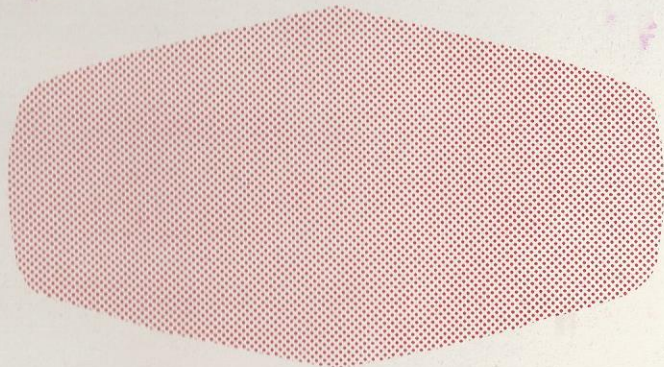


57

Rivarossi



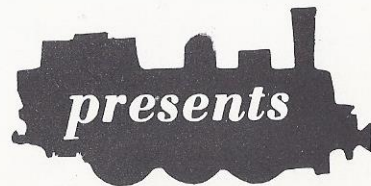
Rivarossi S. p. A.

VIA CONCILIAZIONE 74 – COMO (ITALIA)

Rivarossi



KINDERPARADIES
HAMBURG • NEUER WALL 7



57

general catalogue

this catalogue is divided as follows:

**RED
LINE****super-models**

Electric model trains - H0 gauge - 16,5 mm. Operation: 2 rail 4-12 Volts D.C. with automatic remote control reversing. Built in accordance to the rules of the American N.M.R.A. and European M.O.R.O.P. Two independent trains can be operated when use is made of the overhead wire.

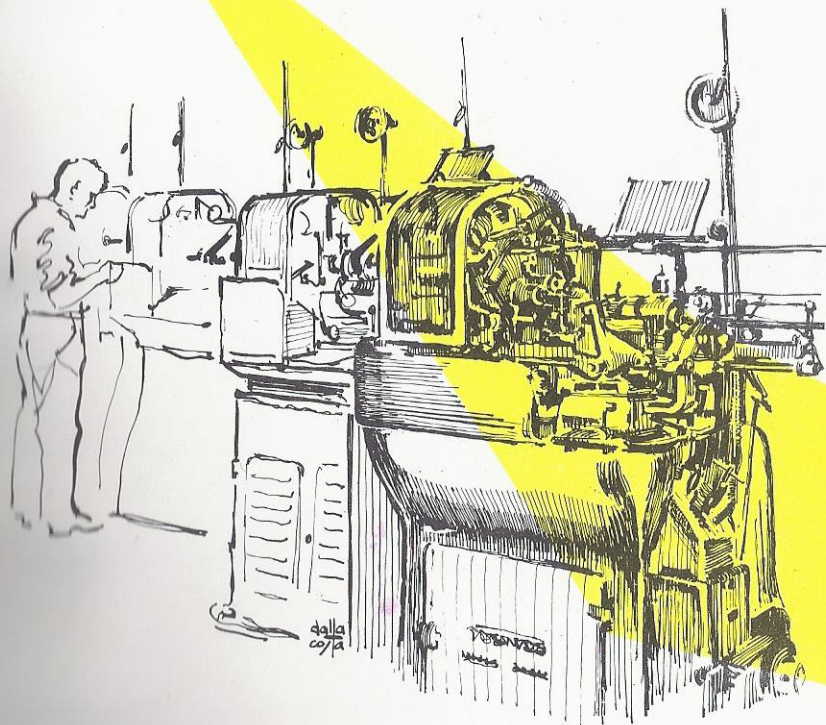
**YELLOW
LINE****accessories**

Accessories of all types such as stations, tunnels, signal cabins etc. for miniature railway layouts finely detailed and to H0 scale. Among these, the Minobus, a perfect reproduction in H0 scale of the Alfa Romeo T 110 A.F. trolleybus operating from overhead wires only.

For all queries on prices or technical questions consult your local dealer or agent.

We sell only to commercial firms and not to members of the public

fore word



This catalogue illustrates all items by us produced. We would like to draw your attention to the two new steam locomotives L 740/R and L 280/R. The first one is a faithful reproduction of the Gr 740 of the Italian State Railways, used mainly for goods trains and the second one is a Consolidation type steam loco as used by various companies in the U.S.A. A very interesting feature of these locomotives is the fact that the motor is in the tender and that by means of a flexible transmission shaft, power is transmitted to the driving wheels through a reduction gear, worm wheel and driving gear. All driving wheels are connected by means of rods. Having placed the motor in the tender, it has been possible to engrave the finest details in the drivers cabin, furthermore, a special effort has been made to copy carefully on the boiler all details as per prototype.

New cars have been added to the existing large range, among them, the international passenger cars and some interesting American and Italian freight cars.

You have in this catalogue an ample choice and you will, no doubt, find many interesting items. A Rivarossi train will last you for many years and will give you many hours of happy enjoyment. The large range of articles by us produced, will enable you to add by and by new items to your layout.

Before making any purchases, read carefully this catalogue in order to be fully conversant with our production.

the main features of Rivarossi trains

1

FAITHFUL REPRODUCTION TO HO SCALE OF LOCOMOTIVES,
COACHES AND GOODS WAGONS OF ITALIAN AND FOREIGN RAILWAYS

2

TWO RAIL 4-12 VOLTS D.C. OPERATION.
ELECTRIC LOCOMOTIVES WITH SPRUNG AND
FULLY OPERATING PANTOGRAPHS

3

THE TWO RAILS D.C. SYSTEM GIVES SIMPLE
AND EFFICIENT OPERATION.
STURDY AND REALISTIC TRACK WITH NICKEL
PLATED STEEL RAILS

4

SMOOTH OPERATION AND VERY WIDE
RANGE OF SPEEDS.
PERFECT AND EASY REMOTE
CONTROL OPERATION

5

WORM WHEEL TRANSMISSION
SILENT AND EFFICIENT. MOTOR
ON BALL BEARINGS WITH
THRUST ADJUSTING SCREW.

6

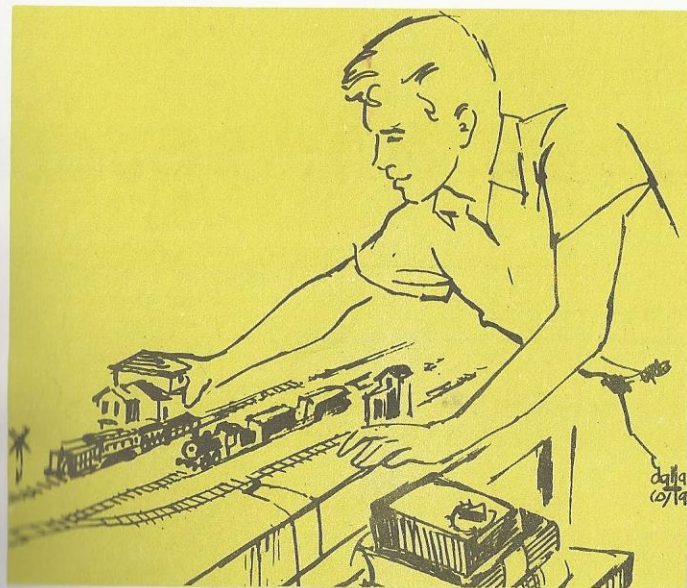
LOCOMOTIVES, CARS AND TRACK
MADE TO N.M.R.A. AND M.O.R.O.P.
STANDARDS, AUTOMATIC COUPLERS.

7

PATENTED SMOOTH RUNNING
PIN POINT AXLES.
INSULATED WHEELS WITH
METAL RIMS

We sell only to commercial firms. Ask your dealer to show you our latest novelties

model railway layouts



Before laying the track, read carefully these notes:

- 1 - Any given combination can be obtained without the use of eighth, quarter, half track sections, our «model» track having been studied expressly for this purpose.
- 2 - Our turnouts are the only ones that can be placed in any given position due to the particularly small size of their control mechanism.
- 3 - 12 «RC 80» curved sections form a circle of 80 cms. diameter.
- 4 - 18 «RC 120» curved sections form a circle of 120 cms. diameter.
- 55 - Curves in different shapes and radii can be obtained only by combining large radius «RC 120» rail sections and small radius sections «RC 80». Fig. 1 gives some examples.
- 6 - The curved section of the turnouts has the same radius as the «RC 120» section. These are to be fitted as shown in the diagrams illustrated on the following pages.
- 7 - Two parallel straight tracks can be connected by using a turnout and a curved «RC 120» section as illustrated in fig. 2.
- 8 - Two parallel tracks joined by two facing turnouts or by one turnout and a curved section «RC 120» have their centres 7 cms. apart.
- 9 - Turnouts cannot be included in circles formed with «RC 80» curved sections only, as the curved track of the point corresponds to an «RC 120» curved section. It will be necessary therefore to form a circle with mixed «RC 80» and «RC 120» sections or «RC 120» sections only as illustrated on the next page in fig. 5.
- 10 - The diagram of the track illustrated in fig. 3 cannot be made without an electric break in the track. In such cases the DIP device as illustrated on page 29 should be used.

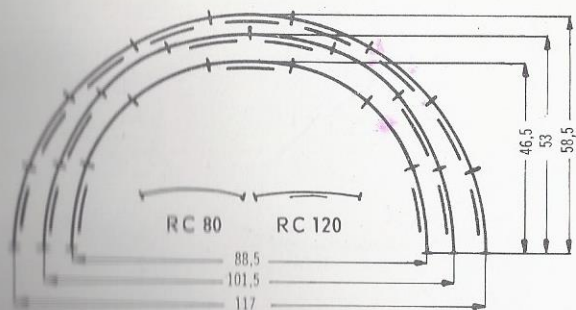
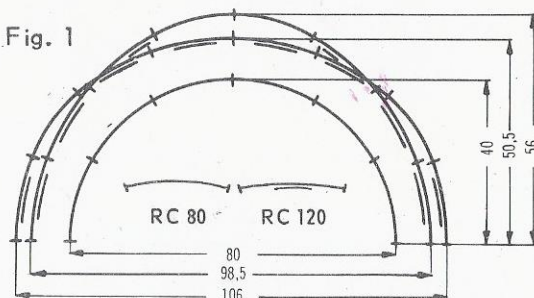


Fig. 1



The points where the curves meet are not crossings but simply relate to the curves having a base of 98,5 and 106 cm. respectively.

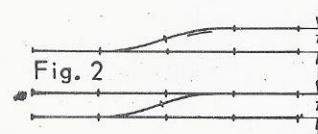


Fig. 2

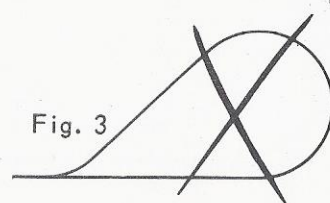
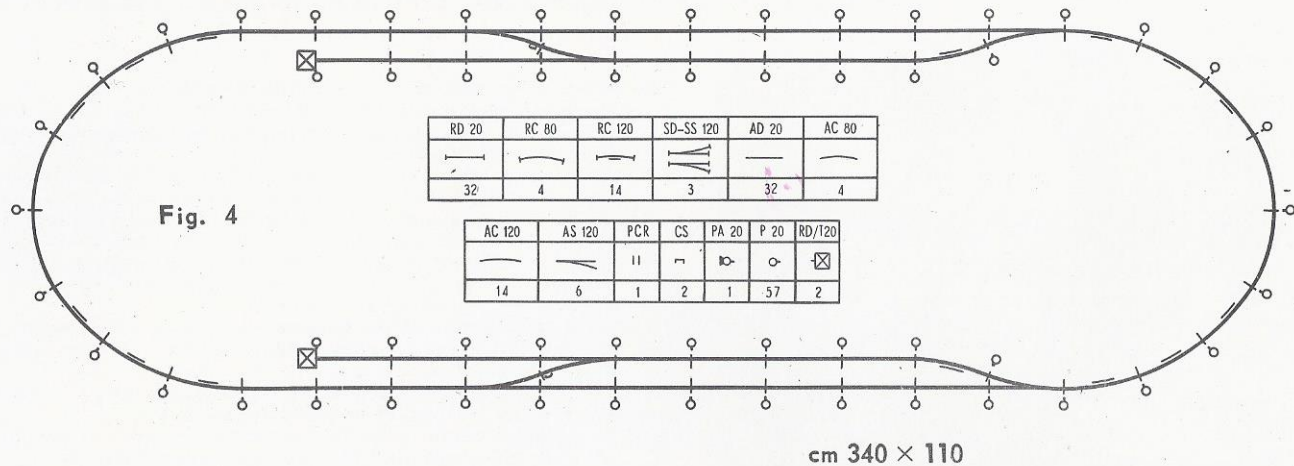
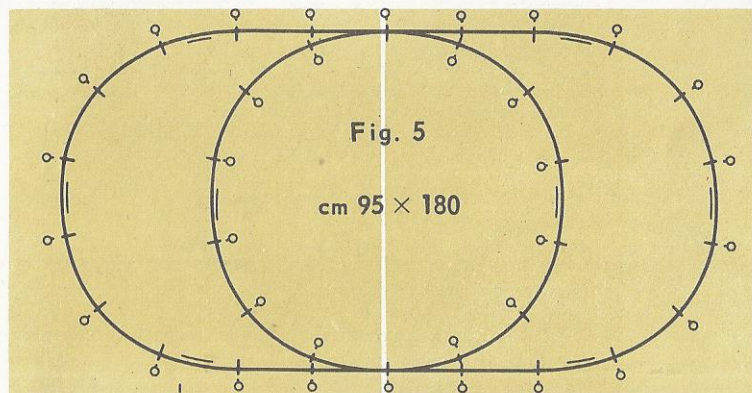


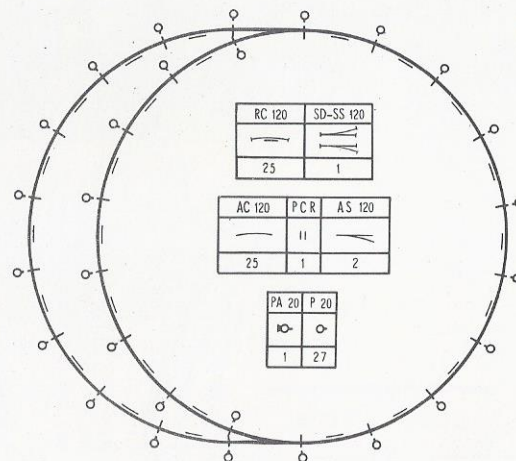
Fig. 3



2 Table/1 • 1 Connector/1 • 4 Side closure/1 • 2 Side closure/2



RD 20	RC 120	RC 80	SD-SS 120	AD 20	AC 120	AC 80	AS 120	P 20	PA 20	PCR
4	8	16	2	4	8	16	4	33	1	1



RC 120	SD-SS 120
25	1

AC 120	PCR	AS 120
25	1	2

PA 20	P 20
1	27

On these pages we illustrate a few circuits to show some possible applications using our track which is described on pages 26 and 27. On each page, one of the layouts has a colour background showing the assembly plan of the special table units illustrated on pages 2 and 3. These tables are suitable to place easily the track on a level surface of the same size of the layout. The various parts are indicated in colour with white dividing lines. In order to obtain an even more realistic effect, one can use the track bed illustrated on page 27.

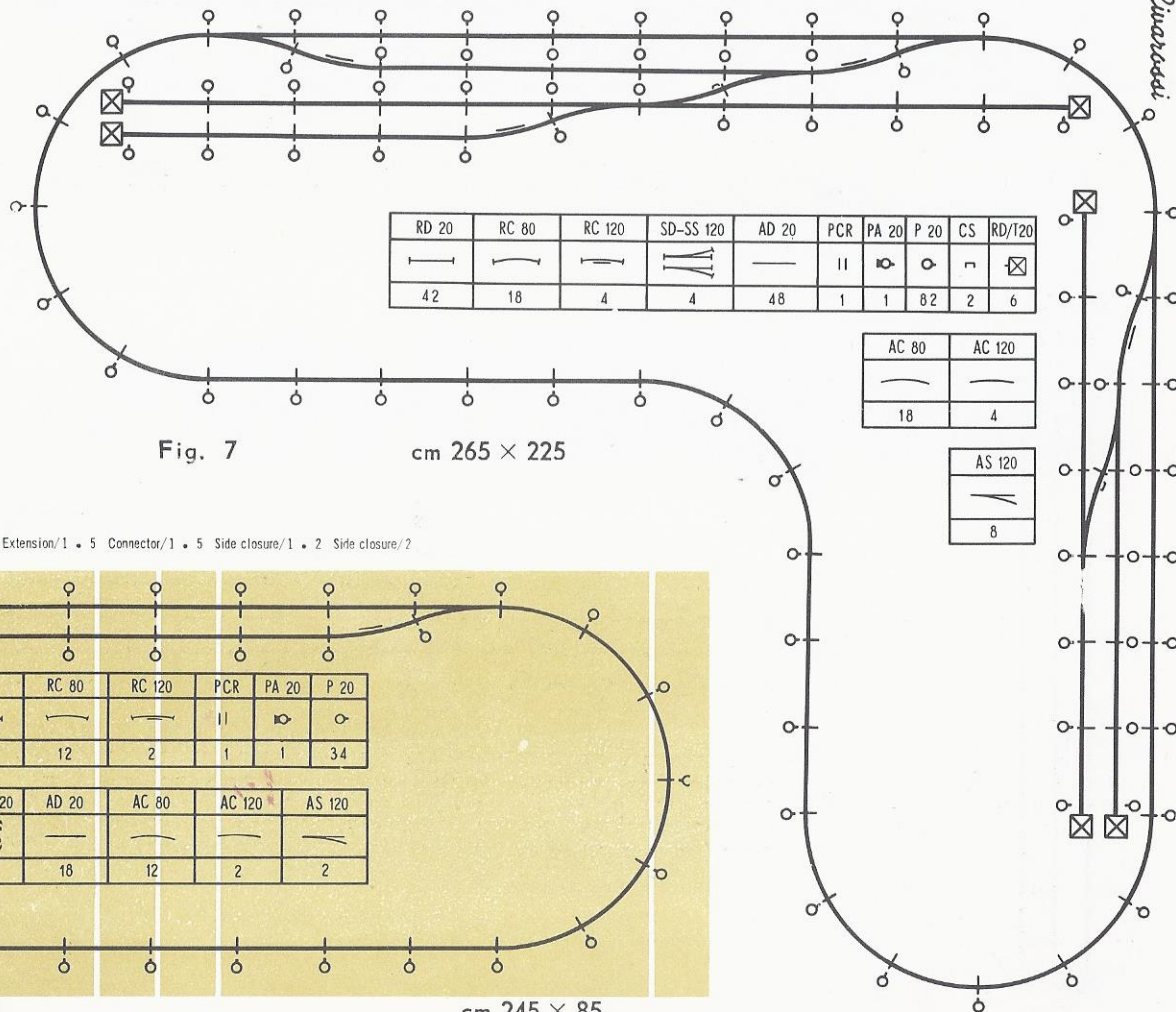


Fig. 8

RD 20	RC 80	RC 120	PCR	PA 20	P 20
18	12	2	1	1	34

SD-SS 120	AD 20	AC 80	AC 120	AS 120
1	18	12	2	2

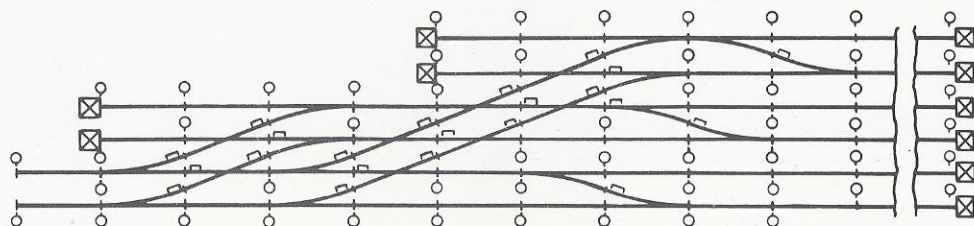
cm 245 × 85

Fig. 9

cm 340 × 230

RD 20	RC 80	RC 120	SD-SS 120	AD 20	AC 80	AC 120	AS 120	PCR	PA 20	P 20	CS	RD/120
46	2	10	6	54	2	10	12	1	1	83	4	8

Below is illustrated an application of the crossovers in a terminal station. Owing to lack of space the parallel straight rail sections have been cut and their length will depend on the space available. As can be seen, from the two track sections entering the station, one can reach which ever parallel track one wishes.

