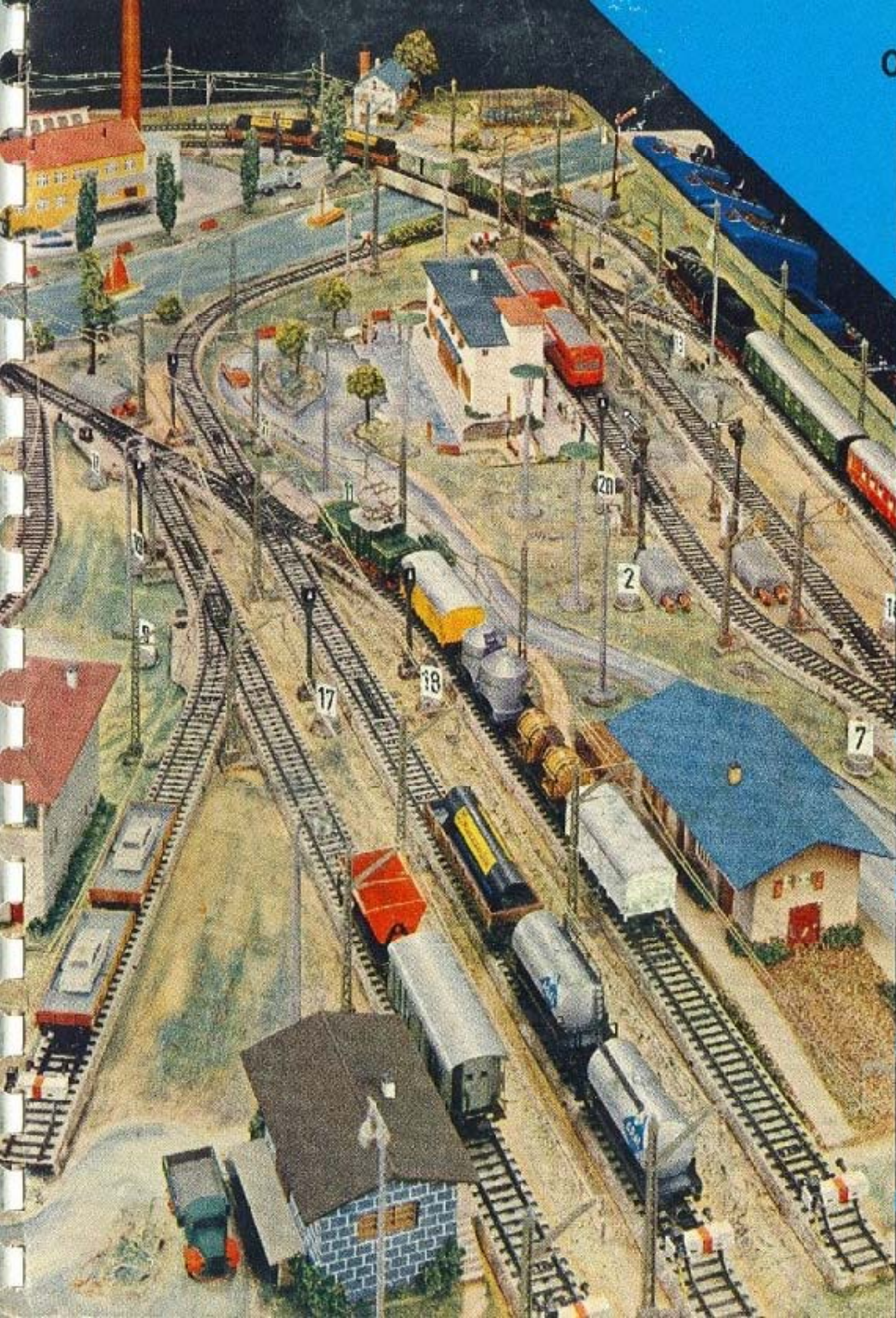


0331

MÄRKLIN

H0

Gauge H0 Track Layouts



Conversion Table

from Millimetres or Centimetres into Inches or Feet.

The scales shown on the side, which are continued over the next three pages, will give you the equivalents in inches for any dimensions shown in Millimetres in this book.

The table given below is intended for larger sizes such as occur, say, in complete plants.

cm inches ft inches

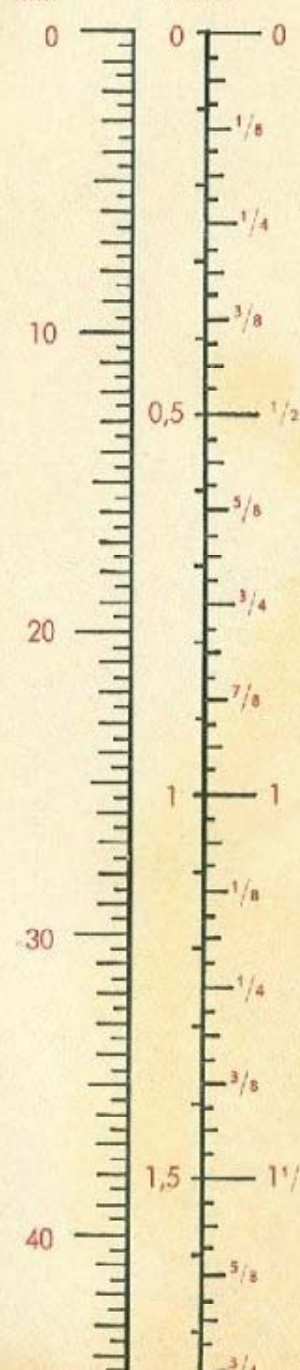
75	= 29,53	= 2	5 ¹ / ₂
80	= 31,49	= 2	7 ¹ / ₂
85	= 33,46	= 2	9 ¹ / ₁₆
90	= 35,43	= 2	11 ⁷ / ₁₆
95	= 37,40	= 3	1 ³ / ₄
100	= 39,37	= 3	3 ³ / ₈
105	= 41,34	= 3	5 ⁵ / ₁₆
110	= 43,31	= 3	7 ⁵ / ₁₆
115	= 45,28	= 3	9 ¹ / ₄
120	= 47,24	= 3	11 ¹ / ₄
125	= 49,21	= 4	1 ¹ / ₁₆
130	= 51,18	= 4	3 ¹ / ₁₆
135	= 53,15	= 4	5 ¹ / ₈
140	= 55,12	= 4	7 ¹ / ₈
145	= 57,09	= 4	9 ¹ / ₁₆
150	= 59,06	= 4	11 ¹ / ₁₆
155	= 61,02	= 5	1
160	= 62,99	= 5	3
165	= 64,96	= 5	4 ⁵ / ₁₆
170	= 66,93	= 5	6 ⁵ / ₁₆
175	= 68,90	= 5	8 ⁷ / ₁₆
180	= 70,87	= 5	10 ⁷ / ₁₆
185	= 72,83	= 6	1 ³ / ₁₆

