

# MÄRKLIN







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

**GEBR. MÄRKLIN & CIE. <sup>GM</sup><sub>BH</sub>**

*Makers of fine metal toys*

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# MÄRKLIN

## CATALOG REFUND COUPON

1958

50 cts.

We believe that every MÄRKLIN fan is entitled to a free catalog. However since the cost of producing the catalog is considerable, it has been necessary to charge the dealer for it. When the dealer whose name and address appear below credits you with 50 cts. on a purchase of \$ 5.00 or more of MÄRKLIN equipment, this is his gift to you.

Valid until December 25, 1959

well as our models that are already famous. The great variety will astonish you.

Our Federal Railways' E 18 Class, and the 3026 and 3027 locomotives (pages 8 and 9) are masterpieces of true scale modelling. New models by our friends, and the new MÄRKLIN "make it yourself" goods wagons.

Our experts have developed these models. Selected materials used in their construction are the foundation on which MÄRKLIN's outstanding



The layout shown here is built with the following track sections:

14 x 5100, 4 x 5101, 59 x 5106, 1 x 5107, 4 x 5108, 5 x 5109, 3 x 5110, 5 x 5112, 5 x 5113, 1 x 5117, 2 points left 5117, 5 x 5126, 12 x 5200, 6 x 7059.

This MÄRKLIN railway measures 8 ft. 9 in. by 3 ft. 4 in. The track sections as above cost \$ 149.90.

STUTTGARTEN/WÜRTT.



## To all **MÄRKLIN** enthusiasts:

*This Catalogue shows you our new productions for this year, as well as our models that are already famous. The great variety there is to choose from—and their reasonable prices particularly—will astonish you.*

*The new express locomotive 3024 (page 4), modelled on the German Federal Railways' E 18 Class, and the 3026 and 3027 locomotives with the new MÄRKLIN "TELEX" COUPLING (pages 8 and 9) are masterpieces of true scale modelling. New express coaches (page 24) are in answer to a desire often expressed by our friends, and the new MÄRKLIN "make it yourself" construction sets provide an opportunity for building your own goods wagons.*

*Skilled designers taking advantage of the latest engineering progress have developed these models. Selected materials used in modern workshops allied to the many years' experience of trained staffs are the foundation on which MÄRKLIN's outstanding quality—esteemed so much all over the world—is based.—Choose as you please—there are models*

*that will not only fulfil your every wish, but will also bring your renewed pleasure every day.*



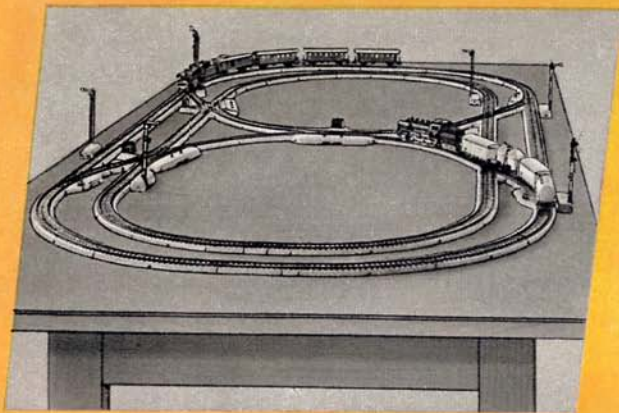
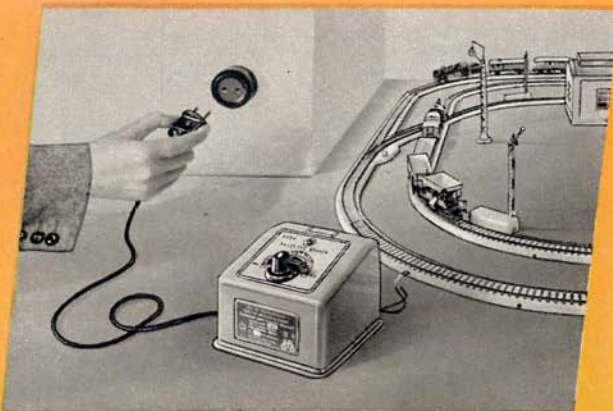
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**GEBR. MÄRKLIN & CIE. <sup>GM</sup><sub>BH</sub> · GÖPPINGEN / WÜRTT.**





## Advantages of the

### Alternating current (A. C.) working

The connections for the railway and its connections are easy and simple, and the appliances required for connection are moderate in price. No need to trouble about polarity when passing from one circuit to another. No extra appliances are required for the MÄRKLIN "TELEX" COUPLING. The locomotives run smoothly to a standstill when current is switched off.

### Control

Automatic control of new design allows the majority of MÄRKLIN locomotives to reverse quite smoothly.

### Great opportunities for diversity in a railway layout

The MÄRKLIN track with centre stud contacts well satisfies the insistent demand for scale model equipment and embodies all the advantages of the centre (third) rail track. Track formations such as reversing loops and triangles like those on full-size railways can easily be fitted up and do not require any special circuit arrangements.

Double-slip points provide space-saving layouts. With the MÄRKLIN system all wheels on locomotives and rolling stock take part in transmitting the current, so that even a slight amount of dirt on the rails will not cause any interruption in the service.

### Wireless interference

All MÄRKLIN locomotives are fitted with suppressors in the shape of two 250 pF condensers and a 13  $\mu$ H choke to obviate radio static.



# MÄRKLIN H0

## Gauge Railway

### MÄRKLIN Couplings

Practically all MÄRKLIN rolling stock is fitted with the "Advance" uncoupler (page 28) as well as automatic couplings; the 3026 and 3027 locomotives (see pages 8 and 9) are fitted with the MÄRKLIN "TELEX" COUPLING as well.

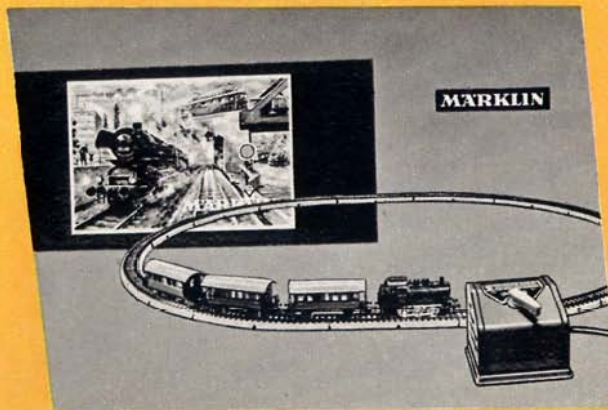
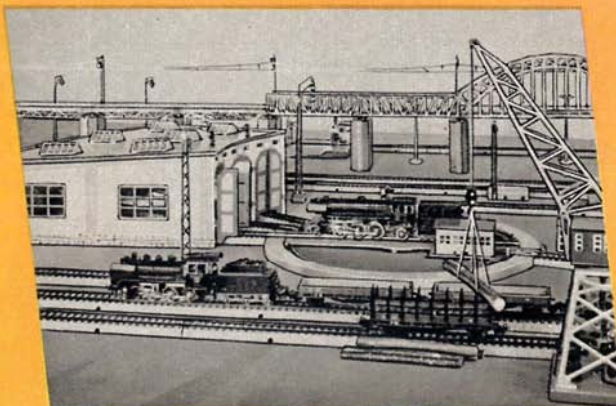
### Signals

All MÄRKLIN signals—except distant signals—are fitted with track current switches for train control. The different types of signals can all be fitted to straight or curved sections and on the right or left-hand side of the track. In this way a block system can be built up that allows several trains to be run at once and safeguards them from collision. Precision workmanship guarantees reliable and durable operation. There is a large selection—nine different types—at reasonable prices.

The MÄRKLIN range offers an extensive selection, with twenty different types of locomotives and over forty different coaches and wagons, while the attractive accessories are a distinctive feature of every MÄRKLIN set. There are true scale model locomotive depots with turntables and running sheds while remote-controlled slewing cranes and level crossings with flashing lights will provide additional pleasure. The effectiveness of the system can also be enhanced by using the parts for bridges and their approaches that are also reasonably priced, and the Catalogue will show you lots more interesting things.

### Prices

The MÄRKLIN range offers an extensive selection at prices within the reach of all; locomotives from \$9.95; complete train sets from \$18.50; transformers from \$9.95; manually-operated points from \$4.00 per pair and points worked electro-mechanically from \$9.00 per pair.





## An interesting new **MÄRKLIN** model



*The E 18 locomotive is one of the finest electric locomotives on the German Federal Railways, with a handsome and clean-cut appearance, despite its tremendous power. It is used for very heavy express services over routes where there are numerous gradients.*

3024      \$ 27.00

**Express locomotive**, modelled on the German Federal Railways' Class E 18; twelve-wheeled 2-8-2 type. Driving wheels have simulated quill-gear drive and engine reverses either by remote control or by hand lever on the engine itself; leading and trailing trucks are sprung to prevent derailment. Swing-link suspension to the second driving axle to take up track irregularities and keep both wheels on the rails. Plastic tyres to two sets of driving wheels (drivers). Two electric headlights each, front and rear, switch over automatically when the locomotive reverses. Selector switch lever for optional overhead wire or surface contact working, with two sprung current collectors on the roof. Finely-finished green all-metal bodywork with numerous details; Cellon windows; automatic couplings both ends. 7 in. long over buffers; weight approximately 29 oz.

A Group 6100 transformer is needed for this model (see page 34)

*Fair Trade prices in US Dollars*



## Powerful tank engines

*These engines are great favourites because of their design, the ease with which they can be placed on the track, and the many purposes they can be used for in both passenger and goods services, especially shunting in marshalling yards. Their easy running on curves, excellent performance and harmonious design generally are the special features of these models.*



3000 \$ 9.95

**Tank engine**, modelled on the German Federal Railways' Class 89, six-wheeled 0-6-0 type. Reverses by remote control and also by hand lever on the engine. Plastic tyres on trailing drivers to increase tractive effort and climbing capability. Very durable motor with specially low reduction gear. Two electric headlights. Dull black unbreakable plastic casing; cast metal frame; boiler fittings, cab, coal bunker and water tanks all faithfully reproduced; strong coupling hooks at both ends. 4 3/8 in. long over buffers; weight, 7 oz.



3004 \$ 17.50

**Tank engine**, modelled on the German Federal Railways' Class 80, six-wheeled 0-6-0 type; reverses by remote control and also by hand lever on the engine. Plastic tyres on trailing drivers; exceptionally high tractive effort. Two electric headlights. Dull black all-metal casing with the boiler fittings finely reproduced. Automatic couplings at both ends. 5 1/4 in. long over buffers; weight 15 oz.

A Group 6000 transformer is required for running these engines (see page 34), though if the trains are to light up, a Group 6100 transformer should be used for them.



MARKLIN

## An indestructible model



This model requires a Group 6000 transformer (see page 34) though a Group 6100 transformer is advisable if the trains are to light up

3003

\$ 17.00

**Passenger engine** with separate tender, modelled on the German Federal Railways' Class 24, eight-wheeled 2-6-0 type • Reverses by remote control and also by hand lever on the engine • Walschaerts valve motion; sprung pony truck to prevent derailment • Full coupling facilities at both ends • Plastic tyres on trailing drivers giving increased tractive effort • Low reduction gear • Two electric headlights • Dull black unbreakable plastic casing with the boiler fittings of the big original engine faithfully reproduced to scale • Cast zinc-base metal frame with tender close-coupled to engine • The riveted six-wheeled tender is simulated in all details • 8 in. long over buffers; weight, 11 oz., including tender

*The German Federal Railways' Class 24 is an engine of standard type used chiefly for passenger traffic on lengthy branch lines. Its large fuel-carrying capacity makes this engine more suitable for traffic on long branch lines than tank engines. Moreover, Class 24 engines are often employed also for hauling smaller trains on main lines and for goods traffic on branch lines where gradients are not severe. Its maximum speed is about 56 miles per hour.*



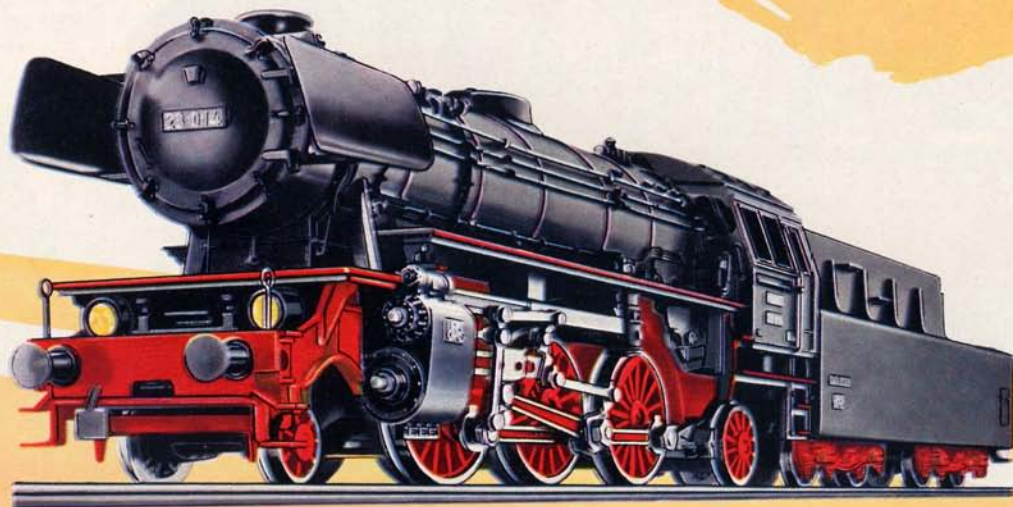
## MARKLIN



This model requires a Group 6000 transformer (see page 34), though a Group 6100 transformer is advisable if the trains are to light up

## A very successful model

*The German Federal Railways' Class 23 engines are used for medium and heavy passenger services and for fast and light express and goods trains. The engine and tender are the latest welded construction, the excellent design permitting a forward running speed of about 70 miles per hour and a speed of about 53 miles an hour running reversed. As this type is permitted to run at high speed reversed, it is also frequently employed on heavy local suburban and inter-urban traffic instead 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. Reverses by remote control and also by hand lever on the engine. Walschaerts valve motion. Leading and trailing pony trucks are sprung to prevent derailment and give good running on curves. Coupling hook fitted to front pony truck provides full coupling facilities and plastic tyres on trailing drivers give increased tractive effort. Low reduction gear. Two electric headlights. Dull black strong all-metal casing with true scale model reproduction of the boiler fittings and all-over cab of the big original. Cast metal frame. The tender, close-coupled to the engine, is a true reproduction of the welded tender of the big original, with its two bogies. Automatic coupling and numerous details. 9 3/4 in. long; weight 19 1/2 oz. with tender