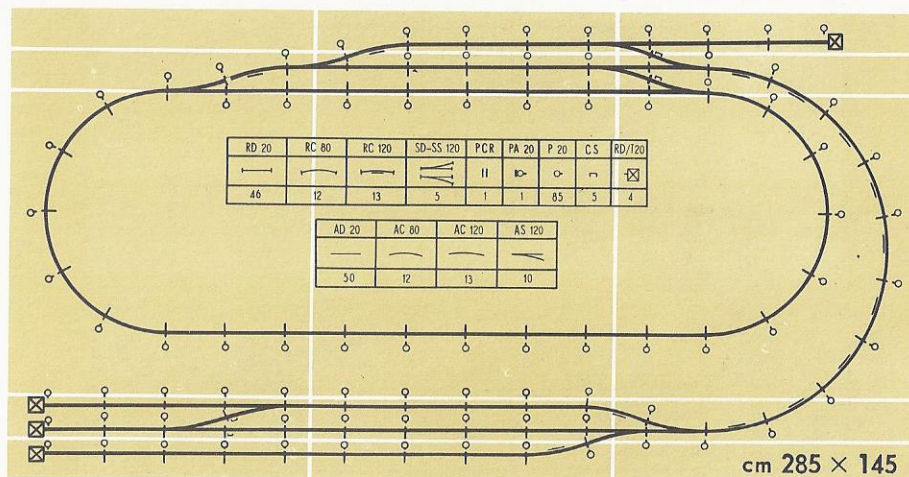


RD 20	SS 120	SD 120	R/S	RD/120	AS 120	A1	AD 20	CS	P 20	PA 20	PCR
	8	6	8	80	14	6		22		1	1

Fig. 10

The layouts here illustrated are suitable for ordinary traffic of trains or station shunting. Fig. 11 consists of a simple loop with marshalling yard and branch to the terminal station. Fig. 12 instead consists of a double ring and a single big station yard with four parallel lines which allow all types of manoeuvres. In order to fit block signals and automatic devices, read the **Signal Instruction Book**.

Fig. 11



3 Table/1 • 12 Extension/1 • 14 Connector/1 • 4 Side closure/1 • 8 Side closure/2

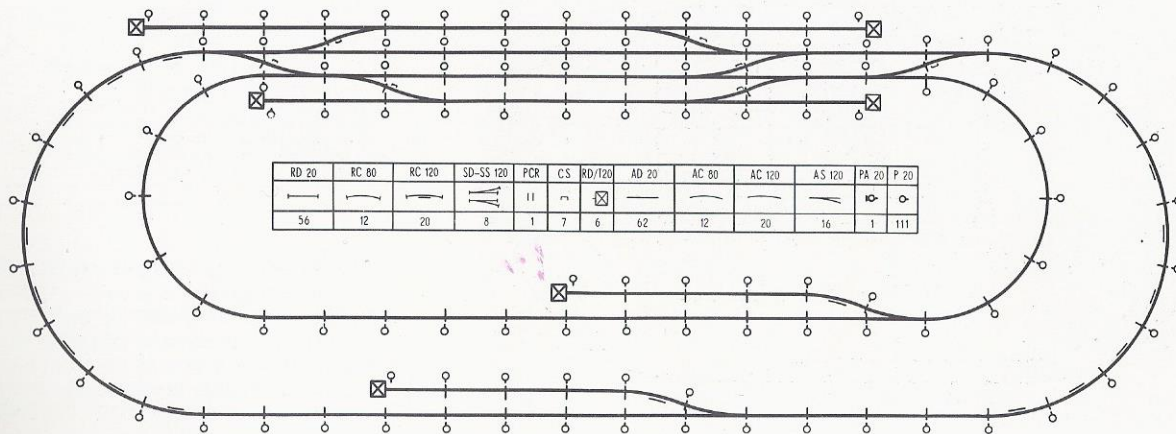
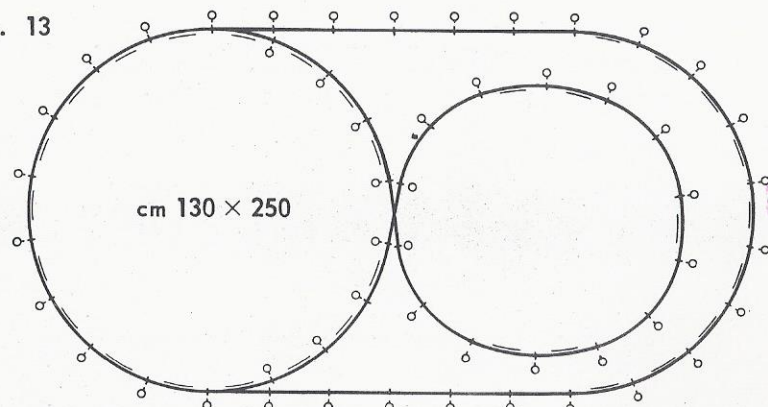


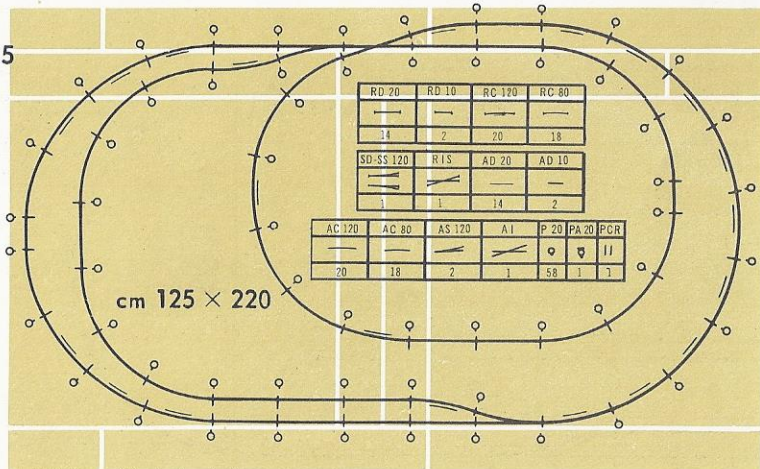
Fig. 12

Fig. 13



SD 120	SS 120	RIS	RD 20	RC 120	RC 80	AS 120	AI	AD 20	AC 120	AC 80	P 20	PA 20	PCR
1	1	1	10	29	8	2	1	10	29	8	51	1	1

Fig. 15



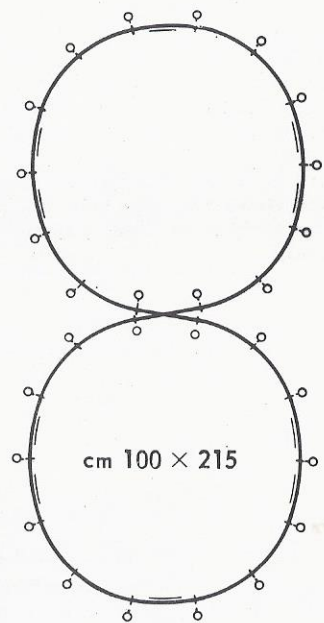
RD 20	RD 10	RC 120	RC 80
14	2	20	18

SD-SS 120	RIS	AD 20	AD 10
1	1	14	2

AC 120	AC 80	AS 120	AI	P 20	PA 20	PCR
20	18	2	1	58	1	1

2 Table/1 • 8 Extension/1 • 3 Extension/2 • 9 Connector/1 • 3 Connector/2 • 4 Side closure/1 • 2 Side closure/2

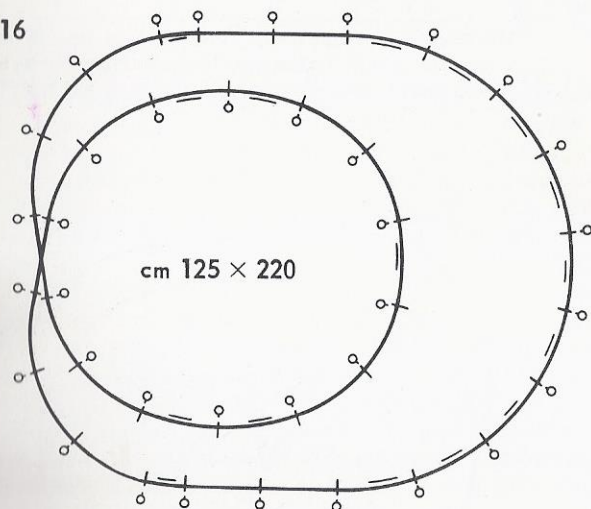
Fig. 14



RC 120	RC 80	RIS	AI	AC 120	AC 80	P 20	PA 20	PCR
10	16	1	1	10	16	27	1	1

From the drawings on this page one can note that the crossover «RIS» is used in a circle in place of one «RC 120» section. Therefore a layout in the shape of a figure eight can be obtained only with large radius track sections «RC 120» or mixed sections of «RC 120» and «RC 80» but never with only small radius sections «RC 80».

Fig. 16

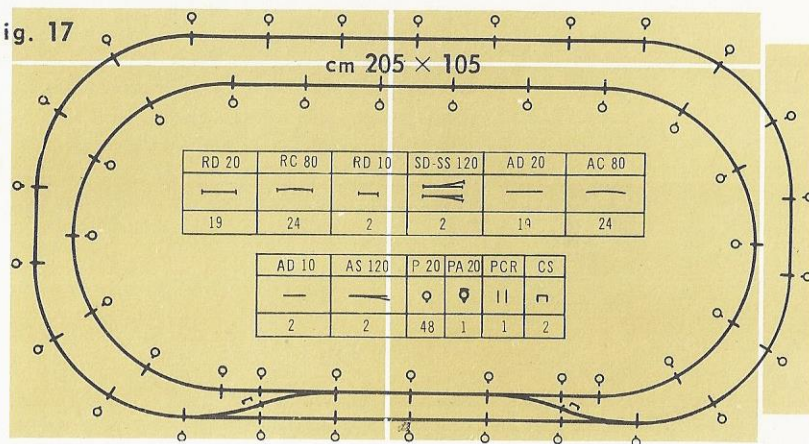


RD 20	RC 120	RC 120 1/2	RC 80	RIS
4	14	2	14	1

AD 20	AC 120	AC 120 1/2	AC 80	A1	P 20	PA 20	PCR
4	14	2	14	1	35	1	1

There are several ways to use the «RIS» crossover. Fig. 10 on page G shows an example of its use for diagonal crossings in marshalling yards. This page and pages I and M show how a crossover can be used in a layout of any given form. The diagrams clearly show how, with the use of this piece, one has the possibility of making a great variety of layouts with most interesting effects.

Fig. 17

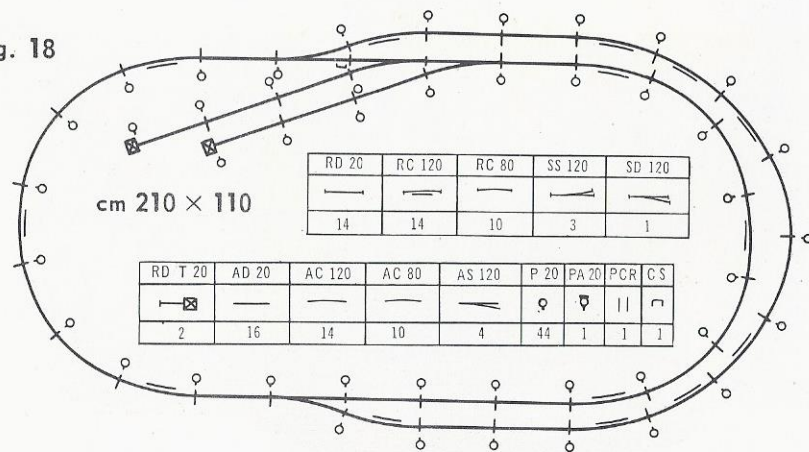


RD 20	RC 80	RD 10	SD-SS 120	AD 20	AC 80
19	24	2	2	19	24

AD 10	AS 120	P 20	PA 20	PCR	CS
2	2	48	1	1	2

2 Table/1 • 3 Extension/1 • 4 Connector/1 • 4 Side closure/1 • 2 Side closure/2

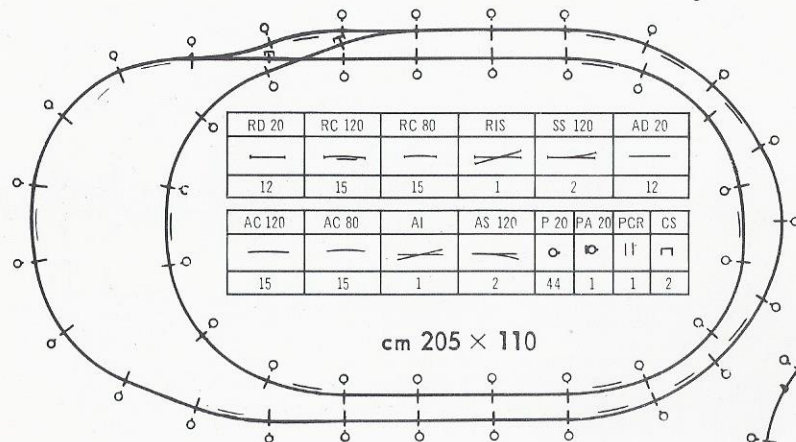
Fig. 18



RD 20	RC 120	RC 80	SS 120	SD 120
14	14	10	3	1

RD T 20	AD 20	AC 120	AC 80	AS 120	P 20	PA 20	PCR	CS
2	16	14	10	4	44	1	1	1

Fig. 19



H0 Rivarossi magazine, published in Italian every 2 months brings to the model railway fan interesting news, technical problems and plenty of illustrations.

Fig. 20

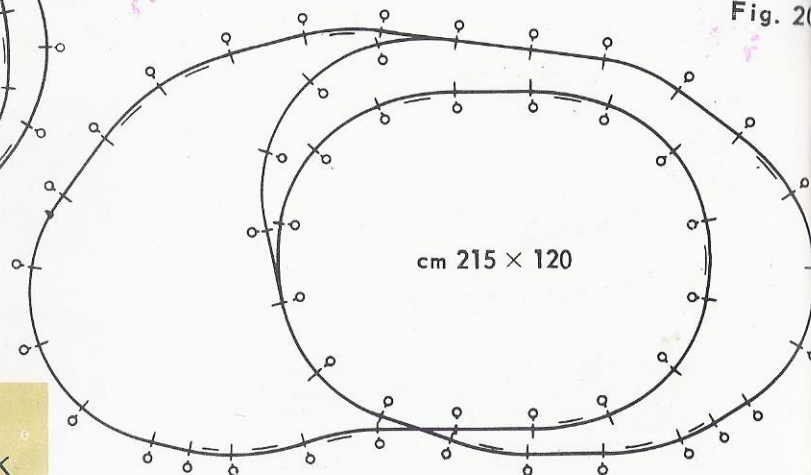
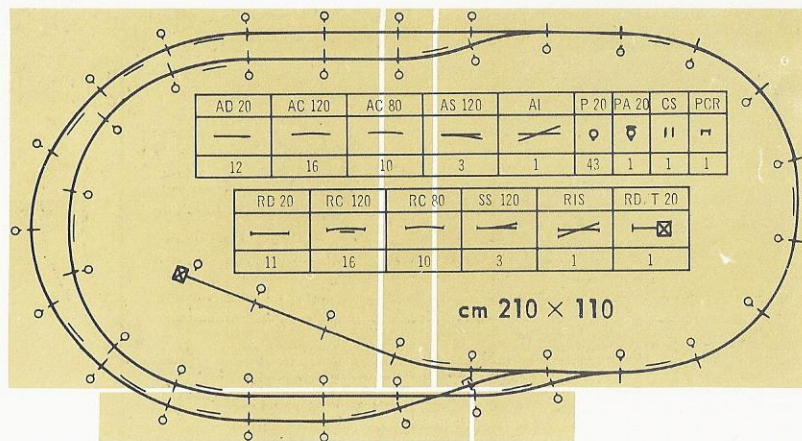


Fig. 21



AD 10	AC 120	AC 120 1/2	AC 80	AS 120	AI	P 20	PA 20	PCR
8	12	2	19	2	1	47	1	1

RD 20	RD 10	RC 120	RC 120 1/2	RC 80	SD-SS 120	RIS	AD 20
8	2	12	2	19	1	1	8

red line

The «Red Line» trains operate on 4-12 Volts D.C. on two-rail track. The current is supplied by the power packs described on page 25. Alternatively pocket batteries or small accumulators can be used. Every locomotive or train set is supplied with detailed instructions.

POWER PACKS

There are four different types:

RT 1 - Without speed control, suitable for trains drawn by small locomotives of the L B&O/R, L 835/R and A BL/R type, and for IRR sets. It has no reversing facility but this can be obtained by using the reversing switch INV separately supplied.

RT/V - Medium power pack, particularly suitable for L B&O/R, L 835/R and A BL/R type locomotives and for IRR sets. Speed control and reversing lever are incorporated.

RT 2 - Very powerful pack suitable for all locomotives illustrated in this catalogue. Can operate two trains simultaneously. Incorporates two sockets for supplying D.C. to the track, and additional sockets for supplying 15 V. A.C. for the electrical equipment such as points, signals and low tension lamps for illumination purposes.

With RT 2 one cannot operate block signals through contact rails. For this purpose a separate transformer TF A 1 will have to be used.

RT 3 - Double transformer pack of very

great power. Three trains can be operated simultaneously. It can be used as the RT 2, only having the added advantage of the possible utilization of automatic signal operation through contact rails. It incorporates two thermic safety cutouts with warning lamps.

Controllers are always supplied separately from sets and are available for the following

mains voltages: 110-125, 150-160, 220-240 Volt.