cm inches ft inches

190	= 74,80	= 6	2 ¹⁵ / ₁₆
195	= 76,77	= 6	4 ¹ / ₄
200	= 78,74	= 6	6 ¹ / ₄
205	= 80,71	= 6	8 ¹¹ / ₁₆
210	= 82,68	= 6	10 ¹¹ / ₁₆
215	= 84,65	= 7	5 ¹ / ₈
220	= 86,61	= 7	2 ⁵ / ₈
225	= 88,58	= 7	4 ⁵ / ₁₆
230	= 90,55	= 7	6 ⁵ / ₁₆
235	= 92,52	= 7	8 ⁷ / ₁₆
240	= 94,49	= 7	10 ⁷ / ₁₆
245	= 96,46	= 8	7 ¹ / ₁₆
250	= 98,43	= 8	2 ¹ / ₁₆
255	= 100,39	= 8	4 ³ / ₈
260	= 102,36	= 8	6 ³ / ₈
265	= 104,33	= 8	8 ⁵ / ₁₆
270	= 106,30	= 8	10 ⁵ / ₁₆
275	= 108,27	= 9	1 ¹ / ₄
280	= 110,24	= 9	2 ¹ / ₄
285	= 112,20	= 9	4 ³ / ₁₆
290	= 114,17	= 9	6 ³ / ₁₆
295	= 116,14	= 9	8 ¹ / ₈
300	= 118,11	= 9	10 ¹ / ₈