## Super-Models with MÄRKLIN "Telex" Couplings

*The 3026 model and the goods locomotive 3027 on page 9 are both fitted with the new MÄRKLIN "Telex" Coupling; fitted in the tender, it allows the rolling stock behind the tender to be uncoupled by remote control at any point on the system desired, no additional apparatus being necessary. This 3026 locomotive is one of the finest MÄRKLIN models made and is a faithful reproduction in miniature of the German Federal Railways' Class 01 express locomotive, outstanding because of its fine and very efficient design. A model that no system should be without.*

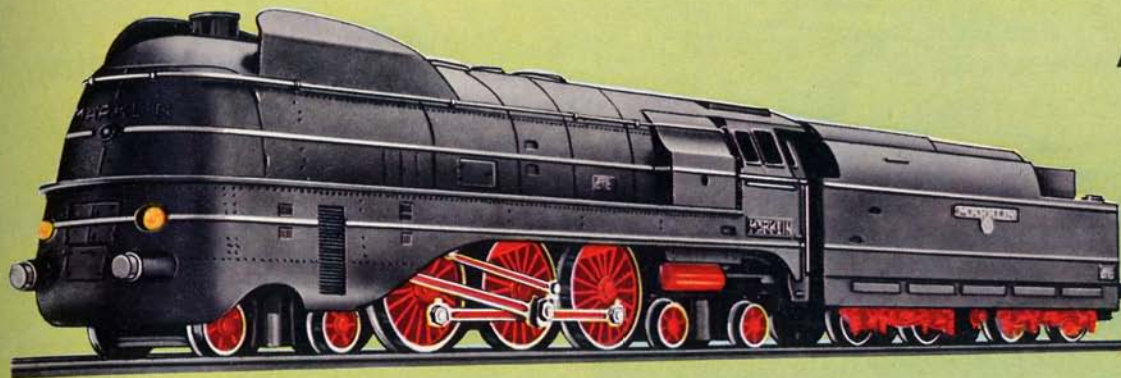


3026     \$ 31.50

Express engine with tender, modelled on the German Federal Railways' Class 01 • Fitted with the MÄRKLIN "TELEX" coupling, the engine and tender being permanently coupled together • Twelve-wheeled 4-6-2 type; reverses by remote control and also by hand lever on the engine • Walschaerts valve motion • Leading bogie and trailing pony truck are sprung to prevent derailment and provide easy running on curves • Plastic tyres on trailing drivers; excellent tractive effort and climbing capabilities • Low reduction gear • Headlights • Strong all-metal casing finished dull black, with the boiler fittings and cylinders accurately reproduced; scale model deflectors • Double-bogie tender with automatic coupling • 11 in. long over buffers; weight 26 oz. with tender

This model requires a Group 6100 transformer





## A very fine design

This model requires  
a Group 6100 transformer

3007 \$ 39.00

**Streamline express locomotive** with separate tender, fourteen-wheeled 4-6-4 type; reverses by remote control and also by a hand lever on the engine. Bogie wheels are spoked and the trucks are sprung to prevent derailment. Plastic tyres on trailing drivers to increase tractive effort. Motor with low reduction gear. Two electric headlights. Strong allmetal streamline casing finished dull black and lined silver. Double-bogie tender with automatic coupling. 11 1/2 in. long over buffers; weight, with tender, 32 oz.

## Heavy goods locomotive MÄRKLIN "Telex" Coupling



3027 \$ 39.00

Long-distance goods traffic on the German Federal Railways is constantly increasing and is hauled mainly by the powerful Class 44 engines over the non-electrified lines; that is why this particular type of engine is so frequently met with on the main lines in Germany, where it arouses the interest and admiration of all railway enthusiasts. Its well-conceived and powerful design was the reason for bringing out this fine model.

**Heavy goods engine**, modelled on the German Federal Railways' Class 44, with MÄRKLIN "TELEX" coupling; engine and tender permanently coupled together. Twelve-wheeled 2-10-0 type. The frame is divided into two separate groups of driving wheels, giving excellent running characteristics, even on curves of small radius. Reverses by remote control and also by hand lever on the engine. Walschaerts valve motion. Sprung pony truck prevents derailment. Flanges on all wheels. Excellent running on curves. The leading and trailing driving wheels are fitted with plastic tyres to increase the tractive effort and climbing power. All driving wheels are actually driven. The very low reduction gear on the motor enables the engine to run slowly. Headlights. Dull black, strong all-metal casing. Front coupling hook fixed to pony truck, providing full coupling facilities. Scale model reproduction of all boiler fitting details and smoke deflectors. Bogie eight-wheeled tender with automatic coupling. 11 in. long over buffers; weight 29 oz. with tender.



**MARKLIN**



These models will run off a Group 6000 transformer (see page 34) but a Group 6100 transformer is advisable if the trains are to light up.

**3002      \$ 14.95**

Electric shunting locomotive, as 3001, but finished in brown



## Favourite designs

**3001      \$ 14.95**

Electric shunting locomotive, modelled on the German Federal Railways Class E 63; six-wheeled 0-6-0 type, with gear-driven jackshaft. Reverses by remote control and also by a hand lever on the engine. Plastic tyres on the trailing drivers give increased tractive and driving effort. Specially low and durable reduction gear. Two electric headlights at each end change over automatically when the engine reverses. Selector lever for optional overhead wire or surface contact working. Specially light sprung current collector. Unbreakable plastic bodywork finished green with specially fitted handrails and numerous details. Cast metal frame. Cellon windows. Strong coupling hooks at both ends. 4 1/4 in. long over buffers; weight 8 3/4 oz.



## Mixed traffic locomotives



The models on pages 10 and 11 require a Group 6000 transformer (see page 34); though a Group 6100 transformer is advisable for them if the trains are to light up.

3011      23.50

**Electric locomotive** for general use · Eight-wheeled, with the two inner axles driven by the motor · The two outer axles running in trucks to give better running on curves, the axles being arranged to give the appearance of the 0-4-4-0 arrangement of the full-sized original—the German Federal Railways' Class E44 · Reverses by remote control and also by a hand lever on the engine · Plastic tyres on one set of drivers to give extra high tractive effort · Two electric headlights each, front and rear, change over automatically when engine reverses · Selector lever for optional overhead wire or surface contact working · Two sprung current collectors on roof · Finely-finished blue all-metal bodywork with numerous details · Cellon windows; automatic couplings at both ends. 6 $\frac{1}{8}$  in. long over buffers; weight 25 oz.



## Outstanding miniature reproductions of locomotives of Western European countries

*The original of locomotive 3013 is in use on the Netherlands Railways in Holland, while that of 3012 is in service in France.*

The models on pages 12 and 13 require a Group 6000 transformer (see page 34), but if the trains are to light up, it is advisable to use a Group 6100 transformer



### ▲ 3013

\$ 31.00

Electric express locomotive, eight-wheeled, with the same axle arrangement as 3011 on page 11. Reverses by remote control and also by a hand lever on the engine. Plastic tyres on one set of drivers to give extra high tractive effort. Two electric headlights each, front and rear, changing over automatically when the locomotive reverses. Selector lever for optional overhead wire or surface contact working. Two sprung current collectors on roof. Blue all-metal bodywork, lined silver, with Cellon porthole windows in the sides. Automatic couplings at both ends. 6 5/8 in. long over buffers; weight 25 1/2 oz.

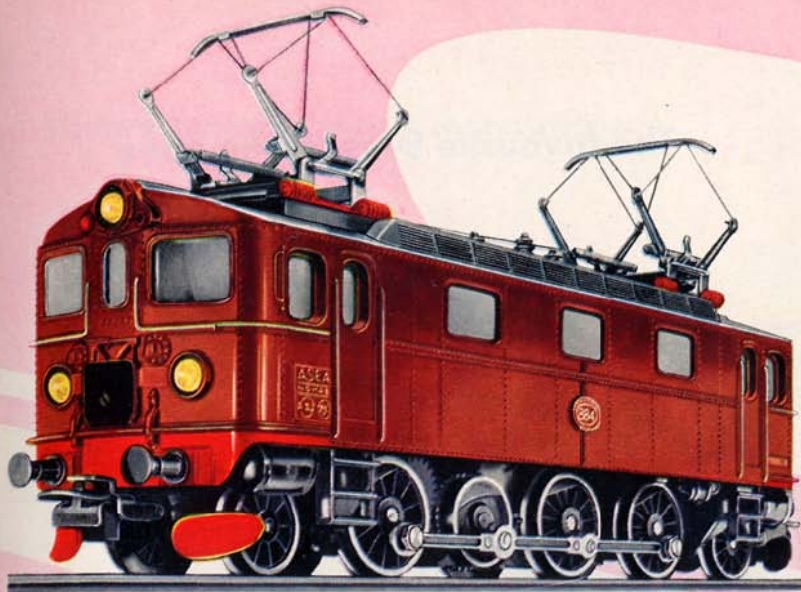
### 3012

\$ 31.00

Electric express locomotive, as 3013, but finished in green ▶







▲ 3030 (3018)

\$ 25.00

Electric locomotive for general service, modelled on the Swedish State Railways' Da Class, ten-wheeled 2-6-2 type, with three axles driven by a gear-driven jackshaft. Reverses by remote control and also by a hand lever on the locomotive. Trucks are sprung to prevent derailment; plastic tyres to one set of drivers provide extra high tractive effort. Three electric headlights each, front and rear, changing over automatically when engine reverses. Selector lever for optional overhead wire or surface contact working. Two sprung current collectors on roof. Brown all-metal body with numerous details. Automatic couplings at both ends. 5 1/8 in. long over buffers; weight 18 1/4 oz.

3019

\$ 25.00

Electric locomotive for general service, as 3030, but finished in green ▶



*The Class D locomotives are much in evidence as the standard locomotive of the Swedish State Railways (Statens Järnvägar) and the Da type — the latest of the series — is employed on hauling passenger and goods trains as well. Owing to the low axle loading of only 15 to 17 tons, individually-driven axles might well race under difficult starting conditions, and so these locomotives are fitted with coupled connecting-rod drive.*



MARKLIN

## The favourite Swiss locomotive



*The full-size original—the Class Re 4/4 locomotive—is used in Switzerland for hauling the popular Swiss light express trains, and the engines of this type are outstanding, both individually as well as among motive-power units generally, so that their model reproductions in miniature are high lights of any system. Like its full-sized original, 3014 will give quite unusual service on miniature railway.*

This model will run off a Group 6000 transformer, but if the trains are to light up, it is advisable to use a Group 6100 transformer.

3014      \$ 32.00

**Electric locomotive**, eight-wheeled, with the axle arrangement as 3011 (see page 11) · Reverses by remote control and also by a hand lever on the engine · Plastic tyres on one set of drivers give a very high tractive effort · Three electric headlights each, front and rear, change over automatically when engine reverses · Selector lever for optional overhead wire or surface contact working · Two sprung current collectors on roof · Green all-metal body with numerous details and cello windows · Automatic couplings at both ends · 6½ in. long over buffers; weight 23 oz.



## Heavy electric goods locomotive

MARKLIN



A Group 6100 transformer is required (see page 34)

3015 \$ 60.00

Electric goods locomotive, the "Crocodile", sixteen-wheeled 2-6-6-2 type. The articulated design enables it to run smoothly and easily round curves of standard radius. Reverses by remote control and also by a hand lever on the engine. The pony truck wheels are sprung to prevent derailment. Three electric headlights each, front and rear, changing over automatically. Selector lever for optional overhead wire or surface contact working. Two sprung current collectors on roof. Green all-metal bodywork with numerous details. Cellon windows; automatic couplings at both ends. 10 1/2 in. long over buffers; weight 34 oz.

*This miniature masterpiece is a faithful reproduction in model form of its internationally-famous original—the Swiss Federal Railways' Class Ce 6/8 locomotive—employed for hauling heavy goods trains over the many curves and long and severe gradients of the St. Gotthard Line. This model is one of the finest and most outstanding of the Swiss Federal Railways' originals.*



## A high-power Diesel Locomotive



*The Class V 200 diesel locomotive is being used to an increasing extent on the railways of Federal Germany in place of steam engines; it is a diesel-hydraulic locomotive with two diesel engines of 1,000 H. P. each. These locomotives are designed for a maximum speed of some 88 miles per hour and are used chiefly on express services.*

3021      \$ 22.00

**Diesel locomotive**, modelled on the German Federal Railways' Class V 200, eight-wheeled 0-4-4-0 type. Both axles of the rear bogie are driven. Reverses by remote control and also by a hand lever on the engine. Plastic tyres on the driving wheels give a very high tractive effort. Scale model lighting on both sides. Red and blue-black all-metal bodywork with numerous details; silver roof, Cellon windows; automatic couplings at both ends. 8 7/8 in. long over buffers, weight 16 oz.

A Group 6100 transformer is required (see page 34)



## MARKLIN

3016 \$ 14.70

**Railbus**, four-wheeled, reversing by remote control and also by hand lever on bus; plastic tyres on driving wheels · Lamps at both ends, with two bulbs for interior lighting · Red unbreakable plastic body with numerous details · Cast metal frame with axleboxes, springing and rail guards well reproduced · Cellon windows · Special symmetrical couplings at both ends to close-couple the two vehicles 5 1/4 in. long over buffers, weight 10 oz.



A Group 6000 transformer is required for this model (see page 34)

3016

4018

▲  
4018

\$ 5.80

**Railbus Trailer** · Sheet steel frame with the axleboxes, springing and rail guards well reproduced · Plastic body with numerous details and Cellon windows · Red tail lights both ends with one bulb for interior lighting and collector shoe for the lighting current supply · Special symmetrical coupling only suitable for railbus · 4 3/4 in. long over buffers, weight 3 oz.

## Express Railcar Train

3025 \$ 51.00

**Express Railcar Train**, three-unit, with four bogies, the two centre ones being Jacobs' trucks · Reverses by remote control and also by hand lever on the car · The low centre of gravity gives excellent track-holding, even at high speeds · Superpower motor; four driven axles · One red and two white lamps each at front and rear, changing over automatically when the train reverses · Four bulbs for interior lighting · Strong red all-metal body with black aprons; silver roof, Cellon windows · Train 22 in. long, weight about 45 oz.