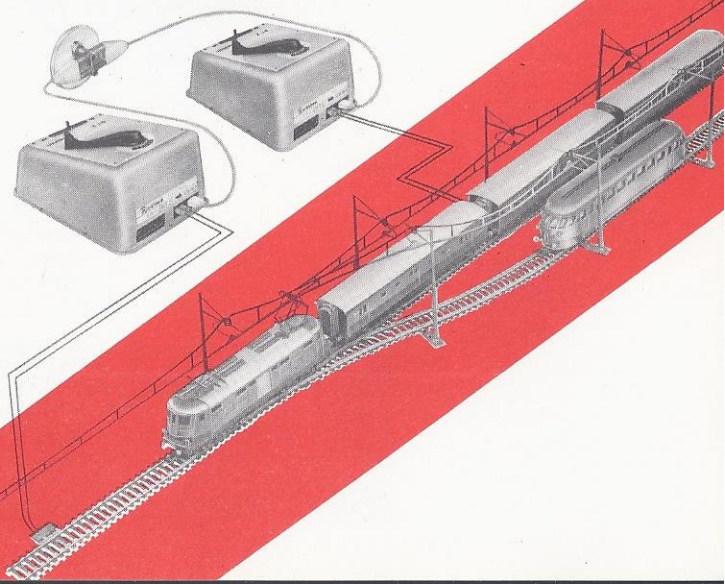
When ordering, always state voltage required.

CONTROL OF TWO INDEPENDENT TRAINS

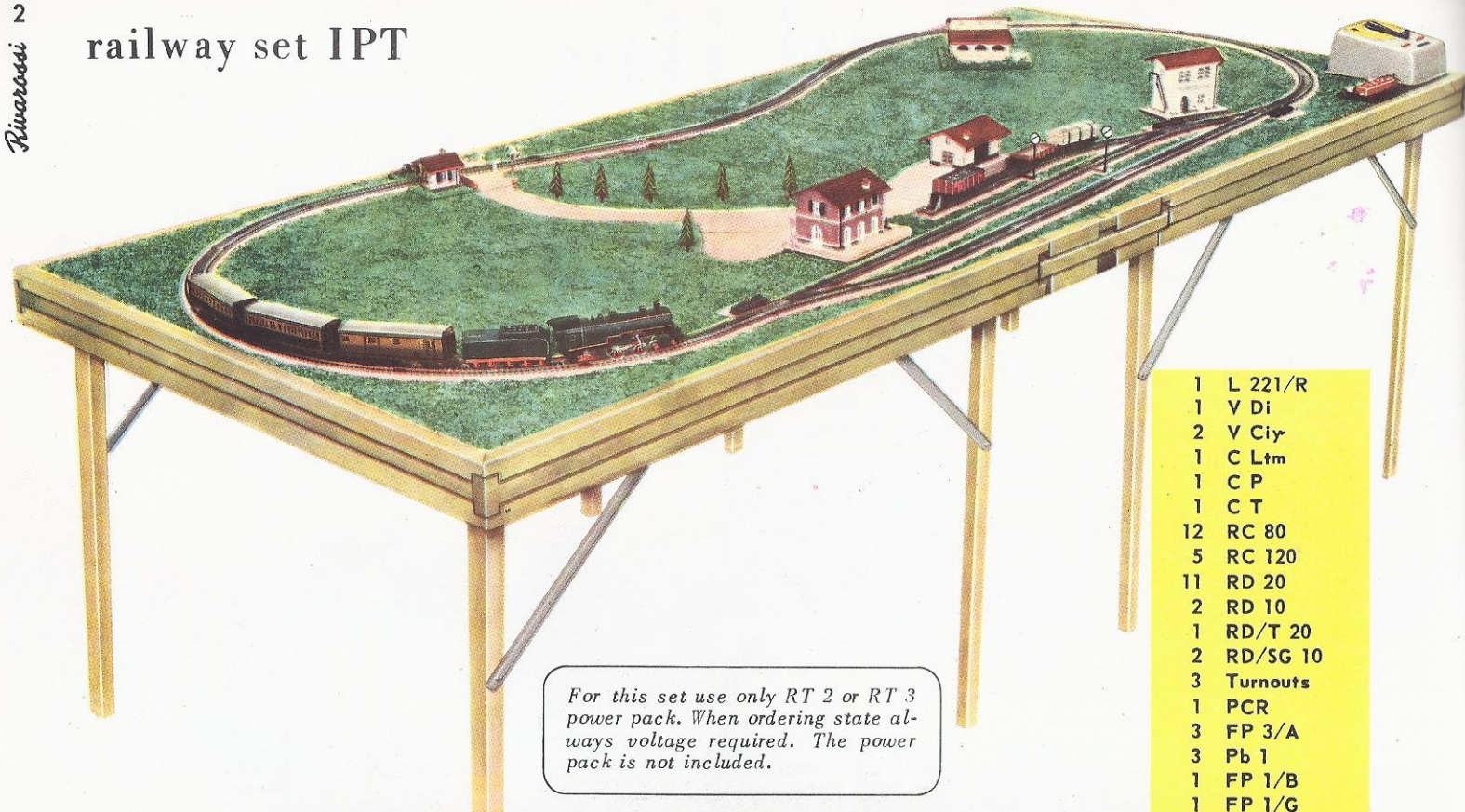
The use of the overhead wire permits two independent «Red Line» trains to operate on the same track. This result is obtained by using two separate power packs connected to the track and overhead line as indicated on the illustration in this page. In this way the two locomotives, one of which must necessarily be fitted with pantographs, receive the current from two independent sources.

CONTROL OF A NUMBER OF TRAINS ON THE SAME TRACK

By using the automatic devices illustrated on pages 28-29-30-31, any given number of trains can be operated simultaneously on the same track. The instructions relating to the above are given in the 35 pages **Signal Instruction Book** which has 25 different circuit diagrams.



railway set IPT

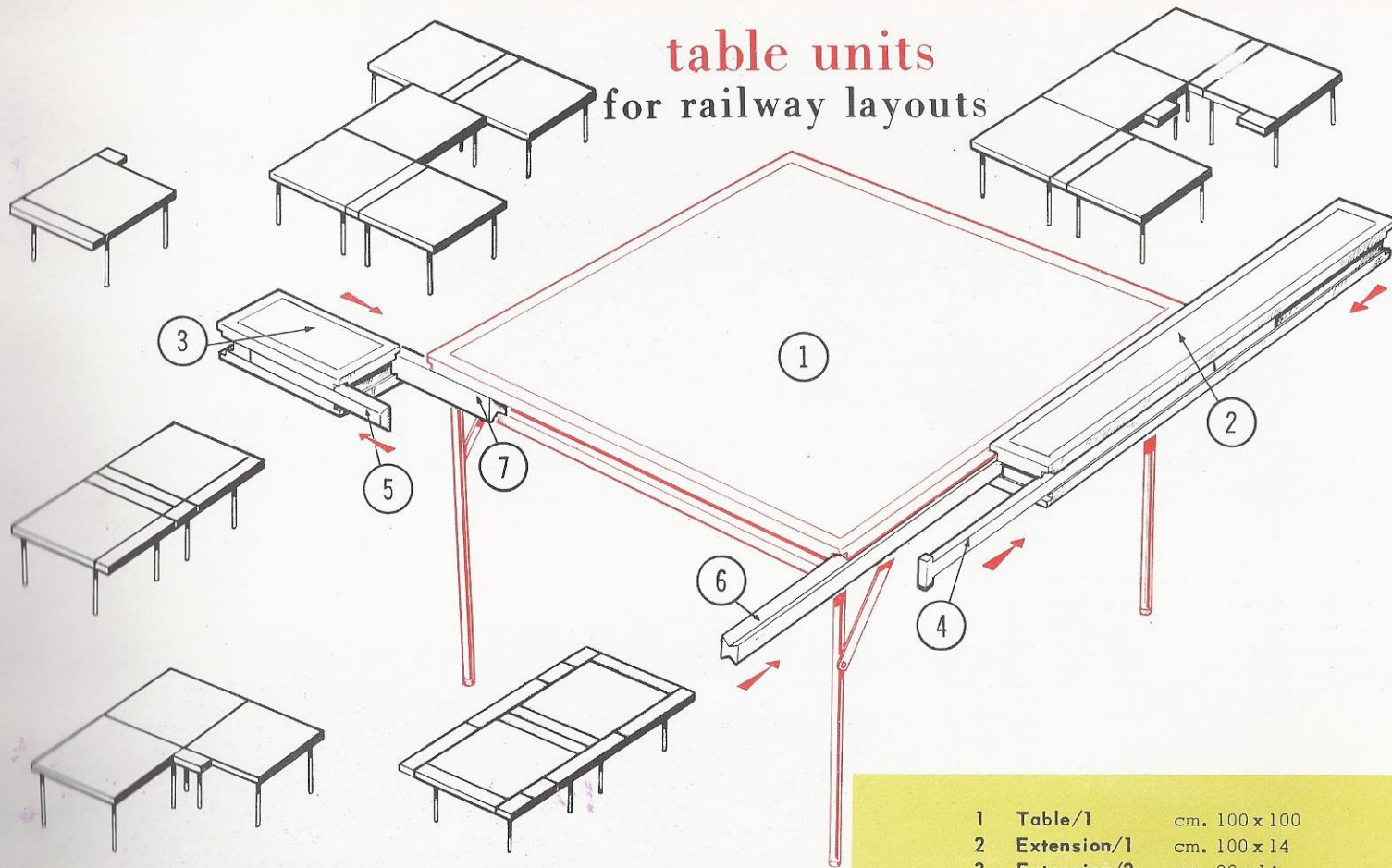


For this set use only RT 2 or RT 3 power pack. When ordering state always voltage required. The power pack is not included.

This set is something new in the world of miniature electric trains. It consists of special tables with folding legs coupled together by means of two extensions, complete with landscape and track bed. The parts contained are as per illustration and list. The power pack is not included and is supplied separately. The entire set can be easily and rapidly dismantled and placed in its corrugated cardboard box. Size of the box 105x120x20 cms. Weight: about 52 kos.

- 1 L 221/R
- 1 V Di
- 2 V Ciy
- 1 C Ltm
- 1 C P
- 1 C T
- 12 RC 80
- 5 RC 120
- 11 RD 20
- 2 RD 10
- 1 RD/T 20
- 2 RD/SG 10
- 3 Turnouts
- 1 PCR
- 3 FP 3/A
- 3 Pb 1
- 1 FP 1/B
- 1 FP 1/G
- 1 S 02
- 1 S 05
- 1 S 06
- 1 S 08
- 1 S 09
- 1 S 038
- 6 Trees

table units for railway layouts



The table units consist of various elements which can be fitted together in very many different ways in order to obtain a level surface for layouts. A few examples of the possible combinations are shown on this page, others are shown on pages E, F, H, I, L and M together with the circuit diagrams.

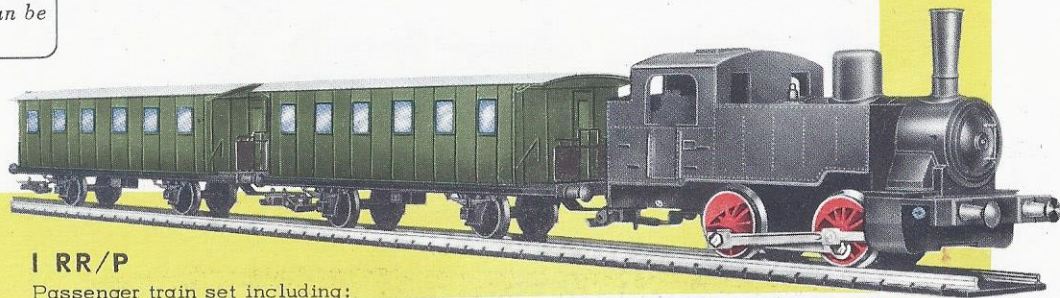
1	Table/1	cm. 100 x 100
2	Extension/1	cm. 100 x 14
3	Extension/2	cm. 28 x 14
4	Side Closure/1	cm. 86 + 12 (2 pez.)
5	Side Closure/2	cm. 56
6	Connector/1	cm. 95
7	Connector/2	cm. 23

complete sets

**I RR/M**

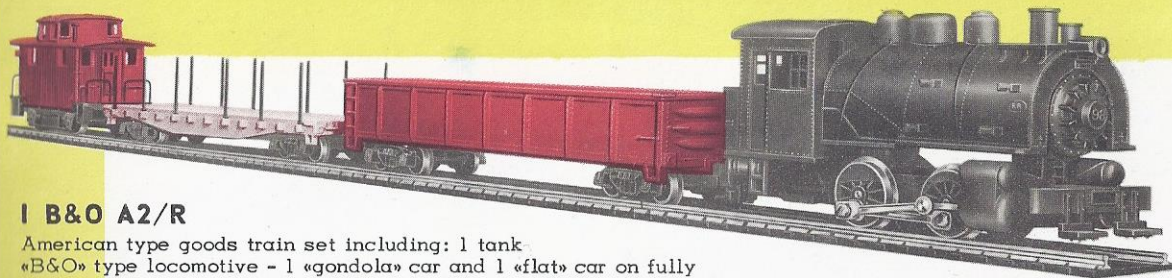
Goods train set including: 1 tank locomotive 0-4-0 - 1 short flat truck with low sides - 1 flat truck with timber - 12 current track sections «RC 80» - one of which with current intake leads. (Power pack not included). Length of train: 30 cms. Weight: 700 grs.

These trains can be operated by using RT 1, RT/V, RT 2 and RT 3 power packs. When ordering, state always mains voltage required. Alternatively 4.5 V. pocket batteries can be used.

**I RR/P**

Passenger train set including:
1 tank locomotive 0-4-0 - Two 4-wheels passenger cars - 12 curved sections «RC 80» one of which with current intake leads. (Power pack not included). Length of train: 38 cms. Weight: 750 grs.

complete sets



I B&O A2/R

American type goods train set including: 1 tank «B&O» type locomotive - 1 «gondola» car and 1 «flat» car on fully sprung trucks - 1 «caboose» - 12 curved track sections «RC 80» one of which with current intake leads. (Power pack not included). Length of train: 54 cms. Weight: 800 grs.

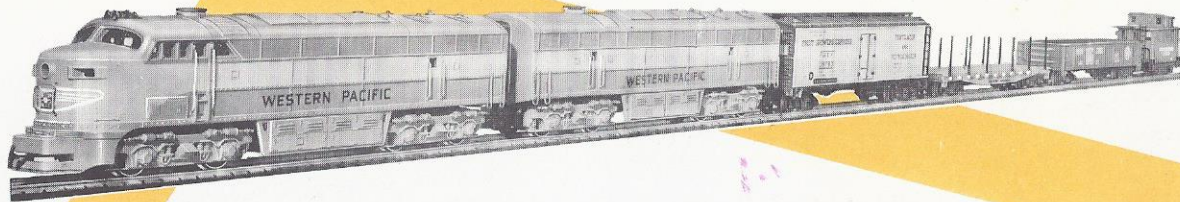


I ABL P/R

Passenger train set including: 1 «B» electric locomotive with operating pantograph - 1 baggage van - 1 passenger car - 12 curved track sections «RC 80» one of which with current intake leads. (Power pack not included). Length of train: 39 cms. Weight: 800 grs.

For trains illustrated on pages 4 and 5 use preferably RT/V or RT 1 power pack. They can also be operated by using pocket batteries or small accumulators. For power packs always state the mains voltage required.

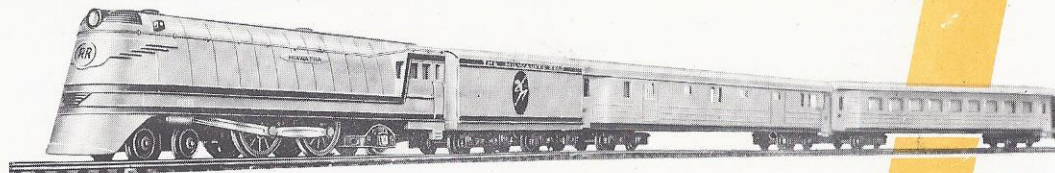
complete sets



I FM MA/R

American type goods train set including: 1 diesel-electric locomotive «A FM/R» - 1 B unit «A FM/B» - 3 assorted goods wagons on sprung trucks - 1 «caboose» - 12 curved track section «RC 80» - 1 current intake plate «PCR». Length of train: 100 cms. Weight: about 2300 grs.

These trains can be operated by using RT 1, RT/R, RT 2 and RT 3 power packs. When ordering, state always mains voltage required. Alternatively 4.5 V. pocket batteries can be used.



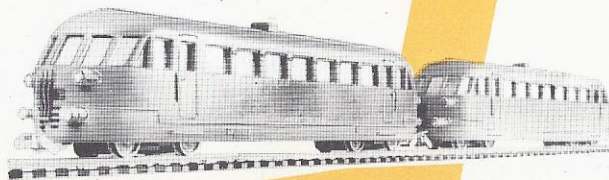
I 442 PL/R

American passenger train set including: 1 streamlined steam locomotive with tender «L 442/R» - 1 mail car «V DUZ/a» - 1 passenger coach «V ABZ/a» - 18 curved track sections «RC 120» - 1 current intake plate «PCR». Length of train: 95 cms. Weight: about 2750 grs.



I 2002/R

Passenger train set including: 1 motor-coach «A 2002/R» - 1 trailer «V 2002» - 12 curved track sections «RC 80» - 1 current intake plate. Length of train: 49 cms. Weight: about 1725 grs.



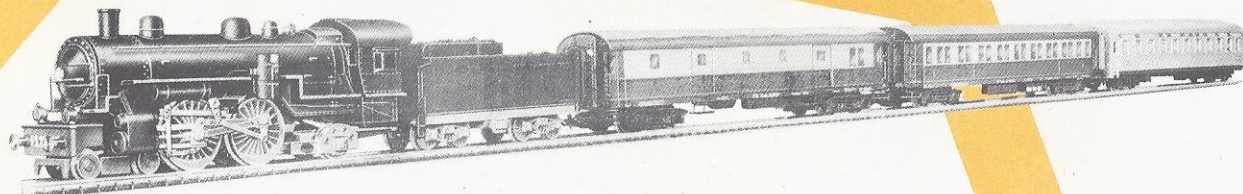
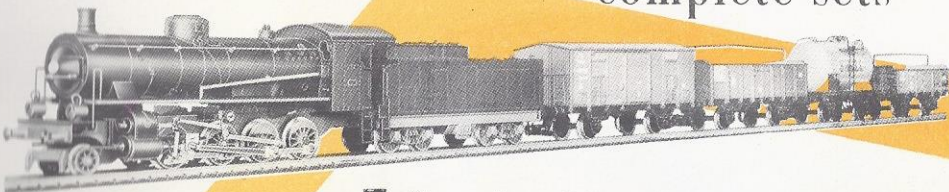
I AN 1/R

Passenger railcar set including: 1 diesel railcar «AN 1/R» - 1 trailer «AN 1/T» - 12 curved track sections «RC 80» - 1 current intake plate «PCR». Length of train: 51 cms. Weight: about 1590 grs.

complete sets

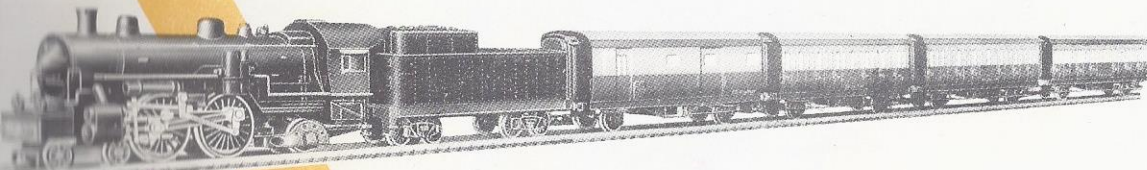
I 740 M/R

Italian type goods train set including: one 2-8-0 steam locomotive with tender «L 740/R» - 4 assorted 4 wheels goods wagons - 12 curved track sections «RC 80» - 1 current intake plate «PCR». Length of train: 70 cms. Weight: about 1900 grs.



