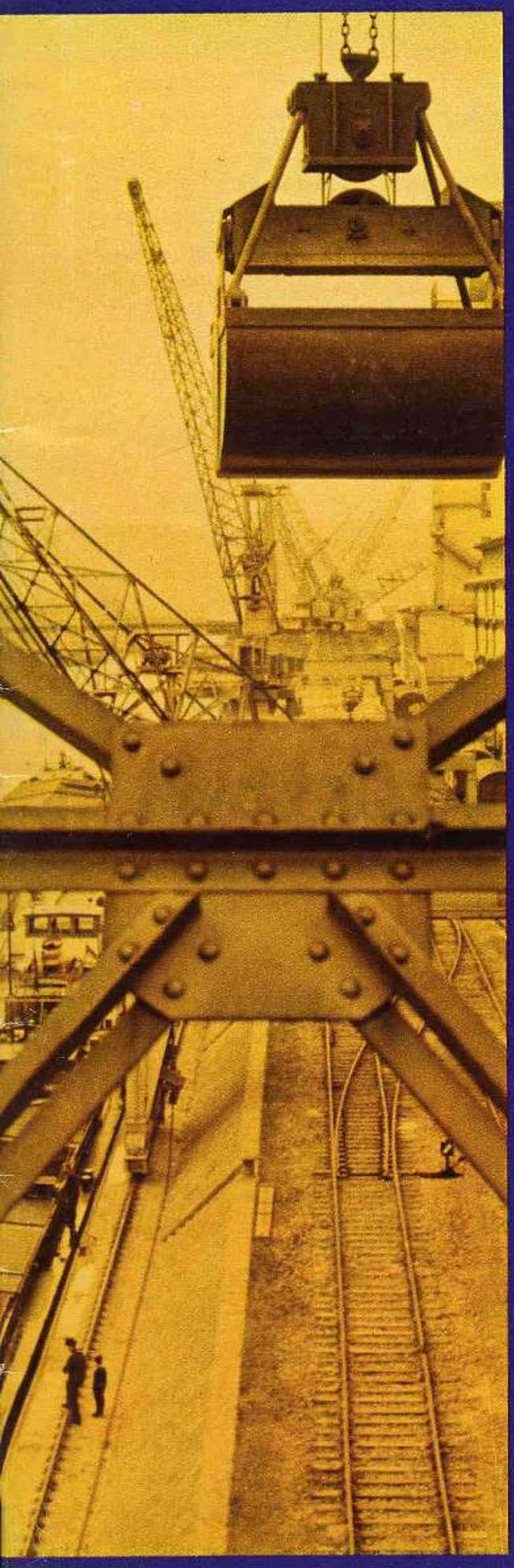
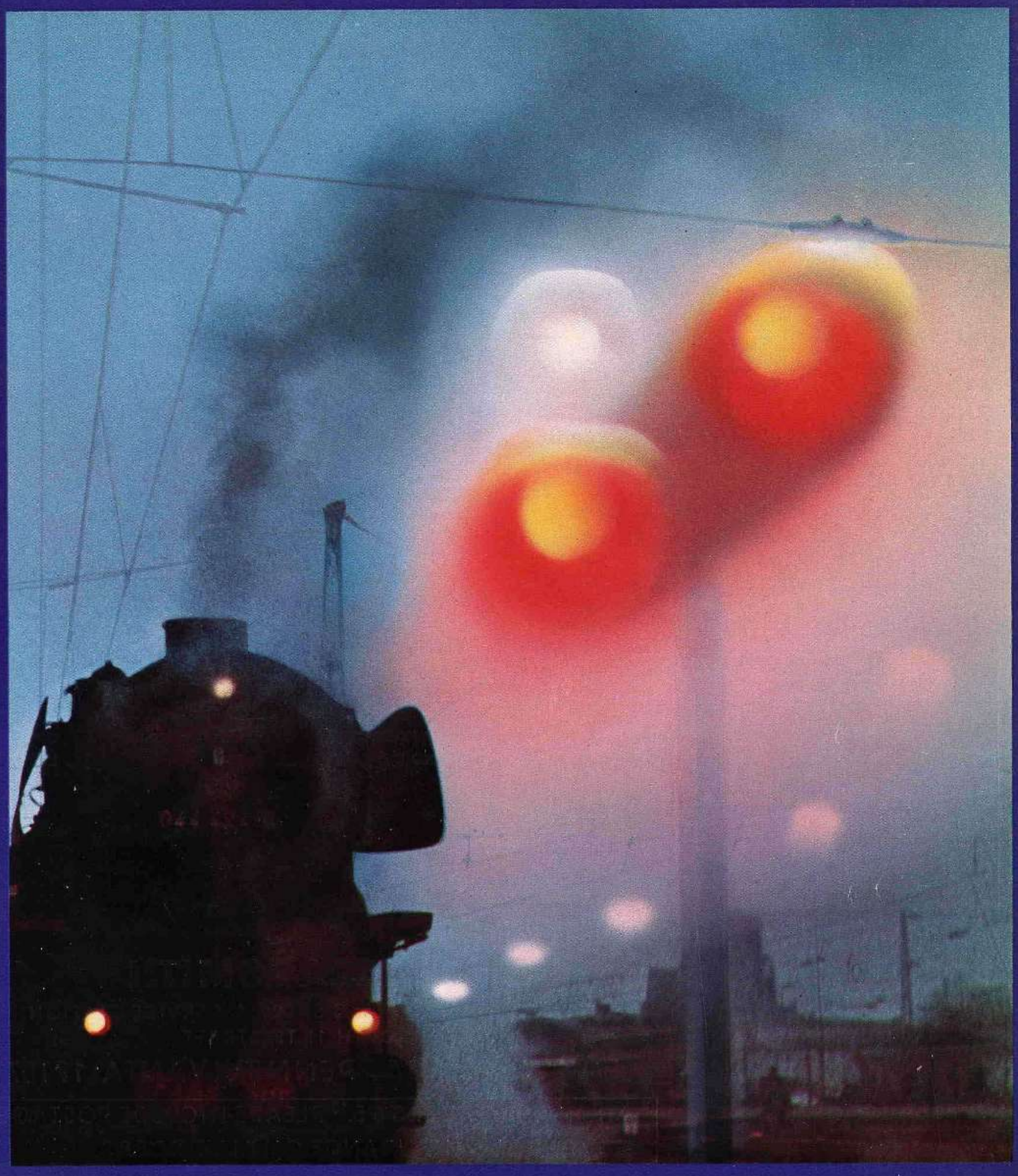
MÄRKLIN





1969 E USA
50 cts.

WHY A MÄRKLIN MODEL

Märklin electric trains are best for...

. . . the exciting first train. A beautiful gift box with sturdy locomotive, cars with automatic couplers, track oval and a powerful transformer. Everything assembles in minutes for the beginning of a lifetime hobby.

. . . the exciting train that grows. This catalog shows hundreds of add-on items. The smaller ones are best for the small beginning layout. All will be used in the larger model railroad to follow.

. . . the train that's made to be played with. Small locomotives and cars are easy to put on the track, seldom come off the track enen at high speed. All are copies of real railroad equipment, yet the track can be laid across the floor for playing with blocks and other toys.

. . . the worlds largest assortment of trains and accessories. We developed H0 trains in 1936 after 50 years experience with the larger gauges.

. . . the miniature railway for people who want to run trains, not just look at them. If it can be done by the real trains it can be done by MÄRKLIN trains—real easily.

MÄRKLIN model railways offer features that are exclusive with our system:

1) The reliable current distribution of MÄRKLIN H0 track.
2) The use of A.C. current for both trains and accessories.

These two features combine to provide you a model railroad that is always reliable and trouble free. With our simple A.C. transformers there is no need to know electrical wiring. Less wiring is required with the color coded, plug in system. Less cleaning of rails, wheels, gears and motors. No soldering needed, no special wire connecting clips.

MÄRKLIN H0 Gauge Track

There are two types: the well known MÄRKLIN-M-(Metal) track and the newly developed MÄRKLIN-K-(Plastic) track. Both types offer the same reliable electrical distribution characteristics and are also equal in their ability to feed current from the center studs to the ski-type current pick ups on the locomotives.

The basic construction of the two types of track differs. With the M-Track, perfectly formed black rails are mounted on an all metal roadbed featuring simulated ties and rock ballast. In contrast, the K-Track consists of finely detailed plastic ties, into the bottom of which is inserted a metal center rail conductor in such a way as to allow only the points of the contacts to barely project, almost invisibly, upwards through the ties. The silver colored, metal profile rails are securely mounted onto the plastic ties.

There are three electrical connections on the M-Track. A sprung metal tongue on the center stud section and two all metal railjoiners at each end of the rails.

With the new K-track, there are six mechanical connections as follows: 2 running rail jolners, two spring connectors for the center stud section and two snap connectors on the plastic tie base.

This MÄRKLIN stud contact system provides the most reliable current distribution for model railroads. The current is fed through the almost invisible center studs located in the center of the ties, and is then led to the ski type current pick ups located on the bottom of the locomotives, the pickups being barely visible when the locomotive is on the track. Although contact between the pick up and only one stud point would be sufficient, the pickup actually rest on several contacts at one time, and therefore also keep the contacts always clean.

The path of the current is from the center studs to the pickup shoe, to the motor and then flows through all the locomotive and tender wheels to the running rails and finally back to the transformer. As you can see this provides a system that will give you good current pickup even when a certain part of the rails or wheels are dirty.

Because of this three rail system, any configuration of track can be laid, crossings, reverse loops, turning wyes, etc. without any special switches or wiring.

The MÄRKLIN track system is designed so that almost any layout form can be designed, yet a triple mainline layout, with sidings, will fit on a trainboard no more than 36″ wide. Adapter track sections are available which will connect the M-Track to the new K-track.

YOUR FRIENDLY MÄRKLIN DEALER:

See your dealer for all MÄRKLIN needs and repairs, ad deliveries cannot be made from the factory to private parties. Sales are subject to change in manufacture and design. Measurements are given without guarantee. The publication of this catalog supercedes all previous ones.

RAILROAD

A.C. Current Operates Everything

The trains, lights, turnouts, points, signals and all the other exciting accessories all operate off reliable A.C. current; never a need for two types of power supply. Even the TELEX coupling requires the same basic current only.

Every MÄRKLIN Locomotive Reverses by Remote Control

The same throttle knob that controls the speed of the train reverses the locomotive. Even small hands learn precise train control quickly. Our exclusive reverse unit, mounted in the locomotive, allows any train to be run over the entire track system, regardless of the wiring or the track configuration. This feature is especially useful when used with our automatic train control, running over changing routes.

The MÄRKLIN Overhead Catenary

Special clip on mast and flexible contact wires allow an easily assembled, easily changed catenary system.

The locomotives with pantographs actually can pick up power fron the overhead wires. A hand lever on the bottom of the locomotive changes the current pickup from the rails to the overhead wires.

For maximum operation with your MÄRKLIN locomotives, the catenary wires can be connected to a separate transformer from the rails. This will allow you to run two separate locomotives on the same section of track, completely independant of each other.

Locomotives have extra pulling power

All MÄRKLIN Locomotives, large and small, have special rubber tires and precision gearing to the drive wheels, for geater pulling power. Trains coast to a realistic stop when the power is turned off.

Track may be insulated at any point

Simply insert paper between the center tongues on M-Track, or the plastic insulator on K-Track. No other equipment of special pieces of track ar needed.

The MÄRKLIN Couplers

The MÄRKLIN couplers are mounted in the center of the ends of all equipment so that they can be placed on the track in either direction. All the different types of couplers will mate with each other.

The Automatic Couplers

Simply push the cars together and they are automatically coupled. Lift the end of the car and they are uncoupled, or use the electric uncoupling track for a more realistic train operation. Its easy and foolproof for fun operation.

RELEX, the automatic coupler with delayed uncoupling action

With this coupler, after the cars are uncoupled over the uncoupling track, the couplers remain open allowing you to push the cars farther down the track for more realistic yard switching. All model freight cars and passenger coaches are equipped with MÄRKLIN RELEX couplers.

The TELEX coupler, the ultimate system

Some locomotives (see pages 9, 10, and 21) are fitted with the TELEX couplers. This is operated from the transformer, through the reverse unit, allowing you to uncouple the locomotive from the train anywhere on the layout, with out any other special equipment. The TELEX coupler system is another exclusive feature of MÄRKLIN trains.

MÄRKLIN Signals for added enjoyment

Our vast range of signals help you complete your model railroad. Our famous automatic multi-train control can be installed easily by non-experts. Color coded wires plug into contact tracks, and the moving trains do the rest.

MÄRKLIN is easy to set up

Basic instructions with clear illustrations, printed in English, are provided with all equipment. Books include track plans, signal manuals and general handbooks.

Our No. I Gauge Trains are described on pages 54—57.

Contents:

Train Set, Ready to Run	in H0 Scale	2— 7
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Pickup Shoes, Locomotive Tires, etc. 13

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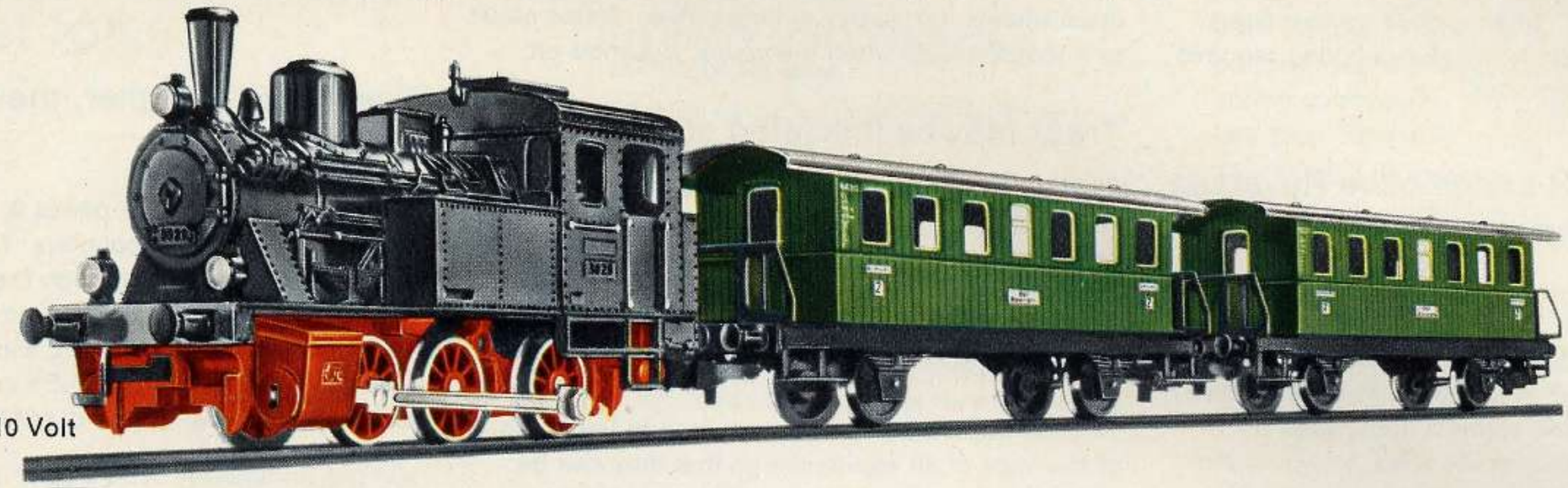
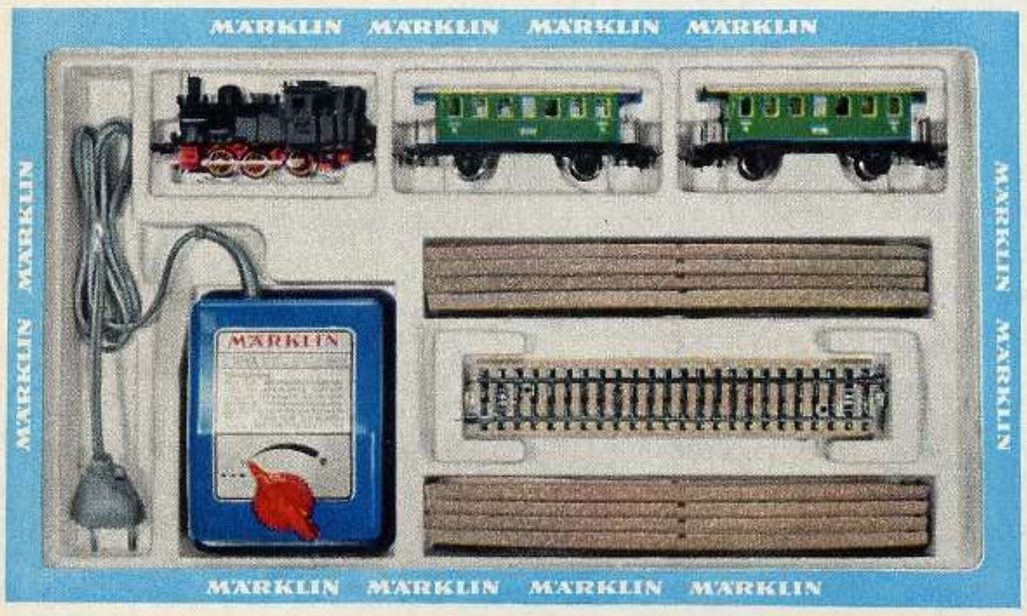
GEBR. MÄRKLIN & CIE. GMBH · 732 GÖPPINGEN/WÜRTT.

Train Sets to start your Railway System

oval track and reversing transformer to operate your train and accessories



2955 110 Volt



The transformers in these starter sets are not sold separately.

2975 110 Volt

2815 110 Volt

These transformers must be used only with Alternating Current (A.C.)

2955 Passenger Train with Transformer

With locomotive, 2 passenger cars, 8 curved track 5120, 1 straight track 5106, 1 feeder track 5111, and a transformer · Train 13½" long

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

2975 Freight Train with Transformer

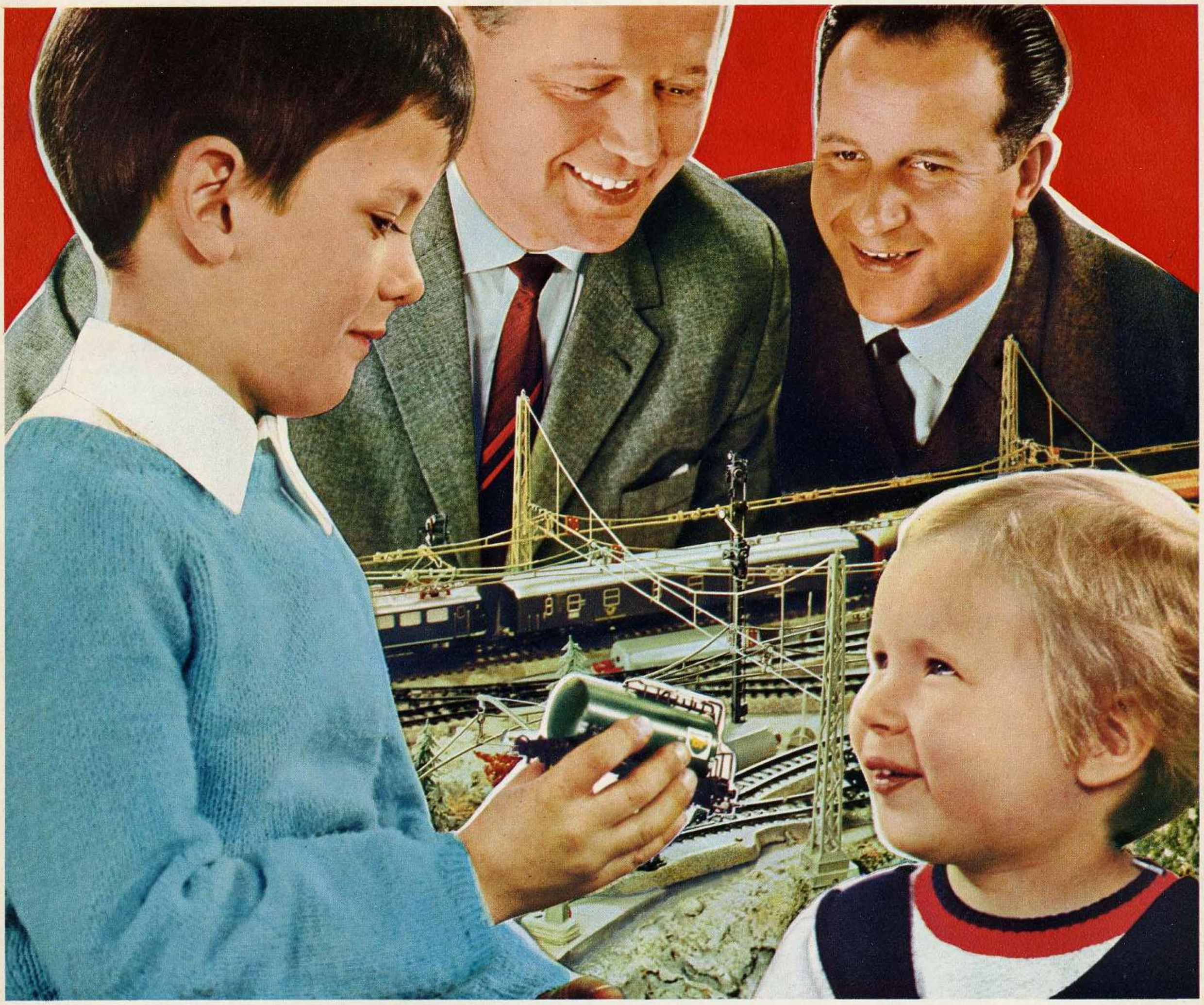
With 3000 locomotive, 2 freight cars, 12 curved track 5100, 1 straight track 5106, 1 feeder track 5111, and a transformer · Train 12½ in. long

New **2815** Freight Train with Transformer

With locomotive 3000, 2 freight cars, 12 curved track 2121, 1 straight track 2100, 1 feeder track 2190, 2 cables, and 1 transformer · Length of train 12½"

For enlarging train sets 2955 and 2975 we recommend the

WE PREFER MÄRKLIN



The train that is made to be played with. Locomotives and cars are easy to put on the track, seldom come off even at high speed. An assortment of model railway equipment to delight both the child and the adult hobbiest. An exciting that grows . . . this catalog shows hundreds of add-on items, the smaller ones are best for the beginning layout. All will be used in the larger model railroad to follow.

MÄRKLIN Train Sets come in attractive gift boxes.

Supplementary Track Sets 5090 and 5091 on page 41.

MÄRKLIN

Train Sets
without Transformer and with

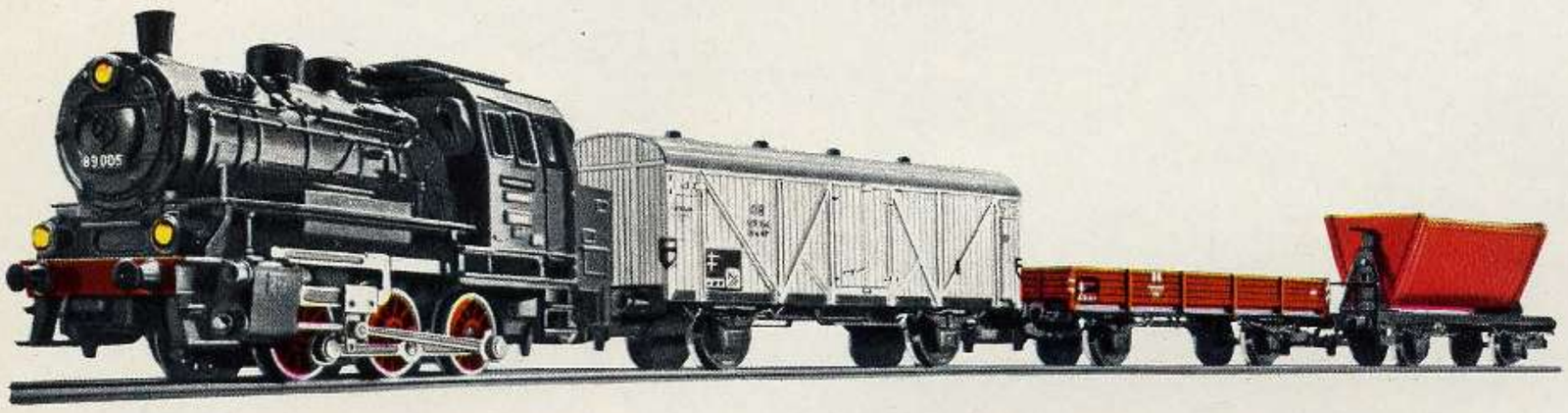
H0 SCALE

These train sets supplied in a sturdy gift box, designed to safely store the train, provide the beginning of a model railroad layout. Naturally, there is more fun and enjoyment when your passenger and freight trains can make longer trips, and the cars can be switched in the yards. The track addition sets shown on page 41 show how easy it is to extend your basic set for more enjoyment. The layouts take a minimum of space and are can be quickly assembled and taken apart. The track can be stored back in the box when you are through.

The starter train sets shown on page 2 contain everything you need to start your layout including the transformer. Only with MÄRKLIN can you find so much pleasure with so small an expense, and this pleasure increases as your track increases. We supply the larger train sets without transformers as they are often bought as gifts to extend the beginners layout, and also because many people prefer to start with the larger transformer which will be necessary for the larger model railroad. (See page 46 for all the MÄRKLIN Transformers.)

3200 Freight Train (without transformer)

Consisting of locomotive 3000 and three freight cars · Twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 16 3/4 in. long



3200

Use with Alternating current (A.C.) only

3203

3184

3203 Freight Train (without transformer)

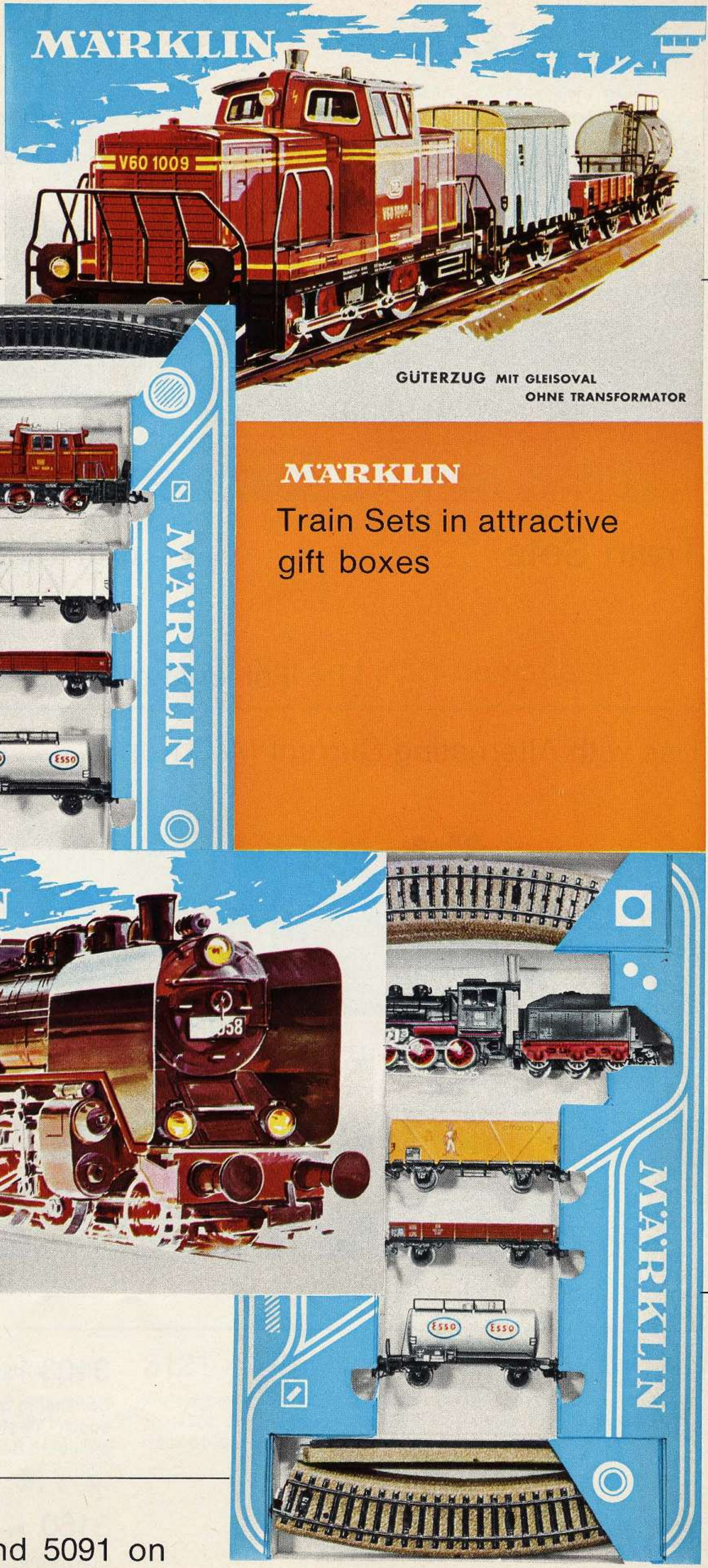
Consisting of locomotive 3003, three freight cars · Twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 21 in. long

3184 Freight Train (without transformer)

Diesel Locomotive 3064 with one each freight cars 4501, 4503 and 4508, 12 curved track 2121, 1 straight track 2100, 1 feeder track 2190, 2 feeder cables · Train about 17 3/4 in. long

For enlarging train sets 3200 and 3203 we recommend the

Track Oval that
can be expanded



Supplementary Track 5090 and 5091 on
page 41.

MÄRKLIN

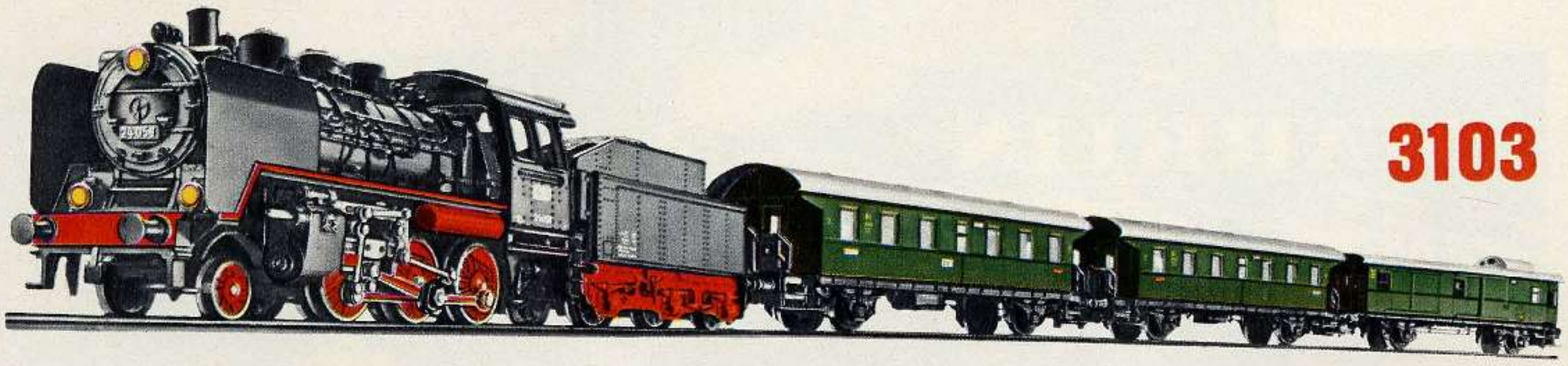
Train Sets

with track oval but without transformer

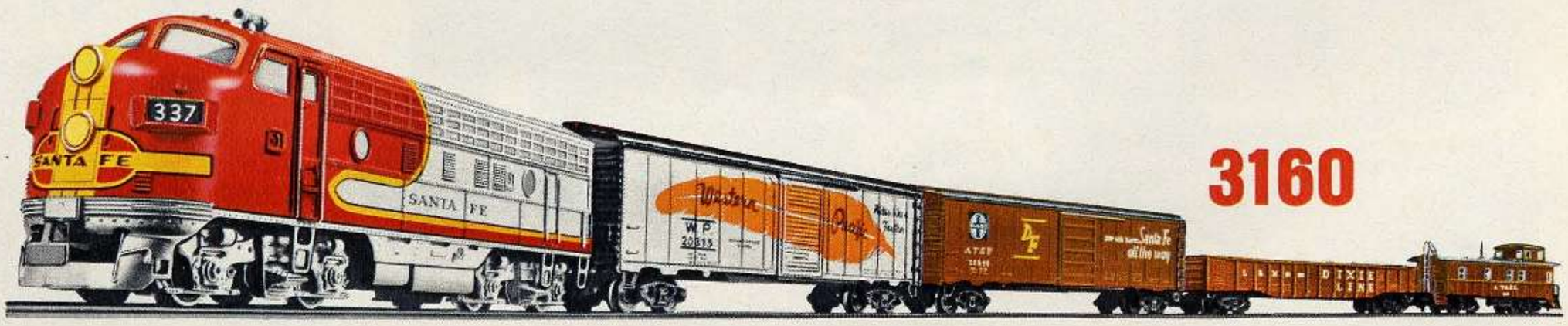
For enlarging train sets 3103, 3121 and 3160 we

Use with Alternating Current (A.C.) only

H0 SCALE



3103



3160

3103 Passenger Train (without transformer)

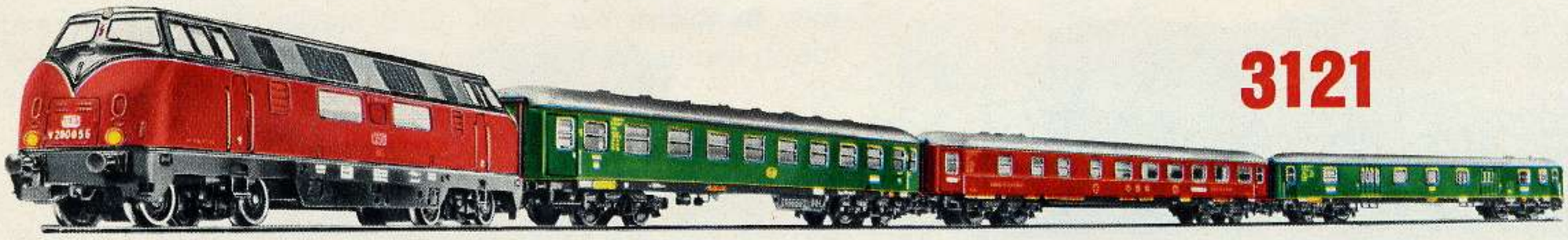
Consisting of Locomotive 3003, two 4002 coaches and one 4003 coach · Twelve 5100 curved and two 5106 straight track sections, including feeder section · Train about 25 in. long

3160 American Freight Train (without transformer)

Consisting of locomotive 3060, caboose 4570, 2 box cars and gondola 4575 · Twelve 5100 curved and six 5106 straight track sections, including feeder section · Train about 36 ¼ in. long

MÄRKLIN

recommend the Supplementary Track Sets 5090 and 5091 on page 41.



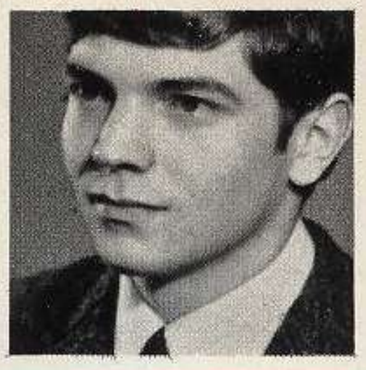
3188 Passenger Train with Turnouts (without transformer)

With express locomotive 3048 with smoke unit, two passenger coaches 4022, 1 restaurant car 4024, 1 baggage car 4026, 14 curved track 2100, 4 curved track 2107, 10 straight track 2131, two straight track 2132, 2 straight track 2134, 1 pair of remote control turnouts 2161, 1 feeder track 2190, 1 control panel 7072, 6 connecting cables · Train 50 in. long

3121 Passenger Train (without transformer)

With diesel locomotive 3021, passenger coach 4022, restaurant car 4024, and baggage car 4026, 12 curved track 5100, 6 straight track 5106 including feeder track · Train 38 ½ in. long

WE PREFER MÄRKLIN



3029 ▼ Tank Locomotive

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

H0 SCALE

3029
TANK SWITCHER · A model of a six-wheeled 0-6-0 locomotive as used in large industrial concerns · Remote control reversing, and fitted with two special rubber tires to increase pulling power · Dull black plastic with a cast metal frame; coupling hooks both ends · 4 in. long over buffers

3001 ▼ Electric Switching Locomotive

3001
ELECTRIC SWITCHING LOCOMOTIVE · A model of six-wheeled 0-6-0 (C) Class 163 (E 63) locomotive on the German Federal Railways · Gear-driven jackshaft, reversing by remote control · Two rubber tires to increase pulling power · Two working headlamps at either end that are switched over automatically when the locomotive reverses · Selector lever for optional working from either the overhead contact wire or surface contact · Red plastic body with handrails specially mounted and numerous details · Cast metal frame; windows with cellon glazing · Strong coupling hooks at both ends · 4¾ in. long over buffers

The "DHG 500" Diesel-hydraulic Locomotive

3078

3078
DIESEL LOCOMOTIVE · A model of a six-wheeled 0-6-0 (C) Works locomotive known as the DHG 500 type · All axles are driven, with two special rubber tires to increase pulling power · Remote control reversing · Three working headlights, front and rear · Blue plastic body with two silver decorative bands · Window openings backed with cellon · Die cast metal frame · Side frames with scale reproductions of the axle boxes · Strong coupling hooks at both ends · 4²/₅ in. long over buffers

3080

3080
DIESEL LOCOMOTIVE · A model of a six-wheeled 0-6-0 (C) Works locomotive · All axles are driven and there are two special rubber tires to increase pulling power · Remote control reversing · Yellow plastic body with two dark decorative bands; pressure-cast frame · Strong coupling hooks at both ends · 4²/₅ in. long over buffers

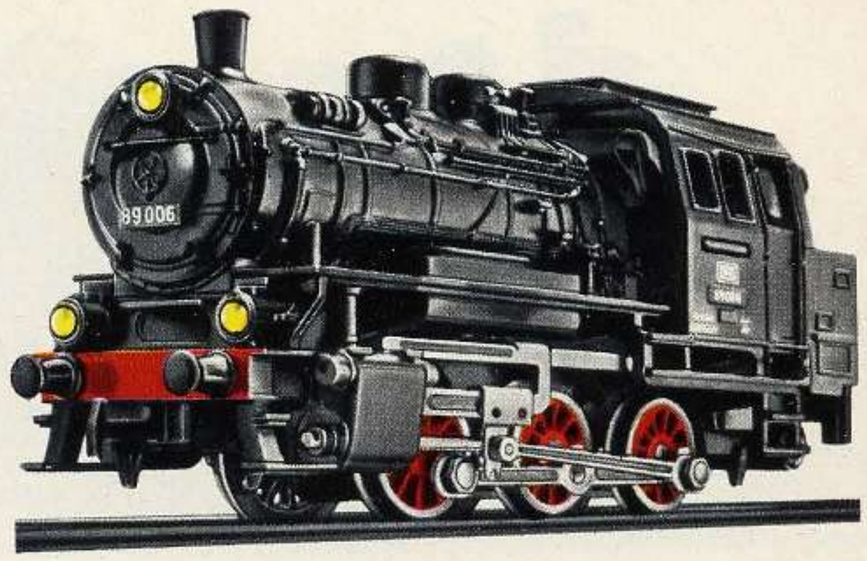
Richard Kandler:
– BECAUSE OF THE FINE DESIGN AND SCALE REPRODUCTION –

Reinhard Wanka:
– BECAUSE MÄRKLIN PRODUCTS LAST SO LONG –

MÄRKLIN

René Brandt:
MÄRKLIN's A.C. system is so clear and easy that even a person without any experience or knowledge of electricity can easily install turnouts and signals without difficulty. I would have never believed that I would be able to wire all the accessories as successfully as I actually did. I have never regretted selecting MÄRKLIN.

Tank Locomotive **3000**



3000
TANK LOCOMOTIVE · A model of the six-wheeled 0-6-0 Class 89 engine in use on the German Federal Railways · Reversing by remote control and with increased pulling power by two special rubber tires on the trailing drivers · Low-geared motor, and three working headlights · Dull black plastic body with cast metal frame · Coupling hooks both ends · 4³/₈ in. long over buffers

Electric Locomotive "EA 800"

Locomotive of this type are designed both road and switching service on industrial lines, and for transfering cars to mainline railroads. They can draw power both from overhead power lines or from internal batteries. Maximum speed is approx. 35 mph. The locomotive with single axle drive developes 39,000 lbs. tractive effort. It wighs 60 tons and measures 32 feet in length.

New **3044**

3044
ELECTRIC LOCOMOTIVE · Model of the Mehrsystem-Industries Type EA 800 industrial locomotive · Six-wheeled with all axles powered · Two rubber tires to increase pulling power · Remote control reversing · Three working headlights on the front · Red plastic body with silver stripes · Single bar pantograph mounted on roof · Clear plastic windows · Metal die cast frame, painted grey, with finely detailed journal boxes · Coupling hooks at both ends · Length 4¹/₂" over buffers

The prototype of these small diesel locomotives with hydraulic transmissions are approximately 40 feet long and yet pack many hundred horsepower under the hood. The locomotives are equipped with heavy duty transmissions which allow them to be used for long periods of time without service. These industrial locomotives (MÄRKLIN models 3078, 3080) are designed with windows at the bottom of the engineers cab which allows direct vision to the buffers for accurate switching.

Diesel Hydraulic Switching Locomotive "260" (V60)

With the MÄRKLIN-TELEX-COUPLING **3065**

3065
DIESEL LOCOMOTIVE · A model of the six-wheeled 0-6-0 (C) Class 260 (V 60) locomotive on the German Federal Railways · The three axles are driven and reversing is by remote control · Two special rubber tires to increase the pulling power · Three working headlights, front and rear, exactly the same as on the full-sized original · Red plastic body with numerous details and inset windows with plastic frames · Die cast metal frame · MÄRKLIN TELEX COUPLING at both ends · 4³/₄ in. long over buffers

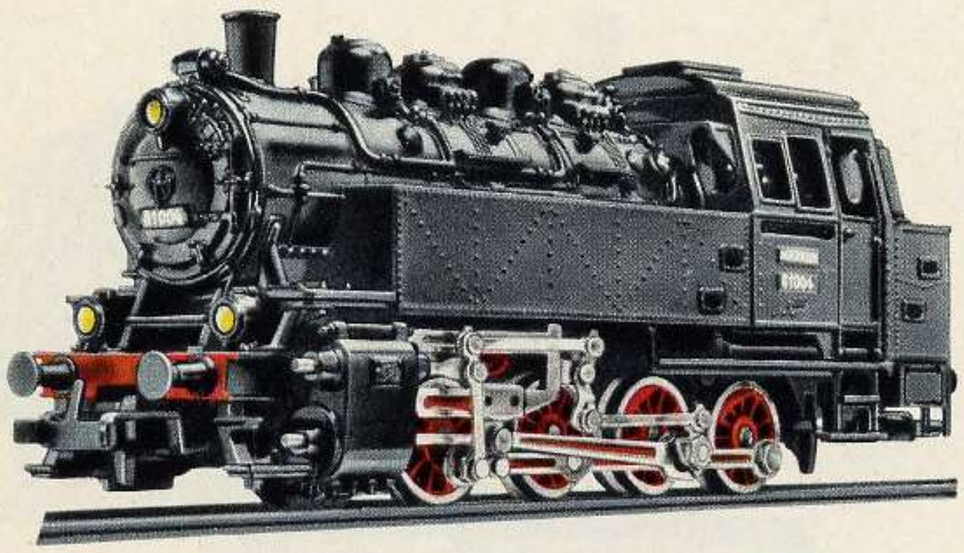
with normal COUPLERS **3064**

3064
DIESEL LOCOMOTIVE · A model of the German Federal Railways Class 260 (V 60) · SIMILAR TO THE 3065 BUT WITH ADVANCE COUPLERS AT EACH END, NOT TELEX COUPLERS

WE PREFER MÄRKLIN

Hans Riedl:
– FANTASTIC RELIABILITY –

3031 Tank Locomotive with the MÄRKLIN TELEX COUPLING

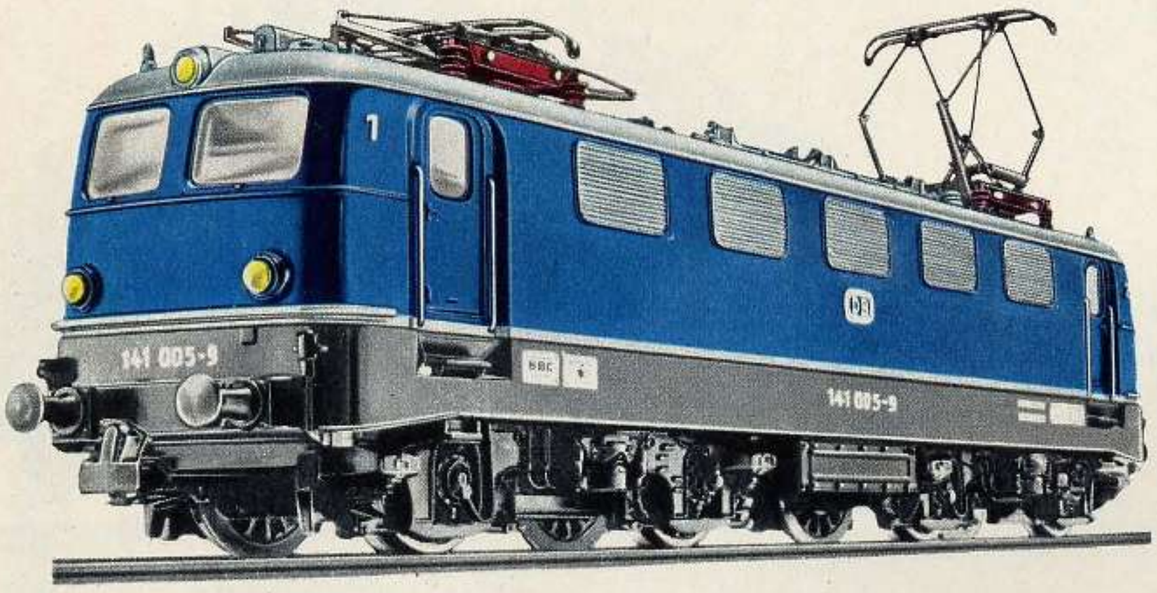


THE MÄRKLIN TELEX COUPLING

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

3031
TANK ENGINE · A model of the eight-wheeled 0-4-0 Class 81 engine on the German Federal Railways · Two rubber tires to increase pulling power; simulated Walschaerts valve motion, and reversing by remote control · Three working headlights at each end · Cast metal frame with all-metal body finished in dull black · MÄRKLIN TELEX COUPLING at both ends · 5 in. long over buffers

3034 "141" (E41) Multi-purpose



Locomotive Kit "141" (E41)

3937
ELECTRIC LOCOMOTIVE KIT · This kit contains every thing necessary to build Model 3037 locomotive, except the light bulbs which must be purchased separately · The only tools needed are a screw driver and a pair of pliers · No soldering or painting is necessary · Complete illustrated instructions are included with the kit · The locomotive kits are more diffecult than the car kits

3034
ELECTRIC LOCOMOTIVE · A model of the German Federal Railways' eight-wheeled 0-4-4-0 (Bo-Bo) Class 141 (E 41) locomotive · Both axles of the trailing bogie are driven and there are four special rubber tires to increase pulling power · Reversing by remote control, three working headlights, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two springloaded pantographs on roof · Blue all-metal body with silver roof and fixed buffer beams · Windows glazed with cellon · Coupling hooks with the Advance uncoupler both ends · 7 in. long over buffers

3072 Diesel Hydraulic Locomotive "212" (V100)

The 212 (V 100) is a multi purpose diesel a full 40 feet long and weighing 63,2 tons. The new types have 1350 horse power, which is transmitted hydraulically through universal drive shafts to all four axles.
In order to use the locomotive for both freight and passenger service a special dual ratio transmission is provided, that can be operated from the cab.
In the low ratio the locomotive has maximum power but a fairly low speed 44 mph, while in high ratio is reaches speeds of 65 mph.

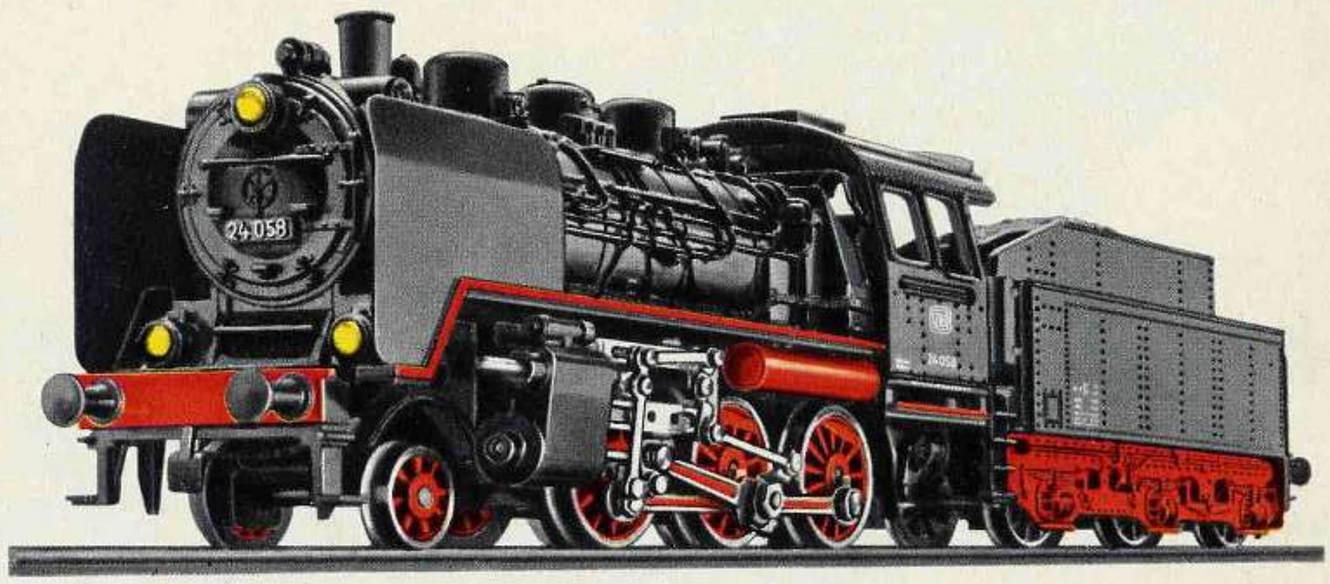
3072
DIESEL LOCOMOTIVE · A model of the eight-wheeled truck (BB) Class 212 (V 100) diesel of the German Federal Railways · Four wheel drive with rubber tires to increase the pulling power · Remote control reversing · Three working headlights at each end · Die cast metal underframe with solid buffers · Red plastic body with fine details, scale handrails · Windows inset in plastic frames · Automatic couplers (RELEX) at each end · 5½ in. long over buffers
The front and rear cabs of the 3072 could be kept narrow as on the prototype due to a specially designed motor and gear arrangement.

– MÄRKLIN TRAINS HAVE BEEN RUNNING ON MY LAYOUT FOR 20 YEARS –

Mixed Traffic Steam Locomotive

3003

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

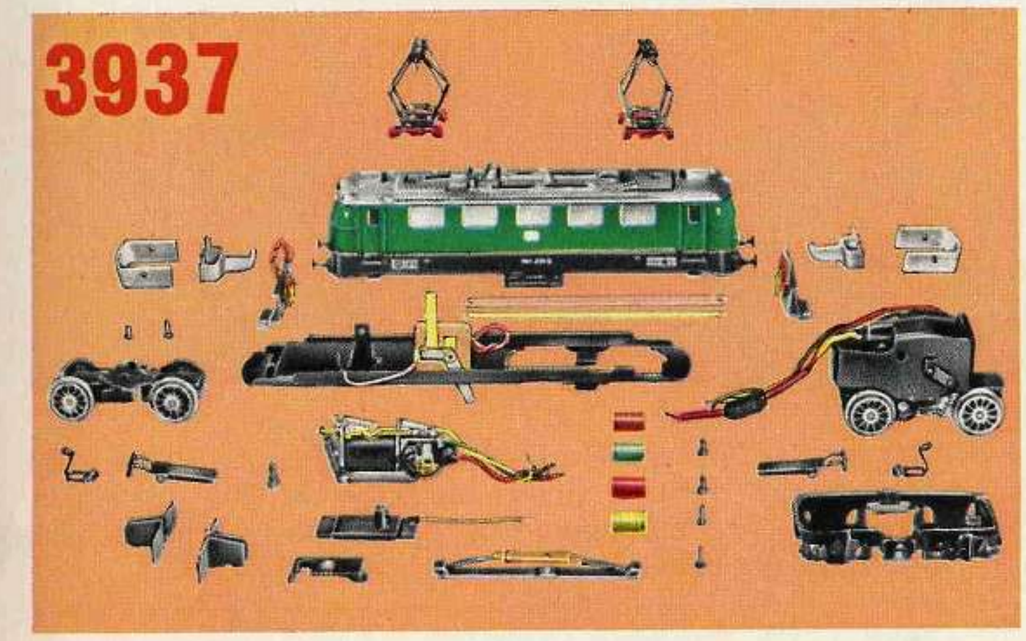


3003
PASSENGER LOCOMOTIVE WITH TENDER · A model of the eight-wheeled 2-6-0 Class 24 engine on the German Federal Railways · Reversing by remote control and with simulated Walschaerts valve motion · The leading truck is kept down on the track by a spring so that there is no risk of derailment · Two special rubber tires to increase pulling power; special low gearing · Three working headlights · Dull black plastic body on pressure-cast zinc frame · Tender close-coupled to the engine, with all details of the six-wheeled riveted construction reproduced · Coupling hook in front with RELEX automatic coupling with the Advance uncoupler on the tender · 8 in. long over buffers

Electric Locomotive

3037

The in service weight of the 141 (E 41) locomotive is 66.4 tons and is 50 feet in lenght. Its four traction motors exert 3100 horse power with a maximum speed of 75 mph. These locomotives are used for both fast passenger and freight service and are seen finished in either blue or green.