3025

The transformer required for the 3025 model is the Group 6100 one (see page 34)



## Railway Sets at Bargain Prices

*Though so reasonable in price, these railway sets are some of the finest models we make; for the small outlay required they are well within the reach of everyone.*



▲ 3100 \$ 18.50

**Passenger Train** (without transformer) consisting of locomotive 3000 and three 4000 coaches, making a train 19 in. long, with twelve 5100 curved and two 5106 straight track sections, including the current feeder section



▲ 3200 \$ 20.50

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



▲ 3103 \$ 28.00

**Passenger Train** (without transformer), consisting of locomotive 3003 and three coaches 4002 and 4003, making a train 25 in. long, with twelve 5100 curved and two 5106 straight track sections, including the current feeder section



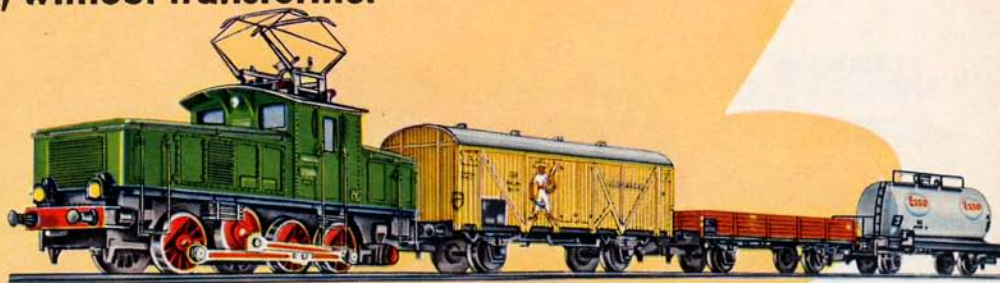
▲ 3203 \$ 27.00

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



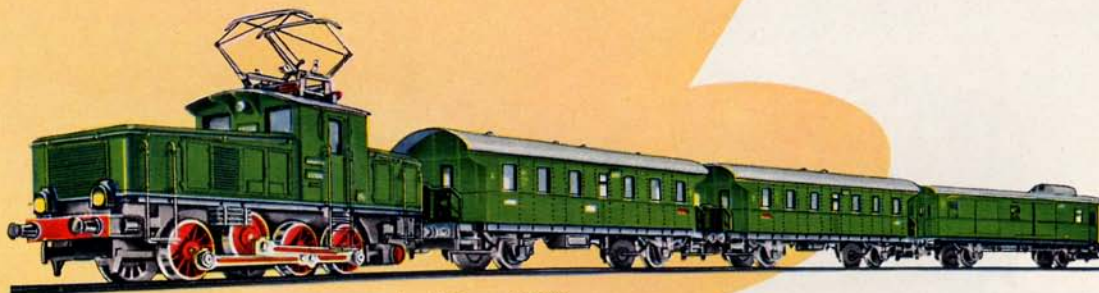
## Train Sets with oval track, without transformer

The train sets shown on pages 18 and 19 require a Group 6000 transformer, though if the trains are to light up, a Group 6100 transformer is recommended.



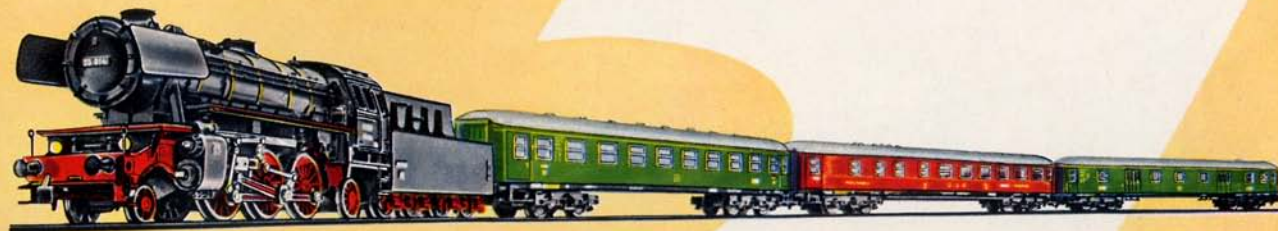
▲ 3201 \$ 25.50

**Goods Train** (without transformer), consisting of locomotive 3001 and three plastic goods wagons, making a train 17½ in. long, with twelve 5100 curved and two 5106 straight track sections, including the track current feeder section



▲ 3101 \$ 27.00

**Passenger Train** (without transformer), consisting of locomotive 3001 and three coaches 4002 and 4003, making a train 22 in. long, with twelve 5100 curved and two 5106 straight track sections, including the track current feeder section



▲ 3205 \$ 42.00

**Express Train** (without transformer), consisting of locomotive 3005, express coach 4023, dining car 4024 and luggage van 4026, making a train 40 in. long, with twelve 5100 curved and six 5106 straight track sections, including the track current feeder section



## MARKLIN

These railway sets make it an easy matter for the MARKLIN enthusiast to choose the kind of train he favours most.

The track material required, which is also given, makes purchasing easier. The set can be added to later on, just as one's tastes dictate, the extensive variety of our products setting no limits whatever in this connection.

## More train Sets



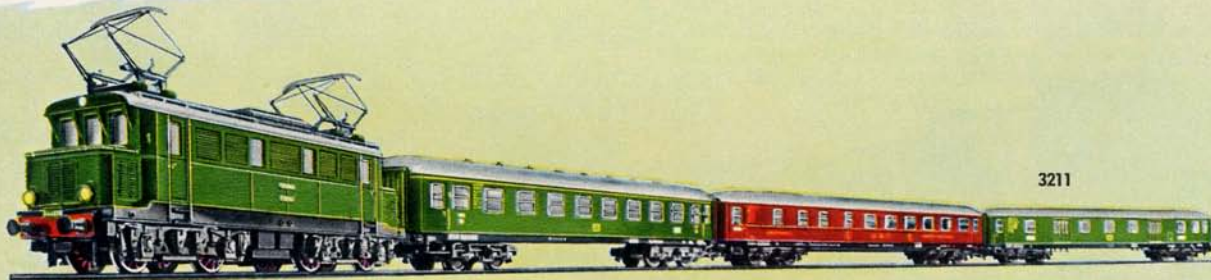
3114 \$ 56.00

**Swiss Light Express Train** (without transformer), consisting of locomotive 3014 with light express rolling stock, viz: coach 4015 with sliding doors, dining car 4016 and luggage van 4017, making a train 33 in. long; with twelve 5100 curved and six 5106 straight track sections, including the track current feeder section



3130 (3118) \$ 45.00

**Swedish Express Train** (without transformer), consisting of locomotive 3030 and two express coaches 4020 and luggage van 4021, making a train 34½ in. long, with twelve 5100 curved and six 5106 straight track sections, including track current feeder section



3211 \$ 42.00

**Express Train** (without transformer), consisting of locomotive 3011 and express coach 4023, dining car 4024 and luggage van 4026, making a train 36 in. long, with twelve curved 5100 and six straight 5106 track sections, including track current feeder section

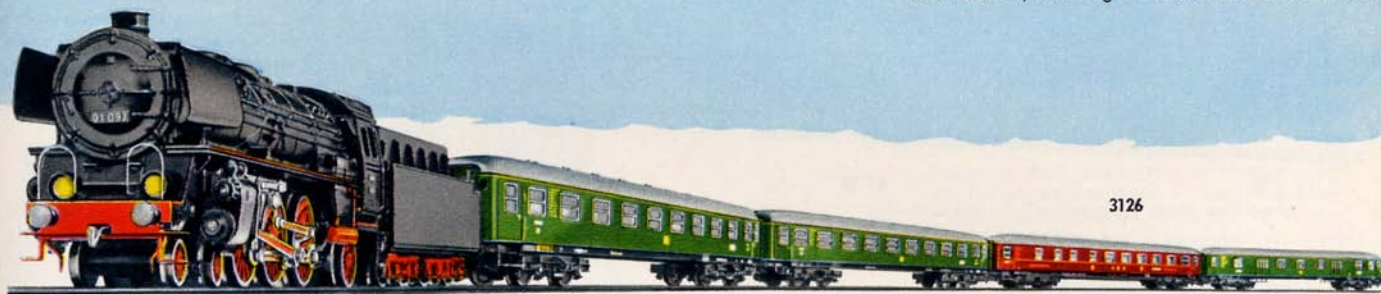


## Oval Track Railway Sets ready for service (Without transformer)



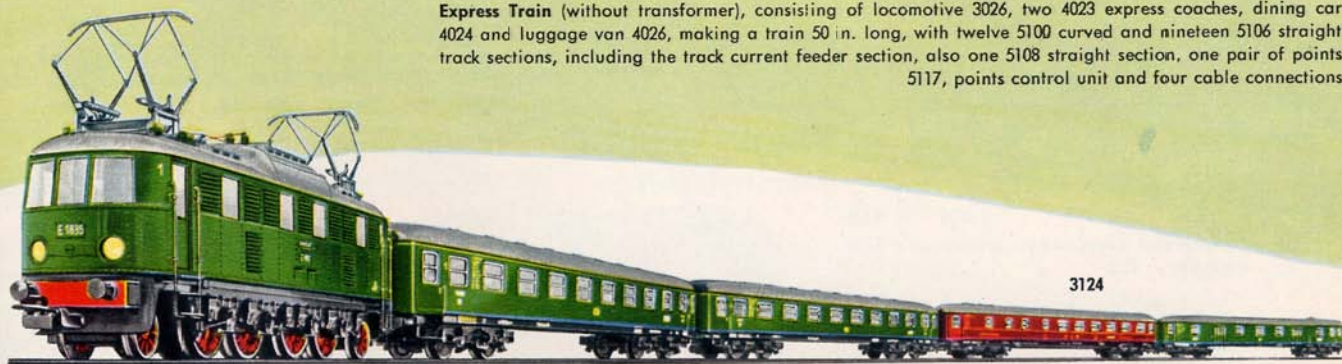
3121 \$ 40.50

**Express Train** (without transformer), consisting of diesel locomotive 3021, express coach 4023, dining car 4024 and luggage van 4026, making a train 38½ in. long, with twelve 5100 curved and six 5106 straight track sections, including the track current feeder section



3126 \$ 70.00

**Express Train** (without transformer), consisting of locomotive 3026, two 4023 express coaches, dining car 4024 and luggage van 4026, making a train 50 in. long, with twelve 5100 curved and nineteen 5106 straight track sections, including the track current feeder section, also one 5108 straight section, one pair of points 5117, points control unit and four cable connections



3124 \$ 66.00

**Express Train** (without transformer), consisting of locomotive 3024, two express coaches 4023, dining car 4024 and luggage van 4026, making a train 47 in. long, with twelve 5100 curved and nineteen 5106 straight track sections, including the track current feeder section, also one 5108 straight track section, one pair of 5117 points, points control unit and four cable connections

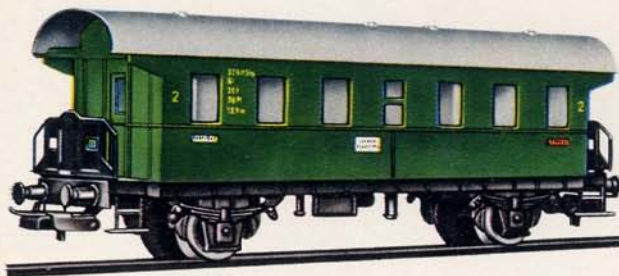




4000

\$ 1.50

Passenger coach with platform and entrances at the two ends; dark green with grey roof; 4 1/4 in. long over buffers



4002

\$ 2.50

Passenger coach with platform and end entrances



4004

\$ 4.25

Compartment Coach without brakesman's cabin, otherwise as 4005

## Finely-printed sheet steel passenger coaches with automatic coupling and Advance uncoupler

(See page 28)



4003

\$ 2.50

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

Standard type coaches, well finished with all details and fitted for interior lighting; Cellon windows · Dark green, grey roof; with numerous markings etc.; 5 1/4 in. long over buffers

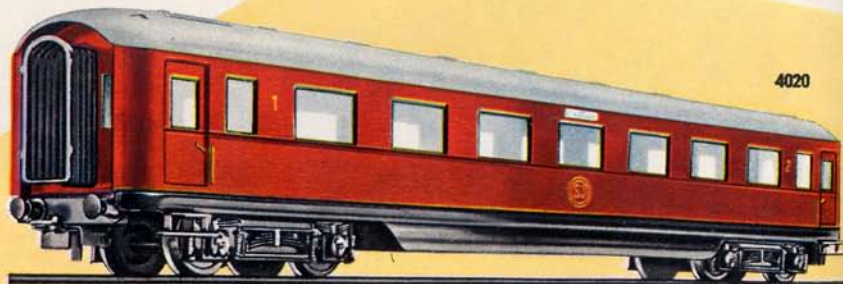


4005

\$ 5.00

Compartment coach with brakesman's cabin, six-wheeled, with sides divided up into six compartments · Fitted for interior lighting · Dark green with grey roof · Numerous markings · 5 1/4 in. long over buffers

## Swedish State



4020



## Swiss Federal Railways' Light Express Coaching Stock

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

4015

\$ 6.25 ▶

**Light express coach**, eight-wheeled, modelled on the SBB (Swiss Federal Railways') original. Bogies with movable bolsters to compensate for track irregularities. Two double sliding doors on either side, operated by turning a knob on the roof. Cellon windows. Numerous details (concertina vestibules, footboards and battery boxes) and markings. Dark green with silver-grey roof. 8 3/4 in. long over buffers.



4015



4016

▶ 4016

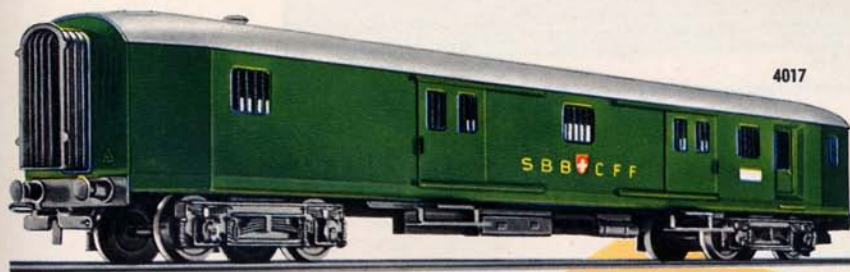
\$ 6.25

**Restaurant Car**, with current collector on roof for lighting current supply. Ventilating windows and roof ventilators; concertina vestibules; ground glass to kitchen compartment windows; battery boxes. Dark green with yellow markings, silver-grey roof. 8 3/4 in. long over buffers.

◀ 4017

\$ 6.25

**Luggage Van**. Sliding doors at sides, barred windows. Many details. Dark green with silver-grey roof; yellow markings. 8 3/4 in. long over buffers. Tail light for these coaches on page 37.



4017

## Railways' Express Coaching Stock

all-metal coaches

◀ 4020

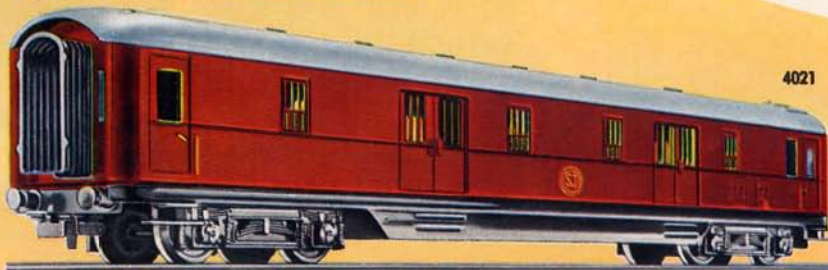
\$ 4.50

**Express Coach**, eight-wheeled, modelled on the Swedish State Railway's stock. Detachable roof, Cellon windows. Brown, with grey roof, 8 1/4 in. long over buffers.