mm

Inches



50

2

2

60

2,5

2 1/2

70

3

3

80

3,5

3 1/2

90

4

4

100

4

4

110

4,5

4 1/2

120

5

5

130

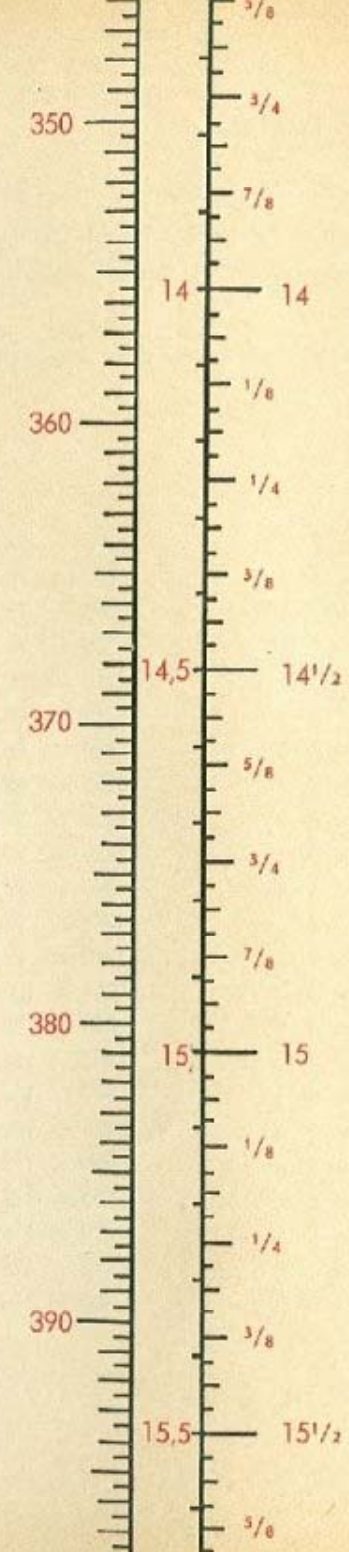
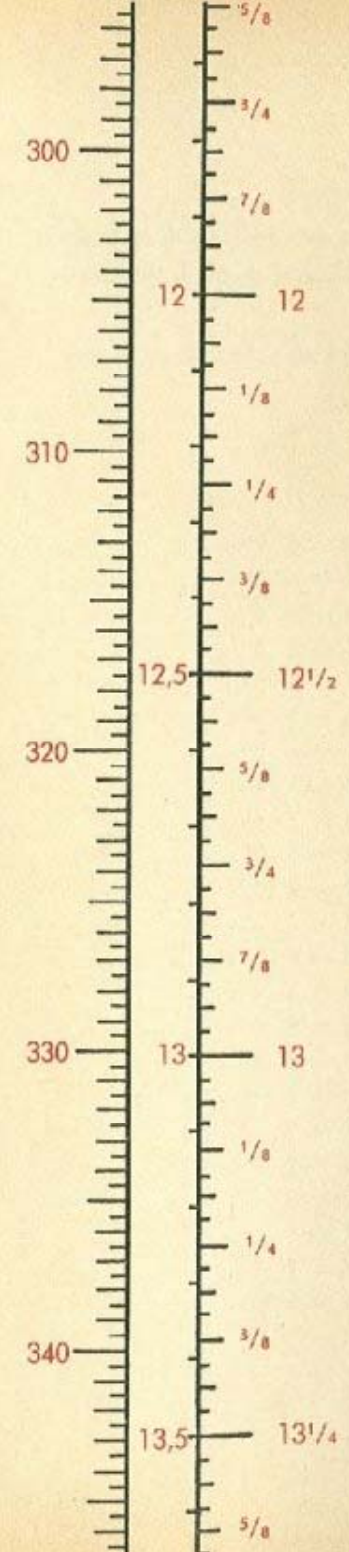
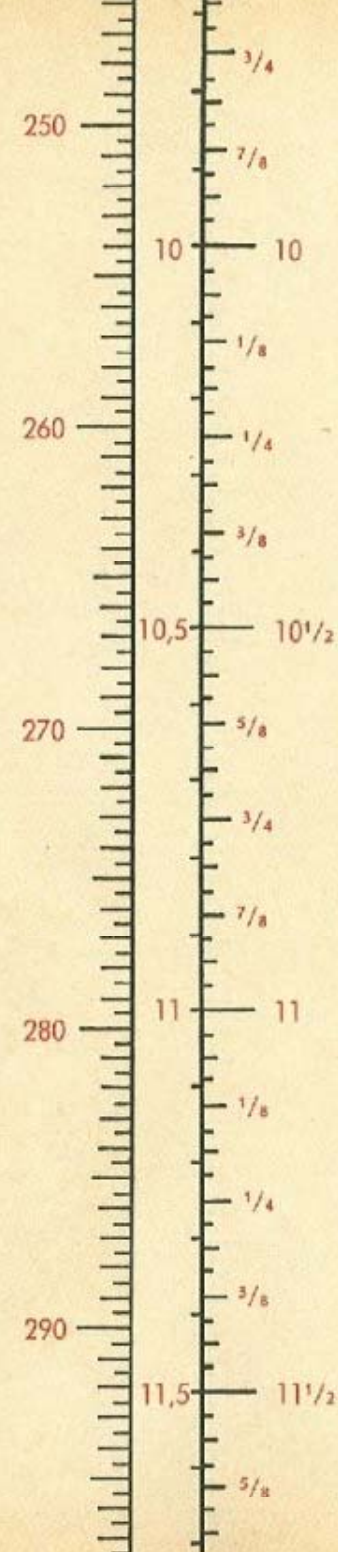
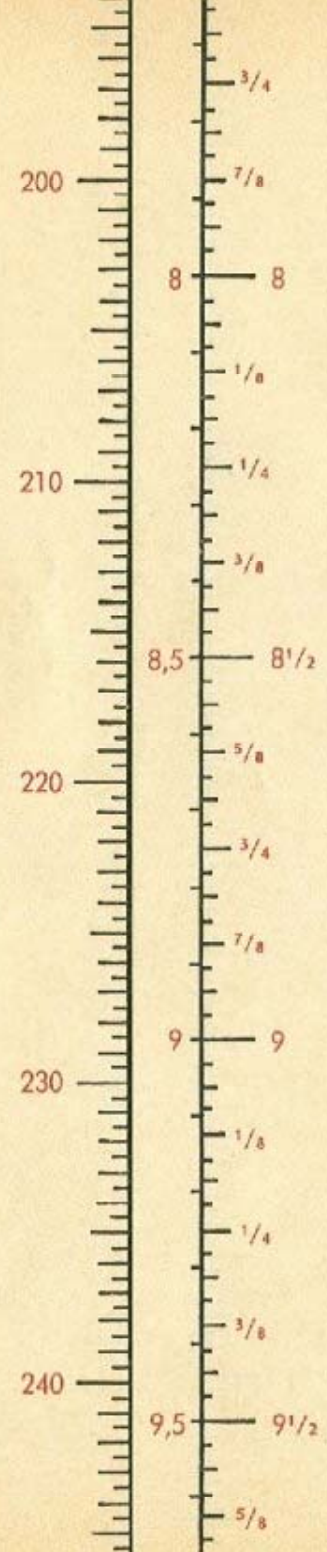
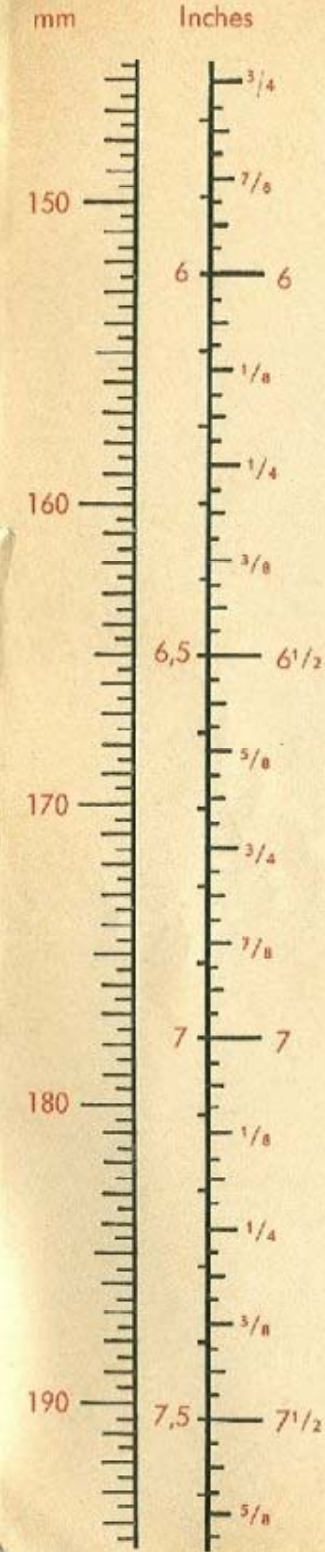
5,5

