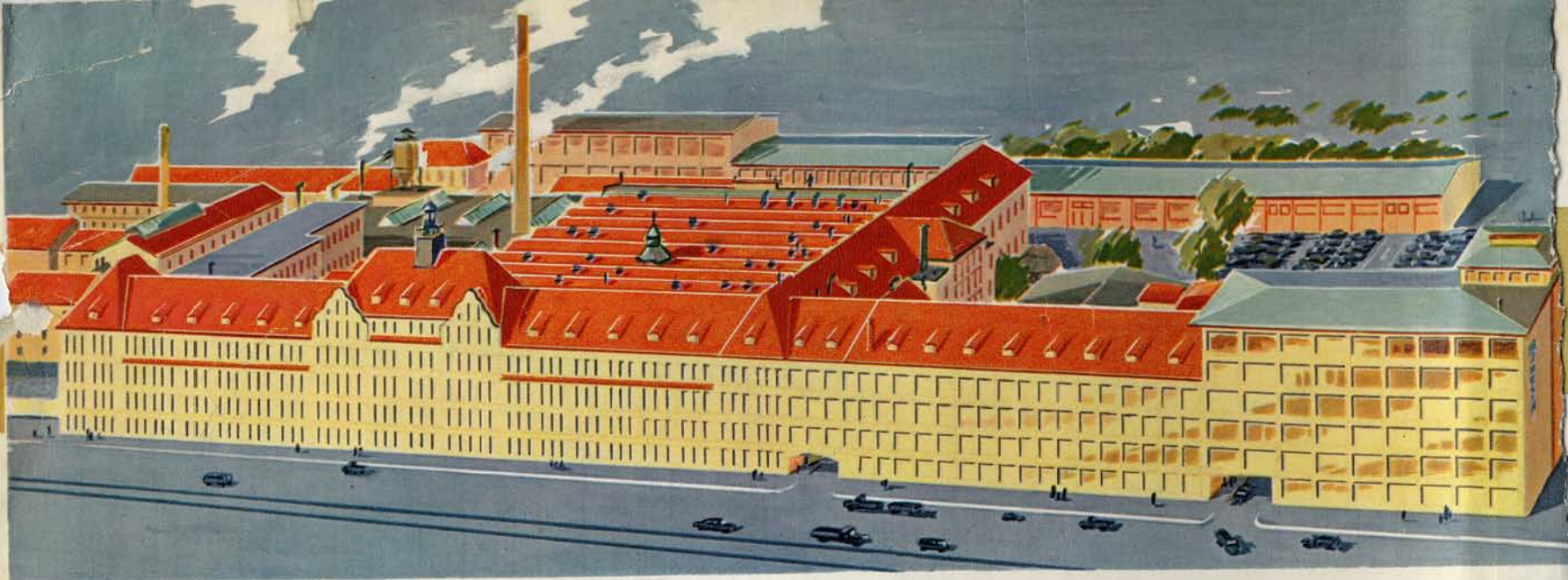




MARKLIN

100 Jahre · 100 Years · 100 Ans · 100 Años · 100 Anni · 100 Jaar · 100 Aar · 100 Ár

1859-1959



We regret we are unable to supply our products direct to our customers. We reserve the right to make alterations to our products. Subject to delivery being possible. The publication of this Catalogue cancels all previous ones.



Trade Mark

GEBR. MÄRKLIN & CIE. ^{GM}_{BH}

MAKERS OF FINE METAL TOYS

GÖPPINGEN/WÜRTT.

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NICHOLAS SMITH

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To all our friends!

When a concern reaches the centenary of its existence, it is always interesting to glance back through the pages of its history, and in doing so in our case we see that, during the period of the last one hundred years, the firm of Märklin passed through many vicissitudes. — The Fils Valley between Stuttgart and Ulm is a place where there are some notable industrial undertakings—even world-famous in some cases—though this stretch of country has never become an industrial region. On the contrary, what has turned out to be so beneficial here is that only a few hundred metres away from the big industrial concerns the individual charm of the countryside is still quite unspoiled. — It would be quite a fallacy to regard this region as just an industrial area and to appraise it accordingly; quite the reverse—it is indeed to be treasured as forming part and parcel of the very heart of the country, since here is the home of the great family of Staufen. Proudly the Hohenstaufen rears its summit in the midst of the Fils Valley that shelters the township of the same name, with its small Late Gothic church. Five kilometres to the north-west of it is Wäscheneuren with its castle, small but ancient—the birthplace of the von Bürens who were later on the first to take the name of Hohenstaufen. It is one of the most venerated and historically important places in the Swabian Alb that dominates the Fils Valley and has given Göppingen, its capital, the nickname of “the Hohenstaufen footstool”.

It was in this town of Göppingen that there lived in 1840 a Theodor Friedrich Wilhelm Märklin, the founder of our house. Attaining full citizenship in 1856, he also set up in business there as a tinsmith in the same year. In 1859 he married Karoline Hettich, of Ludwigsburg, and at the same time it was decided to make toys for dolls' houses; thus the year 1859 marks the date when our firm was first established for the manufacture of toys. Mrs. Märklin took an energetic part in building up the business, devoting herself intensively to sales promotion. She may well be regarded as the first woman commercial traveller of her time as she journeyed through Southern Germany and Switzerland with her toys. Larger accommodation had to be taken for making the toys only a few years after their manufacture had been commenced.

This young undertaking did not escape serious setbacks, however; in 1866 Theodor Friedrich Wilhelm Märklin died from the results of an accident when only 49 years of age—far too soon to have completed his work—and though his widow did her utmost to keep the business going for her sons, devoting her energies to the sales side particularly, as before, and undertaking lengthy business tours for the purpose, recession of the concern could not be checked, nevertheless, and with the death of Mrs. Märklin a fine

line—imperceptible to outsiders—was drawn beneath the history of the house of Märklin to that time. The founder generation had had to place responsibilities and obligations on to younger shoulders.

For the sons—Eugen and Karl—it was a risky undertaking to think of carrying on their parents' business without capital, but in 1888 they ventured to do so, under the style of GEBR. MÄRKLIN (Märklin Brothers). Even to-day Eugen Märklin's personal records still show the difficulty encountered in finding the cash required on paydays. — Children's kitchen and cooking stove utensils were now made once again, but the programme was extended to include doll's prams and carriages of all kinds, ships, roundabouts and tops as well.

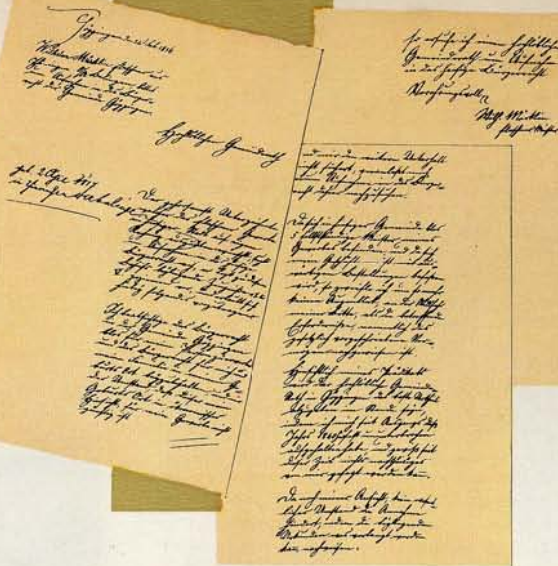
A decisive step—important for the firm's future development—was the manufacture of toy railways; although such toys were already in existence as so-called pull toys in the form of engines for pulling along the floor by a cord, and without any rails, though there were engines on rails as well, yet they were still of a most primitive kind. Märklin's were the first to exhibit a clockwork railway with a track in the shape of a figure eight, together with other track layouts with points and crossings, at the Leipzig Spring Fair of 1891, accessories and material for building up the track also being shown. These were novelties that were well received and found a ready market.

This quaint little engine first shown in 1891, with its two big driving wheels, two smaller wheels under the cab and its





Göppingen



tall funnel, recalls the first railways in England; comparison with one of the Märklin models of the present day will show the care and attention that has gone into the constant development of these toys. From that first little clockwork engine to our present-day models is a very long way; the house of Märklin has devoted all its energies to creating a style all its own and so producing an individual expression of quality.

Once again works accommodation became inadequate, and so in 1895 the firm moved to the Marktstrasse; five years later—in 1900—new premises with 8,000 square metres of covered space were taken in the Stuttgarter Strasse, and by this means the first toy railways worked by steam and electricity were able to be produced the same year—1900—only a few years after they had been shown at the Fair for the first time.

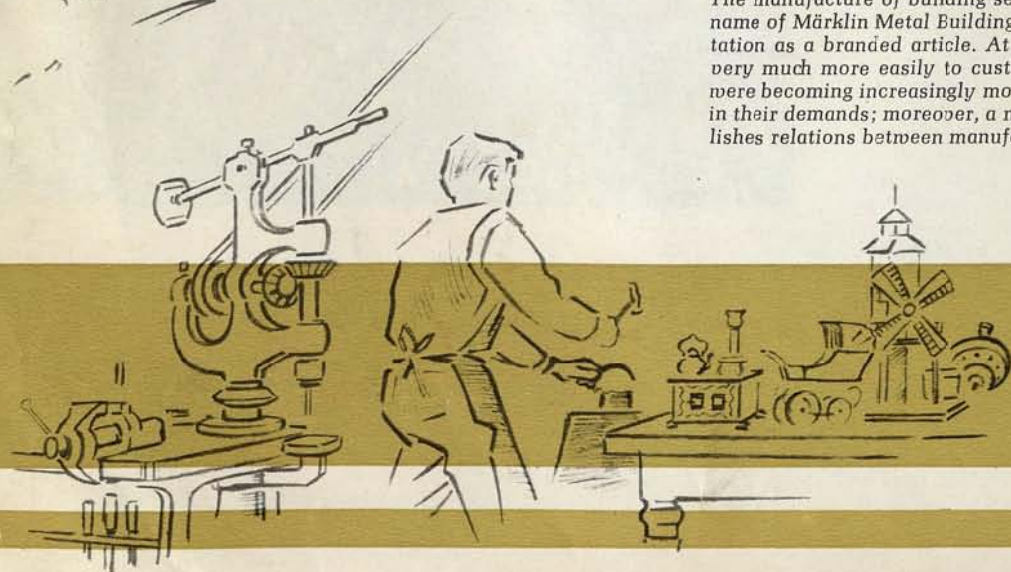
These models were made for the 45-millimetre Gauge 1, and playing with them was by no means devoid of risk; either low-tension current from an accumulator had to be used, or the railway

had to be connected up directly to the lighting mains through an incandescent lamp resistance to control the speed, and when the engine was removed from the track, the full strength of the mains current at 110 or 220 volts, as the case might be, still remained in the rails; this risky situation for a child's toy could not be bettered until the mains were changed from direct to alternating current supply. The Gauge 1 track was soon followed by the 51-millimetre Gauge 2 and the 32-millimetre Gauge 0, while there was also the extra large Gauge 3, with its 75-millimetre width hardly conceivable nowadays, though its production never reached any great importance.

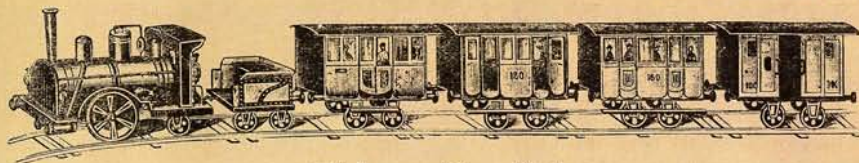
There was no stopping the all-conquering progress of the toy electric railway, and becoming a great favourite, it was as much in demand abroad as in Germany; American, French and English models were made for export and met with great success in foreign countries.

Throughout the firm's history and even down to present time, accommodation for workshops and stores has been a consistent problem; in 1911 a six-storied building 110 metres long had to be built in front of the shed premises, and the staff increased steadily, numbering six hundred by 1914.

The manufacture of building sets was taken up during the first world war and they were introduced under the name of Märklin Metal Building Sets; the series was augmented after the war and now enjoys an enviable reputation as a branded article. At a very early stage it was realized that branded goods could be sold by traders very much more easily to customers who were becoming increasingly more exacting in their demands; moreover, a name establishes relations between manufacturer and



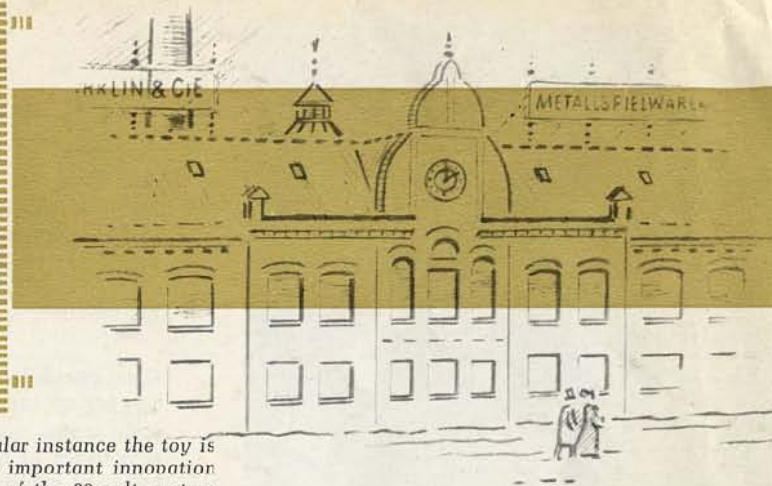
12 1-12 : 47 Schienen a. 2 b. 2 c. 32 d. 2 e. 2 f = 29 meter. 1 Kreuzung. 1 Paar Weichen links und rechts.



1024 B gesetzlich geschützt!

Eisenbahnen mit besten Uhrwerken auf Schienen.

Locomotive mit Bremsvorrichtung u. 2 Ausschaltern wie 1022 B. Ausführung fein (Thüren zum öffnen!) Schienenspur III = 75 mm.



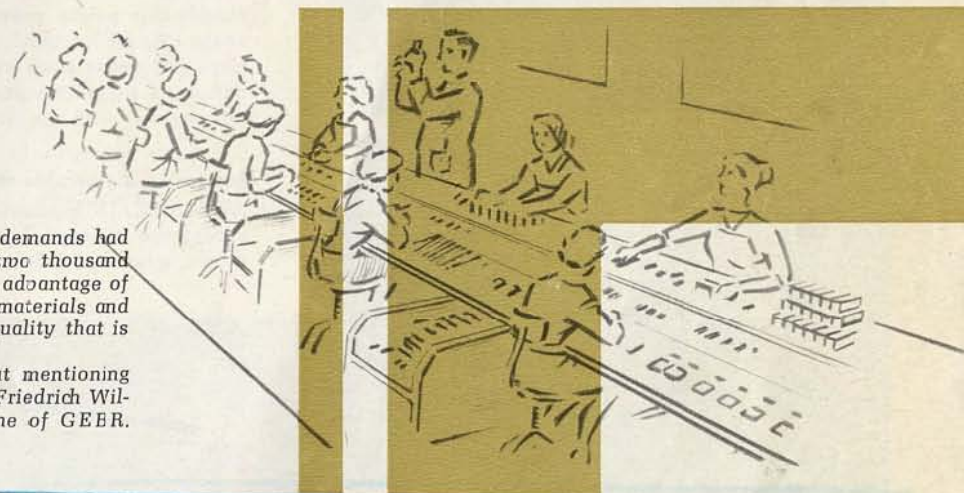
the public. — A plaything that can be added to serves to strengthen this relationship, and in this particular instance the toy is one that can always be expanded still further by the purchase of additional parts later on. — A most important innovation that won a great many fresh enthusiasts for the electric model railway was the introduction in 1926 of the 20-volt system now in general use, employing a transformer to reduce the high tension or voltage of the lighting mains down to about 20 volts, thus entirely eliminating all risk for anyone playing with the railway. The first models built to scale followed very shortly afterwards, and a no less important event was the introduction of the 16-millimetre Gauge H0 miniature railway. The great scarcity of space, especially after the second world war, helped to make these small but efficient and fine-looking models a success, as they enable extensive systems with all imaginable technical details to be built up in a small space. The models are made to a scale of their full-sized originals hitherto unthought of. This Gauge H0 series with its rolling stock and other accessories was considerably extended just after 1945.

Production at the present time is by no means confined solely to the Gauge H0 electric railway and its accessories, as Märklin Metal Building Sets, ELEX Sets of Electrical Experiments, driving motors and miniature motor vehicles are also included in the programme.

In 1914 the firm already had 600 employees and by 1928 the number required to cope with all demands had risen to over nine hundred; at the present time the house of Märklin employs more than two thousand people. Experienced designers develop present-day models with patience and devotion, taking advantage of the most up-to-date progress in engineering. Modern production shops working with selected materials and the decades of experience behind a skilled staff form the basis for that outstanding Märklin quality that is held in such high esteem throughout the world to-day.

No historical account of the firm's one hundred years' existence would be complete without mentioning those who have taken a leading part in building up our business. After the death of Theodor Friedrich Wilhelm Märklin and his wife, their sons Eugen and Karl took over the concern under the name of GEBR.

MÄRKLIN (Märklin Brothers). The business grew rapidly and another partner had to be found, so that Emil Friz, of Plochingen, joined the firm on 1st January, 1892, when the name was changed to GEBR. MÄRKLIN & Co. Then Eugen Märklin's long spell of ill-health called for another partner, who was found in the person of Richard Safft and joined the firm on 1st May, 1908. This not only gave the firm the greater freedom in its activities but also helped its export trade considerably owing to the linguistic capabilities of the new partner. The results were most satisfactory. Emil Friz died in May, 1922, at the age of 64, after a lifetime of indefatigable and successful activity, and the same year saw the emergence of the concern as a limited liability company. In 1926 the late Emil Friz's son-in-law, Max Scheerer, was appointed third business manager, retiring in 1956 at the age of 75. In 1935 Eugen Märklin went into well-earned retirement after fifty years' service, and his son, Fritz Märklin, was appointed to succeed him in the management of the firm. For the late Richard Safft, whose untimely death unfortunately occurred in 1945, his son, Herbert Safft, a qualified engineer, was appointed business manager. These men, in their responsible positions, have led and are leading the fortunes of the house of Märklin with ability and unswerving devotion. They have made it their duty—now no less than formerly—in company with all Märklin collaborators, to stimulate and develop the inventive urge of children and train it for the initial activities of mature men.



The Advantages of the MÄRKLIN H0 Gauge Model Railway

Alternating Current working

Connecting up the railway and its accessories is simple. The connecting apparatus (transformers) are reasonable as regards price. No additional apparatus is required for the MÄRKLIN-TELEX COUPLING. The locomotives run smoothly to a stop when the current is switched off.

Great possibilities for building a railway system

The MÄRKLIN centre-stud contact track will meet all scale model requirements and also embodies all the advantages of the three-rail track. Track layouts on full-sized railways, such as reversing loops and triangles can be reproduced without difficulty and do not need any special circuit arrangements.

Double-slip points provide track layouts in a small space. As all locomotive wheels and some of the carriage and wagon stock wheels are used for transmitting current, a slight amount of dust etc. on the track does not interfere with the service in any way.

Increasing the tractive effort

All MÄRKLIN locomotives — even the small ones — except the high-speed railcar 3025 — are fitted with plastic tyres that definitely improve the tractive effort.

Change-over lights

All MÄRKLIN locomotives, except the tank engine 3001 and the tender engines, have lights on both sides.

No interference with wireless

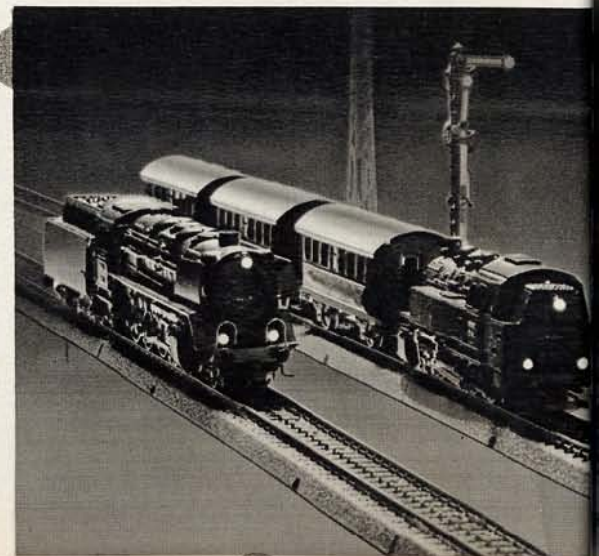
All MÄRKLIN locomotives are fitted with two 250 pF condensers and a 13 μ H choke to suppress interference with the wireless. There is also a suppressor rail section 5130 provided for the medium and long-wave bands (see page 39).

MÄRKLIN Couplings

Practically all rolling stock is fitted additionally with the "Advance" uncoupler as well as automatic coupling. Certain locomotives also have the MÄRKLIN-TELEX COUPLING (see pages 7, 10 and 11).

Signals

All signals are provided with traction current switches for train control, except the distance signals. The different types can be fixed to straight and curved track sections, and on the right or left-hand side of the track. The block system can easily be built up for a service with several trains, and also provides a safeguard against collisions. Precision workmanship is a guarantee for durable service. A large selection at reasonable prices — ten different types.

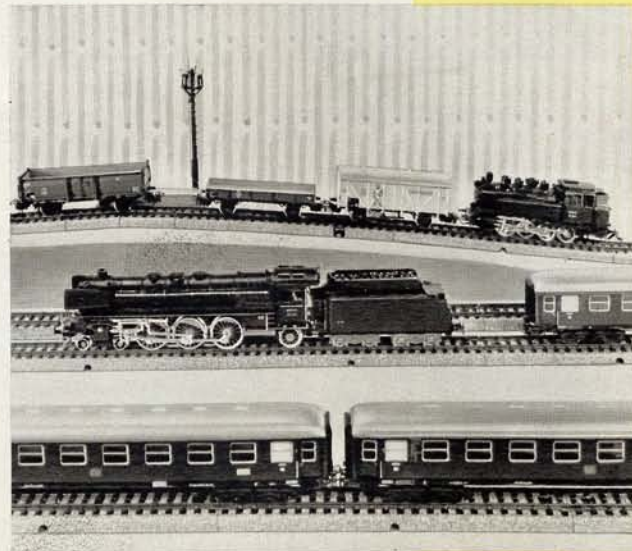
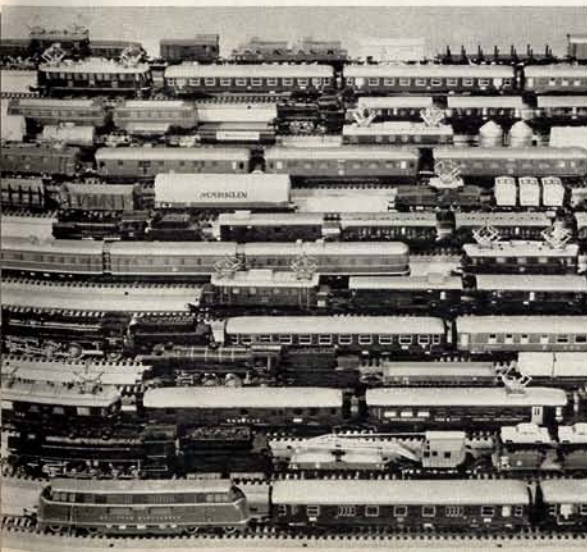




The MÄRKLIN range offers a big assortment in every price range. Locomotives cost from \$ 9.95; train sets from \$ 18.50; transformers from \$ 9.95; hand-operated points from \$ 4.00 and electro-magnetic points from \$ 9.00 a pair, and double slip points from \$ 8.40 upwards. Our prices have not been increased since 1952; actually, substantial reductions have been made in some cases.

An extensive range

The MÄRKLIN range offers an extensive selection. Numerous different types of locomotives and rolling stock, with delightful accessories giving every MÄRKLIN system a distinctive note. Scale model reproductions of locomotive running sheds can be made up with turntables and engine sheds. Additional enjoyable facilities are available in the shape of remotely-controlled slewing cranes, level crossings and flashing lights, and a railway system can be given a realistic appearance by using the reasonably-priced bridge approaches and bridge parts. The catalogue will introduce you to many more accessories.