4021

\$ 5.35

**Express Luggage Van**, modelled on the Swedish State Railways' stock. Barred windows, two double sliding doors on each side. Brown, grey roof; 8 1/4 in. long over buffers.



4021



## New Express Coaching Stock Models



4023 \$ 4.25

**Express Coach**, modelled on the German Federal Railways' original · Eight-wheeled · Detachable roof, Cellon windows; dark green with silver roof · 9½ in. long over buffers

These express coaching stock models are miniatures of the German Federal Railways' coaches, with the markings and colours faithfully reproduced. The bogies have movable bolsters to equalise track irregularities and simulated rubber pads at the head ends. Automatic couplings with the "Advance" uncoupler and fittings for interior lighting are provided.



4024 \$ 4.25

**Express Coach**, modelled on the DSG (German Sleeping Car Co's.) stock • Eight-wheeled, detachable roof, Cellon windows • Wine red with silver roof; ivory markings • 9½ in. long over buffers



4026 \$ 4.25

**Express Luggage Van**, modelled on the German Federal Railway's stock · Eight-wheeled, detachable roof, Cellon windows · Dark green with silver roof; ivory markings · 9½ in. long over buffers



## Railway Construction Sets

*These railway construction sets provide an opportunity for building goods wagons at home. They include all transfers needed for each set, automatic couplings and the "Advance" uncoupler. A screwdriver is the only tool needed.*

4908



Finished Tobler wagon 4908

4903



Finished open goods truck 4903

4900



Finished BP tank wagon 4900

4908 \$ 1.50

**Tobler Wagon Set** · Contains all the detailed parts for building a Tobler wagon, together with illustrated instructions

4903 \$ 1.20

**Open Goods Truck Set** · Contains all the detailed parts for building a goods truck, together with illustrated instructions

4900 \$ 1.85

**BP Tank Wagon Set** · Contains all the detailed parts for building a BP tank wagon · Illustrated instructions are enclosed with the set

4911 \$ 2.00

**Pulverised brown coal wagon set** · Contains all the detailed parts for building a pulverised brown coal wagon, together with illustrated instructions

4911



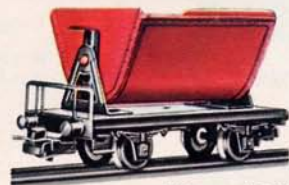
Finished pulverised brown coal wagon 4911



## Goods Rolling Stock with plastic bodies, automatic couplings and the "Advance" uncoupler

(See page 28)

The wagons on pages 26 and 27 have lacquered sheet steel frames with plastic bodywork (except Nos. 4512 and 4516) and die-cast metal wheels. The lengths shown are those measured over the buffers.



4513 \$ 1.65

Tipping truck, red; to empty either side, with locking device; 3 1/4 in. long



4505 \$ 2.15

Covered goods van, brown, grey roof · 4 in. long



4508 \$ 1.95

Refrigerated van, white, with black lettering; roof with imitation ventilating shutters · 4 in. long



4503 \$ 1.50

Low-sided wagon, brown, 4 in. long



4506 \$ 3.50

Covered goods van, brown, grey roof · With finely finished electric tail lights fitted at the sides and shoe for picking up current for the lights · 4 in. long



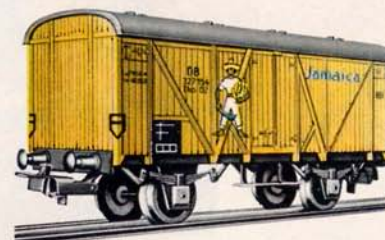
4511 \$ 2.80

Pulverised coal wagon · Two pulverised coal containers with filling hoppers, connected by a gangway and painted aluminium ladders to gangway on either side · 4 in. long



4504 \$ 1.95

Low-sided wagon, 4 in. long, loaded with miniature Ford "Taurus" car 12 M



4509 \$ 2.15

Banana van, with a picture of a banana gatherer · Yellow with blue lettering and white roof · 4 in. long

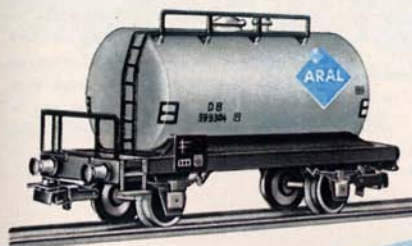


4510 \$ 2.70

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



# MARKLIN



4500 \$ 2.50

Tank wagon, aluminium colour, "ARAL" (petrol) - Gangway with ladder and filling orifice - 4 in. long



4502 \$ 2.50

Tank wagon, yellow, "SHELL" - Gangway with ladder and filling orifice - 4 in. long



4501 \$ 2.50

Tank wagon, aluminium colour, "ESSO" - Gangway with ladder and filling orifice - 4 in. long



4512 \$ 4.75

Timber wagon, loaded with baulks of timber - All-metal wagon, black; in two parts - 7 1/4 in. long



4517 \$ 3.50

Canvas-covered truck, eight-wheeled; brown with white tarpaulin; 7 1/4 in. long



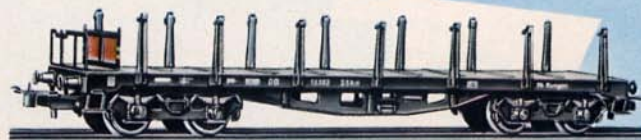
4514 \$ 2.50

Low-sided truck, eight-wheeled, brown, 7 1/4 in. long



4515 \$ 3.95

Low-sided truck, eight-wheeled, brown, loaded with two Mercedes lorries - 7 1/4 in. long



4516 \$ 3.50

Stanchion truck, eight-wheeled, sheet steel bodywork; 7 1/4 in. long



## Model Goods stock with automatic couplings and the "Advance" uncoupler

*These wagons have die-cast zinc-base underframes and plastic body-work, all details being true scale reproductions. Very easy running. The "Advance" uncoupler keeps the couplings disconnected after the track uncoupler has released them, this being done on the ascending side of the marshalling hump. The effect of this arrangement is that the couplings do not re-engage, so that the coaches etc. can be shunted at any desired place on the system. All rolling stock with the "Advance" uncoupler can be used freely together with stock without it.*



**4606** \$ 3.00  
Low-sided truck (German Federal Railways' type Rmms 33); brown; 5 1/4 in. long



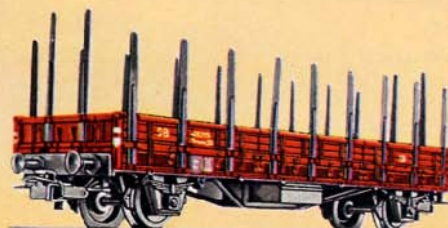
**4601** \$ 3.50  
Open goods truck with brakeman's cabin (German Federal Railways' type Omm 33) - Brown, 4 1/4 in. long



**4600** \$ 3.50  
Goods train luggage van (German Federal Railways' type Pwg), green, with grey roof, doors to open on both sides - 3 1/4 in. long



**4605** \$ 3.50  
Swiss Federal Railways (type K1) covered goods van with brakeman's cabin - Grey, with silver roof - Doors both sides to open - 4 3/4 in. long



**4607** \$ 3.35  
Standion truck (German Federal Railways' type Rmms 33) with detachable standions for carrying in sliding cases under the floor of the truck - Brown; 5 1/4 in. long



**4616** \$ 3.35  
Low-sided truck (German Federal Railways' type Rmms 33) loaded with Mannesmann tubes - Brown, tubes black with yellow lettering - 5 1/4 in. long



**4602** \$ 3.00  
Open goods truck (German Federal Railways' type Omm 52) - Brown - 4 3/4 in. long




**4614** \$ 4.50

Container truck, with brakeman's cabin; loaded with three box containers · Silver containers, underframe black, 4 3/4 in. long


**4608** \$ 3.90

Timber Wagon loaded with tree trunks (German Federal Railways' type Rmms 33) · With detachable stanchions; finished brown, 5 1/4 in. long


**4612** \$ 3.90

Car Transporter Wagon with loading ramp, unladen · Brown finish, ramp black; 4 3/4 in. long (The German Federal Railways always use two of these transporters made up into one unit under the designation Off. 52)


**4610** \$ 3.90

Ballast truck with discharging traps operated by hand lever · Brown · 3 3/4 in. long


**4613** \$ 5.50

Car Transporter Wagon with loading ramp, carrying load of miniature Ford "Taunus" 12M cars · Brown, with black ramp, 4 3/4 in. long


**4609** \$ 3.90

Canvas-covered Van (German Federal Railways' type Rmms 33), brown, with white tarpaulin, 5 1/4 in. long


**4611** \$ 5.20

Crane Wagon with slewing crane, pivoting jib and jib support · Crane hook raises and lowers by hand crank · Black underframe, light blue crane, silver jib · Underframe 3 3/4 in. long (Low-sided truck not included in price)



# MARKLIN Standard Track with centre stud contacts

We recommend using the Group 5100 standard track for relaying a system

12 sections make a circular track  
30 in. diameter



The standard track with stud contacts is an all-metal track with hollow-section rails, the centre or third rail being replaced by centre stud contacts, the latter, together with the fine stamped imitation ballast giving a track with a very realistic appearance. Twelve of the 5100 track sections are required to make a circle 30 in. diameter, including the embankment. Contact tongues that cannot short-circuit provide reliable current connections. This standard track can be used freely with all other MARKLIN track sections. These track sections are strongly recommended when constructing a new system. For fixing the track sections to a base we advise using counter-sunk head wood screws, No. 2 by  $\frac{1}{8}$  in.



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



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



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



5103 \$ .90  
Track current feeder section, curved, with two cable leads

5111 \$ .90  
Track current feeder section, straight, with two cable leads



5120 \$ .40  
Curved track section, 8  $\frac{7}{8}$  in. long  
Branch lines and works railways with short radius curves can be laid with the 5120 track sections, the diameter of the circular track they make being 24 in., a full circle requiring eight sections. These 5120 sections are the same pattern as the standard sections with stud contacts.



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



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



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



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

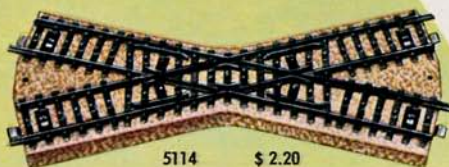


5110 \$ .25  
Straight section,  $\frac{1}{32}$ th, length,  $\frac{1}{32}$  in. long



5105 Track current feeder section, straight \$ .90

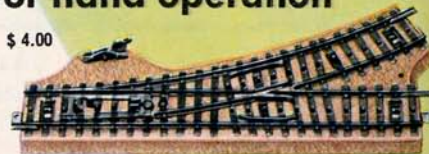
5104 Track current feeder section, curved \$ .90



5114 \$ 2.20  
Crossing, 7  $\frac{1}{16}$  in. long



5121 \$ 4.00  
Pair of points for hand operation, pattern with crossing, guide rails, spring tongues etc., track lengths as 5117

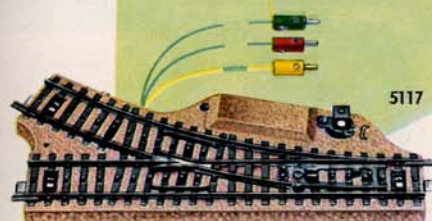


## Points, in pairs, for hand operation

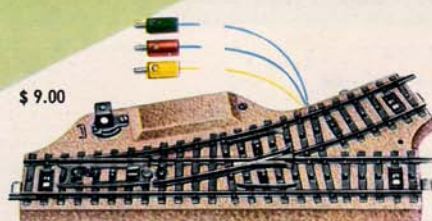


## Electro-magnetic points with double-solenoid operation by remote control

The 5117 electro-magnetic points and 5126 double-slip points are equipped with double-solenoid operation. Electric signal lamps show the setting of the point tongues at all times. There is no risk of derailment if the points should be "jumped", as the tongues automatically return to their original setting.

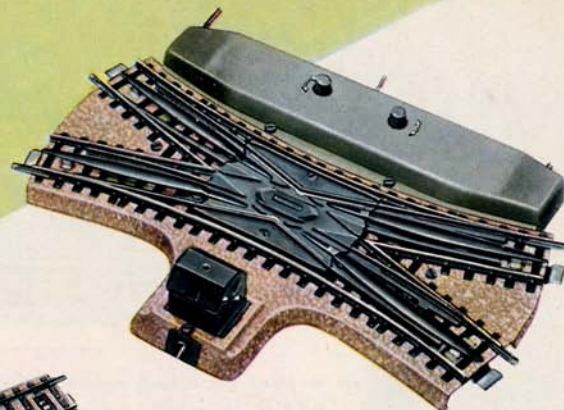


5117



\$ 9.00

Pair of electro-magnetic points, one right-hand and the other left-hand, both with double-solenoid operation. Small scale model lamps to light up. Pattern with crossing, guide rails, spring tongues etc. Three connecting leads each. The rail lengths are the same as those for track sections 5106 and 5100

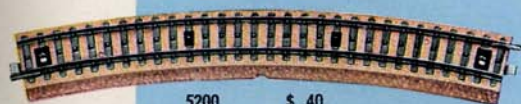


5126 \$ 13.95

Double-slip points, operated by two double solenoids. Electric lamps with four signal positions that change to indicate the settings of the tongues, the same as on a full-sized railway. Six connecting leads. Two knobs to turn also provide manual control. Straight track 7 1/16 in. long, curved 7 1/2 in. long

## Track for parallel (concentric) circle

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



5200 \$ .40

Curved track section, full length, 9 in. long



5206 \$ .40

Curved track section, 3/4ths, length, 7 1/4 in. long



5201 \$ .35

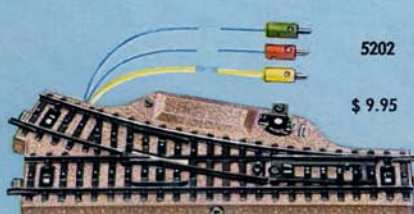
Curved track section, half length, 4 1/2 in. long



5205 \$ .30

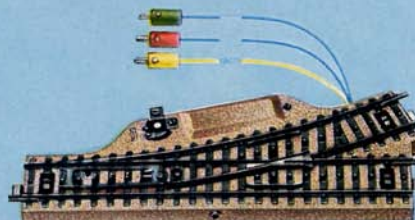
Curved track section, 1/4th, length, 1 3/4 in. long

Twelve track sections make a circle 36 in. diameter (including the embankment). The curved Group 5200 track sections enable a parallel concentric circle to be built. The short 5202 points can be used for crossing over from the inner to the outer circle. The tracks are 3 in. between centres (i.e., stud contact to stud contact), and there is a free space of 1 1/2 in. between as the "six-foot way".