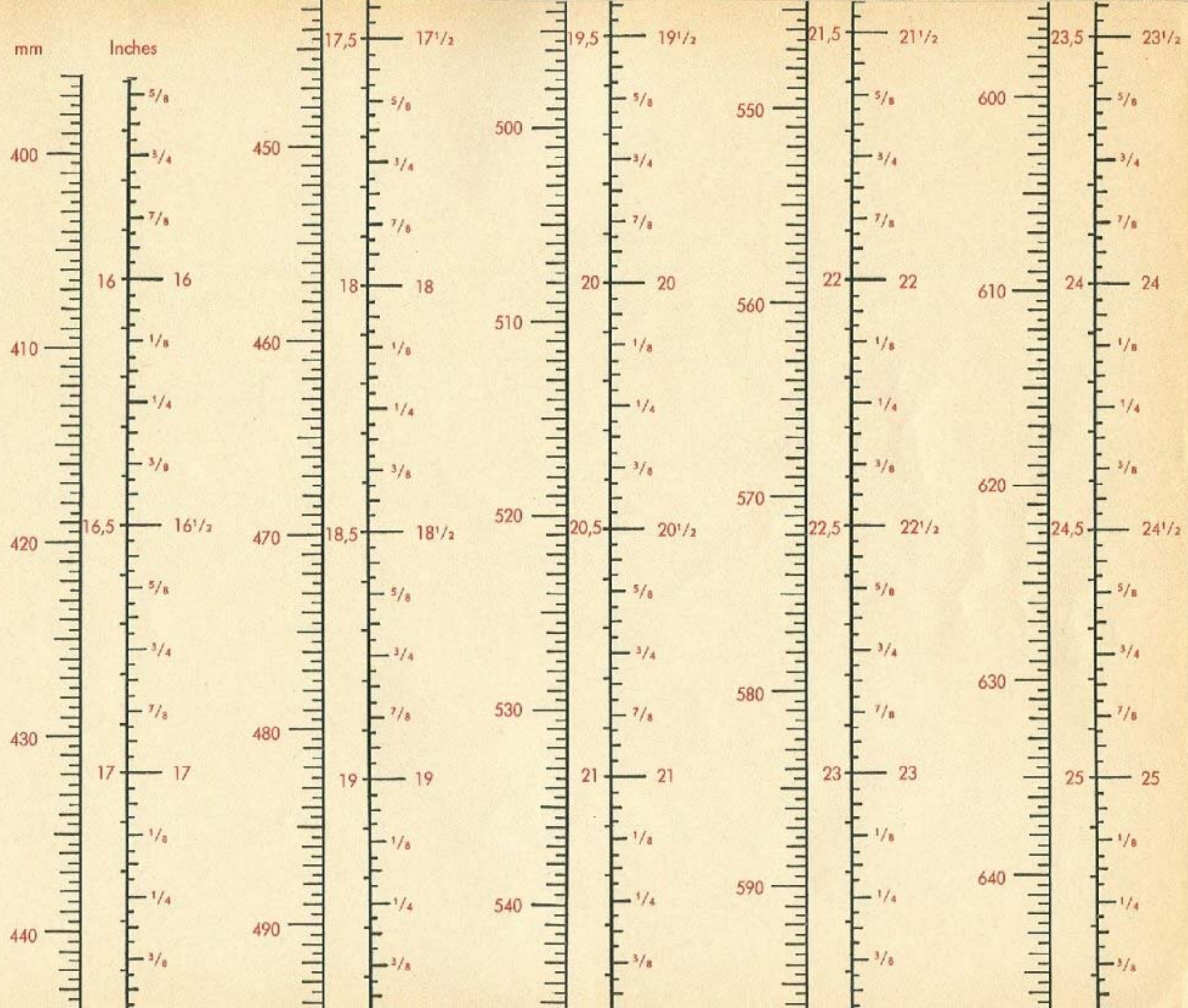
5 1/2

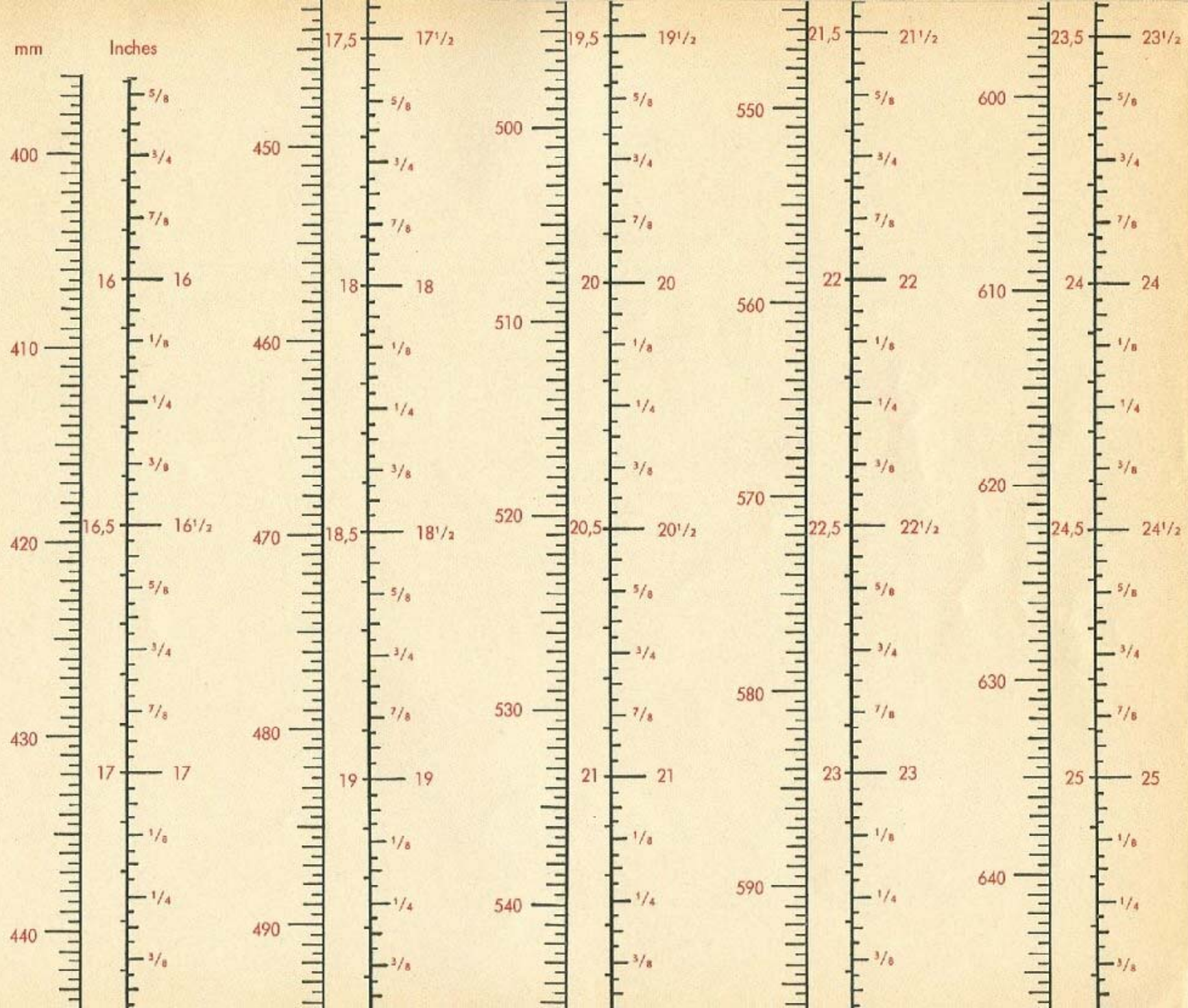
140

6

6







TO ALL MÄRKLIN RAILWAY ENTHUSIASTS.

The MÄRKLIN Book of Railway Plans will give you a very good idea of the way you can use all the things we make. Our Plans have all been thoroughly worked out and are complete to the smallest detail, so that anyone will be able to follow them. The Plans generally have been simplified a great deal by marking the cables and plug connections in different colours, while our Lists will show you all the things you need to build up the railway you plan to have.

Overhead wiring plans for the railways in this book are given in our **book No. 0329** — "Overhead Wire Systems for MÄRKLIN HO Gauge Railways", these plans being printed in colours on transparent pages so as exactly to fit the Railway Plans.

