the track current can be fixed by a ratchet stop to give any voltage required, and an emergency stop push provides interruption of the current without altering the setting of the push-type switch. The colour of the controller casing is grey. The connecting fittings consist of the connecting plate with a two-core cable $4\frac{3}{4}$ ft. long to the controller and another two-core cable $3\frac{1}{4}$ ft. long with a plug for connecting to the driving unit. A speed controller must never be used for more than one car at any time

1590
\$ 2.50



1591
\$ 2.50

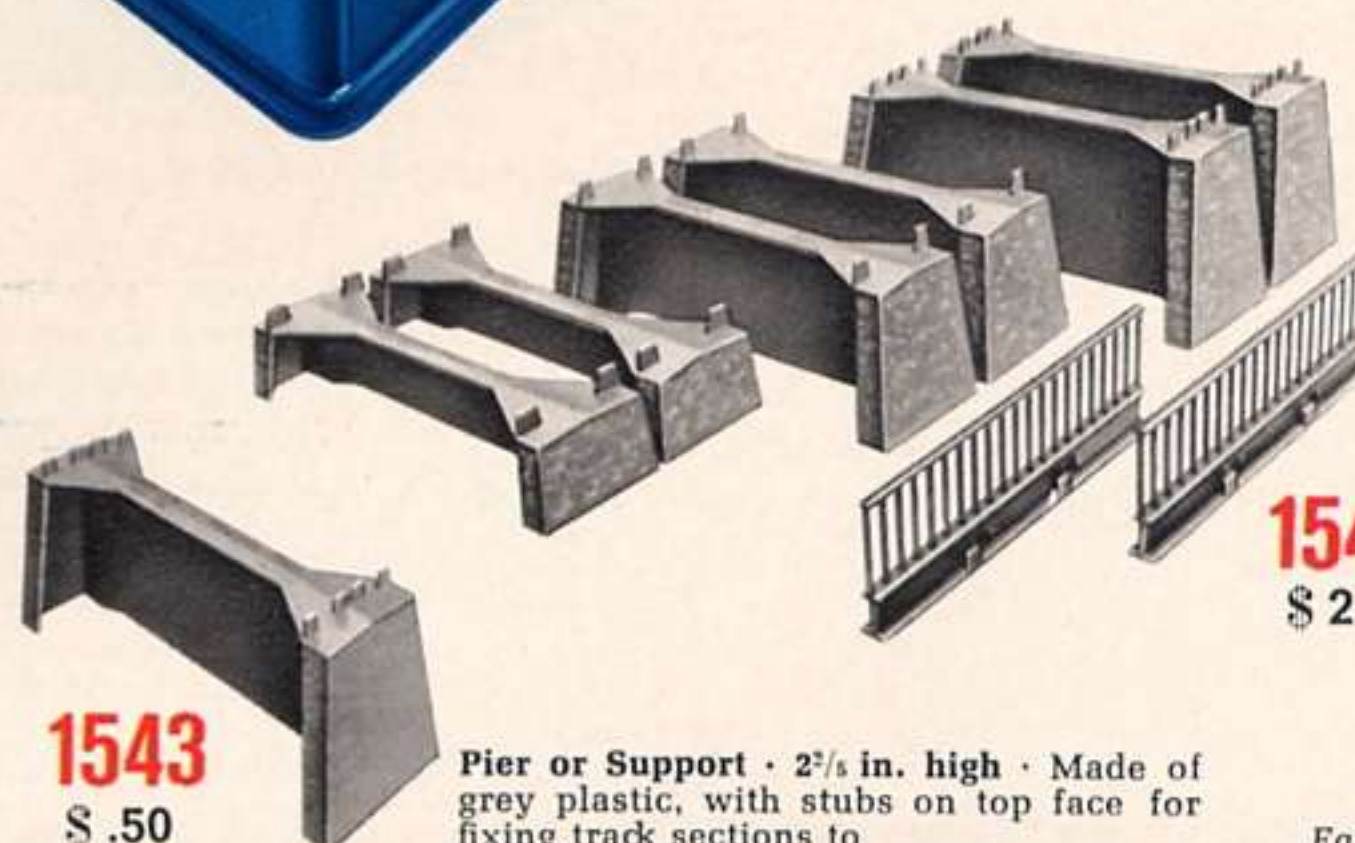
Speed Controller, the same as No. 1590, but with a red casing