5202

\$ 9.95



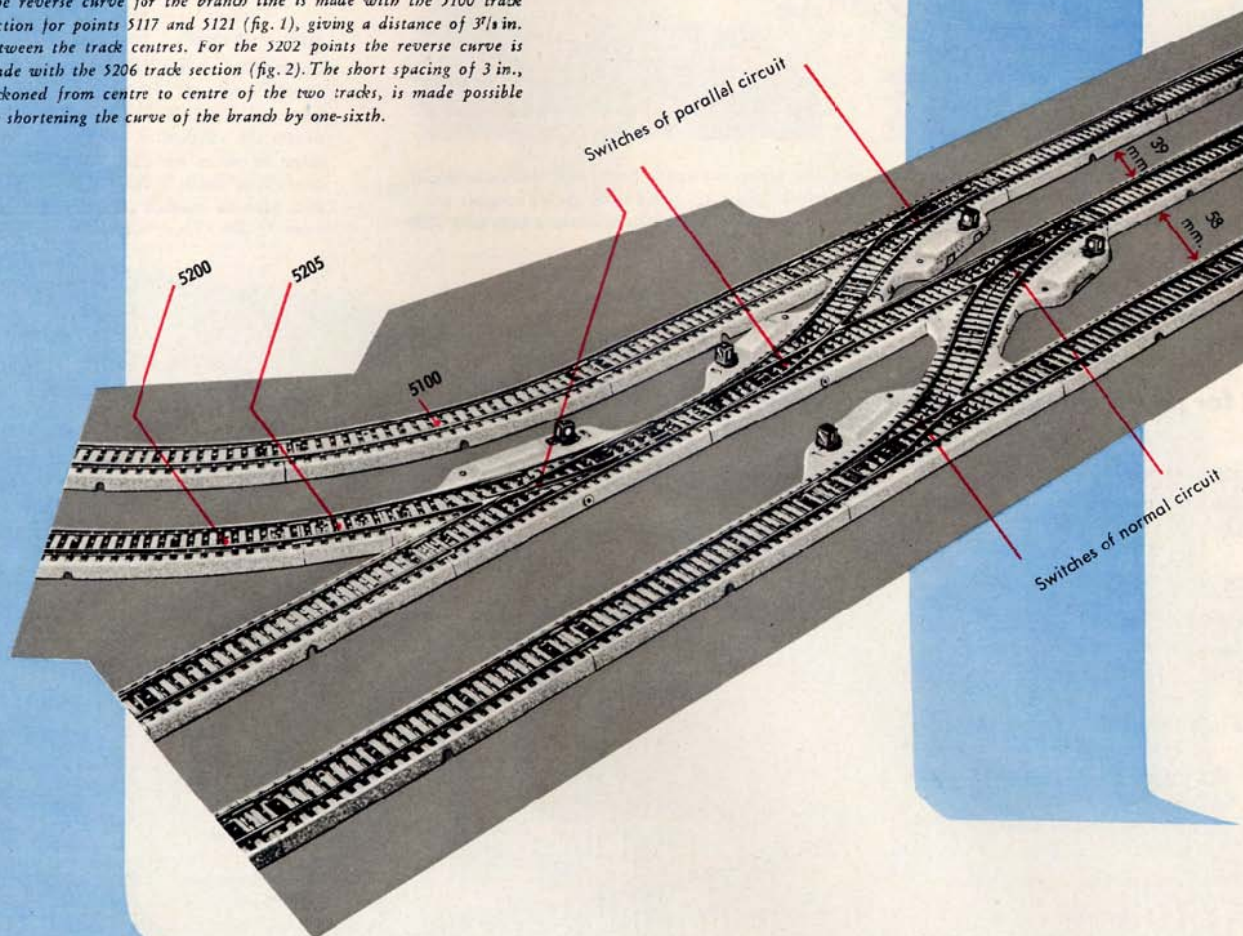
Pair of electro-magnetic points, one right-hand, one left-hand, both for double solenoid operation and with lamps to light up. The curved track is five-sixths the length of the track section



# MARKLIN points and their use



The reverse curve for the branch line is made with the 5100 track section for points 5117 and 5121 (fig. 1), giving a distance of  $3\frac{1}{2}$  in. between the track centres. For the 5202 points the reverse curve is made with the 5206 track section (fig. 2). The short spacing of 3 in., reckoned from centre to centre of the two tracks, is made possible by shortening the curve of the branch by one-sixth.





## A remote-controlled uncoupling system

**MARKLIN**

*MARKLIN locomotives and rolling stock are fitted with automatic couplings that are, for the greater part, arranged for "Advance" uncoupling, all these couplings being made so that they can be uncoupled by remote control with the assistance of the uncoupling track section, pressing the button on the control unit being sufficient to set off the uncoupling action. Couplings with the "Advance" uncoupler also allow the train to be shunted further on, after the track uncoupler has operated, without the couplings engaging again. As this enables all full-sized shunting operations to be simulated without difficulty, a MARKLIN uncoupler is certain to provide endless pleasure.*



The couplings are uncoupled by raising an actuating ramp between the rails

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

## The uncoupling track section can be used in a great variety of ways, for instance:

**5113 \$ 1.50**  
Lighting standard for track uncoupler - The lamp standard lights up when uncoupling is in progress - 3 3/8 in. high



The uncoupling track section can be used in a great variety of ways, for instance:

On a marshalling hump, in conjunction with the flyshunting signal 7043 (page 42)\*

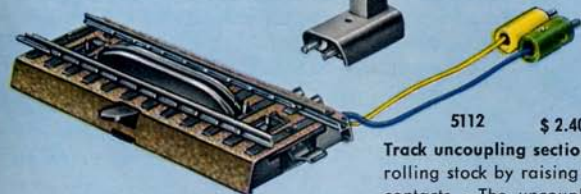
On platform roads for changing engines by remote control\*\*

On running shed sidings where coaching stock is kept.\*\*

It is always advisable to use lighting standards where there are several track uncouplers in a small space, as the lamps lighting up on the standards show which of the uncoupling sections are in action.

\* The lighting standard 5113 is not to be used with the fly-shunting signal 7043

\*\* The use of lighting standards 5113 is recommended in these cases



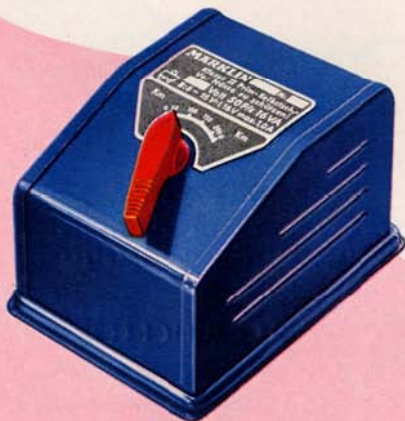
**5112 \$ 2.40**

Track uncoupling section for uncoupling automatic couplings on rolling stock by raising a ramp on either side of the centre stud contacts - The uncoupler can be operated by remote control from the control unit, or by a hand lever - With two connecting leads - Track 3 3/8 in. long



## MARKLIN Transformers are efficient and safe

These transformers have steel casings and highly efficient insulation (tested to several thousand volts), rendering them quite safe from any risk of contact with the H.T. (high-tension) current supply side. These constructional features, together with the automatic short-circuiting cut-out fitted to them, ensure their operating quite safely. Connection to the electricity supply mains is by a contact plug and lead permanently attached to the transformer. Transformers are supplied for 110, 125, 150 or 220 volts mains current, and the reference number given should always be quoted when ordering. The value of the L.T. (low-tension) current supplied by the Group 6000 and 6100 transformers is set by the speed dial on the controller that varies the speed of trains from nothing to full speed without any "steps" and without needing any additional apparatus. The controller is also provided with a push-button for the 24-volt "Perfect" reversing circuit that operates the reversing switch on the engines. The Group 6100 transformers enable trains to be run at slower speeds than the Group 6000 ones. Our railways are only guaranteed to operate satisfactorily when they are run off our own MARKLIN transformer. We must particularly point out that our products are designed for use with transformers with a maximum output of 35 VA (volt-ampères), and that they will be damaged if used with transformers giving a higher output.



Transformer output 16 VA: weight 2½ lb., size 4¼ in. by 3½ in. by 2½ in.

6050 for 110 volts mains voltage \$ 9.95

When ordering, please quote the number for the mains voltage required.

**Our transformers must not be connected to any other kind of current supply except A.C. (alternating current) mains.**

Transformer output 30 VA: Red pilot light. Weight 4½ lb. · Size 5½ in. by 4¼ in. by 4 in.

6150 for 110 volts mains voltage \$ 19.95

When ordering, please quote the number for the mains voltage required.



### Transformer for lighting

Transformer for lighting, output 35 VA, 16 volts; weight, 3½ lb., size 5½ in. by 3½ in. by 2½ in.

6350 for 110 volts \$ 11.70



These transformers are intended for lighting the larger type of railway system; electro-magnetic accessories can also be run off them.



# Accessories for remote control and lighting



7072

7072 \$ 1.95

Control unit with sockets for connecting to four double-solenoid electro-magnetic accessories. Operation of the accessories is shown by the position of the push-buttons. 3 1/4 in. long, 1 1/4 in. wide



7070

7070 \$ 2.50

Control unit for switching on track or lighting current to four separate conductors by four tumbler switches. 3 1/4 in. long, 1 1/4 in. wide



7071

7071

\$ 2.60

Switchboard for switching track and lighting current on and off for four different conductors by means of four tumbler switches. 3 1/4 in. long, 1 1/4 in. wide



7069

\$ .60

Distributor unit with nine single-pole connections; size 2 1/4 in. by 1/4 in.



## Sleeves

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 cross sockets

7131	Brown	\$ .15
7132	Yellow	\$ .15
7133	Green	\$ .15
7134	Orange	\$ .15
7135	Red	\$ .15
7137	Grey	\$ .15



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, grey, 33 ft. long

7101

\$ .60

Cable, single-core, blue 33 ft. long

7102

\$ .60

Cable, single-core, brown, 33 ft. long

7103

\$ .60

Cable, single-core, yellow, 33 ft. long

7105

\$ .60

Cable, single-core, red, 33 ft. long



7140 \$ .15

Cross-connector for using as connector 7141 but providing connections for two plugs in addition



7141 \$ .10

Double-plug connector, coupling unit for connecting two sleeves or sockets, as the case may be



60 030 \$ .25

Pair of brushes, to suit practically all HO gauge locomotives, consisting of either two black graphite brushes, or one graphite brush and one copper brush

60 035 \$ .25

Pair of brushes, for Nos. 3015, 3010 and 3017



7034

7034 \$ 2.40

Number fixing for marking points, signals etc.; twelve cast stands for fitting numbers into. (Numbers from 1 to 24 included)

The following colours are used mostly in the MARKLIN control system:



Red = Track circuit connections (transformer to centre rail, centre stud contacts or overhead contact wire, as the case may be)



Brown = Earth return from track, lighting socket or control unit to transformer



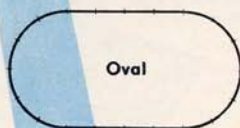
Yellow = Lighting and electro-magnetic accessories



Blue = Earth return from electro-magnetic accessories to the control unit or contact rail (with green, red or orange contact plugs)



# Some favourite H0 Gauge track layouts



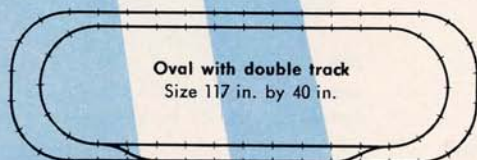
Oval

Size 59½ in. by 30½ in.  
Requires eleven 5100, one 5103  
and eight 5106 track sections



Oval with turnout

Size 59¼ in. by 34 in.  
Requires eleven 5100, one 5103,  
ten 5106, one 5108 track sections and one pair of  
5121 points



Oval with double track  
Size 117 in. by 40 in.

Requires twenty-three 5100, one 5103, forty-two  
5106 track sections and two pairs  
of 5117 points



Oval with double track and double reversing loop  
Size 116 in. by 40 in.

Requires twenty-five 5100, one 5103, fifty 5106, four 5107,  
two 5108, six 5110 track sections, two pairs of 5117  
points, three 5114 or  
two 5126 and one 5114 track sections



0311

\$ 2.15

**Booklet:** "The MARKLIN H0 Gauge Railway and its Big Prototype", a handbook for MARKLIN railway enthusiasts. 8½ in. by 6 in. Among the contents are: Suggestions for railway systems with landscape scenery; MARKLIN locomotives, coaches and wagons and their full-size originals; signals; full-sized railway regulations; railway operation; electrical connections e.g. for multi-train working, and many other interesting things.



7001

\$ .20

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



0320

\$ .50

**Booklet:** "Track Layouts for H0 Gauge Toy and Model Railways", containing plans for standard track section layouts



7002

\$ .95

**Railing ramp** for setting bogie rolling stock on the rails easily - 12 in. long, ¾ in. high



7047

\$ 2.00

**Station lamp,** can also be used for platforms, station forecourts and street lighting as well - 5 in. high with 1 in. diameter base; with bulb and cable with metal plug

7048

\$ 1.85

**Arc lamp,** 6¼ in. high, base 1¼ in. diameter, with bulb and cable with metal plugs

7046

\$ 2.35

**Arc lamp** on lattice standard for use with overhead contact wire systems. 8¼ in. high, base 1 in. by 1½ in., with bulb and cable with metal plugs

Fair Trade prices in US Dollars



## MÄRKLIN electric train lighting

MÄRKLIN



7074 \$ .85

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



7075 \$ .60  
Current supply for coach lighting 7077.



7076 \$ .40

Current supply for coach lighting 7077 and tail lights 7079 for use with passenger coach 4000 and four-wheeled goods wagons.



7077 \$ .60  
Lighting for all express coaches, with sockets for connecting additional lighting. Including bulb.



7078 \$ 1.35  
Tail lights for coach 4002, with two bulbs. 7074 required for connection.



7079 \$ .90  
Tail light with bulb, to clip on to buffer (not for the express coaches on page 22, 23 and 24). 7074, 7075, 7076 or 7077 required for connecting

Fair Trade prices in US Dollars

## H0 Gauge Plastic Tyres

Replacement tyres for the new type MÄRKLIN H0 gauge locomotives.

No.	for locomotives:	
7142	3010, 3025, DT 800	\$ .03
7143	3000	\$ .03
7144	RES, SE, SEW, SEWH 800	\$ .03
7145	3001, 3002, 3011, 3012, 3013, 3014	\$ .03
7146	3004, 3006, G, RM, RSM 800	\$ .03
7147	3019, 3030	\$ .03
7148	3005, 3024, S 870	\$ .03
7149	3007, 3008, 3026	\$ .03
7150	3021	\$ .03
7151	3003, 3009, 3016, 3027	\$ .03

Directions for fitting the tyres are given in the Instructions for running the locomotives.