A railwayman who has a special plan in mind for his own railway can build up an exact copy of the track layout at any station on a real railway in every detail from our big selection of points and double-slip points.

We hope that this Book of Railway Plans of ours will be a trusty guide and adviser to all MÄRKLIN Railway enthusiasts.

GEBR. MÄRKLIN & CIE. ^{GM}_{BH} · GÖPPINGEN / WÜRTT.

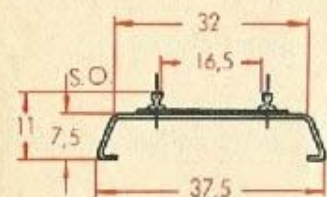
MAKERS OF FINE MODELS IN METAL

* The illustrations on pages 1 and 4 of the cover of this book are of sections of MÄRKLIN Railways Nos. 3 and 8.

SYMBOLS USED IN THE PLANS AND ILLUSTRATIONS

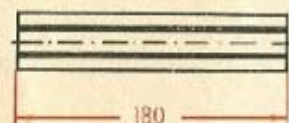
We are using the symbols given below to denote the various parts – track sections, points and accessories – shown in the plans and illustrations of our railway systems, and for clearness they are drawn to a scale of 1 to 5. Moreover, all the important dimensions on a MÄRKLIN railway system are given in millimetres throughout this book.

Representation of track sections



Catalogue No. Description

The sizes of a MÄRKLIN track section



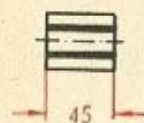
5106 Straight section, full length



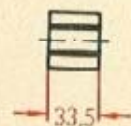
5107 Straight section, half length



5129 Straight section, 70 millimetres long



5108 Straight section, quarter length

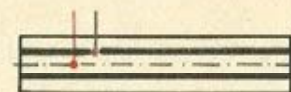


5109 Straight section, about three-sixteenths length



Catalogue No. Description

5110 Straight section, one-eighth length

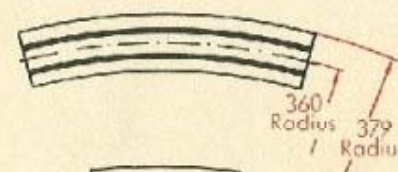


5111 Current feeder section, straight, full length



5103 Current feeder section, curved, full length

STANDARD CIRCULAR TRACK



5100 Curved section, 30°, full length
(12 of these sections make a circle)

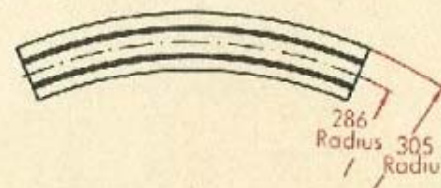


5101 Curved section, 15°, half length



5102 Curved section, 7° 30', quarter length

SMALL PARALLEL OR CONCENTRIC CIRCLE

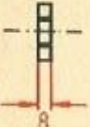


5120 Curved section, 45°, full length
(8 of these sections make a circle)

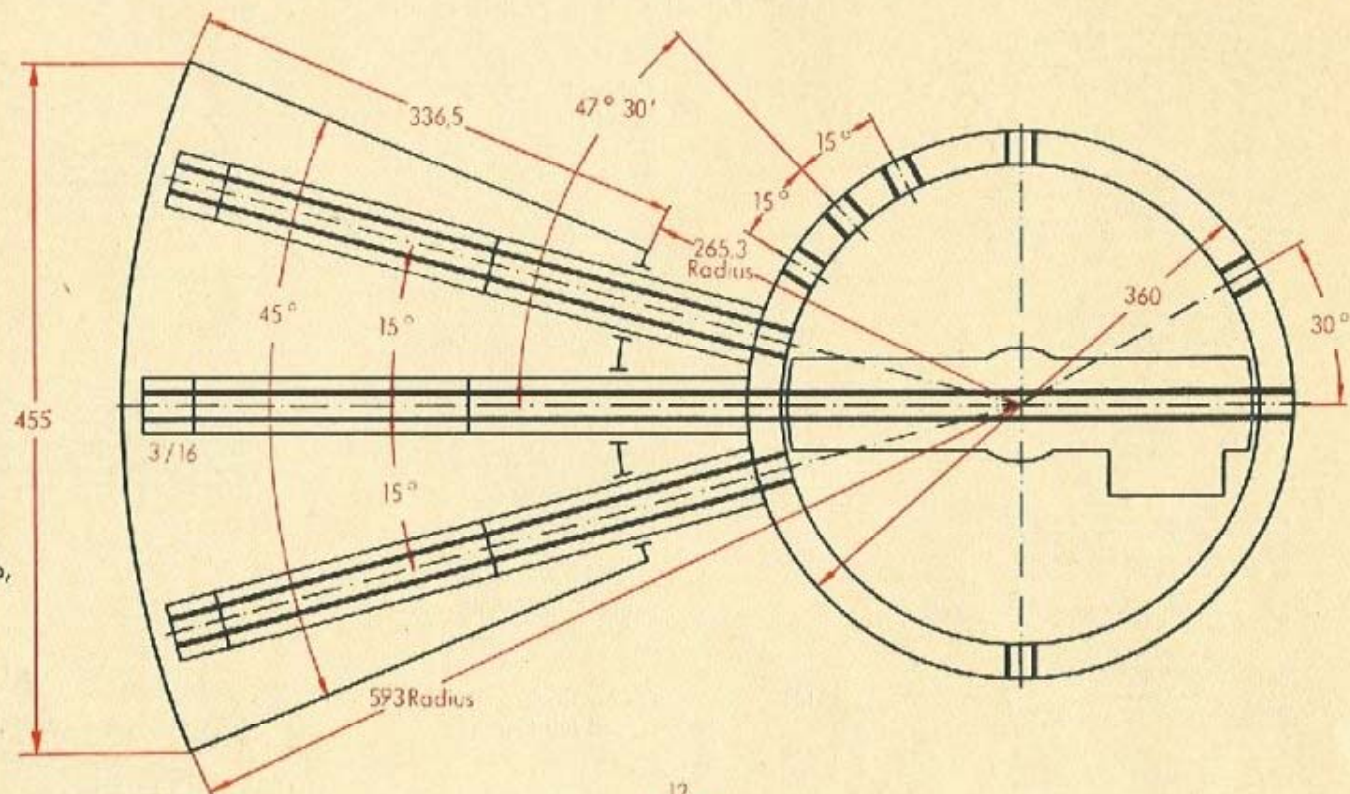
REPRESENTATION OF TRACK SECTIONS

	Catalogue No.	Description		Catalogue No.	Description
	LARGE PARALLEL OR CONCENTRIC CIRCLE				
	5200	Curved track section, 30°, full length (12 of these sections make a circle)		5121 L	Points for working by hand or Electro-magnetic points
	5206	Curved track section, 24° 17', about 5/6ths long		5117 L	
	5201	Curved track section, 15°, half length		5202 L	Electro-magnetic points
	5205	Curved track section, 5° 43', about 1/6th long		5128	Double slip points Crossing 30°, length 193 mm
	5105	Feeder track section, straight, full length		5207	
	5104	Feeder track section, curved full length			Double slip points Crossing 23° 16', length 180 mm
	5211	Crossing, 48° 34', 98 mm long			
	5114	Crossing, 30°, 193 mm long			

