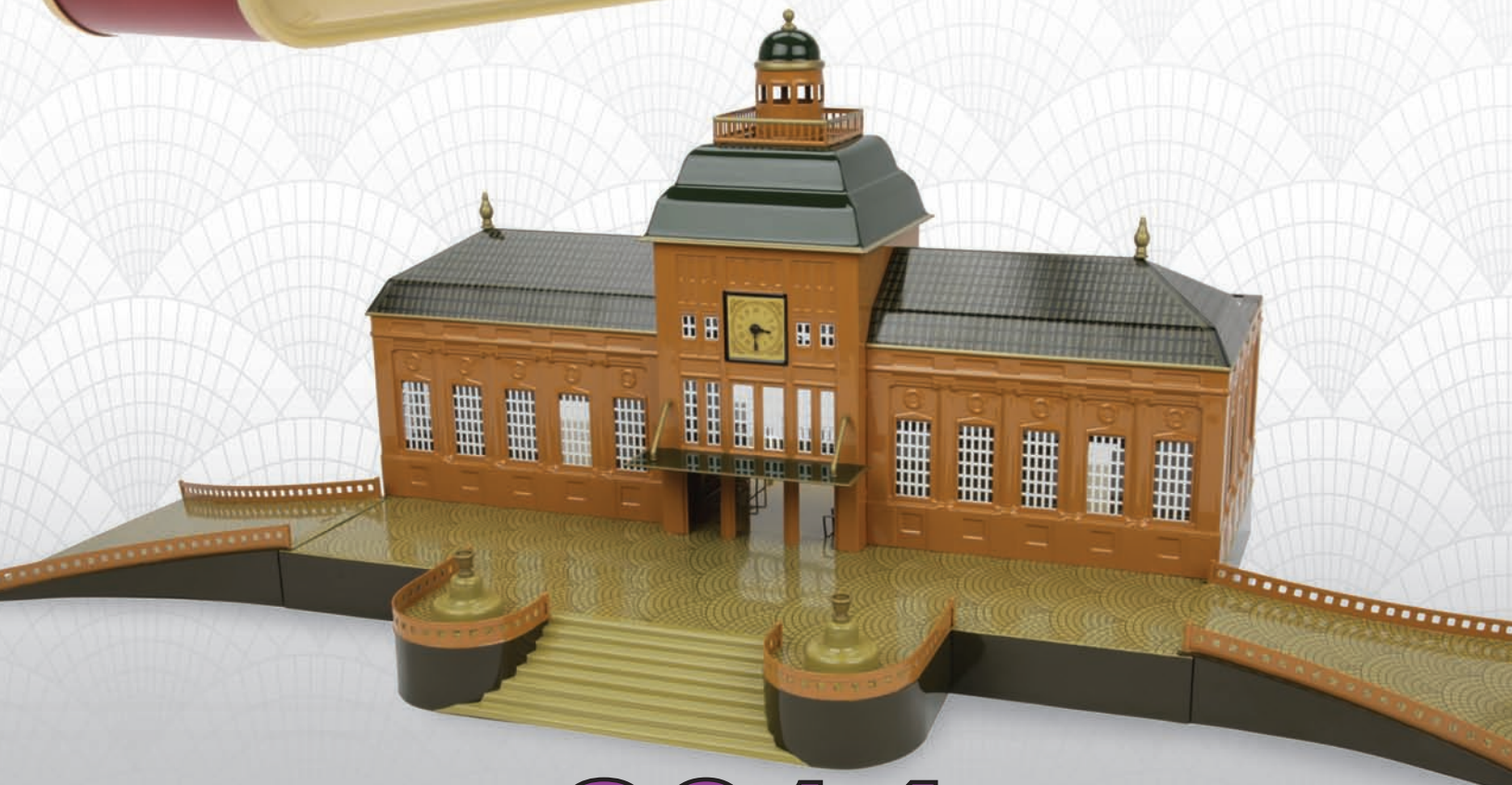


# TINPLATE TRADITIONS<sup>®</sup>

By MTH Electric Trains<sup>®</sup>



2014

# Märklin® Leipzig

## The "Leipzig" Station Story

In 1915, construction on Europe's largest terminal station was completed in the center of Leipzig City, in the state of Saxony. The new Main Station was in fact a double station operated by two state railroads, the Royal Saxon State Railways and the Prussian state railways, before they were merged into the German Reichsbahn. The structure was huge, measuring nearly 1000' long and featuring platform access to 26 tracks.