3037
ELECTRIC LOCOMOTIVE · A model of the German Federal Railways' Class 141 (E 41) locomotive · Similar to No. 3034 but with green body

Diesel Locomotive "216" (V 160)

3075

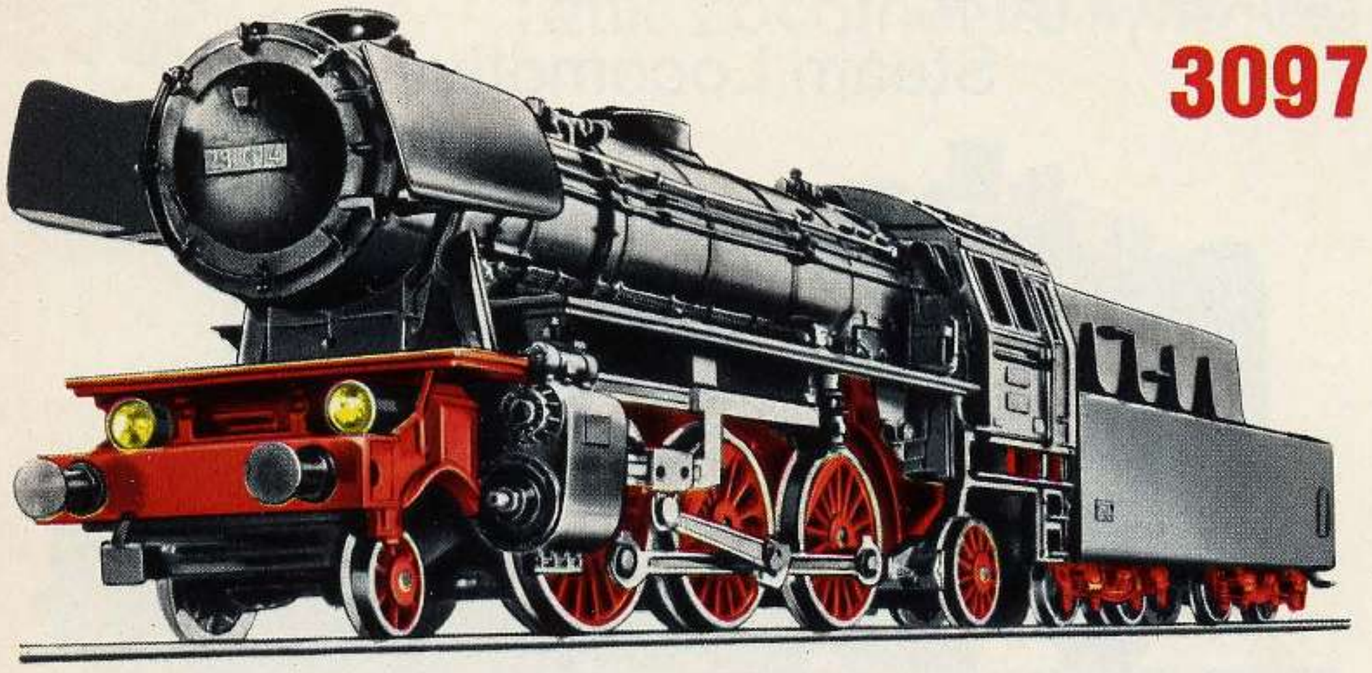
The 216 (V 160) locomotive designed for medium main-line service, develops 1900 horse power giving it a maximum speed of 75 mph. It is 52 feet long and weighs 79 tons fully serviced.

3075
DIESEL LOCOMOTIVE · A model of the eight-wheeled 0-4-4-0 Class 216 (V 160) of the German Federal Railways · Four wheel drive with rubber tires to increase the pulling power · Remote control reversing · Three working headlights at each end · Red nad grey plastic body with scale details, grey roof · Windows inset in plastic frames with simulated windshield wipers · Die cast metal frame with solid buffers · Automatic Advance couplers (RELEX) at each end · 7 in. long over buffers

HAMO **8375** The same model as 3075, but for operation on two rail, D.C. (see also page 17)

WE PREFER MÄRKLIN

Werner Hammacher:
– LOW COST –
HIGH OPERATING RELIABILITY –
MAINTENANCE NO PROBLEM –
– MAKES RAILROADING MORE ENJOYABLE –



3097 Modern Steam Locomotive

3097
LOCOMOTIVE WITH TENDER · A model of the German Federal Railways Class 023 (23) · Prairie type 2-6-2 wheel arrangement · Wheels driven through the side rods · Two rubber tires to increase the pulling power · Remote control reversing · Leading and trailing trucks are sprung to prevent derailing · Working headlights in front · Dull black all metal body · Die cast metal frame · 8 wheel tender, closely coupled to the locomotive · Couplers on both ends for automatic coupling to cars · Length over buffers 9¾ in.

3022 "194" (E94) Heavy Electric Freight Locomotive

The 194 (E 94) locomotive is the workhouse of the railroads. They have six traction motors with a total of 6350 horsepower, and a service weight of 120 tons.

They have a maximum speed of 56 mph and are used mainly for heavy fright operations. The German Federal Railways have 124 of these impressive looking locomotives now in service.

8322 HAMO

The same model as 3022 but for two rail D.C. operation (also see page 17)

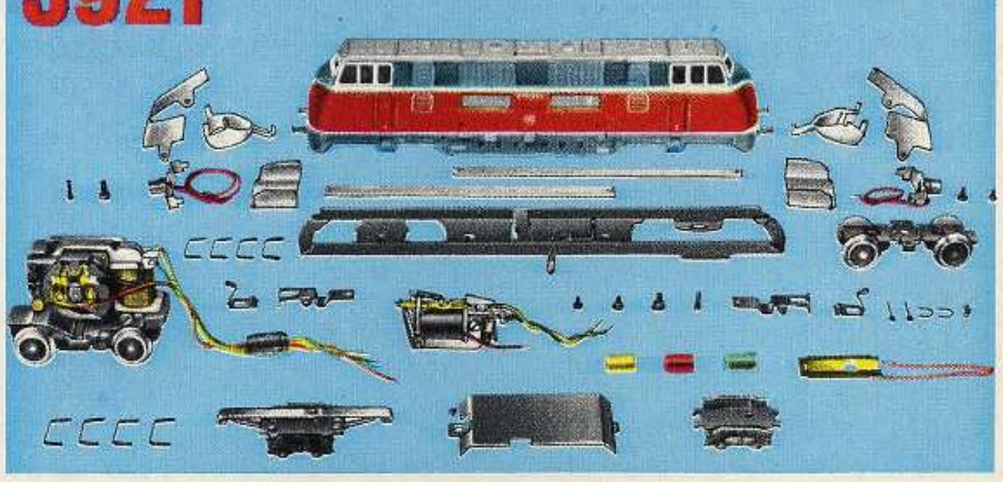
3022
ELECTRIC FREIGHT LOCOMOTIVE · A model of the twelve-wheeled 0-6-6-0 (Co-Co) Class 194 (E 94) locomotive on the German Federal Railways · Three axles are driven and there are four special rubber tires to increase the pulling power · Reversing is by remote control, and the model has three working headlights, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Inset windows with plastic frames · Automatic coupling with the RELEX Advance uncoupler at both ends · 8¼ in. long over buffers

3021 Diesel Hydraulic Express Locomotive "220" (V 200)

3021
DIESEL LOCOMOTIVE · A model of the German Federal Railways 220 (V 200) locomotive with two 4 wheel trucks (BB) · Four wheel drive with rubbers tires to increase the pulling power · Remote control reversing · Three working headlights at each end · Red and grey all metal body with solid buffers and grey roof · Frosted glass windows · Automatic advance couplers at each end · 8¼ in. long over buffers

"220" (V 200) in Kit Form

3921



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

For MÄRKLIN H0 Locomotive:

Current Pickup Shoes

	For locomotives:
7164	3039, 3040, 3043, 3050, 3051, 3066, 3067, 3068, 3070, 3072, 3075
7166	3029, 3044, 3078, 3080, 4060, 4061
7173	3000, 3001, 3003, 3012, 3030, 3031, 3095, 3097
7174	3016, 3048
7175	3015, 3046, 3047
7183	3021, 3073, 3921
7185	3022, 3034, 3035, 3036, 3037, 3038, 3053, 3059, 3060, 3061, 3064, 3065, 3098, 3937

H0 Rubber Tires

	For locomotives:
7152	3048, 3097, 3098
7153	3001, 3003, 3012, 3015, 3016, 3022, 3030, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3043, 3046, 3047, 3050, 3053, 3059, 3064, 3065, 3095, 3937
7154	3000, 3021, 3029, 3031, 3044, 3051, 3060, 3061, 3066, 3067, 3068, 3070, 3072, 3073, 3075, 3078, 3080, 3921

Reverse Unit Spring

7194 Packed with 5 replacement springs

For horn units for MÄRKLIN locomotives, see page 53

Pantograph

New **7218**

7218
Doble Arm Pantograph · With mounting screw

Pantograph

New **7219**

7219
Single bar pantograph · The catenary system must be set very carefully when using the 7219 pantograph · Use only the 7277 at crossings

0241

Smoke Fluid

Oil

7199

7199
Oil bottle containing about 1 oz. of lubricating oil for locomotive and cars

0241
Smoke Fluid in plastic capsule for locomotive 3046, 3047, 3048

Motor Brushes

60030 Replacement brushes for most H0 locomotives

60035 Replacement brushes for 3015

60054 Brushes, contains two replacement graphite brushes for locomotives with permanent magnet (D.C.) motors

Instructions for replacing pick up shoes, tires, and reverse unit springs are contained in the operating instructions supplied with the locomotive.

WE PREFER MÄRKLIN

"BR74"—a MÄRKLIN model in great demand

3095

The superheated steam engines first delivered in 1902 as the T 12 locomotive to the Berlin State Railways' Directorate, and subsequently given the Class 74 description when taken over by the then German State Railways (Deutsche Reichsbahn) proved so very successful for suburban passenger services, especially on the Berlin Circle, Metropolitan and suburban lines that there were nearly one thousand of them in service by 1921. After electrification of the Berlin Metropolitan Line they were allotted to numerous cetres for use on short-distance passenger services, as well as on shunting work at large stations. Their length over buffers was either 38 ft. 8 in., or 39 ft. 8 in. according to their series. Weighing approximately 70 tons in working order they could reach a speed of 50 miles an hour running either forward or tender first.

3095

TANK ENGINE · A model of the German Federal Railways eight-wheeled 2-6-0 Class 74 engine · Fitted with two special rubber tires to increase pulling power and simulated Walschaerts valve motion · Reversing is by remote control; and the leading truck is kept down on to the track by a spring to safeguard against derailment · Three working headlights · Plastic body with pressure-cast zinc frame · Coupling hook in front with Advance uncoupler, RELEX Coupling at rear · 5¼ in. long over buffers

3039

The "110" (E 10) Electric Express Locomotive

The Series E 10 and E 40 electric locomotives (which are now designated as 110 and 140 for use with the German Federal Railways new computers) were purchased in 1956. In outward appearance the only difference is the color, but their duties and power are entirely different. The 110 (E 10) is used as a passenger locomotive with a maximum speed of 90 mph, while the 140 (E 40) is used for freight service with a top speed of 60 mph. Both locomo-
(See Model 3040 on page 15)

3039

ELECTRIC EXPRESS LOCOMOTIVE · A model of the two 4 wheeled truck 110 (E 10) locomotive of the German Federal Railways · Four wheel drive with rubber tires to increase the pulling power · Remote control reversing · Three working headlights at each end · Selector lever to pickup current from the overhead wires or track stud contacts · Blue, all metal body with solid buffers · Scale reproduction of all roof details, with two scale pantographs · Windows inset in plastic frames · Automatic Advance coupler at each end · 7⅛ in. long over buffers

British "Warship Class" Diesel Locomotive **3073**

The "Warship" Class locomotives were built in British Rail's Swindon Works in 1958 to the design of the German 220 (V 200) locomotive. All locomotives of this type bear names such as "Formidable", "Albion", "Majestic" and so on. Transmission is hydraulic, and the power developed is 2200 H.P.

3073

DIESEL LOCOMOTIVE · A model of British Rail's (BR) eight-wheeled 0-4-4-0 (BB) "Warship" Class locomotive · Both axles of one bogie are driven and four special rubber tires to increase pulling power · Remote control reversing · Two working headlights front and rear · Plastic body with fine details · Pressure-cast Zinc bearers with fixed buffer beams forming the underpart for improving the centre of gravity · Dark green body and bearers with grey roof · Windows glazed with cellon · Coupling hooks with the Advance uncoupler at both ends · 8³/₁₀ in. long over buffers

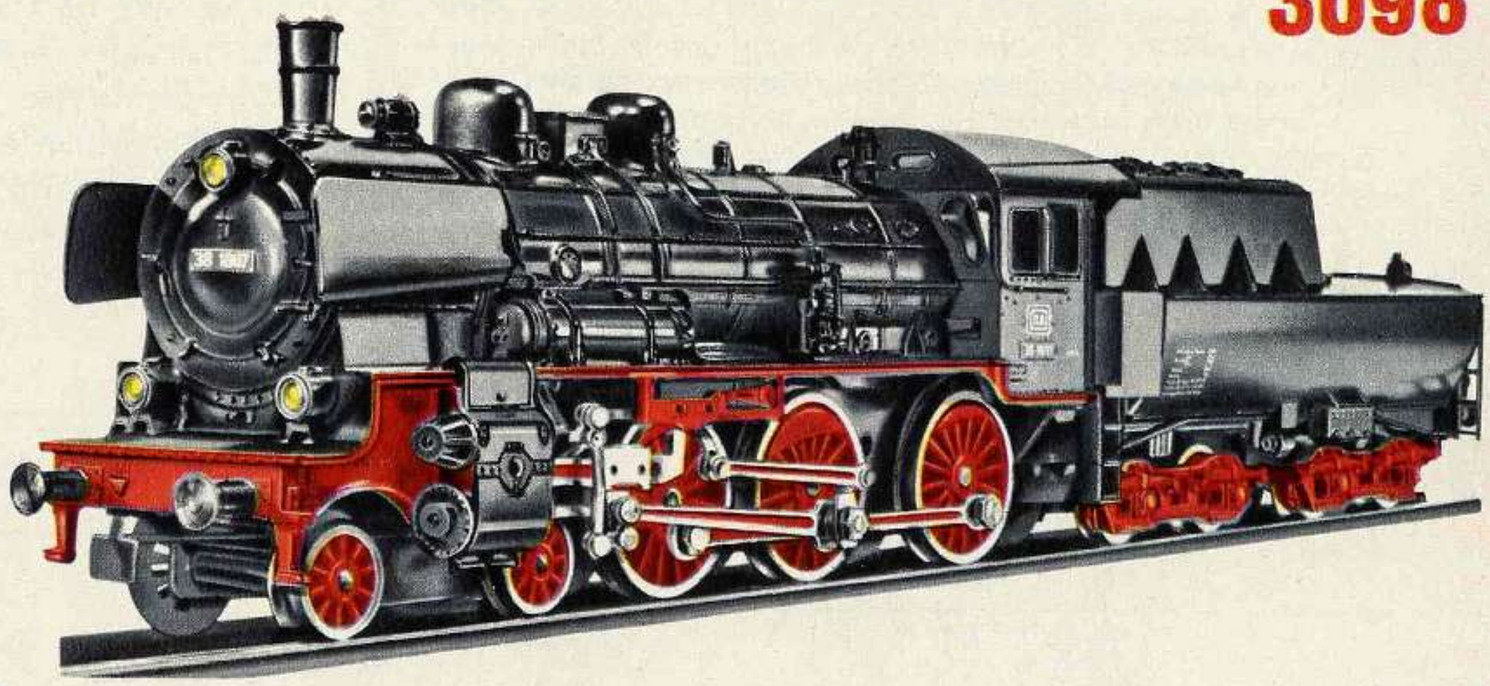
Herbert Swiderski:
– BECAUSE OF THE QUALITY AND PRECISION –
Helmut Klein:
– THE MOST COMPLETE SELECTION –
K. H. Masannek:
– PLUS THE MODELS ARE SO ECONOMICAL –

MÄRKLIN

The classic "P 8" locomotive as a MÄRKLIN model

3098

The P 8 was built in 1906 by the Schwarzkopff locomotive works of Berlin, and was used by the Prussian State Railways for both local and express passenger service. Although its top speed was only 62 mph, it remained a favorite locomotive in many countries for decades, because of its reliability. All told, 3800 locomotives of this type were built by various makers, and some of them are still in service today.



HAMO **8398** The same model as 3098, but for two rail D.C. operation, (also see page 17)

3098

STEAM LOCOMOTIVE · A model of the German Federal Railways ten wheeler, 4-6-0 Class 038 (38) locomotive · Remote control reversing · Heusinger valve gear · Special springing prevents lead truck from derailing · Two rubber tores on rear drivers to increase the pulling power · Three working headlights · Flat black, all metal body with all boiler and cab details finely reproduced · Die cast metal frame · Eight wheeled tender with automatic Advance (RELEX) couplers · 9½ in. long over buffers

The "140" (E 40) Freight Locomotive of the German Federal Railways

3040

(Continued from page 14, Model 3039)
tives, however have a horsepower rating of 5000 and transmit their power to the axles through a standard differential, but different transmission. These locomotives measure almost 50 feet in length and when ready for service have a weight of 85 tons.
In addition to use in Germany, several of the 140 (E 40) locomotives were loaned temporarily to Switzerland, where they gave excellent service.

3040

ELECTRIC FREIGHT LOCOMOTIVE · A model of the two 4 wheeled truck 140 (E 40) locomotive of the German Federal Railways · Four wheel drive with rubber tires to increase the pulling power · Remote control reversing · Three working headlights at each end · Selector lever to pickup current from the overhead wires or track stud contacts · Green, all metal body with solid buffers · Scale reproduction of all roof details, with two scale pantographs · Finely finished lettering · Windows inset in plastic frames · Automatic Advance coupler at each end · 7⅛ in. long over buffers

Belgian State Railways Diesel Locomotive

3066

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

3066

DIESEL LOCOMOTIVE · A model of the Belgian State Railways (SNCB) twelve-wheeled 0-6-6-0 (Co-Co) Type 204 locomotive · Three axles are driven and four rubber tires to increase the pulling power · Remote control reversing · Three headlamps to light up, front and rear · Green pressure-cast zinc body with black roof, fixed buffer beams and inset windows with plastic frames · Coupling hooks at both ends · 8 in. long over buffers

WE PREFER MÄRKLIN

K. Münter, Electrical Engineer:
– THE A.C. SYSTEM IS THE

3043

MIXED TRAFFIC ELECTRIC LOCOMOTIVE · A model of the eight wheeled Class Rc Locomotive of the Swedish State Railways (Statens Jarnvager) · Four wheel drive with four rubber tires to increase the pulling power · Remote control reversing · Four working headlights at each end · Selector lever for picking up power from the overhead wires or track stud contacts, Orange plastic body with glazed windows inset in frames · Two spring loaded pantographs on roof · Die cast matal frame · Coupler hooks at each end · 6⅞ in. long over buffers

The Swedish State Railways plan to have 60 of these locomotives in service. The A.C. power taken from the overhead wires on the prototype, is converted to D.C. in the locomotive to provide power four the four traction motors, delivering a total of 5000 hp. These locomotives weighing 76 tons, attain a top speed of 84 mph. The total lenght over the buffers is 51 ft. 9 in.

HAMO **8343** The same model as 3043, but for two rail, D.C. operation (also see page 17)

3043 Swedish Freight and Passenger Locomotive

The prototype of our model is used for both freight and passenger service on the French National Railways. Its four motors develop an total of 5500 hp and gives the locomotive a maximum speed of 100 mph.

French Electric Locomotive

3012

3012

ELECTRIC HIGH-SPEED LOCOMOTIVE · A model of the S. N. C. F. eight-wheeled 0-4-4-0 (Bo-Bo) Class BB 10 000 locomotive · Two rubber tires to increase the pulling power · Remote contro reversing · Two working headlights front and rear switching over automatically when the locomotive reverses · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded pantographs on roof · Green all-metal body with silver bands and porthole windows at sides, glazed with cellon · Fixed buffer beams · Automatic coupling RELEX with Advance uncoupler at both ends · 6½ in. long over buffers

French Electric Locomotive

3038

3038

ELECTRIC LOCOMOTIVE · A model of the eight wheeled Class BB 9200 locomotive of the French Railways (Société Nationale des Chemins de Fer Français, or S. N. C. F.) for four wheel drive with four rubber tires to increase the pulling power · Remote control reversing · Two working headlights front and rear · Selector lever for picking up power from the overhead wires or from the track stus contacts · Two working pantographs on the roof · Turquoise all metal body, with glazed plastic windows · Automatic couplers at each end · 7 in. long over buffers

MÄRKLIN

FINEST AND MOST PRACTICAL FROM AN ENGINEERING VIEWPOINT –

– BOTH ELECTRICALLY AND MECHANICALLY, THE TRAINS AND ACCESSORIES ARE THE FINEST MADE –

The Da type locomotive is used by the Swedish Railways (Statens Jarnvagar) for both freight and passenger service. Because these locomotives have only one motor and are relatively light, 15 tons, the are equipped with side rods driven from a jackshaft. This prevents slipping of individual wheels when the locomotive is starting.

HAMO

HAMO Locomotives for two rail D.C. are equiped with permanent magnet motors and can be reversed by changing the polarity of the current. Electric locomotives have headlights on each end that change when you change the direction of the locomotive. These models will run on all tracks complying with NEM standards. A set of interchange couplings is supplied with each locomotive, allowing other makes of rolling stock to be coupled to it.

HAMO-Locomotives are a product MÄRKLIN

3030 Swedish Electric Locomotive

Italian Electric Locomotive 3035

Austrian Electric Locomotive 3036

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

3030
ELECTRIC LOCOMOTIVE for all service · A model of the Swedish State Railways Class Da locomotive · 2-6-2 wheel arrangement driven by geared jackshaft · Special springing prevents leading and trailing trucks from derailing · Two rubber tires on the drivers for increased pulling power · Three working headlights on each end · Selector lever for current pickup fron the overhead contact wires or the track stud contacts · Two scale pantagraphs on the roof · Brown all metal body with solid buffers · Automatic Advance couplers (RELEX) at each end · 5⅞″ long over buffers

3035
ELECTRIC LOCOMOTIVE · A model of the Italian State Railways' eight-wheeled 0-4-4-0 (Bo-Bo) Class E 424 locomotive · Two axles are driven with four rubber tires to increase the pulling power · Reversing by remote control · Two working headlights front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded pantographs on roof; all-metal casing with fixed buffer beams and windows glazed with cellon · Coupling hooks with the Advance uncoupler both ends · 6⅞ in. long over buffers

3036
ELECTRIC LOCOMOTIVE · A model of the Austrian State Railways' eight-wheeled 0-4-4-0 (Bo-Bo) Class 1141 locomotive with four rubber tires to increase the pulling power · Remote control reversing · Two working headlights front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Two spring-loaded pantographs on roof · All-metal casing with fixed buffer beams · Windows glazed with cellon · Coupling hooks with the Advance uncoupler both ends · 6⅞ in. long over buffers

HAMO **8336** The same model as 3036, but for two rail, D.C. operation, (also see above)

WE PREFER MÄRKLIN

B. Schmidtke: *. . . My MÄRKLIN layout includes 16 locomotives and 40 turnouts — . . . IT IS A JOY TO OPERATE*

3048 The Smoking Passenger Locomotive

This passenger locomotive of Series 001 (01) is among the handsomest and most powerful in service on the German Federal Railways at the present time. It should be examined first hand, to fully realize how closely the model follows the prototype.

3048
PASSENGER LOCOMOTIVE · A model of the 4-6-2 Passenger locomotive Class 001 (01) of the German Federal Railways · Remote control reversing · Walshaerts valve gear · LOCOMOTIVE PRODUCES VERY REALISTIC SMOKE, the equipment consisting of the smoke unit, replacement steam pipe, cleaning wire, tweezers and smoke capsule (for refill see 0241 smoke fluid on page 13) · Special springing prevents leading and trailing trucks from derailing · Two special rubber tires on rear drivers to increase pulling power · Three working headlights · Black, all metal body · Two truck tender with automatic Advance coupler (RELEX) · 11 in. long over buffers

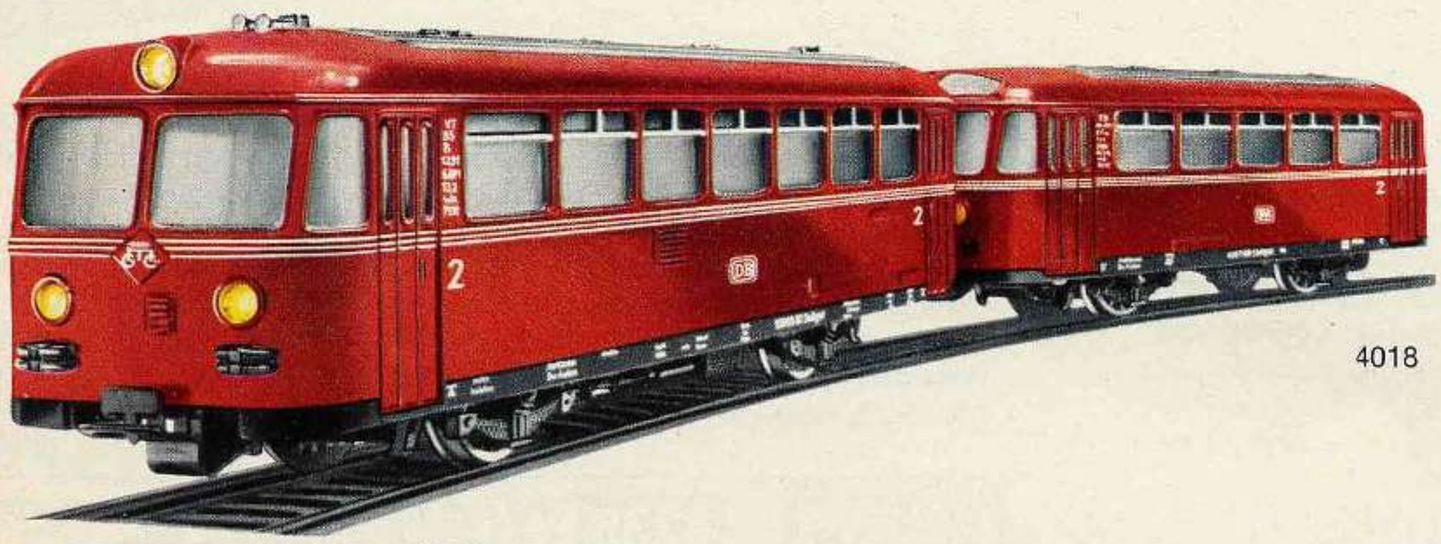
3053 The "103" (E 03)—the fastest, most powerful locomotive on the German Federal Railways

Unmistakable by their modern aero-dynamic design, these are the fastest and most power locomotives in service in Germany. Six traction motors, one for each axle, produce 9000 horsepower and a rated speed of 125 mph but in service actually reach higher speeds. They are 62 feet in length with a weight of 112 tons. All the splendid features of the original are captured in this exquisite MÄRKLIN model.

HAMO **8353** The same model as 3053, but for two rail D.C. operation, (also see page 17)

3053
ELECTRIC PASSENGER LOCOMOTIVE · A model of the twelve wheeled Class 103 (E 03) locomotive of the German Federal Railways · Six wheel drive with four rubber tires to increase the pulling power · Remote control reversing · Three working headlight at each end · Working roof lights as on the prototype · Selector lever for picking up current from the overhead wires or fron the track stud contacts · The locomotive frame, which extends to the silver stripe above the lower headlights is made of die cast metal · Special low center of gravity · Plastic body finished in the correct colors of the TEE (Trans European Express), red and beige · Plastic windows inset in frames · Two working pantographs on roof · Coupling hooks at each end · 8½" over buffers

3016 ▼ Railbus and Trailer



3016

4018

4018

RAILBUS TRAILER · A model of the German Federal Railways' 995 (VB 142) unit · Four-wheeled, with plastic body and windows with cellon glazing · Red tail lights at both ends and one bulb for interior lighting · Pickup shoe for lighting current · Special coupling to fit railbus only · 4¾ in. long over buffers

RAILBUS · A model of the German Federal Railways 795 (VT 95) unit · Four-wheeled, with one axle driven and rubber tires to increase pulling power · Remote control reversing · Working headlights at both ends, with interior lighting by two bulbs · Red plastic body with cast metal frame and windows glazed with cellon · Special couplings at both ends for close-coupling the cars together · 5⅞ in. long over buffers

The thoughts of Prof. Dr. H. Mieskes:

Engineering is an essential element of our modern way of life. The complete field of science and engineering must be understood with complete knowledge by everyone. Only with a complete knowledge of the subject can we be sure that the engineering age will be a blessing rather than a curse. It can not be avoided, nor can we go back to simpler times, engineering has become our constant companion. It accompanies us, and even determines our developement. Therefore, engineering training must form a part of the complete education of present and future man. It is most importand though, to be sure that this training begins early enough and is given properly. The main consideration should be to insure that the technical training not be one sided but rather comprehensive and based on sound principals. This basic condition includes the suitable means of training, and sets the standard for judging their educational effectiveness.

Among the most effective means of technical training we would certainly include the products of MÄRKLIN in four main groups: Model Railroads, Miniature Automobiles, Metal Construction Sets and Sprint Auto Racing. The suitability of the various MÄRKLIN products for all age groups is quite broad: as toys for children and adolescents—as illustrative and experimental tools for school children—as hobbies for youths—as spare time avocations for adults and for leisure past times for the senior citizen. Each age gladly takes the MÄRKLIN models to fulfill their own needs for play, learning or recreation. Their teaching and training function might well be called multi-level: physical understanding, technical skills, experience with traffic laws, form phantasy and knowledge of materials. Plus the very important funtion of combining imagination with actual situations, both individually and in groups.

Conscientious design and value built the MÄRKLIN tradition, and this tradition gaurantees the continuing high standards.

Prof. Dr. Hans Mieskes
Educational Science Institute
Justus Liebig University Giessen, Germany

"Le Capitole" of the French State Railways **3059**

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

HAMO **8359** The same model as 3059, but for two, D.C. operation, (also see page 17)

3059

ELECTRIC LOCOMOTIVE · A model of the S.N.C.F. eight-wheeled 0-4-4-0 (Bo-Bo) Class BB 9200 · Two axles are driven and four rubber tires to increase pulling power · Reversing is by remote control · Two working headlights, front and rear, and a selector lever is fitted for optional working from either the overhead contact wire or surface contact, with two single arm pantographs · Red all-metal body with windows glazed with cellon · Coupling hooks with the Advance uncoupler at both ends · 7 in. long over buffers

Norwegian State Railways' Diesel-Electric Locomotive **3068**

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

3068

DIESEL LOCOMOTIVE · A model of the Norwegian State Railways' (Norske Statsbaner, or N.S.B.,) twelve-wheeled 0-6-6-0 (Co-Co) Type Di 3 locomotive · Three axles are driven and there are four rubber tires to increase the pulling power · Fitted with reversing gear · Three working headlights front and rear · Redbrown all-metal body with silver roof and roof fittings · Fixed buffer beams, inset windows with plastic frames · Coupling hooks at both ends · 8 in. long over buffers

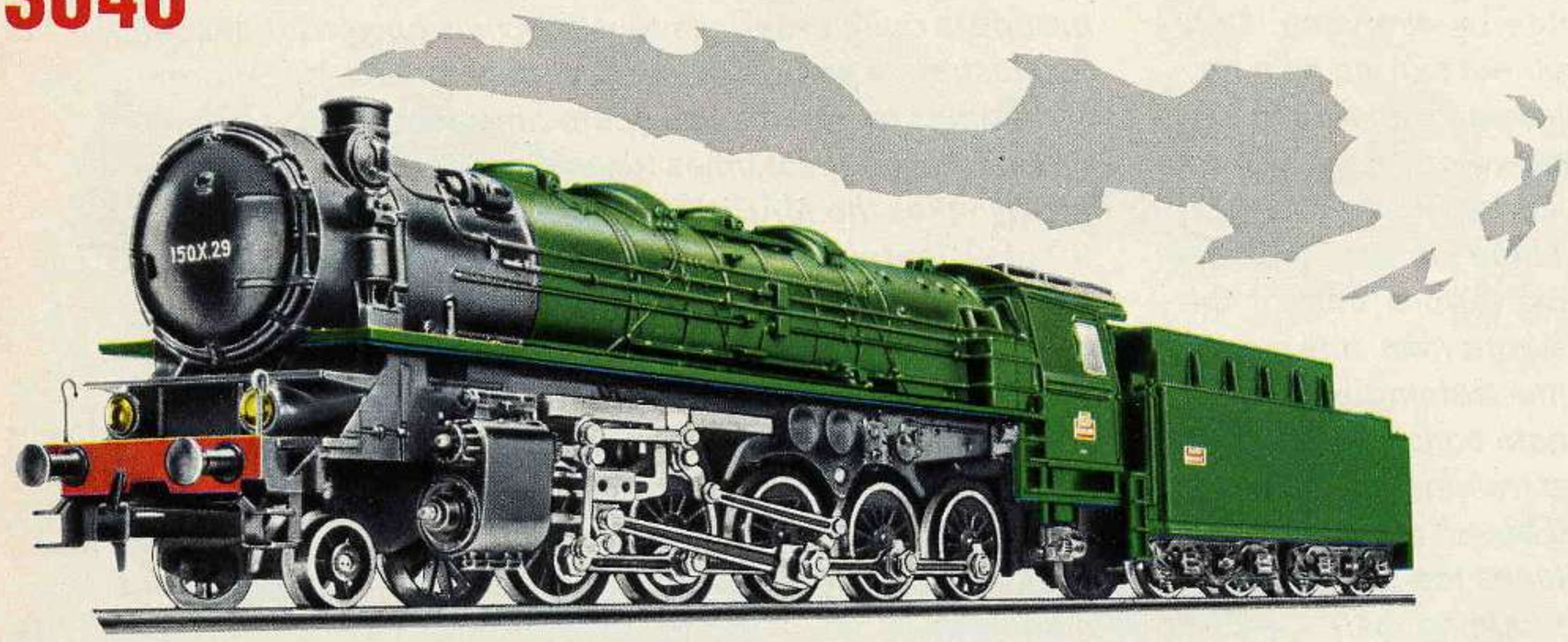
WE PREFER MÄRKLIN

Dr. Hans v. Rudloff:

–THE SCALE SPEED CHARACTERISTICS OF THE MÄRKLIN LOCOMOTIVES IS EXCELLENT–

French State Railways' Heavy Freight Locomotive with imitation steam

3046



3046

HEAVY FREIGHT LOCOMOTIVE · A model of the Class 150 X twelve-wheeled 2-10-0 locomotive of the French State Railways (Société Nationale des Chemins de Fer Français, or S.N.C.F.) · Dividing the frame into two groups of driving wheels linked together gives very good running characteristics and enables the engine to take curves well · Simulated Walschaerts valve motion · Remote control reversing · THE ENGINE IS FITTED FOR GIVING OFF VERY REALISTIC ARTIFICIAL SMOKE, the equipment consisting of the smoke unit fitted in the engine, subsitute steam pipe, cleaning wire, tweezers and a cartridge of steam fluid (for the 0241 refill cartridge see page 13) · The spring suspension of the leading pony truck ensures safety against derailment · Four special rubber tires on the trailing drivers increase the pulling · Two headlamps · Pressure-cast zinc frame with body finished in dark green · Coupling hook on leading pony truck gives full coupling facilities in front as well · Cab windows are glazed · The eight-wheeled doublebogie tender has an automatic coupling with the RELEX Advance uncoupler · 11 in. long over buffers

HAMO **8346** The same model as 3046, but for two rail, D.C. operation, (also see page 17)

The Swiss Federal Railways' Powerful Multi-purpose Locomotive

3050

The Swiss Railways ordered the Ae 6/6 for international passenger runs and for fast freight service. The locomotives weight of 120 tons with 6000 horsepower in its six motors give it an enormous starting effort and climbing power. Maximum speed is 80 miles per hour. With all its giant power, it still has a particularly handsome appearance, and this was sufficient reason for us to model it most accurately.

HAMO **8350** The same model as 3050, but for two rail D.C. operation, (also see page 17)

3050

ELECTRIC ALL PURPOSE LOCOMOTIVE · A model of the twelve-wheeled Series Ae 6/6 locomotive of the Swiss Federal Railways · Six wheel drive with four special rubber tires to increase the pulling power · Remote control reversing · Three working headlights at each end · Selector lever for picking up power from the overhead wires from the tracks stud contacts · Two working pantographs on the silver roof · Green die cast metal body with solid buffers · Scale details of the locomotive of the "Bern Kanton" · Frosted glass windows · Coupler hooks at each end · 7 7/8" long over buffers · Crests of the other Swiss Cantons are supplied with this locomotive

Danish State Railways' Diesel-Electric Locomotive

3067

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

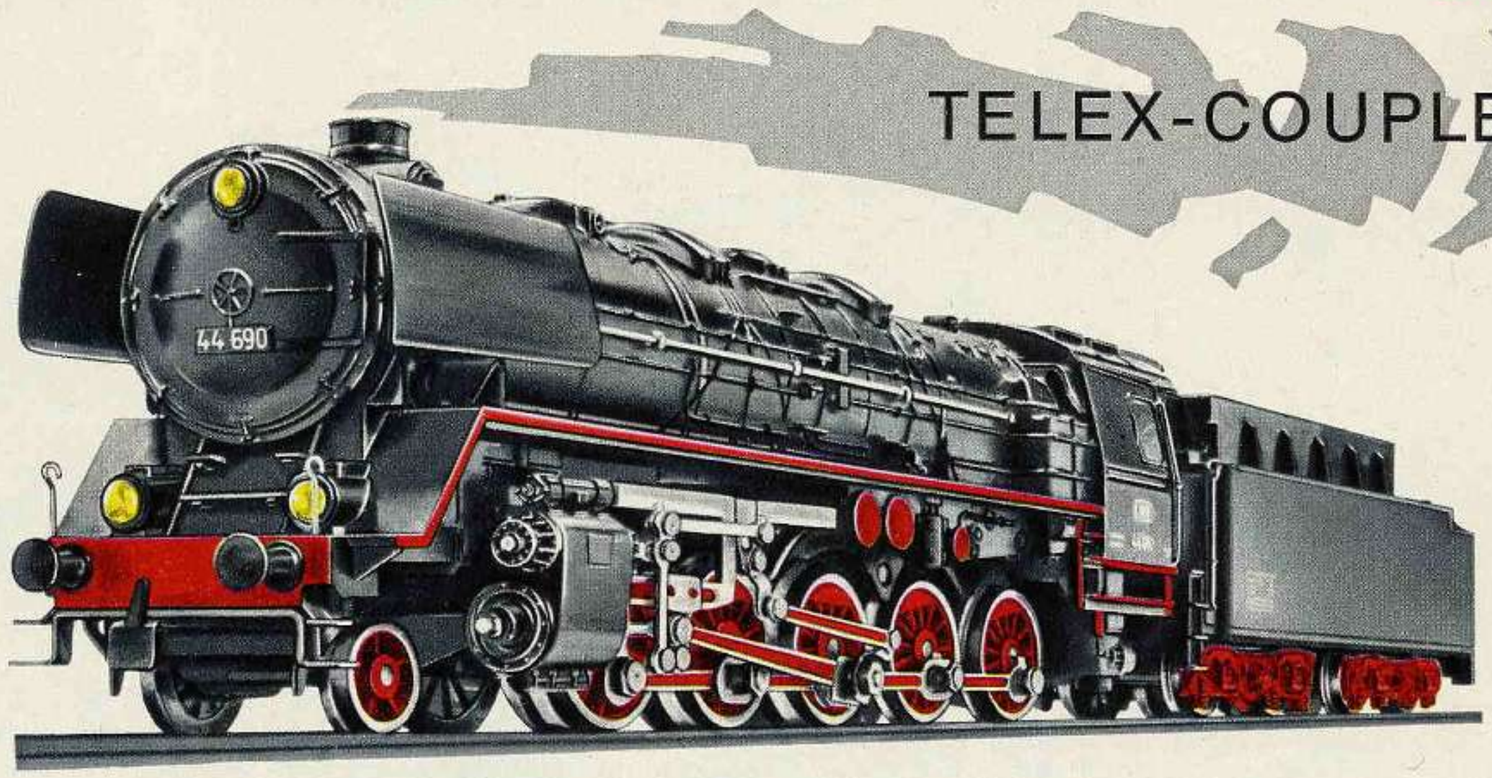
3067

DIESEL LOCOMOTIVE · A model of the twelve-wheeled 0-6-6-0 (Ao 1 Ao) (Ao 1 Ao) Type My 1100 Statsbaner, (or D. S. B.) · Three axles are driven and there are four special rubber tires to increase the pulling power · Remote control reversing · Three working headlights, front and rear · Red-brown pressure cast zinc body with grey roof and fixed buffer beams · Inset windows with plastic frames · Coupling hooks at each end · 8 in. long

This is one of the most powerful Steam locomotives in freight service on the German Federal Railways. The prototype Series 044 (44) locomotive develops almost 2000 horsepower. This magnificent machine is often seen on long distance runs in areas which are not yet electrified. Because of the imposing look of this locomotive we have been very careful in modelling this piece of equipment.

Heavy Freight Locomotive with Smoke and MÄRKLIN- TELEX-COUPLERS

3047



3047

HEAVY FREIGHT LOCOMOTIVE · A model of the German Federal Railways Class 044 (44) twelve-wheeled 2-10-0 locomotive, the engine and tender being permanently coupled together · Excellent running characteristics and easy running on curves are obtained by dividing the frame into two different groups of driving wheels · Remote control reversing · Simulated Walschaerts valve motion · THE ENGINE IS FITTED FOR GIVING OFF VERY REALISTIC ARTIFICIAL SMOKE, the equipment comprising the smoke unit fitted in the engine, substitute steam pipe, cleaning wire, tweezers and a cartridge of steam fluid (for the 0241 refill cartridge see page 13) · The spring suspension of the leading pony truck ensures safety against derailment · Four rubber tires to increase the pulling power · Three working headlights · Dull black pressure-cast zinc casing · Coupling hook fixed to leading truck provides full front coupling facilities · Scale model smoke deflector plates · Cab windows glazed with cellon · Pressure-cast zinc frame · Eight-wheeled double-bogie tender fitted with the MÄRKLIN TELEX coupling · 11 in. long over buffers
The MÄRKLIN TELEX coupling fitted in the tender enables the train to be uncoupled at any point on the system, and also coupled up again, by remote control from the transformer without requiring any extra equipment.

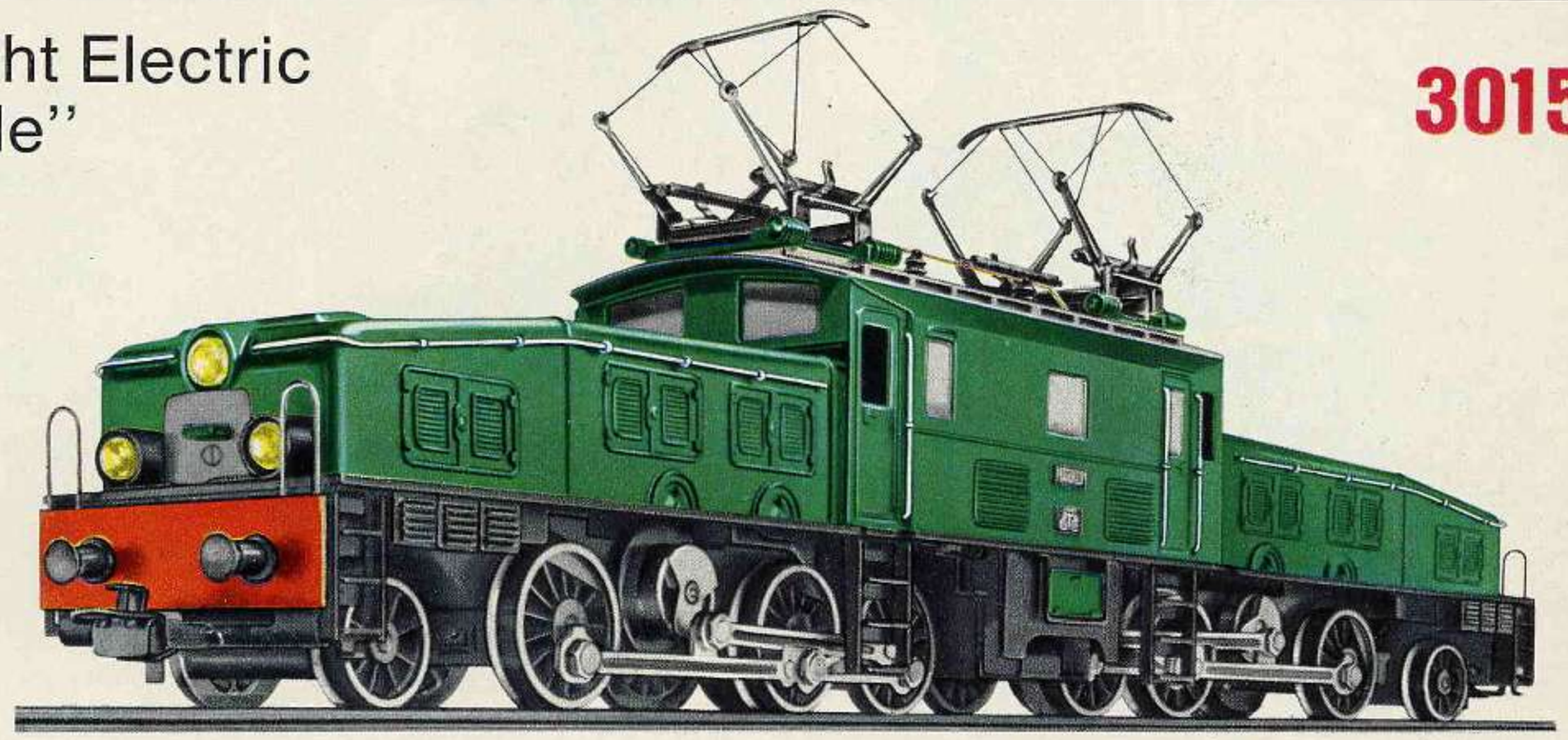
HAMO

8347 The same model as 3047, but for two rail, D.C. operation, (also see page 17)

The Swiss Heavy Freight Electric Locomotive—"Crocodile"

3015

This giant 16 wheeled electric Swiss locomotive Be 6/8, nicknamed "The Crocodile", is the real "King of the Mountains". It is undoubtedly the most impressive locomotive of the Swiss Railways. To have witnessed the enormous 75 foot long power house hauling the heaviest freights over the Swiss mountains is an unforgetable experience.
It is with particular pleasure that we have modeled this prototype with the greatest care in H0 scale.



3015

ELECTRIC FREIGHT LOCOMOTIVE—the "Crocodile" · A model of the sixteen wheeled 2-6-6-2 Swiss locomotive · This articulated locomotive is able to negotiate the regular curves with ease · Remote control reversing · Two rubber tires to increase the pulling power · Three working headlights that change code as the locomotive changes direction · Selector lever for picking up current fron the overhead wires or the track stud contacts · Two working pantographs on the roof · Green, all metal body · Frosted glass windows · Automatic Advance couplers (RELEX) at each end · 10¼" long over buffers

American "F7" Diesel Locomotive of the Santa Fé Railroad

3060

4060

3060

DIESEL LOCOMOTIVE · A model of the American Type F 7 eight-wheeled 0-4-4-0 (Bo-Bo) locomotive built by the Electro-Motive Division of General Motors for the Atchison, Topeka and Santa Fé Railroad · Remote control reversing · Two axles are driven and there are four rubber tires to increase pulling power · Working headlights, scale model lighting · All-metal body windows glazed with cellon · Coupling hook with the Advance uncoupler at driver's cab end, and automatic coupling with the RELEX Advance coupler at the trailing end · 6⅞ in. long

4060

DIESEL LOCOMOTIVE WITHOUT POWER, to match the 3060 Santa Fé locomotive · Eight-wheeled · Working headlights · All metal body with clear plastic windows · Equipped with Advance coupler on the front · 6⅞ in. long

WE PREFER MÄRKLIN

My father and I

Dieter Moser:
–AFTER MUCH EXPERIENCE–
ARE REAL MÄRKLIN FANS

3061 American "F7" Diesel Locomotive of the Union Pacific Railroad

4061

3061
DIESEL LOCOMOTIVE · A model of the American EMD F-7 eight wheeled locomotive built by the Electro-Motive Division of General Motors for the Union Pacific Railroad · Remote control reversing · Two axles are powered and four wheels are fitted with special rubber tires to increase the pulling power · Working headlights · All metal body with clear plastic windows · Front and rear couplers with Advance coupler at the front and RELEX Advance uncoupler at the rear · 6⅞ in. long

4061
DIESEL LOCOMOTIVE WITHOUT POWER, to match the 3061 Union Pacific locomotive · Eight wheeled · Working Headlights · All metal body with clear plastic windows · Equipped with the Advance coupler on the front · 6⅞″ long

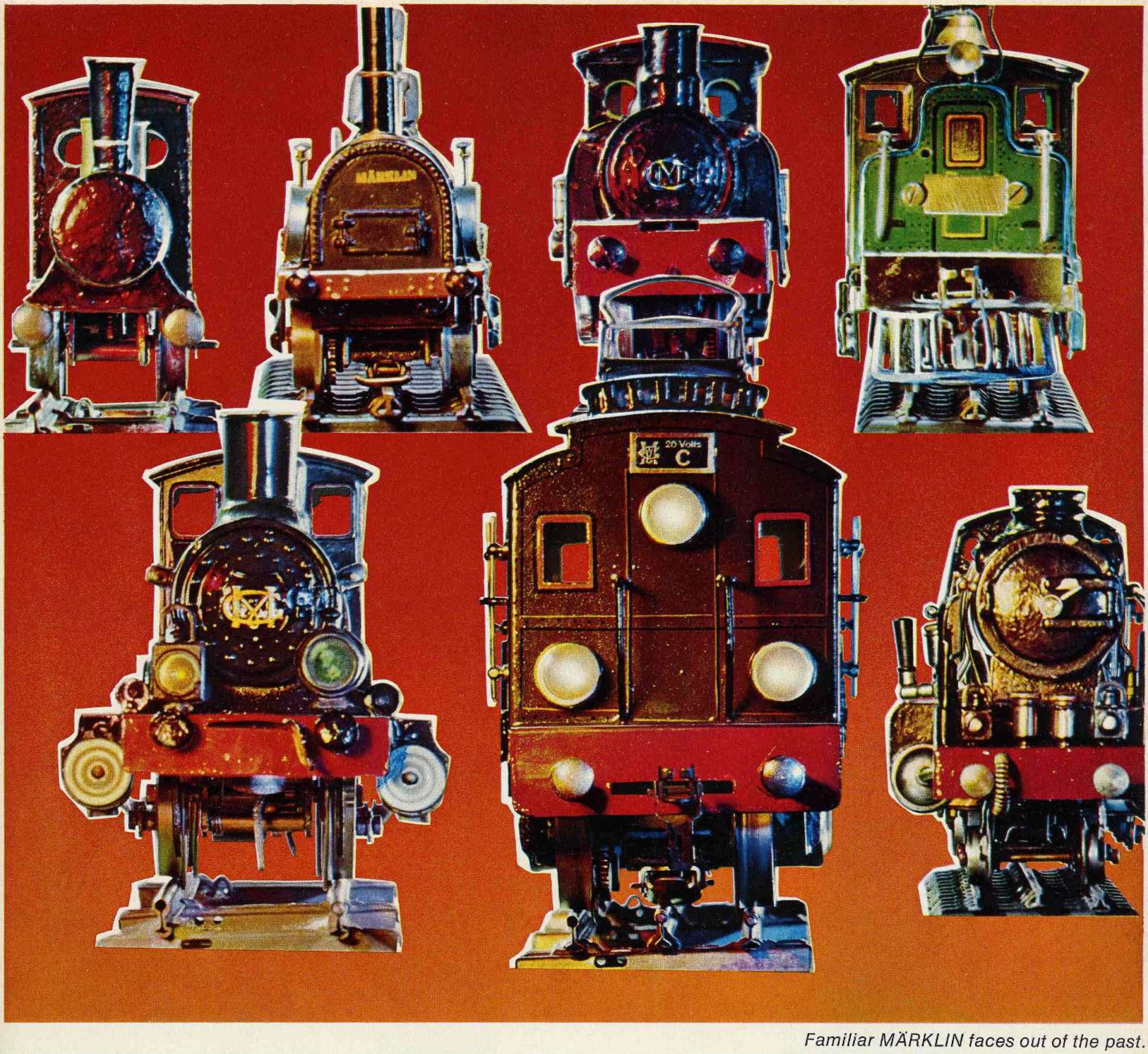
3051 Netherland Railways Electric Locomotive

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

3051
ELECTRIC LOCOMOTIVE · A model of the twelve-wheeled 0-6-6-0 (Co-Co) 1200 Series locomotive on the Netherlands Railways (Nederlandse Spoorwegen, or N. S.) · Three axles are driven and four rubber tires to increase the pulling power · Reversing is by remote control · Three working headlights, front and rear · Selector lever for optional working from either the overhead contact wire or surface contact · Blue all-metal body with fixed buffer beams and two spring-loaded pantograph on silver roof · Inset windows with plastic frames · Coupling hooks at both ends · 7¾ in. long over buffers

3070 "TEE" Multi-Unit train

3070
THE TEE THREE-CAR MULTIPLE-UNIT TRAIN · A model of the Netherlands-Swiss Trans-Europa Express Train, consisting of a driving car, a composite First Class, and restaurant car, and a car with a spacious saloon-type First Class compartment, together with a control cabin for the driver · The model train is 27½ in. long
The twelve-wheeled driving car has three axles driven with four rubber tires to increase pulling power · Reversing is by remote control · Dull black pressure-cast zinc underframe with reproduction of the drivers seats · Plastic body with plastic-framed inset windows
The Restaurant and control cars are each eight-wheeled with two bogies exactly as the full-sized originals · Plastic bodywork with interior lighting giving an excellent illuminated effect by light distributors · Plastic-framed inset windows · The three units are coupled together by special very close couplings, with very closely-covered connections between the cars · The driving and control cars carry white three lamp working headlights and also two red tail lights, all switching over automatically when the train reverses its running direction · One current collector each on the driving and control cars, the front one in the direction of travel picking up the traction current in each case · A pair of tweezers is included in the box for the set

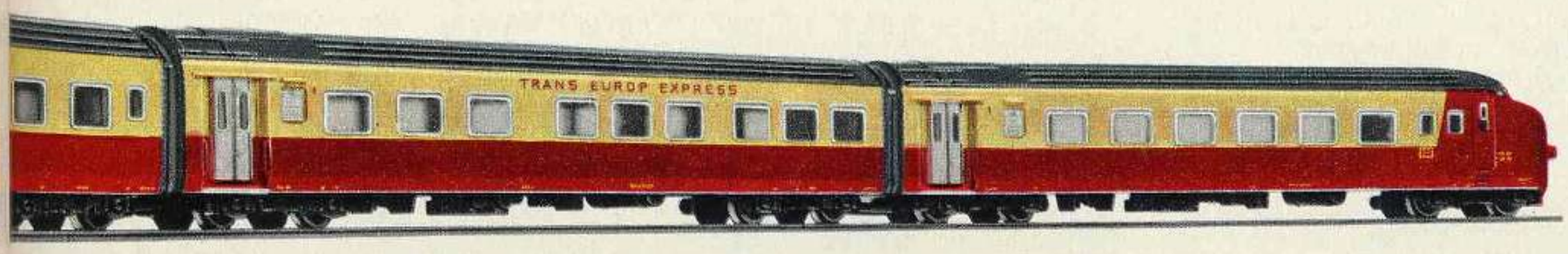


Familiar MÄRKLIN faces out of the past.