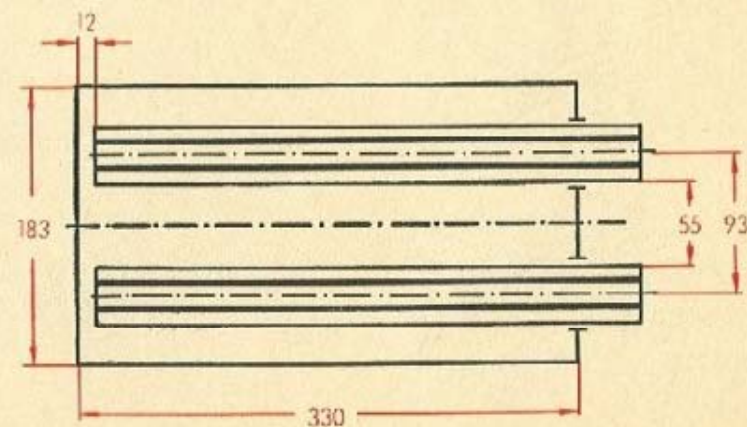
REPRESENTATION OF TRACK SECTIONS

Catalogue No.	Description
	5208 Adjusting section, 8 mm long
	5210 Adjusting section, 16 mm long
	7190 Stop block, not to light up
	7191 Stop block, to light up, 70 mm long
	5112 Uncoupling track section, half length

REPRESENTATION OF ACCESSORIES

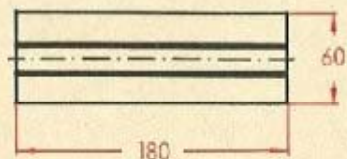


Catalogue No.	Description	
7028	Engine shed, height 135 mm	▲
7186	Turntable	▲
7029	Engine shed, height 150 mm	►

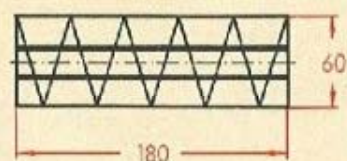


REPRESENTATION OF ACCESSORIES

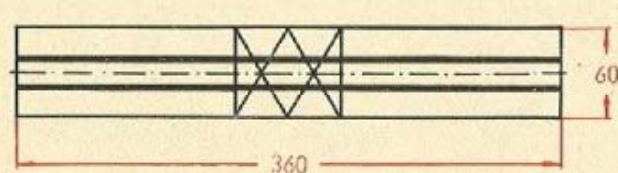
Catalogue No. Description



7161 Plate girder bridge,
full rail section length



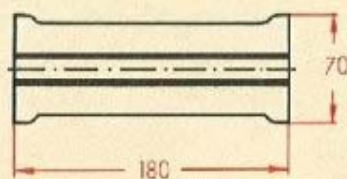
7162 Lattice girder bridge,
full length



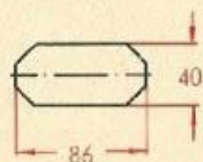
7163 Arched bridge - 2 full
lengths - 360 milli-
metres



7167 Curved approach,
full length, 30°

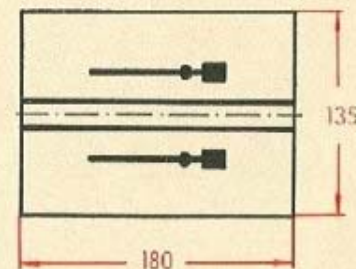


7168 Straight approach,
full length



7066 Foundation plate

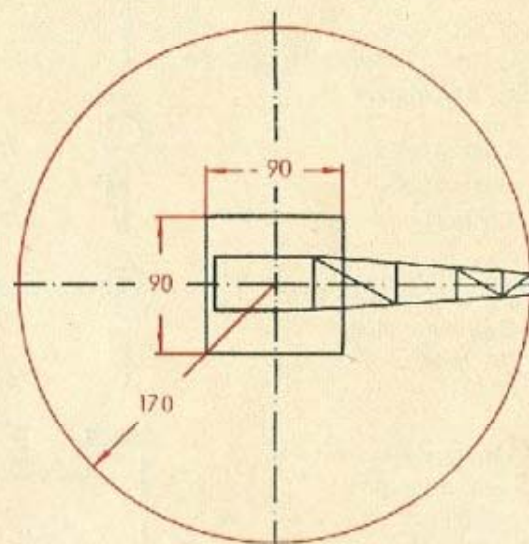
Catalogue No. Description



7054 Mechanically operated
level crossing,
full length

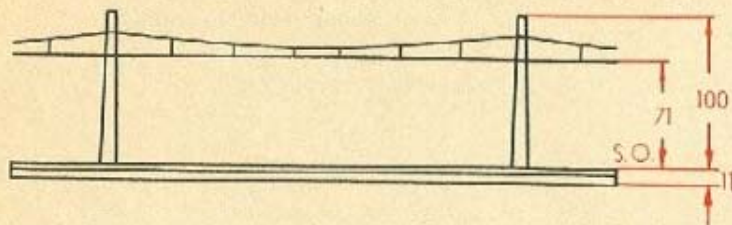


7055 Cross warning sign

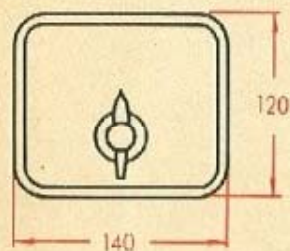


7051 Remotely-controlled
slewing crane

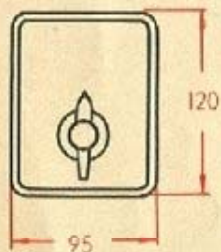
REPRESENTATION OF ACCESSORIES



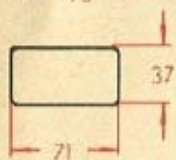
SO = top face of rail
 71 mm = height of trolley wire from SO
 100 mm = height of trolley wire mast from SO