1



2



3

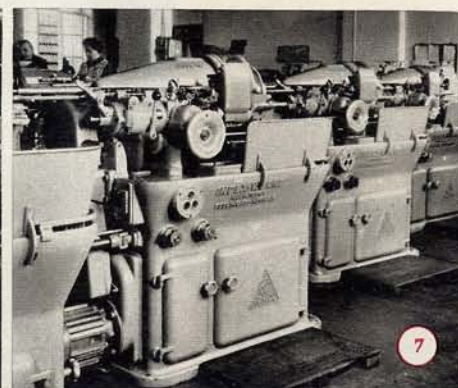


4

Focal points from the production of the famous **MARKLIN** locomotives



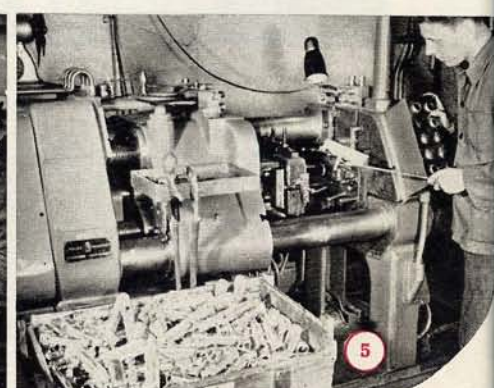
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7

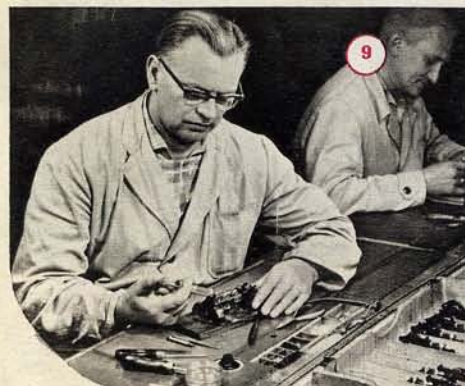


6



5

Despite the most up-to-date equipment, the work of human hands is still indispensable



9



10

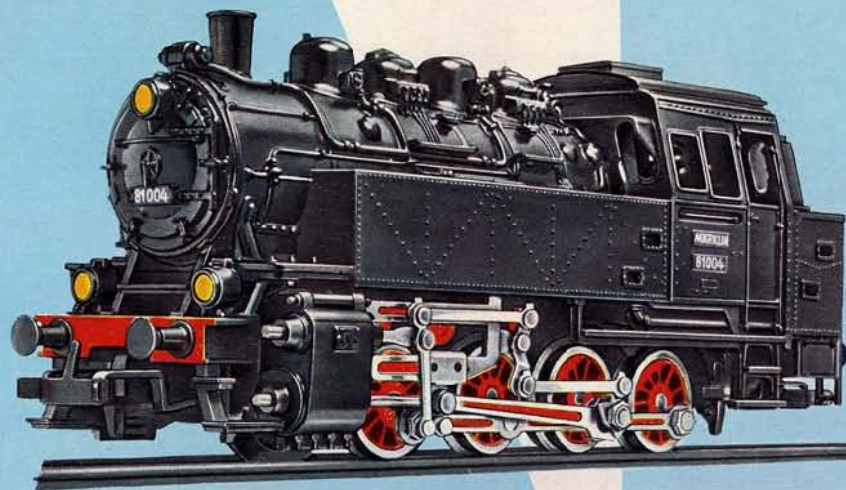


11



12

- ① Design: The hour when a MÄRKLIN locomotive is born
- ② Development: Preparing a hand-made model
- ③ Making the tools: The painstaking handiwork of an engraver producing a mould
- ④ Precision measuring: It would be hard to find a picture better able to show MÄRKLIN quality than this test by microscope
- ⑤ Die casting: The bodywork of the locomotive is cast in a pressure die-casting machine
- ⑥ Finishing the casting: Filing up the body of a locomotive
- ⑦ Automatic machine tool for producing turned parts (part section)
- ⑧ Making up electrical accessories: Winding magnet coils
- ⑨ Locomotive assembly: Adjusting and oiling locomotives
- ⑩ Painting by hand
- ⑪ The final inspection: Every locomotive has to make a test run and not until it has done so does it receive the well-known round Test Label
- ⑫ Packing locomotives: This is where MÄRKLIN locomotives start out to go all over the world



Powerful tank engine

3000 \$ 9.95

Tank engine, modelled on the German Federal Railways Class 89 · Six-wheeled 0-6-0 type, reversing by remote control with additional hand lever · Tractive effort and climbing ability enhanced by plastic tyres on rear driving wheels · Specially low-geared motor with very durable gearing · Two electric headlights · Dull black unbreakable plastic casing; cast metal frame; accurate reproduction of boiler fittings, cab, coal bunker and water tanks · Strong coupling hooks both ends · $4\frac{3}{8}$ in. long over buffers; weight 7 oz.

Engines of this type have gained numerous adherents owing to their many and varied uses for both passenger and goods services, and especially for shunting in marshalling yards and so on, as well as on account of their attractive appearance and the ease of placing them on the track. Their ability to negotiate curves easily, their high performance and harmonious design are the special attributes of these models.

An interesting new design with the MÄRKLIN-TELEX COUPLING

3031 \$ 19.80

Tank Engine · Class 81 · Eight-wheeled 0-8-0 type; remote control for forward and reverse, with additional hand lever · Walschaerts valve gear; plastic tyres on rear driving wheels; three headlights to light up, front and rear · Dull black all-metal casing with scale model reproduction of fittings · MÄRKLIN-TELEX COUPLING at both ends · 5 in. long over buffers; weight about 14 oz.

3032 \$ 17.50

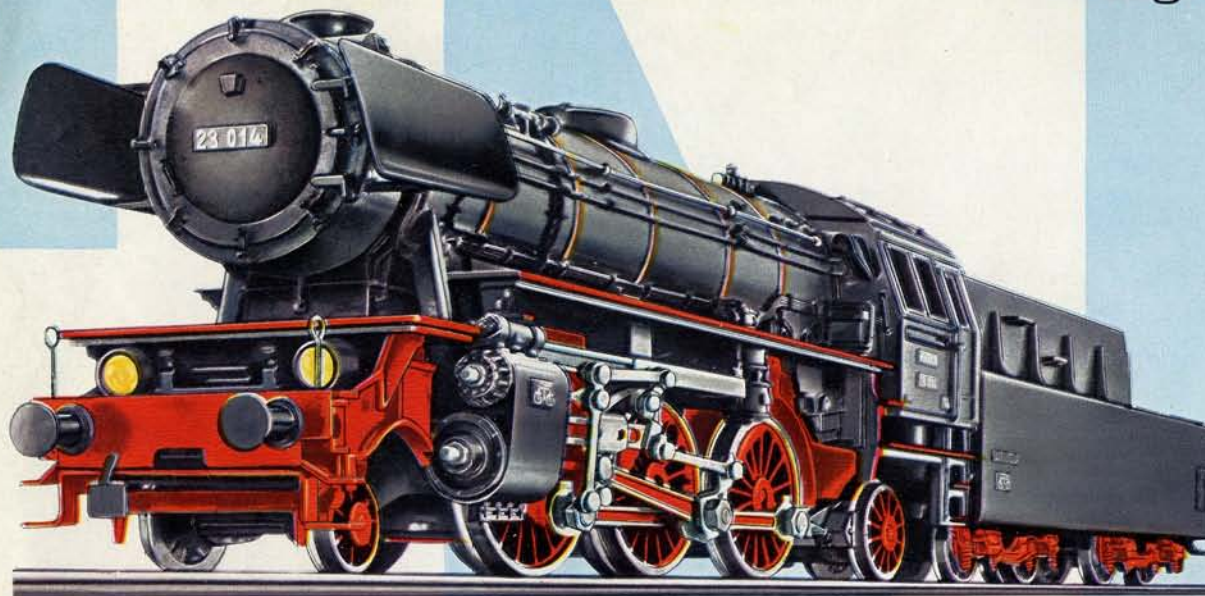
Tank engine as No. 3031, but **without** MÄRKLIN-TELEX COUPLING; automatic couplings both ends instead · Weight about $13\frac{1}{2}$ oz.

A transformer of the 6000 Group is adequate for these engines (see page 43), but the use of a 6100 Group transformer is advisable for trains with interior lighting.



Perfect as a MÄRKLIN locomotive may look to-day, it did not come like that all at once; doesn't this little engine have a really jolly look about it, though?

A highly-successful model



The German Federal Railways Class 23 engines are used for medium and heavy passenger services, and for fast and light express and also goods trains. Engine and tender are both of the latest welded construction and their design is so good that they are allowed to run at 69 miles an hour forwards and at 53 miles an hour tender first. As this type of engine is allowed to run so fast tender first, it is also frequently used for heavy suburban and inter-urban traffic in place of tank engines.

3005 \$ 23.50

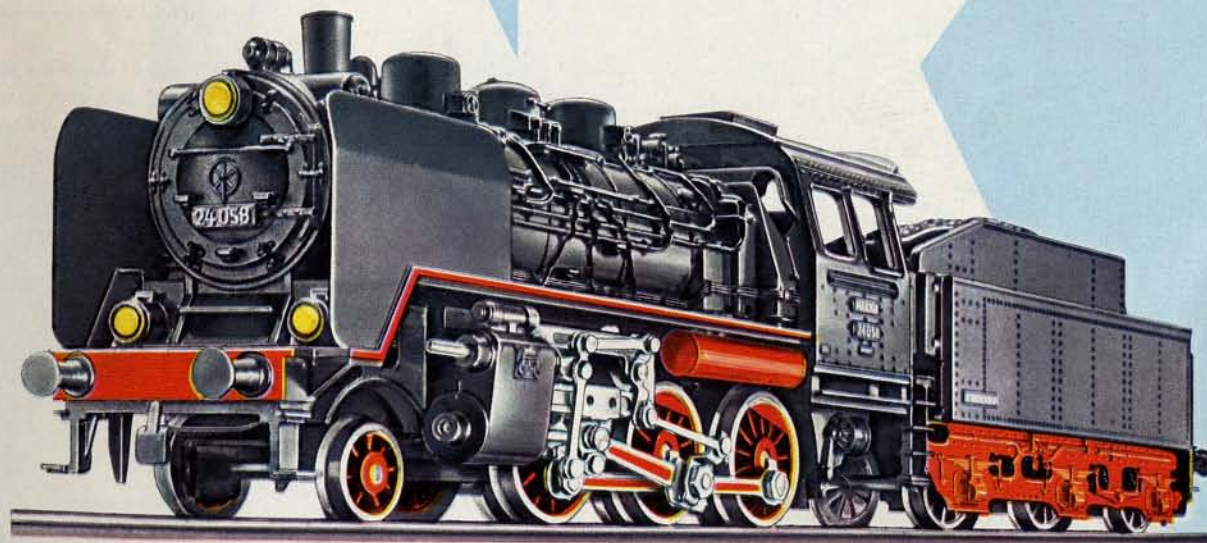
Passenger engine with separate tender, modelled on the German Federal railways Class 23 · Ten-wheeled 2-6-2 type · Remote control reversing with additional hand lever · Walschaerts valve motion · Both pony trucks sprung on the track to avoid risk of derailment and provide good running on curves · Coupling hooks are fitted to the trucks, giving full coupling facilities at the front as well · Plastic tyres on rear driving wheels to increase the tractive effort · Specially low-g geared motor · Two electric headlights · Strong dull black all-metal casing with accurate scale model reproductions of the boiler fittings and all-over cab of the full-sized original · Cast metal frame · The tender, close-coupled to the engine, reproduces the welded original on two bogies · Automatic couplings and numerous details · 9³/₄ in. long over buffers; weight, with tender, 19¹/₂ oz.



For this model a transformer of the 6000 Group (see page 43) is adequate, though a transformer of the 6100 Group is advisable for trains with interior lighting.

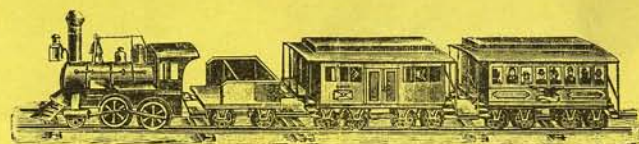
as if to say: Just wait, and see what I'll turn into! I'm an enterprising chap.

An indestructible model



3003 \$ 17.00

Passenger engine with tender, modelled on the German Federal Railways Class 24 · Eight-wheeled, 2-6-0 type; remote control reversing with additional hand lever · Walschaerts valve motion · The truck is sprung on the track to avoid derailment risk · Full coupling facilities at both ends of the engine; plastic tyres on rear driving wheels to increase the tractive effort · Specially low-g geared motor; three electric headlights · Dull black indestructible plastic casing accurately reproducing scale model fittings as on the full-sized prototype · Die-cast zinc frame · Six-wheeled tender, close-coupled to engine, reproducing all details of the riveted original · 8 in. long over buffers; weight 11 oz. with tender



1032 B.

Eisenbahnen, Amerikanische Form, auf Schienen mit besten Uhrwerken u. mit Bremsvorrichtung.
1 Locomotive, 1 Tender, 1 Packwagen, 1 Personenwagen, 1 offener Güterwagen.

Zuglänge 135 cm., Wagenlänge 27 cm., Wagenhöhe 14 cm.
Schienenspur II = 54 mm.

Kreis-Durchmesser: Schienenanlagen und Packungen wie 1022.

Class 24 is a German Federal Railways' standardised engine used chiefly for hauling passenger trains over long secondary or branch lines. With its great fuel-carrying capacity this engine is more suitable for running over secondary lines—often of considerable length—than tank engines. Moreover, the Class 24 engines are also used for smaller set trains on main lines and branch lines with not too severe gradients, and as goods engines as well. The maximum speed is 56 miles per hour.

A 6000 Group transformer is adequate for this model (see page 43) but a 6100 Group transformer is advisable for trains to light up.

The horses on the horse-drawn railway were certainly not upset over their new competitor; only their drivers grumbled when "Old Nick's contract"

A Super-Model with MÄRKLIN-TELEX-Coupling



Model No. 3026 and goods engine No. 3007 on page 11 both have the new MÄRKLIN-TELEX COUPLING; fitting in the tender of this enables the train behind the engine to be uncoupled by remote control from the transformer at any desired point in the system, no additional apparatus being necessary.

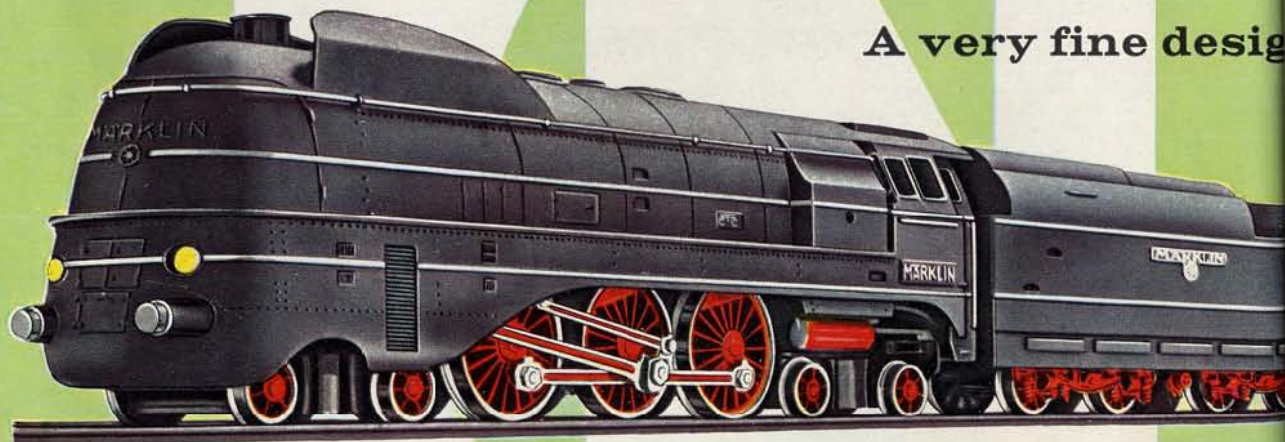
This engine is one of the finest MÄRKLIN models made and is a true scale reproduction of a German Federal Railways' Class 01 express engine, not only for its fine appearance and excellent performance. A model that no railway system should be without.

3026

\$ 31.50

Express engine and tender of the German Federal Railways' Class 01 type. Engine and tender permanently coupled together. Twelve-wheeled 4-6-2 type. Reversing by remote control with additional hand lever. Wal-schaerts valve motion. Bogie and trailing truck sprung on the track to avoid derailment risk. Easy running on curves. Plastic tyres on trailing driving wheels. Great pulling and climbing power. Specially low-g geared motor. Headlights fitted. Strong dull black all-metal casing accurately reproducing boiler fittings and cylinders. Scale model smoke deflectors. Twin-bogie tender with MÄRKLIN-TELEX COUPLING. 11 in. long over buffers; weight, 26 oz. with tender

A very fine design

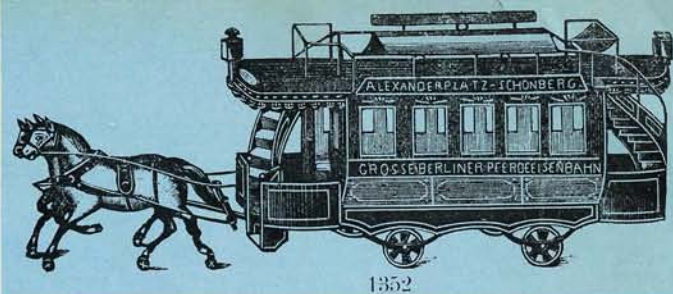


3007 \$ 39.00

Streamline express engine and tender. Fourteen-wheeled 4-6-4 type. Remote control reversing with additional hand lever. Bogies sprung spoked wheels to prevent derailment. Plastic tyres on trailing drivers to increase tractive effort. Specially low-g geared motor. Two electric headlights. Strong all-metal streamline casing, dull black with silver lines. Twin-bogie tender with automatic coupling. 11 1/2 in. long over buffers. Weight, 32 oz. including tender

tion" puffed by them and their steeds belching soot and making such a lot of noise.

Models on pages 10 and 11 require a transformer of the 6100 Group.



Heavy goods engine with MÄRKLIN-TELEX Coupling

The steadily increasing long-distance goods traffic on the non-electrified sections of the German Federal Railways is hauled principally by the very powerful Class 44 engines. That is just the reason why this particular type of engine is met with so very frequently on the main lines of the full-sized railway, where it arouses the interest and wonderment of all railway enthusiasts. Its pleasing appearance and massive design especially were our inducements for modelling this very fine engine.

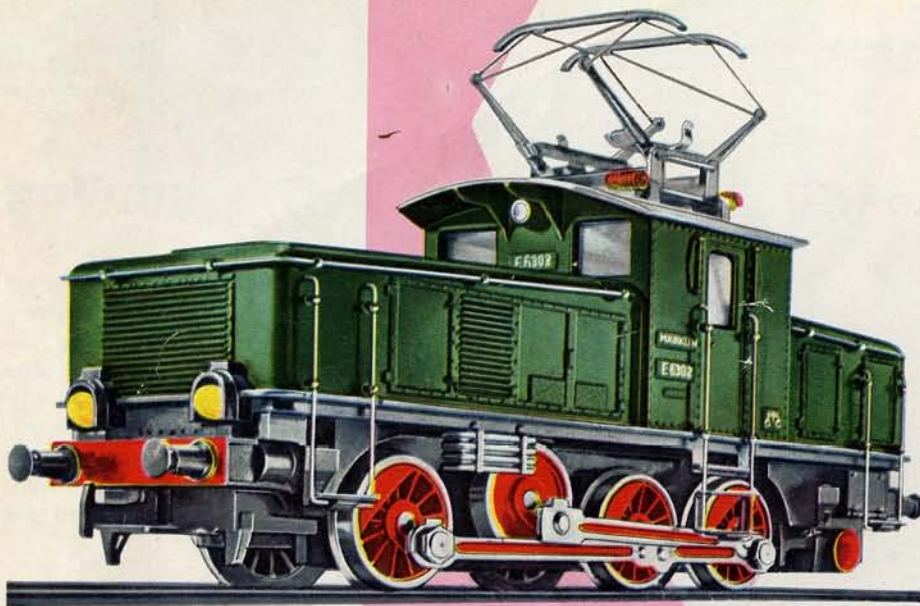


3027 \$ 39.00

Heavy goods engine — German Federal Railways' Class 44 · Engine and tender permanently coupled together · Twelve -wheeled 2-10-0 type · Excellent running—even round small-radius curves—by dividing the running gear into two different groups of driving wheels · Remote control reversing with additional hand lever on locomotive casing · Walschaerts valve motion · Sprung pony truck gives safety against derailment · All wheels flanged · Very easy running on curves · Plastic tyres on trailing drivers to increase tractive and climbing effort · All driving axles driven · Specially low-g geared motor gives slow-running as well · Three headlights · Strong dull black all-metal casing · Front coupling hook on pony truck, giving full coupling facilities · Scale model reproduction of all boiler fitting details and smoke deflectors · Eight-wheeled bogie tender with MÄRKLIN-TELEX COUPLING · 11 in. long over buffers; weight 29 oz. including tender

Fair Trade prices in US Dollars

Horse-drawn railway carriage, riders of velocipedes and steam engines also got on very well with one another in MÄRKLIN'S range of toys and were also



3001 \$ 14.95

Electric shunting locomotive, modelled on the German Federal Railways' Class E. 63 · Six-wheeled 0-6-0 type · Gear-driven jackshaft; remote control reversing with additional hand lever · Plastic tyres on rear driving wheels give increased tractive effort and climbing power · Motor with very durable low-ratio gearing · Two electric headlights at each end change over automatically when engine reverses · Switch lever for optional overhead wire or track contact working, with special lightly-sprung current collector · Green unbreakable plastic casing with separately-mounted handrails and numerous details · Cast metal frame; windows glazed with Cellon · Strong coupling hooks at both ends · $4\frac{3}{4}$ in. long over buffers · Weight $8\frac{3}{4}$ oz.

Much-admired designs

A Group 6000 transformer (see page 43) is adequate for these models, but if trains are to be lighted, a transformer of the 6100 Group is advisable.

3002 \$ 14.95

Electric shunting locomotive, similar to No. 3001, but finished in brown colour



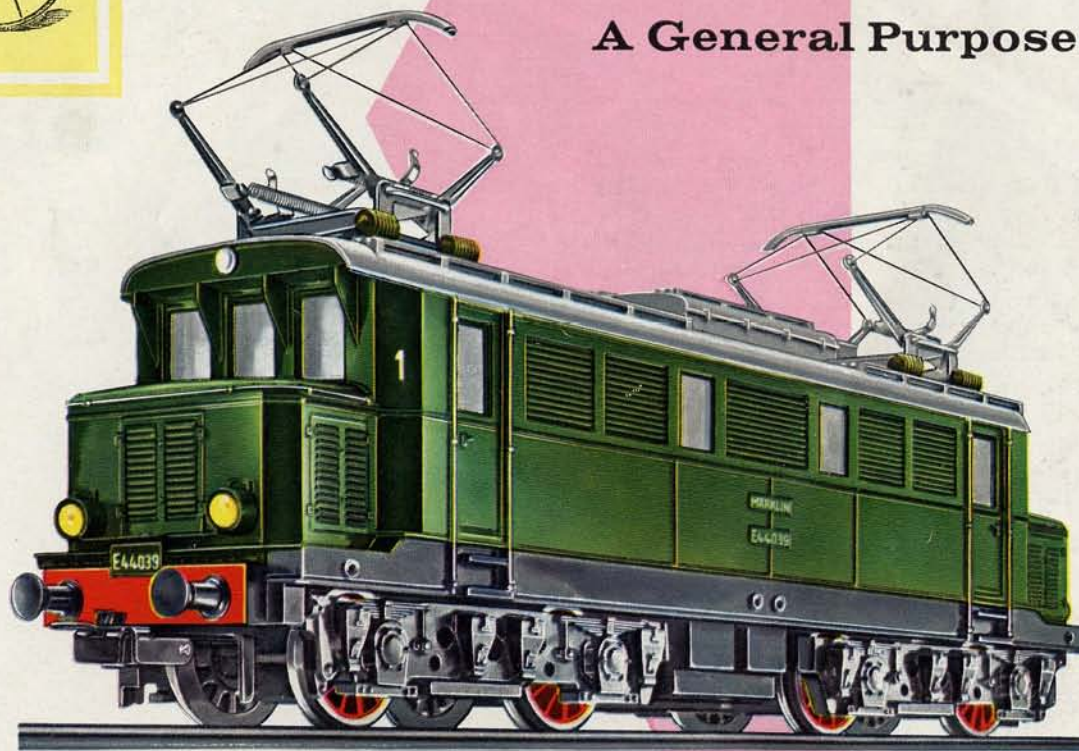


1101

For this model a transformer of the 6000 Group (see page 43) is adequate, though a transformer of the 6100 Group is advisable for trains with interior lighting.