Rectifier, for connecting to MÄRKLIN railway transformers. Size $2\frac{1}{8}$ in. by 2 in. by $\frac{3}{8}$ in. D.C. for running up to four cars at the same time can be taken from the pairs of plug sockets marked "Auto 1" and "Auto 2". The transformer connected in series must have an output of not less than 16 watts



1592
\$ 3.00

1543
\$.50



Pier or Support · $2\frac{5}{8}$ in. high. Made of grey plastic, with stubs on top face for fixing track sections to



1544
\$.25

1542
\$ 2.25

Construction Kit for Overpass, consisting of two piers $1\frac{1}{10}$ in., two $1\frac{3}{10}$ and two $2\frac{2}{5}$ in. high, with two bridge railings. All parts made of grey plastic. For making up a very strong overpass that will even span four-lane tracks

Fair Trade prices in US Dollars



MÄKLIN

The models Nos. 1805 to 1823 mark the beginning of a new series of MÄKLIN Miniature Cars that are characterised by their extremely fine detail, and they also all have inset windows, interior fittings and rubber tyres. They can be obtained in various colours and they are made to a scale of 1/43rd full size. **New models will constantly be added to this Series.**

Please ask your toyshop for the Special List of MÄKLIN Miniature Cars with the interesting List for collecting.

Miniature Cars, made of pressure-cast Zinc

NEW SERIES

WITH MOVABLE PARTS

Made to a scale
of 1/43rd full size

This Series
will be continued
and new models will
constantly be added to it.

Fair Trade prices in US Dollars

1810
\$ 2.95



Porsche 910 • Doors to open • 3 3/4 in. long

An asterisk * against doors, bonnets, boot lids etc. shows that these parts are movable.



MARLIN

1809

\$ 3.25



VW Variant 1600 · DRK Type, with front boot, two side and rear doors to open · Blue light on roof · 4 in. long

1805

\$ 3.25



VW Variant 1600, with front boot, two side and rear doors to open · 4 in. long

1806

\$ 3.25



VW Variant 1600 Police Car, with front boot, two side and rear doors to open · Blue light on roof and radio antenna · 4 in. long

1808

\$ 3.25



VW Variant 1600 · ADAC Type (German AA), with front boot, two side and rear doors to open · Yellow light on roof · 4 in. long

1807

\$ 3.25



VW Variant 1600 Fire Brigade Car, with front boot, two side and rear doors to open · Blue light on roof and radio antenna · 4 in. long

1823

\$ 3.50



VW Variant 1600 Police Car · Technical details the same as No. 1806, but also lettered additionally with "Police" on the lid of the boot and with the police badge on the two side doors · 4 in. long

New



Replacement Rubber Tyres

8156 \$.05 Price, each

One Rubber Tyre · $\frac{3}{8}$ in. diameter · In packets of ten · To fit miniature cars 1805, 1806, 1807, 1808, 1809 and 1823

8157 \$.05 Price, each

One Rubber Tyre · $\frac{9}{16}$ in. diameter · In packets of ten · To fit miniature car 1810

8149 \$.05 Price, each

One Rubber Tyre, $\frac{1}{2}$ in. diameter, packed in cartons of ten, to fit the 8025 miniature car

8150 \$.05 Price, each

One Rubber Tyre, $\frac{9}{16}$ in. diameter, packed in cartons of ten, to fit the 8026 miniature car

8152 \$.05 Price, each

One Rubber Tyre, $\frac{11}{16}$ in. diameter, packed in cartons of ten, to fit the 8009, 8012, 8017, 8023, 8031, 8032, 8034, 8035 and 8037 miniature cars

8153 \$.05 Price, each

One Rubber Tyre, $\frac{4}{8}$ in. diameter, packed in cartons of ten, to fit the 8029 and 8036 miniature cars

Miniature Cars, made of Pressure-cast Zinc

These motor vehicles are true scale models of their full-sized originals; they have rubber tyres and are supplied in various colours. They are made to a scale of approximately 1/43rd full size.