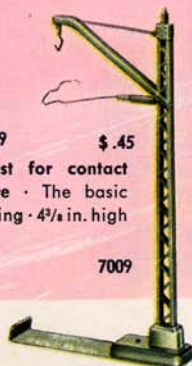
# The MARKLIN Overhead (contact) Wire System

MARKLIN

- The MARKLIN models give a true scale-model impression of the overhead wire system both on open stretches and also when passing through stations.
- The contact wires and catenary suspension are true reproductions in miniature of the originals.
- Plastic masts are flexible and very strong at the same time.
- Spring contact connections avoid voltage drop to a very great extent.
- Easy erection, requiring nothing more than pushing the contact wire sections into one another to obtain any lengths desired.
- The push-in connections provide easy adjustment for length.
- Flexible overhead contact wire for curved as well as straight stretches of track. The 7019 contact wire section is for building up long straight stretches only.

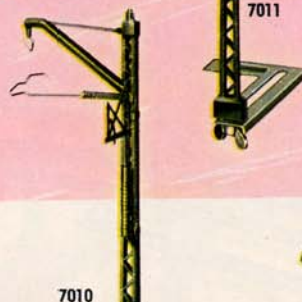
7009 \$ .45

**Mast for contact wire** • The basic fitting •  $4\frac{3}{8}$  in. high



7011 \$ .65

**Mast for using on bridges, with fixing piece,**  $4\frac{3}{8}$  in. high



7011

7012



7012 \$ .95

**Connection mast for signals, with one cable**  $4\frac{3}{8}$  in. high

7010 \$ 1.35

**Feeder mast for supplying current, with two cables and directions for using the overhead contact wire system**  $4\frac{3}{8}$  in. high



7010

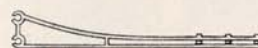


7020

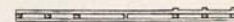
## Separate parts for overhead contact wire



7019



7014



7023



7018



7022



7007

7013



7015



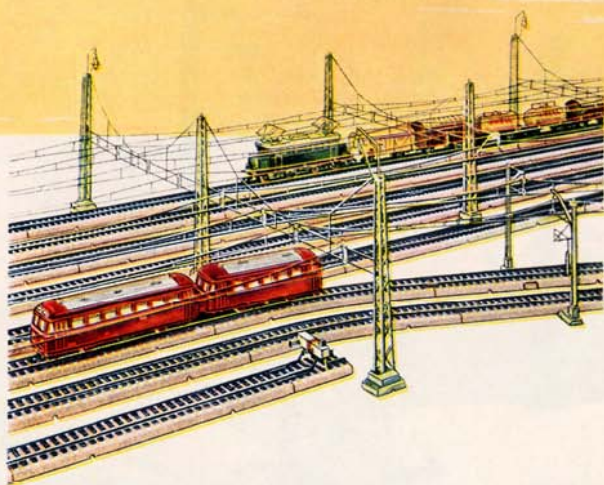
7019	Contact wire section for straight stretches only	Length $14\frac{1}{4}$ in.	\$ .25
7018	Contact wire section for straight and curved stretches	$10\frac{3}{4}$ in.	\$ .20
7013	Contact wire section with push-in connection for straight and curved stretches	$9\frac{1}{2}$ in.	\$ .20
7014	Contact wire hollow section (for push-in connection)	$4\frac{1}{2}$ in.	\$ .10
7023	Make-up section with push-in connection	4 in.	\$ .10
7015	Contact wire locking section (for push-in connection)	$4\frac{1}{2}$ in.	\$ .10

7007	Crossing section for 5126, 5114 and 5016 (push-in connection)	\$ .25
7022	Interrupter section—locking section (for push-in connection)	Length $4\frac{1}{2}$ in. \$ .25
7020	Contact wire adjuster for fitting to line and tower masts	\$ .20
7005	Contact wire fitting for signals not standing by tower masts, consisting of two 7012 signal masts, two interrupter sections 7022 and two 7014, for all signals with train control.	\$ 2.50

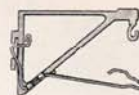
Fair Trade prices in US Dollars



# MARKLIN Separate Parts for the Tower Mast Overhead Contact Wire System

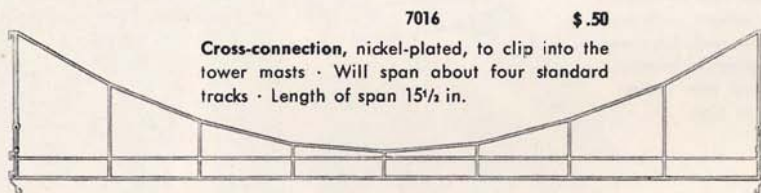


The ingenious design of the tower masts enables an overhead contact wire system to be set up over the broadest of station layouts. One cross-connection requires two tower masts; larger layouts with two cross-connections require three tower masts and three cross-connections require four tower masts. Separate tracks that pass outside the mast system can be included in the overhead wire system by using the cantilever arm 7025.



7025 \$.15

**Cantilever arm** - A single track passing outside the tower masts can be included in the overhead contact wire system by using this 7025 cantilever arm



7016 \$.50

**Cross-connection, nickel-plated, to clip into the tower masts** - Will span about four standard tracks - Length of span 15 1/2 in.

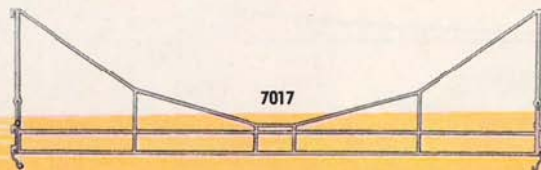


7006 \$.10

**Overhead wire insulator, for insulating a section of the overhead wire from the cross-connection** - One each needed for track and cross-connection - The example shown in full size

7017 \$.45

**Cross-connection, nickel-plated, to clip into the tower masts** - Will span about three standard tracks; length of span 11 in.



7017



7003 \$.35

**Overhead contact wire connecting cable, for connection for signals in station precincts and for supplying current to any desired point**

7004 \$.15

**Connecting fittings, consisting of five screws, five nuts and five plain washers** - Generally speaking, the usual overhead contact wire accessories are adequate for building up the overhead contact wire system, and only rarely does it happen that a connection between two overhead wire sections can only be made by a screw and nut



7021

7021 \$.75  
**Tower mast, plastic, with detachable cap** - Base measures 1 1/4 in. square; 6 1/2 in. high - For tower mast with arc lamp, see page 36



## The MARKLIN Range of Signals

Marvels of precision workmanship—reliable, true to scale and indestructible—nothing could be more suitable than these fine signals for giving a MARKLIN Railway that realistic scale-model look that makes running it as entertaining as it is fascinating. All MARKLIN signals are distinctive by reason of the reproduction in miniature scale-model form of all important parts and the fine detail finish. All posts and masts are made of practically indestructible zinc die castings.

**Fixing.** Signals can be fixed wherever desired on standard as well as scale model track sections, on the left or right-hand side of the track and on straight stretches as well as on curves.

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

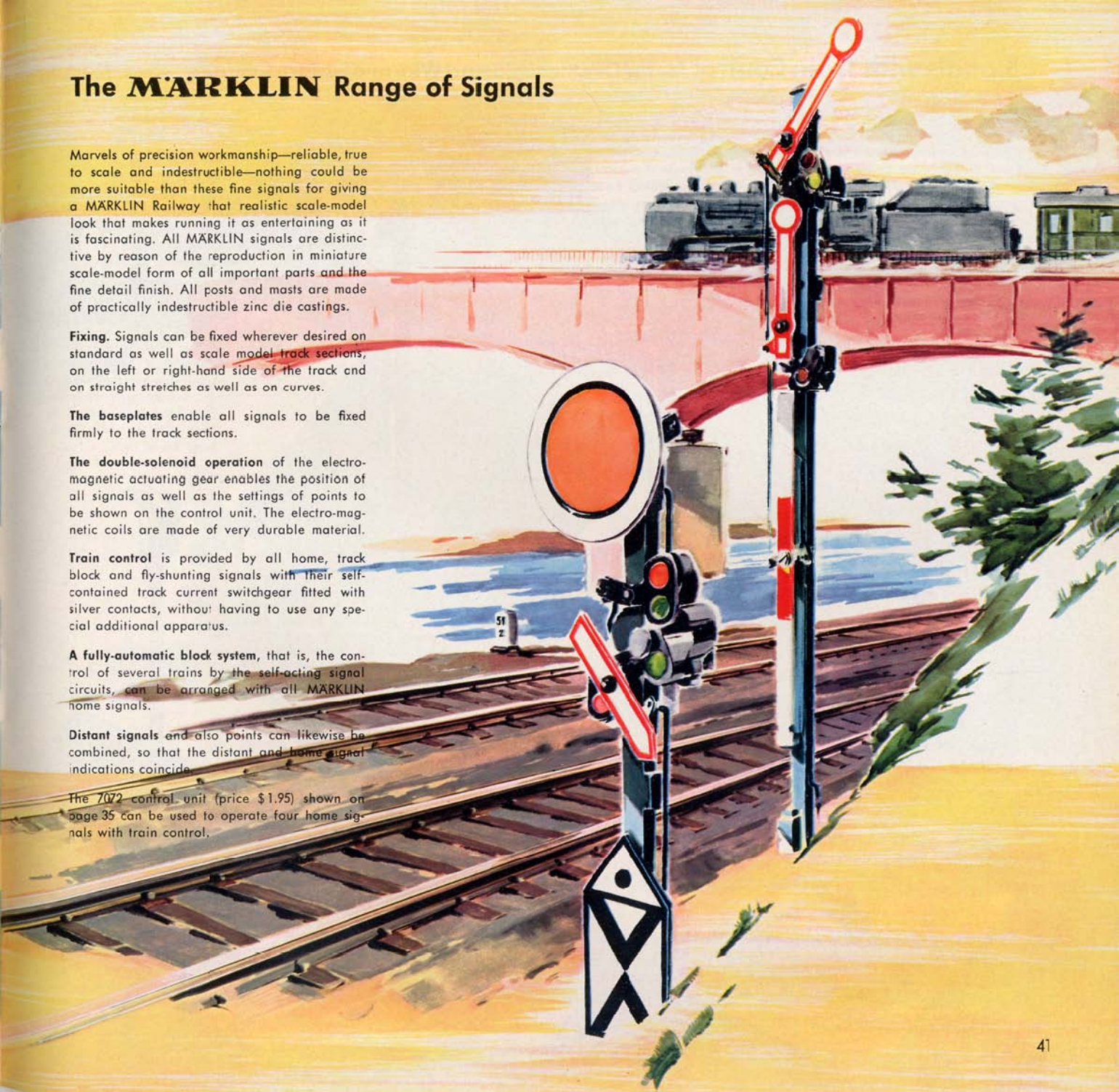
**The double-solenoid operation** of the electromagnetic actuating gear enables the position of all signals as well as the settings of points to be shown on the control unit. The electro-magnetic coils are made of very durable material.

**Train control** is provided by all home, track block and fly-shunting signals with their self-contained track current switchgear fitted with silver contacts, without having to use any special additional apparatus.

**A fully-automatic block system**, that is, the control of several trains by the self-acting signal circuits, can be arranged with all MARKLIN home signals.

**Distant signals** and also points can likewise be combined, so that the distant and home signal indications coincide.

The 7072 control unit (price \$1.95) shown on page 35 can be used to operate four home signals with train control.





## Signals with Train Control for the Overhead Contact Wire and Surface Contacts

All home, track block and fly-shunting signals are fitted with track current switchgear providing train control through the overhead wire and surface contacts independently of one another. The electro-magnetic operating mechanism of the home signal 7041 and the fly-shunting signal 7043 is fitted with three solenoid coils, the other signals having double-solenoid coils. The springs taking the current on these track current switches have silver contacts and can therefore cope with very high currents. Each signal has cable connections with cross-socket plugs, marked in the colours for the circuits and lights. Two connecting sockets for the overhead wire and one socket for earth complete the electrical connections provided. Lighting with bulbs. Centre contact insulators, baseplate and brief directions are supplied with each signal.



**7039** \$ 4.95  
Home signal with one semaphore arm. Light changes from red to green. 1 1/4 in. wide, 2 3/4 in. long, 5 in. high



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



**7041** \$ 7.50  
Home Signal, with two independent semaphore arms. Operation, connection and track current regulation as with all signals with train control, but with an additional third solenoid coil. Current returns through an extra blue cable with an orange cross-socket plug. Through the two armatures being coupled mechanically the three signal indications possible are provided by current supplied by only one coil each. Light changes from red to green or from red to green/amber. 1 1/4 in. wide, 3 3/4 in. long, 5 in. high



**7042** \$ 5.95  
Track block signal, post with movable discs front and rear. 1 1/4 in. wide, 2 3/4 in. long, 2 3/4 in. high



**7044** \$ 5.95  
Colour-light home signal. Light changes from red to green; lighting by two bulbs. Extra lever for operation by hand. 1 1/4 in. wide, 2 3/4 in. long, 3 3/4 in. high



**7043** \$ 7.25  
Fly-shunting Signal. The signal arm shows three indications, "Stop", "Shunt slowly" and "Shunt moderately fast". In the "Stop" position the track current is cut off, but is switched on in the other two positions. The cable connections are yellow with yellow plugs, blue with red plugs, blue with green plugs and blue with orange plugs. 1 1/4 in. wide, 3 3/4 in. long, 5 1/4 in. high





0301

\$ .55

The **MARKLIN Book of Signals**, a fully-illustrated guide to signals · Enlarged edition



7036

\$ 4.75

**Distant Signal** without extra arms · Double-solenoid · Light changes from amber/amber to green/green · Two blue cables for automatic operation · Connection either to control unit or to home signal · Yellow cable for current supply · The three plug contacts (red, green and yellow) have a cross-socket · To be used in conjunction with home signal 7039 · 1 1/8 in. wide, 2 5/8 in. long, 2 1/8 in. high

## Distant Signals without Train Control

7038

\$ 5.95

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



7037

\$ 4.95

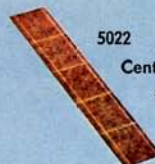
**Distant Signal** with extra movable arm · Fixed disc · Operation, lighting and cables as 7036 · Light changes from amber/amber to amber/green · To be used in conjunction with home signal 7040 · 1 1/8 in. wide, 2 5/8 in. long, 2 1/8 in. high



7045

\$ 4.25

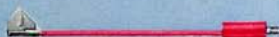
**Universal Remote Control Switchboard**, for switching track and lighting currents on and off and also reversing the current for magnetically-operated accessories · Provides an opportunity for control through the contact rail, by the control unit, or by means of an additional hand control lever · The many uses possible, such as switching lighting on and off by the moving train and cutting out train control by signals in certain directions, for instance, are explained in the Instructions for Use and also in the Book of Signals 0301



5022

\$ .10

**Centre Conductor Insulation** for five insulating points



5004

\$ .35

**Connecting cable** for centre conductor · 30 in. long



5015

\$ .25

**Isolating sign** for denoting demarcation points



## Locomotive Running Sheds



7029

7029 \$ 9.95

**Locomotive Shed**, for two tracks, with doors to close automatically · Skylight fittings and real windows · (Locomotives, track sections and overhead contact wires not included) · Holders for subsequently fitting two 7073 lighting sets and the overhead contact wire fixing 7008 · Size 13 1/4 in. by 7 1/4 in., 6 in. high, 3 3/4 in. between track centres