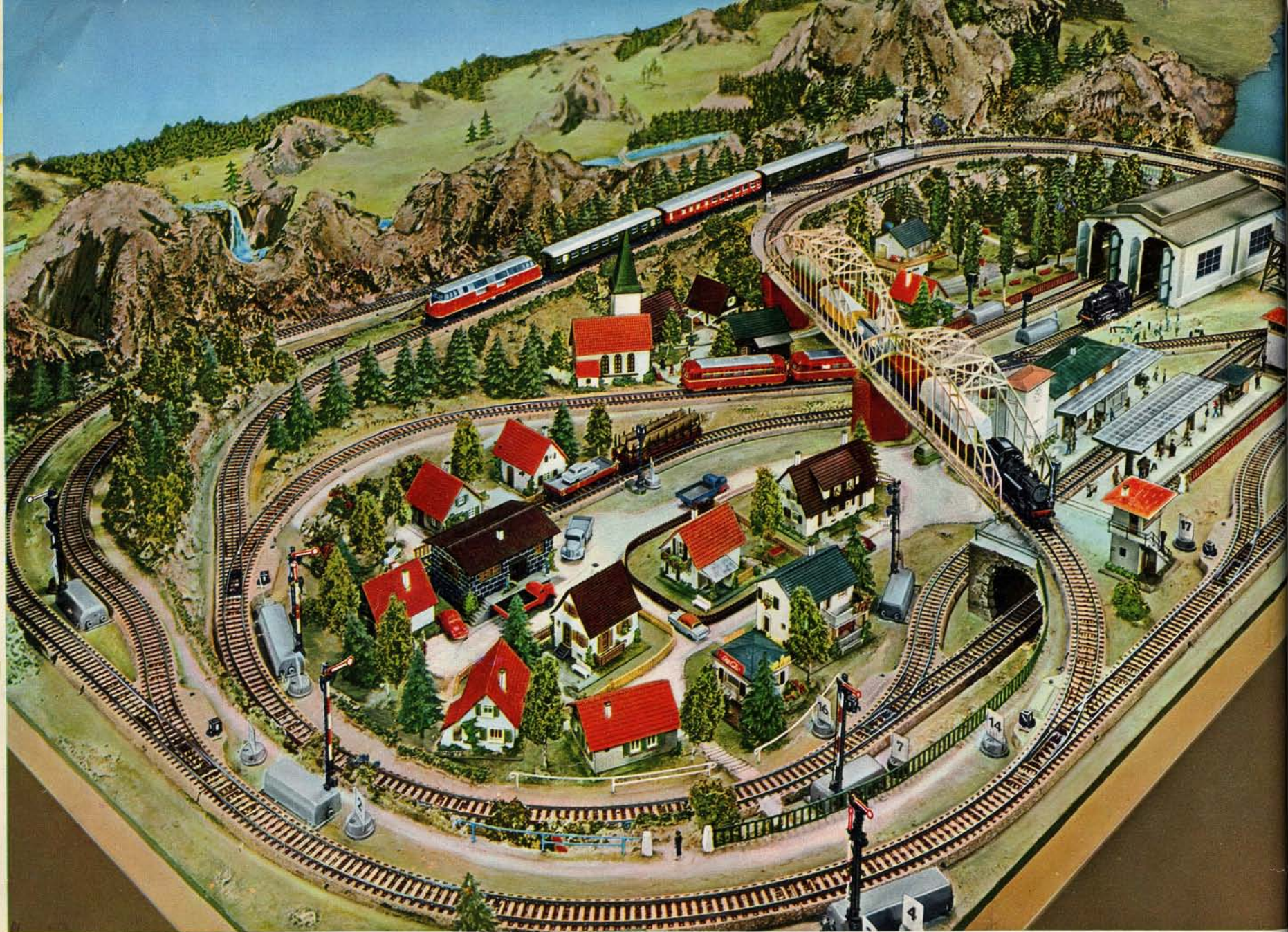
brisk demand. These articles were thus successfully sold mainly at Christmas time. Centralised points

A General Purposes Locomotive



3011 \$ 23.50

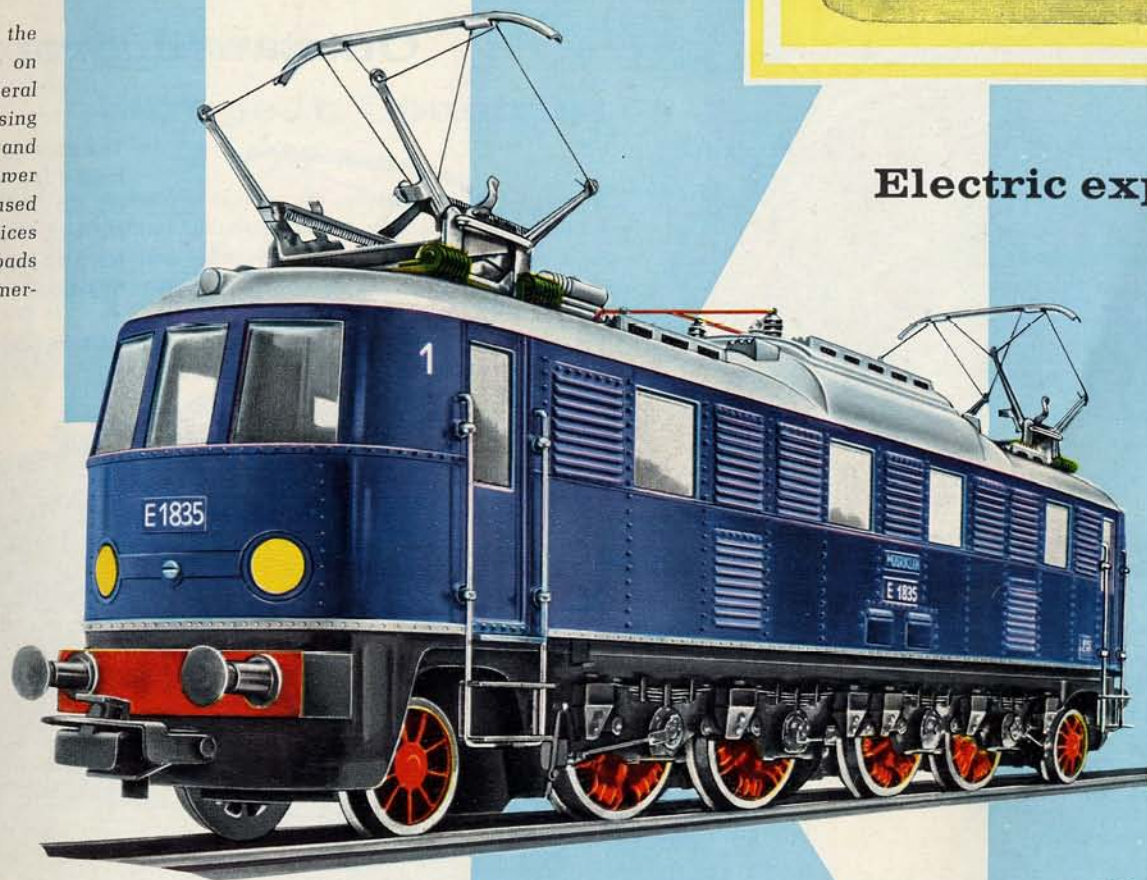
Electric Locomotive for general use · Eight-wheeled, with the two inner axles driven by the motor · The two outer axles are mounted in pony trucks for greater freedom on curves · The axles are arranged so as to give the impression of the 0-4-4-0 layout of the full-sized original—the German Federal Railways' Class E 44 · Remote control reversing with additional hand lever · Plastic tyres on one set of driving wheels · Particularly high tractive effort · Two electric headlights front and rear switch over automatically when the locomotive reverses · Switch lever for optional overhead wire or track contact working · Two sprung current collectors on roof · Finely-designed green all-metal casing with numerous details · Windows glazed with Cellon · Automatic couplings at both ends · 6⁵/₈ in. long over buffers · Weight 25 oz.



This MÄRKLIN Model Railway is example No. 9 from the new booklet "MÄRKLIN T Layouts for the H0 Gauge". (See page 41).

operation added greatly to the pleasure of playing with the model railway.

The E 18 is one of the finest locomotives on the German Federal Railways. Its pleasing design is clean-cut and neat, despite the power it can exert. It is used for express services with very heavy loads on routes with numerous gradients.



3024 \$ 27.00

Express locomotive similar to 3023, but with green finish



Electric express locomotive

A Group 6100 transformer is needed for these models (see page 43).

3023 \$ 27.00

Express locomotive, modelled on the German Federal Railways' Class E 18. Twelve-wheeled, 2-8-2 type; driving wheels with simulated flexible helical spring couplings. Remote control reversing with additional hand lever. The trucks are sprung on the track to

avoid derailment risk. The second driving axle has a swing bearing, so as to accommodate itself to inequalities of the track and keep both wheels on the rails. Plastic tyres fitted to two sets of drivers. Two electric headlights front and rear change automatically when engine reverses. Switch lever for optional overhead wire or track contact working. Two sprung current collectors on roof. Finely designed blue all-metal casing with numerous details; windows glazed with Cellon. Automatic couplings at both ends. 7 in. long over buffers; weight 27 oz.

Fair Trade prices in US Dollars

Though operation was awkward, the points worked just as well as with our operating and control panels of to-



3013 \$ 31.00

Electric express locomotive • Eight-wheeled, with the same axle arrangement as No. 3011 (page 13). • Remote control reversing with additional hand lever • Plastic tyres fitted to one set of drivers; particularly high tractive effort • Two electric headlights front and rear automatically change over when the engine reverses • Switch lever for optional overhead wire or track contact working • Two sprung current collectors on roof • Blue all-metal casing with silver lining and porthole windows in sides • Windows glazed with Cellon • Automatic couplings at both ends • 6³/₈ in. long over buffers • Weight 25¹/₂ oz.

3012 \$ 31.00

Electric express locomotive, similar to No. 3013, but finished in green

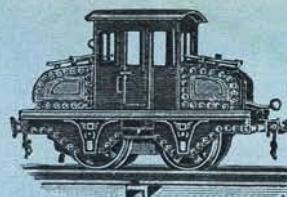
Outstanding reproduction

The prototype of the No. 3013 locomotive is used for express service on the Netherlands Railways in Holland, and the prototype of the No. 3012 locomotive is to be found in France.



A Group 6000 transformer (see page 43) is adequate for the models on pages 16 and 17, but a Group 6100 transformer is advisable if trains are to be lighted.

The first electric locomotive — no smoke,



V 1020 8.25 p. St.
V 1021 12.50 " "

no steam — the dawn of a new era.

Locomotives of Western European Countries

The Class D standard locomotives are frequently to be seen on the Swedish State Railways' lines (Statens Järnvägar). The Da type is the latest locomotive of this series, used for both passenger and goods services as well. Owing to the low axle load of 15 or 17 tons there is the possibility of separate axles racing with difficult starting and for this reason the locomotive is fitted with rod drive, i. e., six-coupled.



3030 \$ 25.00

Mixed traffic electric locomotive modelled on the Swedish State Railways' Class Da · Ten-wheeled 2-6-2 type, with three axles driven · Gear-driven jackshaft · Remote control reversing with additional hand lever · The trucks are sprung on the track to avoid derailment risk · Plastic tyres fitted to one set of drivers · Particularly high tractive effort · Three electric headlights front and rear change over automatically when locomotive reverses · Switch lever for optional overhead wire or track contact working · Two sprung current collectors on roof · Brown all-metal casing with numerous details · Automatic couplings at both ends · 5⁷/₈ in. long over all · Weight 18¹/₄ oz.

3019 \$ 25.00

Mixed traffic electric locomotive, similar to No. 3030, but with green finish



Fair Trade prices in US Dollars

The accompanying illustration shows one of the first MÄRKLIN models of an electric locomotive type. Comparing it with later models in these pages

A Group 6000 transformer is adequate for this model, but a Group 6100 transformer is advisable if trains are to be lighted.



The favourite Swiss locomotive

The full-sized prototypes—the Class Re locomotives—are used in Switzerland hauling the very popular lightweight press trains. This type is one of the most outstanding locomotives, both individually as collectively, and its successful production in miniature will greatly add to any model railway system. No. 3014 will give as sensational a performance on a miniature railway as its big prototype on the real one.

3014

\$ 32.00

Electric locomotive · eight-wheeled, with the same wheel and axle arrangement as No. 3011 (see page 13) · Remote control reversing with additional hand lever · Plastic tyres on one set of driving wheels · Particularly high tractive effort · Three electric headlights front and rear change over automatically when the locomotive reverses · Switch lever for optional overhead wire or track contact working · Two sprung current collectors on roof · Green all-metal casing with numerous details · Windows glazed with Cellon · Automatic couplings both ends · 6½ in. long over buffers · Weight 23 oz.

Fair Trade prices in US Dollars

MARKLIN

with the devotion and care that has been given to the continued development of these

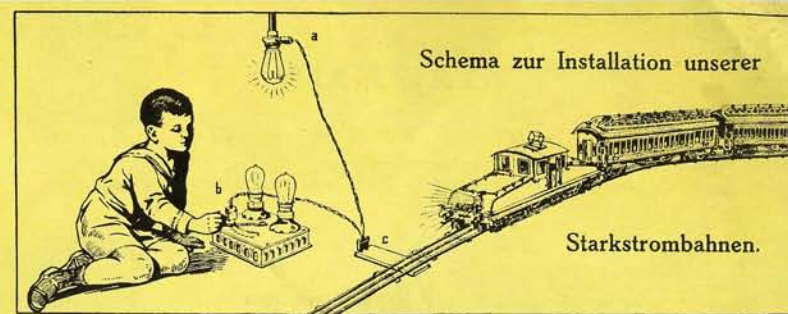
Heavy electric goods locomotive

Requires a Group 6100 transformer (see page 43)



3015 \$ 47.00

The "Crocodile" electric goods locomotive · Sixteen-wheeled 2-6-6-2 type · Its articulated design enables it to negotiate curves of normal radius quite easily · Remote control reversing with additional hand lever · Plastic tyres fitted to one set of driving wheels · Truck wheels are safe from derailment, as they are kept down on the rails by springs · Three electric headlights front and rear to change over automatically · Switch lever for optional overhead wire or track contact working · Two sprung current collectors on roof · Green all-metal casing with numerous details · Windows glazed with Cellon · Automatic couplings both ends · 10½ in. long over buffers · Weight 34 oz.

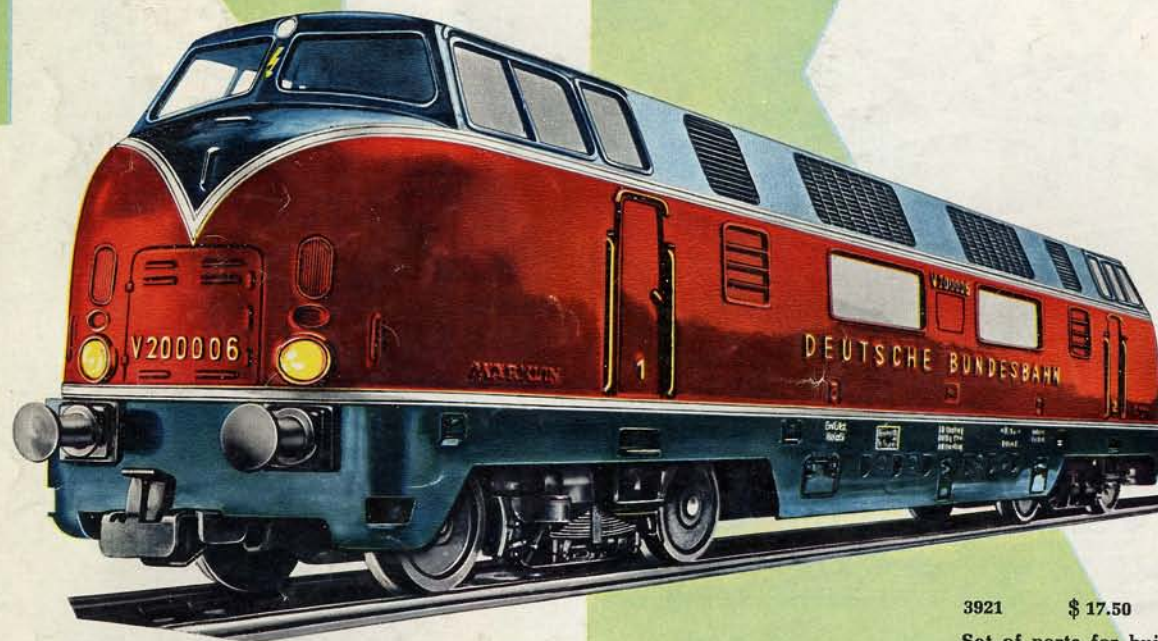


This masterpiece in miniature is a true reproduction of its internationally famous prototype—the Class Ce 6/8 locomotive—used for hauling heavy goods trains over the numerous winding curves and persistent gradients of the St. Gotthard line. This model is one of the most distinctive and finest of the Swiss Federal Railways.

MARKLIN

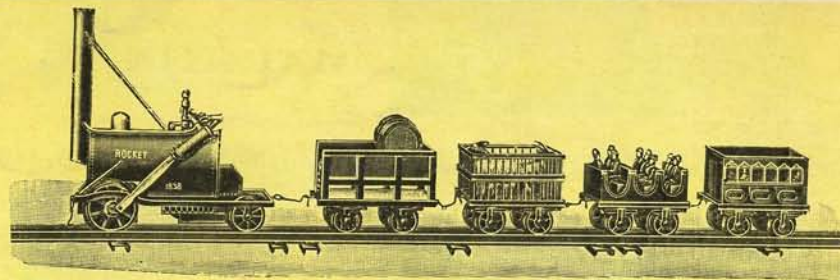
model toys. A glimpse of ages ago. The full-sized original of our

A Group 6100 transformer
is required (see page 43)



The V 200 diesel locomotive is being used by the German Federal Railways in place of steam engines. The V 200 is a diesel-hydraulic locomotive with two engines each delivering 1000 H. P. These locomotives are designed for a maximum speed of 140 kilometres per hour and are used chiefly on express services.

Fair Trade prices in US Dollars



4021/1829 18 p. St.

No. 4021/1829 Dampfisenbahn.

Modell des historischen Zugs mit Lokomotive „Rocket“ aus dem Jahr 1829. Ergötzlicher Kontrast gegenüber den verfeinerten Zügen der Gegenwart. Die Garnitur besteht aus: Lokomotive, Kohlenwagen mit Fässchen, Viehwagen mit Vieh, 2 offene Personenwagen mit Figuren, 8 runde Schienen 1601 A, 4D.

Zuglänge 83 cm

A powerful diesel locomotive

3021 \$ 22.00

Diesel locomotive modelled on the Class V 200 of the German Federal Railways · Eight-wheeled, 0-4-4-0 type · Both rear bogie axles driven · Remote control reversing with additional hand lever · Plastic tyres fitted to driven wheels · Particularly high tractive effort · Scale model lighting both sides · Red blue-black all-metal casing with numerous details; silver roof; windows glazed with Cello · Automatic couplings both ends · 8³/₄ in. long over buffers · Weight 16 oz.

3921 \$ 17.50

Set of parts for building diesel locomotive · Containing all parts required for building the No. 3021 diesel locomotive with the exception of electric bulbs (though the locomotive built from this set will light up) · The locomotive can be assembled by using a screwdriver (3 mm wide) and a pair of pliers · No painting or soldering is required · Assembling these parts is rather more difficult than assembling carriage or wagon parts · Illustrated instructions for assembling are given with each set of parts

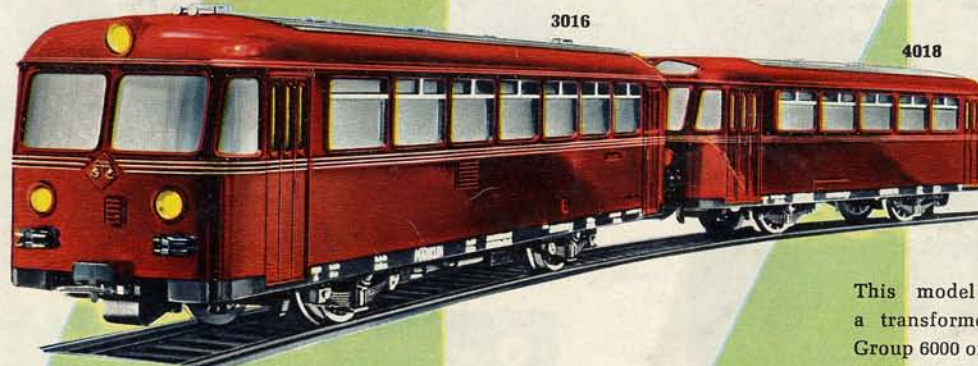
Rocket" model already had a maximum speed of 56 kilometres an hour and so the victory of the locomotive for the conveyance of people and their goods was

3016 \$ 14.70

Railbus, four-wheeled, remote control reversing with additional hand lever · Plastic tyres on driving wheels · Lights at both ends, with two bulbs for interior lighting. Red unbreakable plastic bodywork with numerous details · Cast metal frame with fine plastic reproductions of the axleboxes, springs and rail guards · Windows glazed with Cellon · Symmetrical couplings at both ends couple the cars particularly closely · 5 $\frac{7}{8}$ in. long over buffers · Weight 10 oz.

4018 \$ 5.80

Railbus trailer · Sheet steel frame with fine plastic reproductions of the axleboxes, springing and rail guards · Plastic bodywork with numerous details; windows glazed with Cellon · Red tail lights at both ends, with one bulb for interior lighting · Pick-up shoe for lighting current. Special symmetrical coupling for railbus only · 4 $\frac{3}{4}$ in. long over buffers · Weight 3 oz.



Railbus with trailer

This model requires a transformer of the Group 6000 or 6100 (see page 43)

Railcar Flyer train

3025 \$ 51.00

Railcar Flyer train · A three-unit train running on four bogies, the two centre ones the Jacobs type · Remote control reversing with additional hand lever · The low centre of gravity ensures safe running, even at high speeds · Four axles driven · One red and two white lights front and rear, automatically changing when train reverses · Four bulbs for interior lighting · Strong red all-metal casing with black streamlining · Silver roof · Windows glazed with Cellon · Train 22 in. long · Weight 45 oz.

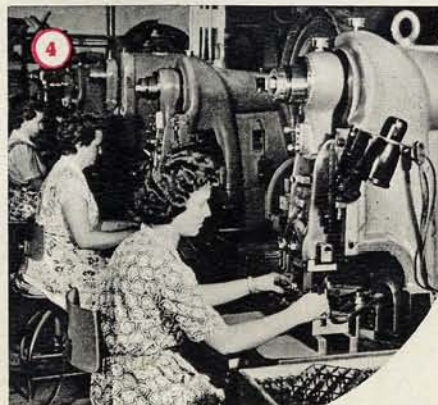
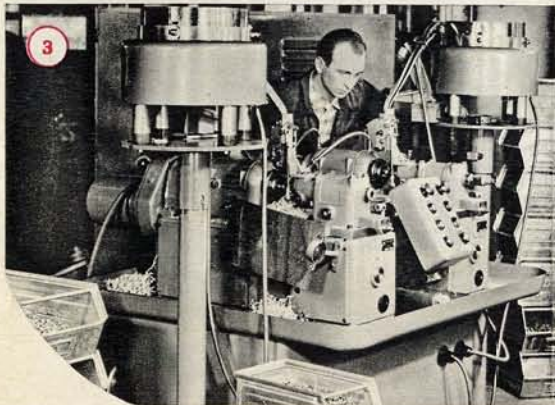


Fair Trade prices in US Dollars

The 3025 model requires a Group 6100 transformer (see page 45)

MARKLIN

A glimpse into the up-to-date
production of **MARKLIN** Carriages and Wagons.



- 1 Die-casting machine for producing plastic bodies. Die-casting rolling stock bodywork in a multiple mould.
- 2 Multi-Biax. Removing burrs from die-cast zinc parts by rotary files.
- 3 Automatic machine for turning driving wheels.
- 4 Eccentric press. Production line for rolling stock bodywork.
- 5 Automatic spray painting machine. Painting rolling stock bodywork automatically.
- 6 Assembly. Screwing the floor to the body by electric screwdrivers.
- 7 Lettering tanks by affixing transfers.
- 8 Testing express coaches and goods wagons on the moving band.

Despite their low price, these train sets are among the best models we manufacture. They are so reasonable in price as to enable anyone to become the owner of these MÄRKLIN railways without the need for any great outlay.