Naturally, this real-life station caught the attention of Märklin, who wished to recreate its essence for the world of toy trains. Although delayed by WWI, two designs of the Leipzig station finally appeared in the 1919–1920 catalog as O Gauge and 1 Gauge tinplate gems.

These masterpiece models were featured in Märklin catalogs until 1930. But no catalog indicated the name of "Leipzig". The catalog name was "Großstadtbahnhof" (Big City Station) or "Bahnhof-Anlage" (Station Complex). But its architecture, style and appearance left no doubt about the model's heritage: the "City" was meant to be Leipzig.

Of course a full scale model would have been impossible to recreate; an O Gauge reproduction would have been 22' long! In those years, the size of toy train accessories was not determined by an exact scale factor, but by the gauge and the size of the railways. A station had to harmonize with the track and the trains, give an impression of the prototype, and incorporate unique details of real life. And it had to have play value. The incognito "Leipzig" City Station offered all these features — it was convincing, fascinating, and incredibly impressive.

The major difference between the larger 1 Gauge model and its O Gauge cousin was an additional main floor and roof cupola on the 1 Gauge version, designed to add extra height. Either version was available in three configurations: as a solitary station building; as the building with a large apron and ramp in front; or as a complete set with building, apron, and a 3-track platform hall to be arranged alongside as a through station or against the back of the main building as a stub-end terminal.

The roof was elegantly decorated — first with lithographed tiles, later with stamped ones — and featured a decorative turret modeled on the turret that crowned the Märklin factory. Fine metal windows were constructed with celluloid panes. A clock with moveable hands sat above the entrance. Waiting rooms with open doors, ticket counters, and restrooms graced the platform side of the structure, which also included a letter box, a hand washing basin, and subway stairs descending down into the floor.