TRANS EUROP EXPRESS

The TEE Train illustrated consists of the 3070 three car set plus the 4070 First Class Coach making the normal four car train. The length of the complete train is 37 in.

Five complete trains of the Netherlands-Swiss TRANS-EUROPEAN-EXPRESS are now in service. The locomotive has three diesel engines with a total of 2300 hp giving the train a top speed of 87½ miles per hour. The windows do not open in the cars, due to the high speed and the air conditioning system. As in all TEE trains, there are only first class cars, each with 144 seats. The dining car has room for 32 diners.



4070

4070
TEE FIRST CLASS COMPARTMENT COACH · Eight wheeled, with two bogies exactly as on the original car · Plastic body with interior lighting consisting of light distributing bars and two bulbs giving excellent illumination · Windows inset in individual plastic frames · Movable diaphrams at each end of car · Special couplers to connect with the TEE train only · 9 in. long

HAMO

8370 The same model as 3070, but for two rail D.C. operation, (also see page 17)

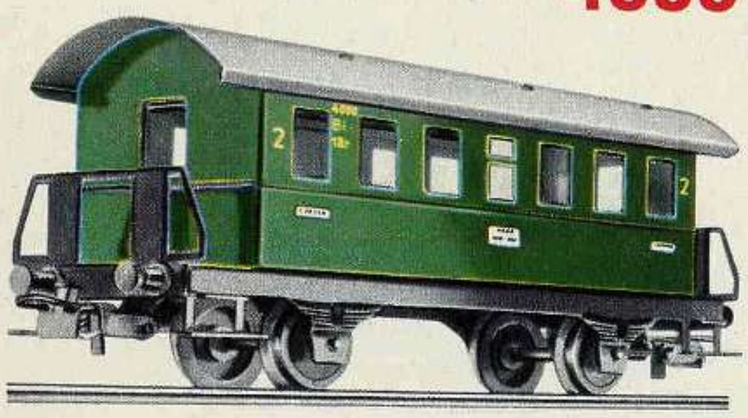
8470 The same model as 4070, but for two rail D.C. operation, (also see page 17)

WE PREFER MÄRKLIN

Joachim Schmidt:
–UNLIMITED POSSIBILITIES–

Passenger Cars with automatic coupling and uncoupling

4000



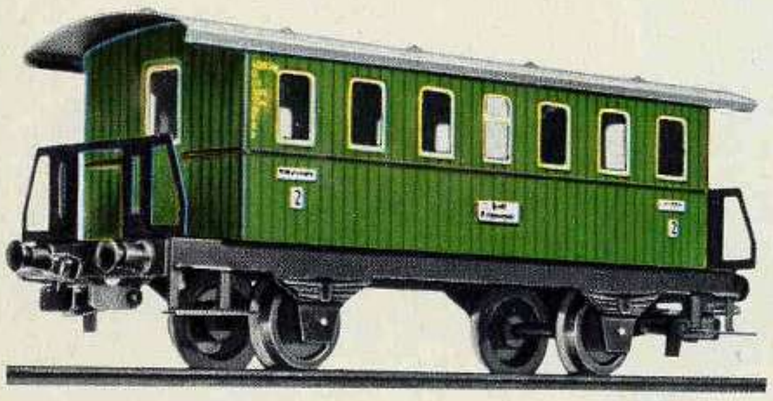
4002, 4003, 4041

Branchline passenger Cars. Designed to accept interior lighting. Dark green body. Grey roof. 5¼ in. long over buffers.

4002

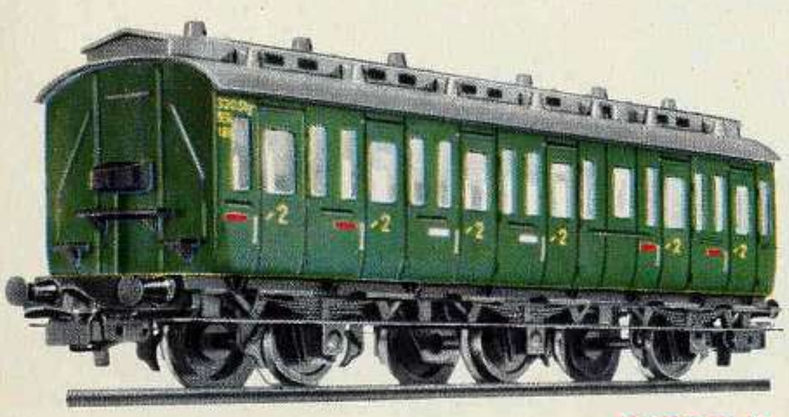
4002 and Kit 4802

4040



4003

4004



4041

4041
LUGGAGE VAN like 4003, but equipped with tail lights and current pickup shoe

4005

4000
PASSENGER COACH · Platform and doors at each end · Open windows · Dark green body, grey roof · 4½″ long over buffers

4002
PASSENGER COACH with end platforms and entrances · Windows glazed with cellon · A reproduction in miniature of the Bi 28 standard passenger coach on the German Federal Railways

4040
PASSENGER COACH, four-wheeled, with platforms and entrances at both ends · Cut-out windows, coach body green with silver-grey roof · Lenght about 4½ in. over buffers

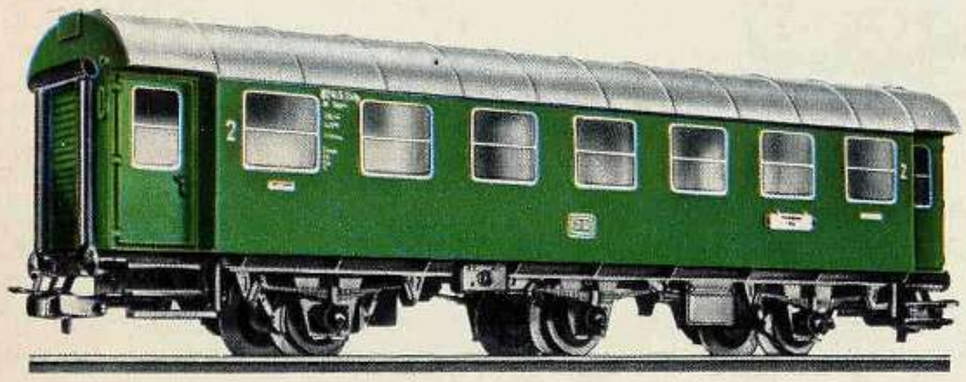
Coaches from the "good old days", these cars that first began service more than 50 years ago a still in service in some areas. They are especially appropriate when used with the tank locomotive 3029 (see pages 2 and 8). This will provide you with an exact repica of many of the trains that operated in Europe around the turn of the century.

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

4004
COMPARTMENT COACH, six-wheeled, sides opening into six compartments · Fixtures for fitting interior lighting · Windows glazed with cellon · Body dark green with grey roof · Nummerous inscriptions and markings · Length about 5¼ in. over buffers

4005
COMPARTMENT COACH WITH BRAKEMAN'S CABIN · Six-wheeled with doors for six compartments · Designed to accept interior lighting 7074 · Clear plastic windows · Dark green body with grey roof · Lettered with scale markings · Length over buffers: 5¼″

4079
PASSENGER CAR · Second class, six wheeled coach · A model of the German Federal Railways type B3yge · Dark green body with inset plastic window frames · Simulated rubber diaphrams on ends · Silver roof · Length 6″ · Provision for fitting the 7074 lighting equipment (see page 53)

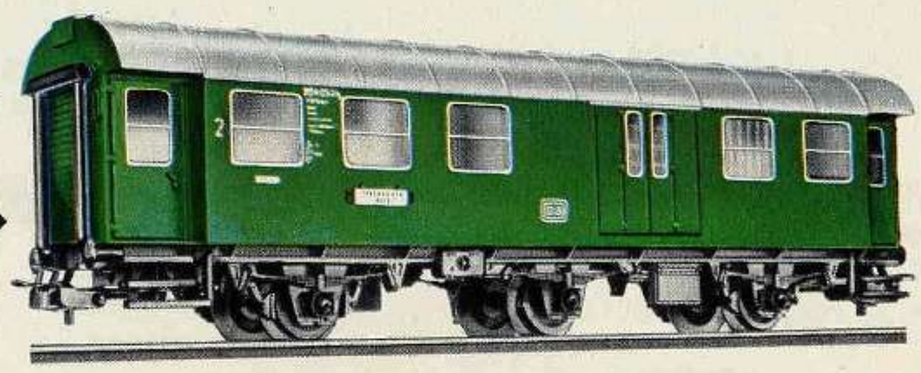


4079 ◀

New

New **4080** ▶

4080
PASSENGER CAR WITH BAGGAGE COMPARTMENT · Second class, six wheeled coach · A model of the German Federal Railways type BD3yge · Dark green body with inset plastic window frames · Simulated rubber diaphrams on ends · Silver roof · Length 6″ · Provision for fitting the 7074 lighting equipment (see page 53)



A model railroad provides fun, pleasure, and relaxation for both the child and the adult hobbiest.


MÄRKLIN

WE PREFER MÄRKLIN

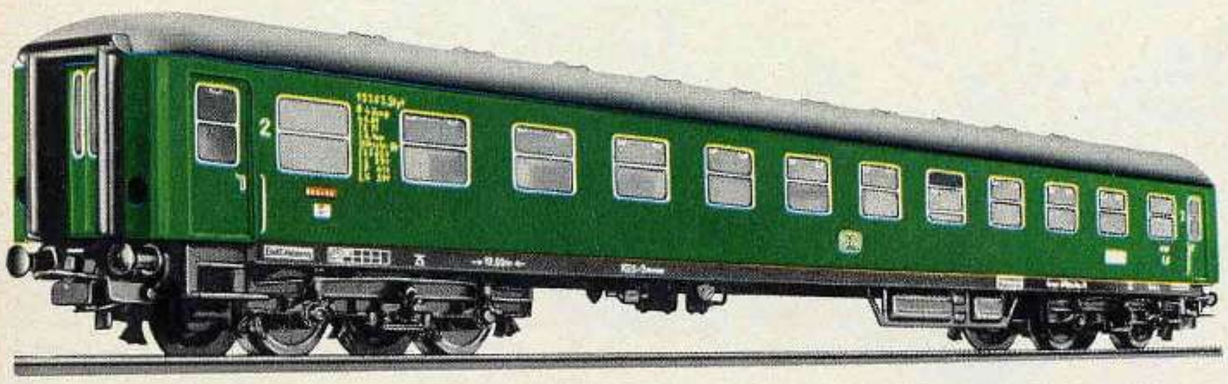
Adolf Dworsky: –A DEFINITE ADVANTAGE IS THREE RAIL A.C. SYSTEM

Arthur Rellensmann: ...RELIABLE IN OPERATION– EVEN WHEN NOT USED FOR LONG PERIODS–

Otto Hollander: –NO PROBLEMS EVEN ON DIRTY TRACK–

Passenger Cars of the German Federal Railways

4022

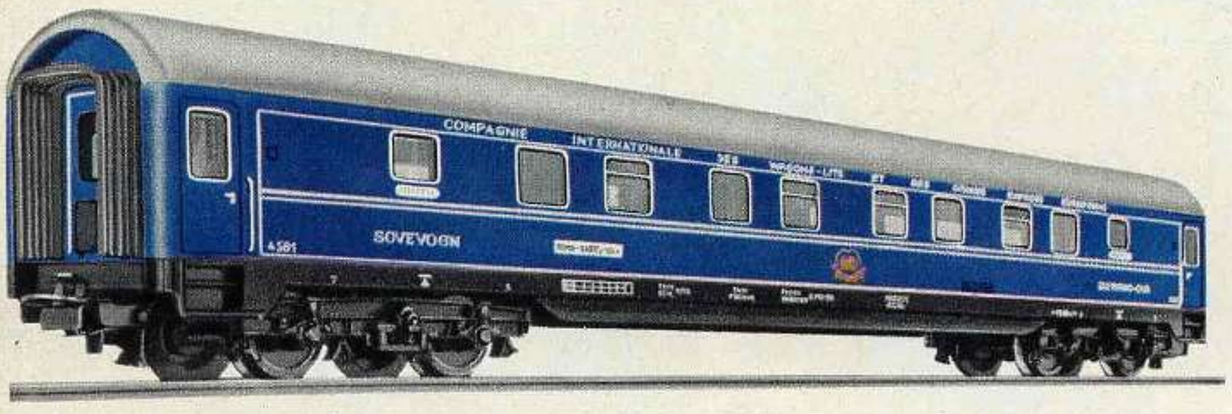


4022
EXPRESS COACH · Second Class · A model of the German Federal Railways' eight-wheeled Class B 4 üm coach · Detachable roof, inset windows with plastic frames · Dark green body with silver roof shaded grey · 9½ in. long over buffers

4024

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

4029



4029
EXPRESS SLEEPING CAR · A model of the International Sleeping Car Company's Type ISG No. 4581 eight-wheeled car (ISG — Internationale Schlafwagengesellschaft) · Body finished blue with detachable silver roof shaded grey, inset plastic-framed windows, lettering etc. exactly as on the full-sized original · Scale model diaphrams at each end · 9½″ long

4037

4037
EXPRESS COACH · Second class · A model of the German Federal Railways earlier type B 4 ü eight-wheeled coach · Body finished in green with detachable grey roof, frosted glass windows · Scale model diaphrams at each end · 8¾″ long

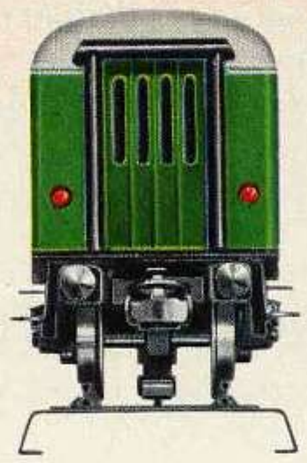
Interior Equipment for Coaches 4022, 4024,

MÄRKLIN

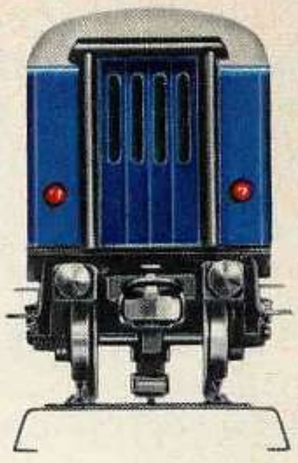
0226

0226
SET OF 10 SEATED PASSENGERS, prepainted for completing the 0225 interior equipment set

4044



4032

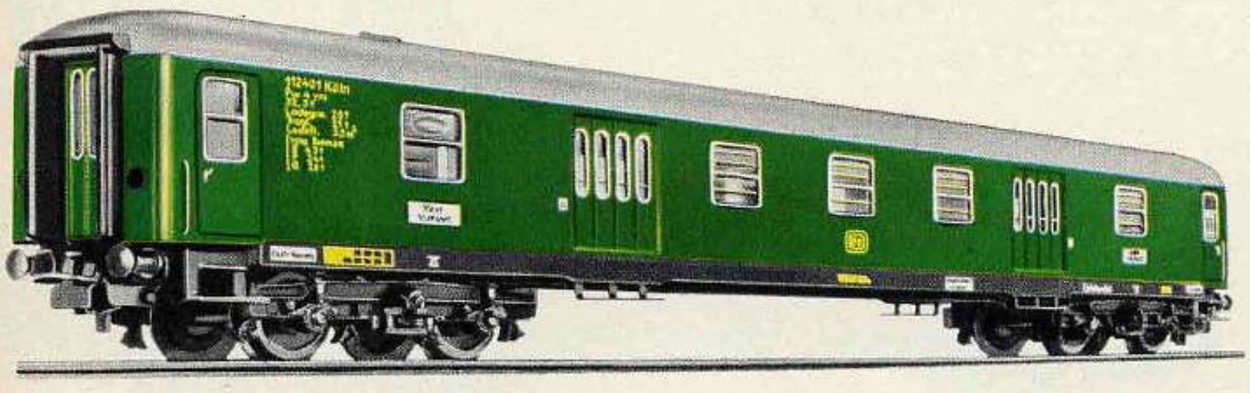


4044
EXPRESS BAGGAGE CAR · Similar to 4026 but with pickup shoe and tail lights

4032
EXPRESS COACH · First Class · Similar to 4027 but with pick up shoe and tail lights

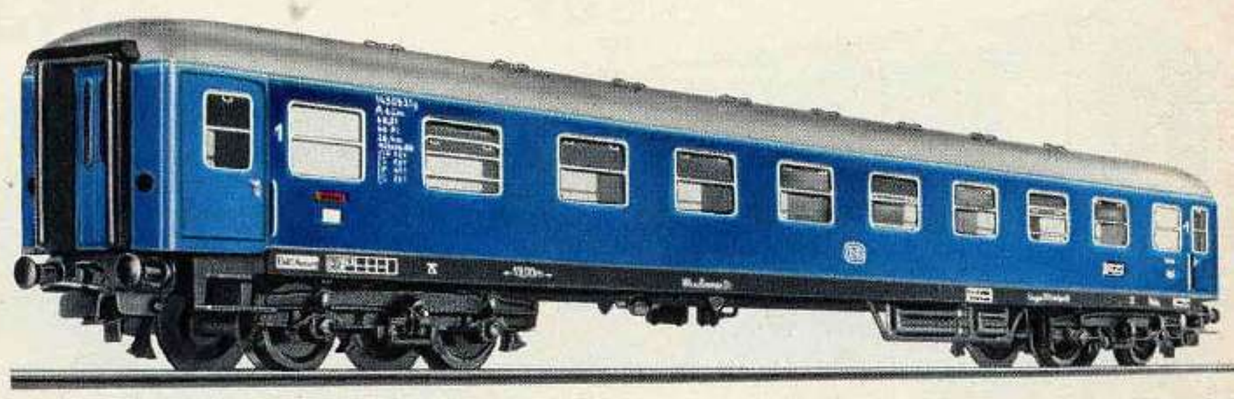
Our express passenger cars have all metal bodies which are strong and durable. Plastic window panes and frames are inset separatly, and the hand rails are applied separatly. All door markings, details and scale lettering are true to the prototype, giving you a car that is as close to the original as possible. The cars are finished with a mat finish for an appropriate look. The cars are designed for interior lighting. The Minden-Deutz design bogies have movable side frames which compensate for any uneveness in the track allowing the cars to run smoothly without derailments. The cars have simulated rubber diaphrams at each end, and are equipped with automatic Advance couplers (RELEX).

4026



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

4027



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

4047

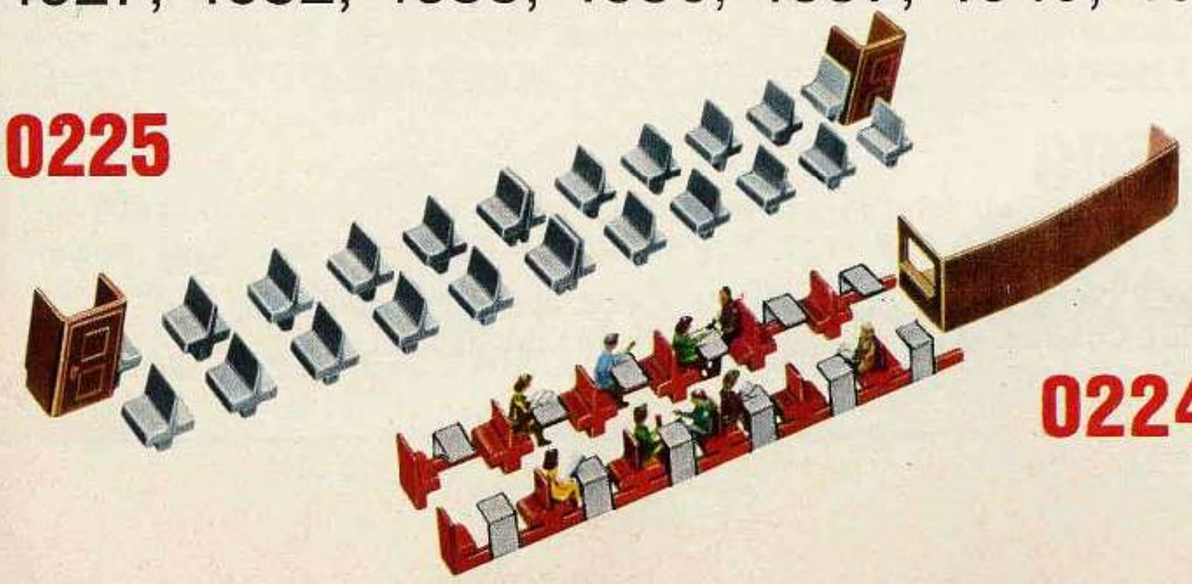
4047
EXPRESS MAIL VAN · A model of the German Federal Post Office eight-wheeled type "Post 4 m-b/26" van · Dark green body with detachable silver roof, shaded grey · Inset plastic-framed windows, yellow lettering · 9½ in. long

4064

4064
EXPRESS SLEEPING CAR · First and Second class · A model of the German Sleeping and Restaurant Companies (DSG) WL AB 4 üm Series 33 200 car · Wine Red body with detachable silver weathered roof · White lettering · Plastic inset windows · 9½ in. long

4027, 4032, 4033, 4036, 4037, 4045, 4065, 4066, 4069 and 4075

0225



0224

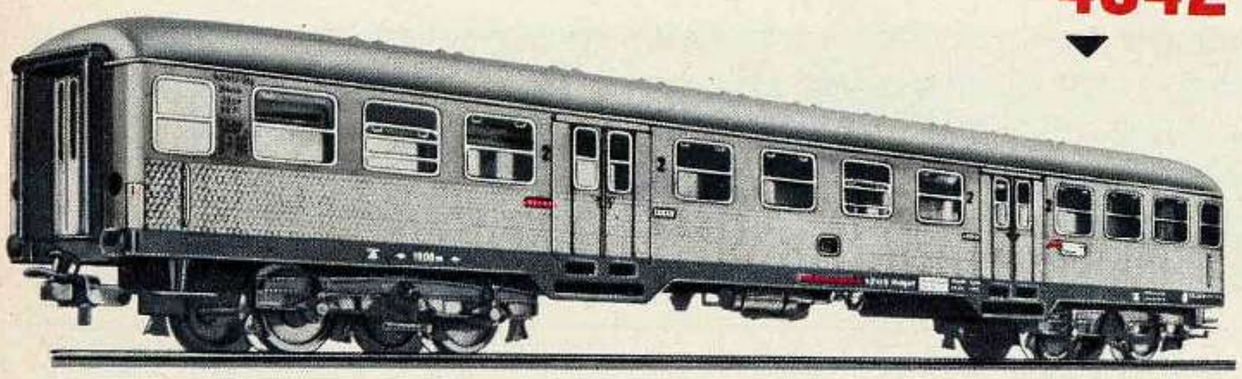
The interior sets and figures are molded of finely detailed plastic, with the figures handpainted. Illustrated installation instructions are included with each set.

0225
SET OF INTERIOR EQUIPMENT for express coaches with 18 double seats, six single seats and two rest room compartments

0224
SET OF INTERIOR EQUIPMENT for the 4024 Restaurant Car with ten seated diners, hand painted, red seats and white tables

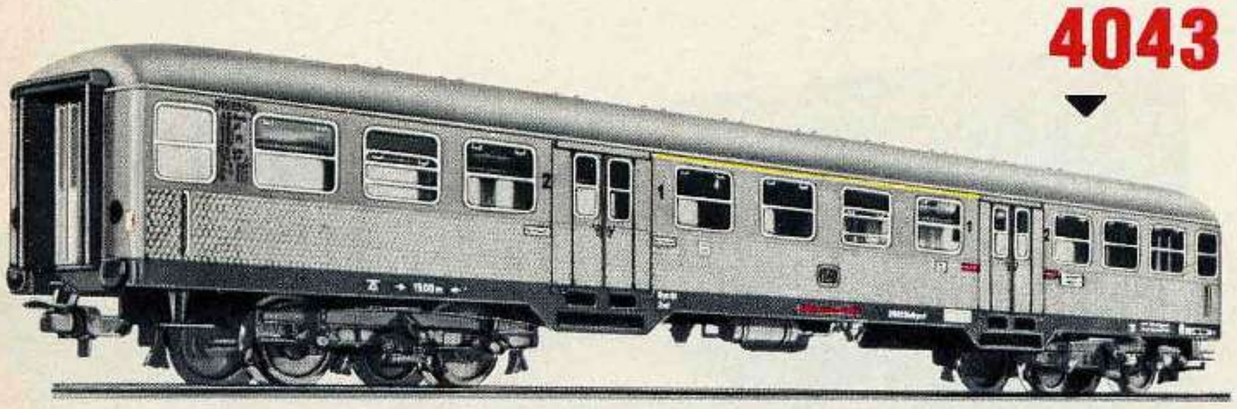
Passenger Cars for Short Distance Runs on the German Federal Railways

4042



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

4043



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

4046

Local Passenger Coach with Baggage Compartment and Engineers Cab

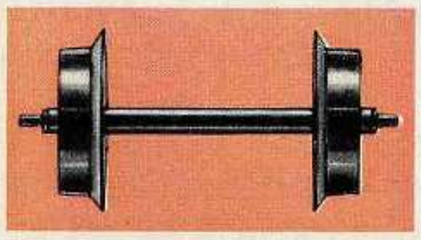
4046
LOCAL PASSENGER COACH WITH BAGGAGE COMPARTMENT AND ENGINEERS CAB · Second Class · A model of the German Federal Railways eight-wheeled type BD 4 nf coach · Body in stainless steel colour with peacocks eye pattern · Detachable silver roof, weathered grey · Frosted glass windows · Lettering exactly as on the original · Working head and tail lights that automatically change as the direction of the coach is changed · 9½″ long

4078

Express Coach of the German Federal Railways

4078
EXPRESS COACH · First Class, with restaurant compartment · A model of the German Federal Railways' eight-wheeled ARüm 65 type coach · The First Class compartment is finished blue and the restaurant compartment in red on the outside · Inset plastic-framed windows, silver roof, shaded grey at edges · 9½ in. long · To light the coach use the 7320 lighting set (see page 53)

MÄRKLIN-HAMO
FOR TWO RAIL OPERATION



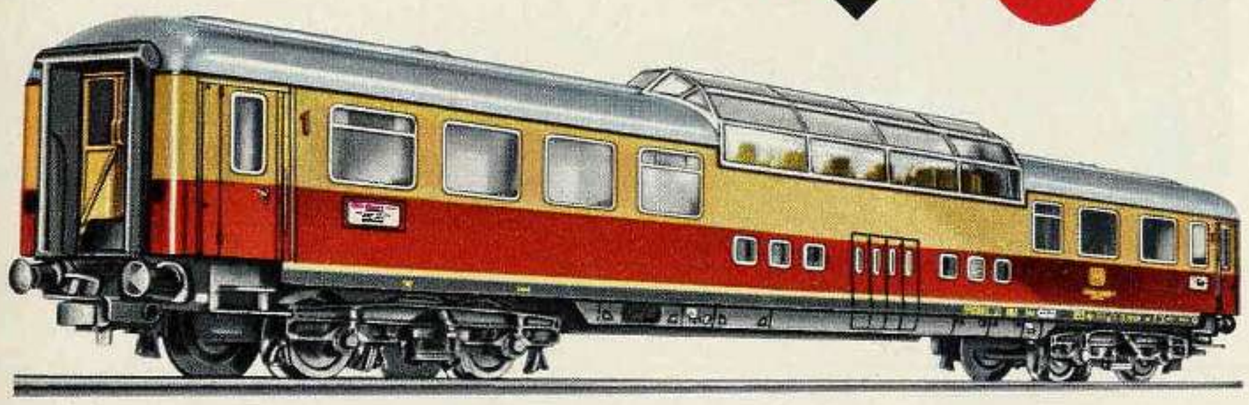
7589

7589
SET OF WHEELS, consisting of 4 axle sets · For converting the TEE Coaches as shown on page 29 for two rail operation

We offer here, the stars of the German Federal Railways, the TEE cars for operation with electric locomotives (different from the diesel TEE train on page 22). These are the best equipped, most comfortable and undoubtly the most beautiful equipment on the German Federal Railways. We have retained all these fine features in the models (the design of the cars is the same as the express coaches on pages 26/27).

TEE-Coaches with elegant and distinctive interiors

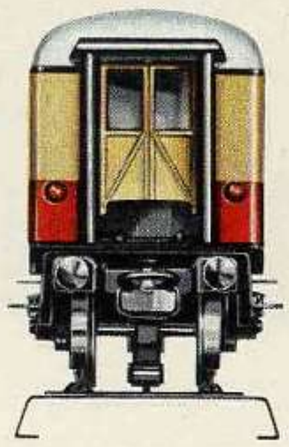
4090 New



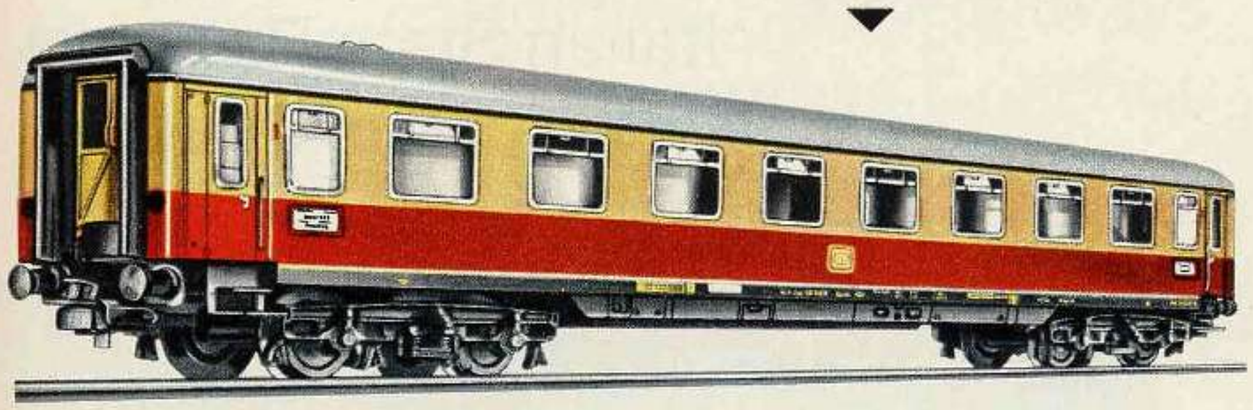
4089

TEE COMPARTMENT COACH · First Class · As No. 4085 coach, but fitted with current pickup, fittings for interior lighting and tail lights

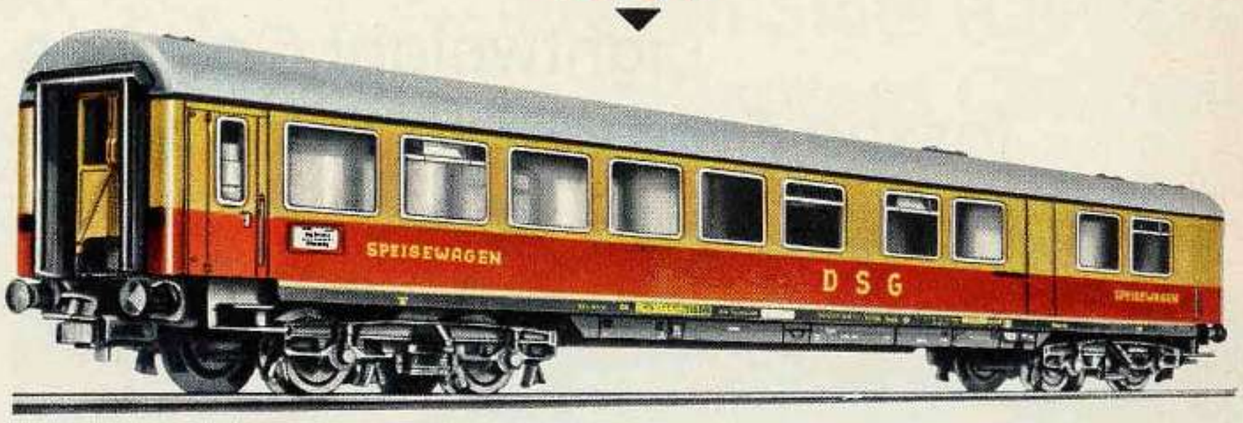
4089



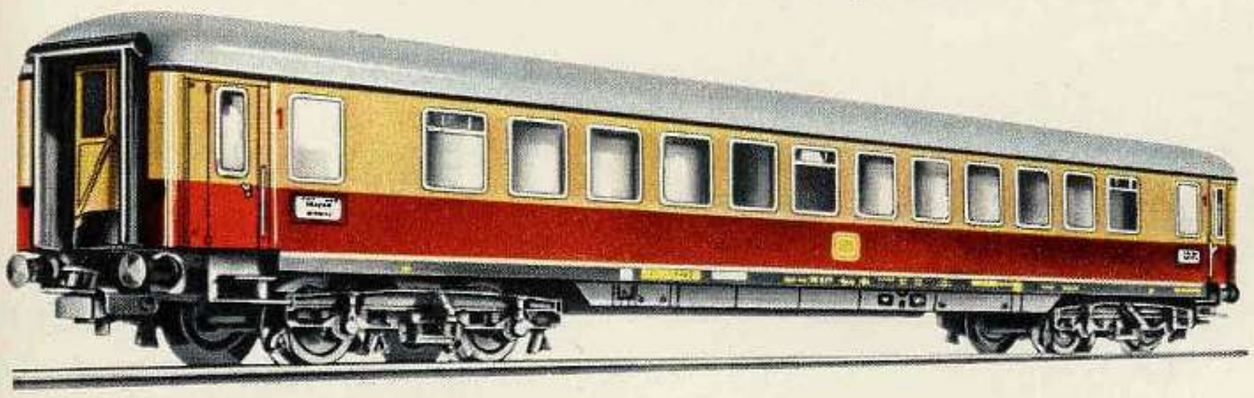
4085



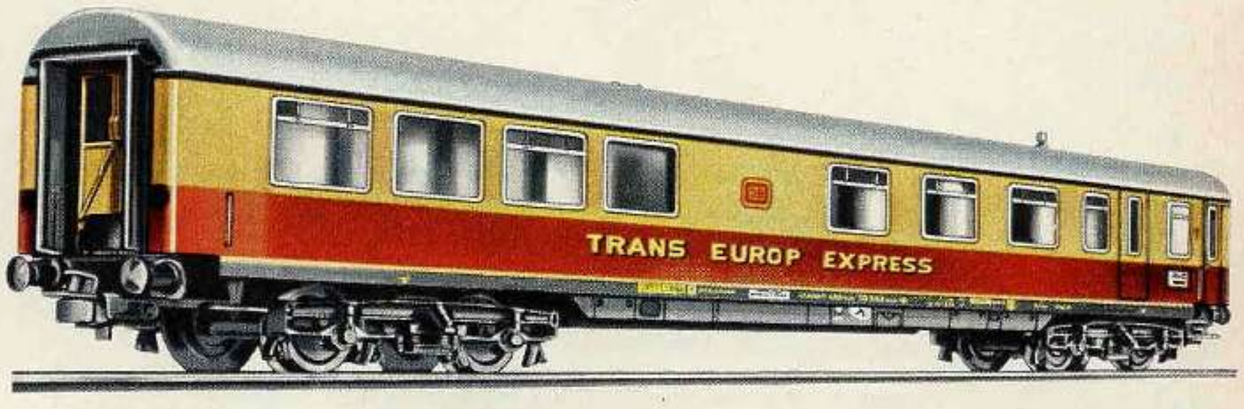
4087



4086



4088



4085

TEE COMPARTMENT COACH · First Class · A model of the German Federal Railways' Type Avm eight-wheeled coach · The body is finished beige and red with dark-grey fairing and detachable silver-coloured roof · Inset plastic-framed windows · The coach has the interior equipment already fitted, with a side corridor · 9½ in. long · For lighting by interior lighting set 7320 (page 53)

4088

TEE BAR CAR · A model of the German Federal Railways' Type ARDm eight-wheeled car · Body finished beige and red with dark grey fairing and detachable silver-coloured roof · Inset plastic-framed windows · Interior equipment is fitted, divided up into the bar, passenger and train crew's compartments · 9½ in. long · To light up by interior lighting set 7320 (page 53)

4086

TEE CHAIR CAR · First Class · A model of the German Federal Railways' eight-wheeled Apm type coach · Body finished beige and red, with dark grey fairing and detachable silver-coloured roof · Inset plastic-framed windows · The interior equipment is already fitted with centre corridor and the 1–2 seating arrangement · 9½ in. long · For lighting by interior lighting set 7320 (page 53)

4090

TEE DOME CAR · First Class · A model of the German Federal Railways eight-wheeled Type ADm coach · Body painted red and beige with grey fairings · Removable silver roof · Frosted glass windows inset in frames · Car has complete interior · Vista-dome compartment · 9½″ long · Interior can be lighted using lighting equipment 7322 (page 53)

4087

TEE RESTAURANT CAR · A model of the German Federal Railways' eight-wheeled Type WRm car · Body finished beige and red with dark grey fairing, detachable silver-coloured roof and plastic-framed inset windows · Interior equipment is fitted, divided up into the kitchen and restaurant compartments · 9½ in. long · To light up by interior lighting set 7320 (page 53)

4072

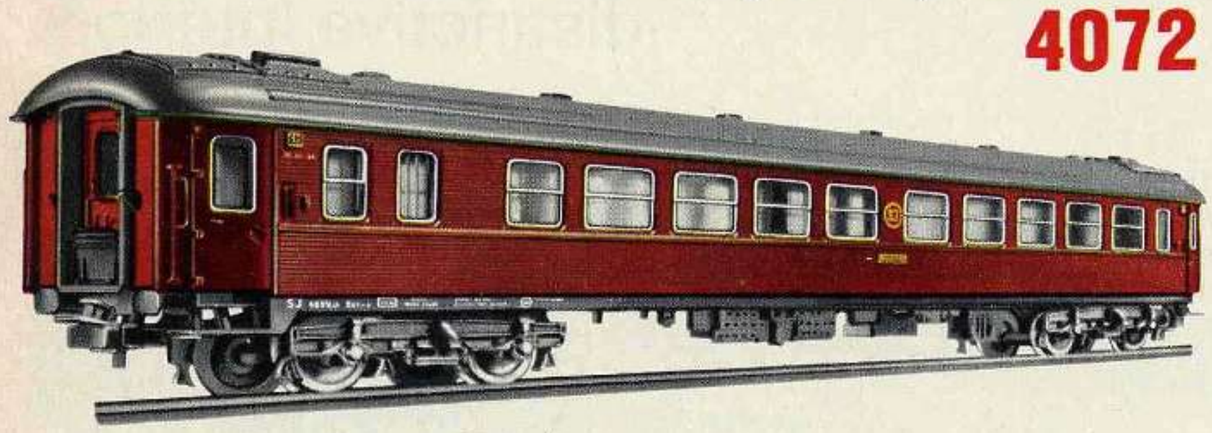
EXPRESS COACH · Second Class · A model of the Swedish State Railways' (S. J.-Statens Järnvägar) eight-wheeled Class Bo 1 coach · Brown high-grade plastic body with grey roof and inset plastic-framed windows, imitation concertina connections at the ends · Fine detail of all accessories and fittings on lower part of body · 9⅓ in. long · Provision for fitting the 7197 lighting equipment (page 53)

4073

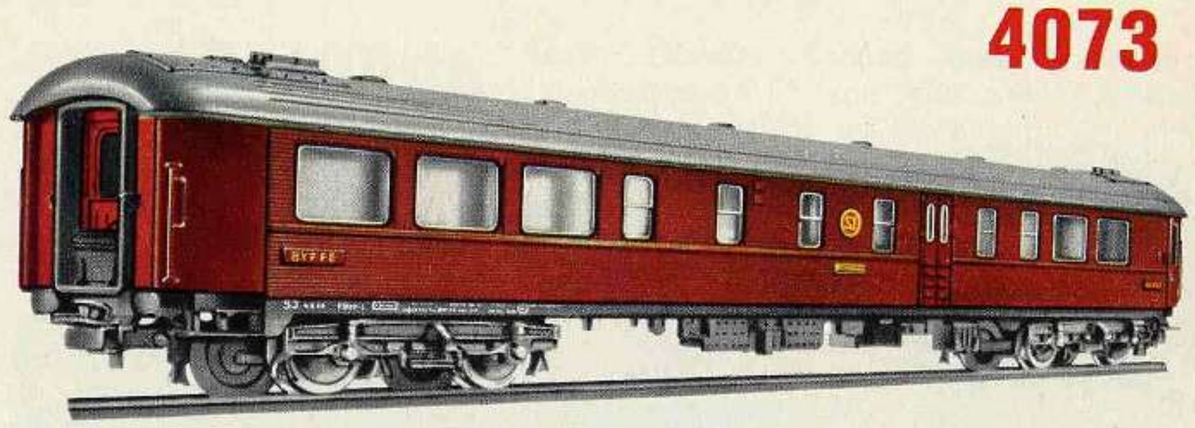
EXPRESS RESTAURANT CAR · A model of the eight-wheeled Class RBo 2 car on the Swedish State Railways · Brown high-grade plastic body with grey roof and inset plastic-framed windows, imitation concertina connections at the ends · Fine detail of all accessories and fittings on lower part of body · 9⅓ in. long · Provision for fitting the 7197 lighting equipment (page 53)

Swedish State Railways Express Coaches

4072



4073

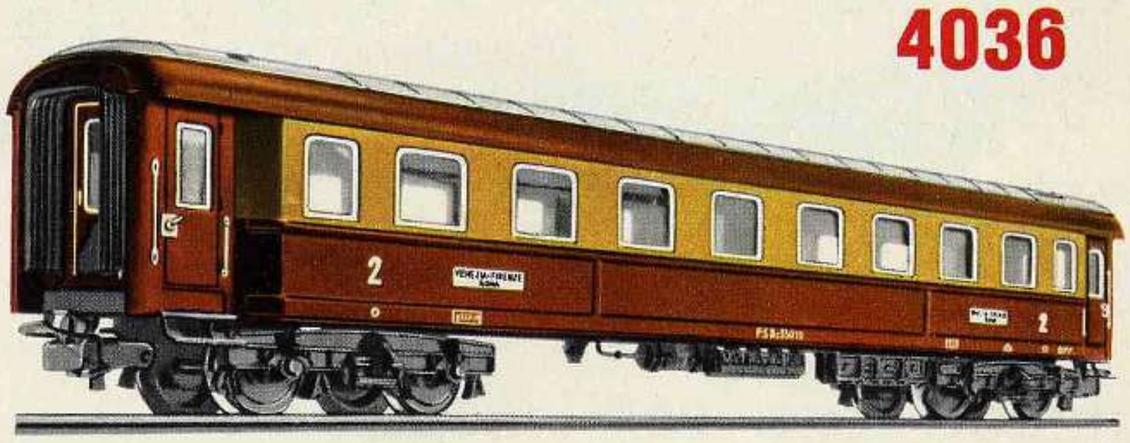


Lightweight Coaches for the Swiss Federal Railways

4066

Italian State Railways Passenger Coaches

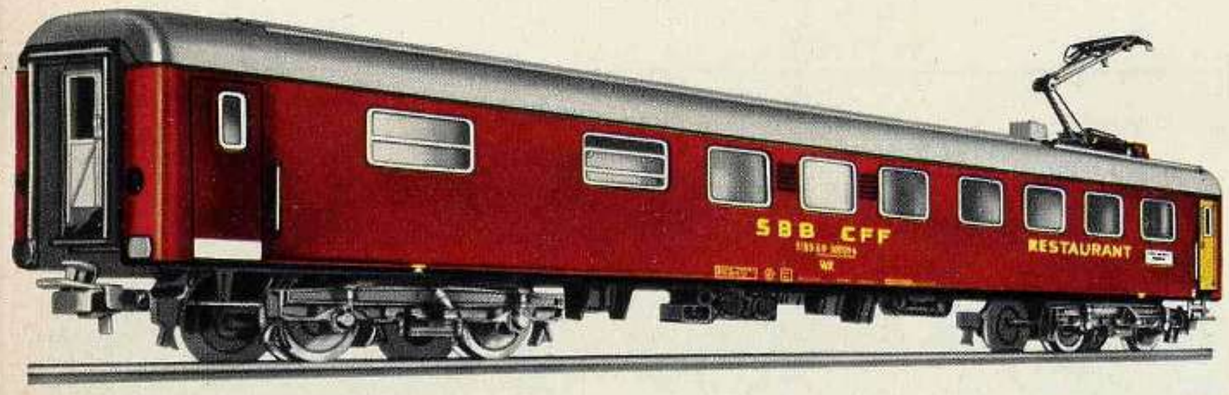
4036



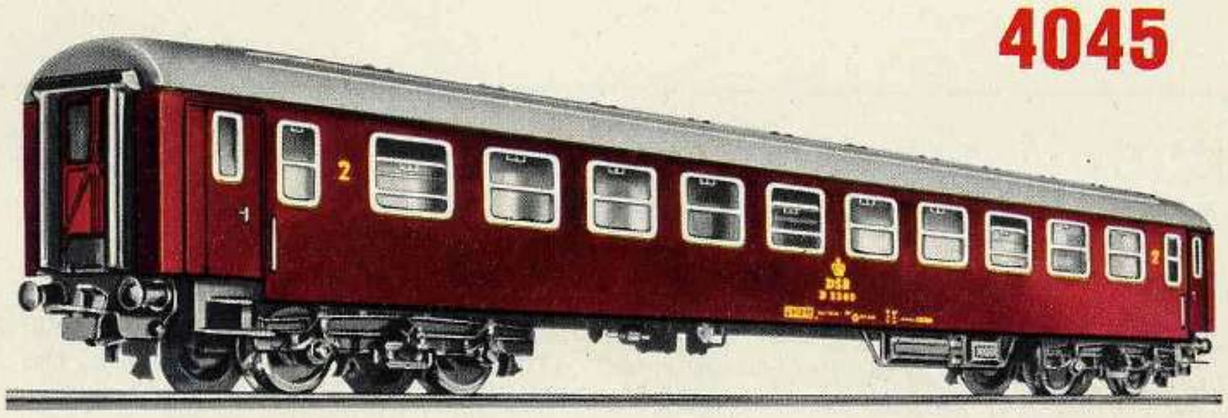
The passenger cars and express coaches on page 30/31 have AUTOMATIC ADVANCE COUPLERS (RELEX) and will accept interior lighting (see page 53).