Railway Sets at special popular prices

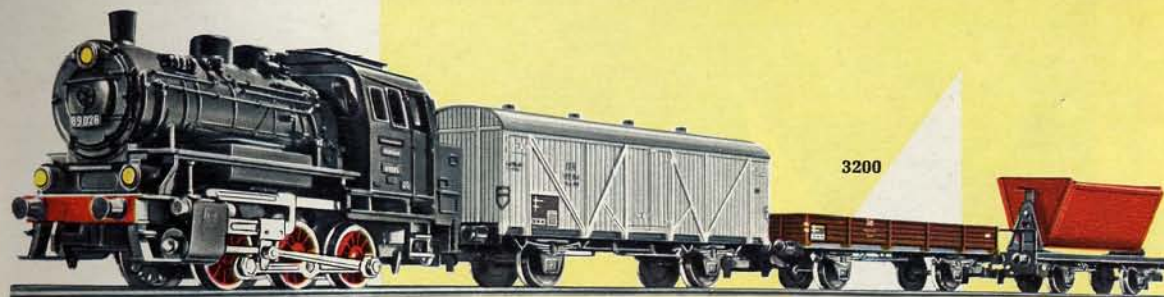
3100 \$ 18.50

Passenger train (without transformer), consisting of locomotive 3000 and three passenger coaches 4000 · Train 19 in. long · Track of twelve 5100 curved sections and two 5106 straight sections, including current feeder section



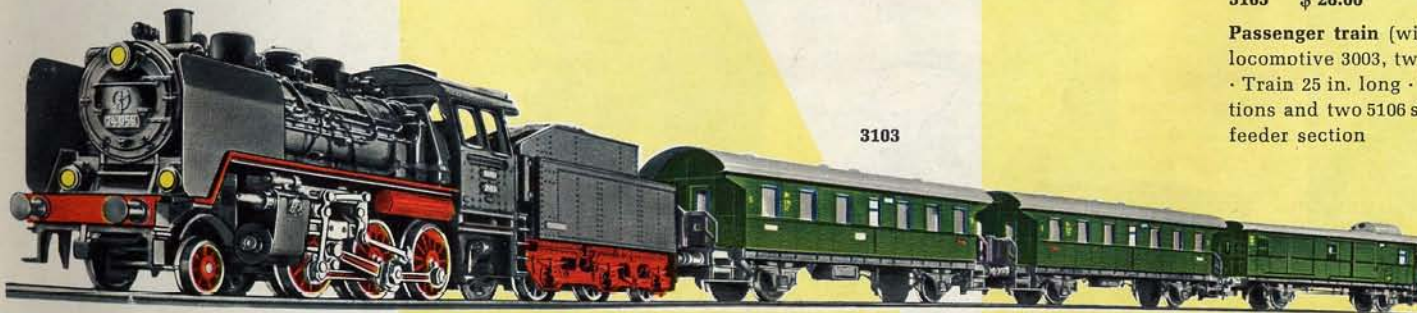
3200 \$ 20.50

Goods train (without transformer), consisting of locomotive 3000 and three plastic goods wagons · Train 16 3/4 in. long · Track of twelve 5100 curved sections and two 5106 straight sections, including current feeder section



3103 \$ 28.00

Passenger train (without transformer), consisting of locomotive 3003, two coaches 4002 and one coach 4003 · Train 25 in. long · Track of twelve 5100 curved sections and two 5106 straight sections, including current feeder section



A Group 6000 transformer (see page 43) is adequate for the trains shown on this page, though a Group 6100 transformer is advisable if trains are to be lighted.

Fair Trade prices in US Dollars

finally decided. The aim of our firm has always been to make not only toys but instructional models as well, and that was the reason for our manufacture



Interesting Train Sets with

3203 \$ 27.00

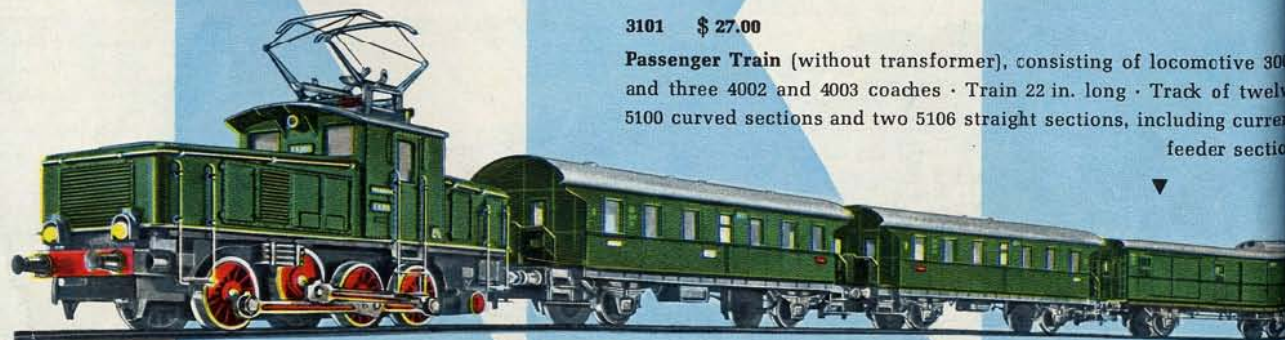
Goods Train (without transformer), consisting of engine 3003 and three plastic goods wagons · Train 21 in. long · Track of twelve 510 curved sections and two 5106 straight sections, including current feeder section

A Group 6000 transformer (see page 43) is ample for the trains shown on pages 24 and 25, but a Group 6100 transformer is advisable if trains are to be lighted up



3201 \$ 25.50

Goods Train (without transformer), consisting of locomotive 3001 with three plastic goods wagons · Trains 17½ in. long · Track of twelve 5100 curved sections and two 5106 straight sections, including current feeder section



3101 \$ 27.00

Passenger Train (without transformer), consisting of locomotive 3001 and three 4002 and 4003 coaches · Train 22 in. long · Track of twelve 5100 curved sections and two 5106 straight sections, including current feeder section

Fair Trade prices in US Dollars

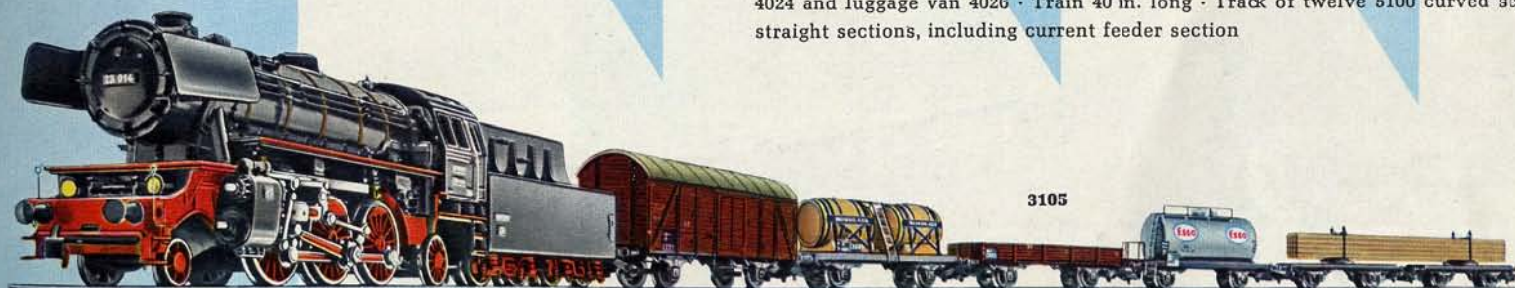
programme including steam engines and portable steam engines, as used for agriculture and industry.

hoval tracks but without transformers



3205 \$ 42.00

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



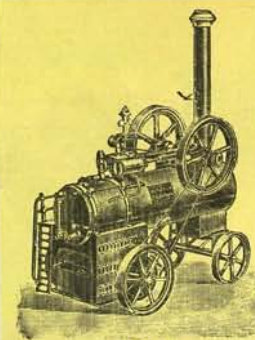
3105 \$ 44.00 ▲

Goods Train (without transformer), consisting of engine 3005, covered goods van 4505, wine truck 4510, low-sided truck 4503, ESSO tank wagon 4501 and timber baulk wagon 4512 · Train 34½ in. long · Track of twelve 5100 curved sections and six 5106 straight sections, including current feeder section



3114 \$ 56.00 ▼

Swiss Lightweight Express Train (without transformer), consisting of locomotive 3014, lightweight express coach 4015 with sliding doors, lightweight express dining car 4016 and luggage van 4017 · Train 33 in. long · Track of twelve 5100 curved sections and six 5106 straight sections, including current feeder section



4154/7. 3 J. 50 p. St.

No. 4154/7 Lokomobile, Sel
 Liegender stahlblau patinierter Mes-
 ausgang und Plattform für den M-
 abklappbarem Schornstein; sowie:
 und Wasserablasshahn.
 Sicherheits-Spiritushheizung „Perfekt“
 Die Maschine, System „Verbund“, ist r-
 mit Rundschiebersteuerung, Regu-
 die Laufräder ausgerüstet.
 Dieses Modell ist ein Glanzstück seine

No.	Kessel- Durchm. mm	Länge mm	Zylin- Hochdr- mm
4154/7	72	265	13

Zubehör: Füllbecher, Trichter, Schlüssel
 Betriebsmodelle hierzu, siehe Seite 194-

These steam engines showed very clearly how heat can be converted into energy, and they were one of the most coveted playthings of our fathers and grandfathers

Some more complete Train Sets



3121

3121 \$ 40.50

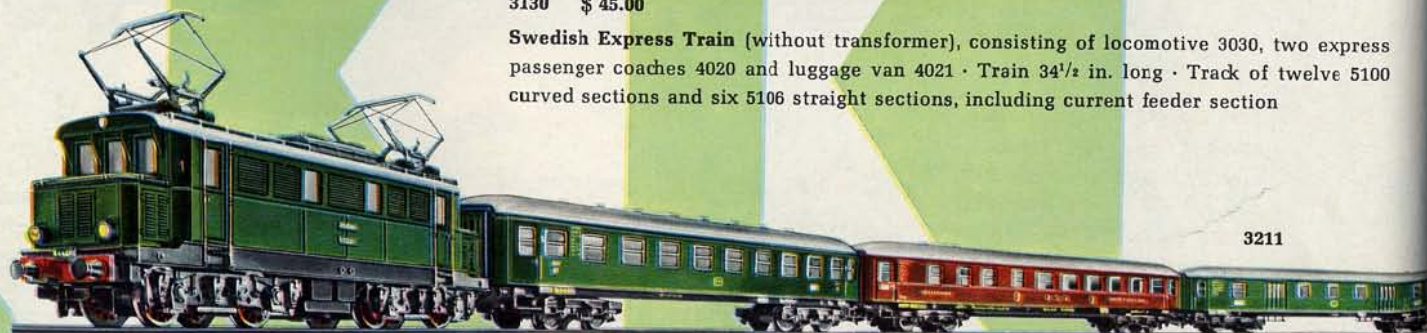
Express Train (without transformer), consisting of diesel locomotive 3021, express passenger coach, dining car 4024 and luggage van 4026 · Train 38½ in. long · Track of twelve 5100 curved sections and six 5106 straight sections, including current feeder section



3130

3130 \$ 45.00

Swedish Express Train (without transformer), consisting of locomotive 3030, two express passenger coaches 4020 and luggage van 4021 · Train 34½ in. long · Track of twelve 5100 curved sections and six 5106 straight sections, including current feeder section



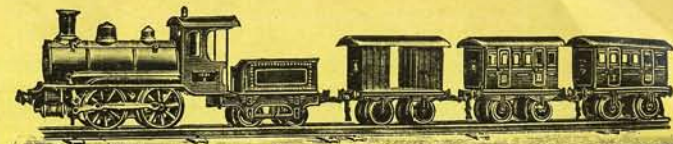
3211

3211 \$ 42.00

Express Train (without transformer), consisting of locomotive 3011, express passenger coach, dining car 4024 and luggage van 4026 · Train 36 in. long · Track of twelve 5100 curved sections and six 5106 straight sections, including current feeder section

By coupling a dynamo to the models, mechanical power is converted to electric energy.

These complete sets make it easy for the MÄRKLIN enthusiast to choose the kind of train he wants • The track material mentioned at the same time, and accessories as well, all make purchase easier • Extensions to the system can be carried out entirely as one's tastes desire, the wide variety of MÄRKLIN products setting no limits to expansion.



31021/55. 14.85 p. St.
 31021/55. 18.75
 31021/55.

B1022/55. 25 p. St.
 R1022/55. 24.50

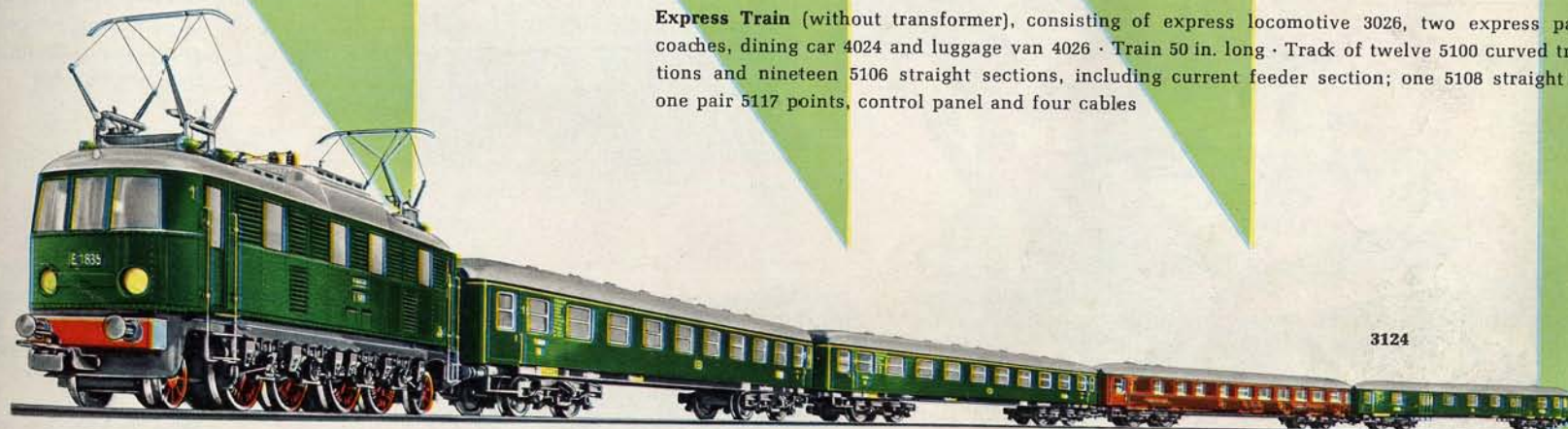
Jeder Zu
 mit Spielplan



3126

3126 \$ 70.00

Express Train (without transformer), consisting of express locomotive 3026, two express passenger coaches, dining car 4024 and luggage van 4026 • Train 50 in. long • Track of twelve 5100 curved track sections and nineteen 5106 straight sections, including current feeder section; one 5108 straight section, one pair 5117 points, control panel and four cables



3124

3124 \$ 66.00

Express Train (without transformer), consisting of locomotive 3024, two express passenger coaches, dining car 4024 and luggage van 4026 • Train 47 in. long • Track of twelve 5100 curved sections and nineteen 5106 straight sections, including current feeder section; one 5108 straight section, one pair 5117 points, control panel and four cables

Fair Trade prices in US Dollars

The "Model Smash-up Set of 1840" shown here can really be considered to have

MARKLIN Kits for building rolling stock

These kits provide the opportunity for building one's own rolling stock. The transfers required in each case are supplied with the kits, as also are automatic couplings with the "Advance" uncoupler. The only tools needed for assembling these sets are a screwdriver plus a pair of flat-nosed pliers for the 4802 kit.



1840 0

1



assembled low-sided truck 4914

4914 \$ 2.15

Low-sided truck kit · Contains all parts required for building a low-sided truck · Illustrated instructions are included



assembled covered goods van 4905

4905 \$ 1.65

Covered goods van kit · Contains all parts required for building the goods van · Illustrated instructions are included



assembled passenger coach 4802

4802 \$ 1.85

Passenger coach kit · Contains all parts for building a passenger coach · Illustrated instructions are included



assembled wine truck 4910

4910 \$ 1.95

Wine truck kit · Contains all parts required for building a wine truck · Illustrated instructions are included

given rise to making up a complete outfit, viz. the first MÄRKLIN building set. It consisted of two carriages and a guard's van and had mechanism

4900 \$ 1.85

"B. P." Tank wagon kit · Contains all parts required for building a B. P. tank wagon · Illustrated instructions are included



assembled "B. P." tank wagon 4900



assembled open goods truck 4903



assembled Tobler truck 4908

4908 \$ 1.50

Tobler truck kit · Contains all parts required for building a Tobler truck · Illustrated instructions are included



assembled pulverised brown coal truck 4911

4903 \$ 1.20

Open goods truck kit · Contains all parts required for building an open goods truck · Illustrated instructions are included



4911 \$ 2.00

Pulverised brown coal truck kit · Contains all parts required for building a pulverised brown coal truck · Illustrated instructions are included

that caused the train to fall to pieces when a collision occurred, though the set could easily be put together again afterwards. There is no comparison between



4000 \$ 1.50

Passenger carriage with entrance from platform at either end
dark green, grey roof · 4³/₈ in. long over buffers



4002 \$ 2.50

Passenger carriage with entrance from end platforms



4003 \$ 2.50

Luggage van with sliding door both sides and roof lookout for guard's compartment

Fair Trade prices in US Dollars

Passenger Coaches

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

Standard type of coach, with all details faithfully reproduced · Fittings for interior lighting · Windows glazed with Cellon · Dark green, with grey roof · Numerous inscriptions and markings · Coach 5¹/₈ in. long over buffers



4004 \$ 4.25

Compartment coach without brakesman's cabin, otherwise similar to 4005



4005 \$ 5.00

Compartment coach with brakesman's cabin · Six-wheeled, with sides divided up into six compartments · Fittings for interior lighting · Dark green, grey roof · Numerous inscriptions and markings · Coach 5¹/₈ in. long over buffers

the detail of these earlier models and those of the present time, though these old models were fine specimens,



i. e. they

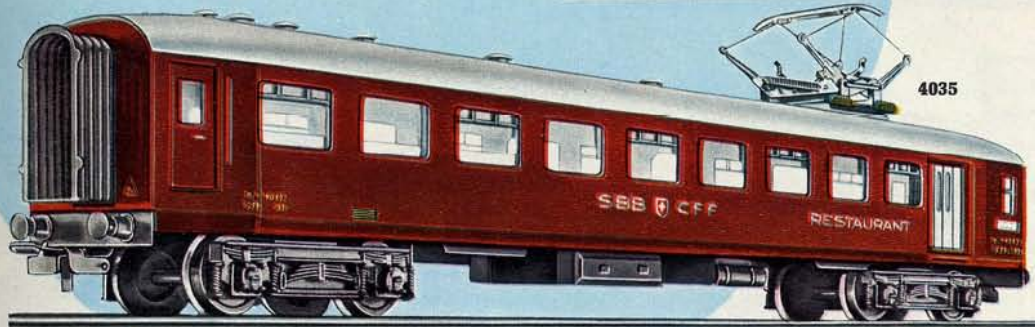
Swiss Federal Railways lightweight express coaches

All-metal Coaches



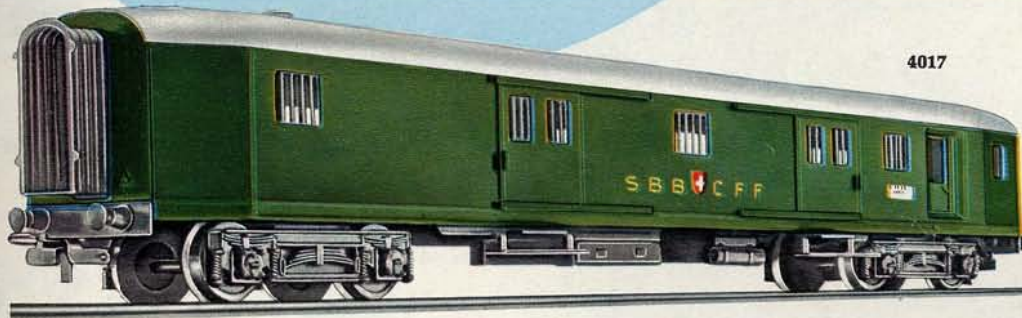
4015 \$ 6.25

Lightweight Express Coach, eight-wheeled, modelled on the Swiss Federal Railways (SBB) prototype. Bogies fitted with movable side cheeks to compensate for track unevenness. Two double sliding doors each side, opened and closed by turning a knob in the roof. Windows glazed with Cellon. Numerous details (concertina vestibule connections, footboards and battery boxes), inscriptions and markings. Dark green with silver-grey roof. Coach 8 $\frac{3}{8}$ in. long over buffers.



4035 \$ 6.25

Dining Car, similar to 4016, but with wine red finish. For tail lights for these coaches see page 46.



▲ 4017 \$ 6.25

Luggage Van, sliding doors at sides. Barred windows. Numerous details reproduced. Dark green, silver grey roof, yellow lettering. 8 $\frac{3}{8}$ in. long over buffers.

4016 \$ 6.25

Dining Car, with current collector on roof to use for the car lighting. Ventilated windows and roof ventilators. Concertina vestibule connections. Kitchen windows glazed with ground glass. Battery boxes. Dark green, yellow lettering, silver grey roof. 8 $\frac{3}{8}$ in. long over buffers.

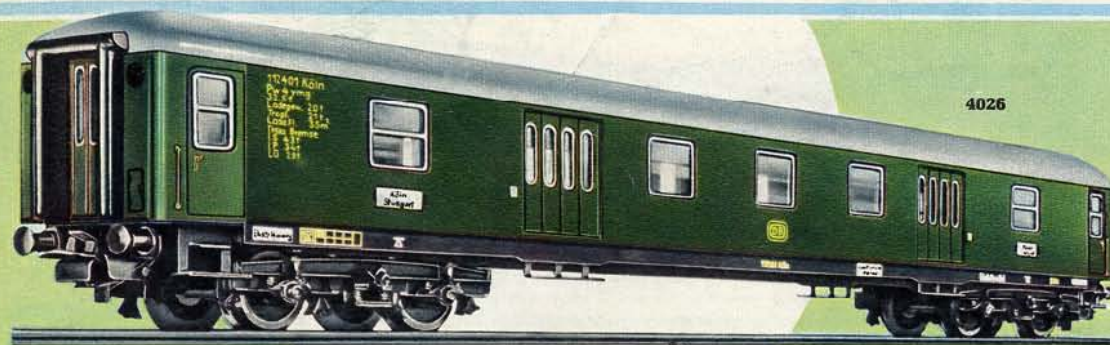
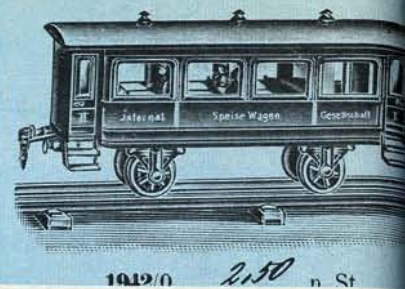


4016

All coaches on this page have automatic couplings and fittings for interior lighting.

Fair Trade prices in US Dollars

were extremely strongly made and hand-painted in the best style. The carriages had seats and passengers in some



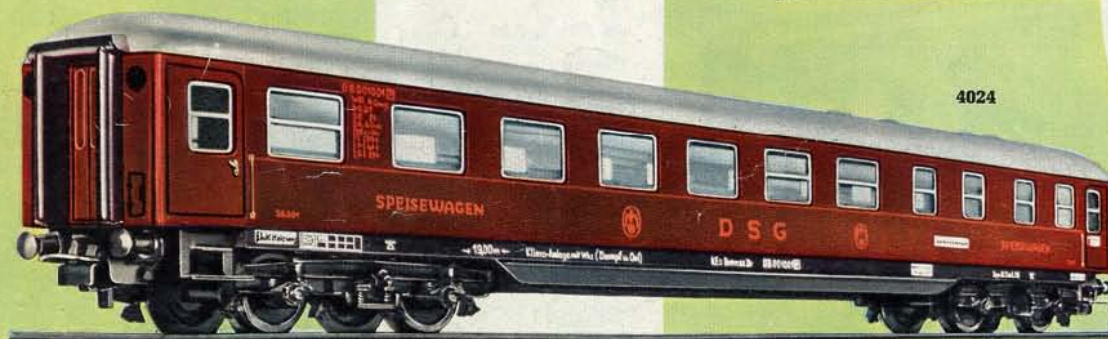
4026 \$ 4.25

Express luggage Van, German Federal Railways type · Eight-wheeled · Detachable roof · Real windows glazed with Cellon · Dark green, silver roof, ivory lettering · 9½ in. long over buffers



4027 \$ 4.25

Express Coach, first class, German Federal Railways type · Eight-wheeled · Detachable roof · Real windows, glazed with Cellon · Blue, with silver roof · 9½ in. long over buffers



4024 \$ 4.25

Express Dining Car, German Sleeping Car Company's pattern (DSG) · Eight-wheeled · Detachable roof, real windows glazed with Cellon, wine red, silver roof, ivory lettering · 9½ in. long over buffers

Express Coaches of the latest type

Interior Equipment for Express Coaches

The interior equipment is made of plastic material and is supplied in the form of a building set · Each set contains illustrated instructions.



0224 \$ 3.50

Interior equipment set for Dining Car

4024, with nine figures painted in colours, red benches and white tables

Fair Trade prices in US Dollars

cases, tilt trucks had detachable tilts, hoops and bearers. Many will perhaps marvel over the workmanship of former days and also smile when seeing these pictures of

These model express coaches are reproductions of the German Federal Railway's coaching stock. The lettering and colours are true to the prototypes. The bogies have movable side cheeks to compensate for track irregularities. Simulated rubber beads at the head ends. Automatic couplings with the "Advance" uncoupler and fittings for interior lighting.