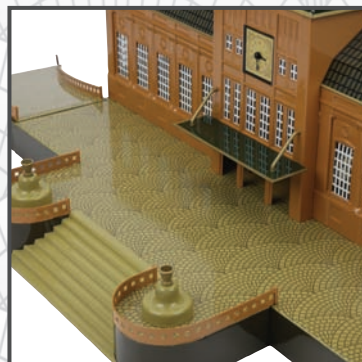
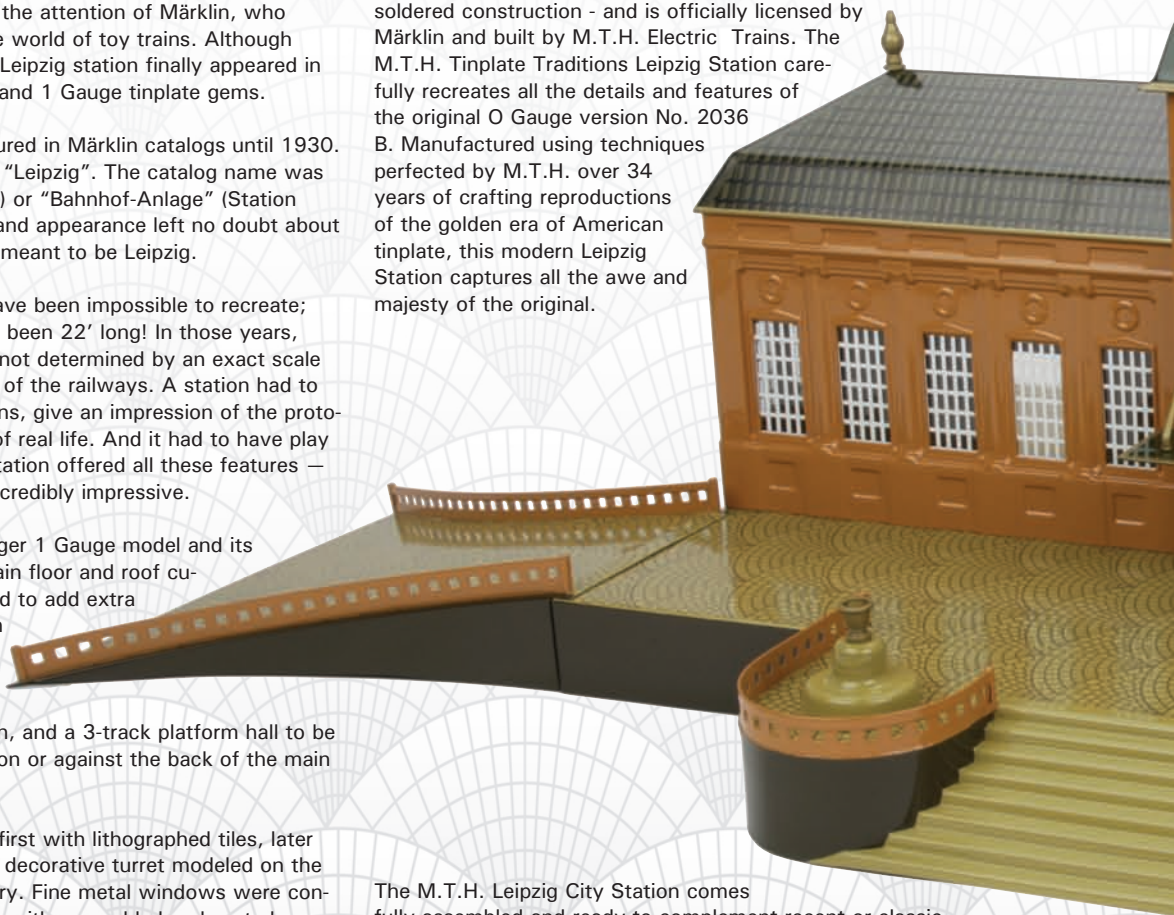
Initially, the stations were offered with or without interior lighting. The first illuminated versions were designed to be connected directly to house current — electric trains were operated like that up to the mid-1920s. Later, the lights were converted to a new 20-volt system. In the last year of production, interior lighting was standard equipment.

All Leipzig models were made from high-class materials and hand soldered and hand assembled. Original catalog descriptions included "sterling models in durable design" and "fine handpainting" to help reinforce the value of every item Märklin manufactured. The 1929 price of the full-featured 1 Gauge version was 250 Reichsmark — about 1/10 the price of a 1929 BMW or Opel compact car. Long considered precious, expensive and unattainable for the average modeler, the Leipzig station was exclusive and layouts with it were respectfully admired.