Danish State Railways Express Coach

New **4068**



4045



4066

PASSENGER COACH · A model of the Swiss Federal Railways' eight-wheeled Series A 2500 coach · Green body with yellow longitudinal bands under the roof · Inset windows with hand rails fitted inside · Imitation rubber beadings at ends · Detachable silver-coloured roof with longitudinal ribs and simulated ventilators · 9½ in. long · To light up by interior lighting set 7320 (page 53)

4036

PASSENGER COACH · Second Class · A model of the Italian State Railways (FS — Ferrovie delle Stato) eight-wheeled Type Fs Bz 33010 coach · Brown and beige body with detachable silver roof · Frosted glass windows · Scale model diaphram at each end · 8¾″ long

4068

DINING CAR · Model of the RIC Dining Car of the Swiss Federal Railways · Two four wheel bogies · Red body with yellow lettering · Inset plastic frame windows · Simulated rubber diaphrams on ends · Silver removable roof with lengthwise ribs · Roof mounted pantograph · Length 9½″ · Car can be lighted using 7077 lighting equipment (page 53)

4045

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

4048

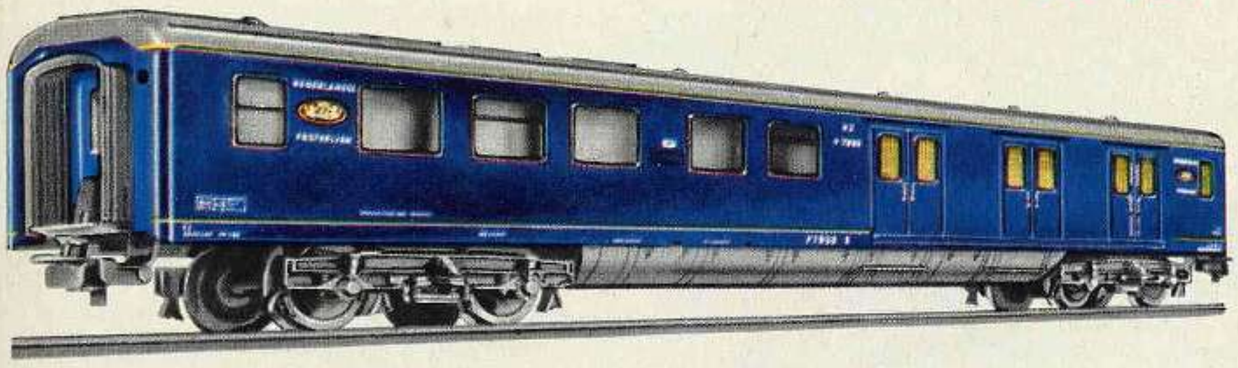
EXPRESS MAIL VAN · A model of the Netherlands Railways' (N. S.—Nederlandse Spoorwegen) eight-wheeled P 7900 type mail van · Blue body with detachable dark grey roof, inset plastic-framed windows and white lettering · Imitation concertina connections at the ends · 9½ in. long

4049

EXPRESS COACH · Second Class, with seating accommodation · A model of the Netherlands Railways' eight-wheeled Type B 6600 coach · Body finished blue, with dark grey detachable roof, inset plastic-framed windows—some opened—and white lettering · Imitation concertina connections at the ends · 9½ in. long

Netherland Railways Express Coaches

4048



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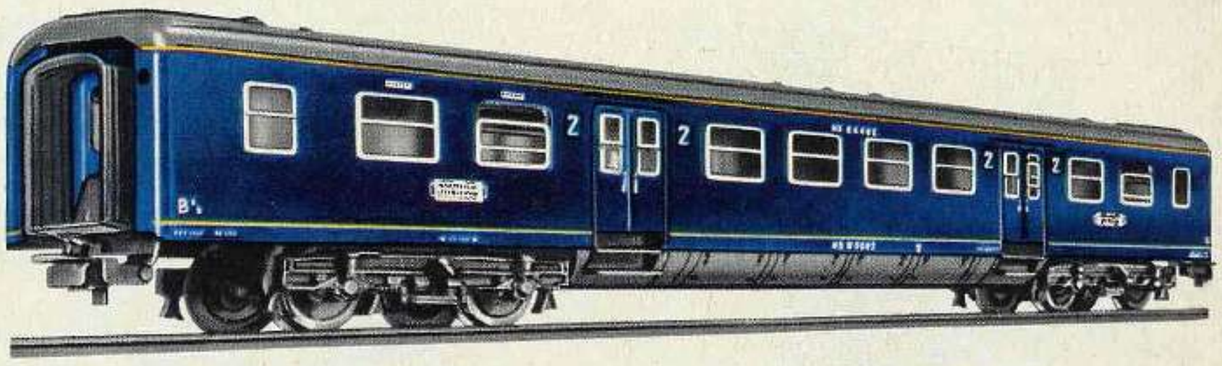
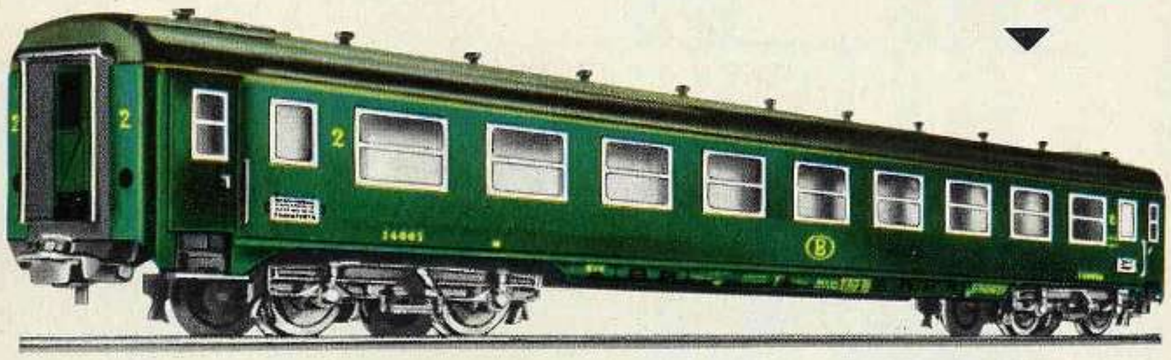


WE PREFER MÄRKLIN

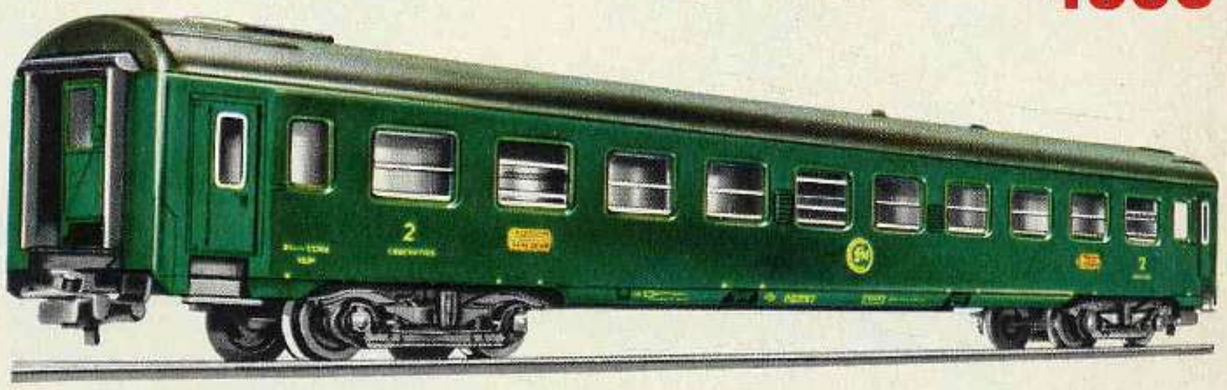
Belgian State Railways Express Coaches

4069

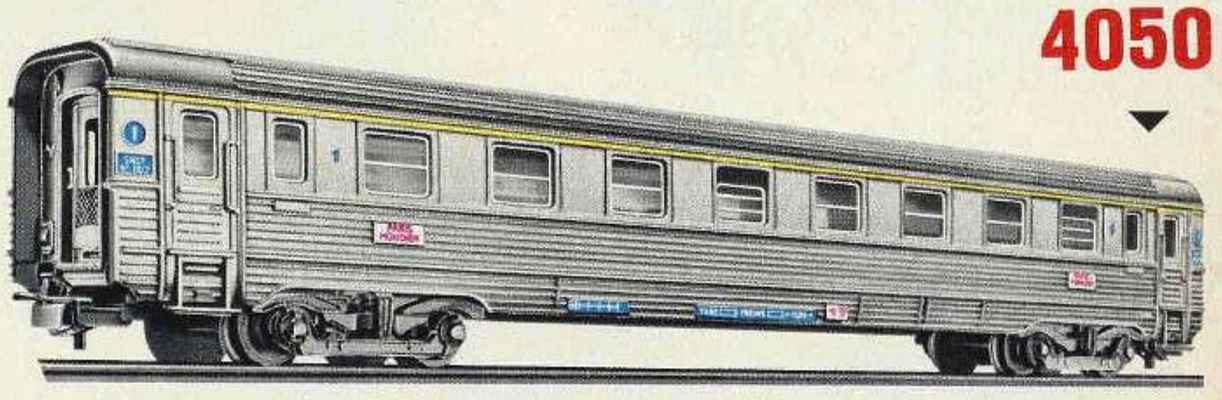


French State Railways Express Coaches

4065

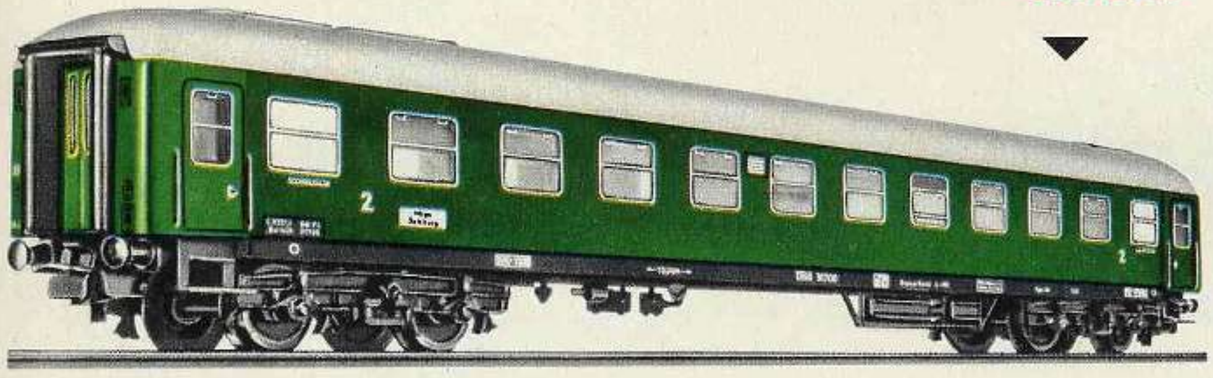


4050



Austrian Federal Railways Express Coach

4033



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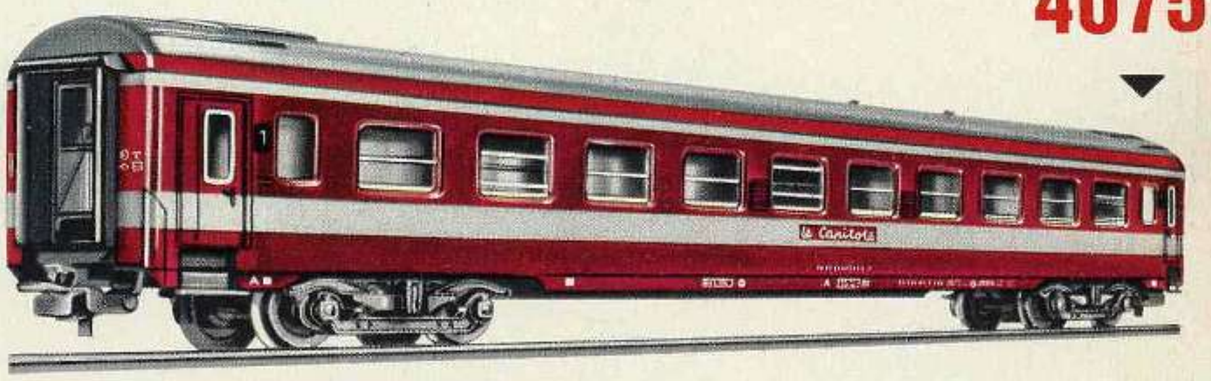


4069

EXPRESS COUCHETTE CAR · Second Class · A model of the Belgian State Railways' (S.N.C.B.—Société Nationale des Chemins de Fer Belges) eight-wheeled RIC couchette car · Body and detachable roof dark green, with simulated ventilators, inset plastic-framed windows · 9½ in. long · To light up by interior lighting set 7320 (page 53)

4033

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

4065

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

4050

EXPRESS COACH · First Class · A model of the French stainless steel eight-wheeled Class A 8 myfi coach · Plastic body in true colouring of the original with inset plastic-framed windows · 9½ in. long · Provision for fitting the 7197 lighting equipment (page 53)

4075

EXPRESS COACH · First Class · A model of the French State Railways' eight-wheeled "Le Capitole" type coach · Red body with longitudinal white bands and detachable grey roof; inset plastic-framed windows · 9½ in. long · To light up by the 7320 interior lighting set (page 53)

Freight Cars

with Highly Detailed Plastic Bodies and Automatic Couplers (RELEX)

4500

4500 and Kit 4900

4501

4502

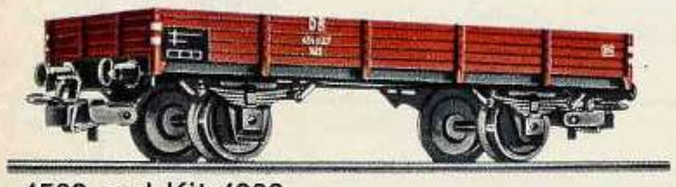
The trucks on these cars are die cast metal finished dull black. The wheels are fine turned. The bodies (except 4512 and 4516) are finely detailed plastic castings. All lengths are measured over the buffers.

4500
TANK CAR · Silver · "ARAL" · RELEX couplers · 4 in. long

4501
TANK CAR · Silver · "ESSO" · RELEX couplers · 4 in. long

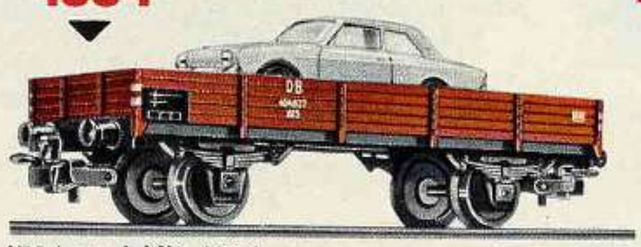
4502
TANK CAR · Yellow · "SHELL" · RELEX couplers · 4 in. long

4503



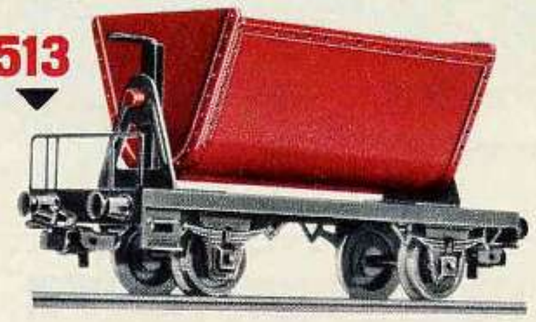
4503 and Kit 4903

4504



4504 and Kit 4904

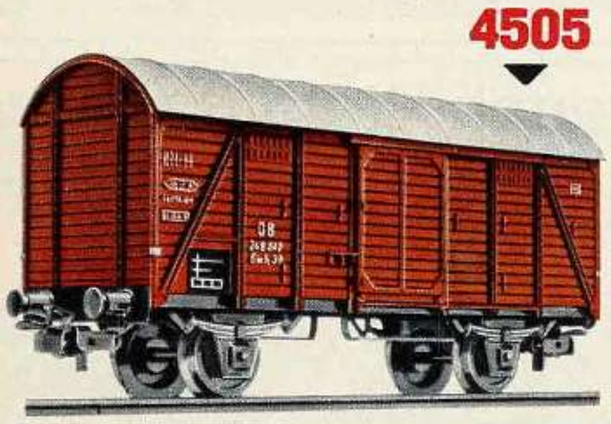
4513



4503
LOW SIDE GONDOLA · Brown · RELEX couplers · 4 in. long

4504
LOW SIDE CAR · Brown · Loaded with automobile · RELEX couplers · 4 in. long

4505



4505 and Kit 4905

4506

4508

4508 and Kit 4908

4505
BOX CAR · Brown · Silver roof · RELEX couplers · 4 in. long

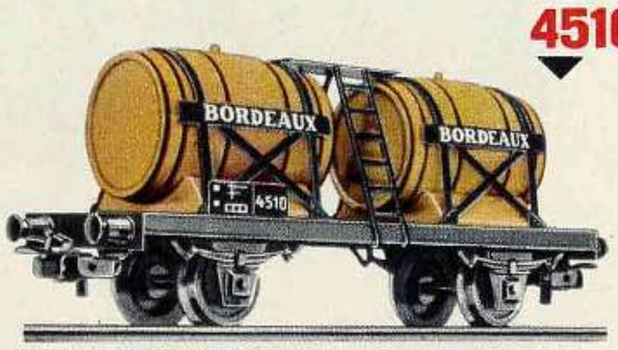
4506
BOX CAR · Brown, Silver roof · Finely modeled working tailights · Pick up shoe · RELEX couplers · 4 in. long

4508
REFRIGERATOR CAR · White with black lettering · Ventilators on roof · RELEX couplers · 4 in. long

4509

4509 and Kit 4909

4510



4510 and Kit 4910

4511

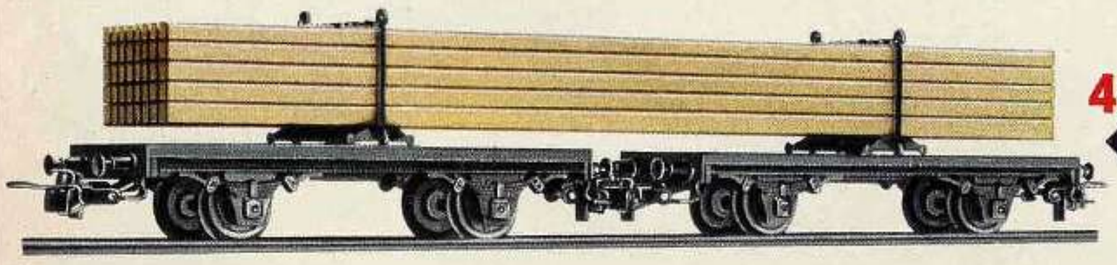
4511 and Kit 4911

4509
BANANA REFRIGERATOR CAR · Yellow · White roof · RELEX couplers · 4 in. long

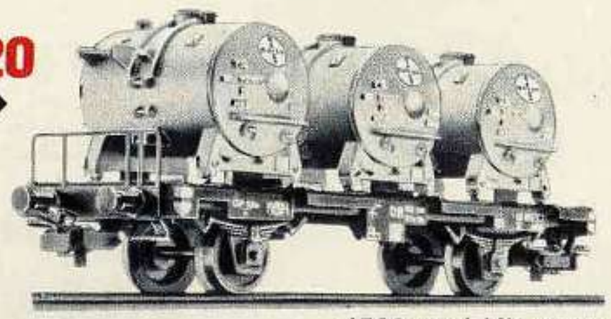
4510
WINE CAR · Tan barrels lettered "BORDEAUX" · RELEX couplers · 4 in. long

4511
PULVERIZED COAL WAGON · Two aluminium colored coal container with fillers connected by a walkway · RELEX couplers · 4 in. long

4512



4520

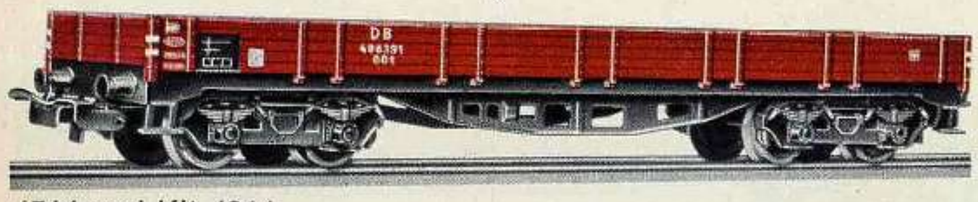


4520 and Kit 4920

4512
DOUBLE LUMBER CAR · With load of real lumber · All metal double unit · Black · RELEX couplers · 7½ in. long

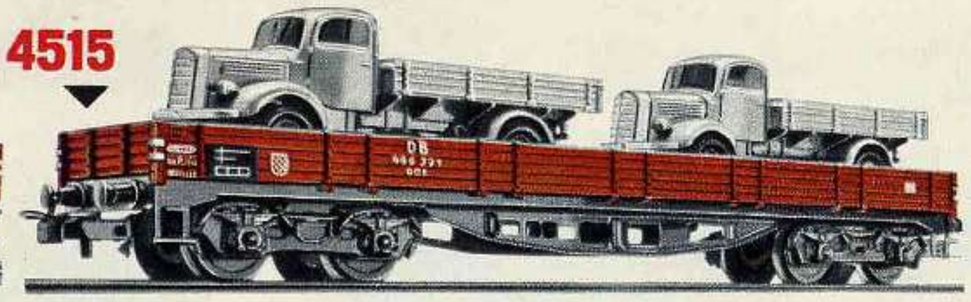
4513
DUMP CAR · Red · Will dump to either side · Locking lever · RELEX couplers · 3⅜ in. long

4514

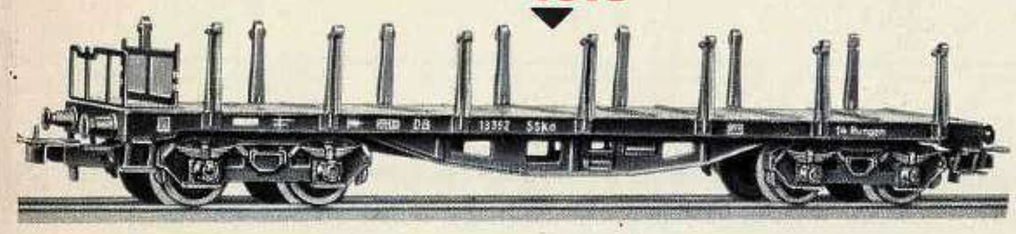


4514 and Kit 4914

4515



4516



4517

The only tools required for constructing the MÄRKLIN car kits on pages 24, 32 and 35 are a pair of pliers nad a screw driver. For the car 4902 on page 33 a hammer is also needed.

4514
LOW SIDED CAR · Brown · Eight wheeled · Without advance couplers · 7¼ in. long

4515
FLAT CAR WITH TWO TRUCKS · Brown · Eight wheeled · Loaded with two trucks · Without advance couplers · 7¼ in. long

4516
FLAT CAR WITH STAKES · Eight wheeled · Without advance couplers · 7¼ in. long

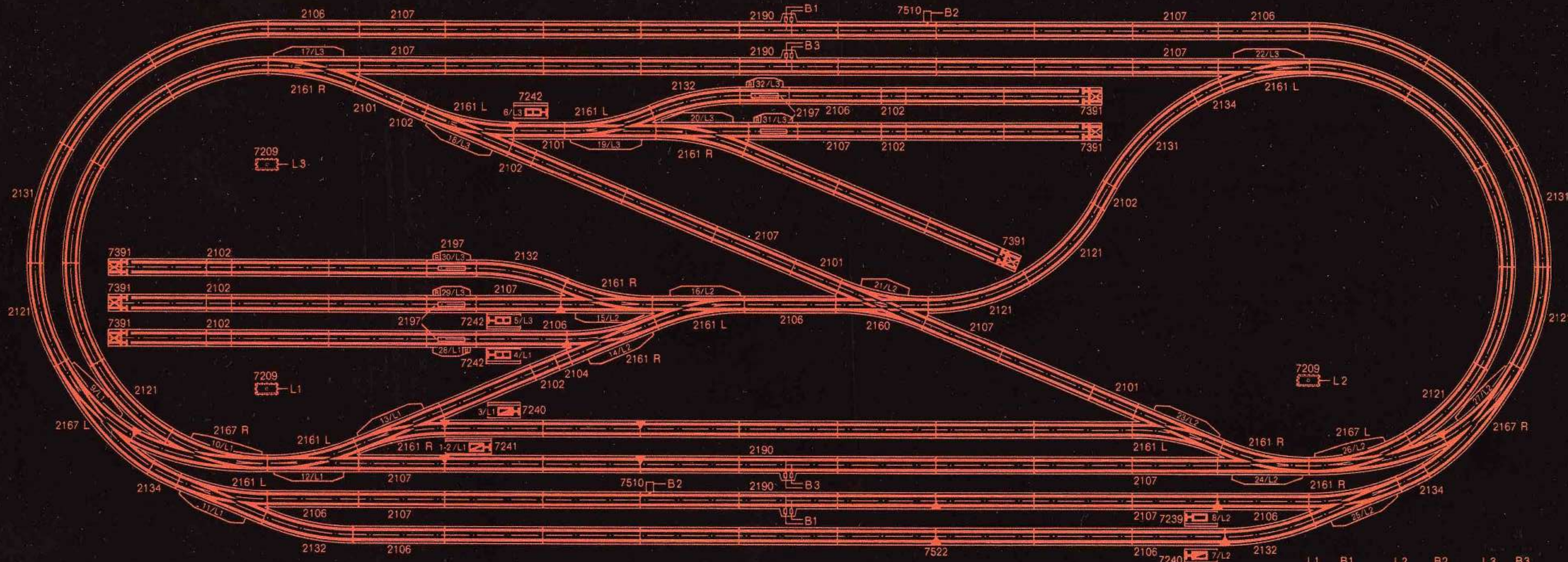
4517
COVERED FLATCAR · Brown · Eight wheeled · White cover · Without advance coupler · 7¼ in. long

4520
CHEMICAL CONTAINER CAR · Whit three round containers that can be removed by the 7051 Crane · Silver containers lettered "BAYER" with black frame · RELEX couplers · 4¼" long


HAPAG/LLOYD
D S G

MÄRKLIN
HO


FIAT
HAPAG LLOYD
HAPAG LLOYD
TRANS-EUROPA
UNITED STATES LINES



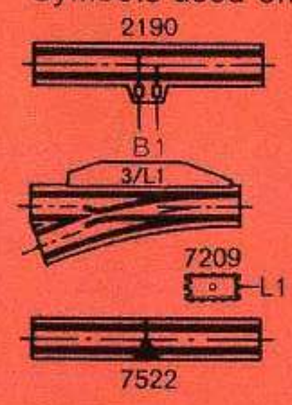
Track Plan for the MÄRKLIN Layout shown

280 x 99 cm

Material required:

58 — 2100	11 — 7019	1 — 7114
4 — 2101	8 — 7023	36 — 7115
9 — 2102	8 — 7072	10 — 7121
1 — 2104	8 — 7101	35 — 7123
9 — 2106	1 — 7102	30 — 7125
12 — 2107	3 — 7103	10 — 7131
14 — 2121	2 — 7105	20 — 7132
7 — 2131	10 — 7111	5 — 7133
4 — 2132	20 — 7112	1 — 7134
3 — 2134	35 — 7113	10 — 7135
1 — 2160	3 Transformers (30 VA)	3 — 7195
7 — 2161		3 — 7209
2 — 2167		1 — 7239
4 — 2190		2 — 7240
5 — 2197		1 — 7241
8 — 7000		3 — 7242
2 — 7013		6 — 7391
5 — 7014		2 — 7505
5 — 7015		23 — 7509
8 — 7018		2 — 7510

Symbols used on track plan:



B 1 Red and brown cables with plugs go to the like colored sockets on transformer 1

3 Blue cables go to sockets marked 3 on the control panel

L 1 Yellow cable goes to distributor panel 7209-L 1 · This distributor panel is connected to yellow lighting socket on transformer 1

Track insulated at this point by insulator 7522

Section insulated with insulator 7522 for signals · These can be lengthened if necessary to accomodate faster trains

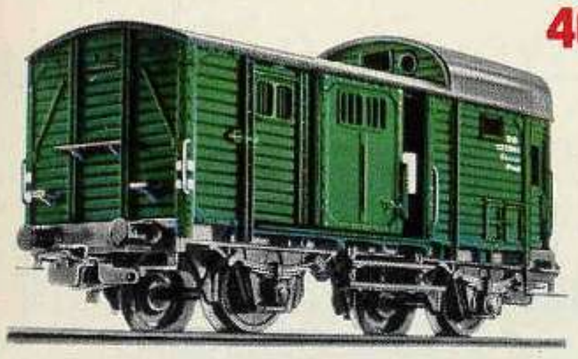
Transformer 1 = Track stud contacts and lighting (outer loop)
Transformer 2 = Catenary system and lighting (outer loop)
Transformer 3 = Track stud contacts and lighting (inner loop)

Model Freight Cars 4600

with Advance couplers (RELEX) for automatic coupling and uncoupling

The model freight cars are extremely reliable operating. They include many more details than our regular cars. A most important feature is the RELEX coupler which allows delayed action uncoupling. After the coupler is open with the uncoupler track, they remain open so that you may spot the cars farther down the track without the cars recoupling.
All cars without the RELEX couplers will still coupler with cars equipped with RELEX couplers.

4600



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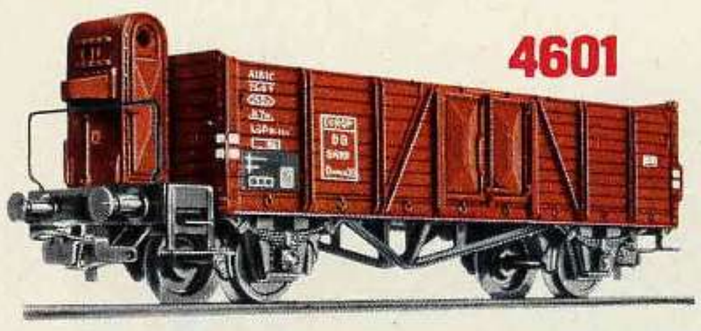
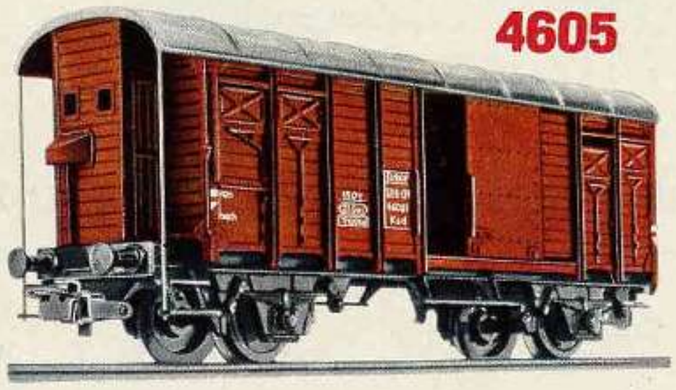


4602

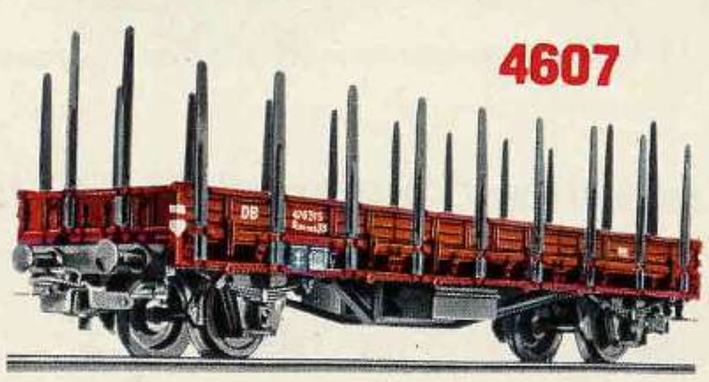
4602 and Kit 4902

4604

4605



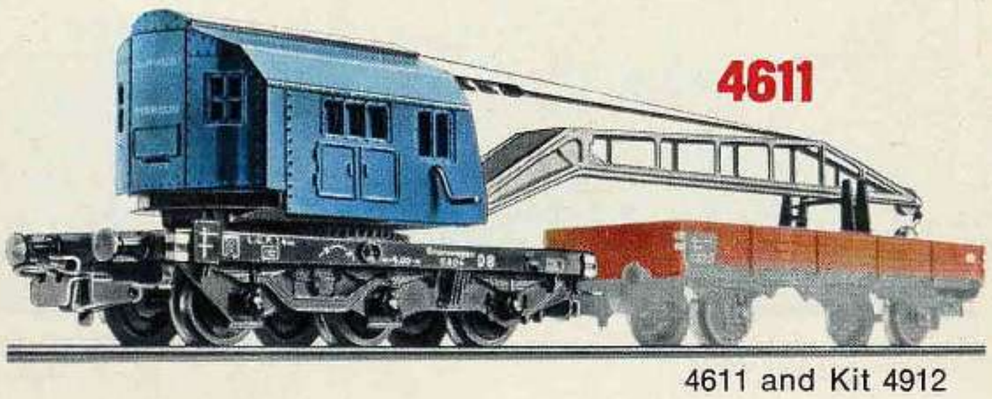
4607



4609

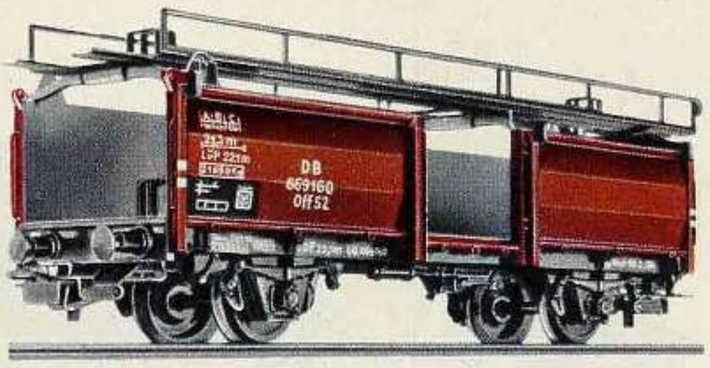
4610

4611



4611 and Kit 4912

4612



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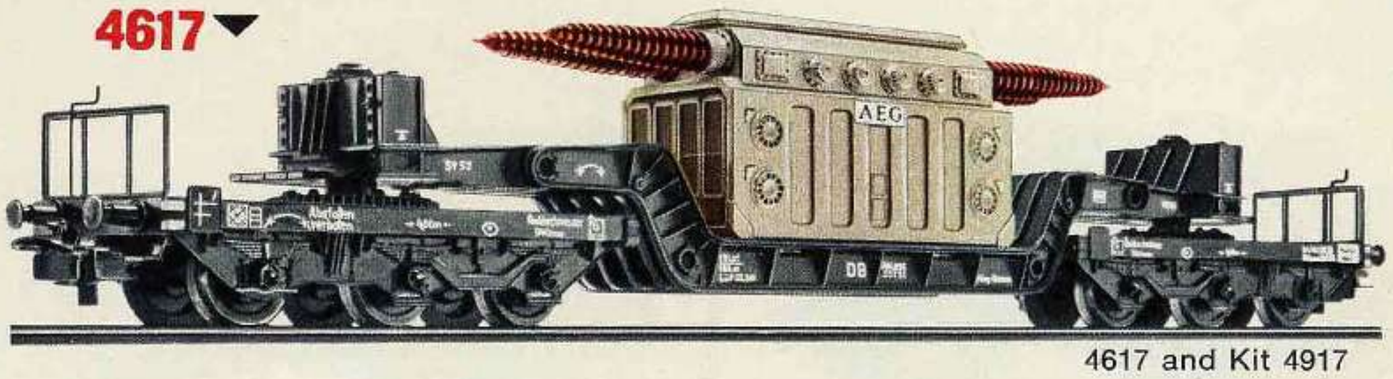
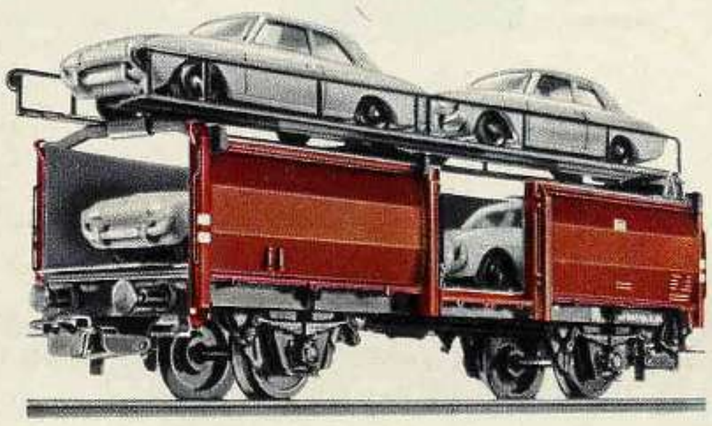
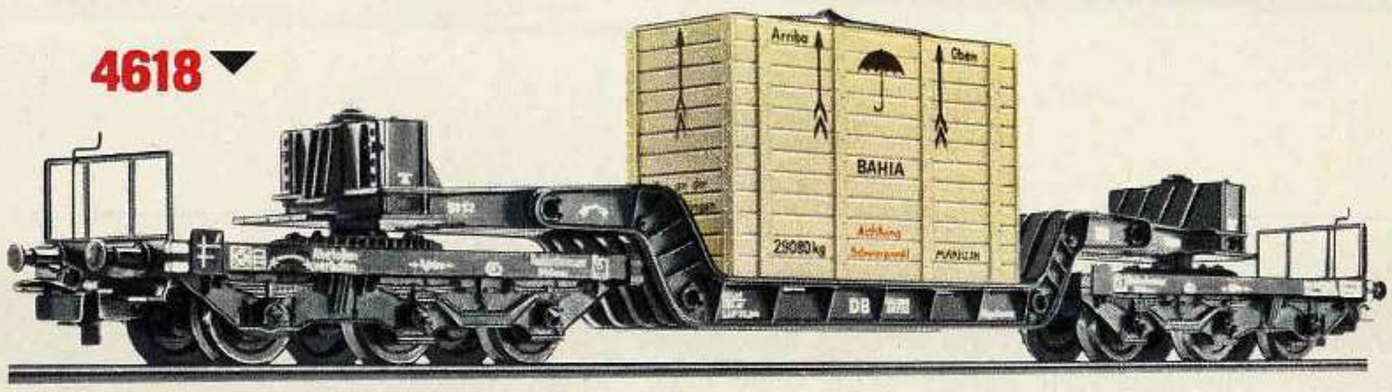


4617 and Kit 4917

4613



4618



4612
AUTOMOBILE TRANSPORTER · Not loaded · Brown · Black loading Ramp · 4½ in. long · (On the German Federal Railways these cars are used in pairs and the unit in then designated Type Off 52)

4613
AUTOMOBILE TRANSPORTER with loading ramp · Loaded with miniature cars · Brown · Black loading Ramp · 4½″ long

4617
DEPRESSED CENTER FLAT CAR · Twelve wheeled · Loaded with removable transformer · Black · Silver transformer · 10 in. long

4618
DEPRESSED CENTER FLAT CAR · Twelve wheeled · Loaded with removable packing case · Black · Wood colred case · 10 in. long

4600
FREIGHT TRAIN LUGGAGE VAN (CABOOSE) · German Federal Railways Type DB-Dg · Green · Grey roof · Both doors slide open and closed · 3⅝ in. long

4601
OPEN GOODS CAR with brakemans cabin · German Federal Railways Type Omm 33 · Brown · 4½″ long

4602
OPEN GOODS CAR · German Federal Railways Type Omm 52 · Brown · 4½ in. long

4604
OPEN GOODS CAR · German Federal Railways Type Omm 52 · Brown · With removable load of imitation coal · 4½ in. long

4605
SWISS BOX CAR with brakemans cabin · Swiss Federal Railways Type SBB-K³ · Brown · Silver roof · Both doors open · 4¼ in. long

4607
LOW SIDE CAR WITH STAKES · German Federal Railways Type Rmms 33 · With detachable stakes stored in sliding case underneath car floor · Brown · 5 in. long

4609
CANVAS COVERED CAR · German Federal Railways Type Rmms 33 · Brown · White canvas cover · 5 in. long

4610
BALLAST CAR · With unloading doors operated by crank lever · Brown · 3¾ in. long

4611
CRANE CAR with revolving boom and boom adjustment support · Crank handle for raising and lower the crane hook · Black underframe · Blue Cab unit · Silver boom · 3⅝ in. long · (The 4503 car is not included, but is recommended for supporting the boom when the crane is in transit)

MÄRKLIN

WE PREFER MÄRKLIN

Dieter Brahs:
THE PREFECT WAY TO RELAX
AFTER A HARD DAY

Hans Schulz:
–MÄRKLIN IS THE OBVIOUS CHOICE–

Fritz Kahlert: –NEVER A DISAPPOINTMENT
AFTER 20 YEARS OF USING MÄRKLIN–

Model Freight Cars 4600

H0

4619

4619 and Kit 4919

4620

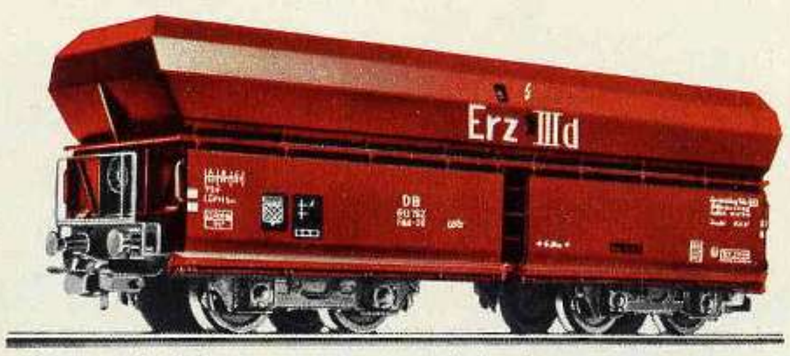
4620 and Kit 4918

with Advance couplers (RELEX) for automatic coupling and uncoupling

4621

4621 and Kit 4921

4624

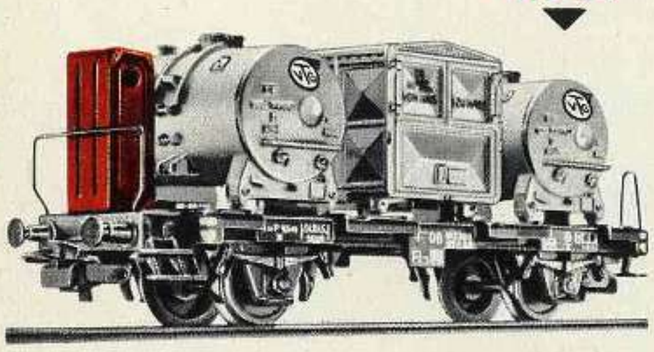


Cars of this type are used in international traffic for carrying caol, coke, minerals and similar goods. They are usually made into unit trains that are not broken up until they reach their final destination.

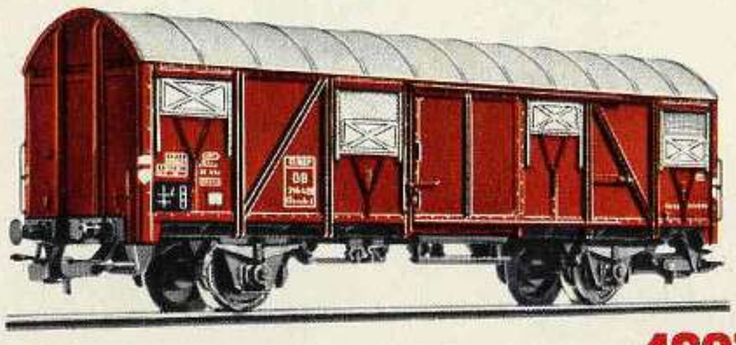
4626

This series of cars has a roof with hatches so that goods that are subject to damage from the elements, such as grain, can be transported in safety.

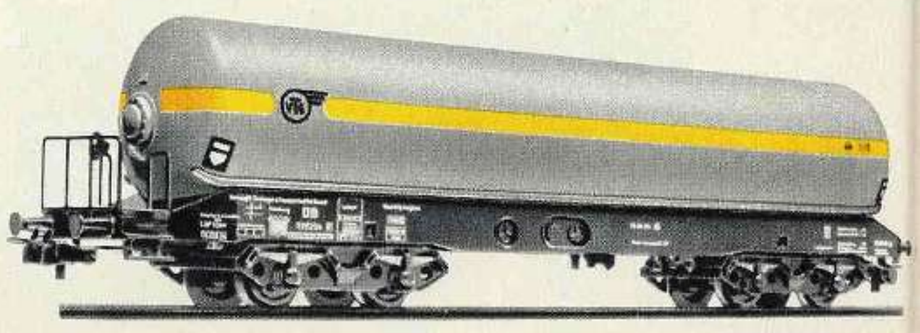
4625



4627



4628



4630

4619
GONDOLA WITH SLIDING ROOF · A model of the German Federal Railways Type Kmmks 51 · Four-wheeled · The two roof halves slide over each other · Brown body · Silver roof · 4½ in. long

4620
REFRIGERATOR CAR · Four-wheeled · Model of the German Federal Railways Type Tehs 50 · White with black lettering · Imitation ventilators on roof · 5¼ in. long

4621
HIGH CAPACITY TANK CAR · Eight-wheeled · Modell of the German Federal Railways Type Ksl 3504 · White tank with lengthwise red stripes and the name "MÄRKLIN" in blue · Underframe black · 5⅛ in. long

4624
HIGH CAPACITY GOODS CAR · Eight-wheeled · Modell of the German Federal Railways Type OOtz 50 · Brown with prototype lettering in white · 5¼ in. long

4625
CONTAINER CAR with brakemans cabin · Four-wheeled · Loaded with one box type container and two cylinder containers · Can be unloaded using the 7051 Crane · Silver containers · Black underframe · 4¼ in. long

4626
HIGH-CAPACITY GOODS WAGON WITH HINGED ROOF COVERS · A model of the German Federal Railways' eight-wheeled KKt 57 Type wagon · Brown with all covers to open · 5¼ in. long

4627
VENTILATED BOX CAR · Four-wheeled · German Federal Railways Type Glmmehs 57 · Brown body with silver vent doors · Silver roof · 5¼ in. long

4628
PRESSUREIZED GAS TANK CAR · Eight-wheeled · Grey tank with yellow stripes · Black underframe · Private owner car of the VTG (Vereinigte Tanklager und Transportmittel GmbH) · 7¾ in. long

4630
PRESSURIZED GAS TANK CAR as 4628 · White tank with yellow stripes · BTV type (Brüninghaus Transportmittel-Vermietung)

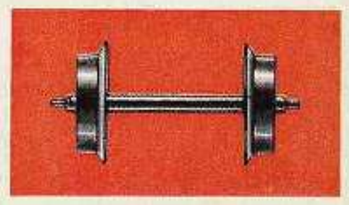
WHEEL SETS

MÄRKLIN-HAMO

for two rail operation

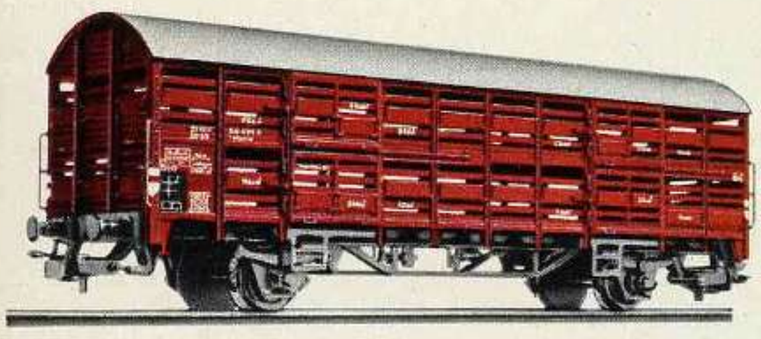
WHEEL SET, consisting of four axle sets · For converting all 4600 type cars (except 4611, 4617, 4618, 4629, 4631, 4633, 4635, 4644, 4645, 4646, 4656, 4657, 4659 and all eight-wheeled cars) to two rail operation **7588**

SET OF WHEELS, consisting of three axle sets · For converting cars 4611, 4617, 4618 (page 33) to two rail, D.C. operation **7587**

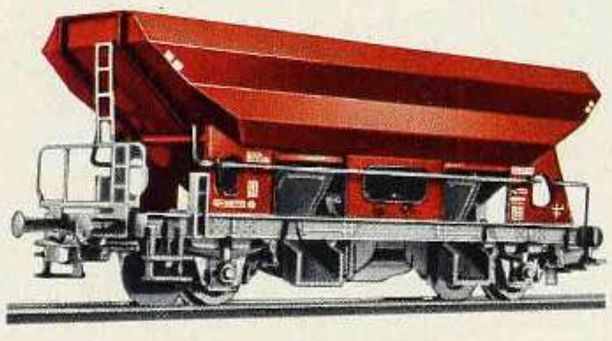


Dr. H. Gempeler, Chemical Engineer:
I began building my layout over 20 years ago, at now own almost all the MÄRKLIN locomotives and cars that have been available during this period. Never have I had the slightest wish to use anything besides MÄRKLIN.

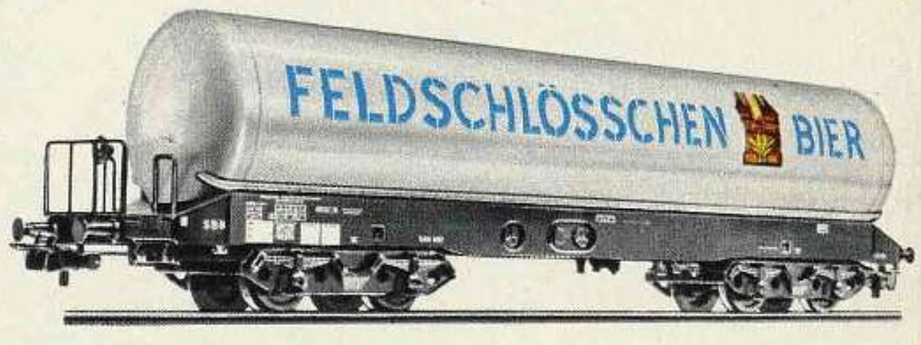
4629



4631

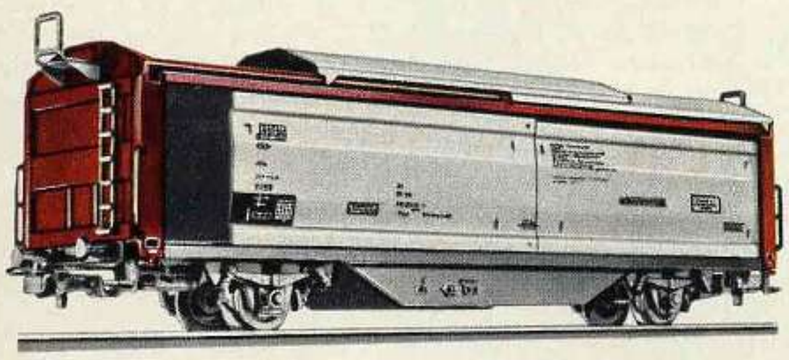


4632



The discharging doors can be operated by the hand lever, or automatically by using to 5112 uncoupling track section (see page 39).

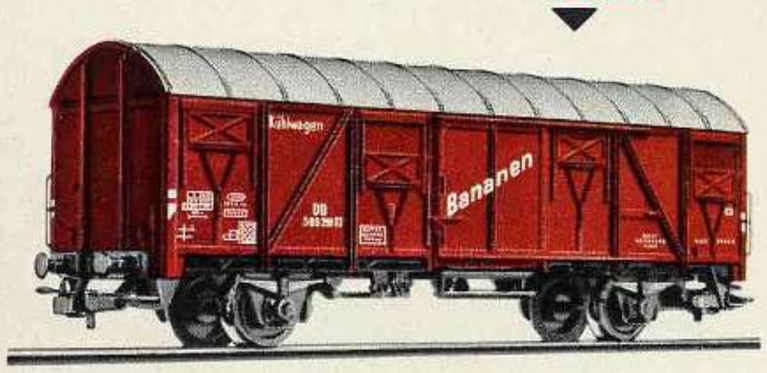
4633



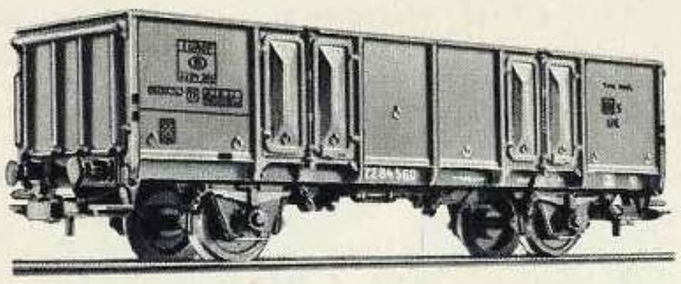
4635

4636

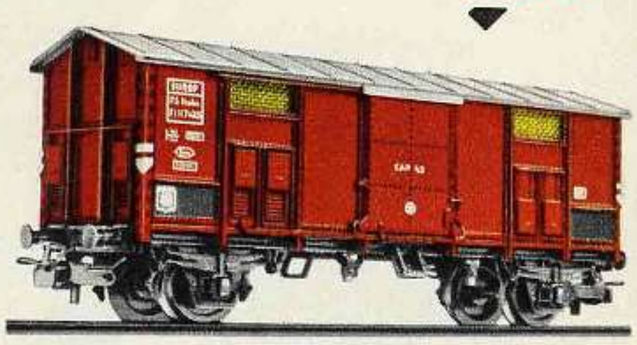
4637



4638



4550



4550 and Kit 4950

4629
CATTLE CAR · A model of the German Federal Railways DB-VImms 63 Type four-wheeled slatted truck · Truck top brown, silver roof shaded black, and black underpart · 5½ in. long

4631
SIDE DUMPING CAR WITH OPENING DOORS · Four-wheeled · Model of the German Federal Railways Type Otmm 70 · Brown plastic body · Black die cast metal underframe · 4½ in. long

4632
BEER TANK CAR · Eight-wheeled · White tank lettered "Feldschlösschen Bier" · Underframe black · 7¾ in. long

4633
GOODS WAGON WITH SLIDING DOORS AND ROOF · German Federal Railways Type Klmmgks 66 · Four-wheeled · Sides and roof slide open in both directions · Main body brown · Sides and roof silver · Scale lettering, exactly as on the original · 6⅛ in. long

4635
DUMP CAR · Four-wheeled · Model of the German Federal Railways Type Ommi 51 · All hoppers tip when the center retaining bar is released · Brown body · Black underframe · 4¼ in. long

4636
REFRIGERATED BEER CAR · Four-wheeled · A model of the private car of the Danish Carlsberg Brewery · White body · Green lettering · Scale ventilators on roof · 5¼ in. long

4637
BOX CAR · Four-wheeled · German Federal Railways Type Tnomehs 59 · Brown, Silver roof · Lettered as a Banana Car · 5¼ in. long

4638
GONDOLA · Four-wheeled · Belgian State Railways (SNCB) Type · Grey · 4½ in. long

4550
BOX CAR · Italian State Railways (FS) Type · Four-wheeled · Removable roof · Brown Body · Silver roof · 4¼ in. long

MÄRKLIN

Additional model freight cars

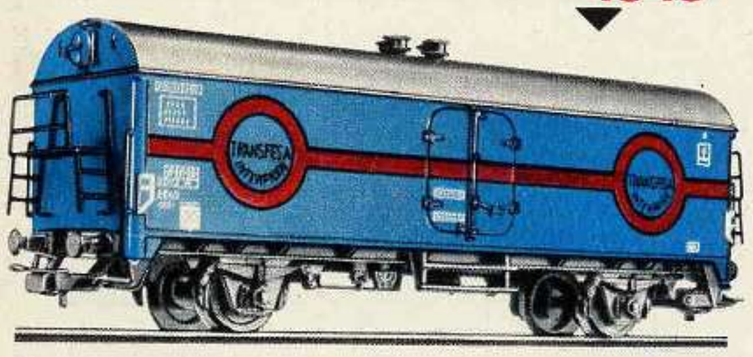
Model Freight Cars 4600

with Automatic couplers (RELEX)

4639

4639

OPEN GOODS CAR · Four-wheeled · Model of the Netherlands State Railways (NS) · Tuscan red body · 4½ in. long



4640

4640

REFRIGERATOR CAR · Four-wheeled · A model of the private form of TRANSFESA · Blue body · Red stripes and rings · Silver roof, black underframe, with scale roof ventilators · 5¼ in long

4644

4644

TANK CAR · Four-wheeled · A model of the German Federal Railways standard tank car with lettering for "BP" · Tank and filler caps green · Black ladders and underframe · Platform with handrails at one end · 4 in. long

4645

4645

TANK CAR · Four-wheeled · A model of the standard tank car used by EVA (Eisenbahn-Verkehrsmittel Aktiengesellschaft) lettered TOTAL · Grey body · Ladders and walkways black · Platform, railings and underframe black · 4 in. long

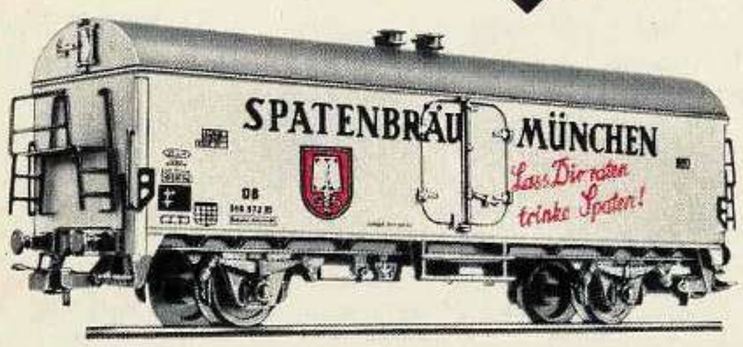
4646

TANK CAR · A model of the standard four-wheeled tank car lettered "ARAL" · Tank and filler caps blue · Walkway and ladder, also underframe with platform and handrails, black · 4 in. long

4646

4654

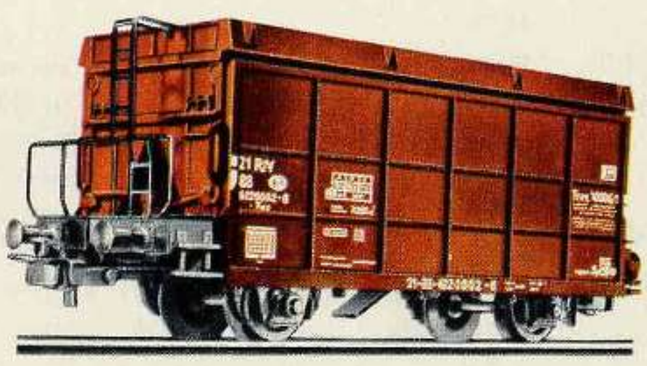
BEER WAGON · A model of a four-wheeled private wagon of the Spaten Brewery, Munich (Spatenbrauerei München) · White with black lettering and the firm's sign "Spaten" on a red background · Grey roof with simulated ventilators · 5¼ in. long



4654

4656

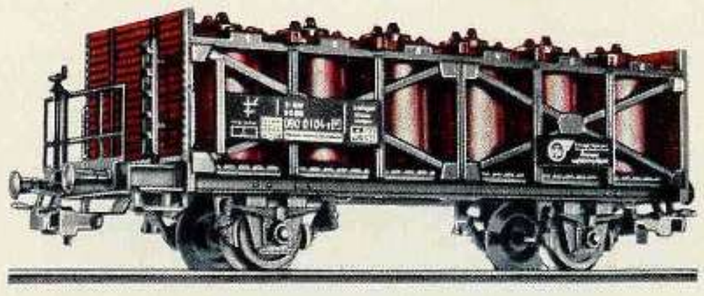
BULK GOODS CAR · A model of the Belgian State Railways (SNCB) four wheeled 1000 G-1 Type car · Brown · 4 in. long



4656

4657

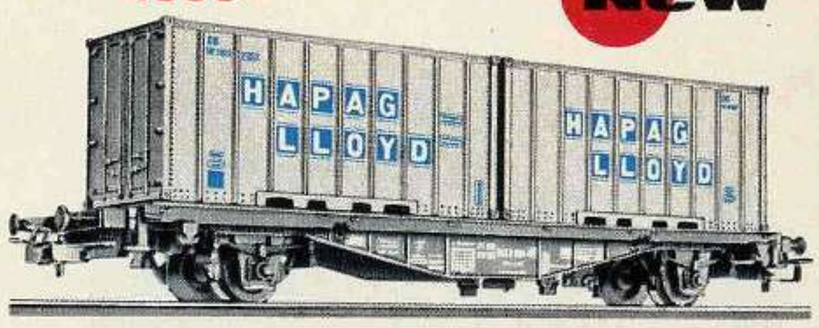
ACID CONTAINER CAR · Model of the two axle VTG design acid carring car of the German Federal Railways · 12 scale model plastic acid containers · Platform with ladder and railing at one end · Containers are brown, frame and sides black · Length 5⅛″



4657 New

4659

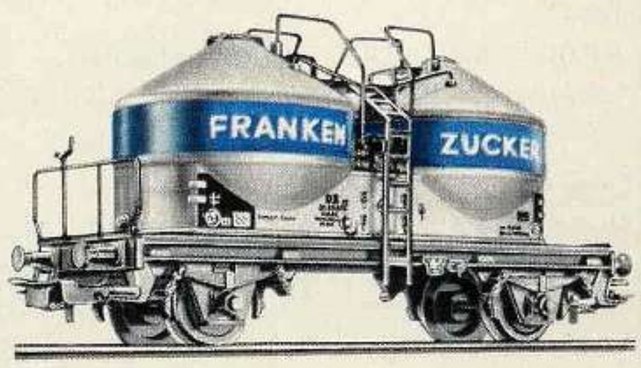
CONTAINER CAR · Model of the two axle container carrier car, Type Berlin, of the German Federal Railways · Has two removable containers marked Hapag-Lloyd · Containers silver with black underframe · Length 6⅛ in.