I 221 PL/R

Italian type passenger train set including: one 4-4-2 steam locomotive with tender «L 221/R» - 1 baggage van «V DUZ 46» - 1 first class coach «V AZ 37» - 1 sleeping car «V LP» - 18 curved track sections «RC 120» - 1 current intake plate «PCR». Length of train: 109 cms. Weight: about 2700 grs.

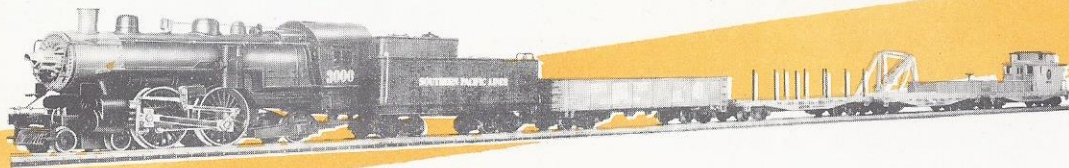


I 221 P/R

Italian type passenger train set including: one 4-4-2 steam locomotive with tender «L 221/R» - 1 baggage van «V Di» - 3 passenger coaches «V Ciy» - 12 curved track sections «RC 80» - 1 current intake plate «PCR». Length of train: 92 cms. Weight: about 2500 grs.

I SP MA/R

American type work train set including: one 4-4-2 steam locomotive with tender «L SP/R» and the following cars on sprung trucks: «C Gon/1», «C Flat/1», «C Dera», «C Boom» - 12 curved track sections «RC 80» - 1 current intake plate «PCR». Length of train: 90 cms. Weight: about 3000 grs.

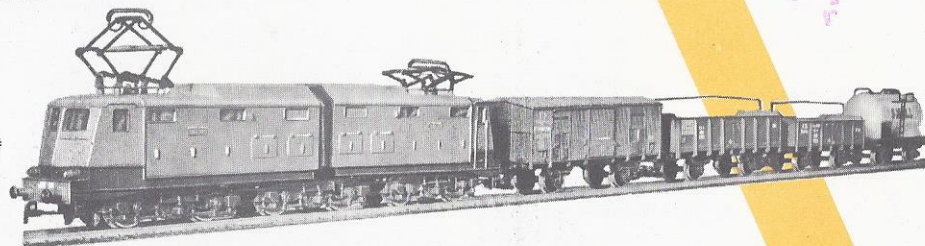


complete sets

**I 636 M/R**

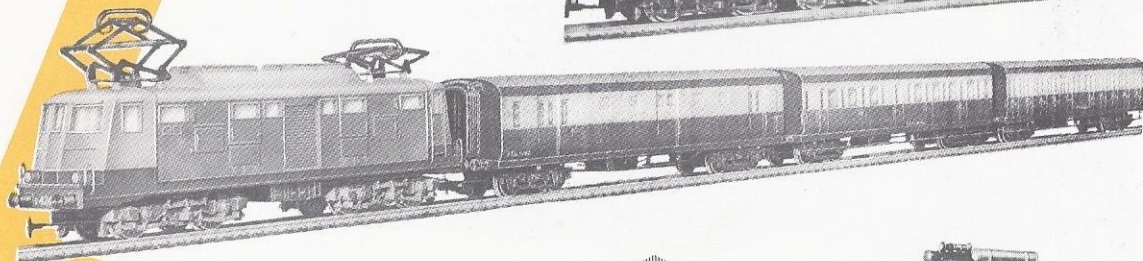
Goods train set including: 1 B-B-B type electric locomotive «Le 636/R» - 4 assorted 4 wheels goods wagons - 12 curved track sections «RC 80» - 1 current intake plate «PCR».

Length of train: 65 cms. Weight: about 2000 grs.

**I 424 M/R**

Goods train set including: 1 B-B type electric locomotive «Le 424/R» - 3 assorted 4 wheels goods wagons - 12 curved track sections «RC 80» - 1 current intake plate «PCR».

Length of train: 51 cms. Weight: 1400 grs.

**I 424 P/R**

Passenger train set including: 1 B-B type electric locomotive «Le 424/R» - 1 baggage van «V DZ» - 1 passenger coach «V BZ» - 1 passenger coach «V CZ» - 12 curved track sections «RC 80» - 1 current intake plate «PCR».

Length of train: 88 cms. Weight: about 1250 grs.

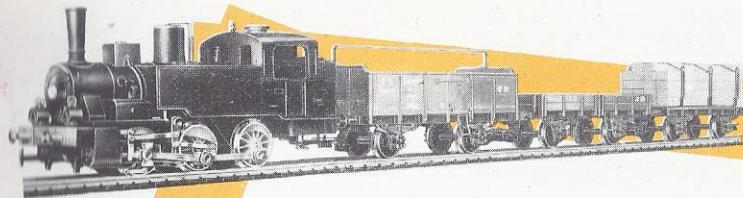
For the train sets illustrated on this page use only either «RT 2» or «RT 3» power pack except for the «I A B L M/R» set which can also be operated with «RT/V» and «RT 1» power packs.

**I A B L M/R**

Goods train set including: 1 B type diesel locomotive «A B L/R» - 3 assorted 4 wheels goods wagons - 12 curved track sections «RC 80» - 1 current intake plate «PCR».

Length of train: 12 cms. Weight: about 1200 grs.

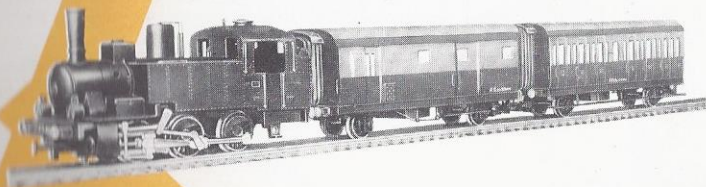
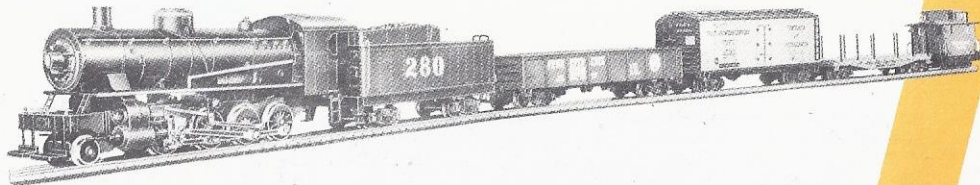
complete sets

**I 835 M/R**

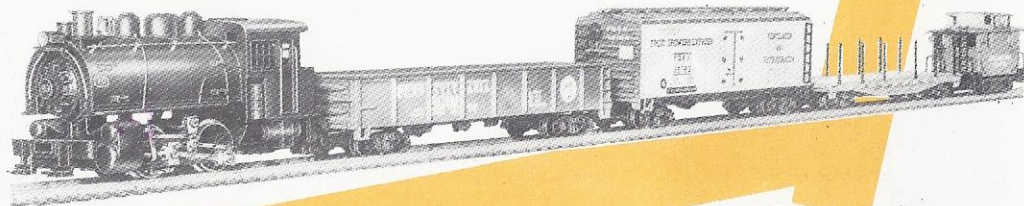
Goods train set including: One 0-6-0 tank locomotive «L 835/R» - 3 assorted 4 wheels goods wagons - 12 curved track sections «RC 80» - 1 current intake plate «PCR».
Length of train: 43,5 cms. Weight: about 1205 grs.

I 280 MA L/R

American type goods train set including: One 2-8-0 locomotive with tender L 280/R - 1 «gondola» - 1 refrigerator car - 1 flat car all on sprung trucks - 1 «caboose» - 18 curved track sections «RC 120» - 1 current intake plate «PCR».
Length of train: 83 cms. Weight: 1900 grs.

**I 835 P/R**

Passenger train set including: One 0-6-0 tank locomotive «L 835/R» - 1 baggage van «V Di» - 1 passenger coach «V Ci» - 12 curved track sections «RC 80» - 1 current intake plate «PCR».
Length of train: 43,5 cms. Weight: about 1250 grs.

**I B&O MA/R**

American type goods train set including: One 0-4-0 tank locomotive «L B&O/R» - 1 «gondola» - 1 refrigerator car - 1 flat car all on sprung trucks - 1 «caboose» - 12 curved track sections «RC 80» - 1 current intake plate «PCR».
Length of train: 68 cms. Weight: about 1400 grs.

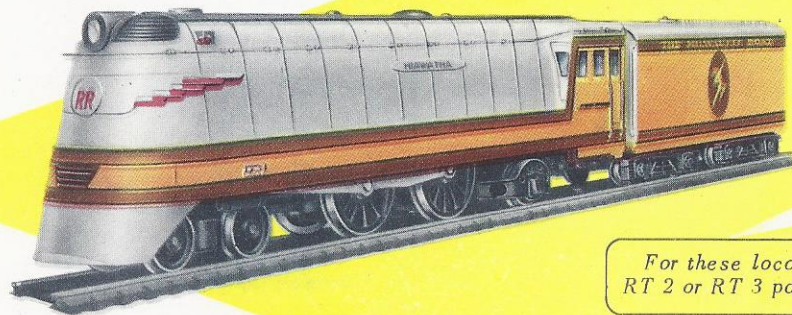
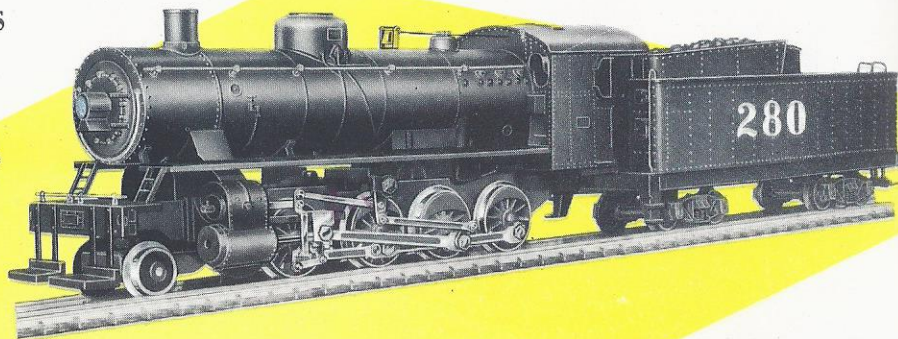
The train sets here illustrated can operate with RT 1, RT/V, RT 2 and RT 3 power packs or with a 4.5 V. pocket battery with exception of the set I 280 MA L/R which can be operated either by RT 2 or RT 3 power pack only.

american type locomotives

L 280/R

«Consolidation» type steam locomotive with tender for goods trains - Front headlight - Automatic coupler - Waelschaert valve gear - Eight wheel tender on sprung bogies incorporating the motor - Power is transmitted to the driving wheels through a flexible transmission shaft connected to reduction gears and worm wheel. Great pulling power, perfect details.

Length: 27 cms. Weight: about 700 grs.

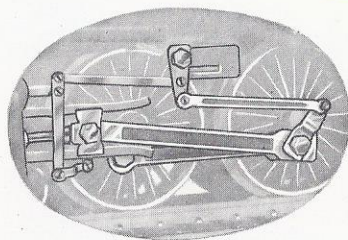


L 442/R

«Atlantic» streamlined steam locomotive with tender as used in the U.S.A. by the «Milwaukee Road» Company with the following main features - Automatic coupler - Front headlight - Very powerful motor unit on ball bearings - Oil bath worm wheel transmission on ball bearings - Supplied only in the original colours: silver, orange, brown and black.

Length: 33 cms. Weight: about 945 grs.

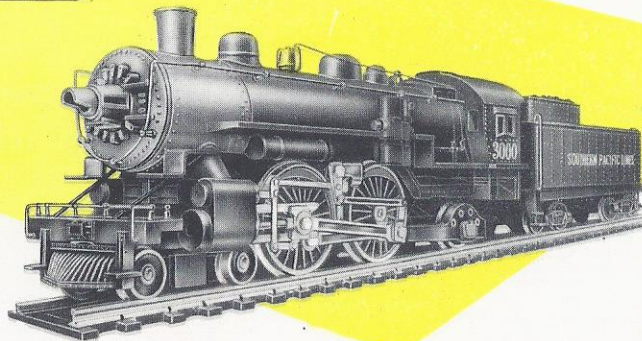
*For these locomotives use
RT 2 or RT 3 power pack only*



L SP/R

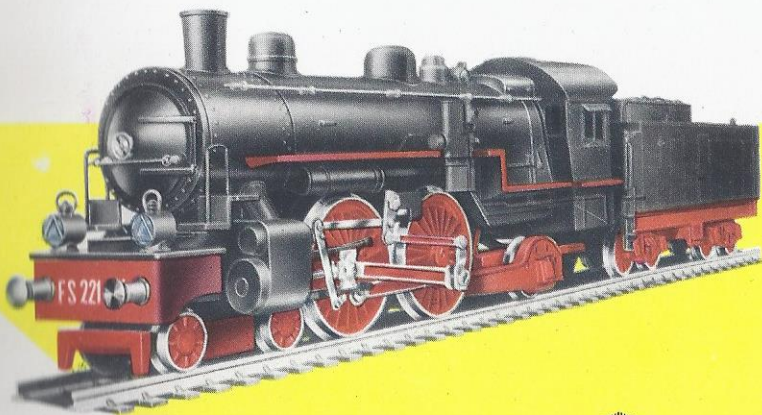
«Atlantic» steam locomotive with tender as used in the U.S.A. by the «Southern Pacific Lines» and with the following main features - Automatic coupler - Front headlight - Very powerful motor unit on ball bearings - All details perfectly reproduced as per prototype - Tender on sprung bogies - Supplied only in the original colours: black with grey front boiler.

Length: 27 cms. Weight: about 800 grs.



italian type locomotives

All these locomotives are powered by the famous Rivarossi permanent magnet motor running on ball bearings of very low absorption and long lasting life. Transmission is by worm wheel ensuring silent and smooth running. Perfect operation is obtained only by using RT 2 or RT 3 power pack.



L 221/R

Italian type Atlantic steam locomotive with tender for passenger trains - Great pulling power - Two front headlamps - Fully operating valve gear - Automatic coupler - Eight wheels tender with sprung bogies - All details perfectly reproduces.

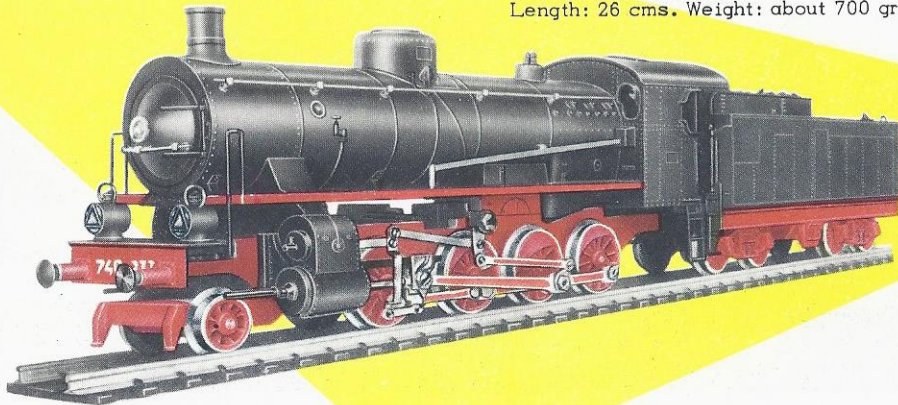
Length: 28 cms. Weight: about 810 grs.



L 740/R

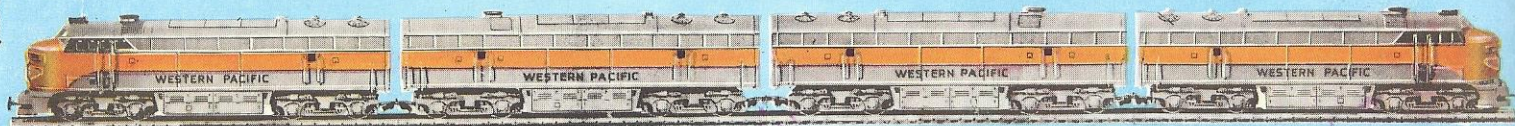
Italian type steam locomotive with tender for goods trains - Great pulling power - Two front headlamps - Waelschaert fully operating valve gear - Automatic coupler - Eight wheel tender on sprung bogies incorporating the motor - Power is transmitted to the driving wheels through a flexible transmission shaft connected to reduction gears and worm wheel. Reproducing in every detail the prototype GR 740 of the Italian State Railways.

Length: 26 cms. Weight: about 700 grs.



locomotives

Locomotive group consisting of one diesel-electric locomotive «A FM/R», two dummy «B» units «A FM/B» and one dummy unit «A FM/T» in the original colours grey and orange of the American Railway Company «Western Pacific». The dummy unit «A FM/T» can be substituted with a power unit «A FM/R».



A FM/R

A FM/B

A FM/B

A FM/T o A FM/R

The models illustrated on this page are the exact replica of the diesel-electric locomotives built in the U.S.A. by the Fairbanks-Morse Company. The power units incorporate the famous permanent magnet Rivarossi motor running on ball bearings, and have an oil bath worm wheel transmission with two driving wheels with friction plastic rings to provide increased traction. They have a front headlamp and sockets in the rear part of the frame for illumination of the T dummy unit by means of connecting cables supplied with the loco. Dummy units are of two different types: «B» Unit, without neither driver's cabin nor illumination, supplied with connecting cables for feeding the light of the following T dummy unit. «T» Unit, with driver's cabin and illumination. Power and dummy units are all supplied in 5 different colour schemes as follows:

Locos

A FM/R
A FM S/R
A FM C/R
A FM T/R
A FM M/R

Length: 20 cms.
Weight: 450 grs.

«B» Units

A FM/B
A FM S/B
A FM C/B
A FM T/B
A FM M/B

Length: 19 cms.
Weight: 230 grs.

«T» Units

A FM/T
A FM S/T
A FM C/T
A FM T/T
A FM M/T

Length: 20 cms.
Weight: 240 grs.

Colour scheme

Grey and orange - «Western Pacific»
Red and grey - «Southern Pacific»
Yellow and green - «Chicago North Western»
Light blue and white - «Texas Pacific»
Almond and black - «Monon Route»



A FM S/R

A FM C/R

A FM T/R

A FM M/R

motor coaches

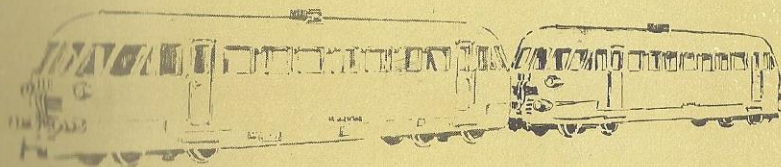
AN 1/R

Diesel rail-car of the Italian State Railways - Supplied only in fawn and red as illustrated.