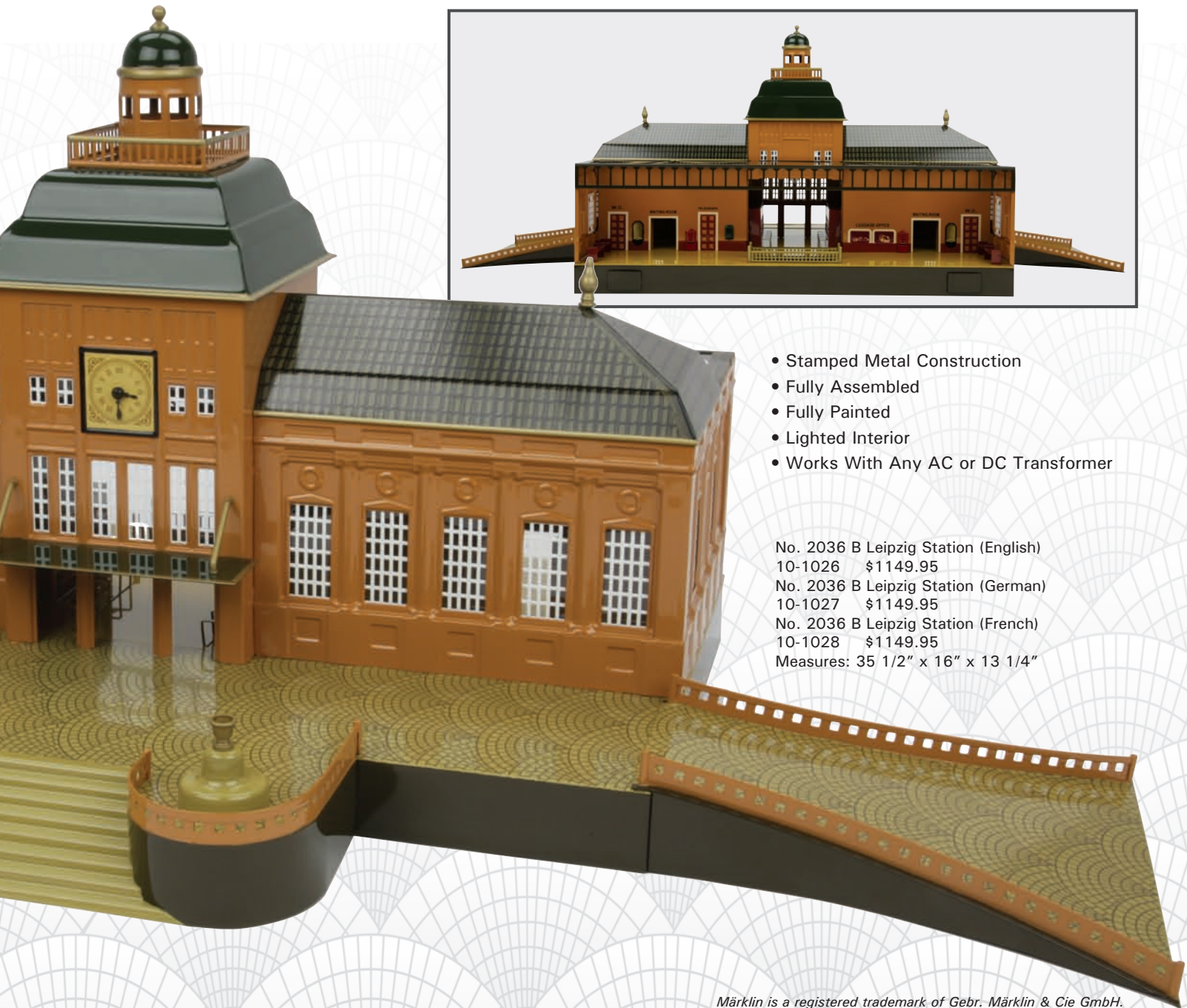
After WWII, the Leipzig stations became more and more a favorite of collectors. Most lucky owners still refuse to part with them, so locating one today in good condition is difficult. As a result, their value has steadily increased. In recent years, some complete sets have been sold at auction for over 20,000 Euro (more than \$27,000).

For 2014, the legendary Leipzig station returns as an accurate and finely detailed replica - right down to its lithographed tile roof and hand soldered construction - and is officially licensed by Märklin and built by M.T.H. Electric Trains. The M.T.H. Tinplate Traditions Leipzig Station carefully recreates all the details and features of the original O Gauge version No. 2036 B. Manufactured using techniques perfected by M.T.H. over 34 years of crafting reproductions of the golden era of American tinplate, this modern Leipzig Station captures all the awe and majesty of the original.

The M.T.H. Leipzig City Station comes fully assembled and ready to complement recent or classic HO models from Märklin and other manufacturers, as well as European or American profile scale and tinplate O gauge trains. As originally marketed for O Gauge in the 1920's, the Märklin-authorized Leipzig Station is offered in English, German and French versions, and comes packaged in an authentic 1920's era box.