4659 New

4658

CONTAINER CAR FOR FINE BULK GOODS · A model of the German Federal Railways four-wheeled Type Kds 54 car in use as a private wagon of the Franken Sugar Co. (Franken-Zucker) · Silver containers with blue centre parts, black underframe · 4 in. long



4658

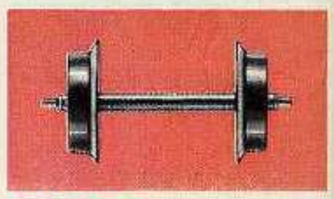
WHEEL SETS

for two rail operation

7588

SET OF WHEELS, consisting of four axles · For converting all 4600 stock (except 4611, 4617, 4618, 4629, 4631, 4633, 4635, 4644, 4645, 4646, 4656, 4657, 4659 and all eight-wheeled cars) to the D.C. two-rail system

MÄRKLIN-HAMO



7588

7587

7587

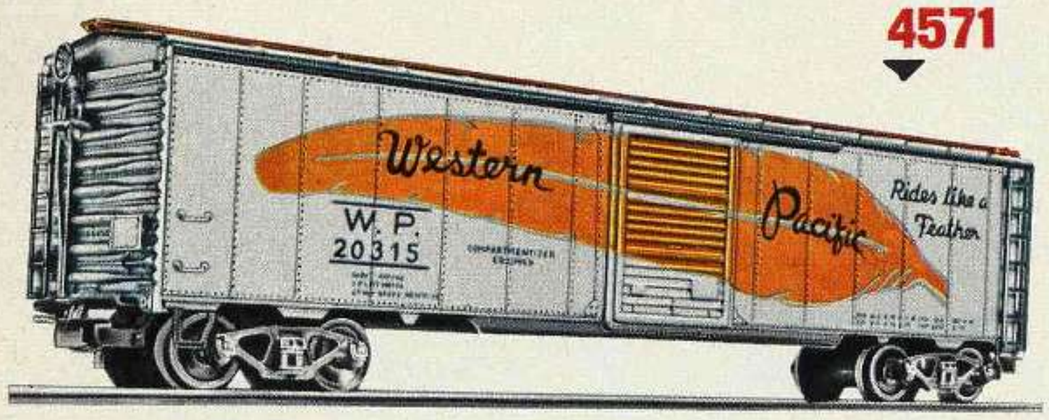
SET OF WHEELS, consisting of three axles · For converting wagons 4611, 4617 and 4618 (page 33) to the D.C. two-rail system

The sides can be opened by remote control using the 5112 uncoupling track (see page 39).

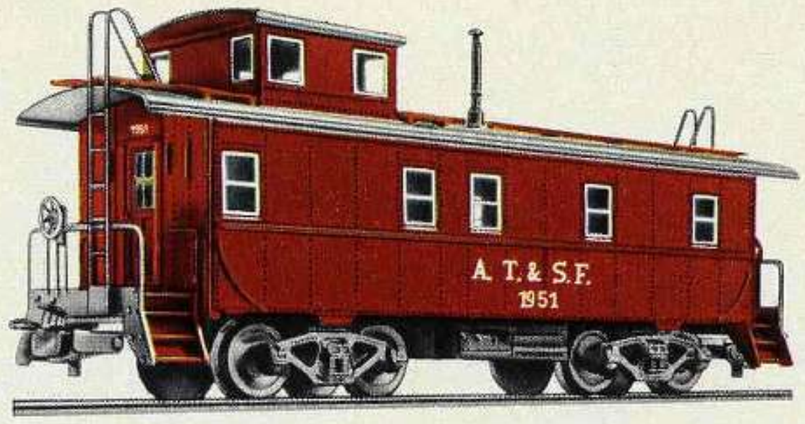

HOTEL
13 Stuttgart Hbf 14
Stuttgart Hbf

American Freight Cars

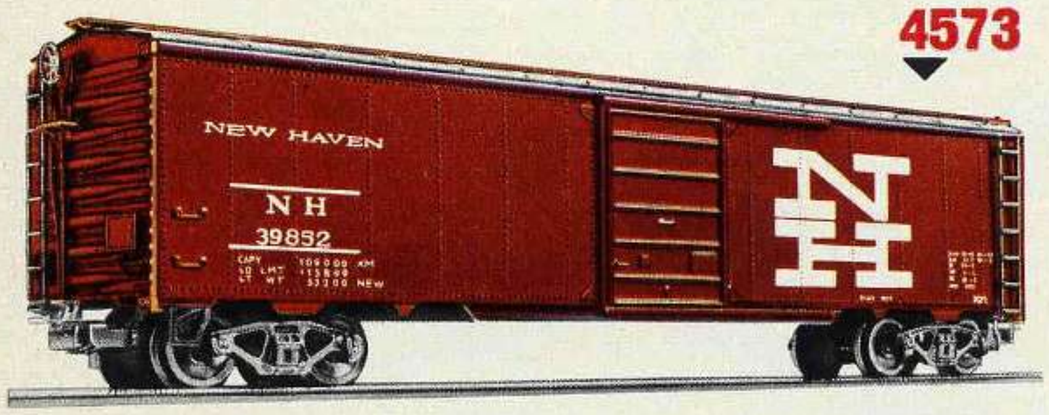
with Advance couplers (RELEX) for automatic coupling and uncoupling



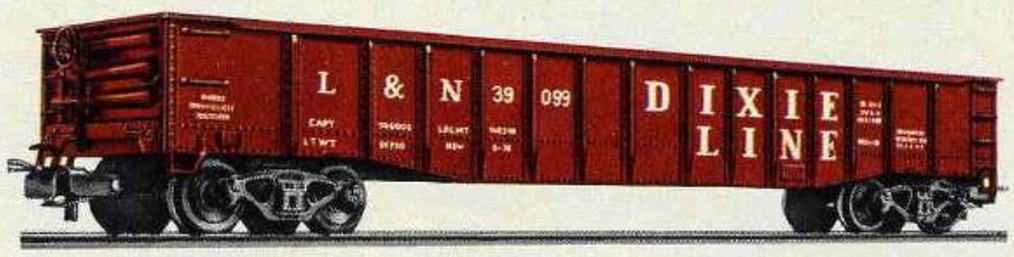
4571



4570



4573



4575

4571
WESTERN PACIFIC BOX CAR · A model of the Western Pacific Railroads eight-wheeled, 50 ton box car · Silver body with orange and black lettering · Roofwalk mounted on roof · Both doors open · 8 1/8 in. long

4570
CABOOSE · A model of the Santa Fé Railroad standard caboose · Tuscan red body with white lettering · Silver roof with roofwalks · 6 in. long

4573
NEW HAVEN BOX CAR · A model of the New Haven Railroads eight-wheeled 50 ton box car · Tuscan Red with white lettering · Roofwalk mounted on roof · Both doors open · 8 1/8 in. long

4575
GONDOLA · A model of the Louisville and Nashville Railroads "Dixie Line" gondola · Trucks with movable bolsters · Brown plastic body with white lettering · 8 in. long

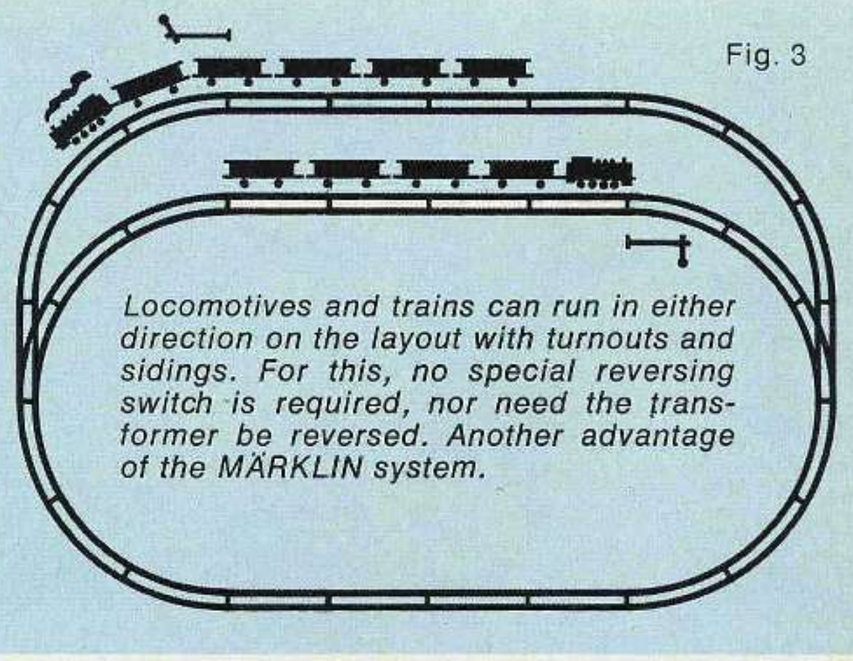
WE PREFER MÄRKLIN

Rolf Banzhaf:

I wanted a model railroad that would provide me easy operation. I especially liked the feature of running trains in any pattern without any special wiring. Only with Märklin can I have such a fool proof automatic operation.

The self cleaning action of the current pick up shoes on the track, and the many brige and track ramp sections are another feature that made me decide on Märklin.

Fig. 3



Locomotives and trains can run in either direction on the layout with turnouts and sidings. For this, no special reversing switch is required, nor need the transformer be reversed. Another advantage of the MÄRKLIN system.

G. Pipping:

The A.C. system allows even a woman without technical knowledge, to have very complicated system.
The new layout that I am building is not very large but I have designed the track plan and electrical system myself. My nine locomotives and the cars operate perfectly. What more could you ask for.

Dr. Dietrich Velde, Chemical Eng.:

The three rail system is the finest for automatic multi-train operation. It allows clear and simple methods for devising routes even by non-experts. For the experienced model railroader, the possibilities are limit less. By using only Märklin components a truly complete scale operation can duplicate any operation on the real railroads. But the most important feature is that every parts is of the highest quality available.

Hans Schulze:

Being a business man, rather than a technical genious, I decided upon Märklin because the Märklin system is so simple to set up. In addition, for over 12 years now, I never cease to appreciate the high precision and fidelity to scale of all the Märklin products.

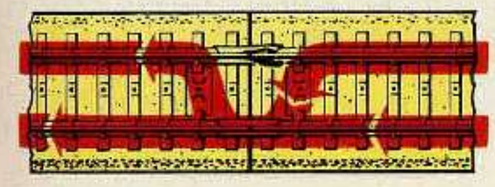


Fig. 1

A special feature of the MÄRKLIN track is the EXCELLENT CURRENT FEEDING QUALITIES. Even when the-rail joiners are bent, as is likely to happen after much use, there is no problem of the current being fed as the other rail joiner will still carry the electrical current. No soldering is ever needed to connect your railroad (Fig. 1).

One reason for the success of MÄRKLIN in model railroading is the simplicity, durability and versatility of the track. Our proven metal track features the most reliable current distribution system ever devised. Stud contacts project from the center of the ties. Current is picked up by the sliding current collector on the underside of the locomotive. — Accurately formed black rails are securely mounted on a strudy metal roadbed, finished to resemble rock ballast. Rail-end joiners push together and pull apart easily for repeated use. — Center stud contact tongues lock together for excellent electrical contact, at the same time as the railjoiners go together. This not only assures a most reliable electrical connection, typical of the MÄRKLIN system, but in addition helps to hold the track sections together tightly. — Three track ovals are available, with varying diameters. The smallest oval, for branches and industrial sidings, consists of 8 sections of 5120, measuring 24" in diameter. — The medium oval, consisting of 12 sections of 5100, measures 30" in diameter. All of the related track items, turnouts, crossings, as well as the straight sections belong to the to the series with numbers beginning with 51. — The outer oval with 12 sections of 5200, is 36" in diameter. The track sections, turnouts, crossings, etc. that belong to this series begin eith the number 52 (see comparisons on page 41).

The screws needed for mounting the track when using 7171 soud deadening strips (see page 52) are included in the package. When **not** *using the sound deadening strips we recommend using flat head screws No. 60126.*

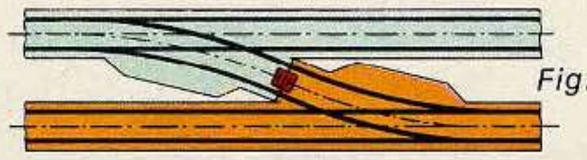


Fig. 2

It is easy to insulate one section of track from another. Simply slip a 5022 insulator piece (see page 43), or any piece of paper, between the center track tongues. NO SPECIAL SECTION OF TRACK IS NEEDED (Fig. 2).

Curved Track Sections

5100 Full length, 7½" long

Half length, 3¾" long **5101**

Quarter length, 1⅞" long **5102**

Feeder Track **5103**

Curved · Full section · With 2 connecting cables

5120

Small Radius Curve Track

CURVED TRACK SECTION · 8⅘" long · Branch lines and industrial sidings with small radius curves can be built using this track · 8 sections form a complete 24 inch diameter circle · Large locomotives such as 3047 and the express passenger coaches will negotiate this radius, however if you have reverse curves at least on full length section should be placed between the curve · The 5120 track sections can be used with the 5100 and 5200 sections so that a great variety of layouts can be designed

Contact Track Sections

Like the other track contact sections, these are used to operate automatically the impulse operated accessories such as turnouts, points, and signals. A small cam located in the center of the roadbed is actuated by the pickup shoe on locomotives and cars. There are two connecting sockets, one which is operated in each direction of travel of the train, so that you can have two different functions on each contact track section.

5147 curved half length, 3¾" long

5146 straight half length, 3½" long

These track sections are used to operate, by remote control, the impulse operated accessories such as turnouts, points and signals. Contact is made by the wheels of the train regardless of the direction of travel. In use for automatic train control, one track is needed to turn the signal green, one to turn it red.

5104 Contact Track Sections
curved · Full section

5105 straight · Full section

5130 Interference Suppressor Track

Curved · Full length · 7½" long · Forpreventing interference in radio reception in the intermediate and long radio bands

5114

CROSSING · Length 7⅗" long · The center studs of the crossing lines are insulated electrically from each other

Straight Track Section

5106 Full length, 7" long

5107 Half length, 3½" long

5129 Make up section, 2¾" long

5108 Quarter length, 1¾" long

5109 3/16 length, 15/16" long

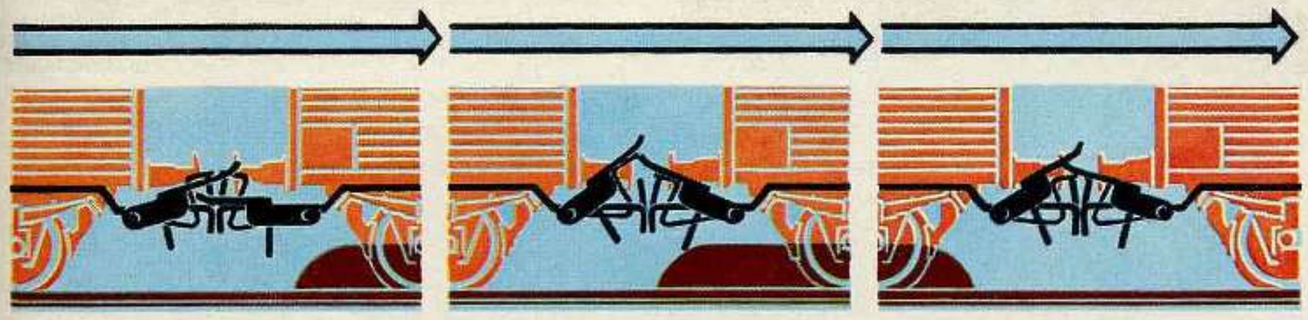
5110 1/8 length, 7/8" long

5111

Feeder Track Section

Straight · Full length · With 2 connecting cables

Remote Control Automatic Uncoupling



Raising the track ramp releases the couplers.

The RELEX is designed to provide "delayed action uncoupling". This permits you to push the cars after uncoupling without the couplers closing again.

Train operations become quite realistic, when you do not have to uncouple the cars and locomotives by hand. This can be done automatically using the uncoupling track section, along with the uncoupler light which addes greatly to the scenic effect. When the car is near the uncoupler light, a press of the control panel button will open the coupling leaving it standing from the rest of the train. Cars with the RELEX delayed action uncoupler and then be pushed by the locomotive without the couplers reengaging. By using this system a most realistic yard operation can be duplicated.

5112 **5113**

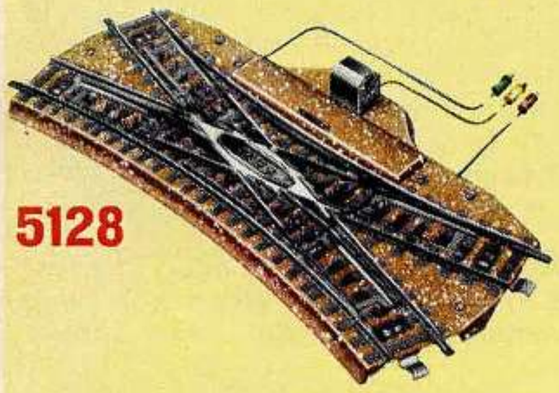
5113
UNCOUPLER LIGHT STANDARD · Die cast metal · The light on the top of the standard lights up when the uncoupler track is energized · 3⅜" high

5112
UNCOUPLING TRACK SECTION · For releasing the automatic couplers on cars and locomotives · Ramps raise on either side of the center track studs, operated electrically by remote control from the control panel or manually by the lever on the side of the roadbed · Two connecting cables · Length 3½" long

MÄRKLIN-M-Turnouts 5100

The electric remote control turnouts 5117, 5140 and 5202 and the double slip switches 5128 and 5207 are all operated by electric double solenoids, with working signal lamps to show which direction the points are set at all times. The points are non derailing as the train pushes the point aside and after the train passes the points return to their original setting. Extra turnouts can be connected directly to either end of other turnouts, giving you a big savings in space.

Electric Turnouts (points) for remote control operation



5128

5128
DOUBLE SLIP SWITCH · 30° crossing angle · Electric double solenoid · Working signal lamp shows whether set for crossing or diverging tracks · Hand lever for manual operation · The straight tracks are 7⁹/₁₆″ long, and the curved tracks are 7¹/₂″ long

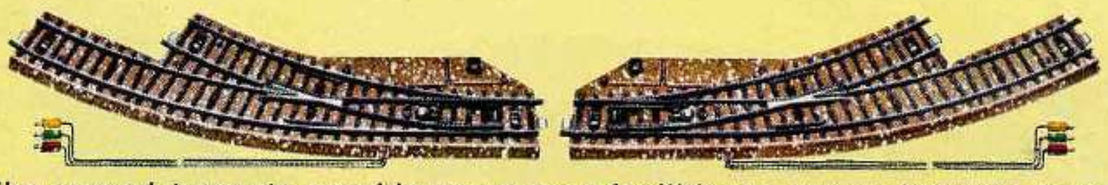
Turnouts (points) for Manual Operation

5117

5117 PAIR OF ELECTRIC REMOTE CONTROL TURNOUTS · One right hand, one left hand, both with double solenoids · Working signal lamps · Spring operated points · The track lengths are the same as 5100 and 5106

5121

5121 PAIR OF MANUAL TURNOUTS · With hand lever and sprung points · Length of the track sections are the same as 5117



5140

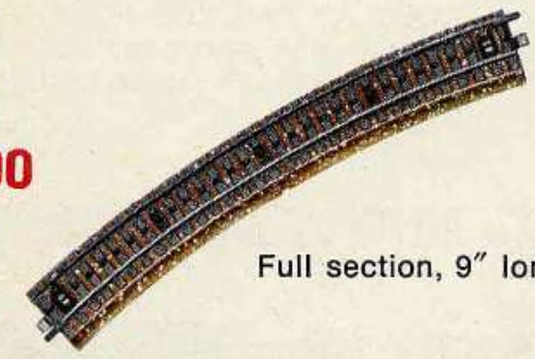
The curved turnouts provide cross over facilitieson curves between inner and outer circles while keeping the three inch center spacing of the tracks.

5140 ELECTRIC REMOTE CONTROL CURVED TURNOUTS · One right hand, one left hand with double solenoid · Working signal lamps · Spring operated points · Lenght and radius of the inner curve is the same as 5100 · The length of the outer curve is 10¹/₂″ long · Installation instructions are included with each pair

MÄRKLIN-M-Track for Outer Concentric Circle 5200

12 5200 track sections form a circle of 36 inch diameter.

Curved Track Sections



5200

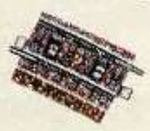
Full section, 9″ long

5206

⁵/₆ length, 7¹/₄″ long

5201

Half section, 4¹/₂″ long



5205

¹/₆ length section, 1³/₄″ long

5213

CONTACT TRACK, curved · For concentric circle · Half length, 4¹/₂″ long · Specifications are the same as the 5146/5147

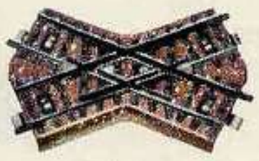
5210

Straight · Make-up Section · ⁵/₈″ long

5208

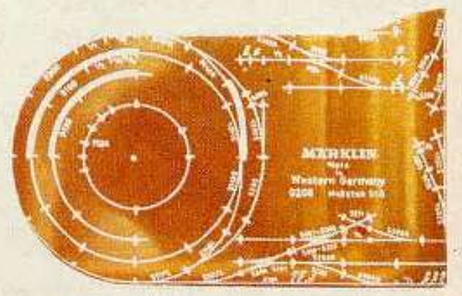
Straight · Make-up Section · ⁵/₁₆″ long

For 5100 Straight Track
see page 39



5211

CROSSING · Crossing angle 48¹/₂° · 3⁷/₈″ long · The center studs of the crossing lines are insulated electrically from each other



0206

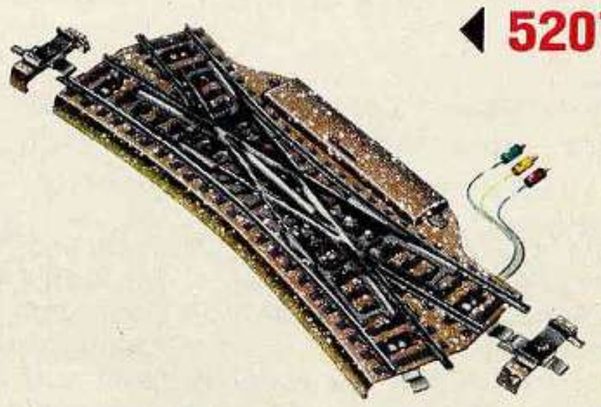
TRACK PLANNING TEMPLATE · Transparent plastic · An indispesable aid for designing track plans · 1 : 10 scale covers all track sections for the series 5100/5200

5214
THREE WAY TURNOUT, with electric double solenoids · Two hand levers for setting the points manually · Five connecting cables · The length of the straight track section is 7 inches and the radius of the curved sections is 18″ · When used with the 5206 track sections the 3″ track center spacing can be maintained (see Fig. 3, page 41)

5202
PAIR OF ELECTRIC REMOTE CONTROL TURNOUTS · One right hand and one left hand, both with double solenoids · Working signal lamps · The length of the curve track is ⁵/₆ the length of 5200

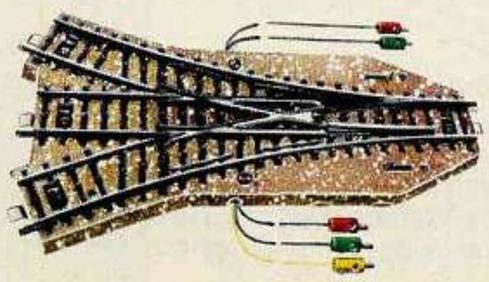
5207
DOUBLE SLIP SWITCH · When used with the 5202 Turnouts the 3″ track center spacing can be maintained · With double solenoid · Hand lever for manual operation · The straight track section is 7″ long · Two 5208 make up track sections, each ⁵/₁₆″ long, are included

MÄRKLIN-M-Turnouts 5200



5207

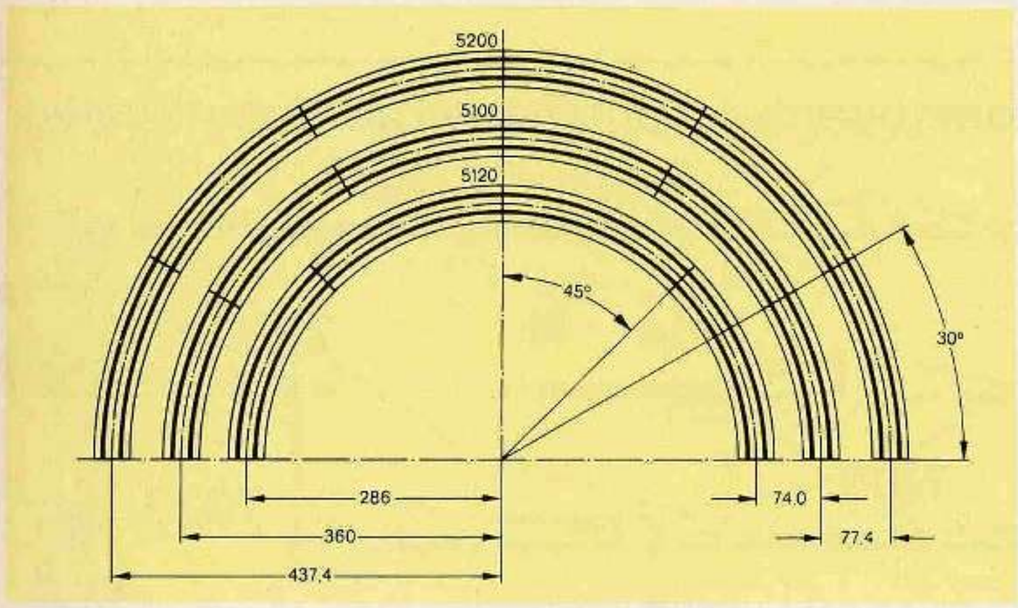
5214



5202

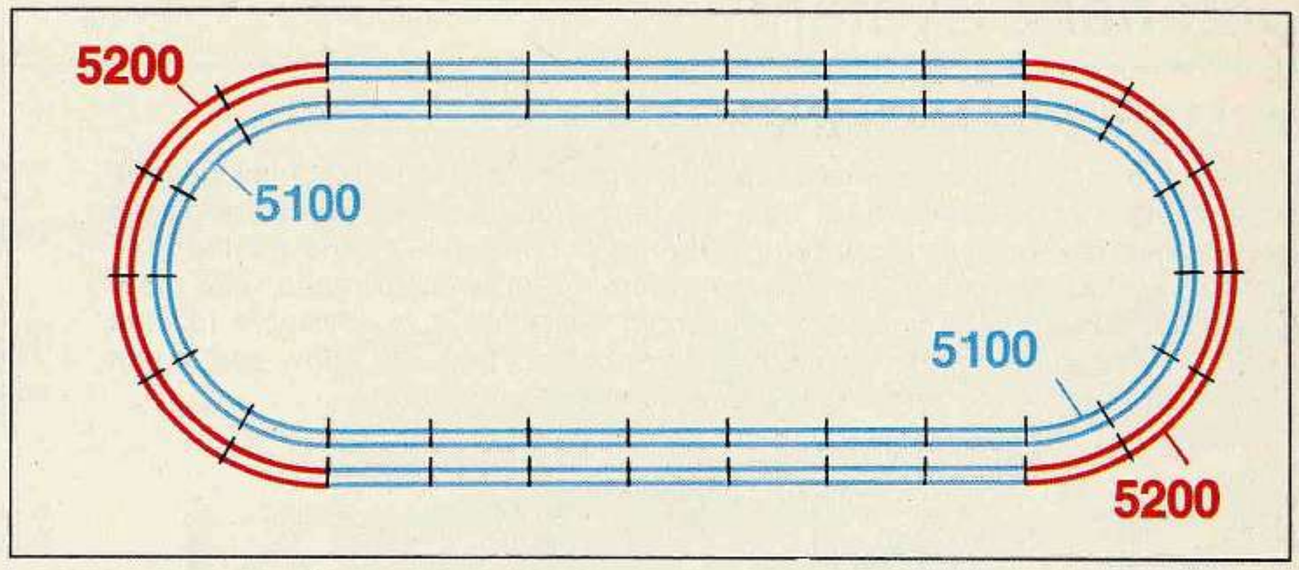
Electric Turnouts (points) for remote control operation

How the different MÄRKLIN circles compare



This drawing shows the various MÄRKLIN track ovals with their radius dimensions, track intervals and angles, and also the number of sections required for full or partial circles.

1 circle of 5200 = 12 sections
1 circle of 5100 = 12 sections
1 circle of 5120 = 8 sections



Track sections of the 5200 Series are for extending an existing system already made up of 5100 Series track. They enable concentric circles to be laid with a track center spacing of 3″, and thus provide a safe operating distance between the two tracks of 1½″. The 5202 turnouts are used to cross from the inner to the outer loop. The construction of the 5200 track is the same as the 5100 M-Track.

7190
TRACK END BUMPER · Die cast metal buffer beam · 2¾″ long

7190

7191

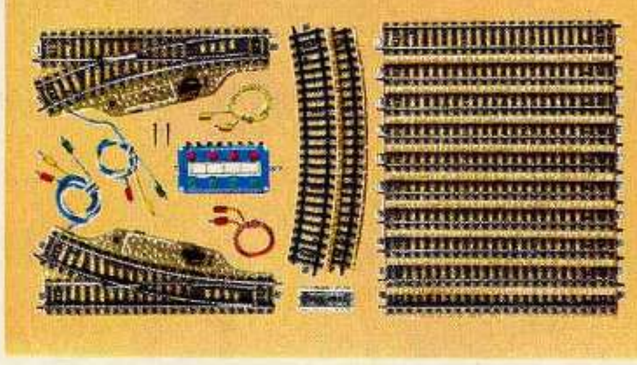
7191
TRACK END BUMPER with working signal light · Die cast metal buffer beam · 2¾″ long

Track Extension Packs

5090 TRACK EXTENSION PACK for extending track oval · Contains: 10 straight tracks 5106, 1 pair of electric turnouts 5202, 2 curve track 5206, 1 control panel 7072, i distributor panel 7209, two wood screws 78 612 and two connecting cables · Instructions for the turnouts and track plans are included

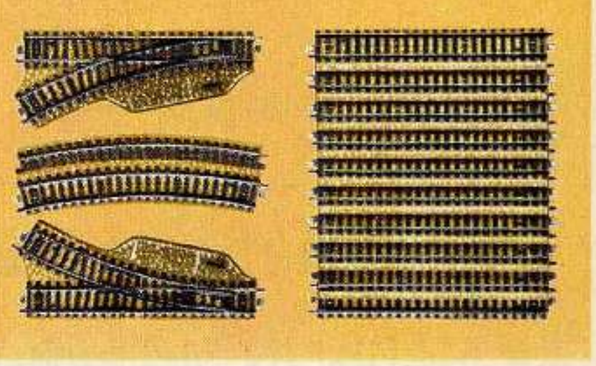
5091 TRACK EXTENSION PACK for extending an oval track · Contains: 2 curved track 5100, 10 straight track 5106, 1 pair of manual turnouts 5121 and an instruction booklet with track plans

The 5090 and 5091 track packs can be used to extend the track ovals supplied with train sets 2955, 2975, 3103, 3121, 3160, 3200 and 3203



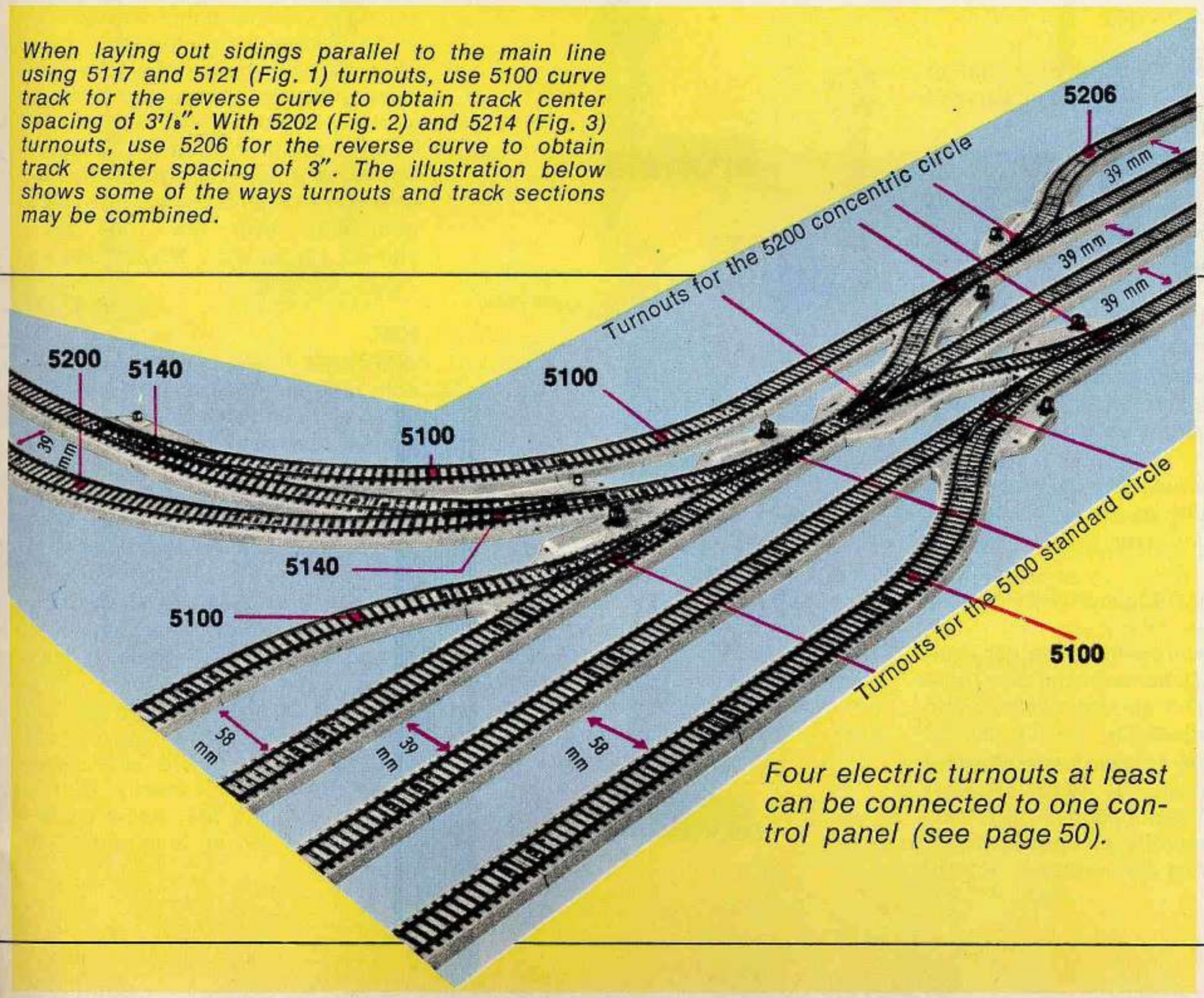
5090

5091 ▶



MÄRKLIN Turnouts and their Use

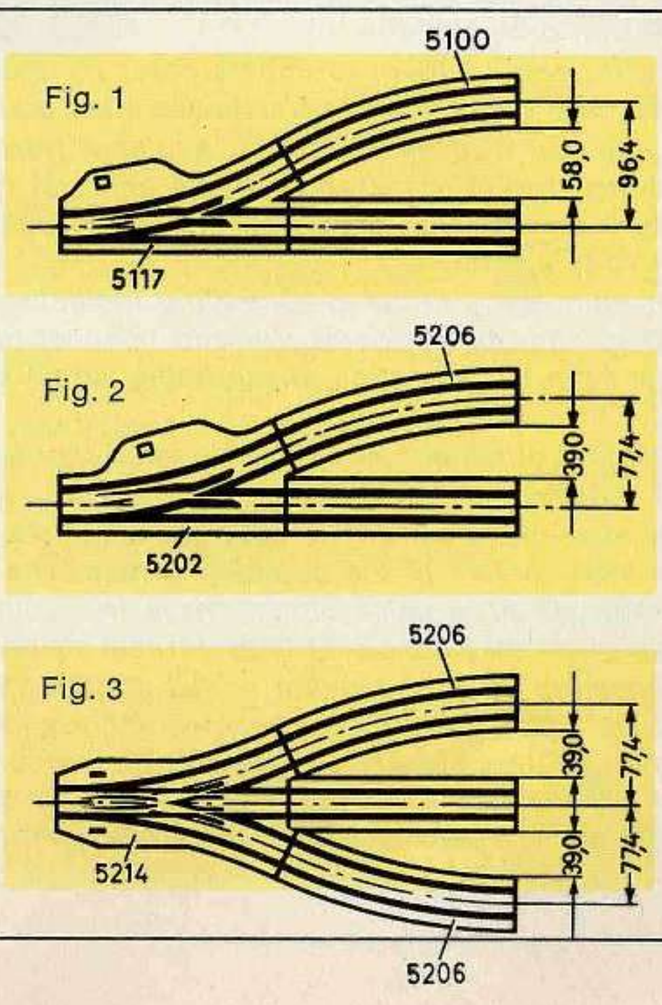
When laying out sidings parallel to the main line using 5117 and 5121 (Fig. 1) turnouts, use 5100 curve track for the reverse curve to obtain track center spacing of 3⅞″. With 5202 (Fig. 2) and 5214 (Fig. 3) turnouts, use 5206 for the reverse curve to obtain track center spacing of 3″. The illustration below shows some of the ways turnouts and track sections may be combined.



Four electric turnouts at least can be connected to one control panel (see page 50).

7002 ▶

RERAILING RAMP to help in placing rolling stock on the layout · 12″ long · ¾″ high



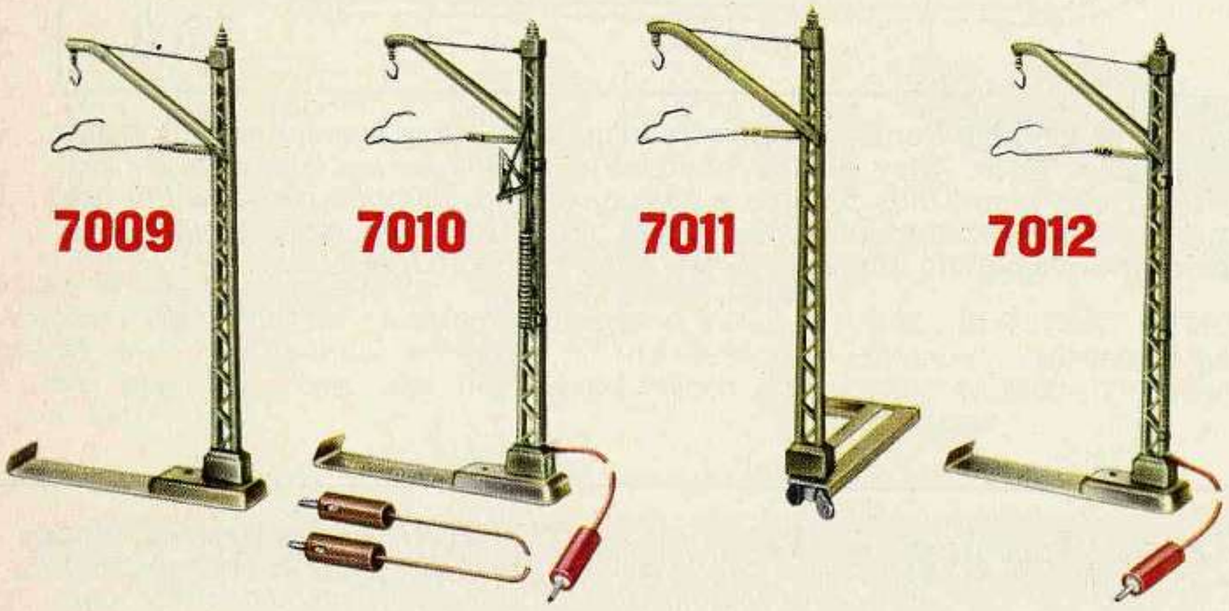
WE PREFER MÄRKLIN

Karl Pfeffer:
– WITH TRUE TO LIFE CATENARY SYSTEM –

The MÄRKLIN Overhead Catenary System

for MÄRKLIN-M-Track

The electric locomotives can pick up their current from the overhead contact wires with the same reliability as from the track stud contacts. The lever on the locomotive changes over the pickup from the bottom shoe to the pantograph. With the MÄRKLIN system it makes no difference in which direction the locomotive is placed on the track. For maximum operation it is advisable to connect the catenary system to a separate transformer. This will allow you to run two locomotives on the same track under independant control.



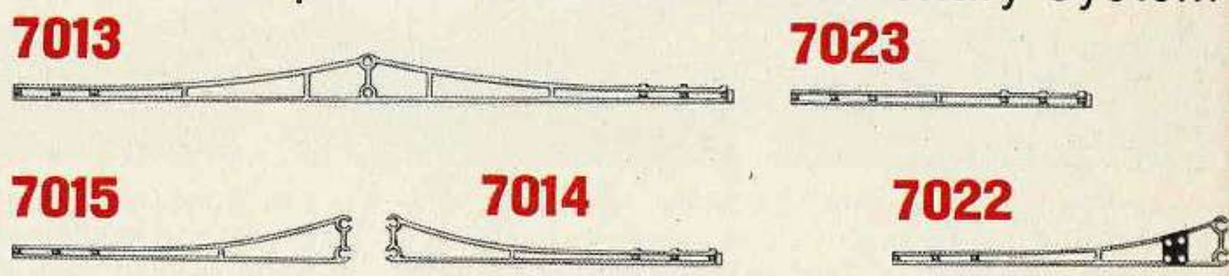
7009
CATENARY MAST · Basic support · 4³/₈″ high

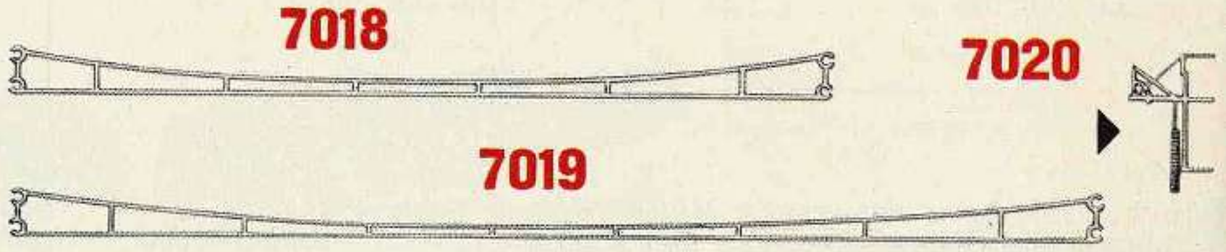
7010
FEEDER MAST · For supplying current to contact wires · With two cables · Instructions for building catenary system · 4³/₈″ high

7011
BRIDGE MAST, with mounting bracket · 4³/₈″ high

7012
FEEDER MAST FOR SIGNALS with 1 cable · 4³/₈″ high

Component Parts for the Catenary System





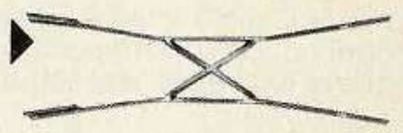
7013
Contact wire section, with slide together connections at each end, for straight and curve track and for use over turnouts · 9¹/₂″ long

7014
Contact wire section with slide connection · 4¹/₂″ long

7015
Contact wire section with slide connection · 4¹/₂″ long

7018
Contact wire section for straight and curved track · 10³/₄″ long

7019
Contact wire section for straight track only · 14¹/₂″ long



7020
Simulated wire tensioner · Clips to side of catenary masts for scenic effect

7022
Insulator section contact wire for interrupting current · With slide connection · 4¹/₂″ long

7023
Make-up contact wire section, with slide connections at each end · 4″ long

7277
Contact wire section for corssings 5114, 5128, 5207 and 5211

The variety of MÄRKLIN signals

for MÄRKLIN-M-Track is complete

Automatic Train Control Home Signals are designed to . . .

. . . automatically start and stop trains. The track is dead when the signal is red. Two built in ON-OFF track power switches control this whether the signal is operated by remote control from the panel, by the moving train with contact tracks, or operated manually.

. . . install without tools; no other equipment needed. The metal mounting plate locks under the track roadbed of straight and curved track to connect "ground".

. . . use the 7072 control panel (see page 50) and the buttons will show which direction the signal is set.

. . . have built in color coded wiring. Match the colored plugs to the like colred sockets of the control panel. Slip the red wire connectors the the center track tongues before and after the insulation points. Simple illustrated instructions included with each signal.

. . . control trains operating from the catenary system. Feeder mast plugs into the signal; use insulator contact wire. No other equipment needed.

. . . provide you with an automatic, accident free operating layout. Thus you can operate several trains on schedule and still have lots of time to do yard switching and make up trains. And the colred lights add greatly to the scenic effect of your layout.

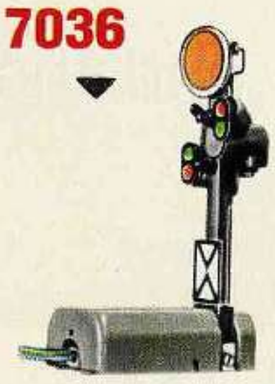
. . . offer completely prototype signaling including warning signals. These are installed as the home signals are and connect directly to the home signals. Thus you have an indication of the home signal setting even if it is behind a building.

One 7072 control panel can operate at least four home signals, connected with warning signals.

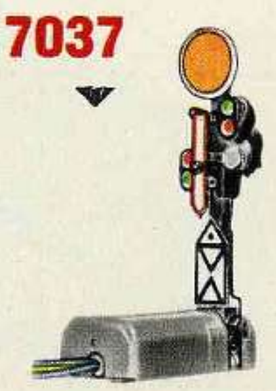
These home signals can all be used for automatic train control, whether used with the stud contact or the catenary system. The 7041 home signal has three coils, while all other home signals have two coils. The current switches can handle heavy loads because of their durable silver contacts.

The connecting wires have color coded plugs with side sockets, thus allowing extra plugs to be inserted. Sockets are incorporated into the signal base for connection to the catenary system and for "ground" connections. The masts are high detailed die cast metal. Scale lighting is provided by special bulbs. Track insulators, a base plate, and illustrated instructions are included.

Warning Signals without train control



7036
WARNING SIGNAL WITHOUT MOVING ARM with disc movable · Double solenoid · Signal lights change from amber/amber to green/green · Two blue cables for automatic operation · Connection to control panel or for working together with home signal · Yellow cable for current supply · The three plugs (red, green and yellow) have cross-sockets · For use in conjuction with the 7039 home signal · 1¹/₈ in. wide, 2⁵/₈ in. long and 2⁷/₈ in. high



7037
WARNING SIGNAL with extra movable arm and fixed disc · Operation, lights and cables as No. 7036 · Lights change from amber/amber to amber/amber/green · For use in conjunction with the 7040 home signal · 1¹/₈ in. wide, 2⁵/₈ in. long, 2⁷/₈ in. high

7038
WARNING SIGNAL with extra arm and disc both movable · Two double solenoids · Signal lights change either as No. 7036 or 7037 · Three blue cables with red, green and orange cross-plugs · Current supplied by yellow cable with yellow cross-plug · Used mostly in conjunction with the 7041 home signal · 1¹/₈ in. wide, 2⁵/₈ in. long and 2⁷/₈ in. high

The overhead contact wires, with their tensioning and cross span connections, are designed exactly as on the prototype. This is why the MÄRKLIN catenary system appears so realistic, both on single tracks and where cross spans are used over yards.

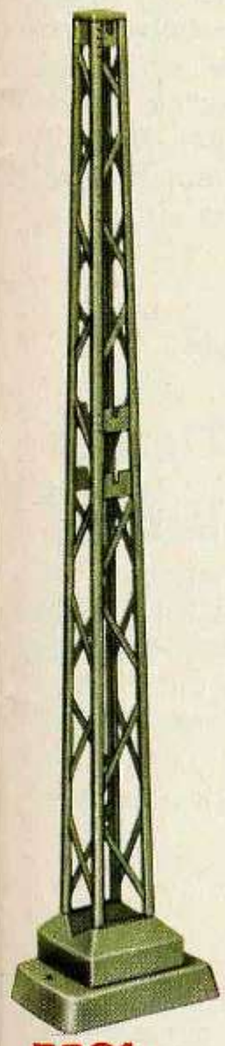
The catenary masts are of a durable, flexible plastic, and are rugged and durable.

The spring contact wire holders assure a reliable contact at all times and maintains a contact voltage.

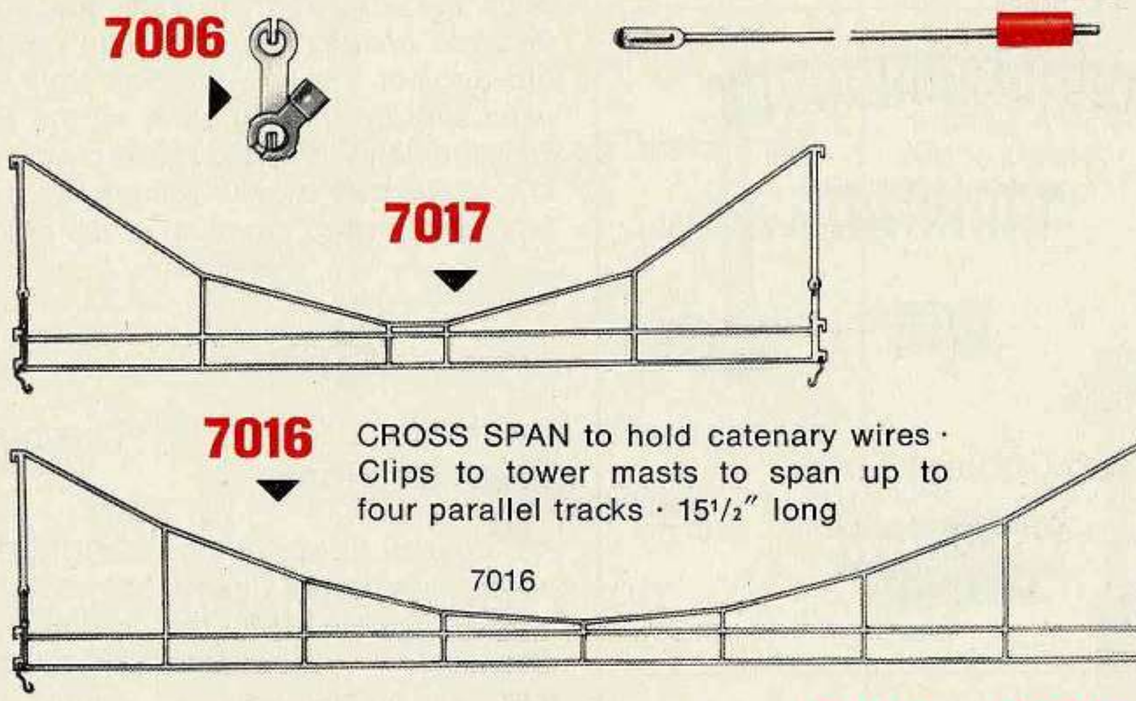
Telescoping contact wires 7013 and 7023 adjust to any track dimension. Because of their flexibility the fit any curve accuratly, without any auxilliary equippment. The longest contact wire 7019 has been designed for use on long straight aways.