30 VA
transformer

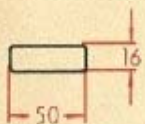


16 VA
transformer

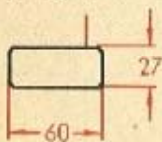


Catalogue No. Description

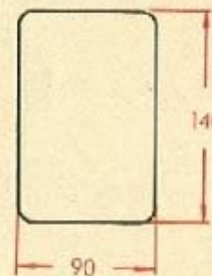
7070 Control panel
 7071 Control panel
 7072 Control panel



7069 Distributor plate



7045 Universal remote-control switch



lighting
transformer
35 VA

Catalogue No. Description



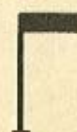
7036 Distant signal with movable disc



7037 Distant signal with additional movable arm



7038 Distant signal with movable disc and additional movable arm



7039 Home signal

Catalogue No. Description



7040 Home signal, coupled



7041 Home signal, not coupled



7042 Track block signal



7043 Humping signal



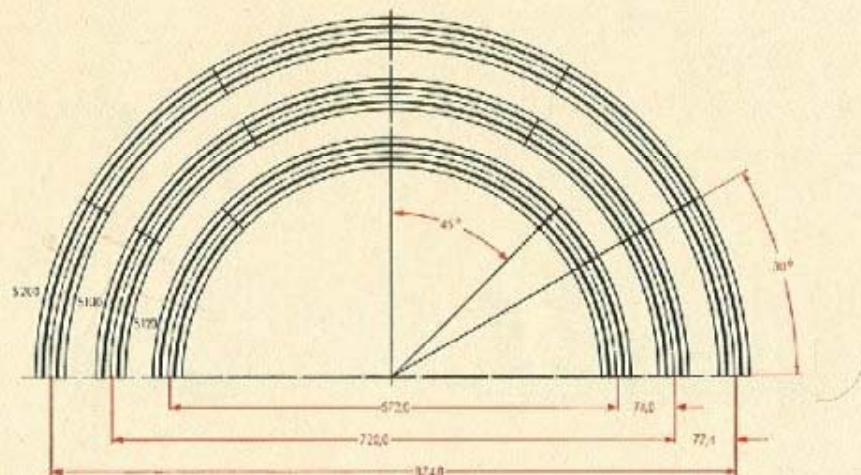
7187 Colour-light distant signal



7188 Colour-light home signal

CURVED TRACK SECTIONS

When planning your railway it is important to know the diameters of the circles you are working with. The standard circle is 720 mm (millimetres) or 72 cm (centimetres) in diameter, measured from centre to centre of the track. The circle that runs parallel or concentric with it is 874.8 mm, or approximately 87.5 cm, in diameter, likewise measured from centre to centre of the track. Both circles consist of twelve track sections, corresponding to an angle of 30° for each section.



One circle No. 5200 = 12 track sections

One circle No. 5100 = 12 track sections

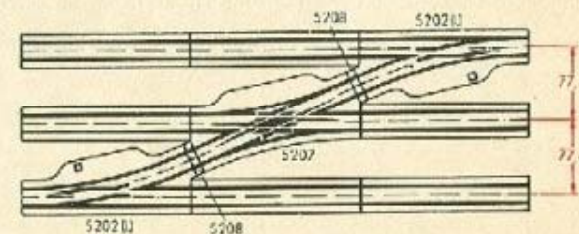
One circle No. 5120 = 8 track sections

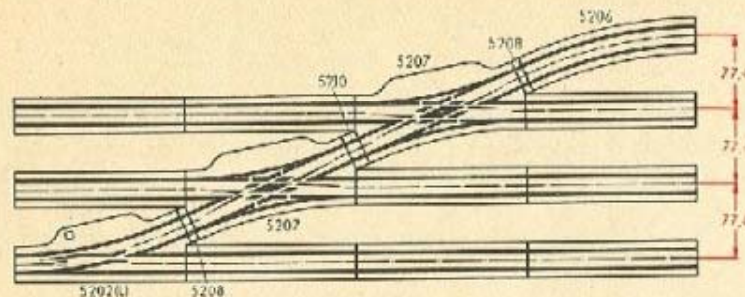
The track layout on your plan may make connection necessary between sections having different radii, but this can be done quite easily. There is no need for any abrupt angle at the joint between different track sections, as sections of different radii join up without any difficulty. The smallest circle can be built with the 5120 track sections, requiring eight of them, and giving a diameter of 572 mm, or 57.2 cm. The spacing between it and the standard circle is 74 mm, measured from centre to centre of the two tracks.

Junctions in the parallel or concentric 77.4 mm spacing

The 5202 junction provides a crossover in the 77.4 mm spacing, but a double-slip points 5207 is needed for connecting to another parallel or concentric line (see sketch).

The diagonal branch of the 5207 junction will then have to have the 8 mm track section 5208 added to it, to make up the parallel 77.4 mm spacing. The line can then be extended further by track sections 5106, so that each line of rails is on the same level (see sketch overleaf).

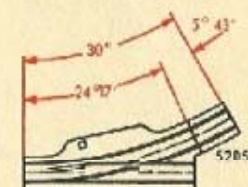
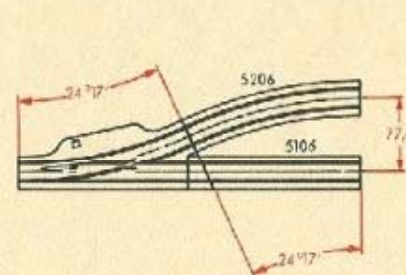




Track planning may result in two 5207 double-slip points having to be joined up diagonally, and in that case two of the 5208 sections cannot be connected together, where the 77.4 mm parallel spacing is required. Track section 5210, which is twice as long, is made for this purpose, so that its 16 mm length can be inserted between the two 5207 slip points, so as to keep to the 77.4 mm parallel spacing.

The special feature of the 5202 junction is that the curved branch line has an included angle of $24^{\circ} 17'$, so that if a line parallel with the original straight section is required, track section 5206 – which likewise has an angle of $24^{\circ} 17'$ – can be laid. (See sketch).

The angle of the junction can be increased to 30° by using track section 5205 (see sketch).