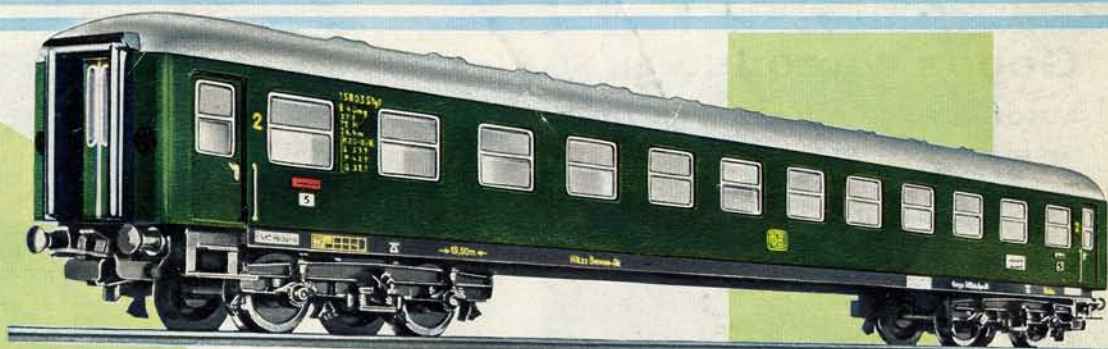


4023 \$ 4.25
Express Coach, German Federal Railways type. Eight-wheeled, detachable roof. Real windows glazed with Cellon. Dark green, silver roof. 9 1/2 in. long over buffers



0223 \$ 3.50
Interior equipment set for express coaches 4023 and 4027, with ten figures painted in colours and numerous bench seats

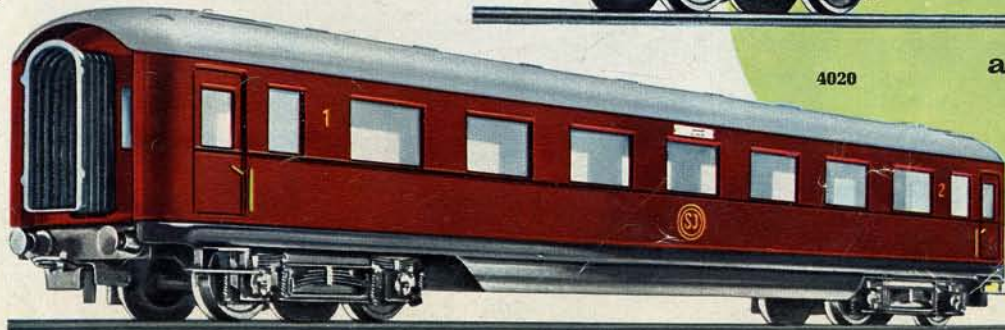
Fair Trade prices in US Dollars



4022 \$ 4.25
Express Coach, second class, German Federal Railways type. Eight-wheeled. Detachable roof. Real windows glazed with Cellon. Dark green with silver roof. 9 1/2 in. long over buffers

Swedish State Railways'

4021 \$ 5.35
Express Luggage Van, modelled on the Swedish State Railways' rolling stock. Barred windows. Two double sliding doors on each side. Brown. grey roof. 8 1/4 in. long over buffers



all-metal Express Coaches

4020 \$ 4.50
Express Coach, eight-wheeled, modelled on the Swedish State Railways' rolling stock. Detachable roof, real windows, glazed with Cellon. Brown, grey roof. 8 1/4 in. long over buffers

things as they once were. Better than any words, however, they show us the good and reliable workmanship that was

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

(See page 36)



4505

4520 \$ 2.80
Container Wagon

carrying three cylindrical containers lettered BAYER • Silver container, black underframe • 4 1/4 in. long

4505 \$ 2.15
Goods Van, brown, grey roof • 4 in. long

4503 \$ 1.50
Low-sided truck, brown • 4 in. long

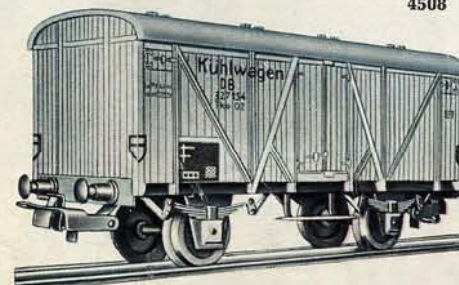
4504 \$ 1.95
Low-sided truck, brown, carrying two miniature Ford Taunus cars 12 M • 4 in. long

4509 \$ 2.15
Banana Van, with picture of a banana picker • Yellow, with blue lettering and white roof • 4 in. long

4508 \$ 1.95
Refrigerated Van, white, with black lettering • Imitation ventilators on roof • 4 in. long



4509



4508



4506



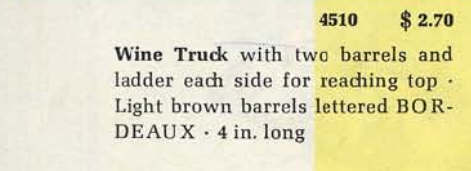
4520



4503



4504



4510 \$ 2.70

Wine Truck with two barrels and ladder each side for reaching top • Light brown barrels lettered BORDEAUX • 4 in. long



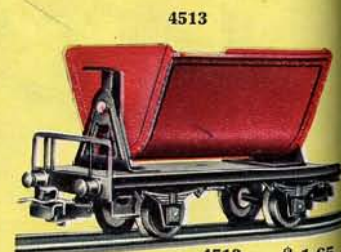
4510



4511

4511 \$ 2.80
Pulverised Coal Wagon • Two aluminium-coloured pulverised coal containers with fillers and connected by a gangway • Ladders either side for reaching to gangway • 4 in. long

4506 \$ 3.50
Goods Van, brown, grey roof • with well-finished electric tail lights at the sides • Collector shoe for current pick-up • 4 in. long



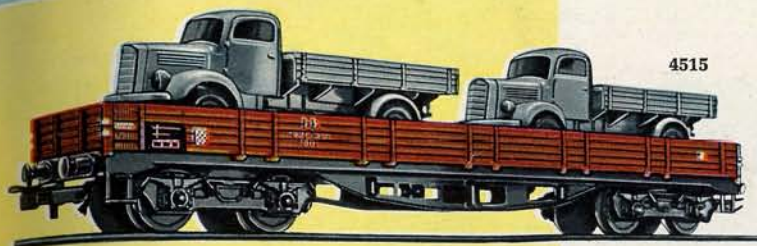
4513

4513 \$ 1.65
Tipping Truck, red • To empty either side • With locking gear • 3 3/8 in. long



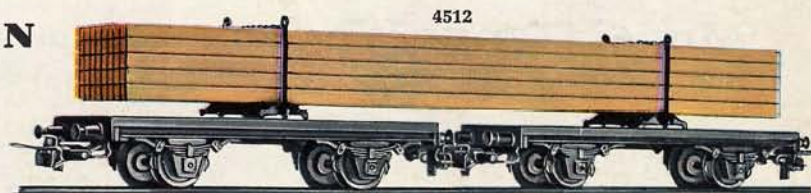
The wagons on pages 34 and 35 have enamelled sheet steel frames and plastic bodywork (except 4512 and 4516) • Die-cast metal wheels • The lengths given are measured over buffers.

essential so that present-day products could be offered. Even though modern machinery has made manufacture — once so tedious and awkward — easier and



4515

M'ARKLIN



4512

4515 \$ 3.95

Low-sided Truck, brown · Eight-wheeled, carrying two Mercedes lorries · **Without** "Advance" uncoupler · 7 1/4 in. long

4512 \$ 4.75

Baulk Timber Truck, carrying baulks of timber · An all-metal truck · Black, in two parts · 7 3/8 in. long

4517 \$ 3.50

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

4500 \$ 2.50

Petrol Tank Wagon, aluminium colour "ARAL" · Gangway with ladder and filler · 4 in. long

4502 \$ 2.50

Petrol Tank Wagon, yellow, "SHELL" · Gangway with ladder and filler · 4 in. long

4501 \$ 2.50

Petrol Tank Wagon, aluminium colour, "ESSO" · Gangway with ladder and filler · 4 in. long



4517



4516

4516 \$ 3.50

Stanchion Truck · Eight-wheeled · Sheet steel body, **without** "Advance" uncoupler · 7 1/4 in. long



4514 \$ 2.50

Low-sided Truck, brown · Eight-wheeled, **without** "Advance" uncoupler · 7 1/4 in. long



4500



4502



4501

quicker, such exact precision work still calls for the skilled hand of an experienced craftsman. A loyal staff who have been working for us for twentyfive, forty,

Model Goods Wagons with automatic couplings and the "Advance" uncoupler



4600

4613 \$ 5.50

Motor Car Transporter Wagon, with loading ramp · Carrying miniature Ford Taunus 12 M cars · Brown, with black ramp, 4 $\frac{1}{2}$ in. long

4600 \$ 3.50

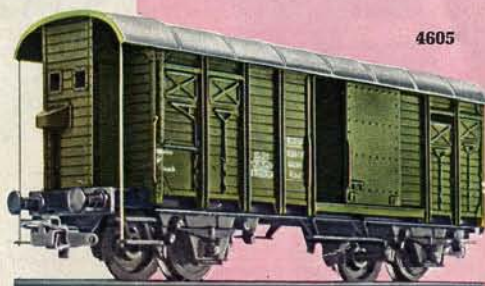
Goods traffic Luggage Van (German Federal Railways' type Pwg) · Green, with grey roof · Doors open both sides · 3 $\frac{1}{2}$ in. long

4612 \$ 3.90

Motor Car Transporter Wagon with loading ramp · Not loaded · Brown, with black ramp · 4 $\frac{1}{2}$ in. long · (The German Federal Railways always use two transporters together as a unit which is then described as Off 52)

4605 \$ 3.50

Swiss Federal Railways' Goods Van with brakesman's cabin (SBB type K³) · Grey, silver roof · Doors open on both sides · 4 $\frac{1}{2}$ in. long



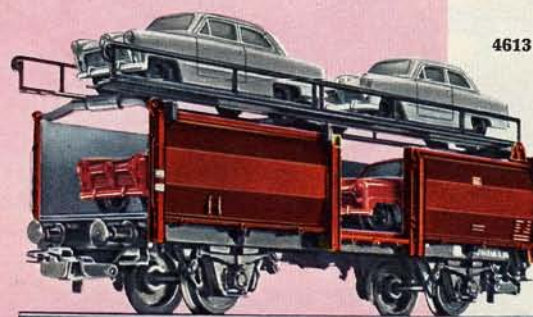
4605



4614

4614 \$ 4.50

Container Wagon with brakesman's cabin, carrying three box-type containers · Silver containers, black underframe · 4 $\frac{1}{2}$ in. long



4613



4612



4604

The wagon underframes are zinc-base die castings and the bodies are plastic material · Special scale model reproduction of all details · Very easy running · The "Advance" uncoupler enables the couplings to stay uncoupled, even after the uncoupling rail section has operated, and this can also be done going up the ascending side of the marshalling hump · The new design of coupling will not re-engage, and so the trucks can be shunted at any part of the system desired · All wagons with the "Advance" uncoupler can be used with existing wagons without the "Advance" uncoupler without any difficulty.

4604 \$ 3.50

Open Goods Truck (German Federal Railways' Omm 52 type) · Brown, with detachable imitation coal load · 4 $\frac{1}{2}$ in. long

4601 \$ 3.50

Open Goods Truck with brakesman's cabin (German Federal Railways' Omm 33 type) · Brown · 4 $\frac{1}{2}$ in. long

4602 \$ 3.00

Open Goods Truck (German Federal Railways' Omm 52 type) · Brown · 4 $\frac{1}{2}$ in. long



4601



4602

Fair Trade prices in US Dollars

fifty and even

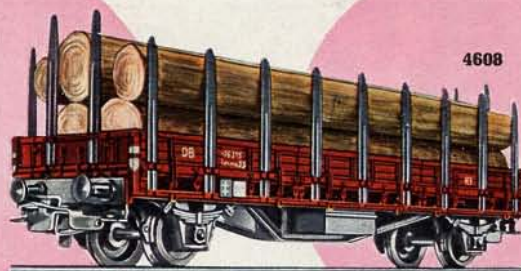


more years are the guarantee for the quality of **MÄRKLIN** products, famous throughout the world.

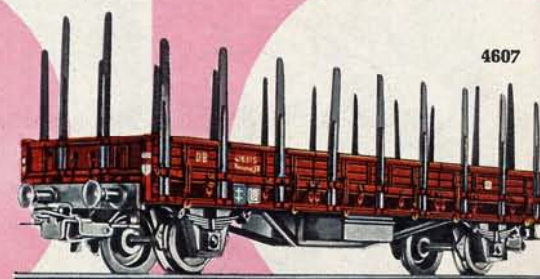
MÄRKLIN



4609



4608



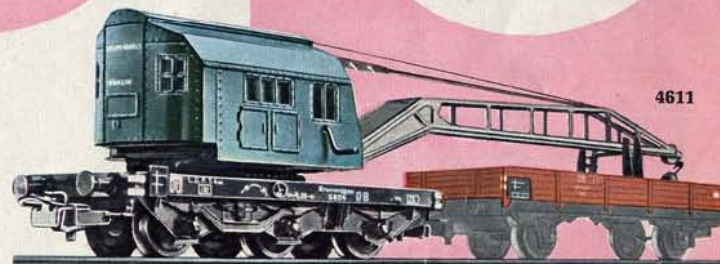
4607



4616



4610



4611

4609 \$ 3.90

Tilt Truck (German Federal Railways' Rmms 33 type) · Brown, white tilt · 5 1/4 in. long

4616 \$ 3.35

Low-sided Truck (German Federal Railways' Rmms 33 type), carrying a Mannesmann tube · Brown, black tube with yellow lettering · 5 1/4 in. long

4608 \$ 3.90

Timber Wagon, carrying tree trunks. (German Federal Railways' Rmms 33 type) · Detachable stanchions · Brown · 5 1/4 in. long

4610 \$ 3.90

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

4606 \$ 3.00

Low-sided Truck (German Federal Railways' Rmms 33 type) · Brown · 5 1/4 in. long

4607 \$ 3.35

Stanchion Truck (German Federal Railways' Rmms 33 type) with detachable stanchions that can be carried in a sliding case underneath the floor of the truck · Brown · 5 1/4 in. long

4611 \$ 5.20

Crane Truck with slewing crane, movable jib, and jib support · Crank handle for raising and lowering crane hook · Black underframe, light blue crane and silver jib · Underframe 3 3/4 in. long. (The low-sided truck is not included in the price)



4606

Sections from the production of MARKLIN track and points.



1

Parallel shears, Cutting out the underparts of the rails.

2

Gang press, Cutting out and stamping underparts of points.

3

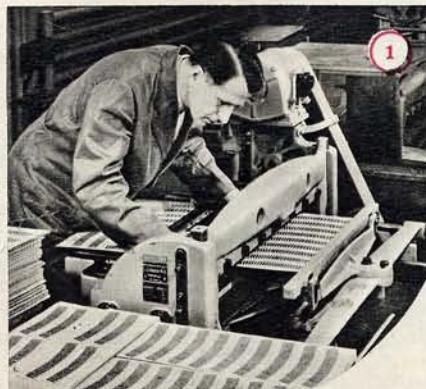
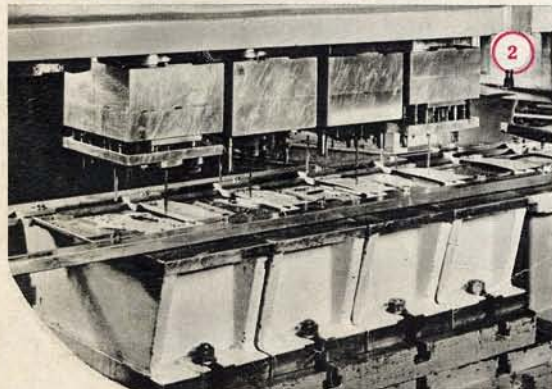
A section from the track assembly.

4

Oil-hydraulic press (track assembly). Mounting the centre rails on a crossing.

5

Points assembly.
Final inspection of the points.



The standard track with stud contacts is an all-metal track with hollow-section rails, the centre conductor being in the form of stud contacts. This, with the fine stamped imitation ballast gives a track closely approximating to the original. The diameter of a circle composed of twelve 5100 track sections is 30 in., including the embankment. The contact tongues are proof against short-circuiting and ensure a reliable passage for the current. This standard track can easily be used with all other MARKLIN track sections. If buying a railway set for the first time, we cannot do better than advise these standard track sections. For fixing the track sections on a baseboard we recommend using countersunk head wood screws 1.7 by 15 DIN (German Standard size) 97, with a shank 1.4 to 2 mm. diameter and 15 mm. long.



5120 \$.40

Curved Track Section, 8⁷/₈ in. long · This 5120 track section enables branch lines and private sidings of small radius to be built, eight sections making a circle 24 in. diameter · The 5120 track sections are the same type as the standard track sections with centre-stud contacts

Just as on full-sized railways, only the smaller types of locomotives and rolling stock can be used for branch line traffic, owing to the small radius of the track section curves.

12 track sections make a circle 30 in. in diameter

MARKLIN Standard Track with Stud Contacts

We recommend the standard track of the 5100 Group for a new railway system

5100 \$.30
Curved track section,
full length $7\frac{1}{2}$ in.



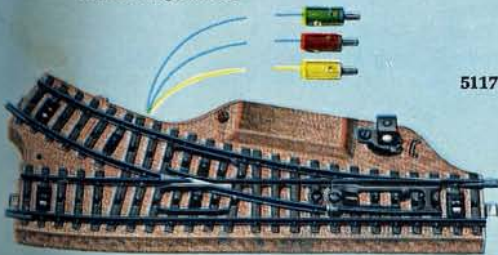
5101 \$.25
Curved track section,
half length $3\frac{3}{4}$ in.



5102 \$.25
Curved track section,
quarter length $1\frac{7}{8}$ in.



5103 \$.90
Current feeder section, curved, with two connecting cables
5111 \$.90
Current feeder section, straight, with two connecting cables

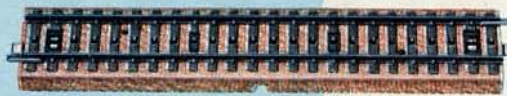


5117 \$ 9.00



Pair of electro-magnetic points, one right-hand and one left-hand, both worked by double solenoids. Small scale model lamps to light. Points have crossing frogs, guard rails and so on, also spring tongues. Three connecting cables to each. Track lengths are the same as the 5106 and 5100 sections

5130 \$ 1.15
Curved track section with radio suppressor, full length, $7\frac{1}{2}$ in. To prevent any interference with radio that may occur with conditions unfavourable for reception in the medium and long-wave bands



5106 \$.30
Straight track section,
full length 7 in.



5107 \$.25
Straight track section,
half length $3\frac{1}{2}$ in.



5129 \$.25
Straight make-up section,
 $2\frac{3}{4}$ in. long



5108 \$.25
Straight track section, quarter length
 $1\frac{3}{4}$ in.



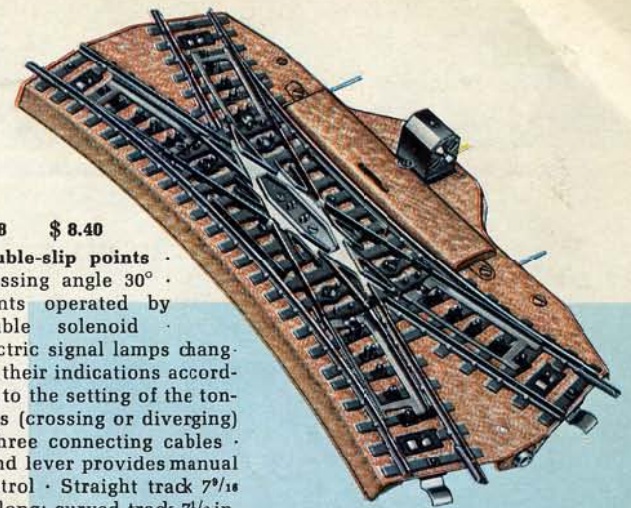
5109 \$.25
Straight track section, $\frac{3}{16}$ ths length
 $1\frac{1}{16}$ in.



5110 \$.25
Straight track section, $\frac{1}{8}$ th length $\frac{7}{8}$ in.



5114 \$ 2.20
Crossing, $7\frac{9}{16}$ in. long

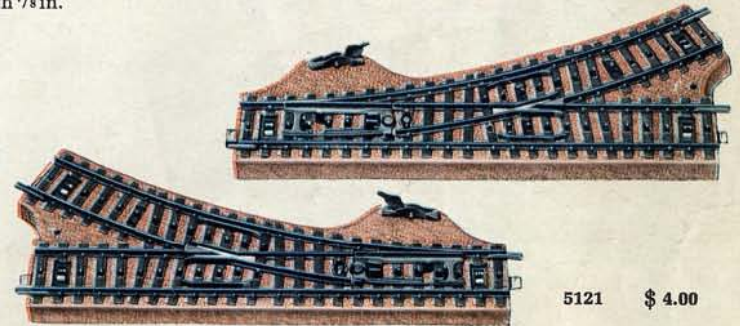


5128 \$ 8.40
Double-slip points
Crossing angle 30°
Points operated by double solenoid
Electric signal lamps changing their indications according to the setting of the tongues (crossing or diverging)
Three connecting cables
Hand lever provides manual control
Straight track $7\frac{9}{16}$ in. long; curved track $7\frac{1}{2}$ in. long

Electro-magnetic points with double-solenoid remote operation

The 5117 electro-magnetic points and 5128 double-slip points are worked by double solenoids, electric signal lamps showing the setting of the points tongues at all times. Should the points be forced or burst open there will not be any derailment, the point tongues returning automatically to their original position.

Pair of points for hand lever operation



5121 \$ 4.00

Pair of points for hand lever operation. Points have crossing frogst guard rails and so on, also spring tongues. Track sizes the same as 5117



5105 Track contact section, straight \$.90
5104 Track contact section, curved \$.90

These track contact sections are for operating points, signals etc. from a distance.

Fair Trade prices in US Dollars

There has not always been such a wide range of rolling stock.

Parallel or concentric circular tracks

The track sections of the 5200 Group are intended for extending an existing system built up of sections of the 5100 Group.



5200 \$.40
Track section, curved, full length, 9 in. long



5206 \$.40
Track section, curved, five-sixths length, 7 1/4 in. long



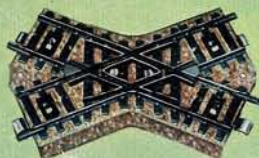
5201 \$.35
Track section, curved, half length, 4 1/2 in. long



5205 \$.30
Track section, curved, one-sixth length, 1 3/4 in. long



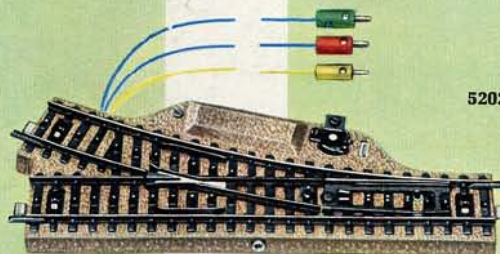
5210 \$.25
Make-up section, straight, 5/8 in. long



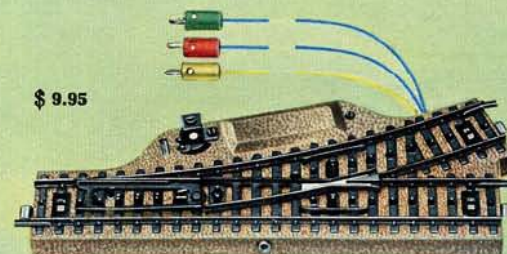
5211 \$ 1.65
Crossing · Crossing angle 48 1/2° · 3 7/8 in. long

Twelve track sections—circle diameter 36 in. (including embankment). The curved sections of the 5200 Group enable a parallel or concentric circle to be built. The shortened points 5202 are used for the cross-over from the inner to the outer track. The spacing between the tracks, measured between the centre-stud contacts, is 3 in., giving a free space of 3.9 cm. between the two tracks.