Using the tower mast 7021 and the cross spans 7016 any width of track can be spanned. You need 2 mast and one cross span for the first four tracks and one mast and one span for each additional four tracks. The catilever support arm 7025 can be installed for single tracks next to the tower masts.

Additional Parts for the Catenary System



7021



7025

7021
TOWER MAST, plastic · Base 1″ x 1¼″ · 7½″ high · For tower mast with lights see page 52

7004
FASTENING KIT · Contains: 5 screws, 5 nuts and 5 washers · For use where ever two overhead wire sections meet, where there is no mast

7025
CANTILEVER SUPPORT ARM · Clips to the side of the tower mast to provide support for contact wires over single track passing on the outside of tower masts

7005
CATENARY SET FOR SIGNALS · Contains: 2 signal masts 7012, 2 insulator pieces 7022 and 2 contact wires 7014 · For use with home signals for automatic train control

7017
CROSS SPAN to hold catenary wires · Clips to tower masts to span up to three parallel tracks · 11″ long

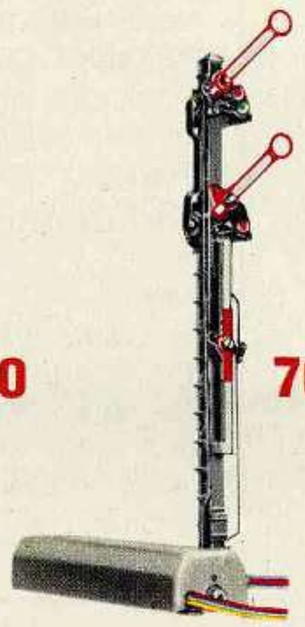
7006
CROSS SPAN INSULATOR for mounting contact wires on cross spans · One required for each connection above each track · Illustration full size

7003
FEEDER CABLE for supplying current to any point of the catenary system, especially in conjunction with tower masts · 24″ long

Signals for Automatic Train Control for both Stud Contact and Catenary Systems

7039

7040



7041

7042

7187

7188

7045

7039
HOME SIGNAL with one semaphore arm and signal light changing from red to green · 1⅛ in. wide, 2¾ in. long and 5 in. high

7040
HOME SIGNAL with two coupled semaphore arms and signal lights changing from red to green/amber · 1⅛ in. wide, 2¾ in. long and 5 in. high

7041
HOME SIGNAL with two independantly working semaphore arms · The operation is the same as other train control signals, but in addition a third solenoid with an additional blue cable with orange plug alows three separate signal indications · Signal lights change from red to green, or from red to green/amber · 1⅛″ wide, 3⅞″ long and 5″ high

7187
COLOR LIGHT DISTANT SIGNAL · For use only in conjunction with the 7188 colour-light home signal · Signal lights change from green/green to amber/amber by four blubs in all · ⅝ in. wide, 7/16 in. long, 2⅜ in. high

7188
COLOR LIGHT HOME SIGNAL · Two signal lights change from red to green, with automatic train control · Hand lever for manual operation · Pair of sockets for connection with the 7187 Distant Signal · 1⅛″ wide, 2¾″ long and 3½″ high

7042
YARD AND SIDING SIGNAL · With lighted moving signal disc · For stopping and starting trains in sidings and yards · 1⅛″ wide, 2¾″ long and 2¾″ high

7045
UNIVERSAL REMOTE CONTROL SWITCH · Can be used for turning lighting current or train current on and off · Can be controlled by the control panel, by contact tracks or by the hand lever · The many functions of this unit, such as turning on and off station lights by passing trains, or overriding certain train control dugnals is fully covered in our Signal Manual

5004

CONNECTING CABLE for center track tongue connection · 30″ long

5015
INSULATION MARKER for identifying insultation points

5022
CENTER TRACK TONGUE INSULATOR · For insulating five track joints

5015

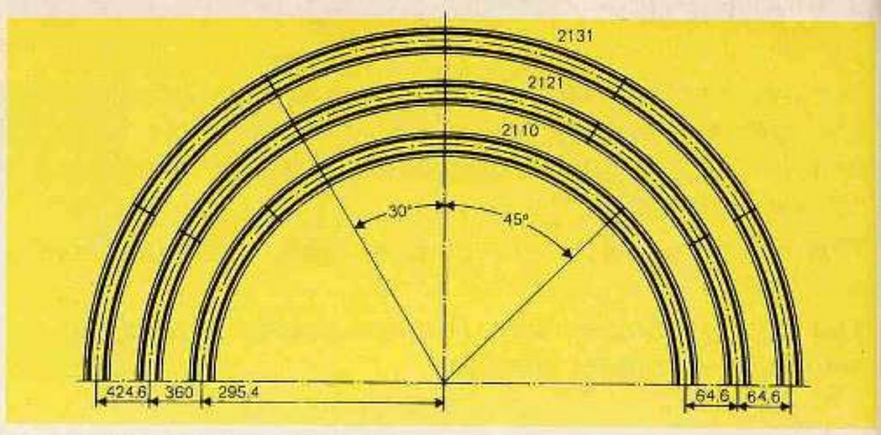
5022

The three circles of MÄRKLIN-K-Track

1 Circle of 2131 = 12 Full Sections
1 Circle of 2121 = 12 Full Sections
1 Circle of 2110 = 8 Full Sections

New

MÄRKLIN-K-Track 2100 (K = Plastic)



Straight Track

7″ long — **2100**

3½″ long — **2101**

1¾″ long — **2102**

⅞″ long — **2104**

Equalizing Straight Track

2106

6⅝″ long

6″ long — **2107**

Crossing · 22° 30′ crossing angle

2159

Straight section 6⅝″ long

Straight Feeder Track

2190

7″ long · With two connecting clips, marked "O" and "B"

Straight Contact Track

2199

3½″ long

Electric Remote Control Turnouts, Pair

2161

Manual Turnouts, Pair

2164

Uncoupling Track

2197

3½″ long

Straight Adapter Track

7″ long — **2191**

For use when connecting 5100/5200 type track to 2100 type track

Curved Track

15″ Radius

2121 Full Section

2123 Half Section

2124 Quarter Section

Curved Contact Track

2129 Half Section

17″ Radius

2131 Full Section

2132 ⅚ Section

2133 Half Section

2134 Quarter Section

2135 Eighth Section

2139 Curved Contact Track — Half Section

Double Slip Switch

2160

12″ Radius

2110 Full Section

2167 Curved Turnouts, Electric Remote Control

2167

One right hand, one left hand operated by double solenoid · Sprung switch points · The length and curve of the track section is the same as 2121 · Length of outside curve is 9½″

Ground Terminal — **7500**

7500

Terminal for connecting the ground wire to 2100 Series track

The MÄRKLIN-K-Track 2100 use the same stud contact system as described, with its advantages, on page 39. Both running rails are mounted on highly detailed plastic ties. The stud contacts—barely visible—project through the ties from below, and when used with the pickup shoe on the locomotive assure an extremely reliable current pickup system. The rails are connected by rail joiners, stud contact connectors, plus a snap coupling of the plastic tie strip.

Contact Track Sections

The contact track sections permit automatic control of all impulse operated electrical accessories such as points, signals, etc. The are activated by the pickup shoe on the locomotive. Two sets of contacts, one operating in each direction the train travels, carry different switching functions, independantly of each other.

Uncoupler Track Section

2197

For automatic uncoupling of rolling stock · The uncoupling ramp in the center of the track can be operated electrically from the control panel or by hand with the lever on the side · Length: 3½″

Track End Bumper

7391

in riveted steel construction design · Snaps into the rails · Black with red and white striped buffer beam · Length: 1½″ · Mounting screw supplied

Turnouts

2160

DOUBLE SLIP SWITCH · 22° 30′ frog angle · 17″ radius · Switch points operated electrically by double solenoid · Has hand lever for manual operation · Length of straight track section: 6⅝″ long

2161

ELECTRIC REMOTE CONTROL TURNOUTS (POINTS) · One right hand and one left hand, switch points operated by double solenoid · Scale switch points · Frog angle 22° 30′ · Radius of curve section is 17″ · Working indicator lights · Length of straight section: 6⅞″

2164

MANUAL TURNOUTS (POINTS) · One right hand and one left hand for manual operation · Scale switch points · Frog angle 22° 30′ · Radius of curve section: 17″ · Length of straight section: 6⅞″

7391

7230

MOUNTING PLATE · Required when the mast of signals 7238 through 7242 is installed separately from the electric solenoid drive unit

7231

MOUNTING PLATE · Required when connecting Warning Signals 7236/7237 to 5100/5200 Series track

7231

7230

7504 **7522**

7504

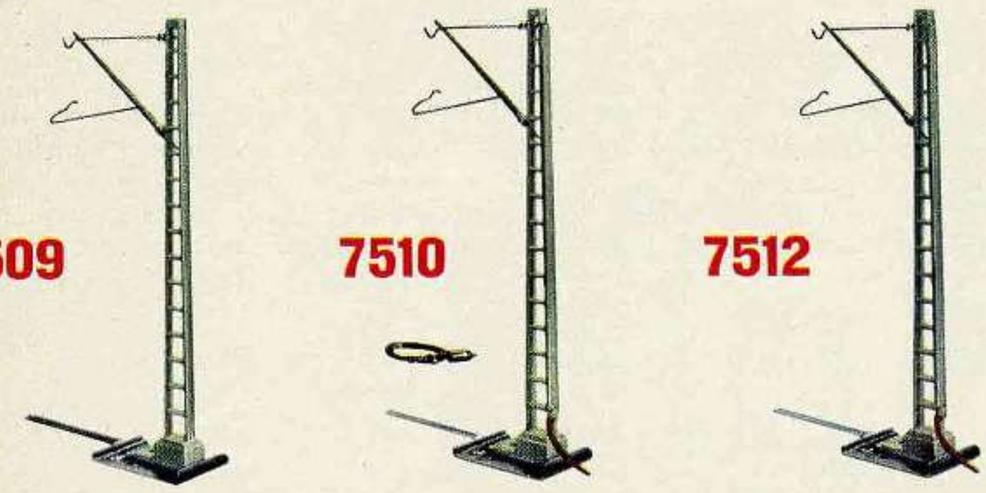
TERMINAL FOR CENTER STUD CONTACTS · Connected at the rail joints of 2100 Series track to provide current

7522

INSULATOR FOR CENTER STUD CONTACTS · This is placed between the copper contacts of the 2100 Series track for electrical insulation

7505

CATENARY SIGNAL SET · For automatic operation of trains through the use of signals · Contains 2 signal masts 7512, 2 insulation wire sections 7022 and 2 connector wires 7014 · This mast may be used with the 7200 Series Signals · For use with 2100 Series Track



Overhead Catenary 7500

New

for use with MÄRKLIN-K-Track 2100

(Contact wire sections see page 42)

7509
CATENARY MAST · Basic mast for constructing a catenary system with the 2100 Series track · 3⅞″ high · With base plate for fastening to the track

7510
FEEDER MAST · For supplying power to the catenary system · Comes with connecting cable with plug · Also comes with brown cable for connecting "ground" and complete instructions for building the catenary system · Height 3⅞″ · Base plate for fastening the mast to 2100 series track

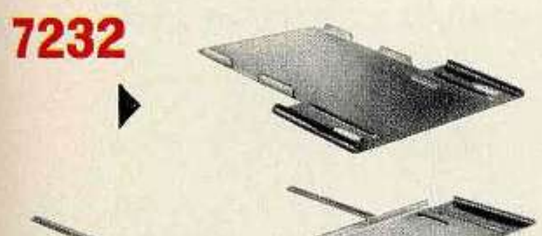
7512
SIGNAL MAST with red connection wire for connecting signals to the catenary system · Height 3⅞″ · Comes with base palte for use with 2100 series track

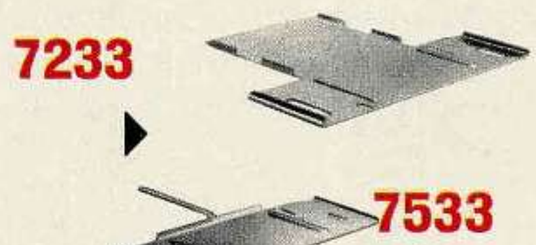
7521
TOWER MAST · Used to hold the cross span wire supports · Comes with base plate for use with the 2100 series track · Base size: ½″ x ¾″ · Height: 6″

7503
CATENARY SIGNAL CONNECTING WIRE · For use when connecting the Signals to the catenary system for automatic operation of trains · Grey cable · 22″ long

7232
MOUNTING PLATE · Required when connecting Light Signals 7238, 7239, 7240 and 7242 to 5100/5200 series track

7233
MOUNTING PLATE · Required when connecting Light Signal 7241 to 5100/5200 series track





7531
MOUNTING PLATE for connecting the Light Distant Signals 7236/7237 to 2100 series track

7532
MOUNTING PLATE for connecting the Light Signals 7238, 7239, 7240 and 7242 to 2100 series track

7533
MOUNTING PLATE for connecting the Light Signal 7241 to 2100 series track

The Light Home Signals and the Siding Signal of the 7200 series are equipped with contacts for automatic operation of trains, whether picking up power through the center contact on the track or from the catenary system. The masts of these signals can be installed on the layout separately from the solenoid control unit. In this case the mounting plate 7230 is required to connect the mast to the track. When using the signals with 5100/5200 series track the 7231, 7232 and 7233 mounting plates are required to connect to "ground". When used with 2100 series track, 7531, 7532 and 7533 are required.

New

7236
LIGHT DISTANT SIGNAL · Lights change from yellow/yellow (caution) to green/green (proceed) · Signal has four separate lamps · Has terminals for connection with Light Home Signal 7239 · Comes with mounting plate 7230 · Width: ⅝″ · Length: 1⅛″ · Height: 2¾″

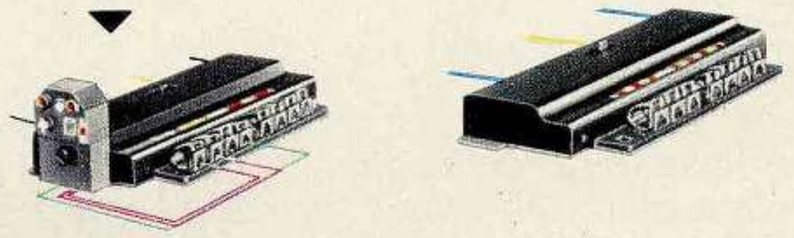
7237
LIGHT DISTANT SIGNAL · Lights change from yellow/yellow (caution) to yellow/green (proceed with caution) · Signal has four separate lamps · Terminals for connection with Light Home Signal 7240 · Comes with mounting plate 7230 · Width: ⅝″ · Length: 1⅛″ · Height: 2¾″

7238
LIGHT DISTANT SIGNAL · Lights change from yellow/yellow (caution) to green/green (proceed) or green/yellow (proceed with caution) · Signal has four separate lamps · Equipped with a double solenoid · For connection to Light Home Signal 7241 · Width: ⅝″ · Length: 1⅛″ · Height: 2¾″

7239
LIGHT HOME SIGNAL · Lights change from red (stop) to green (proceed) and start and stop the trains automatically · 2 light bulbs · Lever for hand operation · Width: 1⅛″ · Length: 2¾″ · Height: 3½″

7240
LIGHT HOME SIGNAL · Lights change from red (stop) to green/yellow (proceed with caution) and start and stop the trains automatically · 3 light bulbs · Lever for hand operation · Width: 1⅛″ · Length: 2¾″ · Height: 3½″

7241
LIGHT HOME SIGNAL · Lights change from red (stop) to green (proceed) or to green/yellow (proceed with caution) and start and stop the trains automatically · Has additional solenoid for the green/yellow position · 3 light bulbs · 2 levers for hand operation ·
Width: 1⅛″
Length: 3¾″
Height: 3½″



7242
DWARF SIDING SIGNAL · Lights change from red/red (stop) to white/white (proceed with extreme caution) and start and stop the trains automatically · 2 light bulbs in housing · Lever for hand operation · Width: 1⅛″ · Length: 3¾″ · Height: ¾″

7245
UNIVERSAL TRAIN CONTROL · Can be used for automatically running trains and for automatically turning on and off lighting current · The control can be operated by track contacts or from the control panel · Lever for hand operation · The many uses of this control are covered in the instructions and the Signal Manual · Width: 1⅛″ · Length: 2¾″ · Height: ⅜″

WE PREFER MÄRKLIN

Karl-Heinz Held:

I HAVE BEEN A MÄRKLIN H0 FAN 34 YEARS – MY MODEL RAILROAD HAS NEVER DISAPPOINTED ME

Transformers

MÄRKLIN Transformers are safe and reliable

The sheet steel case and heavy insulation of the MÄRKLIN transformers, tested at several thousand volts, make them absolutely safe. A built is circuit breaker turns off the transformer automatically should there be a short circuit in the layout. The transformer plugs into the house circuit with a heavy duty, UL approved line cord.
The speed of the locomotive increases as you turn the control knob to the right, decreases as you turn it to the left. The same control knob reverses the locomotive. Rotate the knob left, past "0" momentarily, thus activating the 24 volt reversing circuit. The locomotive is automatically reversed. The locomotives can be operated at a slower speed with the 30 VA 6100 Series Transformer, than with the 16 VA 6500 Series.
We guarantee perfect operation of our trains, only when original MÄRKLIN transformers are used.

MÄRKLIN Transformers of the 6100 and 6500 Series have plug in connections for operating trains and accessories.

TRANSFORMER · Output 16 VA · Weight 3 lbs · Size: 4¾″ x 3¾″ x 3″

6502 for 110 Volt

16 VA

TRANSFORMER · Output 30 VA · Red pilot light · Weight 4½ lbs. · Size: 6⅛″ x 5⅛″ x 3″

6153 for 110 Volt
UL approved

30 VA

MÄRKLIN

THE POWER REQUIRED BY LOCOMOTIVES AND ACCESSORIES HAS BEEN CALCULATED AS FOLLOWS:

With maximum load, 3000 loco takes 9 VA, 3021 loco takes 12 VA and the 3048 loco about 15 VA. The power left over can be used for accessories with each lamp using approximately 1 VA.

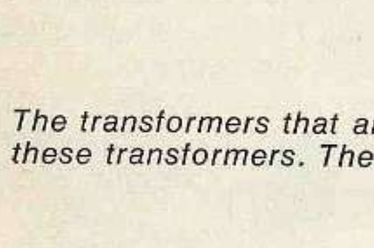
The transformers that are supplied with the starter sets on page 2, have the same general specifications as these transformers. The only difference is their smaller capacity.

To be connected to A.C. mains only

Gg. Ke., Hamburg:

Over 40 years ago, Christmas 1924 to be exact, my parents gave me a Märklin No.1 Gauge electric train. There has never been any trouble with the operation of the train these many years although the layout grew quite extensive. I added many features myself, and the Märklin construction sets gave me many suggestions.

I still remember from my youth, the reliability of my train and the many hours of pleasure it brought me. These qualities were the deciding factor is choosing Märklin when my son, Olaf, reached the age for a model railroad. I feel sure that when it is time for my grandchildren to have a train, I can have only one choice—Märklin.



Claus Gräwe:

What I value in Märklin is the almost unbelievable reliability of these models. Year after year, these trains continue to run with all the smothness and perfection as when they were brand new. My layout has grown from a simple childs toy train to a sophisticated, fully automatic model railroad.

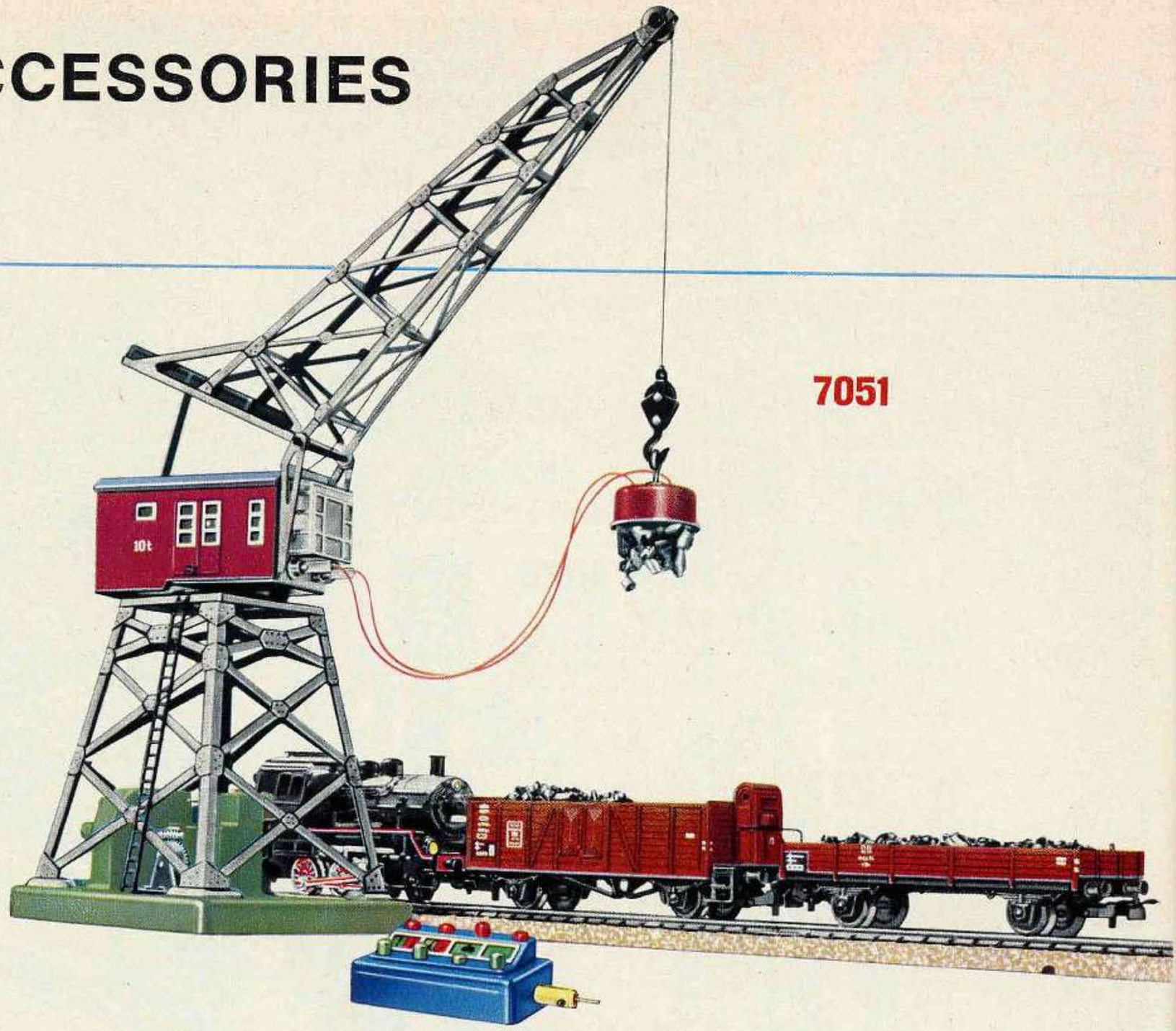
MÄRKLIN

HO SCALE

Remote controlled Loading Crane

7051

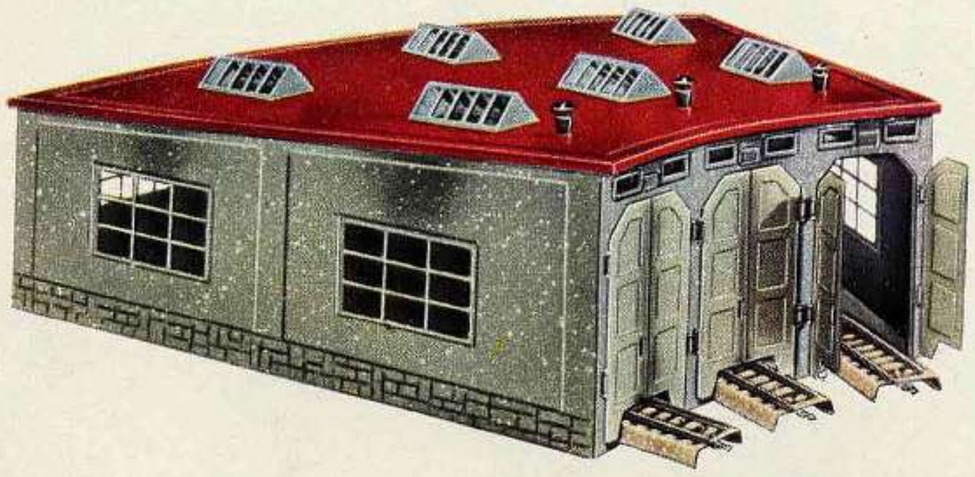
This two motored crane, which may be rotated continuously in either direction, has an adjustable boom. Fully extended it will reach approximately 4¾" beyond the base, for up to three paralell tracks on any side. Surprisingly heavy loads can be lifted with the hook. The removable electric magnet will pick up—and deposit—ferrous metal objects including the loads on container cars. This crane will add much interest to your layout and provide a most realistic loading operation. The push button controller provides precise remote control.



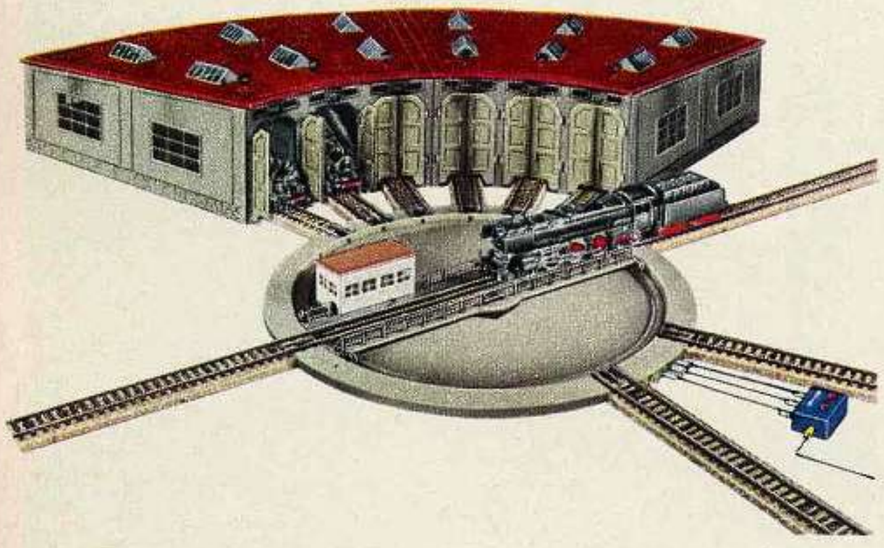
7051
REMOTE CONTROL LOADING CRANE WITH LIFTING MAGNET · One motor rotates the boom and control cab, 380° in either direction · A second motor operates the geared spool for raising and lowering the hook · A light in the cab shows when the electro-magnet is ON · Complete with a simple control panel with indicators, color coded, plug in wiring and complete instructions · Base 3½" square, 10½" high · Price does not include, locomotive, cars or track

Locomotive Roundhouse

7028

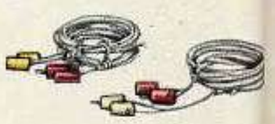


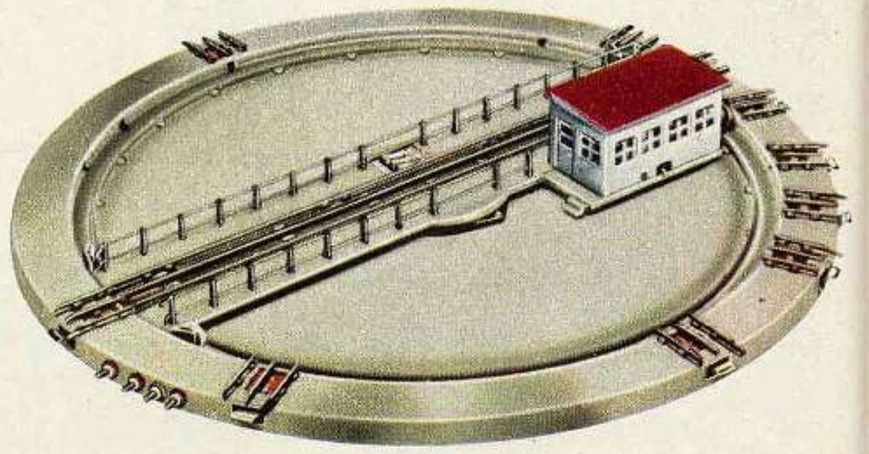
7028
ROUNDHOUSE for three tracks, with skylights, smoke jacks, realistically painted in three colors · Doors open and close automatically · (Track not included) · 18⅛" x 14⅝" x 5¼"



Our illustration shows two roundhouses used with the automatic turntable to give a realistic miniature reproduction of the original.

7186



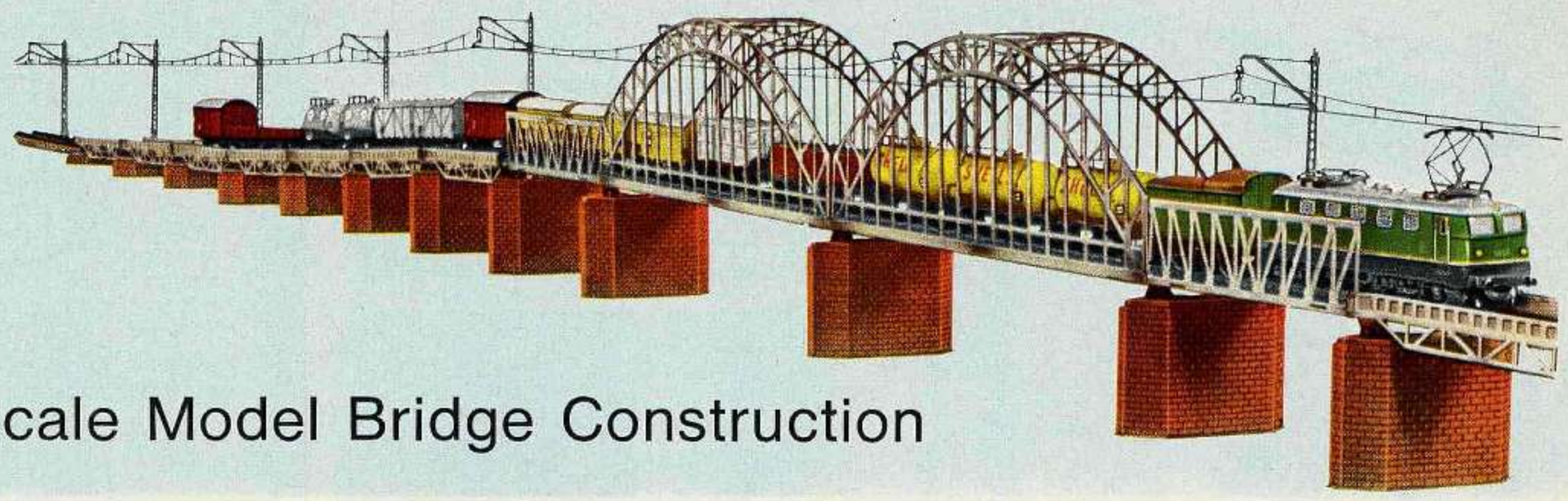


Automatic Turntable

7186
REMOTE CONTROLLED TURNTABLE · 14 inch outside diameter · Table turns 360° in either direction and stops automatically at each track · Complete with control panel, connecting cables and illustrated instructions · Current is automatically shut off in all tracks not aligned with turntable track

A turntable and roundhouse help to complete your model railroad. The turntable is used to turn locomotives so that they can be sent back out onto a new run. In addition the turntable serves to distribute the locomotives to the different stalls of the roundhouses. The turntable and roundhouse can also be used for diesel locomotives as well as steam locomotives as many areas are servicing both locomotives in the same facilities. All tracks not in contact with the turntable bridge have the current turned off, so no other switch is needed.

With these different bridge parts and size and combination of bridge can be built. The 7064 and 7065 bridge piers fit together to any height desired, in increments of 1/4 inch. The baseplates 7066 provide a most realistic foundation for your bridge unit.



Scale Model Bridge Construction

7162
TRUSS BRIDGE · Can also be connected with the 7163 bridge as the beginning of a larger structure · Grey · With 5100 type track built in · Slot for 7011 bridge mast · 1 7/8″ high · 7″ long

7163
ARCH BRIDGE · Grey · With 5100 type track built in · 2 slots for 7011 bridge mast · 4 5/8″ high · 14″ long

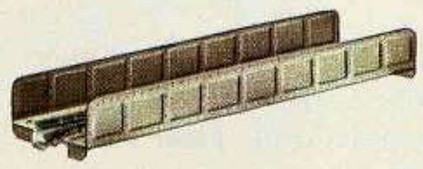
7161
PLATE GIRDER BRIDGE · Grey · With integral centre stud contact track and slots for the 7011 catenary supports for the overhead contact wire · 1 in. high · 7 in. long

7168
STRAIGHT APPROACH SECTION · Grey · With integral centre stud contact track · 7 in. long

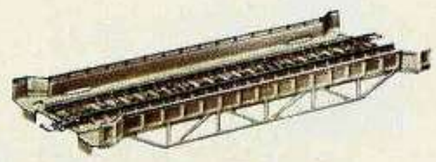
7167
CURVED APPROACH SECTION · Grey · With the same curve as the 5100 track section · Integral centre stud contact track · 7 1/2 in. long

The track sections of the bridges and approaches are fitted with center stud contacts.

7161



7168



7167

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

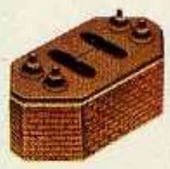
7163

7162

7066

7065

7064

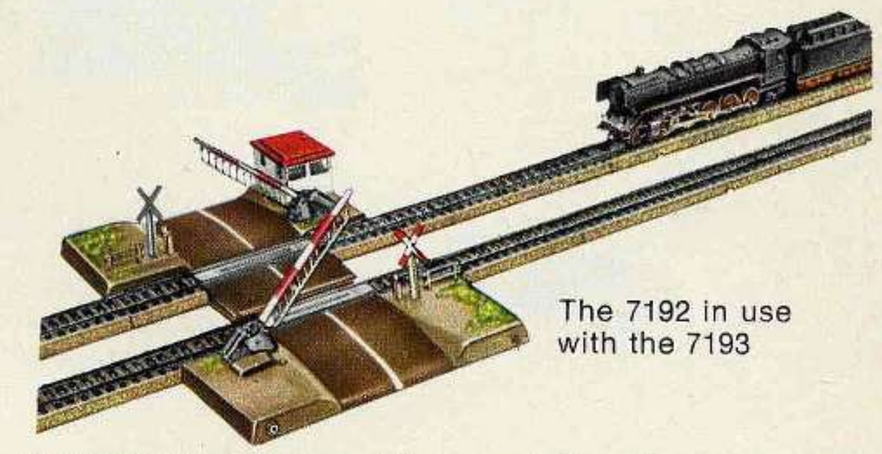


Bridge Piers

7064
PIER · 1 1/4″ high · Plastic

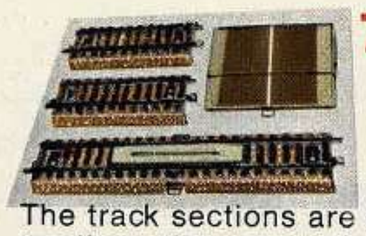
7065
PIER · 1/4″ high · Very suitable for building bridge approach grades with a 1/4″ rise between sections · Plastic

7066
BASEPLATE for use as foundation · Green · 1/8″ high · Plastic



The 7192 in use with the 7193

7193

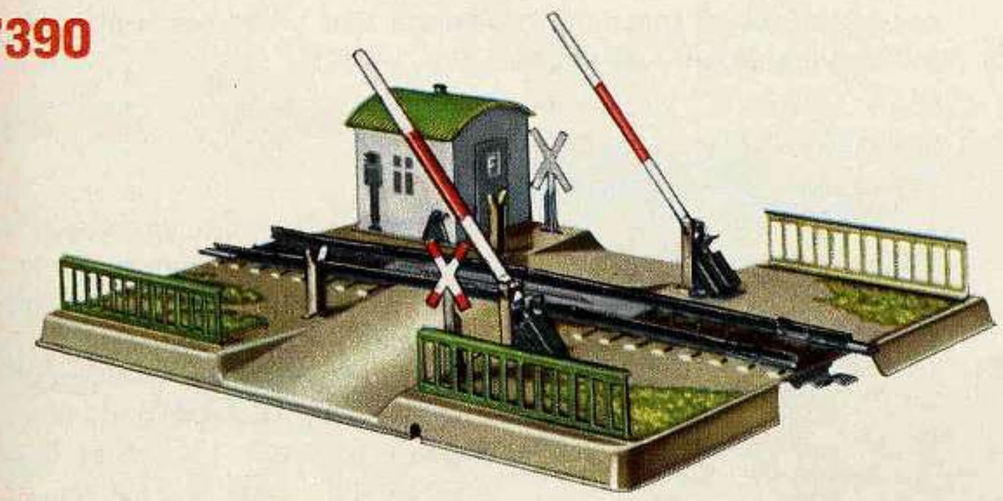


EXTENSION SET for adding paralell tracks to the 7192 crossing gate · Contains two control track sections, the 7160 center crossing track and a rood extension piece to fit between the two tracks

Grade Crossings with Automatic Gates

7390
MECHANICALLY OPERATED GRADE CROSSING GATES for single track lines · With 7″ straight track section · The gates are closed by floating bars pressed down by the wheels of the passing train · Crossing guards shed and railings · Size of base: 4 3/4″ by 7″

7390



5115 (straight)

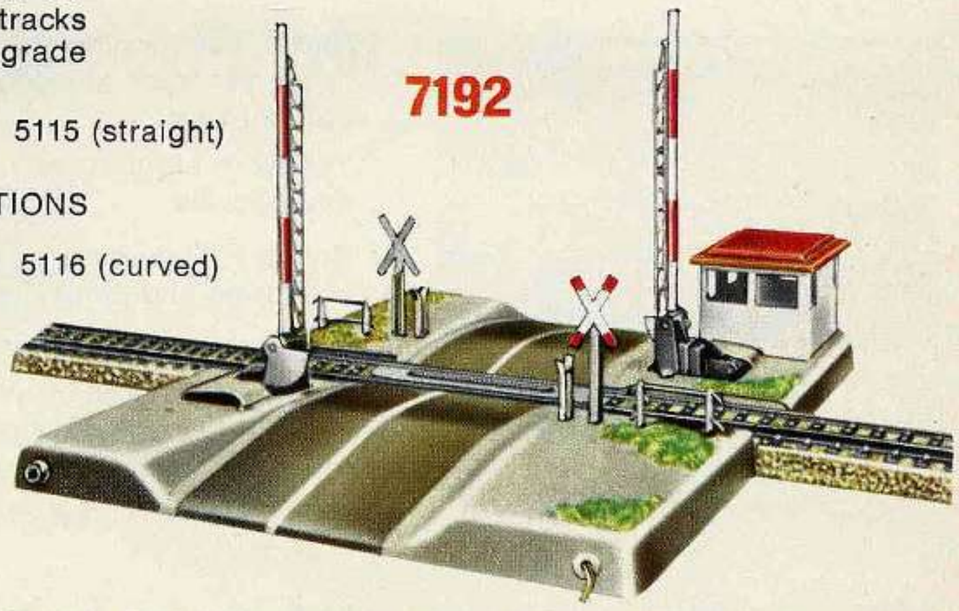
CONTROL TRACK SECTIONS

5116 (curved)

5115 **5116**

The track sections are for extending the control tracks sections of the 7192 grade crossing gates.

7192



7192
ELECTRIC OPERATED GRADE CROSSING GATES with Track Sections · The grade crossing has two automatic electric gates operated by the train · Crossing guards shed (designed to accept interior lighting) · Complete with instructions and two control tracks
The crossing operates entirely automatic, the gates closing as soos as a train runs onto the track control section in front of the gates, and open again automatically when the train leaves the last section of control track after the crossing.

For multi-track operation the 7192 crossing gates can be used with the 7193 extension set. The automatic operation will still be retained.

ACCESSORIES

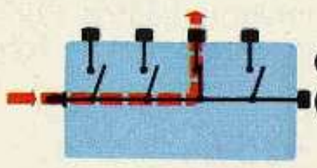
Control Panels

7072

7072
CONTROL PANEL with eight sockets for plugging in at least four impulse operated electric accessories (i.e. turnouts, signals, etc.) · The arrangement of the push buttons will indicate the position of the accessory · 3¼″ long · 1¾″ wide

7210

7210
SWITCH PANEL for turning on and off the train and lighting circuits. The four indicator push buttons are connected to a common circuit · 3¼″ long · 1¾″ wide



Circuit diagram for 7210
(Switch No. 3 closed)

7211

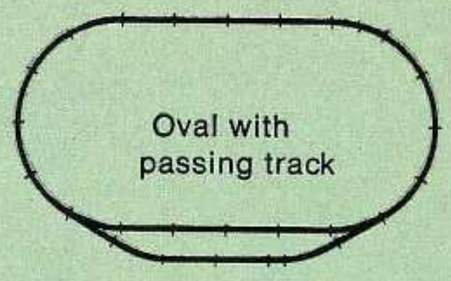
7211
SWITCH PANEL for turning on and off the train and lighting circuits · The four indicator push buttons are insulated from each other · 3¼″ long · 1¾″ wide

Circuit diagram for 7211
(Switch No. 3 closed)

7209

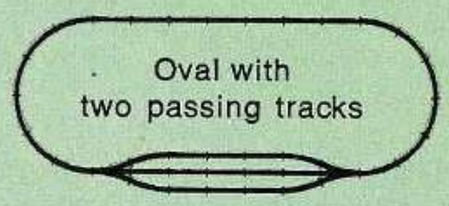
7209
DISTRIBUTION PANEL · To hold eleven plugs · 2″ by ¾″

Basic H0 Gauge Track Layouts



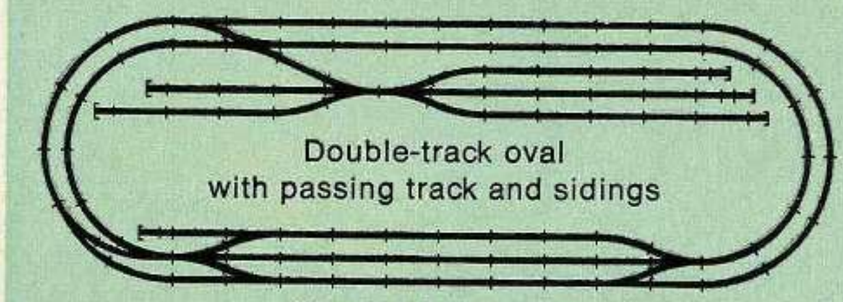
Oval with
passing track

Size 58¼ by 33½ in.
Track Sections: Eleven 5100, one 5103, ten 5106, one 5108, one pair of 5117 or 5121 points



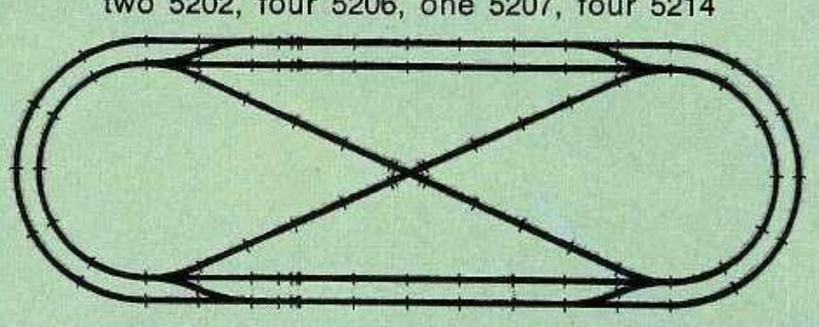
Oval with
two passing tracks

Size 80⁷/₁₀ by 33²/₅ in.
Track sections: Eleven 5100, one 5103, eighteen 5106, four 5206, two 5214



Double-track oval
with passing track and sidings

Size 107 by 36¹/₅ in.
Track sections: Eleven 5100, one 5103, sixty-one 5106, one 5107, three 5108, one 5111, one 5140, ten 5200, two 5202, four 5206, one 5207, four 5214



Double-track oval with double reversing loop
Size 106³/₁₀ by 36¹/₅ in.
Track sections: Eleven 5100, one 5103, forty-three 5106, four 5107, four 5108, four 5110, one 5111, twelve 5200, two 5202, four 5208, four 5210, one 5211, four 5214

It's easy to wire using the MÄRKLIN color coded system:

Red = For running trains. From transformer to center track studs or overhead catenary contact wires

Yellow = Lighting and electrically operated accessories

Brown = Ground wire return fron track, accessories and control panels

Blue = Blue ground wire from magnetically operated accessories (turnouts, signals, etc.) to control panels or contact tracks

7195

7195
SET OF NUMBER PLATES · For marking the location of turnouts, signals, etc. · Contains 12 sloted metal bases and number cards, 1–24

MÄRKLIN Booklets

0351

ADVANCED MÄRKLIN H0 TRACK PLANS · Contains 20 different track plans with full descriptions and suggestions for adding scenery · Full color illustrations of 13 of the track plans completed as model railroads · A special section shows hundreds of combinations of turnouts, crossings and other sections · An indispensable aid · 86 pages · 8¼″ by 11¾″

0341

MÄRKLIN SIGNAL MANUAL · A complete illustrated guide for using the 7000 Series of signals · Printed in six colors, giving information about automatic train control and many other features, including the universal remote switch · 40 pages · 8¼″ by 6″

WE READ MM

and really enjoy it

MÄRKLIN magazin

THE MAGAZINE FOR ALL MODEL RAILROADERS ARTICLES ON PROTOTYPE AND MODEL RAILROADS BOTH

The MÄRKLIN-magazine is full of interesting reports of developements of the MÄRKLIN products, model railroad ideas and reports of real railroads.
The magazine is topical, up to date, and provides much worthwhile information for all railway enthusiasts. Modeling tips, track plans, equipmentplans, plus many interesting photos. MÄRKLIN-magazine is available only in the German language. The magazine is published four times a year.

Available at your MÄRKLIN dealer or direct from:

Modellbahnen-Welt Verlags-GmbH, 732 Göppingen, Postfach 940

0321

0321
MÄRKLIN H0 TRACK PLANS · Contains 16 beginners track plans for the 5100 and 5200 Series track · 24 pages · 8¼ by 6″

0380

0751

0751
MÄRKLIN-SPRINT RACING MANUAL · With suggestions for laying out racing circuits as well as giving rulles for racing · Illustrated · 44 pages · 8¼″ by 11″

0379 New
MÄRKLIN TRACK PLAN MANUAL · A comprehensive guide for building layouts using the 2100 Series K-Track · 20 pages · 8¼″ by 6″

0361 New
MÄRKLIN SIGNAL MANUAL · A complete illustrated guide explaining the operation and advantages of our 7200 Series Signals · 48 pages · 7″ by 9½″

0380 New

▲

HANDBOOK, "MÄRKLIN H0 RAILWAYS AND THEIR PROTOTYPE" · A complete handbook for the Märklin fan · Cover operation of Märklin cars and locomotives, construction of layouts, information on actual railroad practice, function of signals and automatic operation of trains plus many other subjects · 228 pages · 9½″ by 6¼″ · German text

Accessories for Lighting

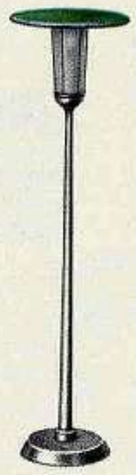
7046

7046
TOWER MAST YARD LIGHT · For use with Catenary system · 8¼″ high · Base 1″ x 1¼″ · With bulb, cables and plugs

7048

7048
STREET LIGHT · 6¼″ high · Base 1¼″ diameter · With bulb, cables and plugs

7047



7047
STATION PLATFORM LIGHT · For use at stations, on streets etc. · 5″ high · Base 1¼″ diameter · With bulb, calbes and plugs

7073

7073
INTERIOR LIGHT FOR BUILDINGS · With bulb, cables and plugs

Wire

This is a special, highly flexible stranded copper wire for connecting all MÄRKLIN trains and accessoires. A heavy duty wire able to withstand great loads, including short circuits without damage. For use with transformers up to 50 VA.

7080 EXTENSION CABLE · With 1 plug and 1 socket · Grey · 39″ long

7090 EXTENSION CABLE · With 1 plug and 1 socket · Grey · 78″ long

7100 WIRE · Single strand · 33′ long · Grey

7101 WIRE · Single strand · 33′ long · Blue

7102 WIRE · Single strand · 33′ long · Brown

7103 WIRE · Single strand · 33′ long · Yellow

7105 WIRE · Single strand · 33′ long · Red

SOCKETS

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

PLUGS

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

7141

7141
INTERMEDIATE DOUBLE PLUG · For connecting two sockets · Metal

7140

7140
CROSS PLUG · For connecting two plugs and two sockets

7000

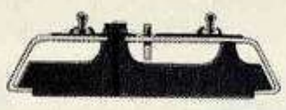
7000
STAPLES FOR WIRES · Bag of 50 for mounting cables to wooden base

PLUGS WITH SIDE SOCKETS

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

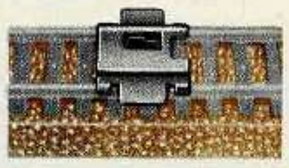
Interesting Accessories

7171



7171
SOUND DEADENING RUBBER STRIPS · 50 pieces with 50 flat head wood screws · The rubber strips hold the track above the train board · A hollow shoulder extends through the track screw hole to insulate the screw head · Slim flat head screws hold the track firmly to the board · Instructions supplied also show how to mount turnouts, points, and crossings · Catenary masts lock under the roadbed without screws · Test have shown that the noise of running trains on plywood is reduced 50% with these sound deadening strips

7001



7001
COUPLER HEIGHT GAUGE · For checking the couplers on rolling stock · Nickel plated steel · Instructions included

7228 New

7228
DISTRIBUTOR PANEL · With five wire clamps insulated from each other · 1½″ long · ⅜″ wide

7229 New

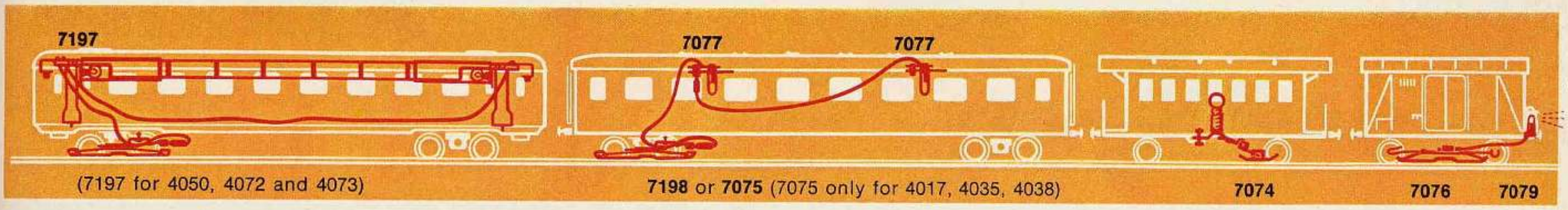
7229
DISTRIBUTOR PANEL · With five wire clamps connected in series · 1½″ long · ⅜″ wide

H0-Locomotive Tires
Pick Up Shoes
Pantographs
Reverse Unit Springs
Lubricating Oil
Motor Brushes
Smoke Fluid

see Page 13

0201

0201
SET OF FIGURES · Passengers and railroad personnel · Set of 10 · The figures are ⅞″ high



Lighting for Rolling Stock

7074
INTERIOR LIGHTING for passenger cars 4002, 4003, 4004, 4005, 4079, 4080 · With socket for additional lighting

7075
CURRENT PICKUP SHOE for use with 7077 lighting in coaches 4017, 4035 and 4038

7076
CURRENT PICKUP SHOE for the 7079 taillights · Use with passenger cars 4000 and 4040 and some four wheel freight cars

7077
INTERIOR LIGHTING for all 8 wheel passenger cars, not otherwise listed · Socket for connecting additional lighting · Bulb included

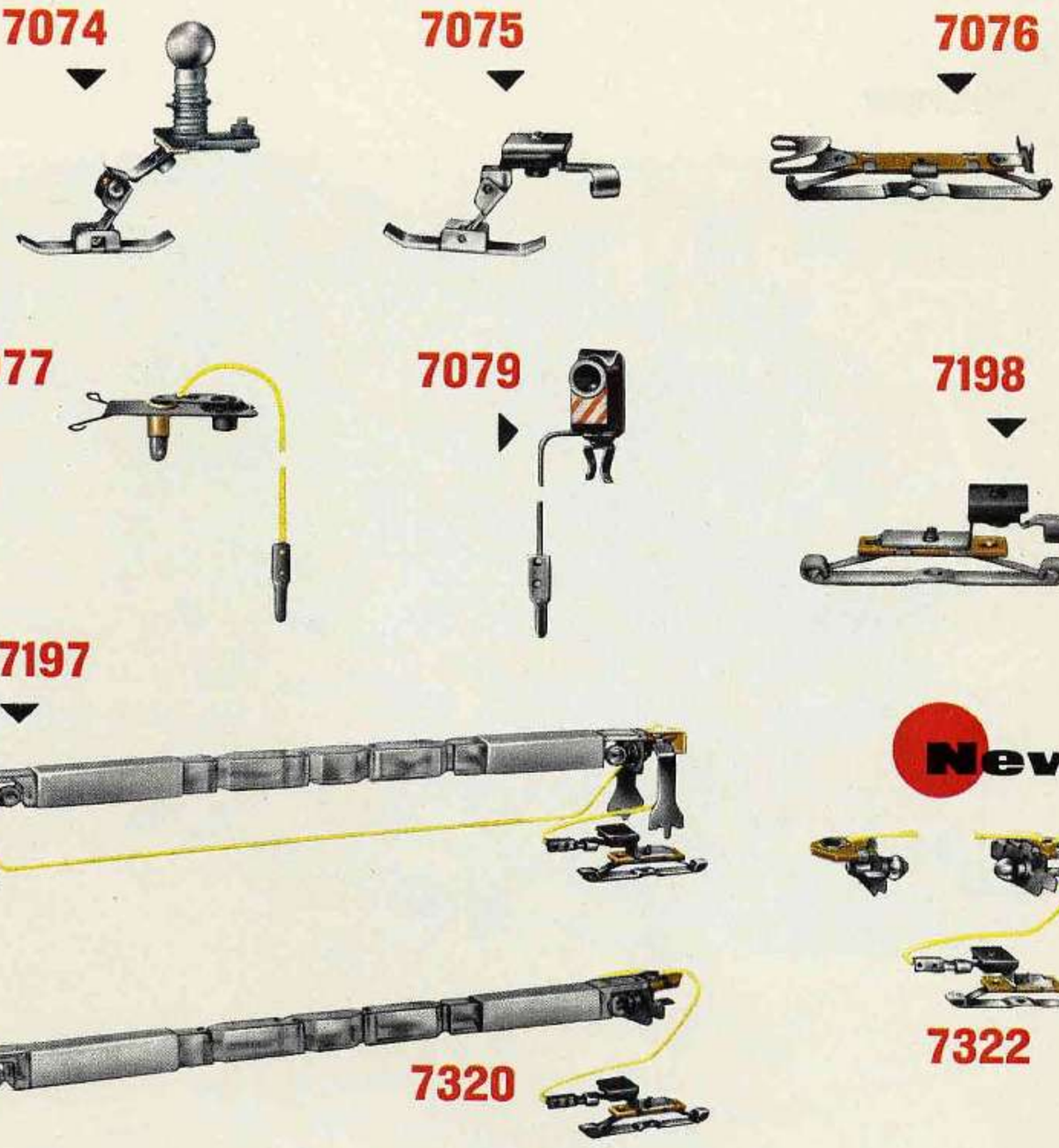
7079
TAIL LIGHT with bulb · Clips onto buffer · (Not for express coaches on pages 26, 27 and 28, nor on cars with plastic buffers) · Connect with 7074, 7076, 7077 or 7198

7198
CURRENT PICKUP SHOE for use with the 7077 lighting unit · Do not use on coaches 4017, 4035, 4038

7197
INTERIOR LIGHTING UNIT for passenger coaches 4050, 4072 and 4073 · Contains 7198 current pickup shoe, lucite lighting bar, and two light sockets with bulbs · Provides full length, difused lighting as on the prototype · Instructions included

7320
INTERIOR LIGHTING UNIT for TEE Coaches 4085, 4086, 4087, 4088 and express coaches 4047, 4048, 4049, 4064, 4065, 4066, 4069, 4075 and 4078 · Contains 7198 current pickup shoe, lucite lighting bar, and two light sockets with bulbs · Illustrated instructions included

7322
INTERIOR LIGHTING UNIT for TEE Dome Car 4090 · Contains 7198 current pickup shoe, two light sockets with bulbs · Illustrated instructions included



Electronic Warning Horn Horn Equipment for MÄRKLIN Locomotives

7216
HORN RUNNING CONTROL · For use in conjunction with the Horn Sounder 7215, to sound the horn when a locomotive is stopped or running · One red connecting cable with plug · 2″ x 1¼″ x 1″

7215
HORN SOUNDING UNIT · For sounding the locomotive horn · Three connecting cables, red, brown and yellow, with plugs · 3″ x 2⅛″ x 1″

7217
HORN SIGNAL CONTROL · For use with the Horn Sounder when ever a locomotive is stopped by a home signal in the "dead" section of track · Two connecting cables · 2″ x 1¼″ x ⅜″

7213
WARNING HORN COMPLETE · Ready to install in MÄRKLIN locomotives 3022, 3034, 3035, 3036, 3037, 3038, 3039, 3040, 3043, 3050, 3051, 3053, 3059, 3060, 3061, 3066, 3067, 3068, 3070, 3073, 3075 and some models of 3021 · No soldering is required · In certain models of 3021 one lead must be soldered · Complete with illustrated installation instructions

The series of MÄRKLIN Locomotives listed under 7213 have provision for installing the warning horn. One or several may be sounded by pressing the button of the 7215 Horn Sounding Unit, placed between the feeder track and the transformer. It supplies special power to operate the horn, but not the motor, of the locomotive when they are standing still on the track, transformer speed control knob off ('0').
The Horn Running control 7216 is added between the Horn Sounder and the feeder track to make the horn sound on running locomotives.
Finally, to sound the horn of a locomotive standing on a 'dead' track at a signal or insulated track section, the 7217 Horn Signal Control is added to bridge the electrical insulation point.
The tone of the 7213 Horn is the high pitched sound as found on European Locomotives.
A moving train can sound its horn automatically by using contact tracks and the 7045 Universal Remote Switch, or 7245 (see pages 43 and 45). For contact tracks see pages 39, 40 and 44.