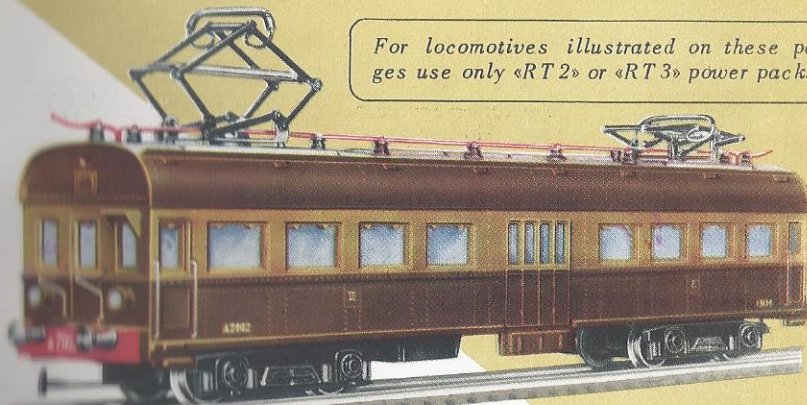
Length: 24 cms. Weight: 660 grs.

**AN 1/T**

Dummy diesel rail-car unit to be coupled to the power unit «AN 1/R». Colour: fawn and red. Weight: about 290 grs.

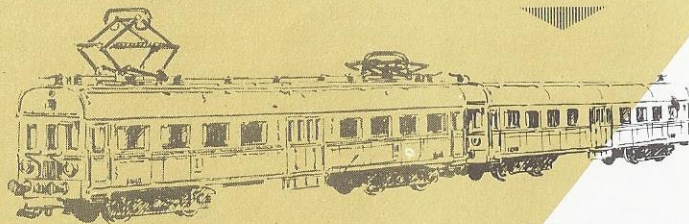


For locomotives illustrated on these pages use only «RT 2» or «RT 3» power packs.

**V 2002**

1st and 2nd class passenger trailer of the «Milan North Railways» in the same colours as the motor coach.

Weight: about 260 grs.

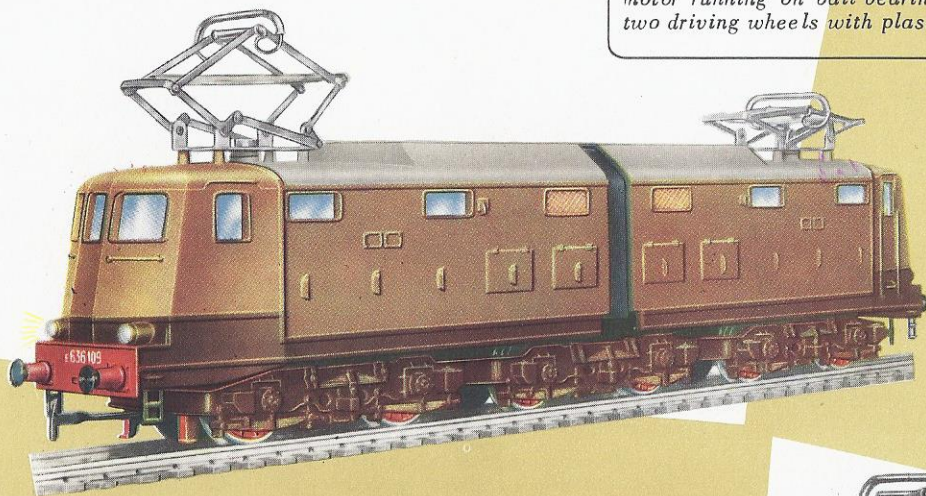
**A 2002/R**

Electric suburban motor coach of the «Milan North Railways» - Incorporated switch for electric feed either from the 2-rail track or from the pantographs - Front headlamps - Supplied only in the original colours as illustrated.

Length: 23,5 cms. Weight: about 810 grs.

locomotives

These electric locomotives incorporate the powerful Rivarossi permanent magnet motor running on ball bearings and have an oil bath worm wheel transmission with two driving wheels with plastic bands to ensure increased traction. A high gear ratio combined with the high performance of the motor, give great pulling power and a very wide range of speeds. The low centre of gravity ensures a great steadiness on curves and turnouts.



Le 424/R

B-B electric locomotive type «E 424» of the Italian State Railways for light passenger trains - Front headlamps - Incorporated switch for electric feed either from the track or from the pantographs - Supplied only in the original colours as illustrated. Length: 19,3 cms. Weight: about 600 grs.

For these electric locomotives, use only RT 2 or RT 3 power packs. When ordering state always mains voltage required.

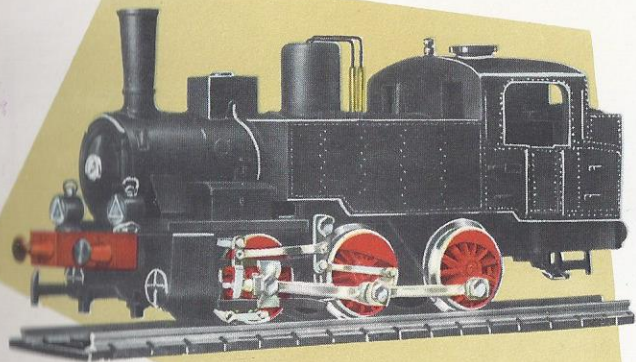
Le 636/R

B-B-B electric locomotive type «E 636» of the Italian State Railways for heavy goods and passenger trains, Articulated unit with rubber connection - Headlamps synchronised with the direction of the loco - Incorporates switch for electric feed either from the track or from the pantographs - Supplied only in the original colours as illustrated.

Length: 22,8 cms. Weight: about 800 grs.

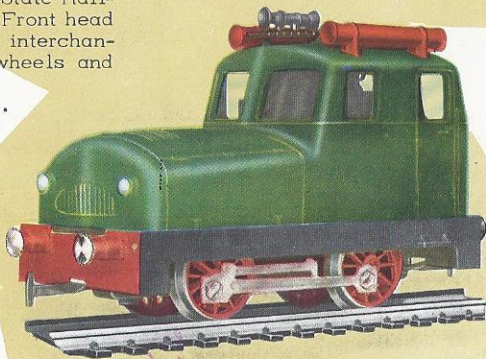


locomotives

**L 835/R**

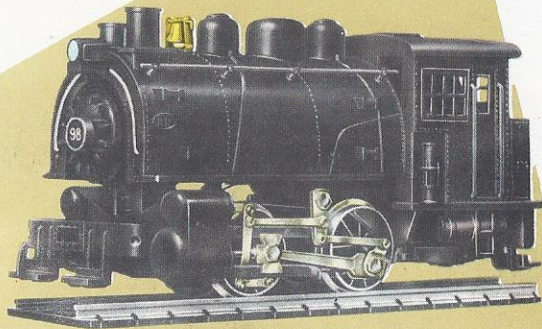
0-6-0 shunting locomotive of the Italian State Railways - Fully operating rod mechanism - Front head lamps fitted with miniature bulbs easily interchangeable - Colour: dull black with red wheels and hand finished details.

Length: 12,5 cms. Weight: about 320 grs.

**A BL/R**

B type diesel shunting locomotive - The prototype is produced by the Italian Firm A. Badoni di Lecco and is used principally for industrial service. - Twin front illumination - Colour: dark green with red wheels.

Length: 9,5 cms. Weight: about 250 grs.

**L B&O/R**

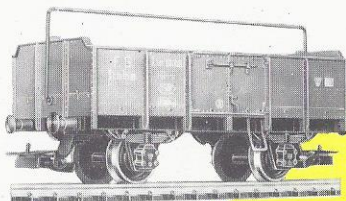
0-4-0 shunting locomotive as used in the U.S.A. by the «Baltimore and Ohio» railroad Company with fully operating rod mechanism and front headlamp - Fullest details - Colour: black.

Length: 10,5 cms. Weight: about 270 grs.

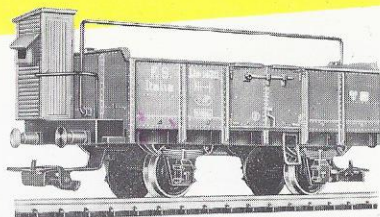
These locomotives can be operated by using RT 1 - RT/V - RT 2 - RT 3 power packs. When ordering, state always mains voltage required. Alternatively 4,8 V. pocket batteries can be used.

These shunting locomotives incorporate the same motor with the armature running on ball bearings as used for the bigger models. Worm wheel transmission is direct on the rear axle through driving gear. Driving wheels are connected by means of rods. A high gear ratio ensures perfect manoeuvrability and an extraordinary pulling power.

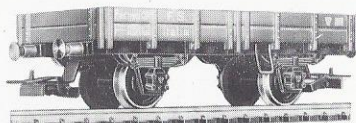
goods wagons

**C Ltm**

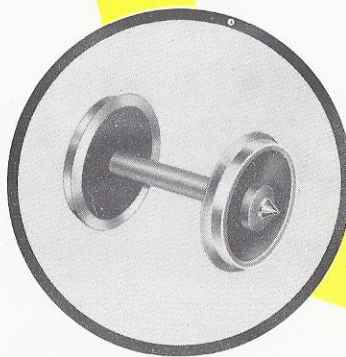
Short open 4-wheel goods truck,
«Ltm 1922» type of the Italian State
Railways - Colour: rust red.
Length: 9,5 cms. Weight: 70 grs.

**C Ltm/g**

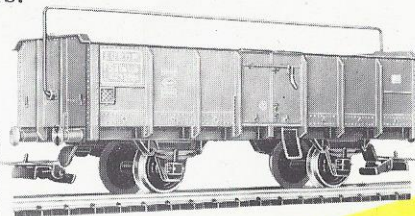
Short open 4-wheel goods truck,
«Ltm 1922» type of the Italian State
Railways with brakeman's hut
- Colour: rust red.
Length: 10 cms. Weight: 70 grs.

**C P**

Short flat 4-wheel truck, «P» type
of the Italian State Railways - Co-
lour: rust red.
Length: 9,5 cms. Weight: 70 grs.



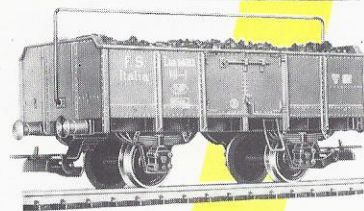
*Insulated wheels
with metal rim and
pin-point axles
for perfect running
smoothness*

**C L**

Open 4-wheel goods truck «L» type
of the Italian State Railways - Co-
lour: rust red.
Length: 11,2 cms. Weight: 70 grs.

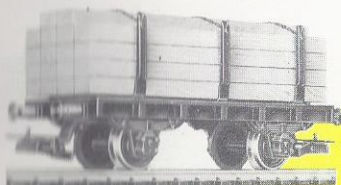


*Close view of the let-
tering on «C Ltm» truck.*

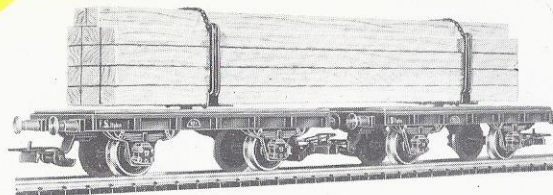
**C Ltm C**

4-wheel coal truck, «Ltm 1922» ty-
pe of the Italian State Railways -
Colour: rust red.
Length: 9,5 cms. Weight: 80 grs.

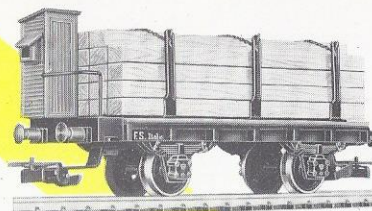
goods wagons

**CT**

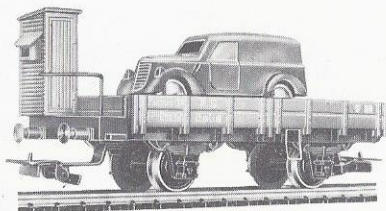
Short 4-wheels timber truck.
Length: 9,5 cms. Weight: 70 grs.

**CDT**

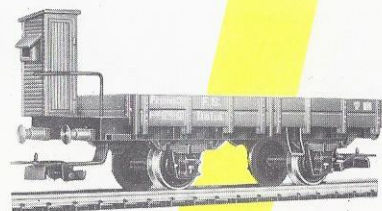
Double timber truck with rotating platforms.
Length: 20 cms. Weight: 75 grs.

**CT/g**

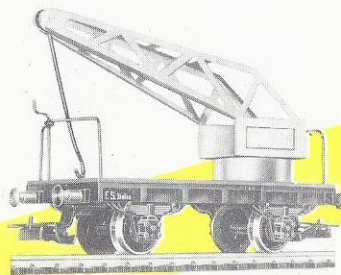
Short 4-wheel timber truck with
brakeman's hut.
Length: 10 cms. Weight: 80 grs.

**CPF/g**

Short flat 4-wheel truck, «P» type
of the Italian State Railways -
with brakeman's hut and 1100
Fiat van - Colour: rust red.
Length: 10 cms. Weight: 65 grs.

**CP/g**

Short flat 4-wheel truck with bra-
keman's hut «P» type of the Ita-
lian State Railways - Colour: rust
red.
Length: 10 cms. Weight: 55 grs.

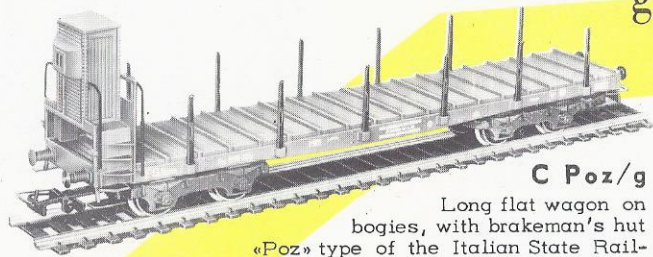
**CG**

Short 4-wheel crane truck. Colour:
black with aluminium crane.
Length: 9,5 cms. Weight: 75 grs.

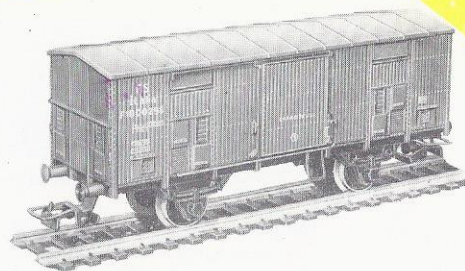
*Close view of the
brakeman's hut on freight cars*



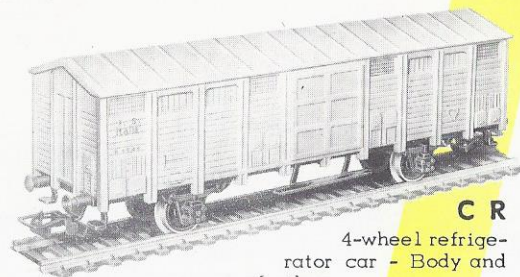
goods wagons

**C Poz/g**

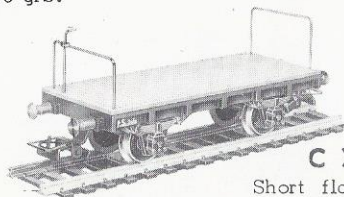
Long flat wagon on bogies, with brakeman's hut «Poz» type of the Italian State Railways for rail transport - Colour: rust red. Length: 15 cms. Weight: about 100 grs.

**C F**

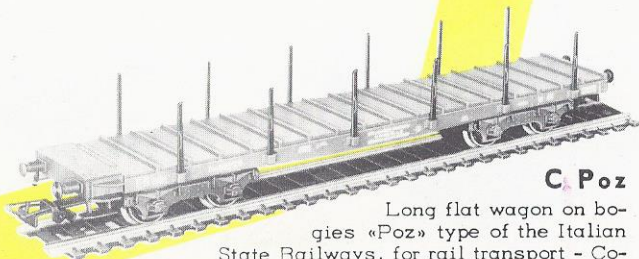
Long 4-wheel goods van «F 1946» type of the Italian State Railways. Colour: rust red with silver roof. Length: 15 cms. Weight: about 115 grs.

**C R**

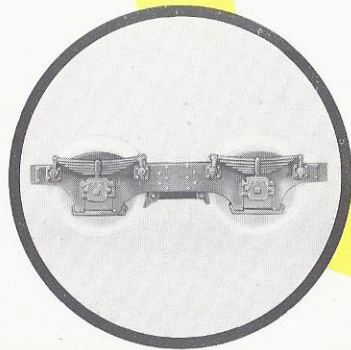
4-wheel refrigerator car - Body and roof silver. Length: 15 cms. Weight: about 115 grs.

**C X**

Short flat 4-wheel truck - Colour black with rust red loading platform. Length: 9,5 cms. Weight: about 50 grs.

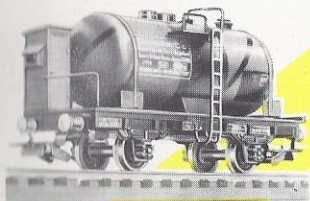
**C Poz**

Long flat wagon on bogies «Poz» type of the Italian State Railways, for rail transport - Colour: rust red. Length: 15 cms. Weight: 100 grs.



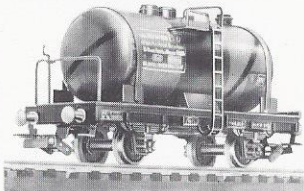
Close view of the bogie side of «C Poz» freight cars

tank wagons



C MBe/g

Twin-axle petrol tank car «MBe» type of the Italian State Railways with brakeman's hut - Grey tank, black band and green diagonal stripes. Length: 11,5 cms. Weight: 100 grs.



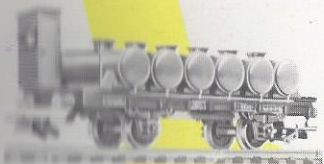
C MBe

Twin-axle petrol tank car «MBe» type of the Italian State Railways with grey tank - Black band and green diagonal stripes. Length: 11,5 cms. Weight: 110 grs.



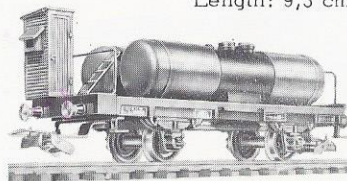
C MP 41

Twin-axle car with two long tanks «MP 41» type of the Italian State Railways - Colour: rust red tanks with black bands. Length: 11,5 cms. Weight: 75 grs.



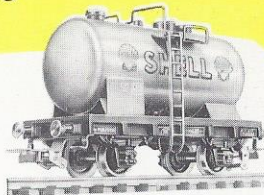
C MP/g

Twin-axle car with six small tanks and brakeman's hut «MP/g» type of the Italian State Railways - Colour: grey. Length: 12,5 cms. Weight: 180 grs.



C MP 41/g

Twin-axle car «MP 41/g» type of the Italian State Railways with brakeman's hut and two long tanks - Colour: rust red tanks with black bands. Length: 12,5 cms. Weight: 80 grs.



C Bs

Twin-axle «Shell» petrol tank car with yellow tank and «Shell» insignia. Length: 9,5 cms. Weight: 95 grs.



C Be

Twin-axle «Esso» petrol tank car with silver tank and «Esso» insignia. Length: 9,5 cms. Weight: 95 grs.



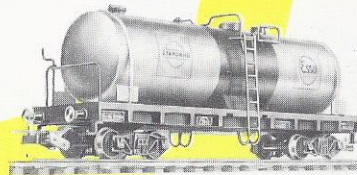
C MP

Twin-axle car with six small tanks «MP» type of the Italian State Railways - Colour: grey. Length: 11,5 cms. Weight: 75 grs.



C Bs2

«Shell» petrol tank car on sprung bogies - Yellow tank with black band and «Shell» insignia. Length: 15 cms. Weight: 134 grs.