Double slip points · Used together with the 5202 pair of points, enables the track spacing of 3 in. to be kept to · Double-solenoid operation · Manual switch lever on operating gear casing · Three cable connections · Straight track 7 in. long · Including two make-up sections 5208, each 5/16 in. long



5202 \$ 9.95



5207 \$ 8.40

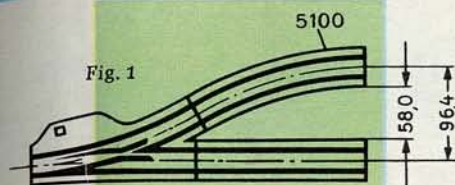
Pair of electro-magnetic points, consisting of one right-hand and one left-hand points, both for double-solenoid operation · Signal lanterns to light up · Curved section five-sixths the length of the straight section



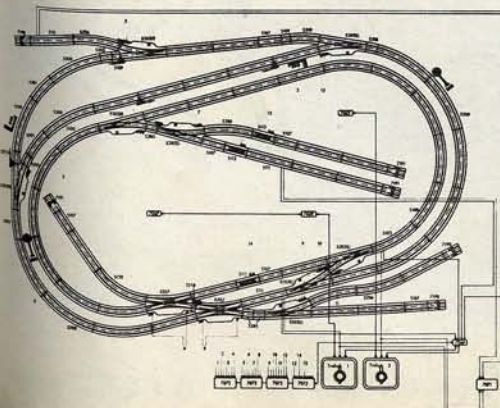
Selbstausweichende Karrenzüge ohne Mechanik ohne Schienen.
Karren-Züge, 3rädige Lokomotiven und Wagen ohne Stabile Bauart in Blech und Eisen, sorgfältig lackiert, bequem zu verspurweite 8,6 cm.
Erstklassige Neuheit, mit der, durch einfaches geometrisches Wagenzüge von beliebiger Länge, lediglich durch die Direktion vor genau in gewünschter Richtung gehalten werden.
Selbst vordere konträre Fahrt wird von den hinteren Wagen eingehalten.
Auch das kleine Kind vermag die Züge zwischen Hindernissen Art hindurchzulavieren.

N. 8490 L.	Lokomotive ohne Uhrwerk	18,50
8490 1.	Kippwagen, grau	18,50
2.	Kohlenwagen, grün	18,50
3.	Geländerwagen, weiss	18,50
4.	Vierwagen, gelb	18,50
5.	Holzswagen, mit Kette, grün	18,50
6.	Kastenwagen, blau	18,50

These trains of trucks were supplied without rails for drawing along by a cord in the direction they were to go. To illustrate the progress made:

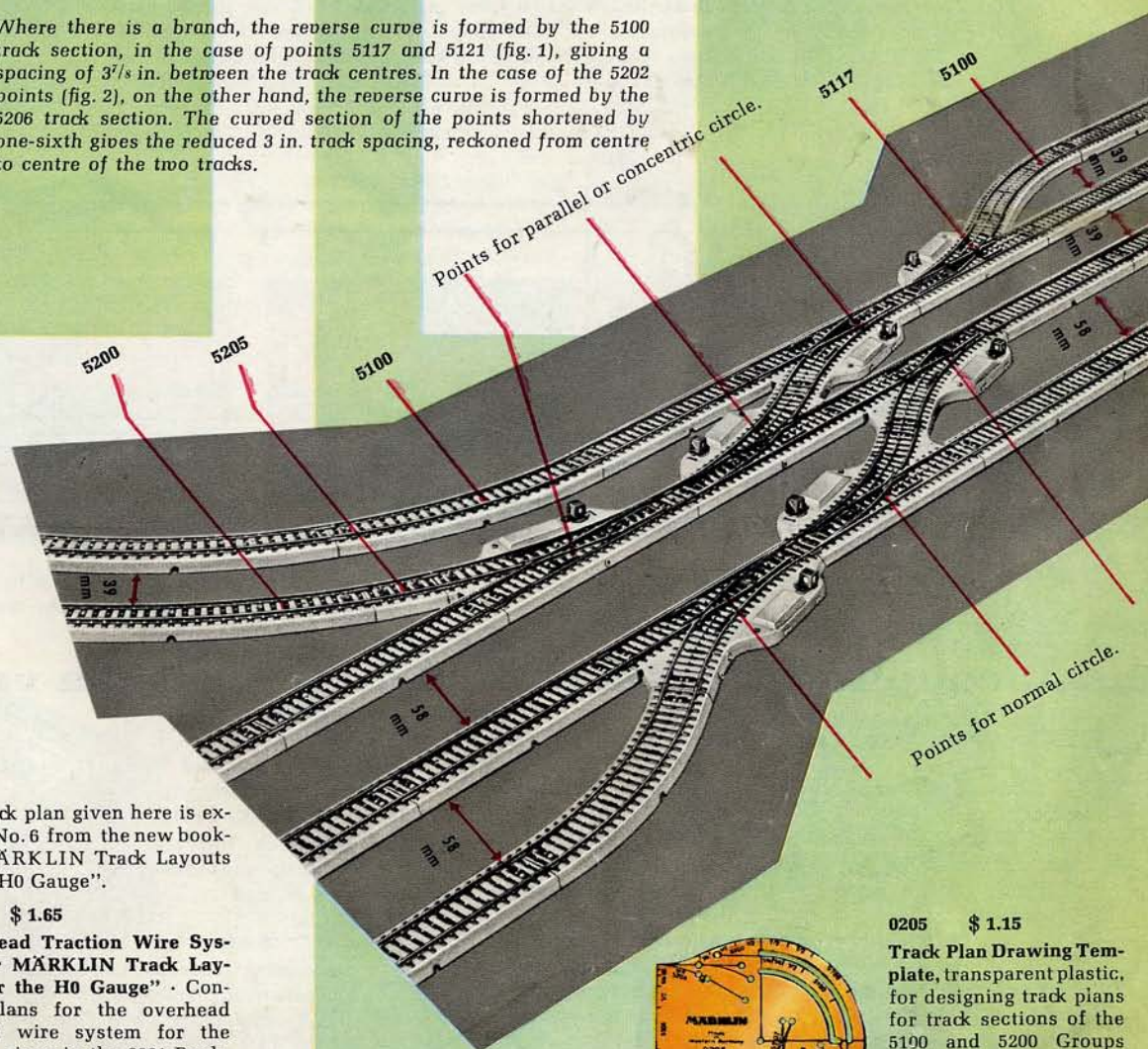


0331 \$ 2.15
Booklet "MÄRKLIN Track Layouts for the H0 Gauge," containing plans for 5100 and 5200 track sections, as well as a list of parts for working by an overhead traction wire. The connections and wiring are carefully shown. Illustrated edition in six colours



MÄRKLIN Points and their use

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



The track plan given here is example No. 6 from the new booklet "MÄRKLIN Track Layouts for the H0 Gauge".

0329 \$ 1.65

"Overhead Traction Wire System for MÄRKLIN Track Layouts for the H0 Gauge" · Contains plans for the overhead traction wire system for the layouts given in the 0331 Booklet · The overhead wire plans are printed on transparent sheets and multicoloured, to fit exactly over the layout plans in Booklet 0331



0205 \$ 1.15

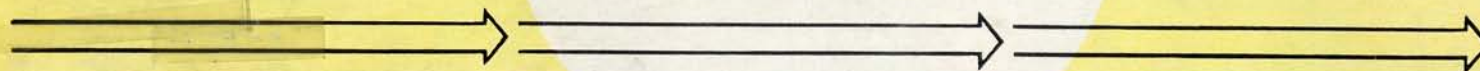
Track Plan Drawing Template, transparent plastic, for designing track plans for track sections of the 5100 and 5200 Groups (Scale one-tenth)

Fair Trade prices in US Dollars

Even more marked is the difference between the earlier regulating resistances and the present-day

Remote-controlled uncoupling equipment

The automatic couplings fitted to MÄRKLIN locomotives and rolling stock are, for the most part, equipped for "Advance" uncoupling. All these couplings are designed so as to be uncoupled by remote control by means of the uncoupling rail section. Pressing the button on the controller is sufficient to operate the uncoupling action. Moreover, couplings with this "Advance" uncoupler allow the train to be shunted further without the couplings re-engaging. As all shunting operations can be simulated without difficulty, a MÄRKLIN uncoupling installation will add considerably to the pleasure of the set.



Raising the ramps releases the coupling.



This design of coupling allows a train to be shunted further after the uncoupler has operated, without the couplings re-engaging.

The uncoupling track section can be used in a variety of ways

On a marshalling hump in conjunction with humping signal 7043 (Page 50)*.

On tracks at platforms for changing engines by remote control**.

In parts of locomotive depôts used as rolling stock sidings**.

In parts of marshalling yards used as rolling stock sidings**.

* Lighting standard 5113 not to be used with humping signal 7043.

** The use of lighting standard 5113 is advisable.

The use of the lighting standard is always recommended where several uncoupling track sections are arranged within a small space, as, by lighting up, the standards show which of the uncoupling track sections is in action.

5113 \$ 1.50

Lighting standard for uncoupling track section. Zinc base die casting. The signal on the standard lights up when uncoupling. 3 3/8 in. high

5112 \$ 2.40

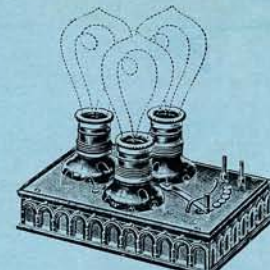
Uncoupling track section for uncoupling the automatic couplings on rolling stock by uncoupling ramps rising either side of the stud contacts. Operation can be carried out by either the controller or a hand control lever. Two connecting cables. Track section 3 3/8 in. long



8469/2

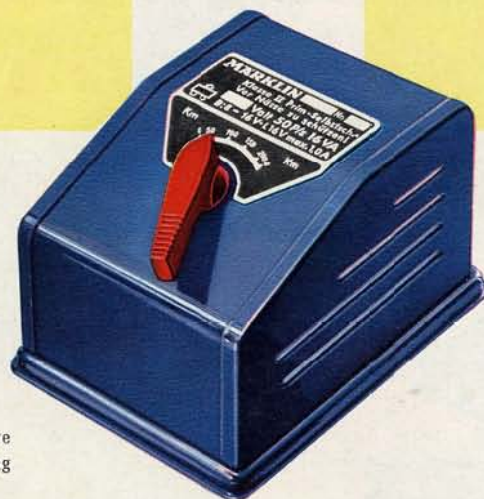
8469/3

Regulier-Widerstände für 110–250 Volt.



streamlined and efficient transformers. The resistances were for controlling the speed of the trains and had to be connected directly to the lighting system.

The very efficient MÄRKLIN Transformers



Transformer · Output
16 VA · Weight 2½ lb. ·
Size, 4¼ x 3⅝ x 2¼ in.
6050 = 110 volts \$ 9.95

When ordering, please give
the number corresponding
to the mains voltage.

For connection to alternating current (A.C.) only

Transformer for lighting

Transformer for lighting · Output
35 VA, 16 volts · Weight 3½ lb.;
size 5½ x 3½ x 2½ in.
6350 = 110 volts \$ 11.70



◀ This transformer is intended for
lighting the larger type of railway
system, and magnetically-operated
accessories can also be connected
to it.

All possibility of touching the mains volt-
age side on these transformers is pre-
vented by the steel casing and excellent
insulation (tested to several thousand
volts). These constructional features to-
gether with the automatic short-circuiting
cut-out provide a guarantee for working
without any danger. Connection to the
mains is by plugs and cables permanently
connected to the appliance. Transformers
are supplied for 110, 125, 150 or 220 mains
voltage—please state the corresponding
number when ordering.

Low voltage can be set on the speed-in-
dicating scale on transformer Groups 6000
and 6100. Stepless speed control—without
any special additional device—and revers-
ing by the 24-volt "Perfect" automatic
switch—is carried out by a combined
switch button control.

Transformers of the 6100 Group give
slower running than the 6000 Group ones.
We cannot guarantee our railway sets run-
ning satisfactorily unless they are used
with MÄRKLIN transformers.

We wish to point out particularly
that our products are designed for
transformers with a maximum out-
put of 35 VA, and may therefore be
damaged if used with transformers
having a higher output.



**For connection to alternating current
(A.C.) only**

Transformer · Output 30 VA,
with red pilot light · Weight
4½ lb., size 5⅝ x 4¼ x 4 in.
6150 = 110 volts \$ 19.95

When ordering, please give
the number indicating the
mains supply voltage.

The game was by no means free from risk. Present-day transformers, however, eliminate all danger of contact with the mains current side, with their steel casing



7072 \$ 1.95

Control Panel with sockets for plugging in four double-sole-noid magnetic accessories. The position of the press buttons on the panel also indicates the settings of the magnetic accessories. 3 1/4 in. long, 1 3/4 in. wide

Remote Control and Lighting Accessories



7070 \$ 2.50

Switchboard with four tumbler switches for controlling traction or lighting current on four different circuits. 3 1/4 in. long, 1 3/4 in. wide



7071 \$ 2.60

Switchboard with four tumbler switches for controlling four different traction or lighting current circuits. 3 1/4 in. long, 1 3/4 in. wide

7034 \$ 2.40

Set of numbered plates for identifying points, signals etc., consisting of twelve cast feet with slots to take the numbers from 1 to 24 supplied



7069 \$.50

Distribution Board with nine single-pole connections. Size 2 1/4 x 3/4 in.



Sockets

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



Plugs

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



Plugs with side socket

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



7140 \$.15

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



7141 \$.10

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

The colours mostly used in the MÄRKLIN circuit system are:

- Red: Traction current connection (from transformer to third rail or overhead traction wire, as the case may be)
- Brown: Earth return from the track rails, lighting fittings or controller to the transformer
- Yellow: Lighting and magnetic accessories
- Blue: Earth return from magnetic accessories to the controller or track contact (with green, red and orange plugs)



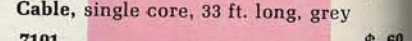
7080 \$.30

Cable, single core, with one plug and one socket, grey, 39 in. long



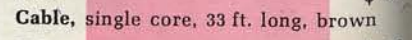
7090 \$.35

Cable, single core, with one plug and one socket, grey, 79 in. long



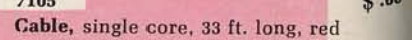
7100 \$.60

Cable, single core, 33 ft. long, grey



7101 \$.60

Cable, single core, 33 ft. long, blue



7102 \$.60

Cable, single core, 33 ft. long, brown

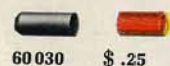


7103 \$.60

Cable, single core, 33 ft. long, yellow

7105 \$.60

Cable, single core, 33 ft. long, red



60030 \$.25

Pair of Brushes for practically all H0 gauge locomotives, consisting of two black graphite brushes, or one graphite and one copper brush

60035 \$.25

Pair of Brushes for 3015 and 3025

Fair Trade prices in US Dollars

and excellent insulation, and so ensure their operation being absolutely devoid of all danger.

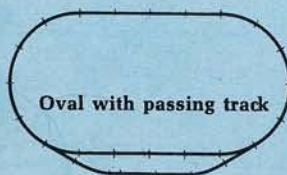
Some Favourite H0 Gauge Track Layouts



Oval

Size $59\frac{1}{2} \times 30\frac{3}{8}$ in.

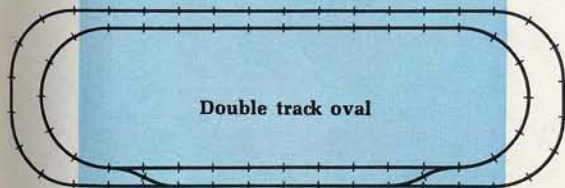
Track sections: 11 x 5100, 1 x 5103, 8 x 5106



Oval with passing track

Size $59\frac{1}{4} \times 34$ in.

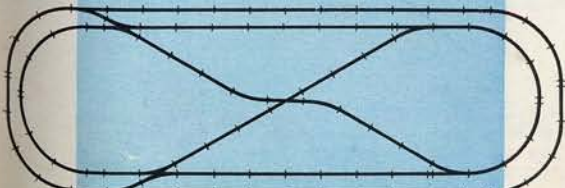
Track sections: 11 x 5100, 1 x 5103, 10 x 5106,
1 x 5108, one pair points 5121



Double track oval

Size 117 x 40 in.

Track sections: 23 x 5100, 1 x 5103, 42 x 5106,
two pairs of points 5117



Double track oval with double reversing loop

Size 116 x 40 in.

Track sections: 25 x 5100, 1 x 5103, 50 x 5106, 4 x 5107,
2 x 5108, 6 x 5110, two pairs of points 5117, 3 x 5114
or 2 x 5128 and 1 x 5114



0311 \$ 2.15

Booklet: "The MÄRKLIN H0 Gauge Railway and its Big Prototype," a handbook for MÄRKLIN Railway enthusiasts. Size $8\frac{3}{8} \times 6$ in. • Some of the contents are: Suggestions for railway systems in a landscape setting; MÄRKLIN locomotives and rolling stock, and their Big Prototypes; Signals; Regulations on full-sized Railways; Railway Operation; Electrical Circuits, inter alia for multi-train working, and a great deal more besides



7001 \$.20

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

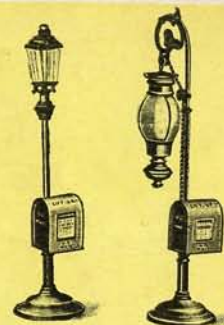


7002 \$.95

Rerailing Ramp, for easily placing bogie stock on the track • 12 in. long • $\frac{3}{4}$ in. high

2907.

~~1.40~~
Mk. ~~8.20~~ p. St.



2908.

~~2.10~~
Mk. ~~8.20~~ p. St.



No. 2907 Kandelaber mit Briefkasten.
Beleuchtung mit Kaiseröl (gereinigtes Petroleum), Briefkasten abnehmbar.
Hübsche Ausführung.

Höhe 28 cm

7046 \$ 2.35

Arc lamp with lattice mast, for use with the overhead traction wire system • $8\frac{1}{4}$ in. high; base 1 in. x $1\frac{1}{2}$ in. • With bulb, cable and metal plugs



7048 \$ 1.85

Arc lamp, $6\frac{1}{4}$ in. high, base $1\frac{1}{4}$ in. diameter; with bulb, cable and metal plugs



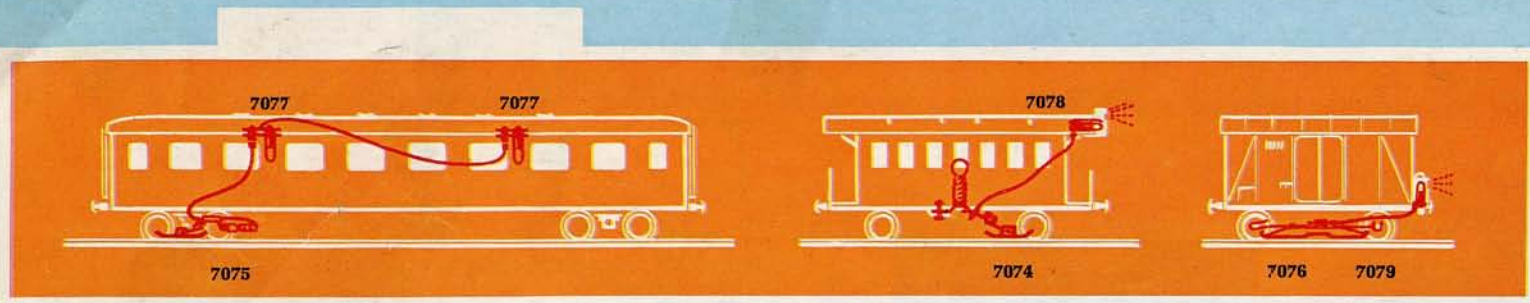
7048

7047 \$ 2.00

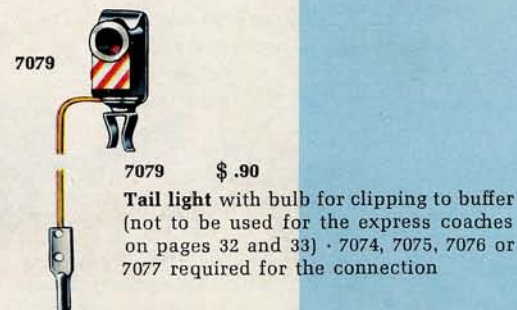
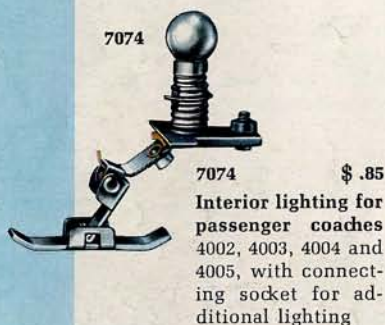
Station lampposts • Can be used for station platforms or forecourts and as street lamps • 5 in. high; base 1 in. diameter • With bulb, cable and metal plugs



Fair Trade prices in US Dollars



Electric Lighting for trains



H0 Gauge Plastic Tyres

Replacement tyres for the new type H0 Gauge MÄRKLIN locomotives

No.	For locomotives	Price, each.
7142	3010, DT 800	\$.03
7143	3000, 3031, 3032	\$.03
7144	RES, SE, SEW, SEWH 800	\$.03
7145	3001, 3002, 3011, 3012, 3013, 3014	\$.03
7146	3004, 3006, 3015, G, RM, RSM 800	\$.03
7147	3019, 3030	\$.03
7148	3005, 3023, 3024, S 870	\$.03
7149	3007, 3008, 3026	\$.03
7150	3021	\$.03
7151	3003, 3009, 3016, 3027	\$.03

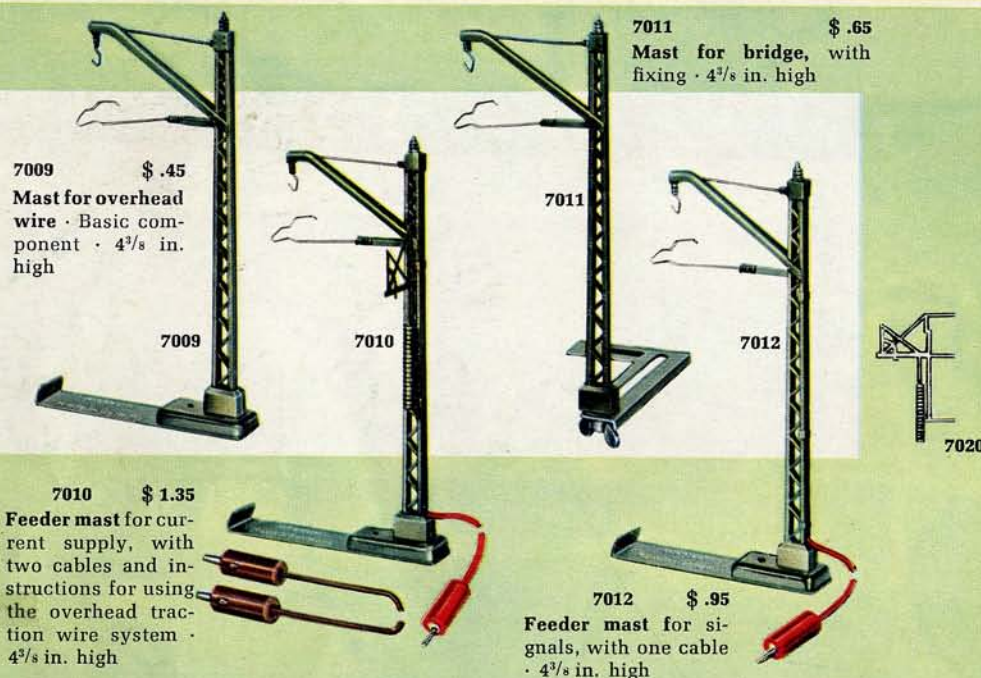
Fitting instructions are given in the Instructions for Working the locomotives

Fair Trade prices in US Dollars



A MARKLIN Model Railway system with MARKLIN signals and the MARKLIN overhead traction wire system.

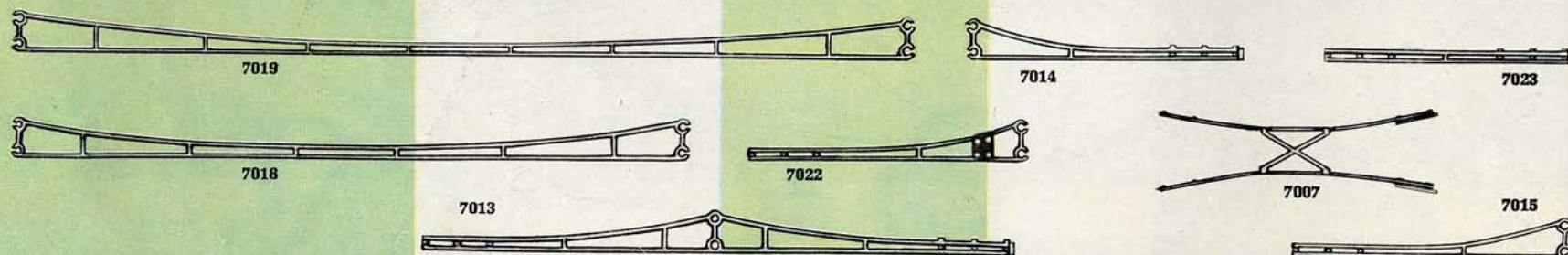
Train services continued to become more frequent and faster, making extensive safety measures necessary both for the trains themselves as well as for vehicles



The MARKLIN Overhead Traction Wire System

- Giving a true scale model impression of the system, both on open stretches as well as through station precincts.
- The traction wire and cross-connections of the system are faithful reproductions of the originals.
- The plastic masts combine flexibility with great strength.
- Voltage drop is avoided to the greatest possible extent by the spring contact connections.
- Easy to erect. Any desired length of overhead wire obtainable by inserting the sections into one another, no tools or anything else being needed.
- Compensation for length easily arranged by sectional connections.
- Flexible traction wire both for curved as well as straight track sections. The wire section 7019 is only for fitting up on long straight sections.