Complete operating instructions are supplied with the horn sounder.

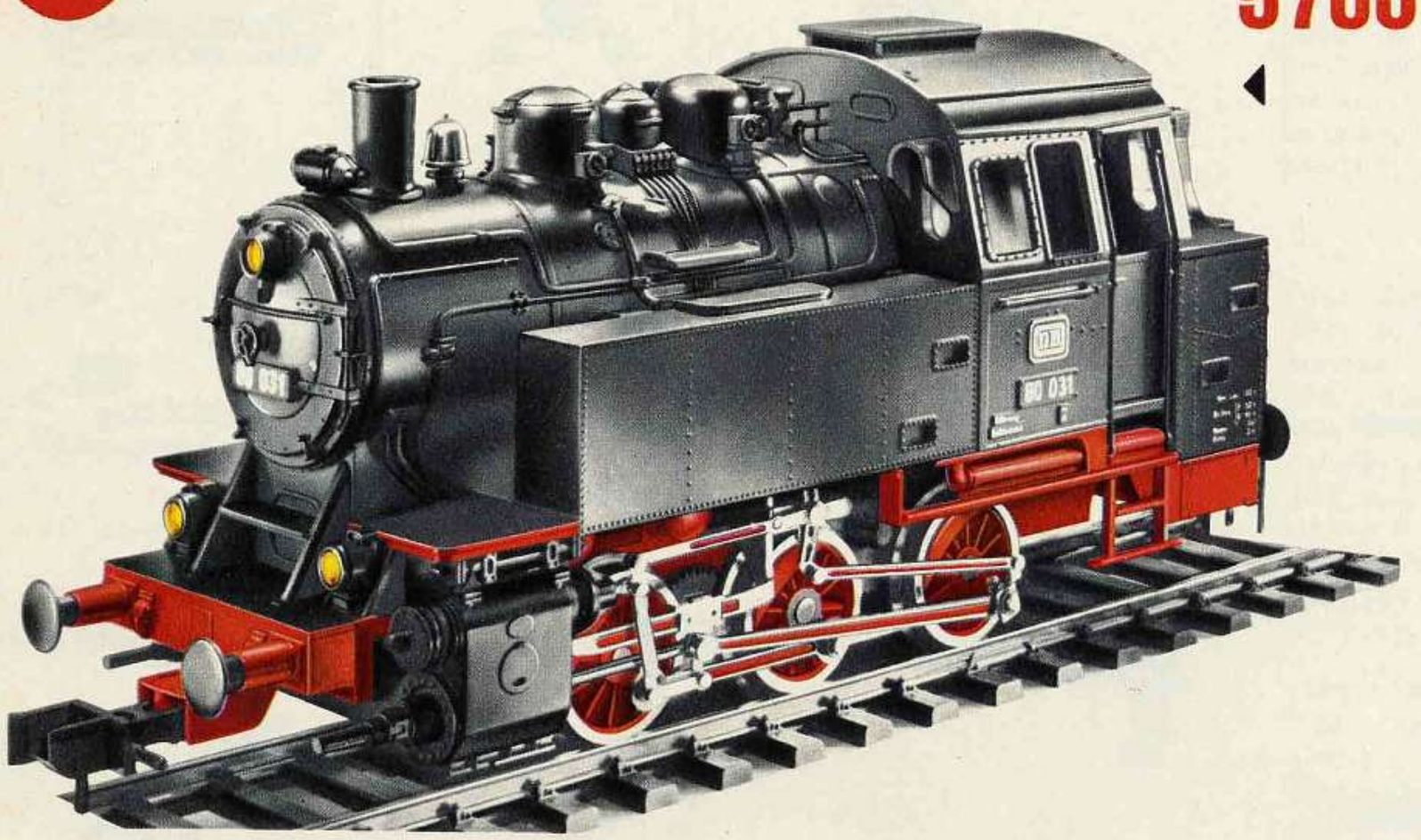
NO. I GAUGE

45 mm

MÄRKLIN

ALTERNATING CURRENT

New



5700

No. I Gauge Locomotives

5700
TANK LOCOMOTIVE · A model of the German Federal Railways Class 80 · 0-6-0 wheel arrangement · 2 special adhesion tyres · Automatic control for forward and reverse operation · Exact reproduction of the Heusinger drive rod system · High reduction gears · Three working headlights on each end · Dull black plastic body · Cab doors open and close · Windows have inset plastic frames · Fully detailed die cast metal frame · Automatic couplers and working sprung buffers on both ends · Length: 12″

5720

5720
DIESEL LOCOMOTIVE · A model of an industrial locomotive · 0-6-0 wheel arrangement · 2 special adhesion tyres · Automatic control for forward and reverse operation · High reduction gears · Three working headlights on each end · Red plastic body with two lengthwise yellow stripes · Cab doors open and close · Windows have inset plastic frames · Fully detailed diecast metal frame · Automatic couplers and working sprung buffers on both ends · Length: 12″

60041
MOTOR BRUSHES for No. I Gauge Locomotives

Train Sets

5500

5500
FREIGHT TRAIN (without transformer) · With Tank Locomotive 5700, 1 open gondola car 5850, 1 dump car 5859, 2 straight track 5900, 12 curve track 5921 and 1 current feeder connector 5601 · Length of train: 40″

Train Set Gift Box 5500

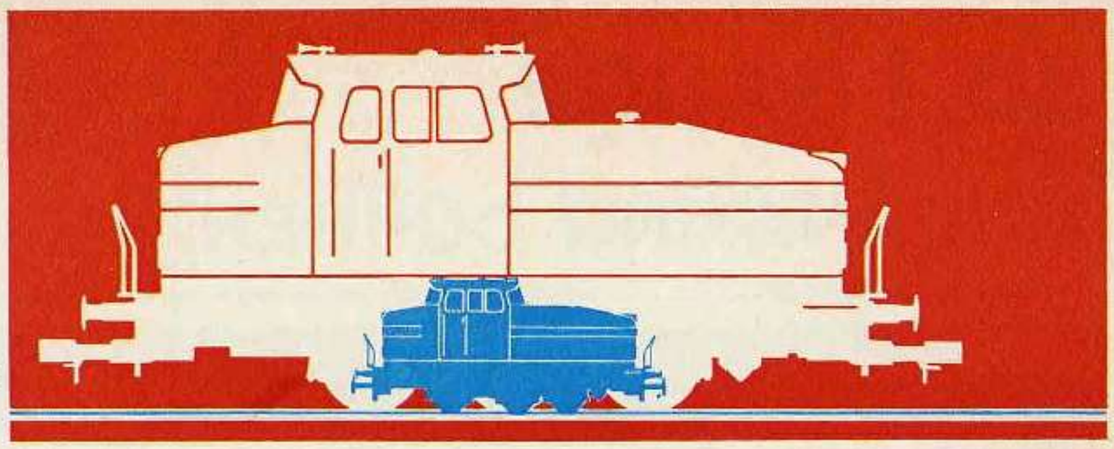
No. I Gauge

MÄRKLIN

Comparison of sizes

No. I Gauge

H0 Gauge



Over thirty years have passed since we last offered large size trains in the No. I Gauge, but apparently the memory of this fine large scale line has lasted over the years. We have been receiving increasing numbers of requests for No. I gauge trains and we have decided to bring out an exciting new series of No. I Gauge Trains. These have been designed with all the modern designs and engineering that we have developed through the years. This provides you with a train that has all the details and working features of the real trains, including sprung buffers and working doors on the locomotives.

No. I Gauge trains are built to 1:32 scale, 3/8" equals 1'. It does require more room than our H0 trains, a minimum track circle being 48" in diameter. This is ideal either for a basement or spare room layout, or for the maximum enjoyment build your layout in the yard or the patio. Our track is designed to be left outdoors with no harm from sun or moisture. Imagine the fun of actually using real plants and terrain for building your miniature railroad while following natural grades and obstacles in your yard. Though No. I Gauge trains used to be priced quite high, we have been able, by using our new modern methods of manufacture, to bring the price of these trains within the reach of the avrage family. Check with your dealer soon and see for yourself the many advantages of MÄRKLIN No. I Gauge.

No. I Gauge

Use the MÄRKLIN group 6100 transformer to operate your No. I Gauge Railroad

5520
FREIGHT TRAIN (without transformer) · With diesel locomotive 5720, 1 gondola car 5850, 1 dump car 5859, 2 straight track 5900, 12 curved track 5921 and 1 current feeder connector 5601 · Length of train: 40″

5520

5521

5521
FREIGHT TRAIN (without transformer) · With diesel locomotive, 1 dump car 5859, 12 curve tracks 5941 and 1 current feeder connector 5601 · Length of train: 26″

Train Set Gift Box 5520

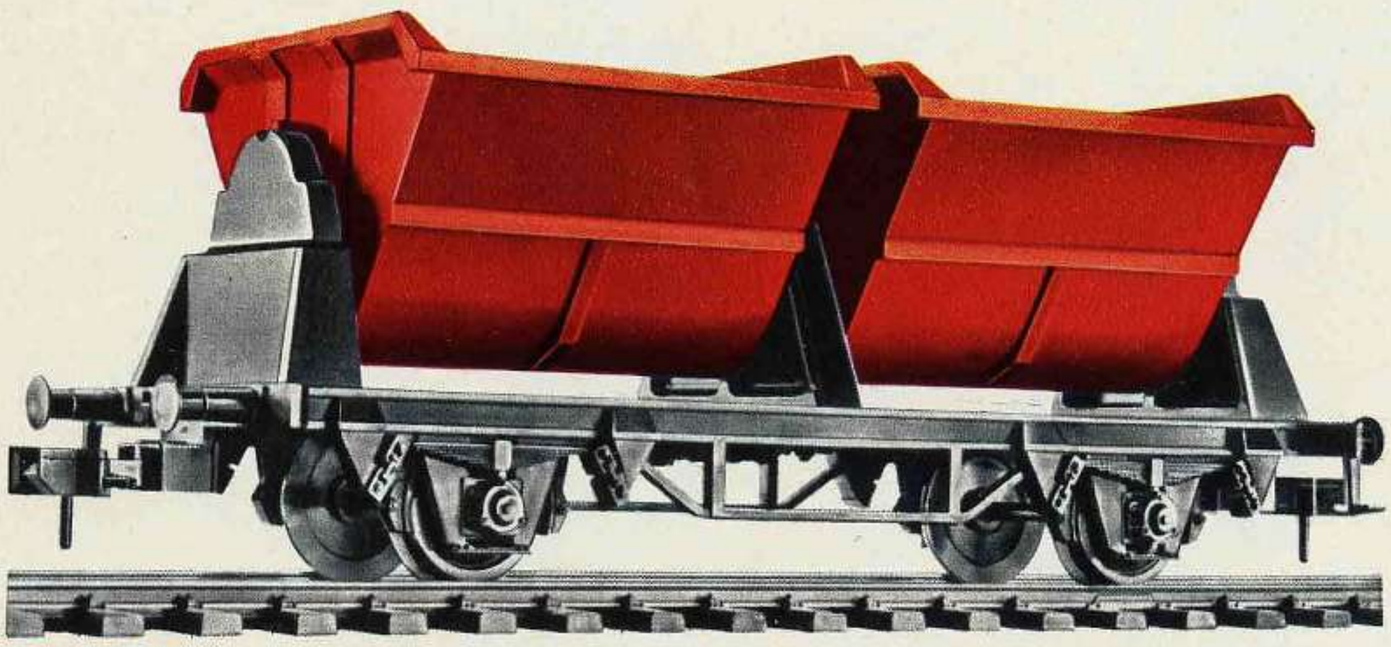
No. I Gauge

New

No. I Gauge Freight Cars

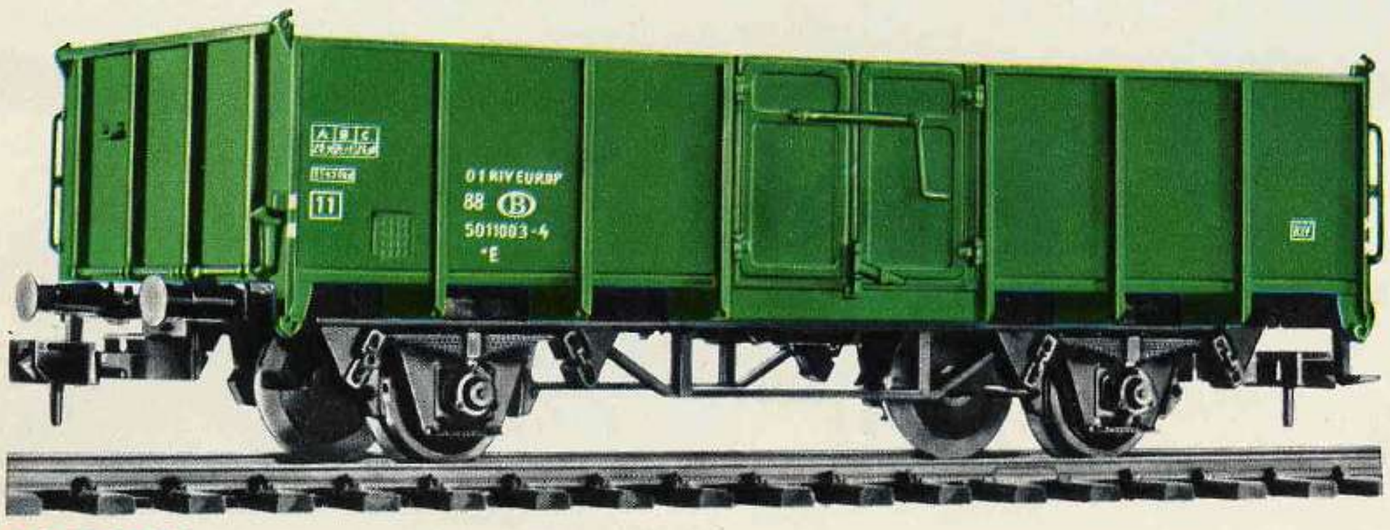
5850

5850
OPEN GONDOLA CAR · 4 wheeled · Model of the German Federal Railways Type Omm 55 · Brown car body · True to prototype lettering · Black frame · Length: 12″



5859

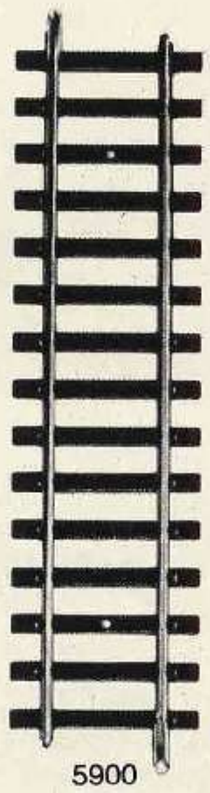
5859
DUMP CAR · 4 wheeled · 2 hoppers dump to either side, independant of each other · Latch holds hoppers in center position · Hoppers red · Underframe black · Length: 12″



5851

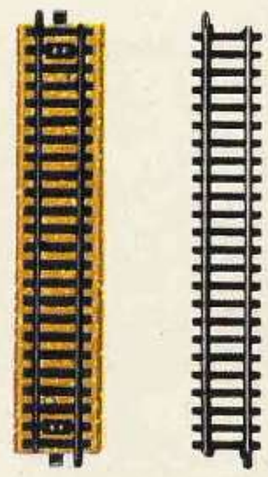
5851
OPEN GONDOLA CAR · 4 wheeled · Model of the Belgian State Railways' (SNCB) truck · Green car body · True to prototype lettering · Black frame · Length: 12″

NO. I GAUGE
45 mm



5900

H0 GAUGE
16,5 mm



5100
M

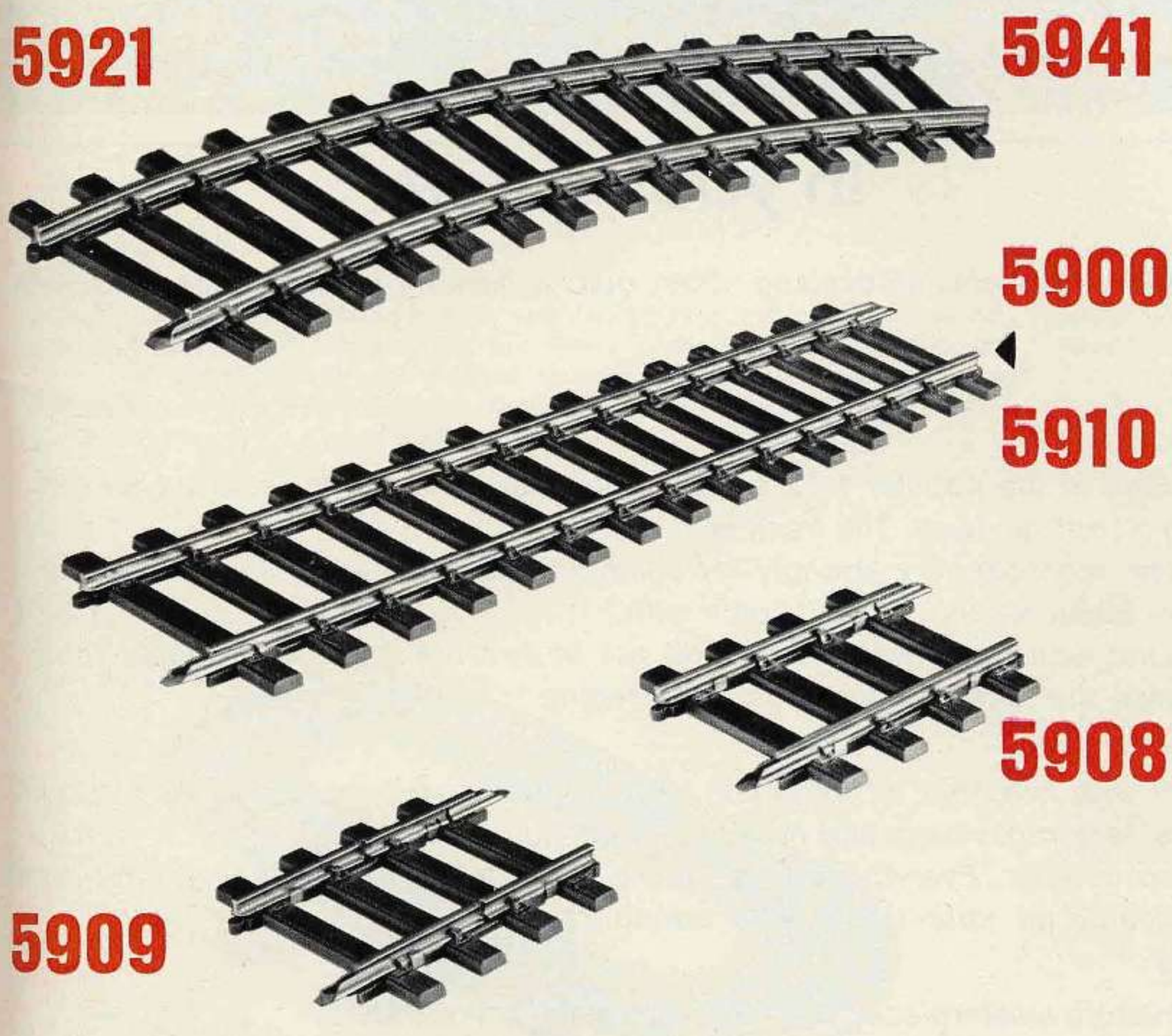
2100
K

The MÄRKLIN No. I Gauge trains operate with 16 volts A.C., the same as we use for our H0 scale trains. This provides you with all the many advantages you have come to enjoy with our smaller trains. The direction of the locomotive is changed only by switching the direction from the transformer. Although this trains operates on the two rail system, there is no polarity problems because of the A.C. power. Reverse loops, crossings, or wye tracks offer no special problems.

We offer two destinct types of track: A hollow profile track for use on indoor layouts only; and a solid, stain resistant rail, mounted on thermal plastic ties for use either indoors or outdoors. Either type will give you a track system that is quite flexible in design and scale in appearance.

No. I Gauge Track

The running rails, mounted on plastic ties and insulated from each other, not only guides the wheels but supply current to the locomotive. The track sections are connected by rail joiners on each rail, plus a clip of the plastic tie strip. The rails are made from solid stainless, non-rustin metal, except for 5910 and 5941.



5600
UNCOUPLER · Installed between the rails 5900 and 5910, this unit automatically uncouples cars and locomotives · Length: 6½″

5601
CURRENT FEEDER CONNECTOR · Consists of two metal clips which snap onto the track and two connecting cables · Cables are 39″ long

5602
TRACK END BUMPER · Steel construction design · Sprung buffers · Black with red and white stripped buffer beam · Bumper clips onto rails · Length: 3¾″

5900
STRAIGHT TRACK SECTION · 12″ long

5908
STRAIGHT TRACK SECTION · 3¼″ long

5909
STRAIGHT INSULATOR TRACK · Use for electrical insulation of track sections · 3¼″ long

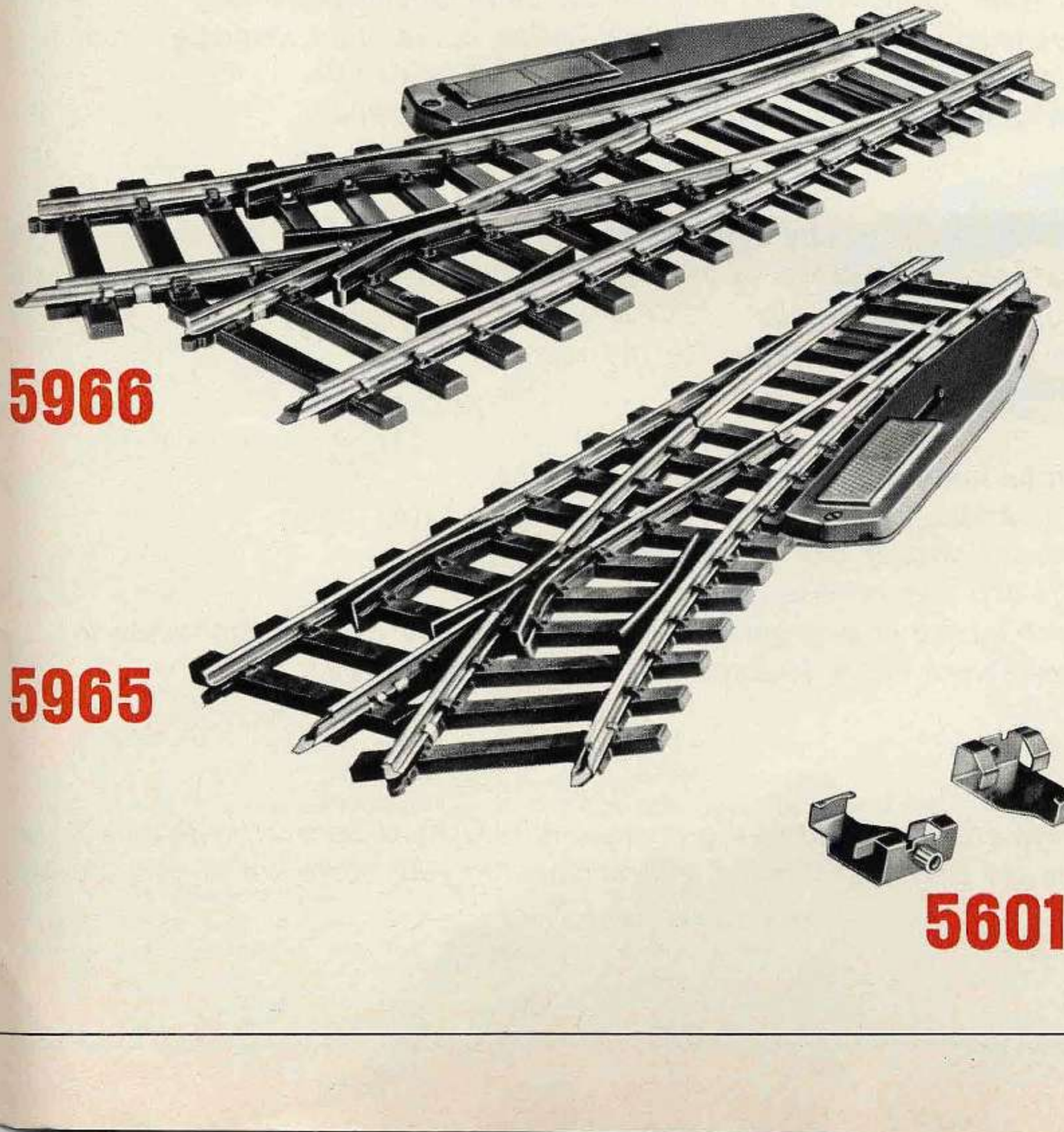
5910
STRAIGHT TRACK SECTION · With hollow profile rails · 12″ long

5921
CURVED TRACK SECTIONS · 24″ radius

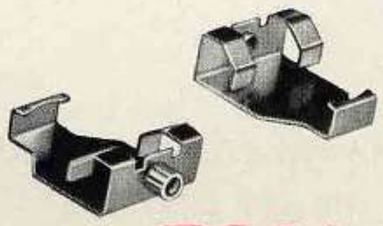
5941
CURVED TRACK SECTION · With hollow profile rails · 24″ radius

5965
LEFT HAND MANUAL TURNOUT · Sprung switch points · Frog angle 30° · Radius of curved rails: 24″ · Length of straight track: 12″

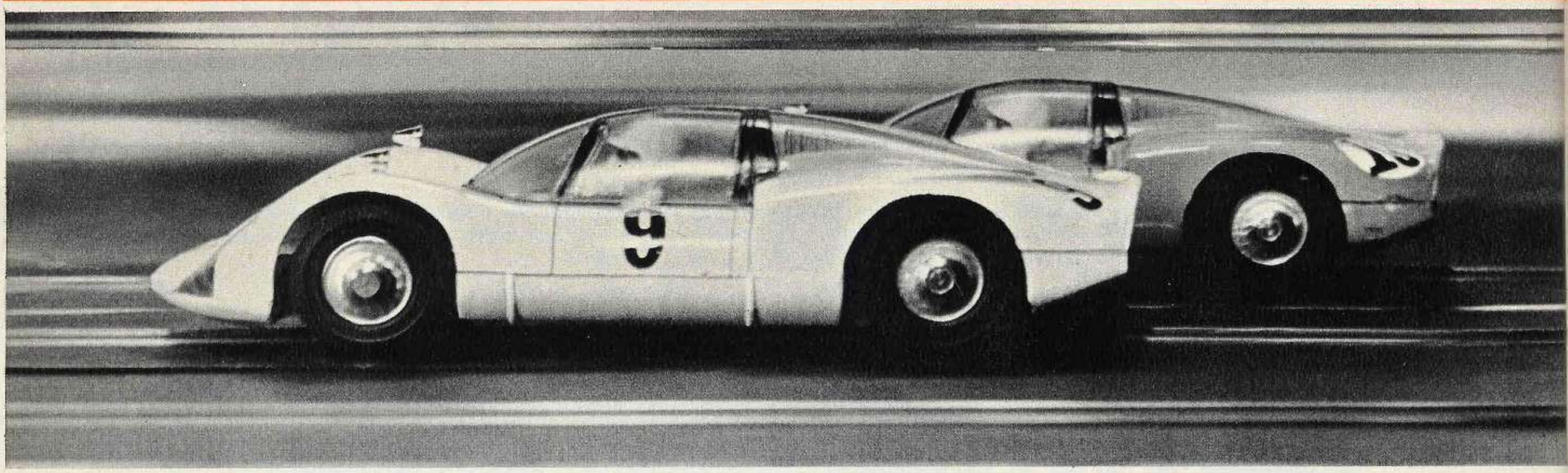
5966
RIGHT HAND MANUAL TURNOUT · Sprung switch points · Frog angle 30° · Radius of curved rails: 24″ · Length of straight track: 12″



Track End Bumper installed on the track



MÄRKLIN Sprint — For fast and exciting automobile racing



in your home

Running the lightning fast slot cars in the MÄRKLIN Sprint sets provides an exciting hobby quite different from our model railroads. Thus both hobbies compliment each other.

1:32

Built in the popular 1:32 scale, a minimum is space is required for the MÄRKLIN Sprint raceway. The track is designed to clip together very strongly for complete electrical and mechanical connection, yet goes together and comes apart with ease. No fussing around with track sections that do not fit and are hard to connect. Thus your track will stand even the laongest and most hard racing.

Your race track can be built with two, four or six lanes, long straight aways, esses, banked curved, inclines, overpasses, chicanes, lane crossovers and many other exciting accessories including our reliable lap counter. Everything is available to build up almost any racing circuit and, whereever required, to safegaurd all your tracks with strong crash barriers.

Every MÄRKLIN racing car is a miniature masterpiece. The high speed motor is located in the best position for correct center of gravity, providing good road holding ability. In addition a special designed gear train is installed so that the car can respond to ant small change in voltage. This means short quick braking action before curves and immediate acceleration durining the curve. It also give you superior hill climbing ability and MÄRKLIN incline sections. Because of these many features, MÄRKLIN race cars can attain unbelievably fast lap times.

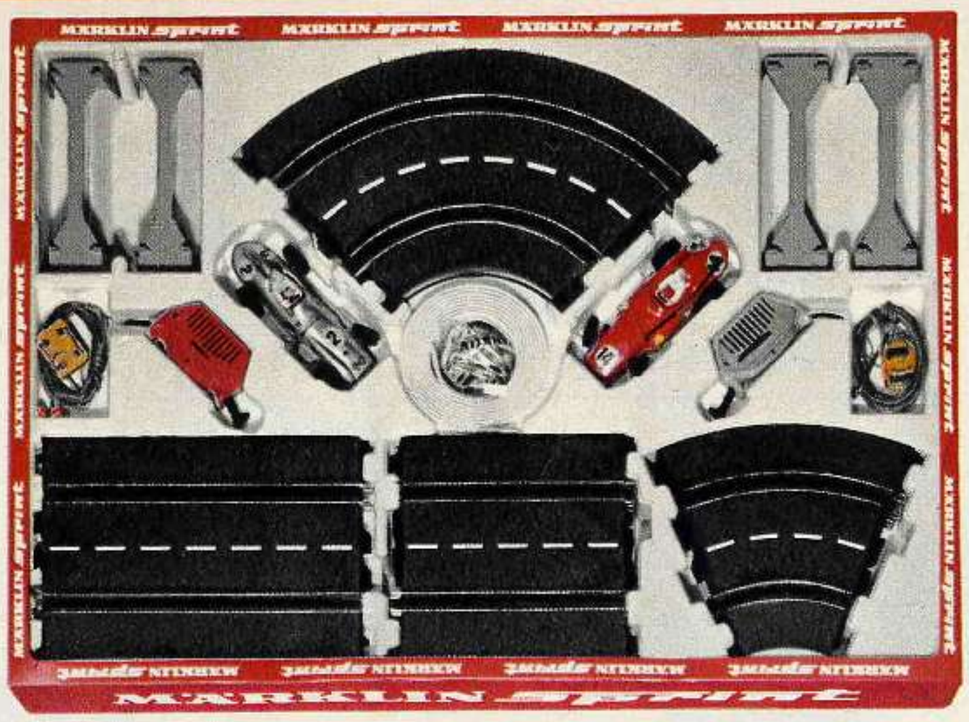
Another feature typical of the high MÄRKLIN quality is the solid ski type current pick ups of the cars. They are sprung and are thus very reliable for current pickup, while at the same time the provide a cleaning action on the pickup rails.

The tires of the cars can be changed and adapted to the running characte characteristics of the track.

The speed controller can be operated without any steps in the speed regulation or it can be set to uniformly increase step by step. Using the built in key the controller can be locked in a given voltage and then released with the panic switch incase of emergency. The hand controller can be connected to the track at any location that is convenient to you.

A host of suggestions for building different exciting raceways are contained in the interesting MÄRKLIN Sprint Handbook. It also contains racing rules for many different types of races, always providing thrilling entertainment in your home, for all participants, young and old.

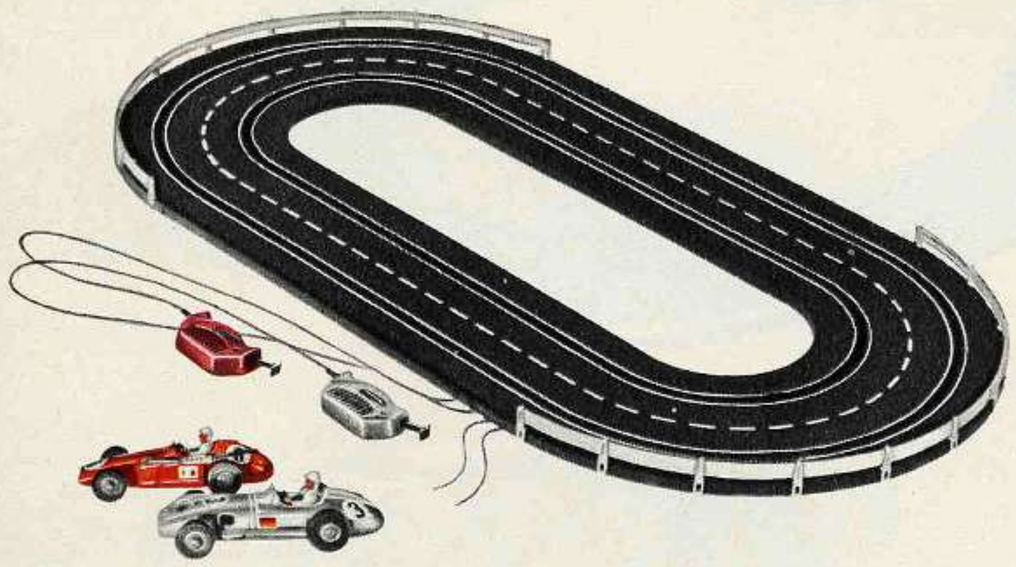
MÄRKLIN Sprint — Auto racing sets



All of our sets come in beautiful gift boxes. Look for this colorful packaging at your dealer.

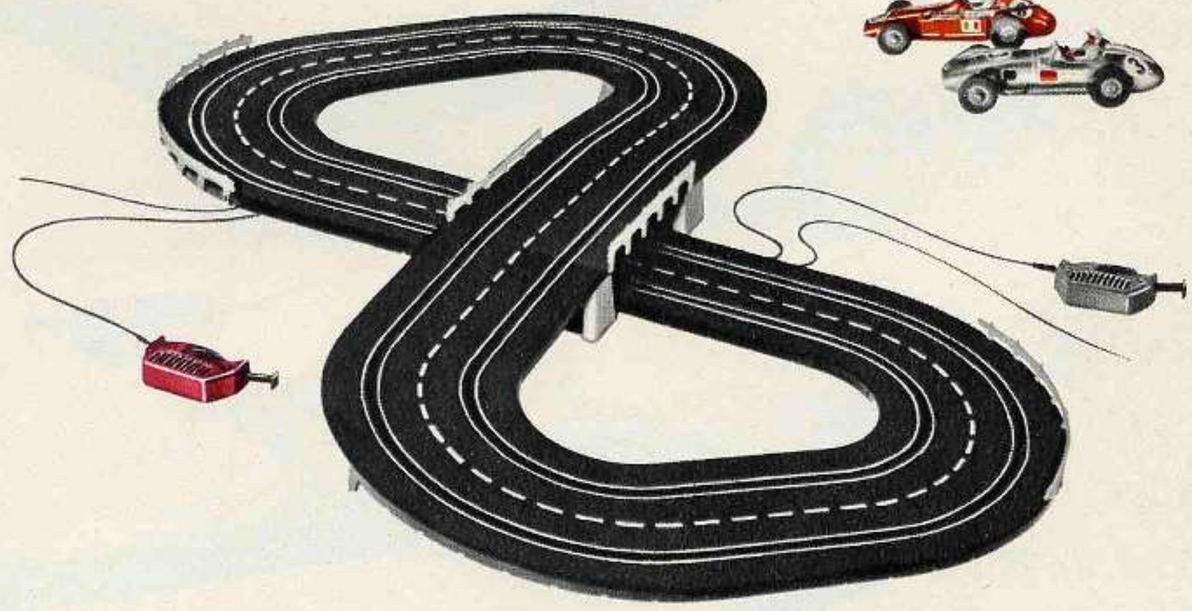
1400
RACING CAR SET, containing two formula racing cars, one Mercedes Monoposto and one Ferrari Supersqualo, two speed controllers, one red and one grey · Track sections: Four 1200 straight, four 1220 curved, together with crash barriers and 20 supports for them · These parts will make up an oval track · Full Instructions are supplied with the Set

1400 34½″ by 17³/₅″

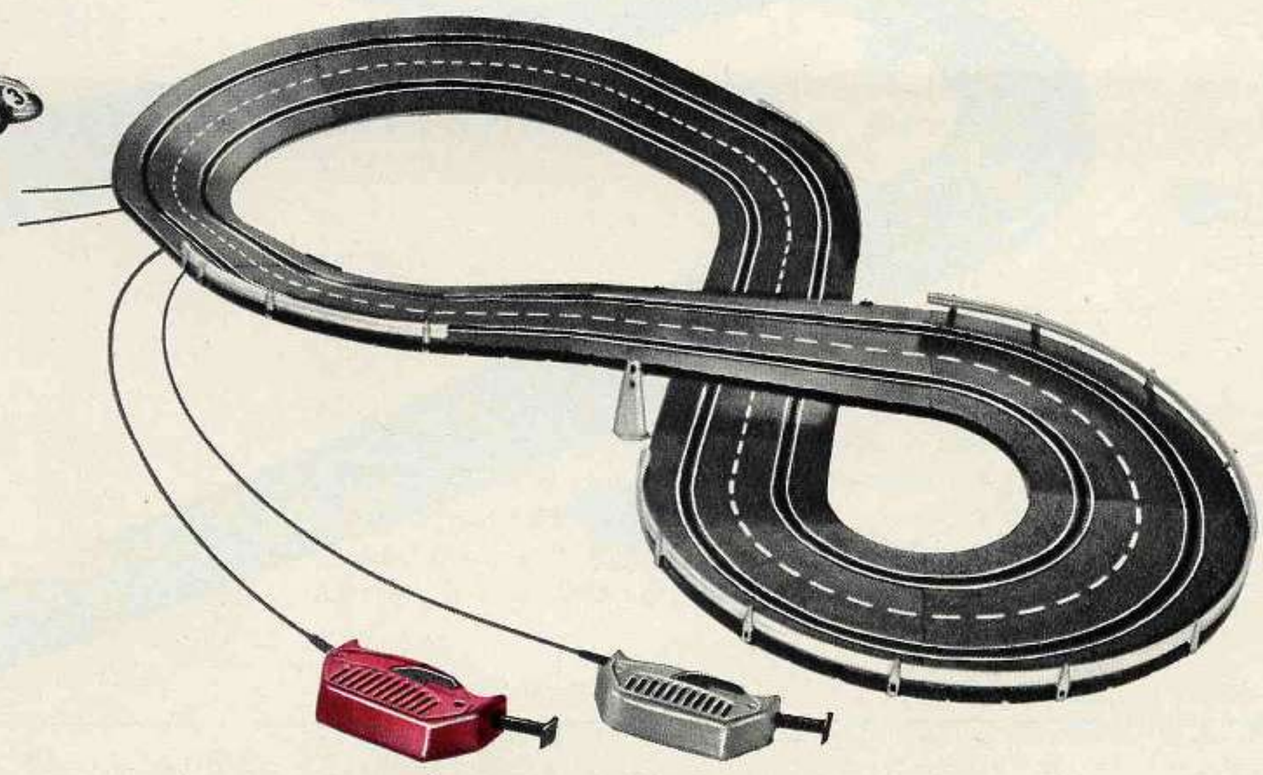


1401
RACE CAR SET · Contains two Formule 1 Race cars, Mercedes Monoposto and Ferrari Supersqualo, 1 red and 1 grey Hand Controller, 2 straight track 1200, 6 straight track 1201, 4 curve track 1220, 4 curve track 1221, 2 piers 2″ high, 2 piers 1″ high, guard rails and 32 supports · An intersting oval can be laid out with these parts · Full instructions are supplied with the Set

1401 41³/₅″ by 25½″ **New**



1409 59″ by 30″



1409
RACE CAR SET · Contains two Formula 1 Race cars Mercedes Monoposto and Ferrari Supersqualo, 1 red and 1 green Hand Controller, 2 straight track 1200, 2 straight track 1201, 2 straight track 1206, 3 curved track 1220, 2 curved track 1241, 4 1248 banked curved, guard rails, 19 guard rail posts, 3 clips, and 1 connecting section 1547 · A figure eight track with an overpass and a banked curve can be laid out with this material · Full instructions are supplied with the Set

MÄRKLIN Sprint

AUTO RACING SETS

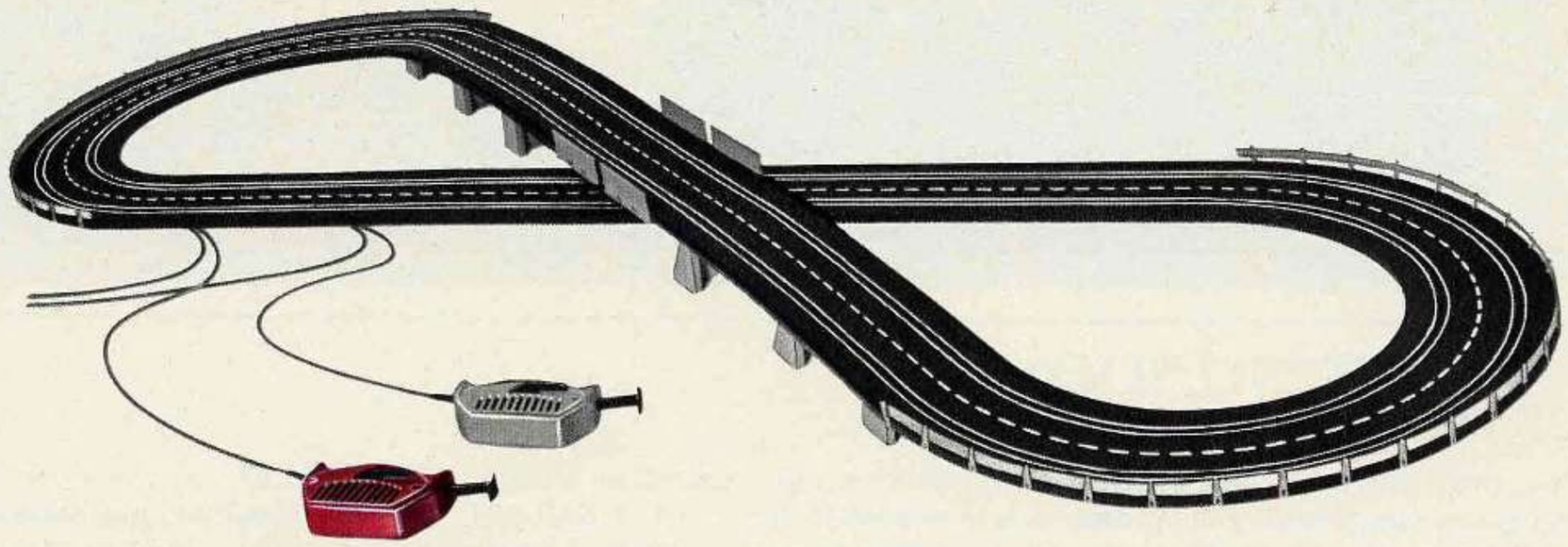
MÄRKLIN

1404
RACING TRACK SET, containing two Porsche Carrera 6 sports cars, one red and one white, with two speed controllers, one red and one grey · Track sections: Four 1205 straight, four 1206 straight, ten 1241 curved; two piers each, 1 1/16″, 1 9/10″ and 2 2/5″ high, four bridge railings, crash barriers and 50 supports for them · These parts will make up a big figure-of-eight track with an overpass · Full Instructions are supplied with the Set

1405
RACING TRACK SET WITH ONE BANKED CURVE, containing a white Porsche Carrera 6 sports car and an orange-coloured open sports car, with two speed controllers, one red and one grey · Track sections: Two 1200 straight, four 1201 straight, two 1205 straight, eight 1241 curved, four 1248 banked curved, two 1290 transfer sections to banking, two 1291 transfer sections from banking; one crash barrier 2 metres (6 ft. 6″) long, one crash barrier 1 1/2 metres (4 ft. 10 1/2″) long, thirty crash barrier supports, four 1547 joining sections and two clips · This material is sufficient to build up a figure-of-eight track with an overpass and one banked curve can be laid out with these parts · Full Instructions are supplied with the Set

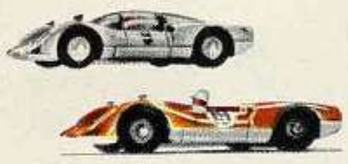
1404

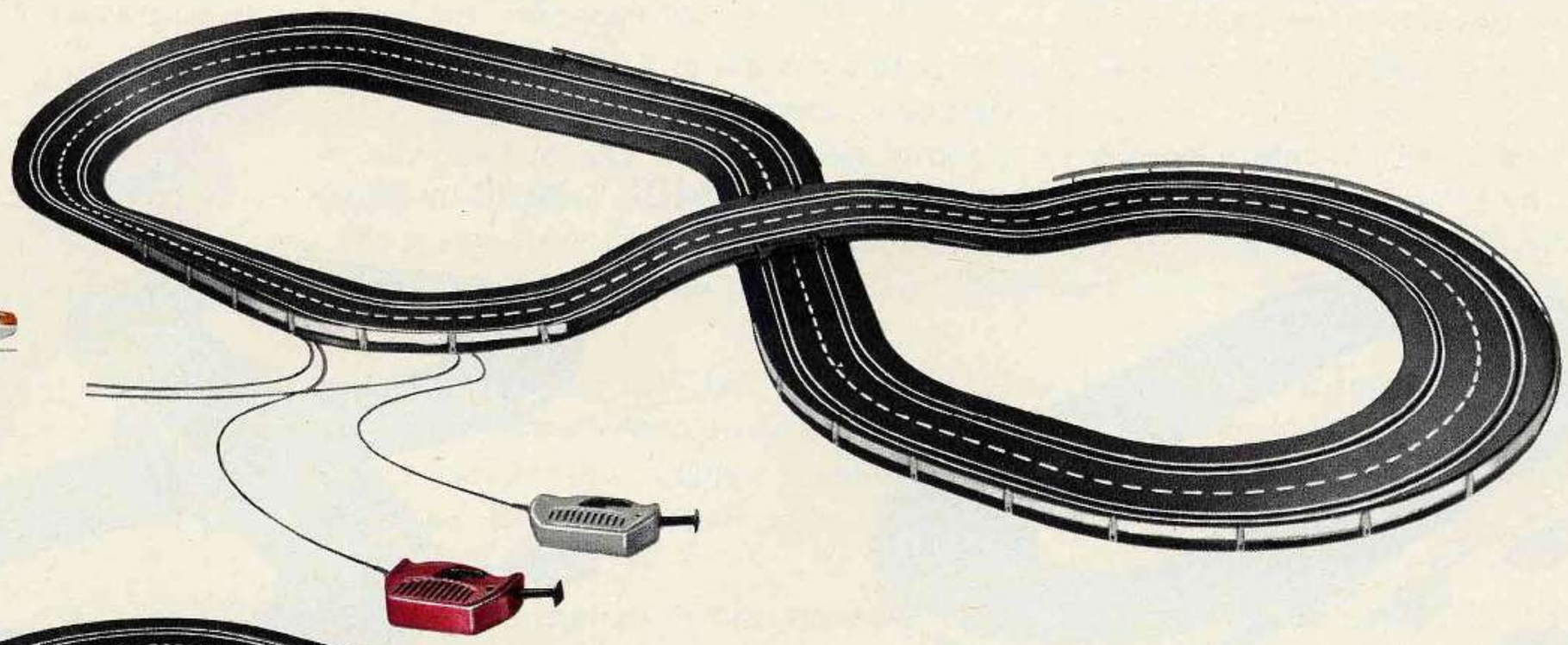
91 3/10″ by 30″



1405

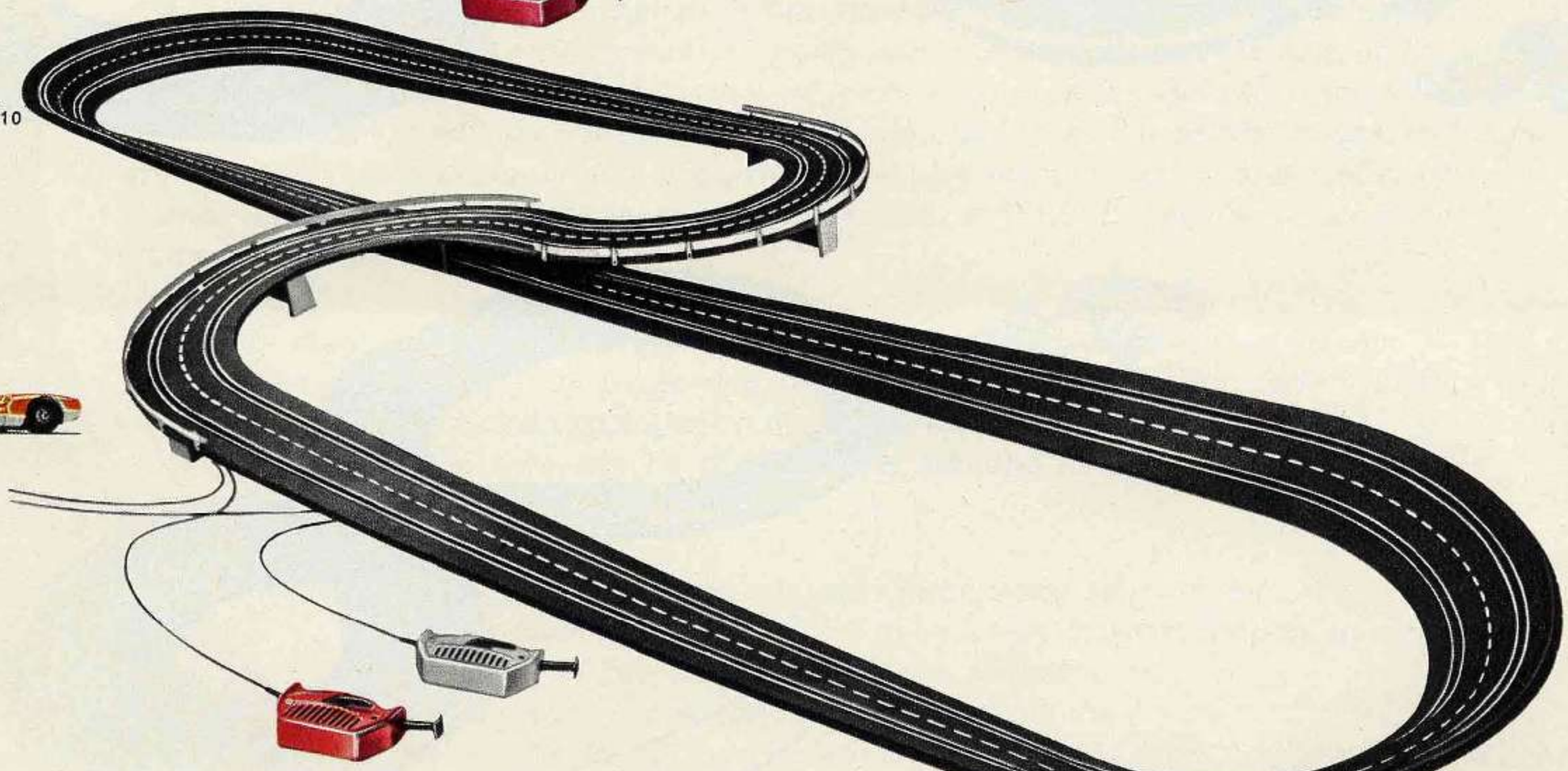
96 2/5″ by 39 1/3″





1406

131 4/5″ by 55 1/10″



1406
RACING TRACK SET WITH TWO BANKED CURVES, containing a white Chaparral sports car and an orange-coloured open sports car, with two speed controllers, one red and one grey · Track sections: Four 1200 straight, ten 1205 straight, eight 1241 curved and eight 1248 banked curved; two crash barriers 4 ft. 10 1/2″ long, thirty crash barrier supports, two piers each, 1 1/16″, 1 9/10″ and 2 2/5″ high, with four track section supports · A big figure-of-eight track with an overpass and two banked curves can be made up with these parts · Full Instructions are supplied with the Set