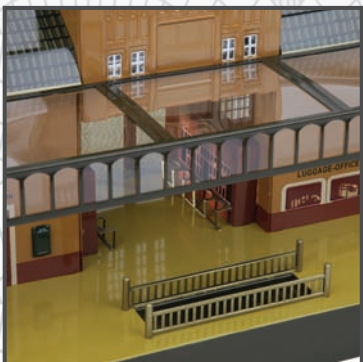
# Tinplate Station



- Stamped Metal Construction
- Fully Assembled
- Fully Painted
- Lighted Interior
- Works With Any AC or DC Transformer

No. 2036 B Leipzig Station (English)  
10-1026 \$1149.95  
No. 2036 B Leipzig Station (German)  
10-1027 \$1149.95  
No. 2036 B Leipzig Station (French)  
10-1028 \$1149.95  
Measures: 35 1/2" x 16" x 13 1/4"

*Märklin is a registered trademark of Gebr. Märklin & Cie GmbH.*



# Leland Detroit Monorail

Red & Cream - Leland Detroit Monorail Set  
 10-3047-1 Proto-Sound 3.0 \$749.95  
 10-3047-0 Traditional \$749.95  
*Originally cataloged in 1929*



This futuristic toy from the late 1920s was one of the last business ventures of Henry Martyn Leland, whose previous accomplishments included starting both of Detroit's iconic luxury brands, Cadillac and Lincoln. Born in Vermont in 1843, Leland began a lifetime of precision manufacturing building rifles during the Civil War. By the late 1880s he had moved to Detroit, where the quality of his work became known among other auto industry pioneers.

When Henry Ford left the Henry Ford Company in 1902 and took his name with him, Leland convinced the company directors to build a new car with an engine designed by Leland's firm. Cadillac Motors was born. As a result of Leland's dedication to precision manufacturing, the Cadillac was the first car with fully interchangeable parts — as proven in a 1908 competition where three Cadillacs were disassembled, their parts mixed together, and then reassembled into three perfectly running automobiles.

In 1909, Leland sold Cadillac to Will Durant's General Motors Company and went to work for Durant. In 1917, when Durant refused to let Cadillac build aircraft engines for the war effort, Leland left and, at the age of 73, started Lincoln Motors and built over 23,000 airplane engines. After the war he returned to auto manufacturing and started another luxury brand, later selling Lincoln to Henry Ford after the company ran into financial problems. In the mid-1920s, Durant, now in his 80s, went into the toy business, making monorail trains with the same quality and precision that marked everything he had ever done — as evidenced by the fact that surviving original monorails often run as well today as they did almost 90 years ago.

### 3-Car Set Features

- (1) Powered Car w/Interior Lighting
- (2) Non-Powered Cars w/Interior Lighting
- (16) Die-Cast Hanger Bases
- (16) Metal Hangers
- (8) Curved Rail Sections
- (8) 17" Straight Rail Sections
- Assembled Monorail Oval Measures:  
42 1/2" x 118" x 10"