Overhead traction wire system components

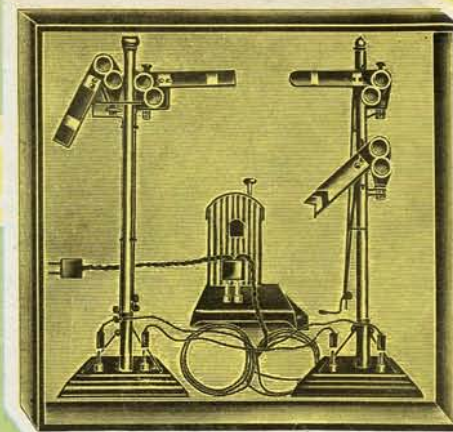


7019	Traction wire section for straight sections only	14 ¹ / ₄ in. long	\$.25	7007	Crosspiece for 5114, 5128, 5207, 5211, 5126 and 5016	\$.25
7018	Traction wire section for straight and curved sections	10 ³ / ₄ in. long	\$.20	7022	Interrupter cam section (for push-in connection)	4 ¹ / ₂ in. long \$.25
7013	Traction wire section with push-in connection for straight and curved sections	9 ¹ / ₂ in. long	\$.20	7020	Overhead wire tensioner for fitting to section and tower mast	\$.20
7014	Traction wire section, hollow, for push-in connection	4 ¹ / ₂ in. long	\$.10	7005	Overhead wire fittings for signals not placed by tower masts, consisting of two 7012 signal masts, two 7022 interrupter sections and two 7014 sections, suitable for all signals provided with train control action	\$ 2.50
7023	Make-up section with push-in connection	4 in. long	\$.10			
7015	Traction wire cam section (for push-in connection)	4 ¹ / ₂ in. long	\$.10			

Fair Trade prices in US Dollars

and pedestrians. Signal brackets and posts were therefore added to the MÄRKLIN range very soon.

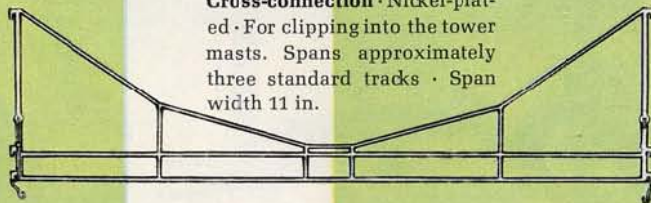
Components of the Overhead Traction Wire System



The favourable design of the tower masts enables the overhead wire system to be fitted up on even the mildest station spaces. One cross-connection requires two tower masts, larger systems with two cross-connections need three tower masts, and three cross-connections four tower masts. Single lines of rails passing outside the masts can be included in the overhead wire system by using the cantilever arm 7025.

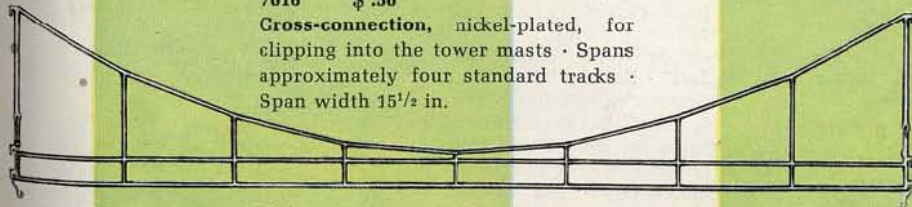
7017 \$.45

Cross-connection · Nickel-plated · For clipping into the tower masts. Spans approximately three standard tracks · Span width 11 in.



7016 \$.50

Cross-connection, nickel-plated, for clipping into the tower masts · Spans approximately four standard tracks · Span width 15½ in.



7016

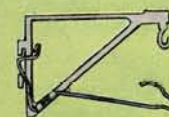
7004 \$.15

Fitting kit, consisting of five screws, five nuts and five washers · The usual traction wire accessories are generally adequate for building up the system, though in rare cases it may happen that a connection between two sections of traction wire can only be carried out with a nut and bolt



7003 \$.35

Overhead wire connecting cable for connecting to signals in the station precincts, and for supplying to any point desired



7025 \$.15

Cantilever arm · A single track passing outside a tower mast can be included in the overhead wire system by means of this cantilever arm 7025



7006 \$.10

Overhead traction wire insulation · Insulating the traction wire sections from the cross-connections · One required for each track and cross-connection · Shown full size

7021



7021 \$.75

Tower mast · Plastic · With detachable cap · Base 1×1½ in., 7¼ in. high · For tower masts with arc lamps see page 45

They were electrically-lighted and supplied either singly or in sets. A most important step in railway practice generally was the provision of centralised

The MÄRKLIN Range of Signals

Marvels of precision workmanship, reliable, true scale models, and indestructible, nothing can be more suitable than these perfect signals for building up a MÄRKLIN model railway true to scale, and to run it not only as a pastime, but as an interesting model as well. All these signals are outstanding for their scale reproduction of all important features in miniature and the perfection of the details they display. All signal masts are made of practically unbreakable zinc-base die castings.

The signals can be fixed wherever desired, to either standard or scale model track sections, on the left or right-hand side of the track, and on straight or curved sections.

Their baseplates enable all signals to be fixed securely to the track sections.

The double-solenoid operation of the electro-magnetic switch-gear enables the indications of all signals, as well as the settings of points, to be shown on the control panel. The electro-magnetic coils are made of unusually durable materials.

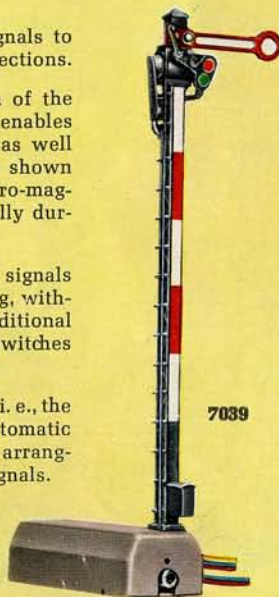
Train control is provided by all signals—home, track block and humping, without needing any special additional apparatus; the track current switches are fitted with silver contacts.

Fully-automatic block working, i. e., the control of several trains by automatic operation of the signals, can be arranged with all MÄRKLIN home signals.

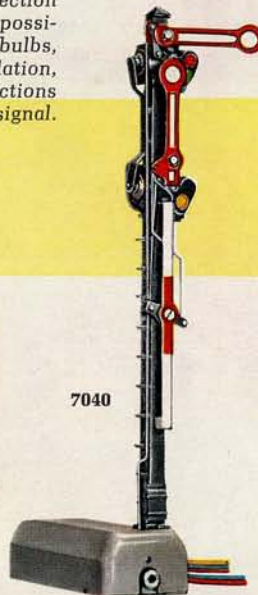
Distant signals, and also points, can be connected up to home signals, so that the home and distant signals both show the same indication. The control panel 7072 costing \$ 1.95 (see page 44) can be used to operate four home signals with train control.

Signals with Train Control action for overhead wire and track contact working

All signals—home, track block or humping—are fitted with traction current switches providing train control for the overhead wire and track contact systems independently of one another. The electro-magnetic switchgear of the 7041 home signal and the 7043 humping signal have three solenoid coils, while that for all the other signals has double solenoids. The springs the current passes through on the traction current switches have silver contacts and can therefore withstand very heavy traction currents. Each signal has cable connections with cross plug sockets marked with the colours for the circuit and lighting. Two plug sockets for the overhead wire and one socket for the earth connection complete the connections possible. Signal lamps with bulbs, the 5022 centre rail insulation, baseplates and brief instructions are supplied with every signal.



7039



7040

7040 \$ 5.95
Home signal with two coupled semaphore arms. Light changes from red to green/amber. 1 1/8 in. wide, 2 3/4 in. long, 5 in. high

◀ **7039 \$ 4.95**

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



7041

7041 \$ 7.50

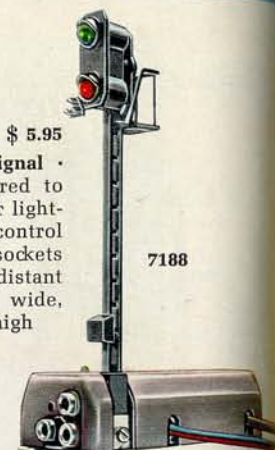
Home signal with two semaphore arms not coupled together. Operation, connections and traction current regulation as for all signals with train control action, but with an extra third solenoid. The current returns through an additional blue cable with an orange cross-plug connector. The three signal indications possible by coupling the two armatures together mechanically are obtained by energising one coil only. Light changes from red to green or from red to green/amber. 1 1/8 in. wide, 3 7/8 in. long, 5 in. high

7043 \$ 7.25

Humping signal. The semaphore arm gives three indications: "Stop", "Shunt slowly" and "Shunt fairly fast". For the "Stop" indication the traction current is cut off, but is switched on again for the "Shunt slowly" and "Shunt fairly fast" indications. The connecting cables are: Yellow with yellow plugs, blue with red plugs, blue with green plugs and blue with orange plugs. 1 1/8 in. wide, 3 7/8 in. long, 5 1/2 in. high



7043



7188 \$ 5.95

Colour-light home signal. Light changes from red to green. Two bulbs for lighting; additional hand control lever; one pair of sockets for connecting to distant signal 7187. 1 1/8 in. wide, 2 3/4 in. long, 3 1/2 in. high

7188

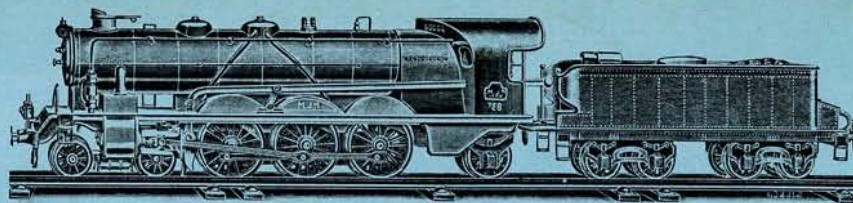


7042 \$ 5.95

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

control for signals, points, level crossing barriers and so on.

Distant Signals without train control



Lokomotive, mit Uhrwerkbetrieb, 6 achsig.

H 1020 PLM mit Tender 4 1/2 p. St.
H 1020 PLM 1010 1/2

H 1021 PLM mit Tender 4 1/2 p. St.
H 1021 PLM 1011 1/2



7187 \$ 4.75

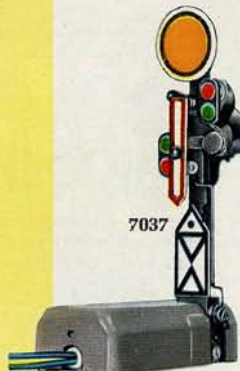
Colour-light distant signal · For use only in conjunction with the 7188 colour-light home signal · Light changes from green/green to amber/amber by means of four bulbs altogether · 5/8 in. wide, 7/16 in. long, 2 3/8 in. high



7036

7036 \$ 4.75

Distant signal without additional arm · Double solenoid; light changes from amber/amber to green/green · Two blue cables for automatic working · Connections either to the control panel or for coupling up to the home signal · Yellow cable for current supply · The three plugs (red, green and yellow) have cross sockets · Can be used in conjunction with the 7039 home signal · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high



7037

7037 \$ 4.95

Distant signal with additional movable arm · Disc fixed · Operation, lighting and cables as for 7036 · Light changes from amber/amber to amber/amber/green · For use in conjunction with home signal 7040 · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high



7038

7038 \$ 5.95

Distant signal with additional movable arm and movable disc · Two double solenoids · Light changes either as 7036 or 7037 · Three blue cables with red, green and orange cross plugs · Current supplied by yellow cable with yellow cross plugs · Used mostly in conjunction with the home signal 7041 · 1 1/8 in. wide, 2 5/8 in. long, 2 7/8 in. high



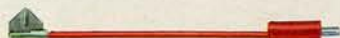
7045

7045 \$ 4.25

Universal remote switch, for switching on, off and reversing the traction and lighting current for magnetically-operated accessories · Can be controlled by track contact sections, from the control panel, or by additional hand operating levers · The numerous opportunities for using this fitment, such as switching lighting on or off by passing trains, or cutting out train control by signals in certain directions, as examples, are described in the Instructions and also in the MÄRKLIN Book of Signals

Insulation sign for identifying isolating points

5015 \$.25



5004 \$.35

Connecting cable for the centre (third) rail · 30 in. long



5022 \$.10

Central rail insulation for insulating five points

MARKLIN

Signalbuch



0341 \$.90

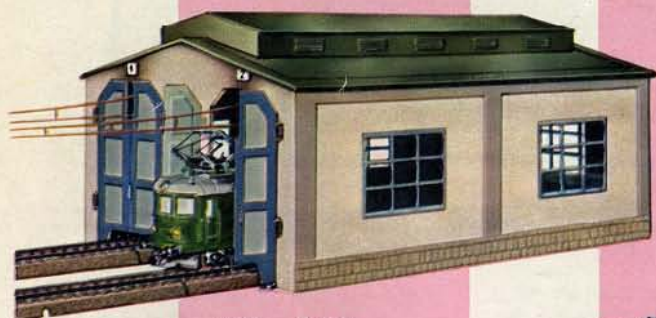
The MÄRKLIN Book of Signals · A new and much larger edition of our illustrated Guide printed in six colours, telling you all about signals and the universal remote switches; 40 pages

The same provision — astonishingly effective in its practical operation — was available for MÄRKLIN enthusiasts in the form of air-pressure signal centres

Locomotive Sheds

7029 \$ 9.95

Locomotive sheds with doors to close automatically; for two tracks, with skylight and real windows · (Locomotives, track sections and overhead traction wire not included) · Holders for two lighting fittings 7073 for interior light, and overhead traction wire fittings 7008, for installing later on · Size $13\frac{1}{4} \times 7\frac{1}{4}$ in., 6 in. high; $3\frac{3}{4}$ in. distance between track centres



7008 \$ 1.25

Overhead traction wire fittings for locomotive sheds 7029, consisting of two overhead wire carriers



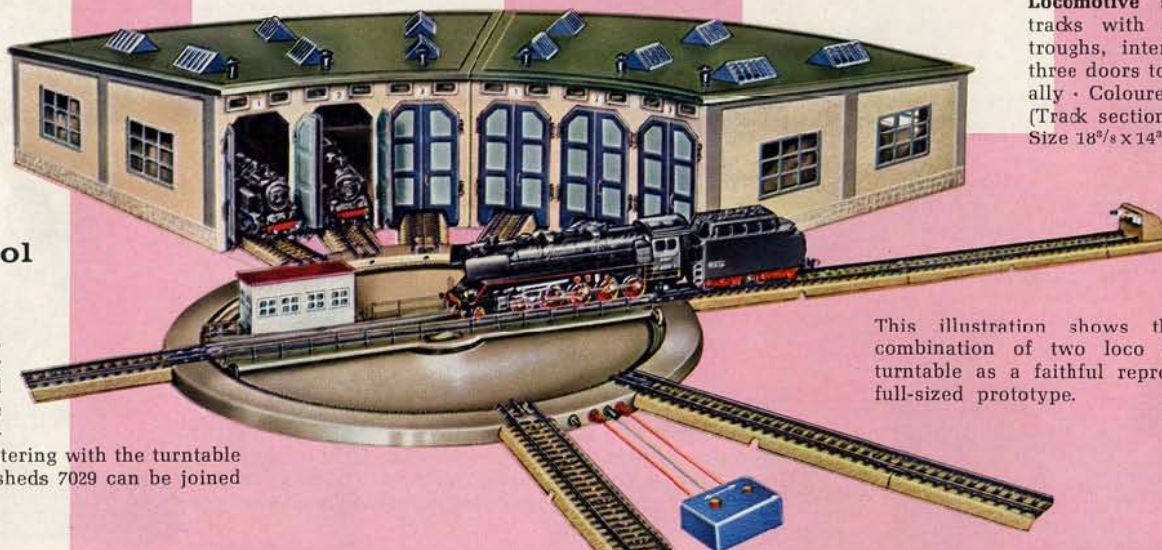
7028 \$ 23.50

Locomotive sheds for three tracks with skylights, smoke troughs, interior lighting and three doors to close automatically · Coloured enamel finish · (Track sections not included) · Size $18\frac{3}{8} \times 14\frac{3}{4}$ in., $5\frac{3}{8}$ in. high

Turntables with remote control

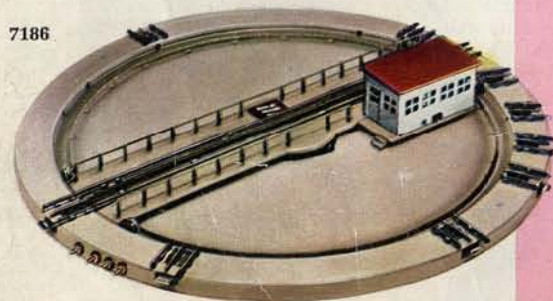
7186 \$ 35.00

Turntable set, consisting of turntable 14 in. external diameter, with remote control for turning right or left, reversing switch and cable · Engine or motor house on turntable platform with guard rails · Current automatically cut off from all dead-end tracks not registering with the turntable track · Two locomotive sheds 7028 or three sheds 7029 can be joined up to this set



This illustration shows the harmonious combination of two loco sheds and the turntable as a faithful reproduction of the full-sized prototype.

7186



0201, 0202 or 0203

\$ 1.75

Railway figures · Three different sets are supplied: 0201 and 0202 = passengers and railway staff; 0203 = permanent way workers · Ten figures to a set in box · The figures are $\frac{1}{8}$ in. high



Fair Trade prices in US Dollars

MARKLIN

or "boxes". Simply pulling or pushing a lever worked signals, points or crossing

Interesting Accessories



7035

7035 \$ 3.85

Warning bell, electro-magnetically operated; cable with metal plugs; 2³/₈ in. high, base 1⁷/₈ in. square



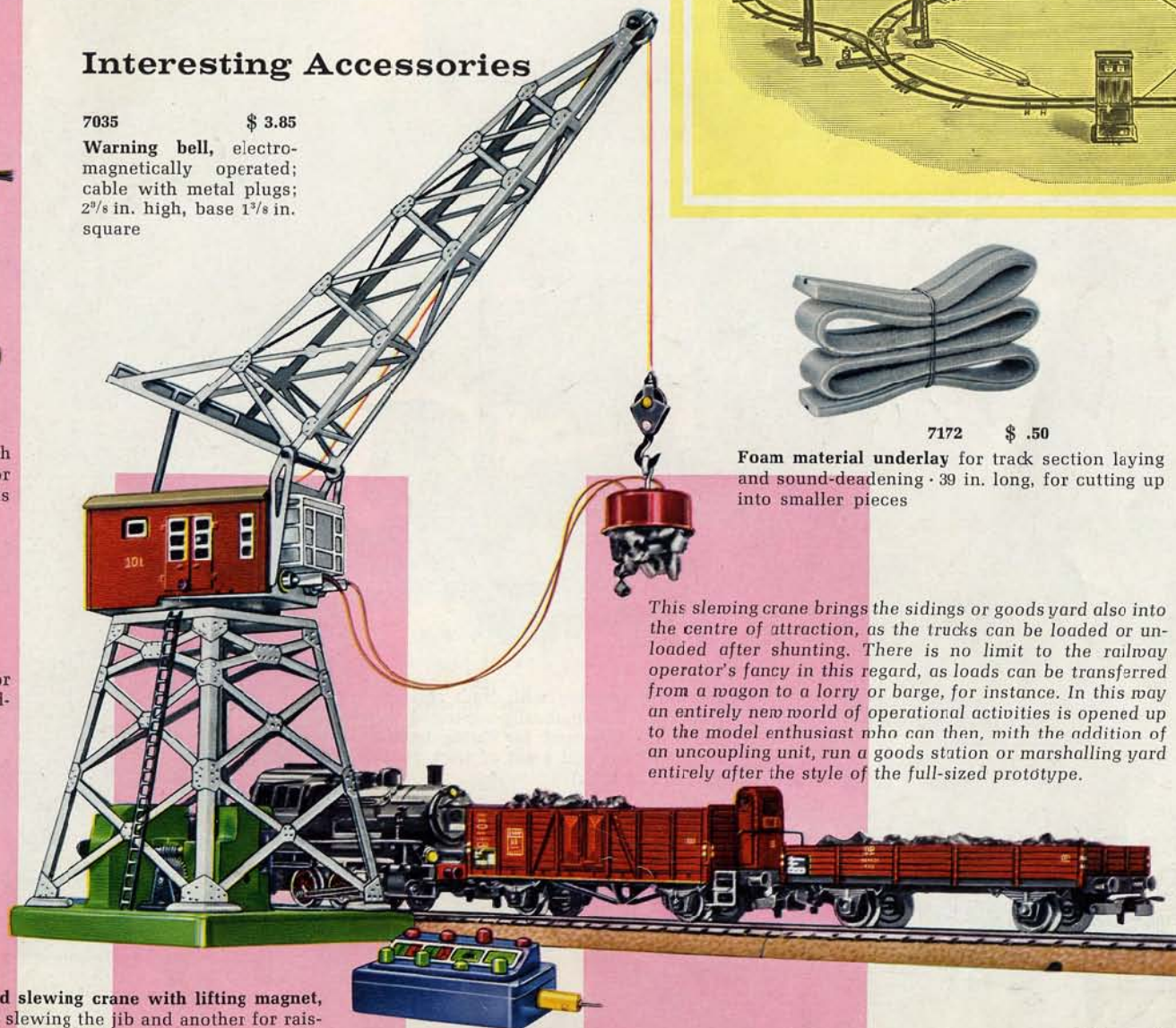
7073 \$.60

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



7000 \$.60

50 clips or staples for fixing cables to wooden base



7051 \$ 29.50

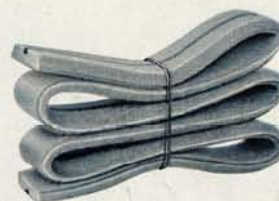
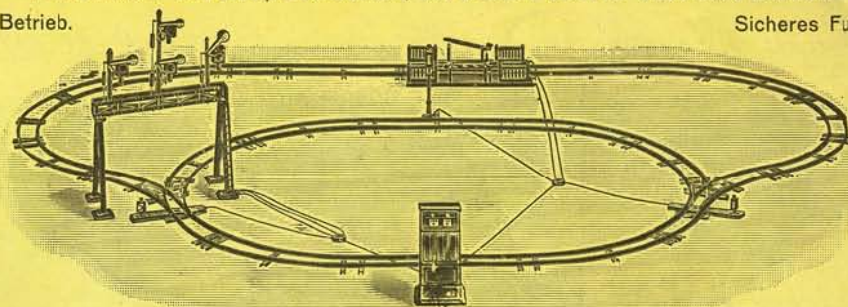
Remotely-controlled slewing crane with lifting magnet, with one motor for slewing the jib and another for raising and lowering the load. Hook and lifting magnet for transferring iron loads by remote control. Jib has manual height adjustment. Driver's cabin to light up. Coloured enamel finish. 10³/₈ in. high, base 3³/₈ x 3³/₈ in. With one control panel and switch-board. Price, less trucks and track



Druckluft-Stellwerk-Anlagen.

Für Uhrwerk- und Dampfeisenbahnen, auf Wunsch auch für elektrische Bahnen.
er Betrieb.