C Bez

«Esso» petrol tank car on sprung bogies - Silver tank with black band and «Esso» insignia. Length: 15 cms. Weight: 145 grs.

american freight cars

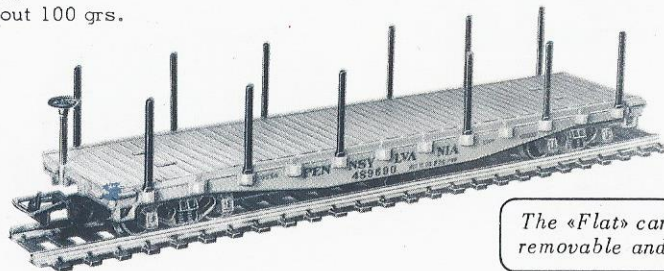
**C Box/1**

«Seaboard» box car, old wooden type with sliding doors, on Archbar sprung trucks.

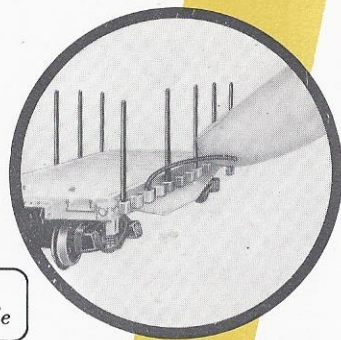
Length: 17,5 cms. Weight: about 100 grs.

C Flat/1

«Pennsylvania» flat car on Bettendorf trucks with removable stakes. Length: 17 cms. Weight: about 70 grs.



The «Flat» car stakes are removable and unbreakable

**C Flat/T**

«Illinois Central» pulp wood rack car on Bettendorf sprung trucks. Length: 17 cms. Weight: about 70 grs.

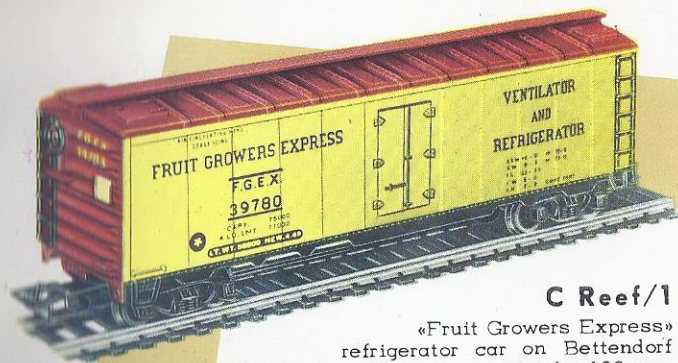
**C Box/2**

«Pacemaker» box car, new metal type with sliding doors, on Bettendorf sprung trucks: Length: 17,5 cms. Weight: about 100 grs.

C Flat/2

«Reading» flat car on Bettendorf sprung trucks with removable stakes. Length: 17 cms. Weight: about 70 grs.

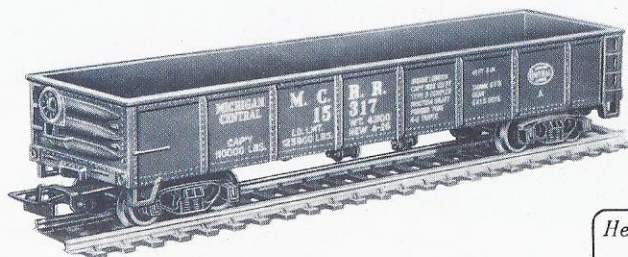
american freight cars

**C Reef/1**

«Fruit Growers Express»
refrigerator car on Bettendorf
sprung trucks. Length: 15,5 cms. Weight: 100 grs.

**C Gon/1**

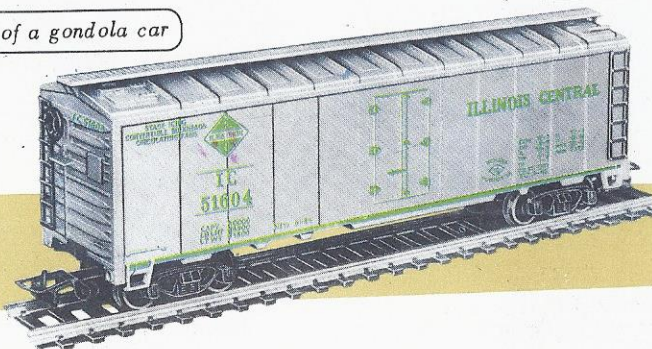
«Pennsylvania» freight gon-
dola on Bettendorf sprung trucks.
Length: 17 cms. Weight: 70 grs.

**C Gon/2**

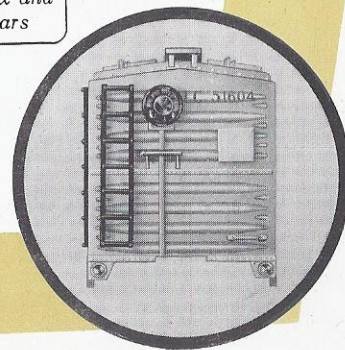
«Michigan Central» freight gondola on
Bettendorf sprung trucks.
Length: 17 cms. Weight: about 70 grs.

Head view of box and
refrigerator cars

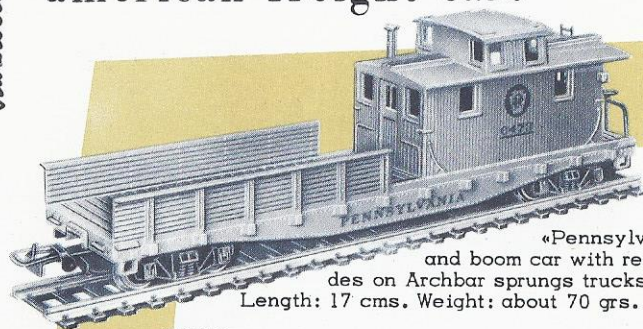
Front view of a gondola car

**C Reef/2**

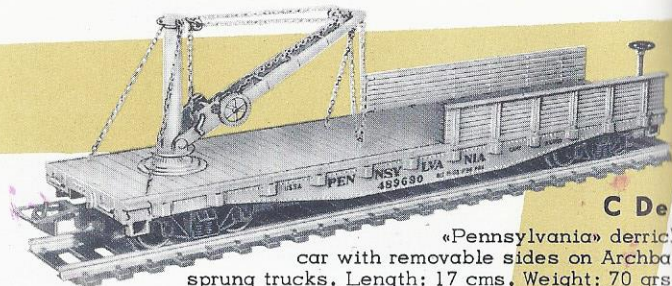
«Illinois Central» refrigerator car on
Bettendorf sprung trucks.
Length: 17,5 cms. Weight: 100 grs.



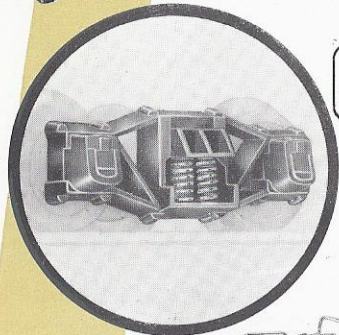
american freight cars

**C Boom**

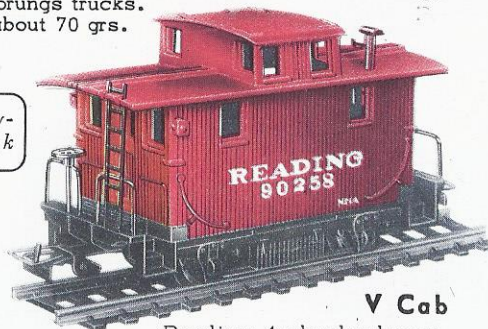
«Pennsylvania» work and boom car with removable sides on Archbar sprung trucks. Length: 17 cms. Weight: about 70 grs.

**C Der**

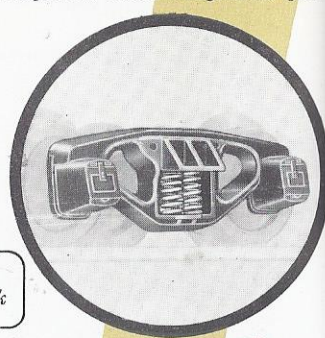
«Pennsylvania» derrick car with removable sides on Archbar sprung trucks. Length: 17 cms. Weight: 70 grs.



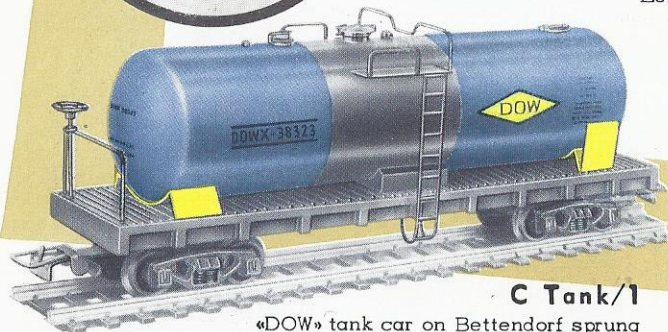
«Archbar» type sprung truck

**V Cab**

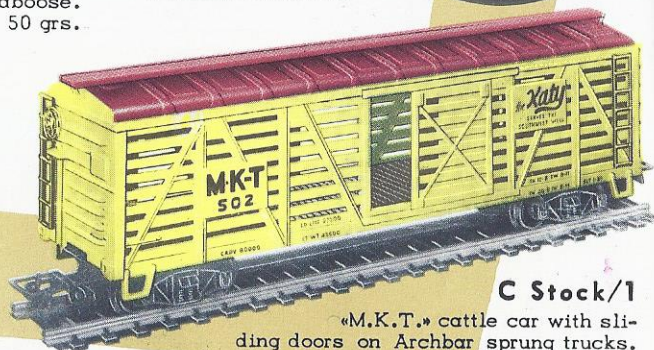
«Reading» 4 wheel caboose. Length: 8 cms. Weight: 50 grs.



«Bettendorf» type sprung truck

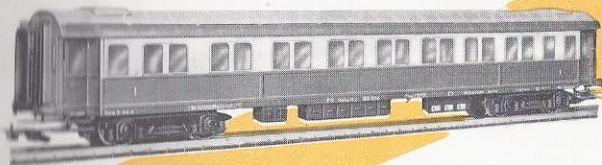
**C Tank/1**

«DOW» tank car on Bettendorf sprung trucks. Length: 17,5 cms. Weight: about 100 grs.

**C Stock/1**

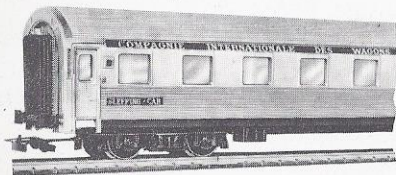
«M.K.T.» cattle car with sliding doors on Archbar sprung trucks. Length: 17,5 cms. Weight: about 100 grs.

passenger coaches and baggage cars



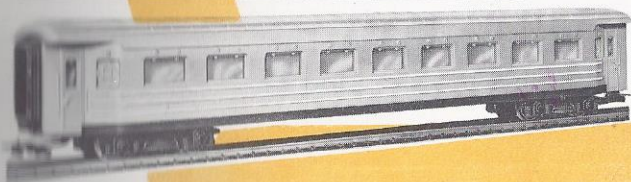
V AZ 37

1st class passenger coach «AZ 37» type of the Italian State Railways - Colour: brown and fawn.
Length: 25 cms. Weight: about 200 grs.



View of the «VLP» coach as it appears on the corridor side.

The new «V AZ 37», «V DUZ 46» and «V LP» cars are an authentic reproduction of the real-life prototypes. They are scaled from genuine railroad blueprints and are engineered with the sharpest realism, duplicating every possible particular down to the last rivet.



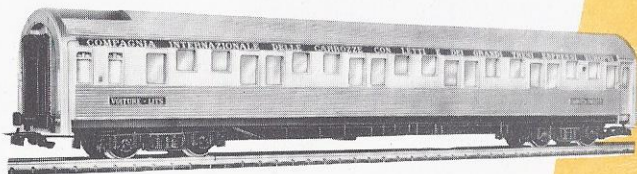
V ABZ/a

American type coach - Colour: orange with brown chassis.
Length: 30 cms. Weight: 295 grs.



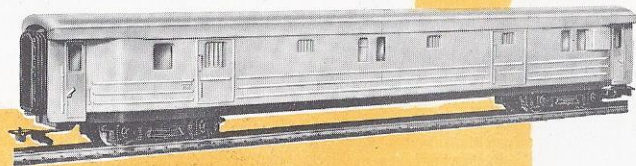
V DUZ 46

Baggage car «DUZ 46» type of the Italian State Railways.
Colour: brown and fawn.
Length: 25,5 cms. Weight: about 200 grs.



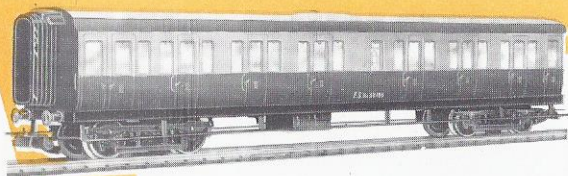
V LP

New «P» type stainless steel sleeping car of the «Compagnie Internationale des Wagons Lits» - Colour: aluminium with blue chassis and yellow lettering on blue background. Length: 27 cms. Weight: about 220 grs.

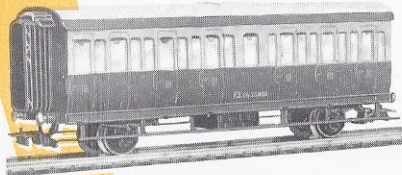


V DUZ/a

American type baggage van - Colour: orange with brown chassis.
Length: 30 cms. Weight: about 295 grs.

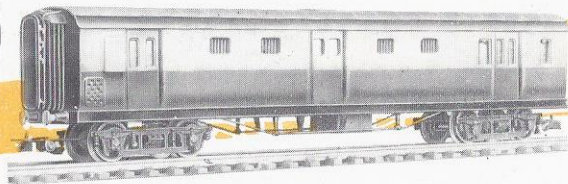
**V BZ**

2nd class passenger coach old «BZ» type of the Italian State Railways - Colour: brown and fawn.
Length: 23 cms. Weight: about 225 grs.

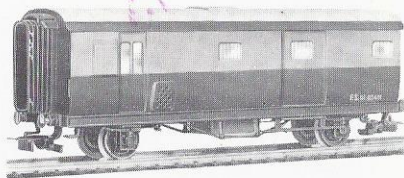
**V CiY**

Old 3rd class 4-wheel passenger coach type «CiY» of the Italian State Railways.
Colour: brown and fawn.
Length: 16 cms. Weight: about 120 grs.

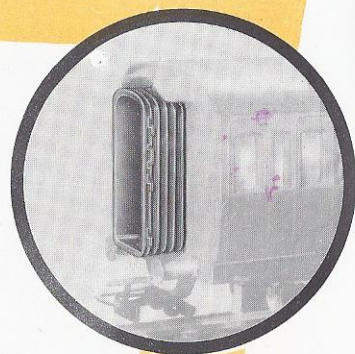
Detail of the journal box and leaf spring suspension on 4 wheel coaches.



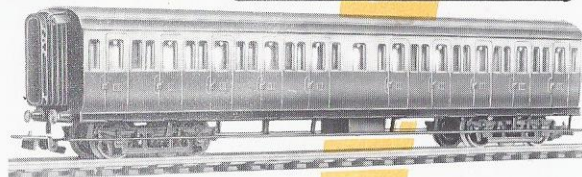
passenger coaches and baggage cars

**V Di**

4-wheel baggage car type «Di» of the Italian State Railways - Colour: brown and fawn.
Length: 16 cms. Weight: about 120 grs.



True to scale corridor connections are fitted on coaches illustrated on this page.

**V CZ**

3rd class passenger coach old «CZ» type of the Italian State Railways - Colour: brown and fawn.
Length: 23 cms. Weight: about 225 grs.

V DZ

Baggage car, «DZ» type of the Italian State Railways - Colour: brown and fawn.
Length: 23 cms. Weight: about 225 grs.

electrical equipment

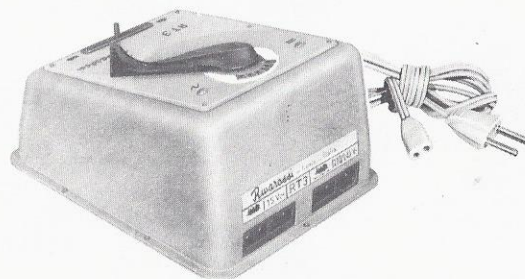
All the power packs illustrated on this page are supplied for the following mains voltages: 110-125 V, 150-160 V, 220-240 V. When ordering, always state voltage required.

**RT 3**

Double transformer/rectifier with two secondary windings for operation of all types of locomotives, with speed control and reversing lever. It has two thermic safety cutouts with warning lamps. Incorporates two 15 V. A.C. sockets for supplying current to electric points and signals (also if operated by contact rails). Very powerful, it can operate simultaneously three trains. Sturdy grey metal case with beautifully decorated panel. Weight: about 2650 grs.

RT 2

Transformer/rectifier suitable for all types of locomotives with speed control and reversing lever. Incorporates two sockets for supplying 15 V. A.C. for the electric points and signals (only if operated by means of Pb 1 and Pb 2 control boxes). It can operate simultaneously two trains. Sturdy grey metal case with beautifully decorated panel. Weight: about 2200 grs.

**RT 1**

Transformer/rectifier without neither speed control, nor reversing lever. It has no connections for operating electric points or signals. Suitable for operating trains and small locomotives illustrated on pages 4-5 and 15. Weight: about 250 grs.

**INV**

Reversing switch to be used with power pack RT 1 or with a pocket battery. Weight: about 25 grs.

**RT/V**

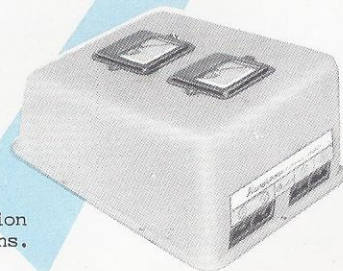
Transformer/rectifier of medium power with speed control and reversing lever. This controller has no connections for operating electric points or signals. Suitable for operating trains and small locomotives illustrated on pages 4 - 5 and 15. Weight: about 620 grs.

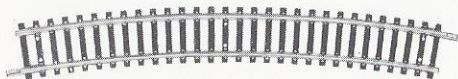
VA metro

Instrument panel with ammeter and voltmeter for current and voltage control in elegant metal case. Weight: about 1150 grs.

FP 2/A

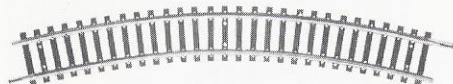
Twin core extension lead for connection to the mains supply. Length: 100 cms.





RC 120

Curved 120 cms. dia. track section. Supplied only in boxes of 18. 18 sections form a circle of 120 cms. dia.
Total weight: about 370 grs.

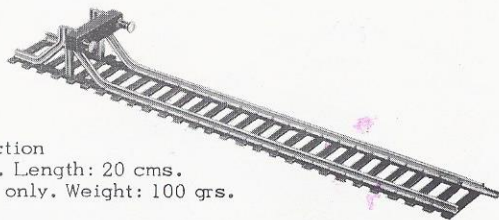


RC 80

Curved 80 cms. dia. track section. Supplied only in boxes of 12. 12 sections form a circle of 80 cms. dia.
Total weight: about 370 grs.