### Powered Car Features

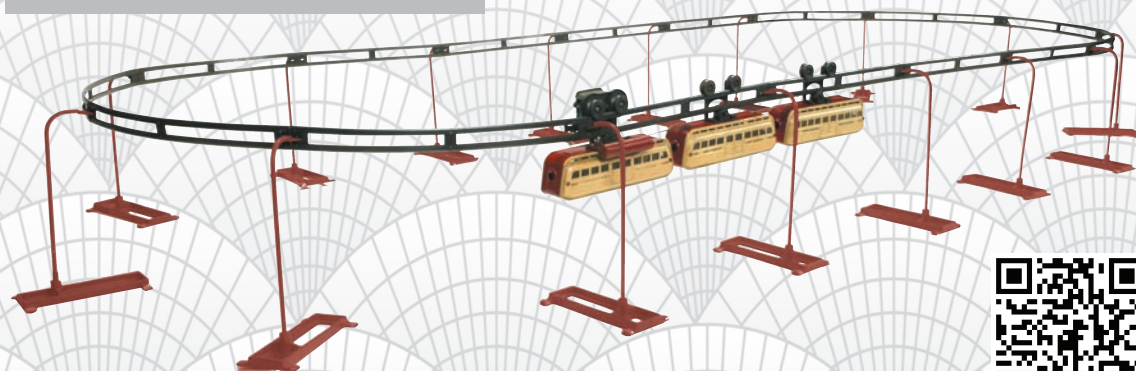
- Stamped Metal Body Construction
- Overhead Motor
- Fully Assembled
- Fully Painted
- Interior Lighting
- Traditional Version Runs On Standard AC Transformer And Features Hand Reverse Lever Like Original Monorail
- Contemporary Version Runs On AC or DC Transformer And Features Proto-Sound® 3.0 w/Passenger Station Proto-Effects™ (Station Announcements)
- Powered Car Measures:  
8 1/4" x 2 1/4" x 5 1/4"

### Non-Powered Cars Feature

- Stamped Metal Body Construction
- Fully Assembled
- Fully Painted
- Interior Lighting
- Each Car Measures:  
8 1/4" x 2 1/4" x 5 1/4"



New York Central - Leland Detroit Monorail Set  
 10-3048-1 Proto-Sound 3.0 \$749.95  
 10-3048-0 Traditional \$749.95



- Monorail 17" Straight Rail (4-pack)  
10-4066 \$39.95
- Monorail Curved Rail (4-pack)  
10-4067 \$39.95
- Monorail Riser with Base (4-pack)  
10-4068 \$59.95
- Monorail Figure 8 Over-and-Under Expansion Set  
10-4077 \$79.95



*- M.T.H. Electric Trains -*

# Ives Trains



❧ 2014 ❧



This sleek steamer defines the quiet elegance of the Tinplate Traditions line. The Ives #1134 is one of the largest Standard Gauge steam locomotives ever. The 1134 was patterned after the Baltimore & Ohio's 4-4-0 President Washington, but the wheel designation chosen on the model was 4-4-2.

The styling of the engine captured the very essence of American steam engines, but the lack of purity in the castings of the original Ives releases threatened the lifespan of the beautifully crafted locomotive. With its die-cast metal body, baked enamel finish and metal wheels and axles, durability is not a problem for this M.T.H. model.

Today, the 1134 returns to M.T.H.'s Tinplate Traditions lineup and sports, just beneath the graceful lines of the tinplate boiler, the excitement of Proto-Sound 3.0 whose revolutionary electronics control a smooth-running chassis capable of running at just a few scale miles per hour. Cracking open the throttle and bringing the locomotive forward releases the first blasts of smoke from the engine's stack enhanced with the realistic sounds of chuffing. As the engine picks up speed one notices that each huge puff of smoke is timed to the driver's revolutions. The wail of the whistle and the clang of the bell further stimulate the senses until the realization that the flash and color of yesteryear is but a faded memory when compared to a Proto-Sound 3.0 equipped Tinplate Traditions locomotive.

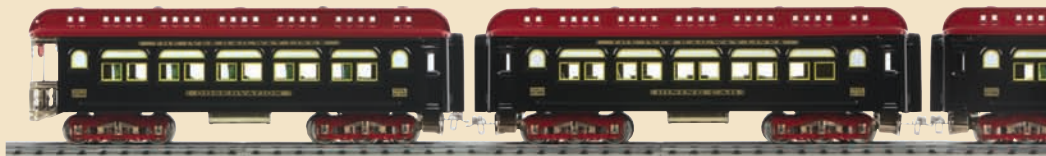
National Limited 4-Car Std. Gauge 418 Set  
10-5100 \$899.95

# Ives Train

"IVES TOYS MAKE HAPPY BOYS"