Sicheres Funktion



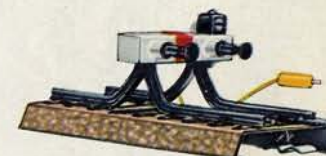
7172 \$.50

Foam material underlay for track section laying and sound-deadening. 39 in. long, for cutting up into smaller pieces



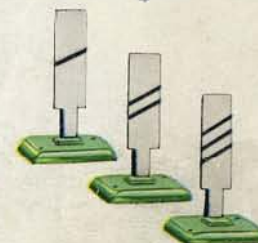
7190 \$.90

Stop block, with die-cast zinc buffer beam, 2³/₄ in. long



7191 \$ 1.65

Stop block with stop signal to light up. Die-cast zinc buffer beam. 2³/₄ in. long



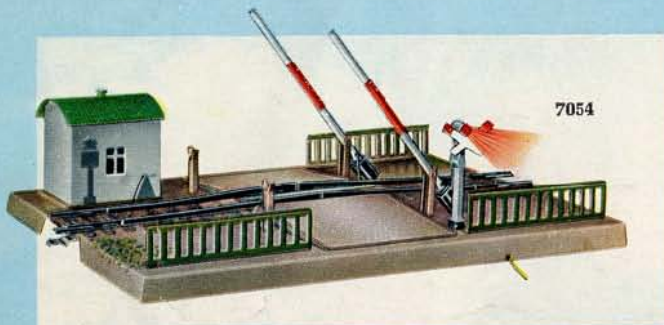
7033 \$.95

Distant signal indicators, set of three; 1³/₈ in. high each

Fair Trade prices in US Dollars

barriers with amazing certainty so that anyone playing with the railway could control the entire

Level crossings with automatic barriers

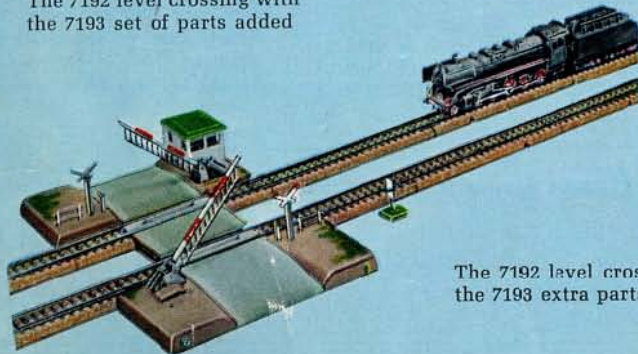


7054

\$ 5.90

Mechanically-operated level crossing for single-track lines with centre-stud contacts. The barriers are closed by rocking bars pressed down by the wheels. Crossing keeper's cottage with fencing. Warning cross road sign with red bulb that lights up when the barriers are closed. The length of the section of track is the same as that of a 5106 track section (see page 39). Base $5\frac{1}{4} \times 7\frac{1}{4}$ in.

The 7192 level crossing with the 7193 set of parts added



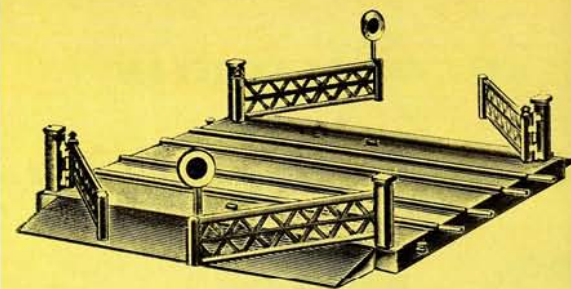
7192

\$ 13.95

Fully-automatic level crossing with track sections. The set comprises two electro-magnetically operated barriers, the crossing-keeper's hut (arranged for fitting interior lighting), warning cross road signs and a set of track contact sections (two straight lengths of track).

The crossing works entirely automatically, the barriers closing as soon as a train enters the track contact sections before the actual crossing. The barriers rise again automatically as soon as the train leaves the last contact section.

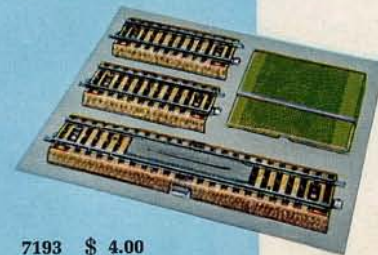
The 7192 level crossing can also be used for multi-track working with the addition of the 7193 extra parts, the automatic action still being retained.



7050

\$ 2.35

Warning cross road sign with flashing light for placing before level crossings. The set comprises the warning cross sign with two cables and plugs, also a 5127 track contact section. The red signal light comes on and flashes immediately a train runs on to the track contact section. 2 in. high; flashing light base $1 \times \frac{3}{4}$ in. Track contact rail section $3\frac{3}{8}$ in. long.



7193 \$ 4.00

Extra parts for each additional parallel track for the fully-automatic level crossing 7192, consisting of a set of track contact sections with filling piece 7160 for placing in the intervening space between the two tracks.

5115 \$.65 Track contact section, straight

5116 \$.75 Track contact section, curved

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

system from the air-pressure "signal box". At the present day, a signal-box system is one of the most interesting additions to the MÄRKLIN Model Railways.



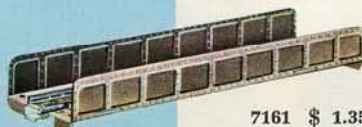
7163 \$ 4.50

Arched bridge, grey, with integral track $14\frac{3}{8}$ in. long · Slots for two 7011 overhead traction wire masts · Arch $4\frac{3}{8}$ in. high



7162 \$ 1.50

Lattice girder bridge—can also be used separately in conjunction with the arched bridge 7163 as the first part of a main bridge · Grey, integral track $7\frac{1}{4}$ in. long with centre stud contacts · Slots for the 7011 overhead traction wire mast · $1\frac{7}{8}$ in. high



7161 \$ 1.35

Plate girder bridge · Integral track $7\frac{1}{4}$ in. long with centre stud contacts · Slots for the 7011 overhead traction wire mast · 1 in. high



7064 \$.55

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



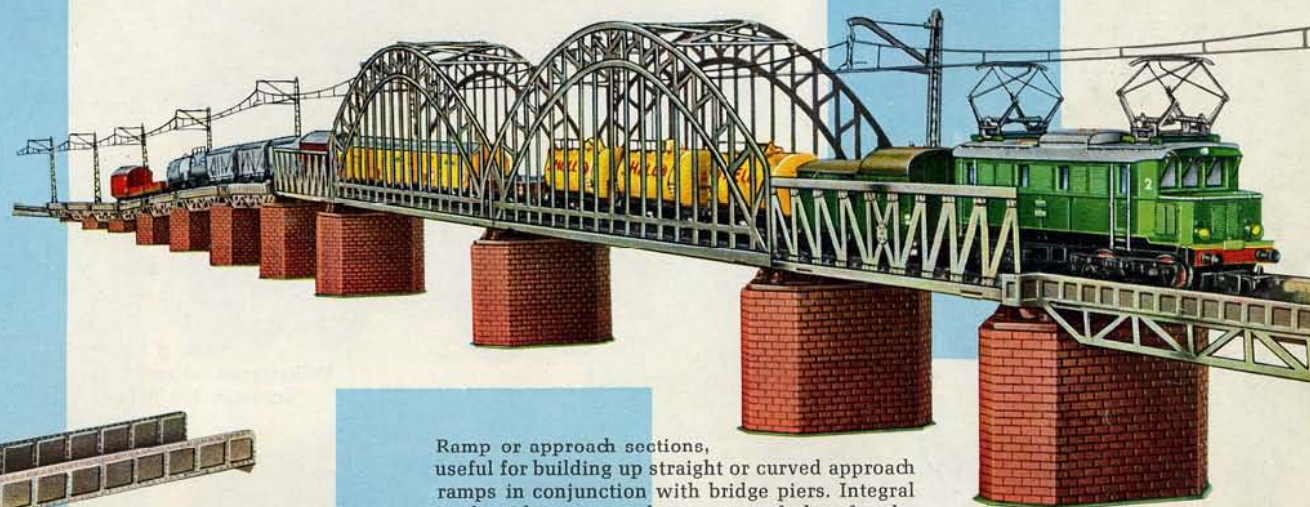
7065 \$.30

Pier, $\frac{1}{4}$ in. high · Very suitable for building inclined approach ramps with a $\frac{1}{4}$ in. rise between piers · Plastic



7066 \$.25

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



Ramp or approach sections, useful for building up straight or curved approach ramps in conjunction with bridge piers. Integral track with centre stud contacts and slots for the 7011 overhead traction wire masts.



7167 \$ 1.35

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



7168 \$ 1.35

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

This "extremely elegant de luxe model" surely deserved its description at the time. Now it is no longer the fashion though still a reminder that the MÄRKLIN

Zinc-base die-cast Miniature Cars

Scale model reproductions of their prototypes. Rubber tyres. Finished in various colours. Made to a scale of about 1/48th full size.



8014 \$ 1.25
Volkswagen Microbus, duotone, 3 5/8 in. long



8026 \$ 1.05
Tempo stacking truck, 3 5/8 in. long



8019 \$.95
Mercedes 300 SL car, 3 3/4 in. long



8007 \$ 1.40
Volkswagen delivery van, lettered "GASOLIN", multitone, 3 5/8 in. long



8008 \$ 1.25
Volkswagen delivery van, duotone, 3 5/8 in. long



8022 \$.95
BMW 507 sports tourer, monotone, 3 3/4 in. long



8029 \$ 1.85
Agricultural tractor with driver. All details carefully reproduced. Special tyres. 3 in. long



8024 \$ 1.25
Police patrol car, multitone, 3 3/8 in. long



8025 \$ 1.40
Mercedes 190 SL, duotone, 3 1/2 in. long



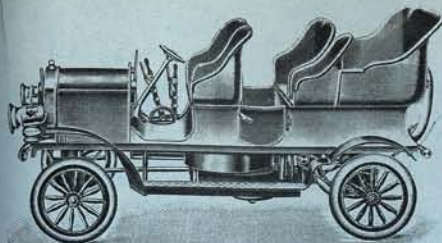
8017 \$ 3.30
Phoenix Box Van, multitone, 5 1/2 in. long



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



8021 \$.95
Karmann Ghia car, monotone, 3 1/2 in. long



Luxus-Automobil, 6
Mit vorzüglichem Kraftwerk
Handrad für gerade
Kreisfahrten.
Handbremse auf die Regulie
Gepresster Körper, hochfein
Drehbare Sitze. Türen zu
2 Laternen 5251.
Mit Kaiseröl-Beleuchtung (g

No. 5209. Ohne Di
No. 5209 D. Mit abne
barem S
Spurweit

5309. 40.-p. St. 5309 D. 42.-p. St.

range has included model motor cars for decades past, including vans, trucks and lorries.



8011 \$ 1.10
MercedesFormula
racing car with
racing numbers,
4 in. long

8010 \$.95
MercedesFormula
racing car without
racing numbers



8004 \$.95
Porsche car, 3³/₈ in.
long



8027 \$ 1.35
Ford "Taunus" car, 17 M,
multitone, 3⁵/₈ in. long



8015 \$ 1.00
Borgward Isabella car, monotone, 3⁷/₈ in. long

8020 \$ 1.25
Borgward Isabella car, duotone, 3⁷/₈ in. long



8000 \$ 3.95
Petrol tanker, six-wheeled
"BV-ARAL" type - Modern
articulated lorry in two de-
tachable parts - Great
flexibility of movement
on curves - 6¹/₄ in. long



8018 \$.95
Ford "Taunus" 15 M, car, 3¹/₂ in.
long



8016 \$ 1.20
BMW 501 car, 4¹/₄ in. long



8009 \$ 1.75 **Sudwerke lorry,** 5¹/₂ in. long

8012 \$ 1.10

Trailer, suitable for lorry, 4³/₈ in. long



8149 \$.20
Rubber tyres, 1¹/₂ in. diameter, packed
in cartons of ten; to fit miniature cars
8027 and 8028

8150 \$.20
Rubber tyres, 9¹/₁₆ in. diameter,
packed in cartons of ten; to fit
miniature cars 8004, 8005, 8006,
8007, 8008, 8013, 8014, 8015, 8018,
8019, 8020, 8021, 8022, 8024, 8025,
8026

8151 \$.20
Rubber tyres, 5¹/₈ in. dia-
meter, packed in cartons
of ten, to fit miniature
cars 8010, 8011 and
8016

8152 \$.20
Rubber tyres, 1¹/₁₆ in.
diameter, packed
in cartons of ten,
to fit minia-
ture cars 8000,
8009, 8012 and
8017

8023 \$ 2.35
Fire appliance, with ex-
tending turntable ladder;
8¹/₄ in. long

MÄRKLIN

METAL BUILDING SETS



and their Advantages

The MÄRKLIN Metal Building Set is a high-grade product with a name behind it.

MÄRKLIN Metal Building sets are made in seven basic sets and eight supplementary sets.

MÄRKLIN Supplementary Sets enable each basic set to be made up to the size of the next following set.

Each Metal Building Set contains an illustrated Instruction Book with numerous interesting examples in addition to a large assortment of building parts.

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

All parts are made of best materials and finished in coloured enamel.

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

Coloured fairings or covers give the models a colourful appearance closely approaching the real thing. One great advantage is that these cover plates can be bent to a right angle and the folds can be smoothed out again.

Electrical parts, such as a commutator, magnet or field coil, cables etc. are included in the assortment in Set No. 1013 and onwards, thus making an insight possible into the fundamental laws of electricity.

The wide variety of separate parts can be added to by special parts obtainable in all shops selling MÄRKLIN models and sets.

Playing with MÄRKLIN metal building sets will bring out and develop technical and creative talents even in the early years of youth.

MÄRKLIN is synonymous with quality. It is, therefore, not immaterial what children are given to play with. Toys that are accurately made will provide an education for accurate work in later life.

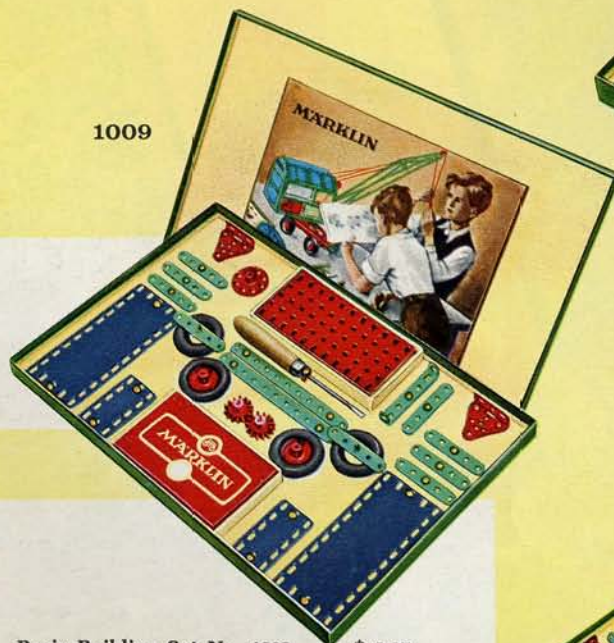
Basic Building Set No. 1011

\$ 9.50

Contains 232 building parts plus 51 fixing clips, making **283 parts** altogether · Box measures $20\frac{1}{2} \times 14 \times 1\frac{3}{8}$ in. · Weight 4 lb. 6 oz.

One of the favourite basic sets. Models from all branches of engineering can be built from the building parts in this set, the illustrated Instruction Book giving a wide selection of examples. Can be brought up to Basic Set No. 1012 by Supplementary Set No. 1031

1009



Basic Building Set No. 1009

\$ 3.95

Contains 124 building parts plus 27 fixing clips, making **151 parts** altogether · Box measures $15\frac{1}{4} \times 10\frac{1}{2} \times 1$ in.; weight 2 lb. 1 oz. · Can be brought up to Basic Set No. 1010 by Supplementary Set No. 1029

Basic Building Set No. 1010

\$ 5.95

Contains 166 building parts plus 43 fixing clips, making **209 parts** altogether · Box measures $16 \times 12 \times 1$ in. · Weight 2 lb. 12 oz. · Can be brought up to Basic Set No. 1011 by Supplementary Set No. 1030

1011



1010



Fair Trade prices in US Dollars

Logical extension of the idea of "playing to learn" led to the production of the MÄRKLIN Metal Building Sets and the Set of electrical Experiments

\$ 17.95

Basic Building Set No. 1012

Contains 386 building parts, plus 67 fixing clips, making **453 parts** altogether • Box measures $20\frac{3}{4} \times 14\frac{1}{4} \times 1\frac{5}{8}$ in. • Weight 7 lb. 8 oz.

1012

The variety and realism of the models are enhanced considerably by Set No. 1012 that enables such models, among many others, as diesel locomotives, tramways with trolley wire maintenance car, motor lorries, tractors, mobile slewing cranes up to tower slewing cranes and windmills, to be built. Models such as surface grinders, high-speed drilling machines, pendulum and frame saws also present no difficulties.



Basic Building Set No. 1013

\$ 30.95

Contains 658 building parts, plus 136 fixing clips, making **794 parts** altogether • Box measures $20\frac{3}{4} \times 14\frac{1}{4} \times 2\frac{5}{8}$ in. • Weight, 13 lb. 4 oz.

Some of the models in previous sets could be made to work by hand and some by clockwork or electric motors that could be obtained separately, but Set No. 1013 and the following sets also include electrical parts for making up motors to work. The pleasure is all the greater when models made by oneself can be made to work by magnetic coils • A "Short Course in Electricity" gives an introduction to electricity itself and its basic principles.



1013

Basic Set No. 1013 by Supplementary Set No. 1032.

Basic Set No. 1012 can be made up to Basic Set No. 113 by Supplementary Set No. 1032.



682 und 681

As familiarity with this plaything calls for an exact way of working, these sets educate at

A Basic Set

containing a very extensive assortment of parts enabling an unlimited range of models to be built

MARKLIN

Basic Building Set No. 1014

\$ 15.00

Contains 953 building parts plus 198 fixing clips, making 1151 parts altogether. Box measures $25\frac{1}{4} \times 16\frac{3}{8} \times 2\frac{3}{8}$ in. Weights 18 lb. 3 oz.

1014



1014

A MARKLIN Metal Building Set is the plaything for this technical age of ours, and one that will never fail to interest the youngsters over and over again. The inexhaustible opportunities for making the parts up into models will arouse their fancy, quicken their understanding and awaken and promote technical ability. The improvement that counts from set to set and the realistic appearance of the models reach their climax in the Basic Set No. 1014. It can be made up into Basic Set No. 1015 by Supplementary Set No. 1034, or the two Supplementary Sets 1035 and 1036.

Fair Trade prices in US Dollars

the same time, leading to responsible work by the mature being. — Those who work with the house of MÄRKLIN will also continue to make

1015 \$ 85.00

Contains 2039 building parts plus 140 fixing clips, making **2179 parts** altogether. Box measures $25\frac{3}{4} \times 16\frac{3}{8} \times 3\frac{3}{8}$ in. • Weight 32 lb. 10 oz.

The MÄRKLIN No. 1015 Building Set is the peak achievement in the range of building sets, and anything more beyond the versatility and completeness of this set would be impossible to offer.

Building up even the largest models no longer presents any difficulty, so far as materials are concerned. Possession of this set is the fulfilment of the wishful dreams of every youngster. It can justly be said that the 1015

Set will provide inexhaustible pleasure and is part and parcel of the most interesting things than can be presented to children.

The cover plates that can be seen on top on the lid of the case play no small part in making the models complete. They are fitted by means of the same clips that fasten the plates to the lid of the case.

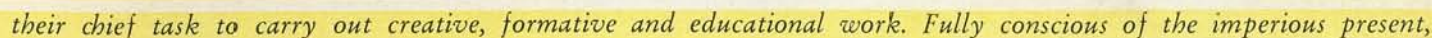


1015

**Numbers of Building Parts in
MÄRKLIN Metal Building Sets**

Basic Set No.	Number of parts without with clips.		Supple- mentary Set No.	Number of parts without with clips.	
1009	124	151	1029	42	61
1010	166	209	1030	67	97
1011	232	283	1031	154	185
1012	386	453	1032	273	324
1013	658	794	1033	295	342
1014	953	1151	1034	1086	1179
1015	2039	2179	1035	560	627
			1036	526	595

Basic Building Set No. 1015



St. 4067/3. 22.- p. St.
No. 4067 [

Supplementary Sets

Any basic set can be made up to the next larger
by a supplementary set, its parts, added to
the existing set, forming the new larger basic
set. If, for example, you have the 1011 basic set
and want to make it up to the contents of basic
set No. 1012, then you will want supplementary
set No. 1031.

To summarise:

Supplementary Set 1029	makes up Set 1009 into Set 1010	\$ 2.65
Supplementary Set 1030	makes up Set 1010 into Set 1011	\$ 3.95
Supplementary Set 1031	makes up Set 1011 into Set 1012	\$ 8.95
Supplementary Set 1032	makes up Set 1012 into Set 1013	\$ 13.50
Supplementary Set 1033	makes up Set 1013 into Set 1014	\$ 15.50
Supplementary Set 1034	makes up Set 1014 into Set 1015	\$ 45.00
Supplementary Set 1035	} make up Set 1014 into Set 1015	\$ 24.00
Supplementary Set 1036		\$ 23.00

Motors for driving models made up from the Metal Building Sets

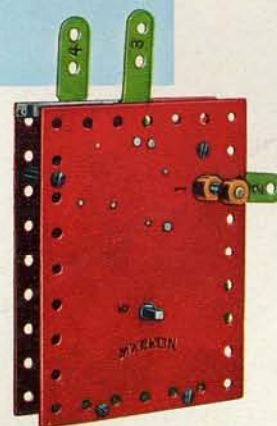
It is a great pleasure for any youngster to have built up successfully the models in the booklet, one after the other, but a great deal more excitement will be, however, if the models can be made to work by a clockwork or electric motor to drive them. The following three motors are suitable for the models in every way. We recommend either the clockwork motor or the simple electric motor for the smaller models, and the universal electric motor for the larger ones.

Clockwork Motor

Clockwork Motor, reversible to run either forward or backwards, also slow or fast. Driving shaft with adjusting collar. Brake lever. Complete with key and instructions packed in cardboard box. 4⁵/₈ in. high, 3⁵/₈ in. wide, 3¹/₄ in. deep. Weight 19¹/₂ oz.

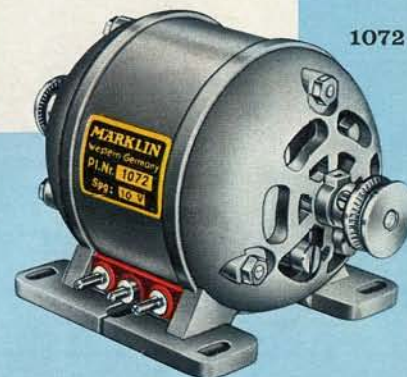


1032



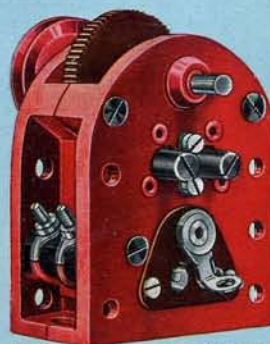
1070

\$ 9.50

MÄRKLIN

1072

Electric Motors



1071

\$ 9.50

Electric motor, simple type; reversible, to run forward or backward · No-load speed about 1,500 r. p. m. · Works on 16 volts for connection to any MÄRKLIN model railway transformer · Accessories: Two cables 7080 · 2⁵/₈ in. high, 2 in. wide, 2 in. deep · Weight, 3³/₄ oz.

1072

\$ 18.50

Universal electric motor · For 16 volts, with cable and reversing switch to reverse the motor by remote control · Two pulleys for cord drive at different speeds on opposite sides and controllable by the transformer · No-load speed about 3,000 or 1,100 r. p. m., as the case may be · This is an extremely efficient motor for driving even the largest models made up from building sets, as well as dynamos and working models of all kinds · (The use of transformers of the 6100 Group only is advisable) · Three connecting plugs · 2⁵/₁₆ in. high, 3³/₁₆ in. wide, 2⁵/₁₆ in. deep · Distance between cord pulley grooves 3⁵/₁₆ in. · Weight 17¹/₂ oz.

Fair Trade prices in US Dollars

A few of the special parts from our extensive range,
obtainable from any toy dealer.



Apart from the Supplementary Sets mentioned above, every MÄRKLIN Metal Building Set can be made up by extra parts where the numbers are insufficient for some model it is desired to make, or by special parts that the Sets do not contain. A special list of these parts, as well as the actual parts themselves, can be obtained from every toyshop that deals in MÄRKLIN products.

The ELEX Sets of Electrical Experiments

The MÄRKLIN-ELEX experimental sets are complete in themselves, and handling them will give children an introduction to the basic principles of magnetism and electrical engineering. With the special parts included in Sets 1062 and 1053 respectively experiments up to the Wheatstone bridge stage and, indeed, even up to a workable telephone system, can be carried out. Each set has a very complete Instruction Book with numerous illustrations for all the more important experiments, as well as all the parts required. A pocket lamp battery is sufficient to start experimenting, with the help of the Instruction Book. Transformers of the 6000 Group for connecting to the A. C. lighting mains are suitable for working ELEX models. The 1052 basic set can be made up into basic set 1053 by supplementary set 1062.



Experimental Transformers



Transformer, output 16 VA • Weight 2 lb. 6 oz. • Size 4³/₄ x 3⁵/₈ x 2³/₄ in. (For details see page 43)

6050 for 110 volts \$ 9.95
USA pattern

Please state voltage of the lighting mains when ordering. Full instructions for using these transformers are included with the Instruction Books for the sets. The ELEX Sets contain two transfer plugs.

ELEX 1052

Basic Set for about
dred experiments
struction Book ·
11½ x 1½ in.

ELEX Supplement
1062, makes up
1052 set into the E
Set

Fair Trade prices