REPLACEMENT TIRES

1500 SET OF TYRES, containing two rubber tyres 20.5 millimetres diameter by 6 millimetres

1501 SET OF TYRES, containing two rubber tyres 23 millimetres diameter by 7 millimetres

1503 SET OF TYRES, containing two rubber tyres 20.5 millimetres diameter by 7.6 millimetres

1504 SET OF TYRES, containing two rubber tyres 24 millimetres diameter by 8.4 millimetres

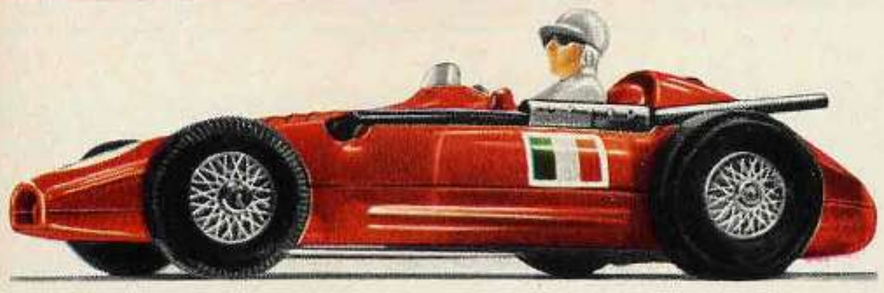
MOTOR BRUSHES

60146 SET OF TWO BRUSHES for the motors of MÄRKLIN Sprint cars

EXTRA CURRENT PICK-UP SHOES

1510 EXTRA CURRENT PICK-UP SHOES (one pair) for attaching to the pick-up shoes of MÄRKLIN Sprint Cars so that they can be run on tracks of other makes

RACING AND SPORTS CARS



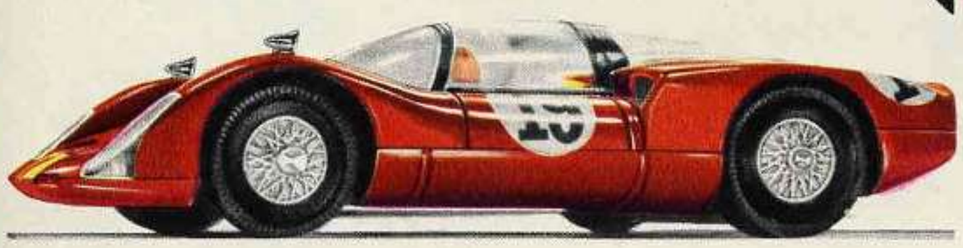
1301

1300

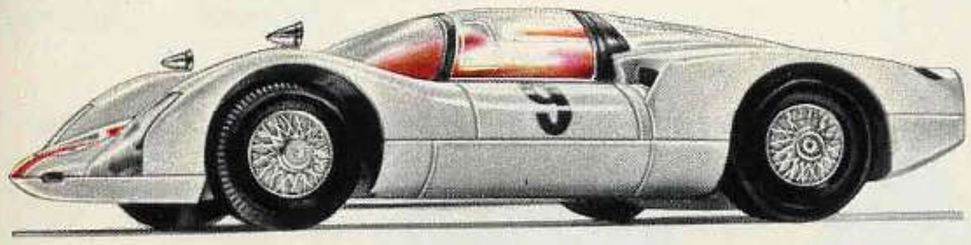
1306

1307

1305

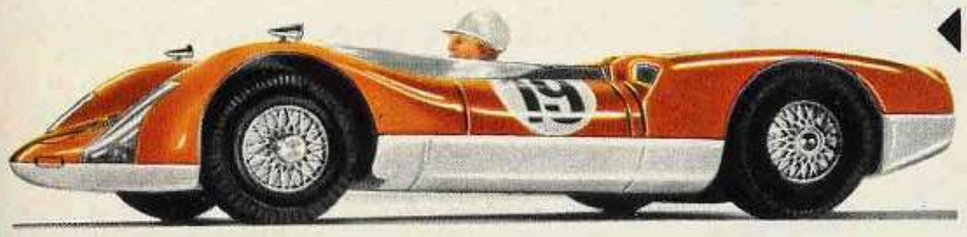


1302



1315

1314



1313

1300
FORMULA RACING CAR · A model of the Mercedes W 196 Monoposto · The front wheels are steered by the guide slot in the track sections · Scale model front axle assembly · The car is driven by a high-speed motor through a multi-ratio gear box and current is picked up by two sprung ski-type current collectors · Silver plastic body with figure of driver in white · 5″ long
Spare tyres for this car: Front, No. 1500; rear, No. 1501 or 1504

1301
FORMULA RACING CAR · A model of the Ferrari Supersqualo · The front wheels are steered by the guide slot in the track sections · Scale model front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox and current is picked up by two sprung ski-type current collectors · Red plastic body with figure of driver in white · 5″ long
Spare tyres for this car: Front, No. 1500; rear, No. 1501 or 1504

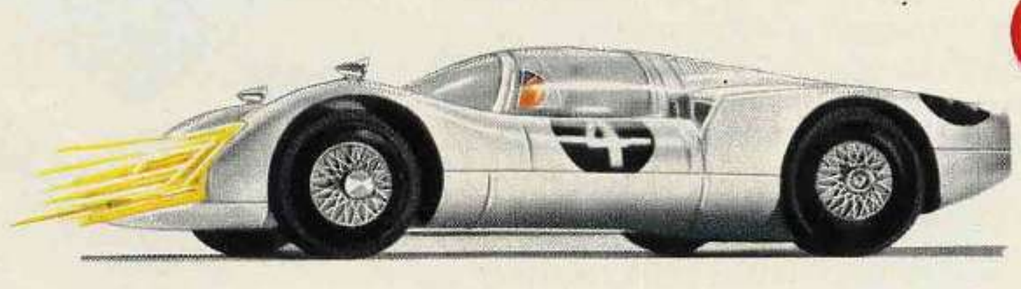
1302
SPORTS CAR · A model of the Porsche Carrera 6 · The front wheels are steered by the guide slot in the track sections · Scale model front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox and current is picked up by two sprung ski-type current collectors. White plastic body · Cockpit enclosed by clear plastic hood · With figure of driver · 5 1/10″ long
Spare tyres for this car: Front, No. 1500; rear, No. 1503

1305
SPORTS CAR · A model of the Porsche Carrera 6 · Technical details the same as No. 1302, but with red body

1306
FORMULA 2 RACING CAR · A model of the BMW 1600 with Lola chassis · The front wheels are steered by the guide slot in the track sections · Front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox and current is picked up by two sprung ski-type current collectors · White body with blue underframe · Visible imitation engine · Figure of driver in white · 4 1/2″ long
Spare tyres for this car: Front, No. 1503; rear, No. 1504

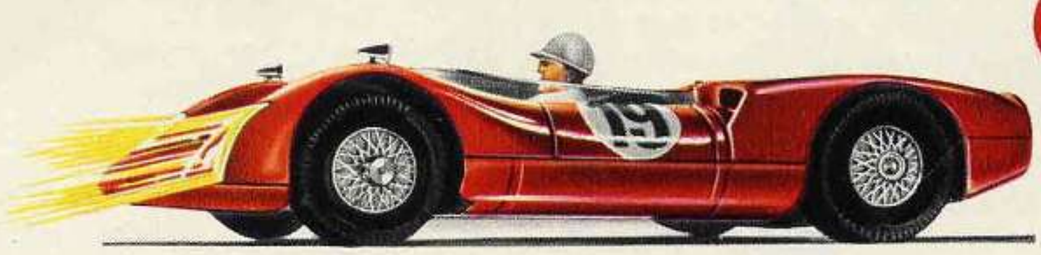
New

1316



New

1317



1307
FORMULA 2 RACING CAR · A model of the Lola-BMW · Technical details the same as No. 1306, but with red body and underframe

1313
SPORTS CAR · Technical details the same as No. 1302, but with open cockpit and windscreen · Silver body with black underframe · With figure of driver · 5 1/10″ long

1314
SPORTS CAR · Technical details the same as No. 1313, but with orange body and white underframe

1315
SPORTS CAR · A model of the Chaparral 2 E with vertical stabilising fin · Front wheels are steered by the guide slot in the track sections · Front axle assembly · The car is driven by a high-speed motor through a multi-ratio gearbox, and current is picked up by two sprung ski-type current collectors · White plastic body with figure of driver in white · 4 1/2″ long
Spare tyres for this car: Front, No. 1500; rear, No. 1503

1316
GRAND PRIX CAR · A model of the Porsche Carrera 6 · The front wheels are steered by the guide slot in the track sections · Working front axle assembly · Car is driven by a high speed motor through a multi-ratio gearbox and current is picked up through two sprung current collectors · Silver plastic body · Cockpit enclosed by clear plastic hood · Two working headlights · With figure of driver · 5 1/8″ long
Spare tires fitting model: front 1500, rear 1503

1317
GRAND PRIX CAR · Technical details the same as 1316 except for open cockpit with windshield · Red plastic body · With figure of driver · 5 1/8″ long
Spare tires fitting model: front 1500, rear 1503

1590
SPEED CONTROLLER with connecting fittings · A very convenient shape, made of heatresistant plastic material · The push-type switch for setting the track current can be fixed by a ratchet stop to give any voltage required, and an emergency stop push provides interruption of the current without altering the setting of the push-type switch · The colour of the controller casing is grey · The connecting fittings consist of the connecting plate with a twocore cable 4¾ ft. long to the controller and another two-core cable 3¼ ft. long with a plug for connecting to the driving unit · A speed controller must never be used for more than one car at any time

1591
SPEED CONTROLLER, the same as No. 1590, but with a red casing

1592
RECTIFIER, for connecting to MÄRKLIN railway transformers · Size 2¹/₅″ by 2″ by ³/₅″ · D.C. for running up to four cars at the same time can be taken from the pairs of plug sockets marked "Auto 1" and "Auto 2" · The transformer connected in series must have an output of not less than 16 watts

6930
MÄRKLIN SPRINT D.C. DRIVING UNIT · For use on 220 volts A.C. only · Output 10 watts at approximately 14 volts D.C. · Overload protection by an automatic current-limiting device · Connecting lead with sprayed mains plug connection · Blue sheet steel casing · On the output side there are two pairs of sockets marked "Auto 1" and "Auto 2" · Weight 2 lbs. 2 oz. · Size 5″ by 3⁷/₁₀″ by 2¹/₁₀″

1540
CRASH BARRIER, corrugated section planking made of white flexible plastic · 6¹/₂ ft. long

1541
SUPPORT FOR CRASH BARRIER, made of impact-resistant plastic for fixing crash barriers to the track

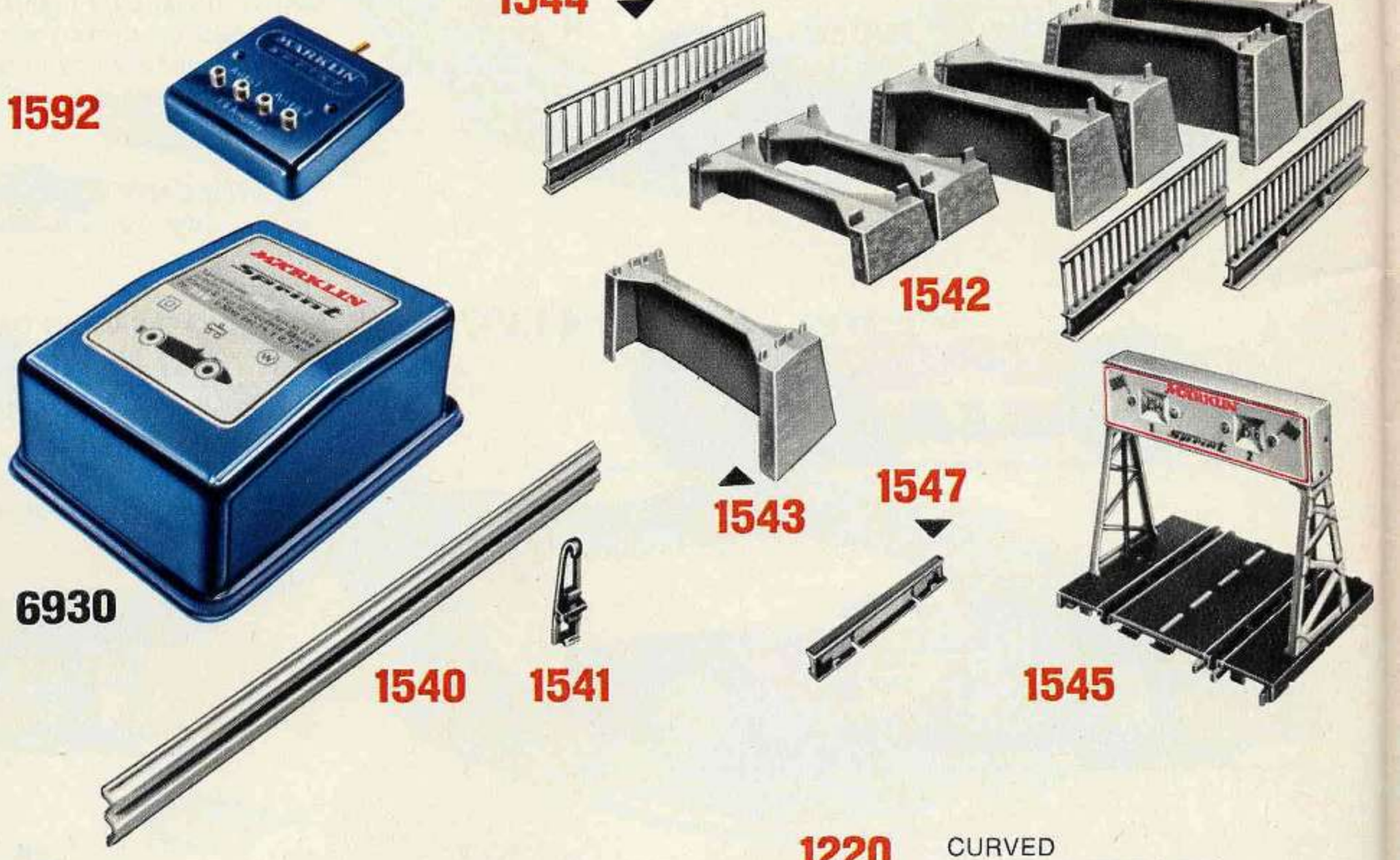
1542
CONSTRUCTION KIT FOR OVERPASS, consisting of two piers 1¹/₁₆″, two 1⁹/₁₀ and two 2²/₅″ high, with two bridge railings · All parts made of grey plastic · For making up a very strong overpass that will even span four-lane tracks

1543
SUPPORT · 2²/₅″ high · Made of grey plastic, with stubs on top face for fixing track sections to

1544
BRIDGE RAILINGS, for reinforcing overpasses · 5³/₁₀″ long · 1¹/₂″ high · Made of grey impact-resistant plastic

1545
MECHANICAL LAP SCORER, permanently mounted on a two-lane track section 4¹/₁₀″ long · The instrument READS UP TO 99 LAPS for both lanes in both directions, and the dial can be reset by hand · 5¹/₁₀″ high · 6″ wide · On tracks having several lanes a number of lap scorers can be set up directly next to one another

1547
CONNECTING SECTION · 2⁹/₁₀″ long, plastic · For connecting two adjoining straight track sections and reinforcing the joints



Track Sections

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

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

1227
CURVED TRACK SECTION 90° FOR CHANGING LANES · With two lanes · Mean radius 6″

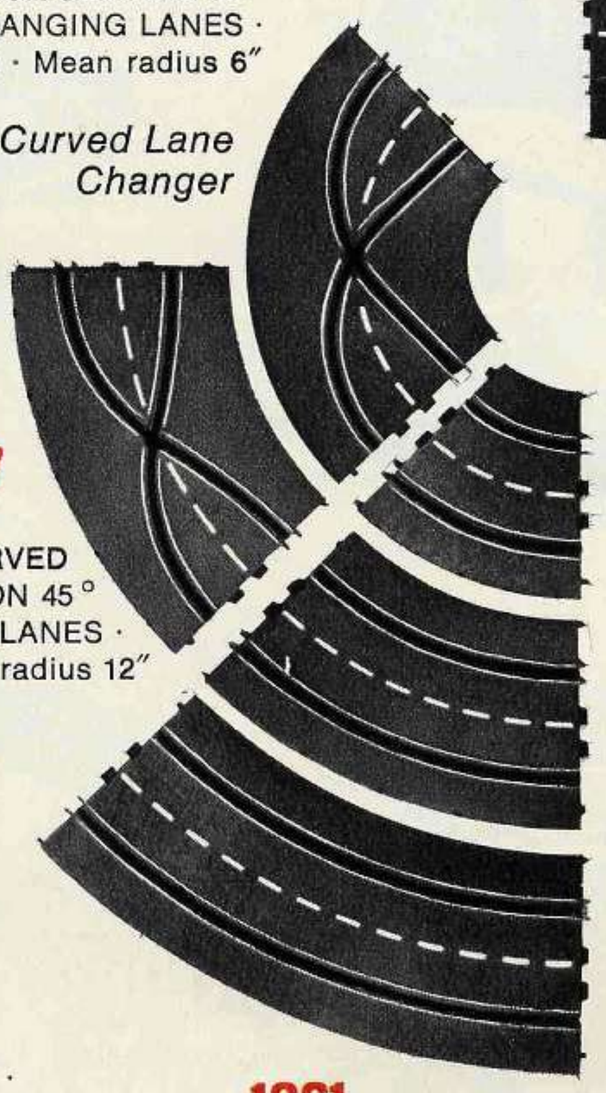
Curved Lane Changer

The current conductor rails crossing are electrically separate from one another

1247
CURVED TRACK SECTION 45° FOR CHANGING LANES · With two lanes · Mean radius 12″

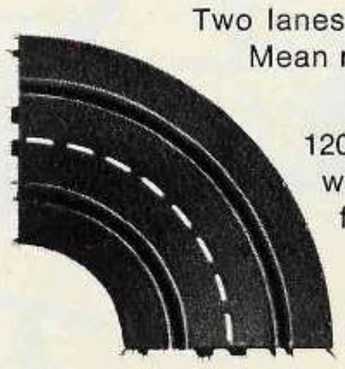
Curved Track Sections

1261
CURVED TRACK SECTION, 45° · Two lanes · Mean radius 18″



1220
CURVED TRACK SECTION, 90° · Two lanes · Mean radius 6″

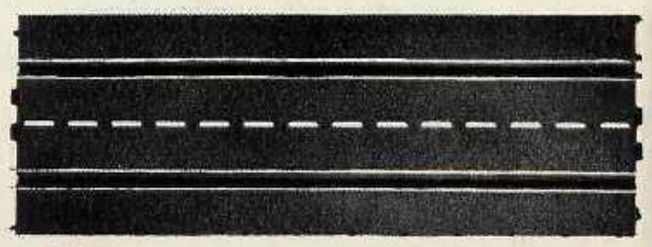
1205, 1220, 1241, 1261 with connections for current supply



Curved Track Sections

1221
CURVED TRACK SECTION, 45° · Two lanes · Mean radius 6″

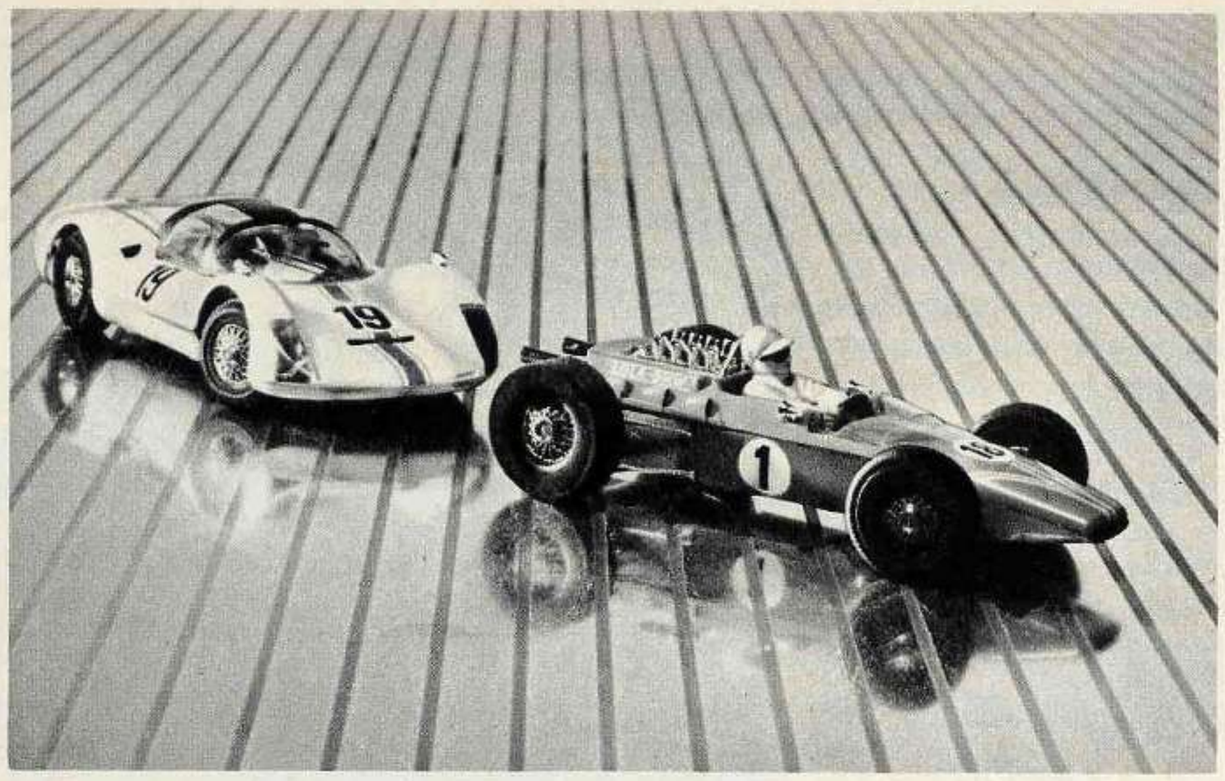
1241
CURVED TRACK SECTION, 45° · Two lanes · Mean radius 12″



1205
16³/₄″ long (double the length of 1200)

Important! MÄRKLIN SPRINT Racing Cars will only run on D.C.- direct current.

NOW IN PREPARATION

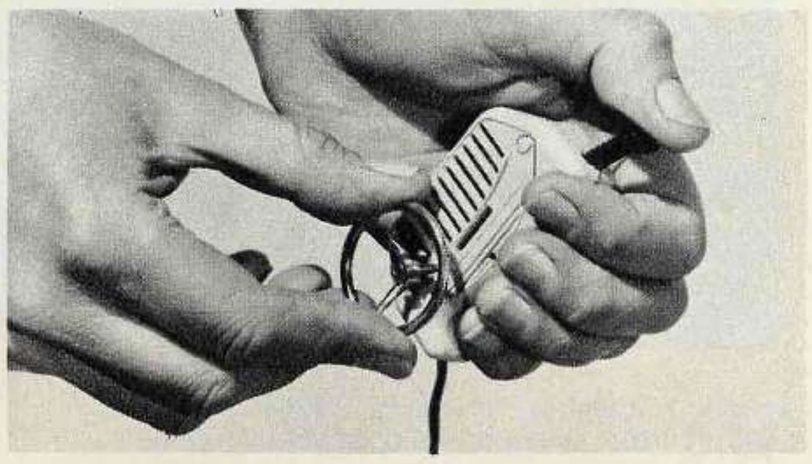


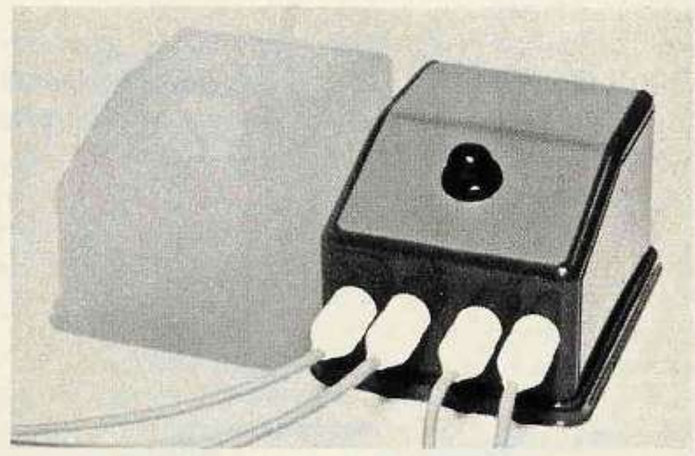
New

This new system requires no slots in the track for the control of the cars. By using radio waves the cars can travel on all lanes and never worry about current pickup problems. A large number of cars can be operated at on time on the track completely independant of each other. Three control chanels are provided for each car: one of the speed, which can be increased or decreased whenever desired; and two for the steering, which is controlled by a small steering wheel on the side of the controller.

All MÄRKLIN transformers of 16 VA on up will operate the system. The current is fed through the clip together track by means of a series of small wires imbedded in the track, which feeds the current from the transmitter to the reciever in the car. A variety of track sections will be available.

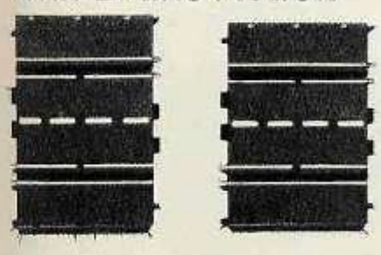
Prices to be announced.





Track Section with Brake Action

New

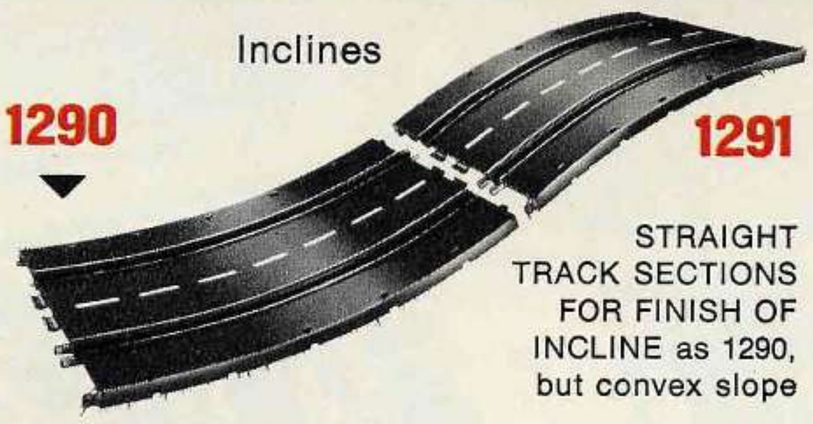


1207

Consists of 2 track sections each 4 1/8″ long · For use in front of chicane tracks and crossover tracks · The car first entering this track section shuts off power to the other lane automatically and restores power only after leaving the control section

Inclines

1290



1291

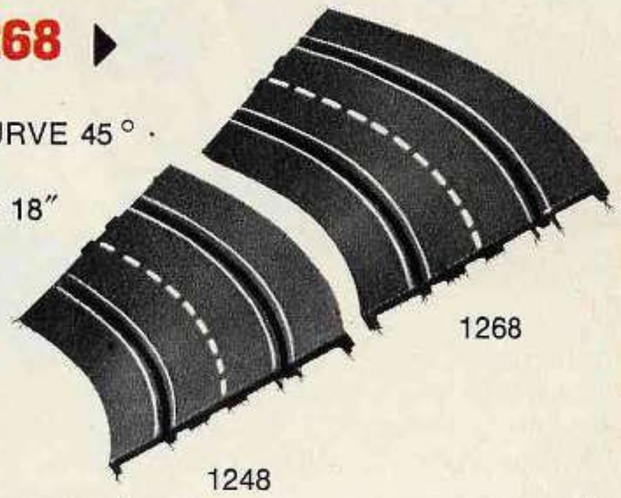
STRAIGHT TRACK SECTIONS FOR FINISH OF INCLINE as 1290, but convex slope

1290
STRAIGHT TRACK SECTION FOR START OF INCLINE · With two lanes and connection for current supply · Concave slope; start and finish of the track form an angle of about 30 ° · Length 8 3/5″

Banked Curve 45°

1268

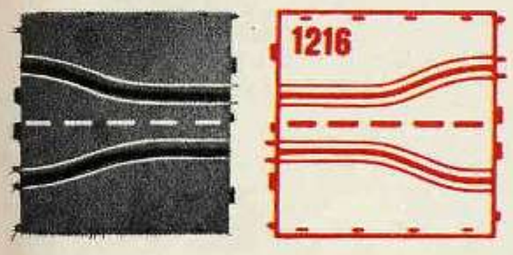
BANKED CURVE 45 ° · Two lanes · Mean radius 18″



1248

BANKED CURVE 45 ° · Two lanes · Mean radius 12″

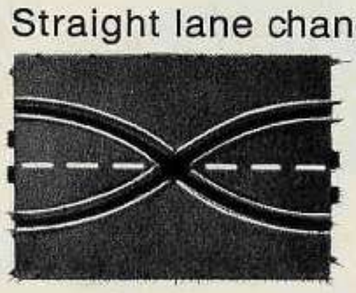
Chicane



1216

CHICANE · Two lanes · Track spacing reduced from 3″ to 1 1/2″ · Length 6″ · TWO OF THESE CHICANE SECTIONS MUST BE USED

Straight lane changing tracks



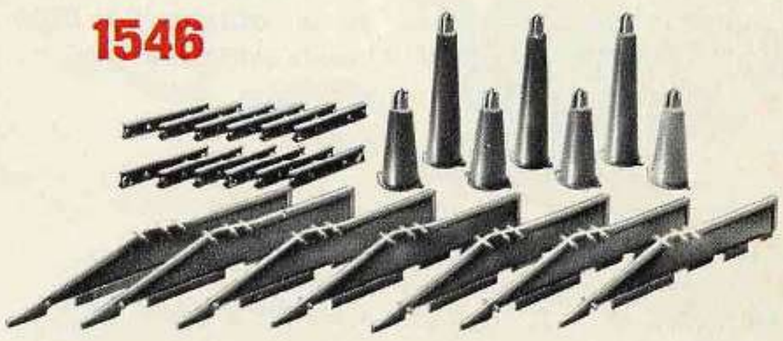
1217

Change over lane sections can not be used individually, but must be used in pairs. This applies to sections: 1217, 1227 and 1247.

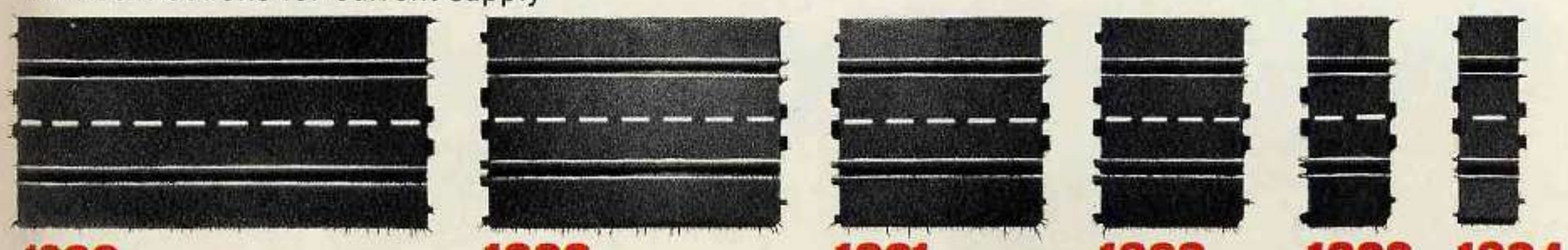
STRAIGHT LANE CHANGING TRACK · Two lanes · The rails are insulated from each other · Length 8 1/3″

1546
BANK CURVE SUPPORTS · Contains: 7 width supports, three 5″ high supports, four 3″ high supports, and twelve connectors · Made of plastic · For use when widing banking to four lanes

1546



Straight Track Sections · Two lanes
With connections for current supply



1206 12″ long (double the length of 1201)

1200 8 1/3″ long

1201 6″ long

1202 4 1/10″ long

1203 2 2/5″ long

1204 1 3/4″ long

MÄRKLIN

MÄRKLIN-Metal Construction Sets

and Their Advantages

MÄRKLIN is synonymous with quality, and so what children are given to play with is not a matter for indifference-playthings that are accurately made will provide an education for accurate work in later life. Playing with these MÄRKLIN Metal Construction Sets will reveal and develop technical and creative talents even in the early years of youth.

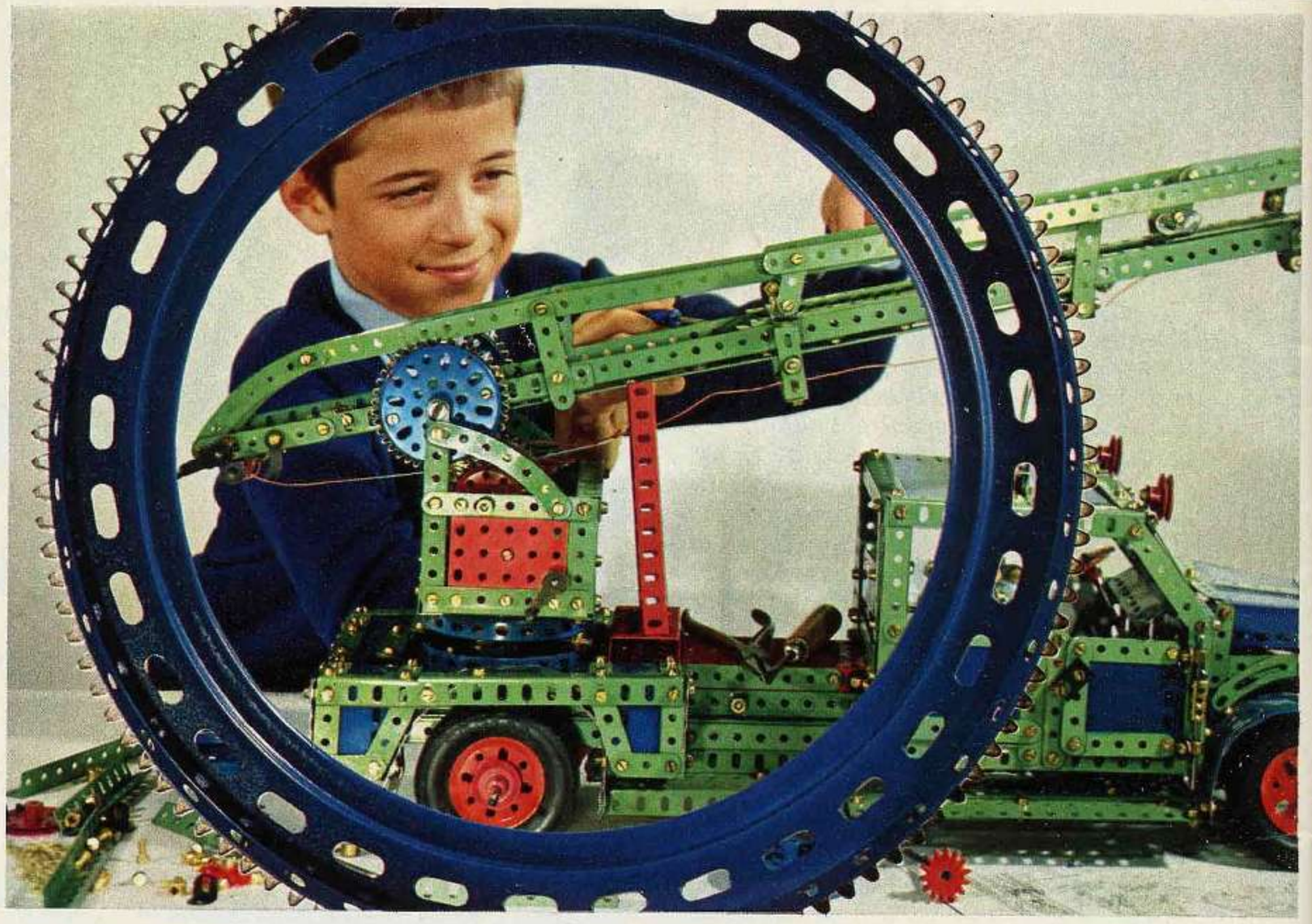
MÄRKLIN Metal Construction Sets are branded products of high quality; they can be had in six Basic Sets and six Supplementary Kits. MÄRKLIN Supplementary Kits enable each Basic Set to be made up into the next larger Set following.

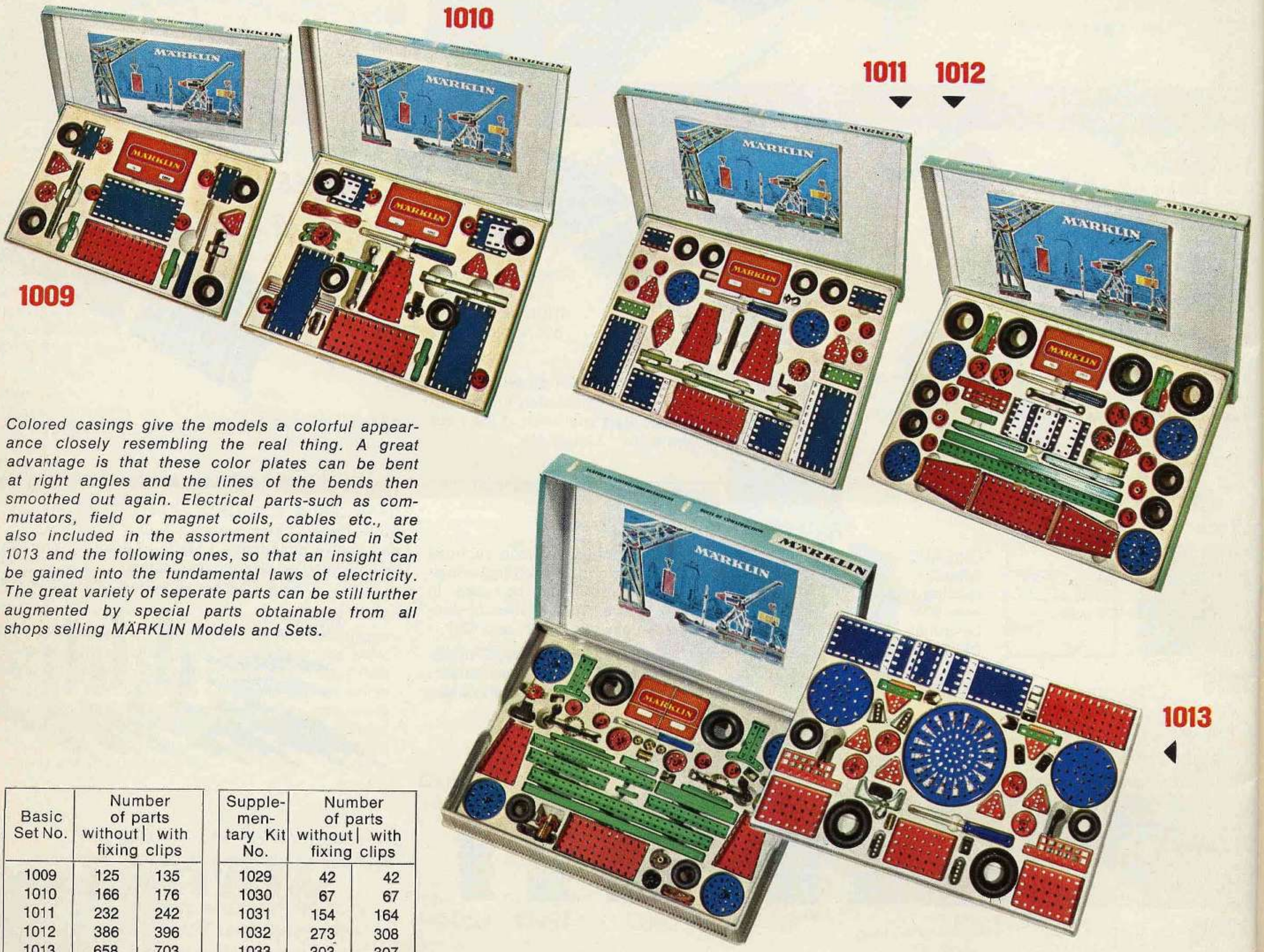
Each Basic Set contains a large assortment of constructional parts with an illustrated Instruction Book showing numerous interesting examples.

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

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

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





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

Basic Set No.	Number of parts without fixing clips	with fixing clips
1009	125	135
1010	166	176
1011	232	242
1012	386	396
1013	658	703
1014	961	1006

Supplementary Kit No.	Number of parts without fixing clips	with fixing clips
1029	42	42
1030	67	67
1031	154	164
1032	273	308
1033	303	307
1034	1092	1100

◁ *The Number of Constructional Parts in MÄRKLIN Metal Construction Sets*

Unlimited Possibilites For Fun and Learning

1034

Supplementary Sets

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

SUMMARIZED:

Supplementary Kit No. **1029**	makes up Set 1009 into Basic Set 1010
Supplementary Kit No. **1030**	makes up Set 1010 into Basic Set 1011
Supplementary Kit No. **1031**	makes up Set 1011 into Basic Set 1012
Supplementary Kit No. **1032**	makes up Set 1012 into Basic Set 1013
Supplementary Kit No. **1033**	makes up Set 1013 into Basic Set 1014

1034 SUPPLEMENTARY SETS

Extends Basic Set 1014 a stage further

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

MÄRKLIN Metal Construction Sets Are The Finest You Can Buy

1014

1009

BASIC SET · Contains 125 constructional parts plus ten fixing clips, making 135 PARTS in all · The box measures 15¼″ by 10″ by 1⅕″ and weighs 1 lb. 15 oz. · Can be made up into Basic Set 1010 by Supplementary Kit 1029

1010

BASIC SET · Contains 166 constructional parts plus ten fixing clips, making 176 PARTS in all · The box measures 16″ by 12″ by 1¼″ and weighs 2 lb. 5 oz. · Can be made up into Basic Set 1011 by Supplementary Kit 1030

1011

BASIC SET · Contains 232 constructional parts plus ten fixing clips, making 242 PARTS in all · The box measures 20¼″ by 13¾″ by 1¼″ and weighs 3 lb. 14 oz. · This is one of the favourite Construction Sets, as models from all branches of engineering can be made from the constructional parts it contains, the illustrated Instruction Book supplied with is giving a wide selection to choose from · Can be made up into Basic Set 1012 by Supplementary Kit 1031

1012

BASIC SET · Contains 386 constructional parts plus ten fixing clips, making 396 PARTS in all · The box measures 20¾″ by 13¾″ by 1½″ and weighs 6 lb. 13 oz. · This 1012 Set extends the number and realism of the models considerably, as among the many other models that can be built from it there are, for example, diesel locomotives, tramcars and maintenance cars for the overhead trolley wire, motor lorries, tractors, mobile slewing cranes up to tower slewing cranes and windmills · Models such as surface grinders, highspeed drilling machines, and pendulum and frame saws, can also be built without any difficulty · This Set can be made up into Basic Set 1013 by Supplementary Kit 1032

1013

BASIC SET · Contains 658 constructional parts plus 45 fixing clips, making 703 PARTS in all · The box measures 20¾″ by 14¼″ by 2⅝″ and weighs 11 lb. 11 oz. · This Set, and those following it, also contain electrical parts for making up motors that will really work · A "Short Course in Electricity" gives an introduction to electricity itself and its basic principles · This Set can be made up into Basic Set 1014 by Supplementary Kit 1033

1014

BASIC SET · Contains 961 constructional parts plus 45 fixing clips, making 1006 PARTS in all · The box measures 25¼″ by 16⅝″ by 2⅝″ and weighs 18 lb. 3 oz.

All Boys Enjoy MÄRKLIN Metal Construction Sets.

Electric Motors for use with Construction Sets

These motors can be used to power any models that have been built with the MÄRKLIN Construction Set, and this will add much more pleasure and enjoyment to the model.

1071

1071

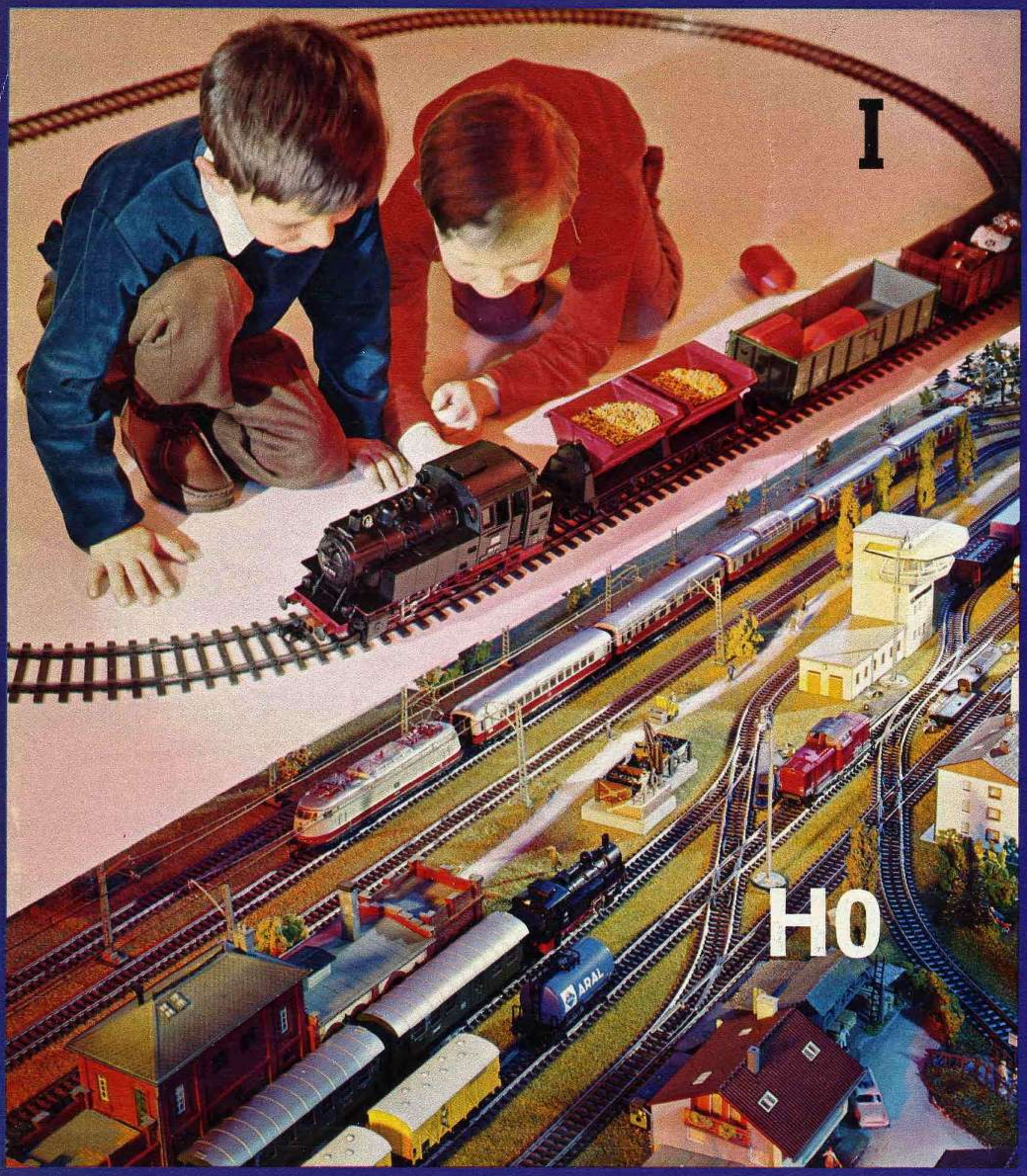
ELECTRIC MOTOR, reversible, to run either forward or backward · No-load speed about 1500 r.p.m. · Runs on 16 volts from any MÄRKLIN model railway transformer · Supplied complete with two cables · 2½″ high, 2″ wide and 2″ deep · Weight 7 oz.

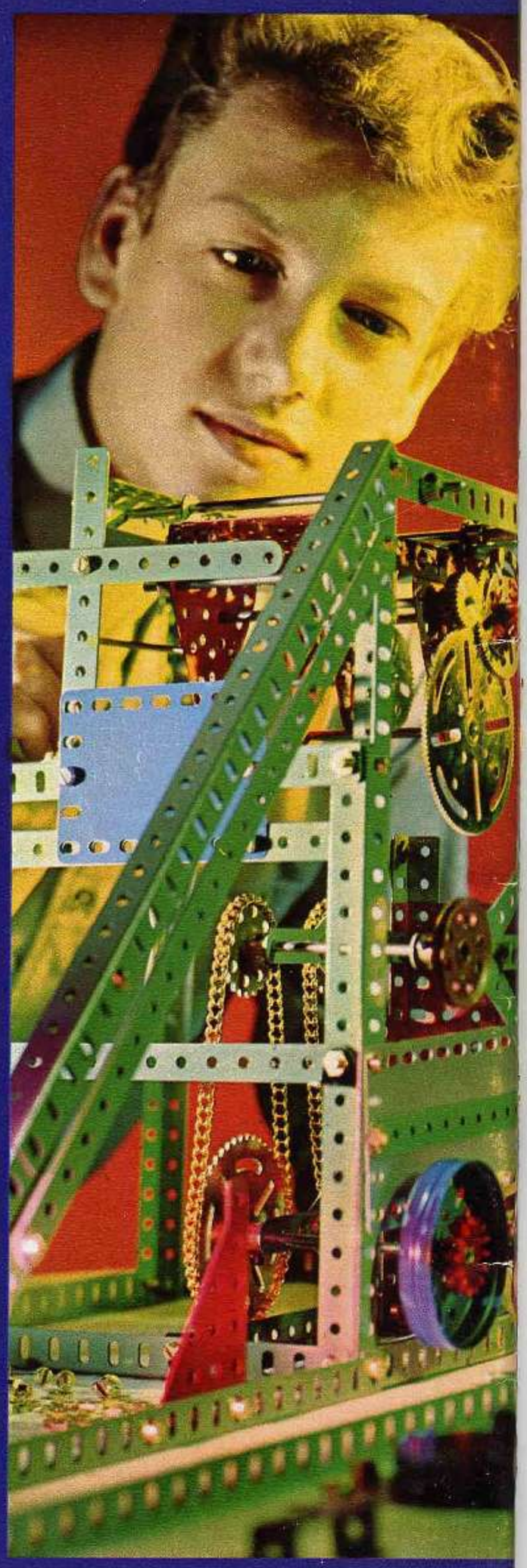
1072

1072

ELECTRIC MOTOR to run on 16 volts, with cables and switch for reversing the running direction · Two cord or spring band pulleys running in opposite directions at different speeds controlled by the transformer · No-load speeds about 3000 and 1100 r.p.m. · An extremely efficient motor, suitable for driving the largest models made up from the Construction Sets, as well as working models of all kinds · (We advise using only a Group 6100 transformer) · With three connecting plugs · 2⅓″ high, 3¾″ wide and 2½″ deep · Distance between pulley grooves 3½″ · Weight 23½ oz.

MÄRKLIN





MÄRKLIN *sprint*