8017

\$ 4.00



Phoenix Box Van, multi-colour finish · 5½ in. long



Krupp Lorry, latest forward-drive type, with inset windows, one-colour finish · 4¾ in. long

8034

\$ 2.35

8037

\$ 1.25

Lorry Trailer, coloured to match the 8034 Krupp Lorry · One-colour finish · 4¼ in. long

8029

\$ 2.00



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



Fuel Tanker, modern eight-wheeled articulated type gives very good running on curves · Multi-colour finish · 7 in. long

8032

\$ 4.50

8025

\$ 1.75

Mercedes 190 SL Car, two-colour finish · 3½ in. long



8031

\$ 4.00



Mobile Crane with slewing cabin and movable jib · Crane hook raised and lowered by a crank handle · Crane truck finished one colour, with silver jib

8026

\$ 1.50



Tempo Pick-up Truck · 3⅝ in. long



Rear Tipper, six-wheeled, rear axle wheels have twin tyres · Cab with inset windows · Dump body can be raised and lowered by locking lever · One-colour finish · 5½ in. long

8036

\$ 4.50

8023

\$ 3.00



Fire Appliance, with extending turntable ladder · Truck finished red with silver ladder · 6½ in. long

Mobile Excavator, a model of the Fuchs 301 type, with slewing cabin and movable jib · Bucket raised and lowered by crank handle, can also be opened to discharge contents · 4⅝ in. long