7008 \$ 1.25

**Overhead contact wire fixing** for 7029 locomotive shed, consisting of two overhead wire bearers



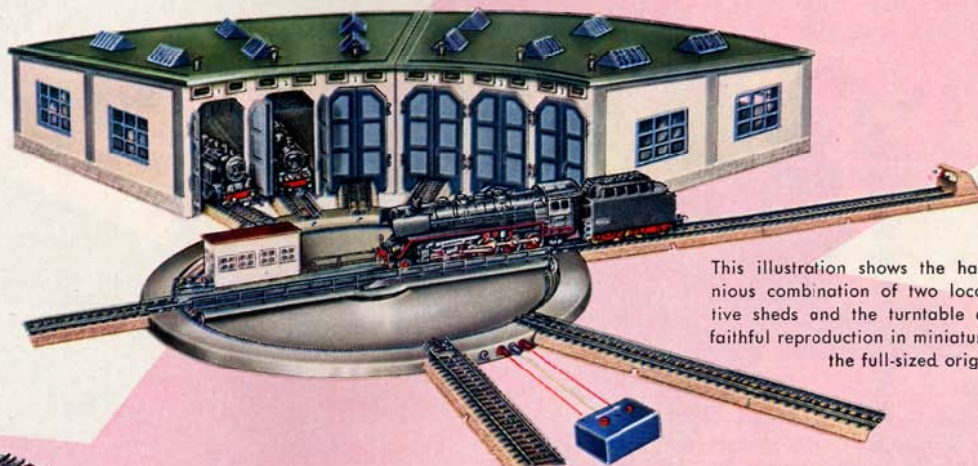
7028 \$ 23.50

**Locomotive Shed** for three tracks, with skylight fittings, smoke troughs, interior lighting and three doors to close automatically · Lacquered in colours (track sections not included) · Size 18 3/8 in. by 14 3/4 in., 5 1/8 in. high

## Remote-controlled Turntables

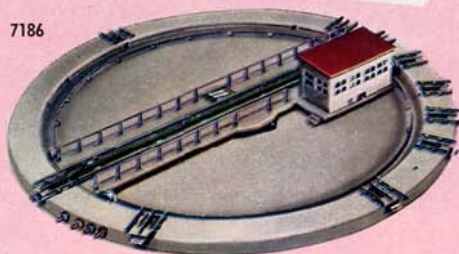
7186 \$ 35.00

**Turntable Set**, consisting of a turntable 14 in. external diameter, remotely-controlled to turn either to the right or left, with reversing switch and cable · Turntable platform has guard rails and motor cabin · Current is automatically cut off from all sidings that do not register with the turntable track · Two 7028 locomotive sheds or three 7029 sheds can be joined up to the turntable



This illustration shows the harmonious combination of two locomotive sheds and the turntable as a faithful reproduction in miniature of the full-sized original.

7186



0201, 0202 or 0203 \$ 1.75

**Railway figures** · Three different types can be supplied, i.e., 0201 and 0202: passengers and railway staff; 0203: permanent way workers · In cartons of ten figures each; figures 7/8 in. high





## Interesting Accessories

MARKLIN



7035 \$ 3.85

**Warning Bell**, operated electro-magnetically; cable with metal plugs · 2 3/8 in. high, base 1 3/4 in. square



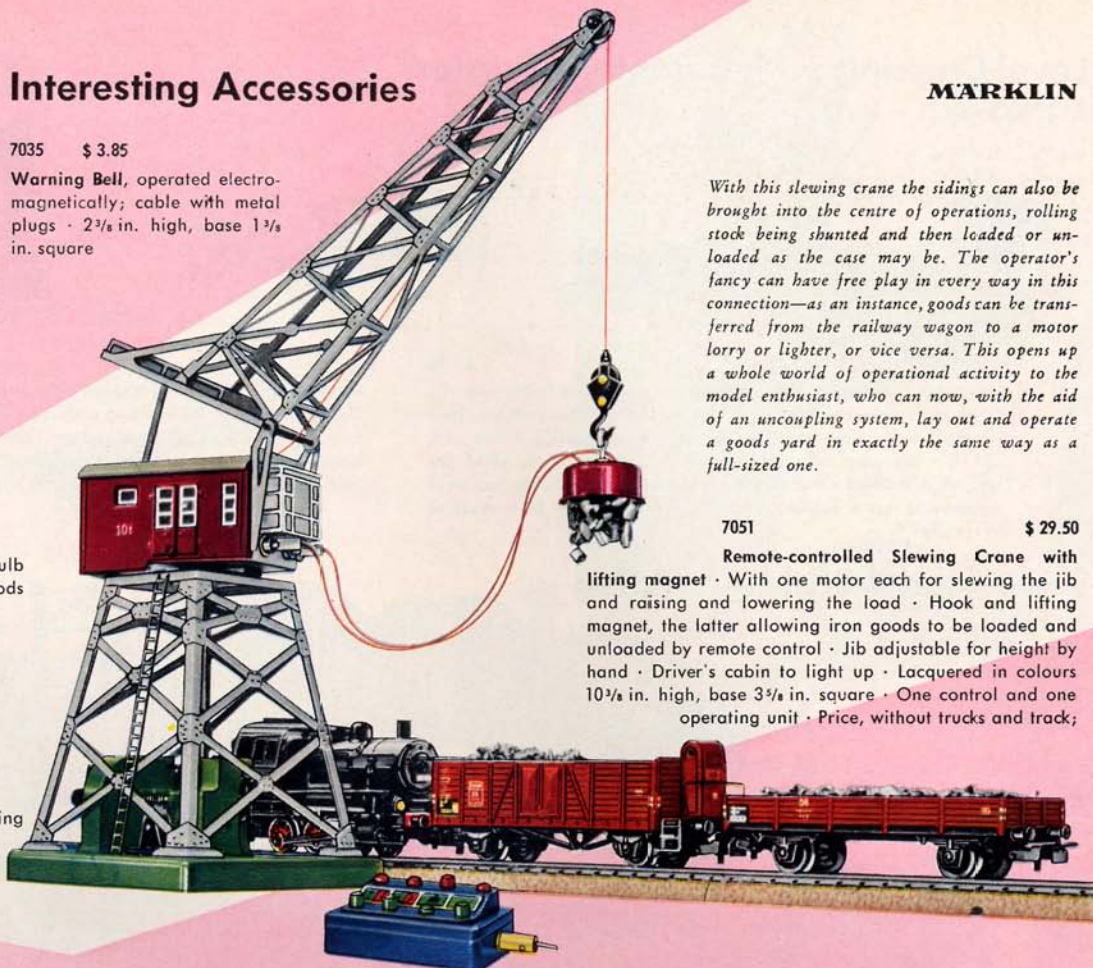
7073 \$ .60

**Lighting pedestal** with bulb and cable, for stations, goods sheds and so on



7000 \$ .60

**Staples** — Set of 50 for fixing cables to a wooden base



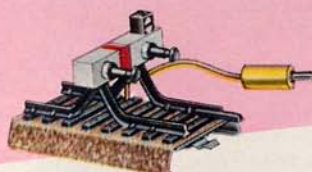
7051 \$ 29.50

**Remote-controlled Slewing Crane** with lifting magnet · With one motor each for slewing the jib and raising and lowering the load · Hook and lifting magnet, the latter allowing iron goods to be loaded and unloaded by remote control · Jib adjustable for height by hand · Driver's cabin to light up · Lacquered in colours 10 3/4 in. high, base 3 3/4 in. square · One control and one operating unit · Price, without trucks and track;



7060 \$ 1.10

**Stop block** — Stamped, imitation concrete · Base with standard track section · 2 3/4 in. long



7059 \$ 1.95

**Stop Block** with track block signal to light · Die-cast zinc-base metal buffer beam · 2 1/4 in.



7172 \$ .50

**Foam Material Underlay**, for track sections · For permanent laying and reducing noise · 39 in. long, for cutting up into smaller pieces

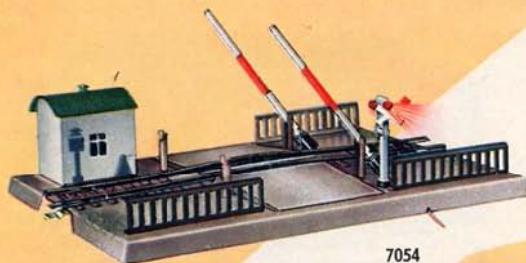


7033 \$ .95

**Signal Warning Boards** — Set of three, 1 3/4 in. high each



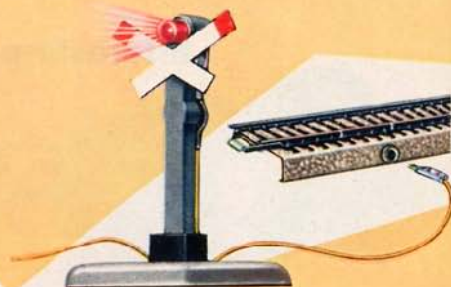
## Level Crossing with automatic barriers



7054

\$ 5.90

**Mechanically-operated level crossing** for single-line tracks with the centre-stud contact type of track section. Rocking bars pressed down by the wheels close the barriers. Crossingkeeper's house with railing. Warning cross sign with red bulb that lights when the barriers are closed. The length of the level crossing track section is the same as that of a 5106 track section (see page 30). Base measures 5 1/4 in. by 7 1/4 in.



7050 \$ 2.35

**Warning Cross Sign**, with flashing light to be set in front of the crossing. The set consists of the warning cross sign with two cables and plug contacts, also 5127 contact track section. The red warning light flashes up as soon as a train enters the track contact section. 2 in. high; flashing light base 1 in. by 3/4 in. Track contact section 3 1/4 in. long

## Scale-Model Bridge-Building



7163

\$ 4.50

**Arched Bridge**, grey, with fixed track 14 3/8 in. long; slots for two 7011 overhead contact wire masts. Arch 4 5/8 in. high

The track sections on the bridge and approach parts are fitted with centre stud contacts

*Bridge parts can be used for building up bridges and their approaches to any extent and in any combination desired. The pier-building parts 7063 and 7064 that fit into one another like the parts of a building set allow piers to be built up to any height by 1/4 in. steps. The 7066 baseplate makes a very effective foundation for the piers.*

Approach parts to be used in conjunction with the bridge piers for building up straight and curved approaches. Fixed track with centre-stud contacts and slots for overhead contact wire masts 7011.

*Fair Trade prices in US Dollars*



## MARKLIN

7162 \$ 1.50

**Lattice-girder Bridge** (can also be used singly) connected to main arch 7163 as a side link · Grey; fixed track with centre-stud contacts, 7 1/4 in. long · Slots for 7011 overhead contact wire mast · 1 7/8 in. high



7161 \$ 1.35

**Plate Girder Bridge**, grey; fixed track with centre-stud contacts, 7 1/4 in. long · Slots for 7011 overhead contact wire masts · 1 in. high



7167 \$ 1.35

**Curved approach section**, grey; to suit the ordinary circle of standard track sections · Fixed track 7 1/2 in. long with centre stud contacts



7168 \$ 1.35

**Straight approach section**, grey; fixed track 7 1/4 in. long, with centre stud contacts



7064 \$ .55

**Pier**, plastic, 1 1/4 in. high



7065 \$ .30

**Pier**, plastic, 1/4 in. high · Specially suitable for making up approaches with a 1/4 in. rise from pier to pier



7066 \$ .25

**Baseplate**, for use as foundation · Green, 1/4 in. high; plastic



*Fair Trade prices in US Dollars*

## Miniature Cars - die-cast zinc

Scale model reproductions of the full-sized originals · Rubber tyres · Finished in various colours; approximately 1/48th. full size



8021 \$ .95

**Karmann-Ghia**, single colour, 3 1/2 in. long



8022 \$ .95

**BMW 507 Sports Tourer**, single colour, 3 3/4 in. long



8024 \$ 1.25

**Police Patrol Car**, multi-colour, 3 3/4 in. long



8025 \$ 1.40

**Mercedes 190 SL**, two colours, 3 1/2 in. long



## Miniature Cars — die-cast zinc



8014 \$ 1.25  
Volkswagen Microbus, two colours,  
3 3/8 in. long



8008 \$ 1.25  
Volkswagen Delivery Van, two col-  
ours, 3 3/8 in. long



8007 \$ 1.40  
Volkswagen Delivery Van lettered  
"GASOLIN"; polychrome, 3 3/8 in. long



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



8002 \$ 2.50  
Lanz-Bulldog  
(tractor) with  
driver's figure ·  
All details care-  
fully reproduced  
Special tyres · 3  
in. long



8018 \$ .95  
Ford "Taunus 15 M" Car, 3 1/2 in.  
long



8019 \$ .95  
Mercedes 300 SL, 3 1/4 in. long



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



8015 \$ 1.00  
Borgward-Isabella, monochrome · 3 7/8 in. long  
8020 \$ 1.25  
Borgward-Isabella, duochrome · 3 7/8 in. long

*Fair Trade prices in US Dollars*



# MARKLIN



8003 \$ 1.25  
Mercedes 300, 4 1/8 in. long



8009 \$ 1.75 8012 \$ 1.10  
Südwerke Lorry, 5 1/2 in. long Trailer, suitable for lorry · 4 1/8 in. long



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



8004 \$ .95  
Porsche, 3 3/8 in. long



8000 \$ 3.95  
Oil Tanker, six-wheeled, "BV-Aral" type · Modern articulated lorry; made as two units, to take apart · Easy running on curves · 6 1/4 in. long



8001 \$ 1.95  
Limousine de Luxe, 4 3/4 in. long

8150 \$ .20  
Rubber tyres, 1/16 in. diameter; packed in tens · Suitable for miniature cars 8004, 8005, 8006, 8007, 8008, 8013, 8014, 8015, 8018, 8019, 8020, 8021, 8022, 8024, 8025

8151 \$ .20  
Rubber tyres, 5/16 in. diameter, packed in tens · Suitable for miniature cars 8003, 8010, 8011, 8016

8152 \$ .20  
Rubber tyres, 1/16 in. diameter, packed in tens · Suitable for miniature cars 8000, 8001, 8009, 8012 and 8017



8011 \$ 1.10  
Mercedes Formula Racing Car, with racing numbers · 4 in. long  
8010 \$ .95  
Mercedes Formula Racing Car, without racing numbers







# Metal Construction Sets and their Advantages

- A MARKLIN Metal Building Set is a high-grade product with a name behind it.
- MARKLIN metal construction Sets are made in seven basic sizes with eight supplementary sizes.
- MARKLIN Supplementary Sets enable any MARKLIN basic set to be brought up to the next size bigger.
- In addition to the great variety of building parts contained in each building set there is also an illustrated Guide Book containing lots of interesting examples. Many models of instructional value can be built, even with the smallest set.
- All parts are made of the best materials and are painted in colours.
- The gear wheels — except the universal one — have machined teeth and turned hubs, instead of the stamped and riveted tin parts that are so often found in other sets.
- Coloured casing plates give the models a colourful and very realistic appearance. One advantage in particular is that the casing plates can be bent at right angles and the folds then flattened out again.
- Electrical parts — such as commutators, magnet coils, cables, etc., are included in the sets from No 1013 onwards, so that an idea of the basic principles of electricity can be obtained.
- The extensive variety of the separate parts can be augmented by special parts that are obtainable from all MARKLIN model dealers.
- Playing with MARKLIN metal building sets may bring to light and foster technical and creative talents, even in a child's early years.
- MARKLIN is synonymous with products of high quality. Therefore, it is not just immaterial what things are given to children; accurately finished playthings will bring them up to a consciousness of accurate workmanship for their later years of life.