Bonnie Blue 4-Car Std. Gauge Dorfan Passenger Set  
10-5105 \$699.95



The Chief 4-Car Std. Gauge 418 Set  
10-5101 \$899.95



Green 4-Car Std. Gauge Dorfan Passenger Set  
10-5102 \$699.95



Blue 4-Car Std. Gauge Dorfan Passenger Set  
10-5103 \$699.95

#### Traditional Features:

- Baked Enamel Finish
- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Bild-A-Loce Motor
- Mechanical E-Unit
- Colorful Paint Scheme
- Metal Wheels and Axles
- Operating Metal Latch Couplers
- Track Voltage Operating Headlight
- Metal Handrails and Decorative Bell
- Unit Measures: 26 1/4" x 5 1/4" x 4 1/4"
- Operates On STD-42 Curves

#### Proto-Sound 3.0 Features:

- Die-Cast Boiler and Chassis
- Die-Cast Tender Body
- Colorful Paint Scheme
- Brass or Nickel Trim
- Metal Wheels and Axles
- Prototypical Rule 17 Lighting
- Constant Voltage Headlight
- Precision Flywheel Equipped Motor
- Synchronized Puffing ProtoSmoke™ System
- Locomotive Speed Control In Scale MPH Increments
- Onboard DCC Receiver
- Proto-Sound® 3.0 With The Digital Command System Featuring Passenger Station Proto-Effects™
- Unit Measures: 26 1/4" x 5 1/4" x 4 1/4"
- Operates On STD-42 Curves



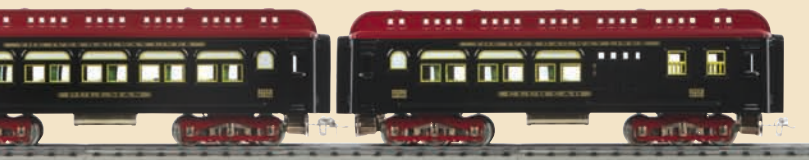
Red #1134 Ives Steamer

10-1342-1	Proto-Sound 3.0	\$999.95
10-1342-0	Traditional	\$999.95



Black #1134 Dorfan Steamer

10-1346-1	Proto-Sound 3.0	\$999.95
10-1346-0	Traditional	\$999.95



Black #1134 Ives Steamer

10-1343-1	Proto-Sound 3.0	\$999.95
10-1343-0	Traditional	\$999.95



Green #1134 Dorfan Steamer

10-1344-1	Proto-Sound 3.0	\$999.95
10-1344-0	Traditional	\$999.95



Blue #1134 Dorfan Steamer

10-1345-1	Proto-Sound 3.0	\$999.95
10-1345-0	Traditional	\$999.95

- M.T.H. Electric Trains -

# Ives Trains



Pennsylvania- #89 Ives Deluxe Water Tower  
10-4076 \$179.95

Features:

- Stamped Metal Construction
- Fully Assembled
- Fully Painted
- Moveable Water Spout
- Measures: 9 1/2" Tall



#89 Ives Deluxe Water Tower  
10-4021 \$179.95

The No. 89 Water Tower appeared in the Ives lineup between 1923 and 1930 in a variety of configurations. From 1923 - 1929 it featured an orange tank, black base and trim and featured "The Ives Railway Lines" lettering on the tank. The exact same tank was featured in the American Flyer line as item 2020.

In 1930, the No. 89 dramatically changed in appearance with the tank becoming much larger, painted in yellow and sporting a large decal. The tank sat upon a black tower with a red ladder and a green/gray base. A blue roof topped the tank and the base sported an etched brass plate. Interestingly, the tower itself was the same tower used on the Lionel No. 438 Signal Tower.

The M.T.H. Ives No. 89 Water Tower features the same tinplate metal construction as its 1930 cousin. Unlike the 1930 lineup, we've added a second color scheme offering with a tank sporting an orange and white checkerboard design. Like the original, the 2014 M.T.H. Ives version sports a moveable water spout.

[www.mthtrains.com](http://www.mthtrains.com)