8035

\$ 4.75



Krupp Lorry, one-colour finish · 5½ in. long

8009

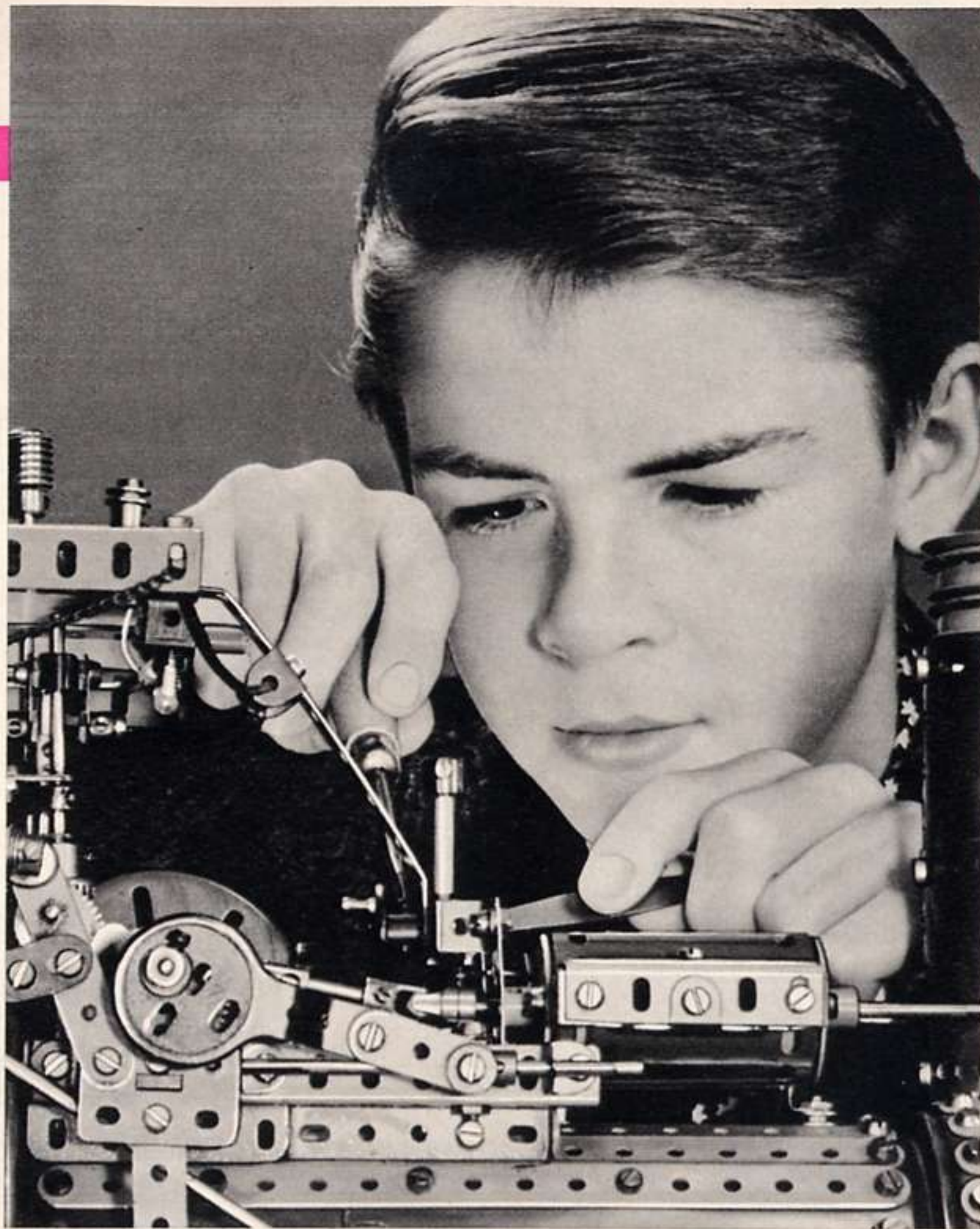
\$ 2.00

8012

\$ 1.25

Lorry Trailer, coloured to match the 8009 Krupp Lorry · One-colour finish · 4¾ in. long

For replacement rubber tyres for these models see page 77.



**The MÄRKLIN Metal Construction Set is a
high quality proprietary product**

MÄRKLIN-Metal Construction Sets and their Advantages

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

Playing with these MÄRKLIN Metal Construction Sets will reveal and develop technical and creative talents even in the early years of youth.

MÄRKLIN Metal Construction Sets are branded products of high quality; they can be had in six Basic Sets and six Supplementary Kits. MÄRKLIN Supplementary Kits enable each Basic Set to be made up into the next larger Set following.

Each Basic Set contains a large assortment of constructional parts with an illustrated Instruction Book showing numerous interesting examples.

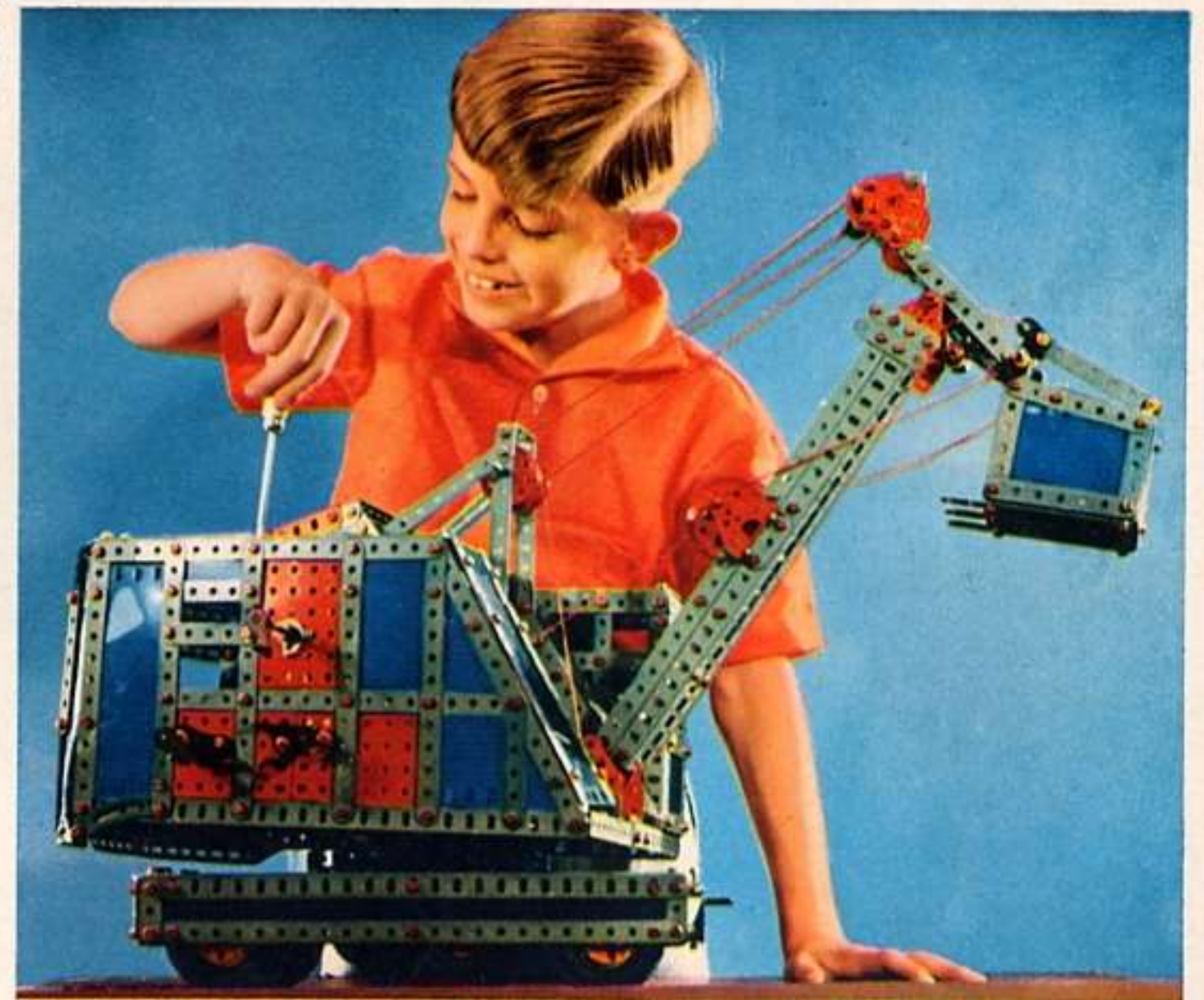
A number of very instructive models can be built with even the smallest Set.