## Basic Set 1011

\$ 9.50

Contains 232 building parts with 51 fixing clips, making 283 parts altogether. Size of set 20 1/4 in. by 14 in. by 1 1/4 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 contains a big selection of these. The set can be built up to basic set 1012 by the addition of supplementary set 1031



1011

## 1009



## Basic Set 1009

\$ 3.95

Contains 124 building parts with 27 fixing clips, making 151 parts altogether. Size of set 15 1/4 in. by 10 1/2 in. by 1 in. Weight about 2 lb. 1 oz. Can be built up to basic set 1010 by the addition of supplementary set 1029

## Basic Set 1010

\$ 5.95

Contains 166 building parts with 43 fixing clips, making 209 parts altogether. Size of set 16 in. by 12 in. by 1 in. Weight about 2 lb. 12 oz.

Can be built up to basic set 1011 by the addition of supplementary set 1030



1010

Fair Trade prices in US Dollars



**Basic Set 1012**      \$ 17.95

Contains 386 building parts with 67 fixing clips, making 453 parts altogether. Size of set 20 3/4 in. by 14 1/4 in. by 1 1/8 in. Weight about about 7 lb. 8 oz.



1012

Set 1012 widens the scope and realistic appearance of the models considerably, enabling, for instance, the following to be built, among many other models: Diesel locomotive, tramway with trolley wire service wagon, motor lorry, tractor, travelling slewing crane up to the tower-type of slewing crane, and windmills. Models such as surface grinding machines, high-speed drilling machines, and pendulum and gang saws also do not present any difficulties.

**Basic Set 1013**      \$ 30.95

Contains 658 building parts with 136 fixing clips, making 794 parts altogether. Size of set 20 3/4 in. by 14 1/4 in. by 2 1/8 in. Weight about 13 lb. 4 oz.

In the foregoing sets the models can be set working, some by hand and some by clockwork or electric motors that can be bought separately, but set 1013 and the following sets also contain electrical parts to build motors that will work. The pleasure is all the greater in seeing the selfmade models working by magnetic coils. A "Small Electrical Instructor" provides an introduction to electricity and its basic principles



1013

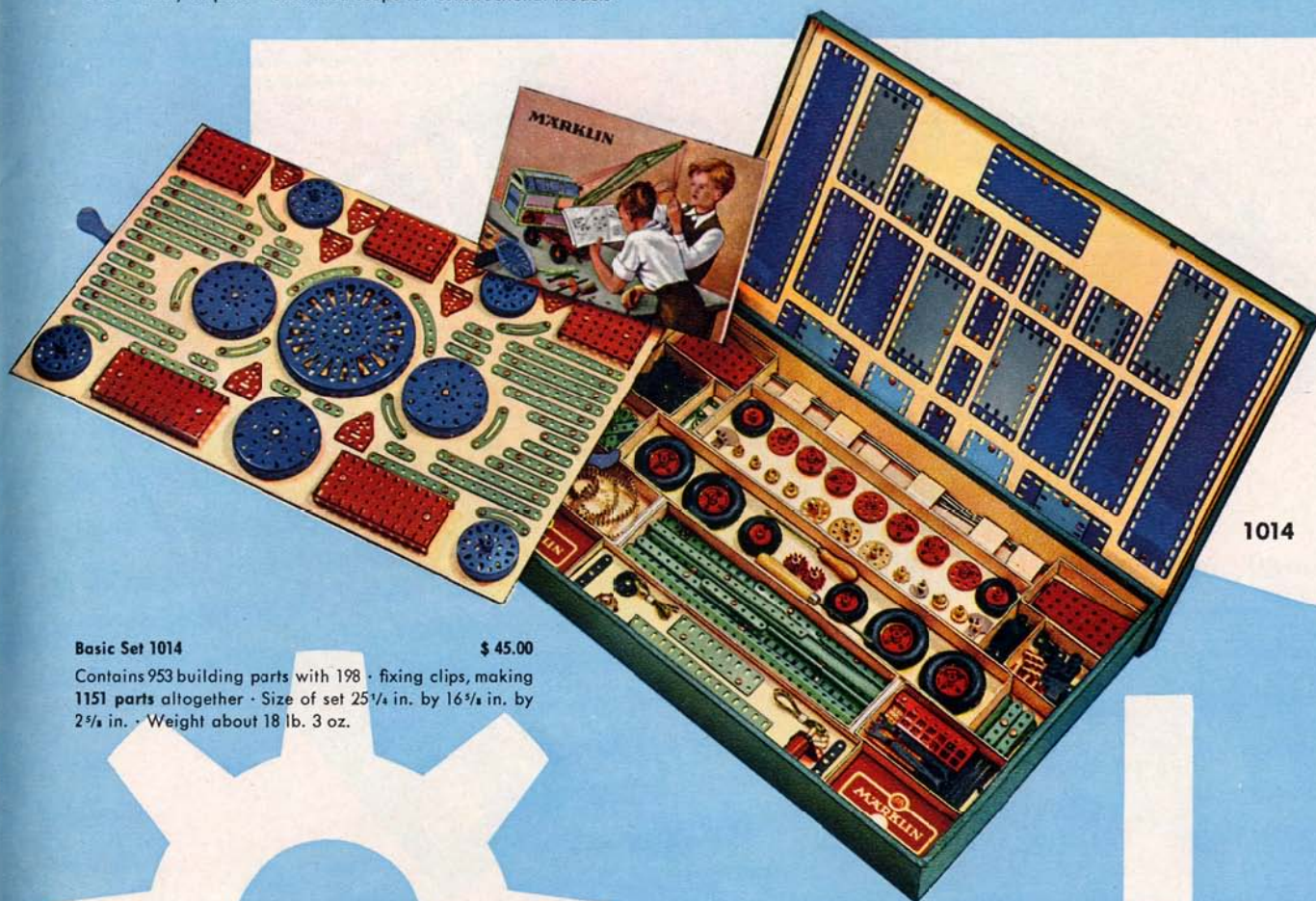
Set 1013 can be built up into basic set 1014 by the addition of supplementary set 1033



## Basic Sets

Great variety of parts - Unlimited scope for constructional models

**MÄRKLIN**



### Basic Set 1014

\$ 45.00

Contains 953 building parts with 198 fixing clips, making **1151 parts** altogether - Size of set 25 1/4 in. by 16 1/4 in. by 2 3/4 in. - Weight about 18 lb. 3 oz.

A MÄRKLIN Metal Building Set is the plaything of our technical era that never fails to arouse the enthusiasm of our youngsters. The inexhaustible possibilities for making up the parts into different models stimulate the imagination, quicken the perception and promote technical ability. The perfection and realism of the models increase from set to set, culminating in basic set 1014. This last set can be brought up to basic set 1015 by the addition of supplementary set 1034 or the two supplementary sets 1035 and 1036.

Fair Trade prices in US Dollars



# MARKLIN

The casing plates that will be found at the top on the cover of the set will add considerably to the appearance and finish of the models. They can be fixed by the same clips that also fasten the plates to the cover of the set.



Basic Set 1015

Basic Set 1015 \$ 85.00

Contains 2039 building parts with 140 fixing clips, making 2179 parts altogether. The set measures 25 1/4 in. by 16 1/4 in. by 3 1/4 in., and weighs about 32 lb. 10 oz. The MARKLIN 1015 metal building set is the finest of all the sets and is unsurpassed for either the versatility or the quantity of its contents. Models of even the largest originals can be built without any difficulties on the score of material. The possession of this set is the realisation of every youngster's dream, and it is to be said with justification that in providing a never-ending source of pleasure it is also one of the most interesting gifts a youngster can be presented with.

The Numbers of Building Parts in MARKLIN Metal Building Sets

Basic Set No.	No. of parts		Supplementary Set No.	No. of parts	
	without	with fixing clips		without	with fixing 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



## Supplementary Sets

The enlargement of any basic set to the next higher number is done by supplementary sets, their contents, together with the original set, forming the new basic set. If, for instance, you already have basic set 1011 and want to make it up to the contents of basic set 1012, then you require supplementary set 1031.

### Summarised:

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



Supplementary Set 1032

Apart from the supplementary sets just mentioned above, every MARKLIN Metal Building Set can be added to by separate parts insufficient in number for an intended model, or by special parts not contained in the sets. A separate List of these parts, as well as the parts themselves, can be had from all toy dealers that stock MARKLIN products.

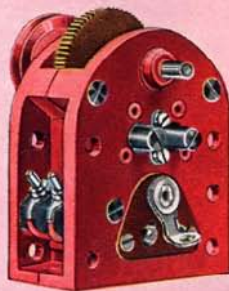
## Motors for driving Models built from the Sets

Every youngster will have taken great pleasure in putting together correctly, one after the other, the models shown in the Instructions books, and how great will be the jubilation, then, if the models can be driven by a clockwork or electric motor. The three motors shown below are very suitable for the models; for the smaller ones we recommend either the clockwork or simple electric motor, with the universal motor for the larger models.

### Clockwork Motor

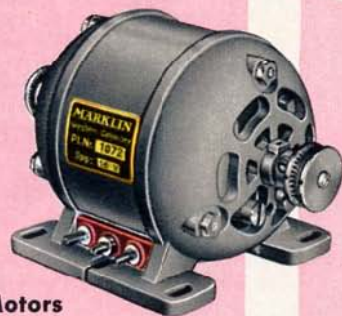
1070 \$ 9.50

**Clockwork Motor**, reversing, to run either clockwise or anti-clockwise, and also slow or fast. Driving shaft with adjusting collar. Brake lever. Packed in carton with key for winding and instructions. 4 1/4 in. high, 3 1/4 in. wide, 7/4 in. deep. Weight 19 1/4 oz.



1071 \$ 9.50

**Electric Motor**, simple type. Reversing, to run either clockwise or anti-clockwise. No-load speed about 1500 r.p.m. Runs on 16 volts and so can be connected to any MARKLIN Railway transformer. Accessories: Two cables 7080. 2 1/4 in. high, 2 in. wide, 2 in. deep, weight 3 1/4 oz.



### Electric Motors

1072 \$ 18.50

**Universal Electric Motor**, 16 volts. With cable and reversing switch for reversing the direction of rotation by remote control. Two belt pulleys giving different speeds and running in opposite directions, controlled by the transformer. No-load speed approximately 3000 and 1100 r.p.m. A very efficient motor suitable for the largest building set models, as well as for driving dynamos and working models of all kinds. (It is advisable to use only a transformer of the 6100 Group for this motor). With three connecting plugs. 2 1/4 in. high, 3 1/4 in. wide, 2 1/4 in. deep. Distance between pulley grooves 3 3/4 in. Weight 17 1/2 oz.

Fair Trade prices in US Dollars



Some of the special parts from the extensive range available, obtainable from any toy dealer.



## Experimental Transformer

**Transformer** - Output 16 VA  
Weight about 2 lb. 6 oz. - Size,  
4 1/4 in. by 3 1/4 in. by 2 1/4 in.  
(For further particulars see page 34)

6050 for 110 volts, \$ 9.95  
U. S. A. pattern



## ELEX Electrical Experimental Sets

The MARKLIN-ELEX experimental sets are complete in themselves; familiarity with them will teach our youth something about the essentials of magnetism and electrical engineering. Special parts contained in Set 1062 or 1053, as the case may be, enable experiments to be carried out up to the level of the resistance or measuring bridge, or even up to a working telephone system. In addition to all the necessary parts, each set contains a very complete Instruction Book with numerous illustrations about all the more important experiments, and with the help of this book, a pocket-lamp battery is all that is needed to start experimenting. A Group 6000 transformer is suitable for working the ELEX models, connected to an A. C. lighting current supply. The 1052 basic set can be made up into basic set 1053 by the addition of supplementary set 1062.



ELEX 1052 \$ 11.50

**Basic Set** for about a hundred experiments, with instruction book - 17 in. by 11 1/2 in. by 1 1/2 in.

\$ 15.95  
**Supplementary Set ELEX 1062**  
makes up ELEX 1052 into ELEX  
1053

Please state the voltage of the current supply when ordering - Full instructions for the use of this transformer are given in the Instruction Book - Two transfer contact plugs are included in the ELEX sets

*Fair Trade prices in US Dollars*



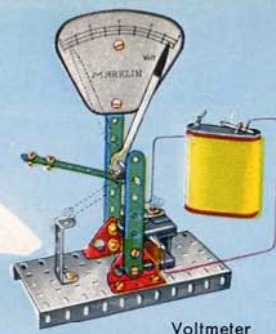


Basic Set for over one hundred and sixty experiments, with Instruction Book · 23 in. by 12 1/4 in. by 2 3/8 in.

ELEX 1053  
\$ 26.00

## ELEX-Models

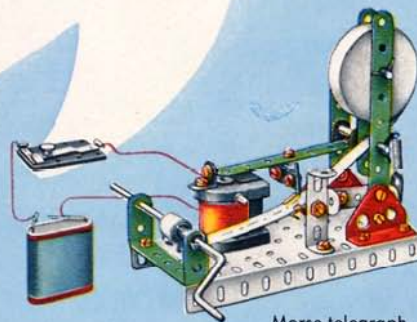
Some examples of working models, made up from the MARKLIN-ELEX sets:



Voltmeter



Telephone



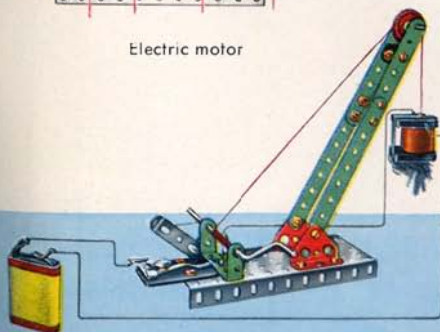
Morse telegraph



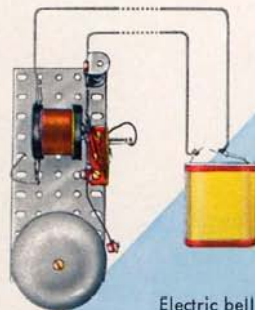
Electric motor



Galvanometer



Crane with lifting magnet



Electric bell



Lamp with concave reflector



# MÄRKLIN



*fauniz 58*