Our model track, most attractive and realistic, consists of a fibre base on which the rails are held in place by metal strips running all along the section and gripping the rail at each sleeper, thus forming one solid unit. 12 «RC 80» rail sections form a circle of 80 cms. dia. 18 «RC 120» sections form a circle of 120 cms. dia. Many different forms and radii of curves can be obtained with the combined use of large radius «RC 120» rail sections and small radius «RC 80» sections. (See page D). Any given combination can be obtained without the use of eighth, quarter or half track sections. The last mentioned have been put on sale so that layouts may be adapted to the space available.

track sections



RD/T 20

Straight track section with buffer stops. Length: 20 cms. Supplied in pairs only. Weight: 100 grs.



RD 20

Straight track section 20 cms. long supplied only in boxes of 12.
Total weight: about 245 grs.



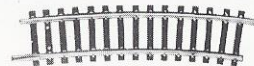
RD 10

Straight track section 10 cms. long supplied only in boxes of 12. Total weight: about 210 grs.



PCR

Current connecting plate to be inserted only between any two sections of the track as illustrated on the right.

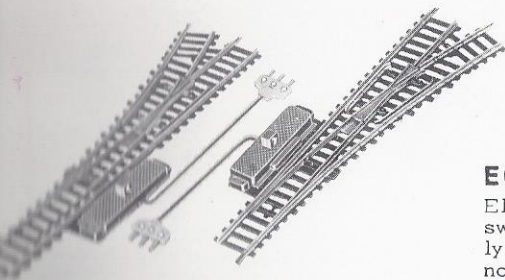


RC 120½

Half length large radius curved section supplied only in boxes of 18.
Total weight: about 210 grs.

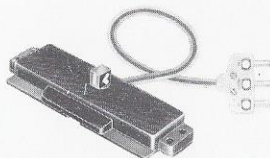


turnouts, crossing



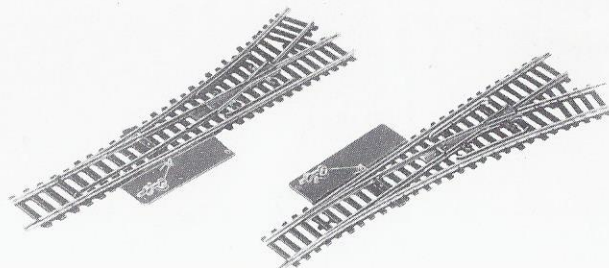
SD-SS 120

Pair of turnouts with remote electromagnetic control, 20 cms. long equivalent to a straight section «RD 20» joined to a curved section «RC 120». Supplied only in pairs (left and right hand).
Weight: about 170 grs.



ECS

Electromagnetic mechanism for switch points. It can be easily fitted to hand operated turnouts «MSD-MSS 120» transforming them into electric turnouts «SD-SS 120». Supplied only in pairs.
Total weight: about 50 grs.



MSD-MSS 120

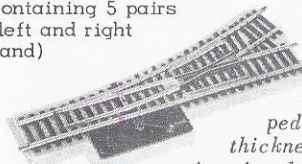
Pair of hand operated turnouts 20 cms. long equivalent to a straight section «RD 20» joined to a curved section «RC 120». Supplied only in pairs (left and right hand).
Weight: about 150 grs.

MA/RDC

Track bed for straight and curved sections.
Supplied only in rolls of 10 mts.

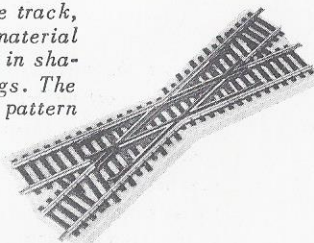
MA/SD-SS

Road bed for turnouts.
Supplied only in boxes containing 5 pairs (left and right hand)



MA/IS

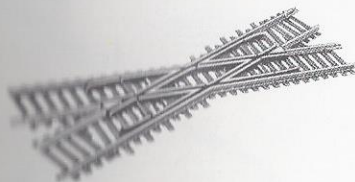
Road bed for crossings.
Supplied only in boxes of 10.

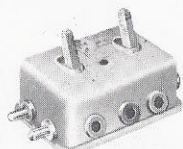


The bed to be laid under the track, is made of soft spongy plastic material and is supplied either in strips or in shaped sections for turnouts and crossings. The thickness is of about 6 mm. and the track pattern is printed on it. This bed can be glued to a level surface or can be cut and glued to the track sections. If one wishes, one can simply lay the track on it without making use of glue. A very realistic effect is obtained with even more silent operation of the trains.

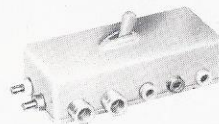
RI 6

80 angle crossing specially suitable for the diagonal crossing of parallel tracks in stations and marshalling yards. (See page 14). This crossing has been designed in such way that it can take the place of our turnouts. 8 shaped layouts can be formed as shown on pages I-L-M. Supplied only in boxes of two.
Total weight: about 150 grs.



**Pb 1**

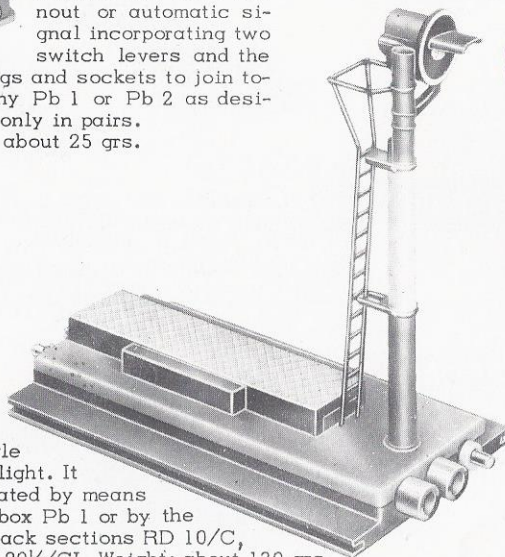
Control box for 1 turnout or automatic signal incorporating two switch levers and the necessary plugs and sockets to join together as many Pb 1 or Pb 2 as desired. Supplied only in pairs. Total weight: about 25 grs.

**Pb 2**

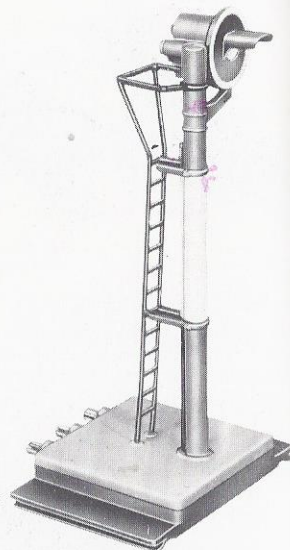
Control box for SB/2 signal with switch lever and necessary plugs and sockets for joining it to other Pb 1 and Pb 2. Weight: about 20 grs.

SB/1

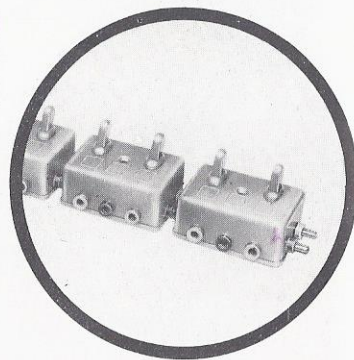
Signal (with built-in solenoids as used by the Italian State Railways, with single red/green variable light. It can be remotely operated by means of either the control box Pb 1 or by the train using contact track sections RD 10/C, RC 120½/CE or RC 120½/CI. Weight: about 130 grs.

**SB/2**

Signal as SB/1 but without solenoids to be manually controlled only with control box Pb 2. Weight: about 90 grs.



«Pb 1» and «Pb 2» can be connected together as shown in this picture.



One of the most fascinating attractions in model trains is the automatic operation of signals, particularly when a train starts moving or stops controlled only by the movement of another train. These operations become even more intriguing when the signal light changes from green to red or vice-versa without any manual control but simply operated by a train. There is no need to be an expert technician to install an automatic system. Anyone can make use of it with the aid of a few devices amply described in our signal instruction book «MS».

for block system



PC5

Contact plate to fit on one rail anywhere on the track. Supplied only in boxes of 6 with connecting lead assorted red or green.

PC5/G

As above but with yellow lead and small plug.



PD

Distribution box to be used for wiring turnouts, signals and illumination. Supplied only in pairs.

To facilitate the wiring of all electric devices illustrated in these pages, the cables are of different colours and have different size plugs and sockets. FP 1 leads have small plugs and sockets for A.C. connections such as turnouts signals or illumination. They are supplied in the following colours: red, green, yellow, brown. FP 1/GR and FP 1/GV have bigger size plugs and sockets and are used for D.C. connections only. In the Signal book MS all diagrams have connecting cables in these colours in order to facilitate the wiring of circuits.



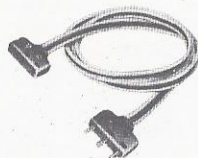
Single core extension lead with big plug and socket. Supplied only in pairs. Length: 100 cms.

FP 1/GV Green
FP 1/GR Red



Single core extension lead with small plug and socket. Length: 100 cms. Supplied only in pairs.

FP 1/V Green
FP 1/R Red
FP 1/G Yellow
FP 1/B Brown

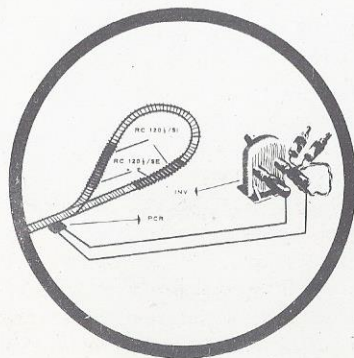


FP 3/A

3-core extension lead Red-Brown-Green with 3 point plug and socket. Supplied only in pairs. Length: 100 cms.

DIP

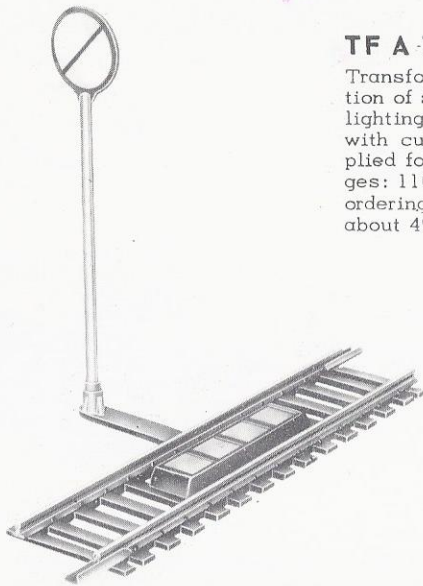
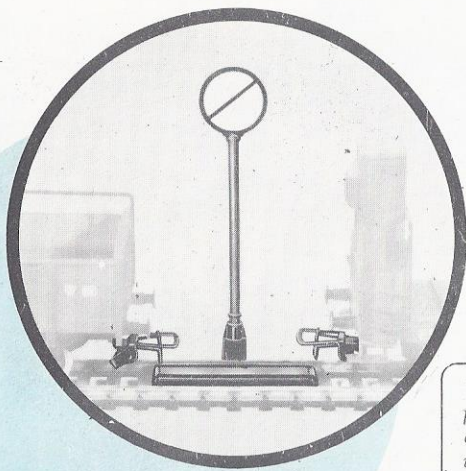
Any track layout that reverses the direction of your train need insulation and special wiring which is obtained with this device including: Switch «INV» - 1 current connecting plate «PCR» - 4 circuit breaking sections of which - 2 «RC 120½/SI» and 2 «RC 120½/SE». The signal book «MS» gives many examples of the use of this interesting device.



automatic uncoupler

RD-SG/10

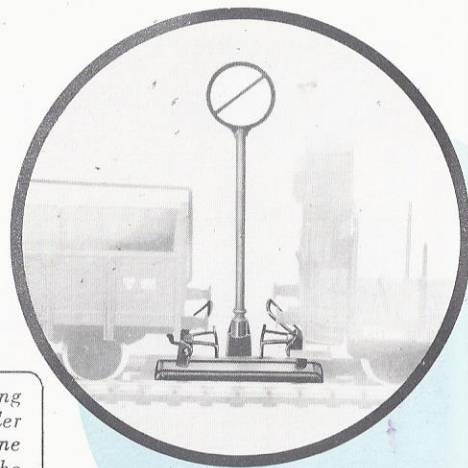
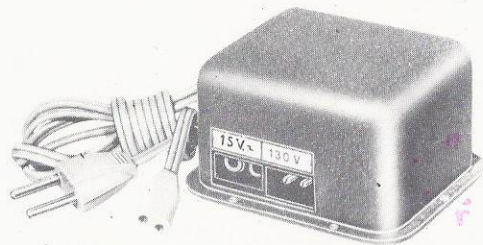
Special track section of the same length as the «RD 10» (10 cms.) for automatic uncoupling and supplied only in boxes of 2 weighing 50 grs. By simply inserting a section of this special track in any part of the circuit, uncoupling can be obtained. It is to be noted that the great advantage of this system lies in the fact that neither wires nor connections are needed.



The magnetic action of the uncoupler lifts the moving part of the coupler freeing it from the other coupler only when the train is standing and the couplers one wishes to uncouple are over the magnets. When the train is moving, the pull or push action does not permit the uncoupler's operation.

TF A-1

Transformer for operation of signals, turnouts and lighting installations on layouts with current output 15 V: A.C. Supplied for the following A.C. mains voltages: 110-125 V. 150-160 V. 220-240 V. When ordering always state voltage required. Weight about 490 grs.

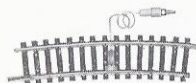


and parts for block system



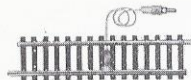
MS Instruction book for the use of signals in conjunction with block systems and other electric circuits.

The track sections RD 10/S, RC 120½/SI and RC 120½/SE are used when circuit breaking is required. The electric break is obtained by means of a plastic rail joint. If a double break is wanted, it is sufficient to use two RD 10/S sections with the insulating joints facing each other. If the double break has to be made on a curve, sections RC 120½/SI and RC 120½/SE coupled together must be used, with the insulating joints facing each other.



RC 120/CI

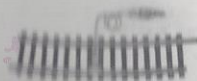
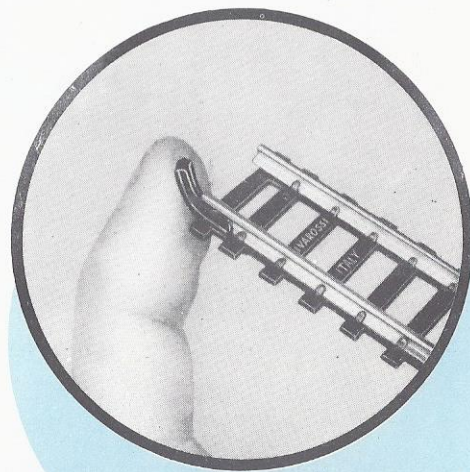
Large radius half length track section with contact tongue on the inner rail for automatic operation of signals and turnouts. Supplied only in boxes of 6. Total weight: 85 grs.



RD 10/C

Straight track section 10 cms. long, with contact tongue for automatic operation of signals and turnouts. Supplied only in boxes of 6. Total weight: 85 grs.

Close view of the nylon rail joiners as used on «RD 10/S», «RC 120½/SE» and «RC 120½/SI» circuit breaking sections.



RC 120½/CE

Large radius half length track section with contact tongue on the outer rail for automatic operation of signals and turnouts. Supplied only in boxes of 6. Total weight: 85 grs.



RD 10/S

Straight track section 10 cms. long, with one insulated rail joint for circuit breaking. Supplied only in boxes of 12. Total weight: 120 gr.



RC 120½/SI

Large radius half length curved track section for circuit breaking, with insulated joint on the inner rail. Supplied only in boxes of 18. Total weight: 180 gr.



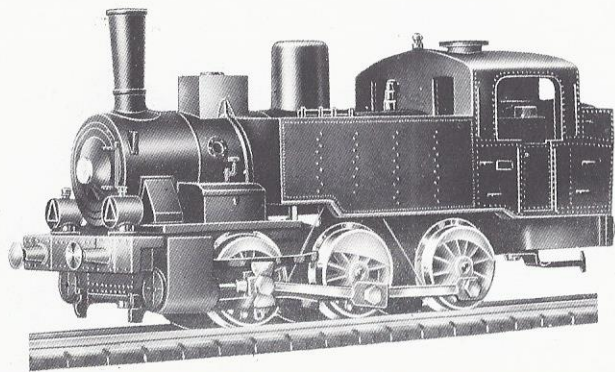
RC 120½/SE

Large radius half length curved track section for circuit breaking, with insulated joint on the outer rail. Supplied only in boxes of 18. Total weight: 180 gr.

costruction kits

In order to facilitate modellers with little experience, all the kits, except «SM 442» are put on sale in a simplified version i.e. without the complete valve mechanism, lights handrails, etc. Should modellers wish to complete the locos with all details, as in already assembled locos, they can purchase the complementary box which is available for each kit. The locomotive «B&O» as included in the «L B&O A 2/R» set (see page 5) can be completed by using the parts contained in the additional parts box «DL 1». In this way this loco will have all the details as the locomotive «L B&O/R» illustrated on page 15.

For painting or spraying purposes use our VR enamels supplied in 17 different colours and described on the spare parts catalogue for modellers.



Locomotive assembled from construction kit «SM 835». Further details can be added by using the parts contained in box «DL 2».

SM B&O - 0-4-0 shunting locomotive of the «Baltimore and Ohio Railroad»

DL 1 - Additional parts box for above loco kit

SM 835 - 0-6-0 shunting locomotive of the «Italian State Railways»

DL 2 - Additional parts box for above loco kit

SM FM - «Fairbanks Morse», diesel electric locomotive with body sprayed in the Western Pacific grey and orange colours

DL 3 - Additional parts box for above loco kit

SM SP - «Southern Pacific» 4-4-2 Atlantic type steam loco with tender

DL 4 - Additional parts box for above loco kit

SM 442 - «Milwaukee Road» streamlined 4-4-2 Atlantic locomotive with tender

SM R - Box containing nickel plated solid rails, fibre strips with sleepers, rail joiners and tacks for assembling about 7 metres. (23 ft app.) of straight or curved 2-rail track of any wanted radius (This kit is to be used for permanent layouts only).

In order to obtain curves of any given radius, cut the fibre base on the outside of the curve between each sleeper. It will then be possible to shape the curve as desired, fixing the fibre base on a board with small flat head tacks. Then fix the rail to the base with the special L shaped tacks supplied in the kit.

overhead line and catenary

Quantities for package are shown in brackets.

overhead wire

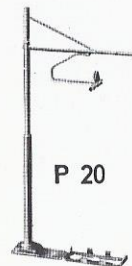
- AD 20 Straight wire 20 cms. long (12 pieces)
 AD 10 Straight wire 10 cms. long (12 pieces)
 AC 80 Curved wire 80 cms. diameter (12 pieces)
 AC 120 Curved wire 120 cms. diameter (18 pieces)
 AC 120½ Curved wire half length (18 pieces)
 AS 120 Overhead line for turnout (12 pieces)
 A I Overhead line for crossing (12 pieces)
 CS Joiner for overhead line (12 pieces)

catenary

- CD 40 Straight 40 cms. long (12 pieces)
 CD 20 Straight 20 cms. long (12 pieces)
 CD 10 Straight 10 cms. long (12 pieces)
 CC 80 Curved 80 cms. diameter (12 pieces)
 CC 120 Curved 120 cms. diameter (18 pieces)
 CC 120½ Curved half length (18 pieces)
 CI Catenary for crossing (12 pieces)
 CS/S-D Right and left hand catenary for turnouts
 (6 couples)

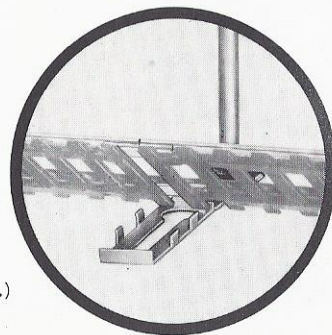


IPC Insulator for joining catenary wire (100 pcs.)