All parts in the Sets are made of best materials and enamelled in colours.

All gear wheels—except the universal gear—have machine-cut teeth and turned bosses or hubs, instead of the stamped and riveted sheet metal parts so often used otherwise.

Coloured casings give the models a colourful appearance closely resembling the real thing. A great advantage is that these colour plates can be bent at right angles and the lines of the bends then smoothed out again. Electrical parts—such as commutators, field or magnet coils, cables etc. are also included in the assortment contained in Set 1013 and the following ones, so that an insight can be gained into the fundamental laws of electricity. The great variety of separate parts can be still further augmented by special parts obtainable from all shops selling MÄRKLIN Models and Sets.

**MÄRKLIN
Metal
Construction
Sets, the
constructional
plaything
that is so very
instructive
and
has unlimited
possibilities**



1009

\$ 6.50



1010

\$ 9.00



Metal Construction Sets

Basic Set 1009 6.50

Contains 125 constructional parts plus ten fixing clips, making 135 parts in all. The box measures 15 1/4 in. by 10 in. by 1 1/2 in. and weighs 1 lb. 15 oz. Can be made up into Basic Set 1010 by Supplementary Kit 1029

Basic Set 1010 9.00

Contains 166 constructional parts plus ten fixing clips, making 176 parts in all. The box measures 16 in. by 12 in. by 1 1/4 in. and weighs 2 lb. 5 oz. Can be made up into Basic Set 1011 by Supplementary Kit 1030

1013

\$ 49.95



Basic Set 1014 75.00

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

1011

\$ 13.95



(1013)



(1014)

1012

\$ 25.95



MARKLIN

1014

\$ 75.00



Fair Trade prices in US Dollars

Basic Set 1011 13.95

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

Basic Set 1012 25.95

Contains 386 constructional parts plus ten fixing clips, making 396 parts in all. The box measures 20 1/4 in. by 13 1/4 in. by 1 1/2 in. and weighs 6 lb. 13 oz. This 1012 Set extends the number and realism of the models considerably, as among the many other models that can be built from it there are, for example, diesel locomotives, tramcars and maintenance cars for the overhead trolley wire, motor lorries, tractors, mobile slewing cranes up to tower slewing cranes and windmills. Models such as surface grinders, high-speed drilling machines, and pendulum and frame saws, can also be built without any difficulty. This Set can be made up into Basic Set 1013 by Supplementary Kit 1032.

Basic Set 1013 49.95

Contains 658 constructional parts plus 45 fixing clips, making 703 parts in all. The box measures 20 1/4 in. by 14 1/4 in. by 2 1/8 in. and weighs 11 lb. 11 oz. This Set, and those following it, also contain electrical parts for making up motors that will really work. A "Short Course in Electricity" gives an introduction to electricity itself and its basic principles. This Set can be made up into Basic Set 1014 by Supplementary Kit 1033.