P 20 Overhead wire mast for «model» track (12 pcs.)

PA 20 As above but with current intake lead (supplied in boxes of 11 P 20 and 1 PA 20)



The mast «P 20» must be inserted where one track section joins another. (See illustration): Where the current connecting plate «PCR» is fitted, no mast will be placed and the overhead wire will be connected with a joiner «CS». If one does not wish to leave out a mast it will be necessary to put in place of one track section, two half sections, with the «PCR» plate half way between two masts.

yellow line

ACCESSORIES FOR «HO» MODEL RAILWAYS



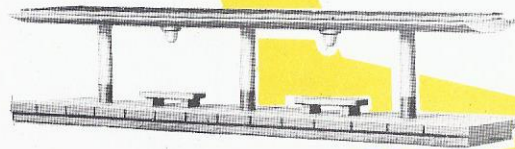
S 01 - Station «ALZATE»
15x11x7,5 cms. Weight: 200 grs.



S 02 - Station «BELLARIA»
15x11x11 cms. Weight: 250 grs.



S 021 - Station «FORMIA»
41x17,5x12 cms. Weight: 1050 grs.



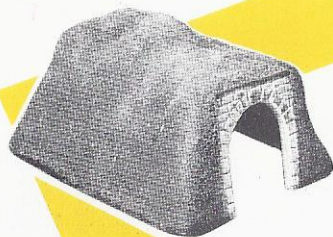
S 024 - Platform
29x5,5x7 cms. Weight: 250 grs.



S 037 - Station «GRANDATE»
30x3,5x10 cms. Weight: 560 grs

The buildings and accessories illustrated on the following pages are mainly made from plastics and great attention has been paid to details. As a result, a really life-like impression is given.

accessories



S 041 - Tunnel
25,5x22x15 cms. Weight: 500 grs



S 026 - Mountain with a curved tunnel
77x63x25 cms. Weight: 2450 grs.



S 04 - Station «DORIANO»
15x11x11 cms. Weight: 250 grs.

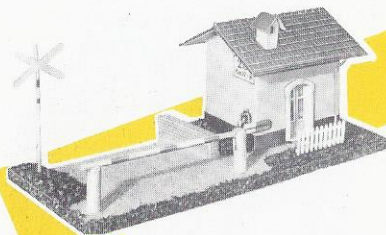


S 020 - Station «EMPOLI»
28x17,5x12 cms. Weight: 820 grs.

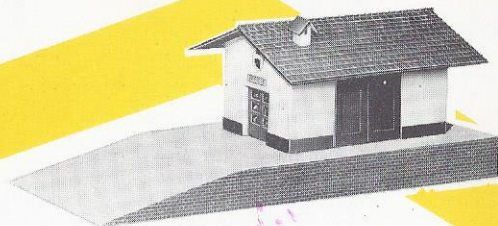


S 03 - Station «Cecina»
26x11x11 cms. Weight: 380 grs.

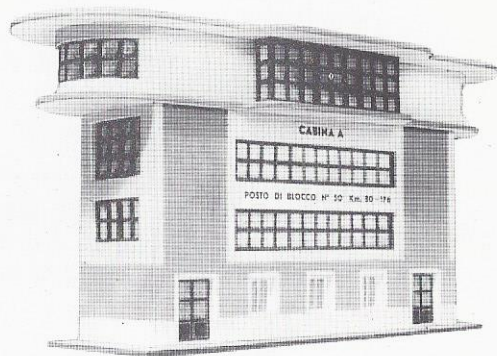
accessories



S 09 - level crossing with
tool shed and barrier.
15x7x7 cms. Weight: 145 grs.



S 06 - Small goods depot
23,5x9,5x8 cms. Weight: 350 grs.



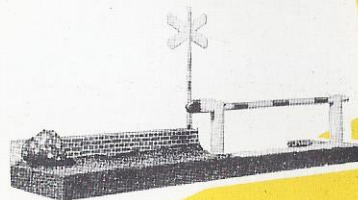
S 022 Large signal cabin
30x11x15 cms. Weight: 500 grs.



S 05 - Small signal cabin
12x7,5x11 cms. Weight: 180 grs.



S 023 - Large goods depot
35x11x8 cms. Weight: 620 grs.

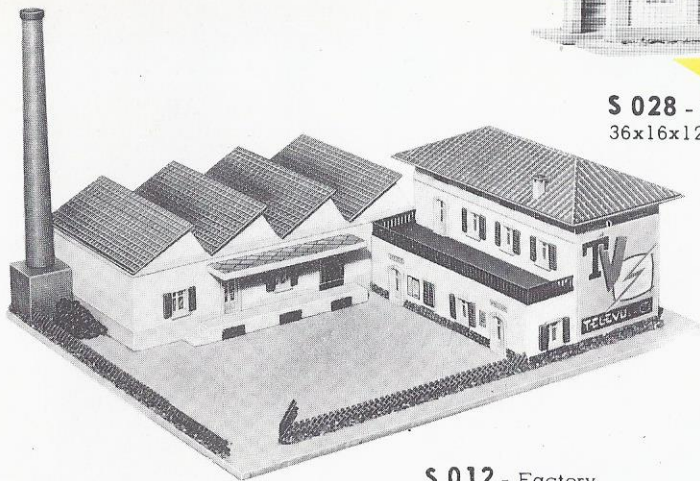


S 08 - level crossing (to be
used with a similar piece or
with S 09)
15x3x7 cms. Weight: 60 grs.

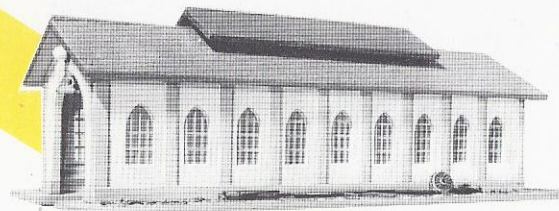
accessories



S 042 - Water tank
25x5x22x15 cms. Weight: 350 grs.



S 012 - Factory
38x32 cms. Weight: 1500 grs.



S 028 - Loco shed (with overhead wire)
36x16x12 cms. Weight: 650 grs.



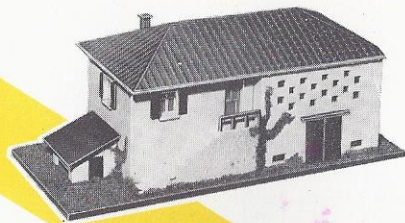
S 011 - Railway foot-bridge
20x12x11 cms. Weight: 350 grs.

Stations and buildings illustrated on these pages are real models in «H0» scale, expressly made to complete your layout. They are not ordinary toys but models manufactured with great accuracy on an industrial scale.

accessories



S 033 - Saw-mill with water-wheel
24,5x12,5x9 cms. Weight: 530 grs.



S 040 - Farm
24x10,5x10 cms. Weight: 500 grs.



S 034 - Church
22x15x15 cms. Weight: 500 grs.



S 039 - Cottage
23,5x16x7,5 cms. Weight: 400 grs.

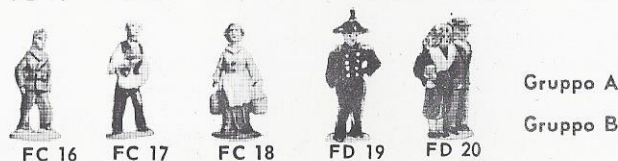
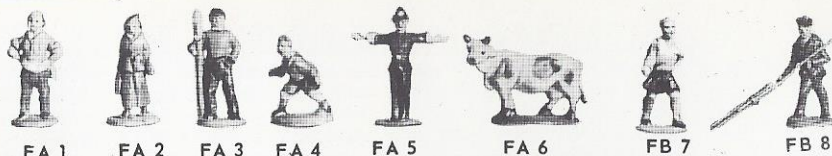


S 032 - Inn
10,5x12,5x8,5 cms. Weight: 225 grs.



S 038 - Stable
21x16x8 cms. Weight: 500 grs.

accessories

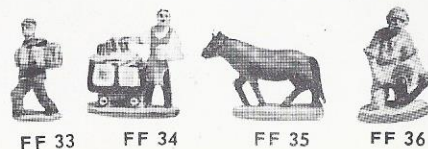
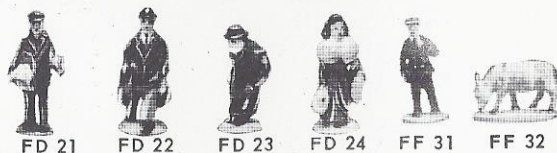


Gruppo A

Gruppo B

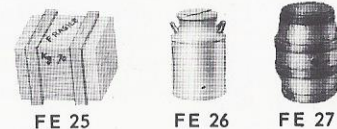
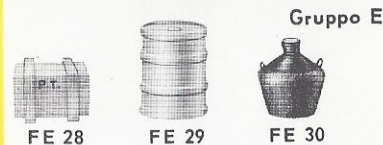
Gruppo C

Gruppo D

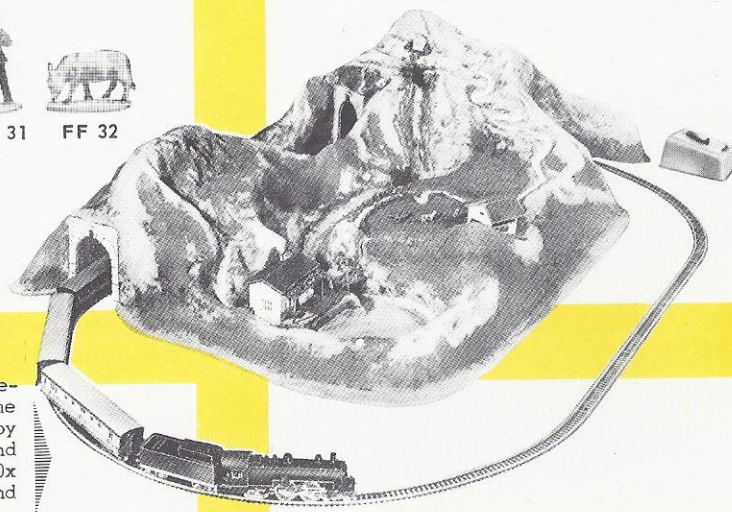


Gruppo F

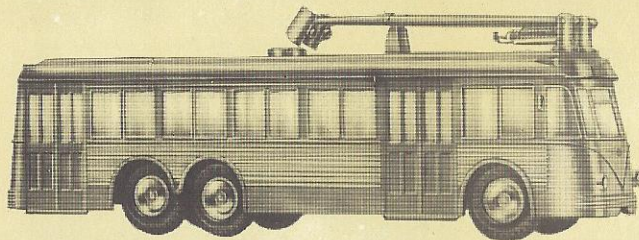
These model figures are supplied either in cellophane wrappers with a total weight of 6 grs. each containing 6 identical figures, or in boxes containing one group of 6 different figures as illustrated on this page, each box weighing 45 gr.



S 036 RELIEF MODEL - Ideally suited for shop window demonstration and as a background for a railway circuit. The smallest circuit that can be used with the layout is formed by an oval of 80x140 cms. formed by 6 straight rails RD 20 and 12 curved rails RC 80. The total space needed is about 100x160 cms. (40"x64"). Weight: about 7500 grs. The train set and transformer are not included.



minobus



Minobus

A 6 wheel trolleybus, an exact H0 scale replica of the T 110 A.F. Alfa Romeo prototype - Powered by 4-12 V. A.C. motor driving the central axle through worm wheel transmission, can easily climb steep gradients and has a very wide range of speeds - Steering is automatically controlled by the overhead wires through the trolley arms - Very accurate details - Internal illumination - Supplied in the following colours: Light blue, red and green with silver roof, yellow with brown roof.

Length: 15 cms. Weight: about 260 grs.

Nothing is more thrilling than seeing a small trolleybus run along its intricate course on a layout only steered automatically by the very sensitive trolley arms. If the line is properly laid, the Minobus will run along its course with great precision passing every time exactly on the same path; this will permit the placing along the road of some stationary cars and figures without any danger of collisions. A railway layout cannot be really complete without this most attractive action model which is particularly suitable for permanent installations.

I MINOBUS

Complete set including: 1 trolleybus 'Minobus' - 5 masts PM - 1 mast with current intake leads PMA - 4 pairs of curved wires ACM½ - 2 pairs of straight wires ADM. Weight: about 1550 grs.

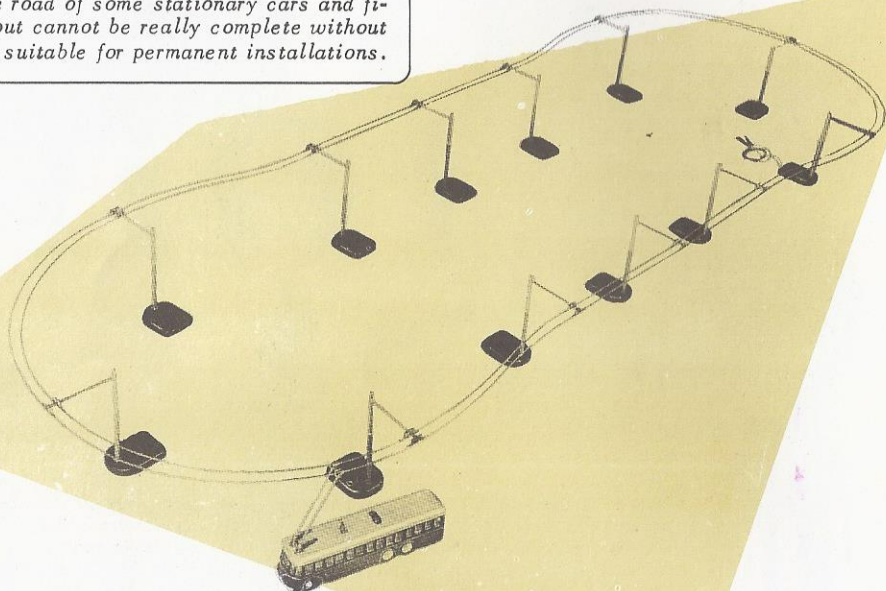
The masts and wires in this set form an oval circuit, which can be further developed by using the parts listed on page 41.

I MINOBUS Lusso

Complete set including: 1 trolleybus 'Minobus' - 11 masts PM - 1 post with current intake leads PMA - 4 pairs of S shaped wires ACM.

Weight: about 2800 grs.

The masts and wires in this set can form the circuit illustrated in this page, which can be further developed by using the parts listed on page 41.



separate items for minobus sets

Parts for overhead line to be used in conjunction with «Minobus»:

ACM

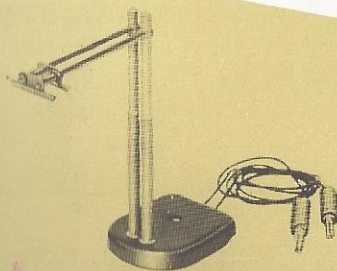
Overhead S shaped wire (in pairs)

ACM½

Curved overhead wire (in pairs)

ADM

Straight overhead wire (in pairs)



PMA

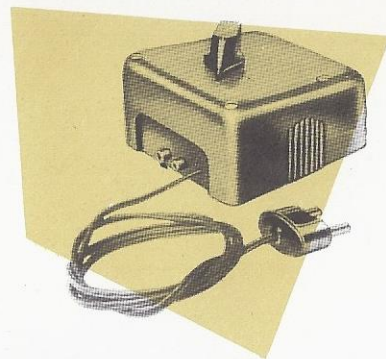
As the PM but only with current intake leads. Supplied only in boxes of 5 PM and 1 PMA.

Total weight: about 1080 grs.



PM

Mast with fittings necessary for carrying twin overhead wires. Supplied only in boxes of 6. Total weight: about 1050 grs.



RT/G

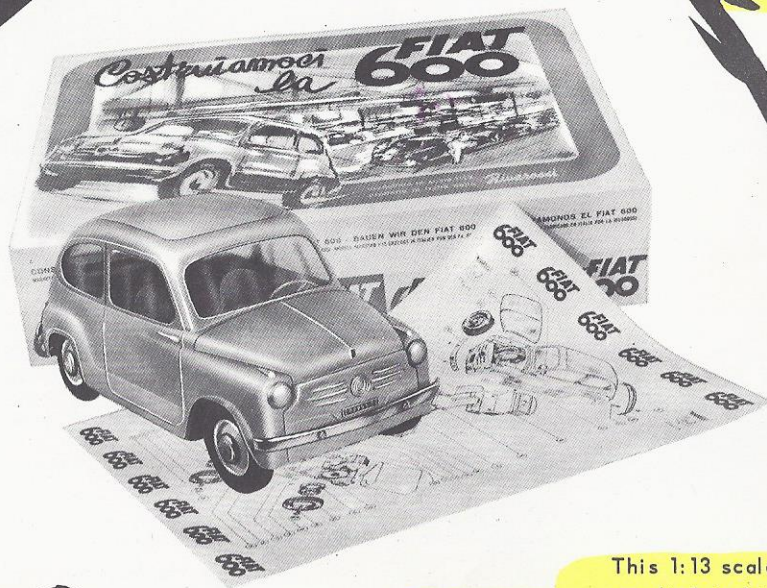
Transformer incorporating speed control knob. Output 4-12 V. A.C. Supplied for the following mains voltages: 110-125 V. 150-160 V. 220-240 V. When ordering, always state mains voltage required.

Weight: about 570 grs.

To operate the Minobus use transformer RT/G. It can be also operated by using the power packs illustrated on page 25 as its motor will work on D.C. as well as on A.C.

The Minobus can easily negotiate very intricate courses with sharp bends and steep gradients. Thanks to its patented steering system and to the worm wheel transmission it can steer an 18 cms. radius curve and climb 1 in 8 gradients and even more. A Minobus on your layout is indispensable!

FIAT 600



SM FIAT 600

Construction kit
of the popular Fiat 600
car supplied in
the following colours:
light blue - green - grey

This 1:13 scale model is
supplied in kit form and
can be assembled with the use of just a screwdriver. A 4,5
volt battery, to be inserted in the car itself, supplies the
power to the small electric motor.

Rivarossi

Rivarossi S. p. A.

VIA CONCILIAZIONE 74 - COMO (ITALY)

Composed with Varityper, printed with Multilith by **Rivarossi**

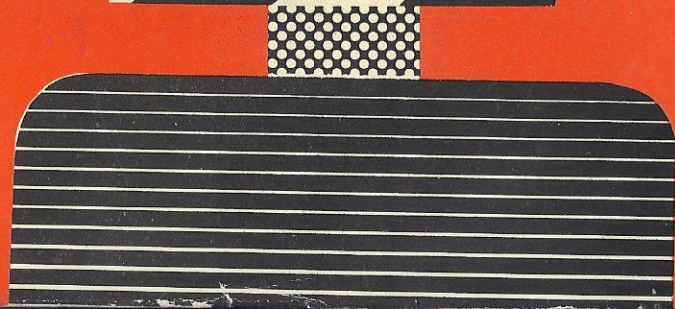
Via Conciliazione, 74 - Como (Italy)

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italiana abbondantemente
illustrata. Parait chaque 2
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dalla
costa