The number of constructional parts in MÄRKLIN Metal Construction Sets

Basic Set No.	Number of parts without with fixing clips		Supplementary Kit No.	Number of parts without with fixing clips	
1009	125	135	1029	42	42
1010	166	176	1030	67	67
1011	232	242	1031	154	164
1012	386	396	1032	273	283
1013	658	703	1033	295	346
1014	953	1158	1034	1086	1179

Ask your toyshop for the Special List of MÄRKLIN Metal Construction Sets.



Supplementary Kit 1034 80.00
extends Basic Set 1014 a stage further



Supplementary Kits

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

1034

\$ 80.00

Summarised:

Supplementary Kit No. 1029	3.95	makes up Set 1009 into Basic Set	1010
Supplementary Kit No. 1030	6.50	makes up Set 1010 into Basic Set	1011
Supplementary Kit No. 1031	13.95	makes up Set 1011 into Basic Set	1012
Supplementary Kit No. 1032	24.95	makes up Set 1012 into Basic Set	1013
Supplementary Kit No. 1033	25.95	makes up Set 1013 into Basic Set	1014

Apart from the Supplementary Kits mentioned above, every MÄRKLIN Metal Construction Set can be expanded by extra parts if your Set does not contain sufficient of them for some model you wish to make. A separate list of these parts, as well as the actual parts themselves, can be obtained from every toyshop that deals in MÄRKLIN products.

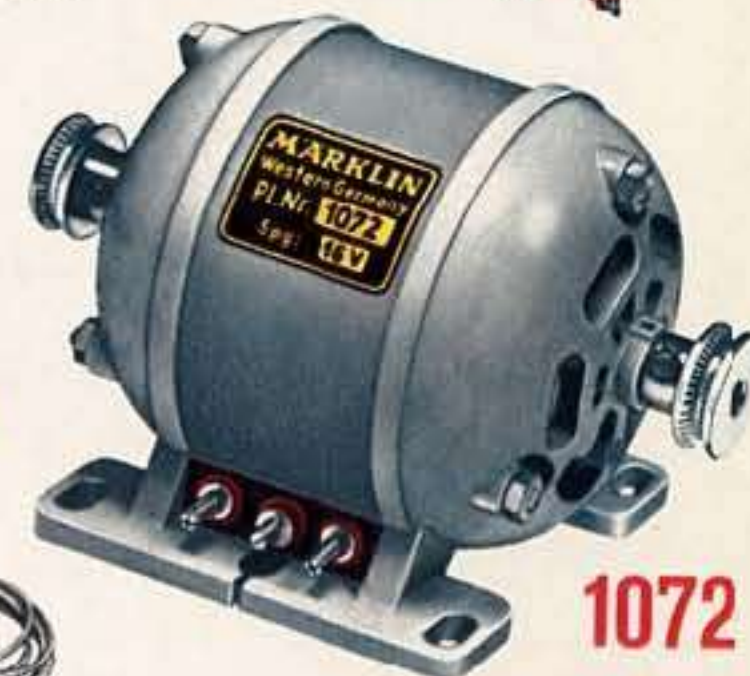
Electric Motors for driving Models made up from the Metal Construction Sets

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



1071

\$ 10.95



1072

\$ 19.95

Electric Motor, reversible, to run either forward or backward. No-load speed about 1500 r.p.m. Runs on 16 volts from any MÄRKLIN model railway transformer. Supplied complete with two cables. 2 1/2 in. high, 2 in. wide and 2 in. deep. Weight 7 oz.

Electric Motor, to run on 16 volts, with cables and switch for reversing the running direction. Two cord or spring band pulleys running in opposite directions at different speeds controlled by the transformer. No-load speeds about 3000 and 1100 r.p.m. An extremely efficient motor, suitable for driving the largest models made up from the Construction Sets, as well as working models of all kinds. (We advise using only a Group 6100 transformer). With three connecting plugs. 2 1/2 in. high, 3 1/4 in. wide and 2 1/2 in. deep. Distance between pulley grooves 3 1/2 in. Weight 23 1/2 oz.



MÄRKLIN