COMBINATIONS WITH STRAIGHT TRACK SECTIONS

The following Table will show all MARKLIN Railway enthusiasts the full extent of the possibilities afforded by combinations of straight track sections 5106 (full length), 5107 (half length), 5108 (quarter length), 5109 (three-sixteenths length), 5110 (one-eighth length) and 5129 (70 millimetres). Between track sections 5110 (one-eighth) and four track sections 5106 (full length) there are 331 different combinations in length, that is to say, 330 possibilities in a length of 72 centimetres.

Track lengths from fifty centimetres onwards can be built up with an accuracy of 1 to 1,5 millimetres for practically any section. The column on the left of the Table shows the length X, which is the length as found on the system or on the plan of the line to be made up with track sections. Across from this figure X the number and kind of track sections to use are given. The column on the extreme right gives the difference between the individual lengths X.

The sizes in this Book of Railway Plans are given in millimetres for accuracy. Please use the following Table to convert them.

Length X in mm	Track section						Increase in mm	Length X in mm	Track section						Increase in mm	Length X in mm	Track section						Increase in mm	
	5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129			5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129			5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129		
22,5					1		11,0	196,0				1	1	2	6,5	286,0		1		1	1	2		2,5
33,5				1			11,5	202,5	1				1		2,5	288,5			1	1		3		4,0
45,0			1				11,0	205,0		1	1			1	2,5	292,5	1	1			1			2,5
56,0				1	1		11,5	207,0			1		1	2	2,5	295,0	1		1			1		2,5
67,5			1		1		2,5	210,0						3	3,5	297,5		1	1		1	2		2,5
70,0						1	8,5	213,5	1		1				2,5	300,0		1				3		2,5
78,5			1	1			11,5	216,0		1		1	1	1	2,5	302,5					1	4		1,0
90,0	1						2,5	218,5		1	1		2		6,5	303,5	1	1		1				2,5
92,5					1	1	8,5	225,0	1		1				2,5	306,0	1			1	1	1		2,5
101,0			1	1	1		2,5	227,5		1	1		1	1	2,5	308,5		1	1	1		2		2,5
103,5				1		1	9,0	230,0		1				2	2,5	311,0			1	1	1	3		2,5
112,5	1				1		2,5	232,5					1	3	3,5	313,5				1		4		1,5
115,0			1			1	8,5	236,0	1			1	1		2,5	315,0	1	1	1					2,5
123,5	1			1			2,5	238,5		1	1	1		1	2,5	317,5	1		1		1	1		2,5
126,0				1	1	1	9,0	241,0			1	1	1	2	2,5	320,0	1					2		2,5
135,0	1	1					2,5	243,5				1		3	4,0	322,5		1			1	3		2,5
137,5		1			1	1	2,5	247,5	1		1		1		2,5	325,0			1			4		1,0
140,0						2	6,0	250,0	1					1	2,5	326,0	1	1		1	1			2,5
146,0	1			1	1		2,5	252,5		1			1	2	2,5	328,5	1		1	1		1		5,0
148,5			1	1		1	9,0	255,0			1			3	3,5	333,5		1		1		3		2,5
157,5	1	1			1		2,5	258,5	1		1	1			4,5	336,0				1	1	4		1,5
160,0	1					1	2,5	263,5		1		1		2	2,5	337,5	1	1	1		1			2,5
162,5					1	2	6,0	266,0				1	1	3	4,0	340,0	1	1				1		2,5
168,5	1	1	1				2,5	270,0	1	1					2,5	342,5	1				1	2		2,5
171,0			1	1	1	1	2,5	272,5	1				1	1	2,5	345,0		1	1			3		2,5
173,5				1		2	6,5	275,0		1	1			2	2,5	347,5			1		1	4		1,0
180,0	1						2,5	277,5			1		1	3	2,5	348,5	1	1	1	1				1,5
182,5		1			1	1	2,5	280,0						4	1,0	350,0						5		1,0
185,0			1			2	8,5	281,0	1		1	1	1		2,5	351,0	1		1	1	1	1		2,5
193,5	1		1			1	2,5	283,5	1			1		1	2,5	353,5	1			1		2		2,5

Length X in mm	Track section						Increase in mm		Length X in mm	Track section						Increase in mm		Length X in mm	Track section						Increase in mm	
	5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129				5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129				5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129		
356,0	—	1	—	1	1	3	2,5		417,5	—	—	1	—	1	5	1,0		468,5	1	—	1	1	—	3	—	4,0
358,5	—	—	1	1	—	4	1,5		418,5	1	1	1	1	—	1	1,5		472,5	2	1	—	—	1	—	—	1,0
360,0	—	2	—	—	—	—	2,5		420,0	—	—	—	—	—	6	1,0		473,5	—	1	—	1	—	5	—	1,5
362,5	1	1	—	—	1	1	2,5		421,0	1	—	1	1	1	2	2,5		475,0	2	—	1	—	—	1	—	1,0
365,0	1	—	1	—	—	2	2,5		423,5	1	—	—	1	—	3	2,5		476,0	—	—	—	1	1	6	—	1,5
367,5	—	1	1	—	1	3	2,5		426,0	—	1	—	1	1	4	1,5		477,5	1	1	1	—	1	2	—	2,5
370,0	—	1	—	—	—	4	2,5		427,5	2	—	1	—	1	—	1,0		480,0	1	1	—	—	—	3	—	2,5
372,5	—	—	—	—	1	5	1,0		428,5	—	—	1	1	—	5	1,5		482,5	1	—	—	—	1	4	—	1,0
373,5	1	1	—	1	—	1	2,5		430,0	2	—	—	—	—	1	2,5		483,5	2	1	—	1	—	—	—	1,5
376,0	1	—	—	1	1	2	2,5		432,5	1	1	—	—	1	2	2,5		485,0	—	1	1	—	—	5	—	1,0
378,5	—	1	1	1	—	3	2,5		435,0	1	—	1	—	—	3	2,5		486,0	2	—	—	1	1	1	—	1,5
381,0	—	—	1	1	1	4	1,5		437,5	—	1	1	—	1	4	1,0		487,5	—	—	1	—	1	6	—	1,0
382,5	2	—	—	—	1	—	1,0		438,5	2	—	1	1	—	—	1,5		488,5	1	1	1	1	—	2	—	1,5
383,5	—	—	—	1	—	5	1,5		440,0	—	1	—	—	—	5	2,5		490,0	—	—	—	—	—	7	—	1,0
385,0	1	1	1	—	—	1	2,5		442,5	—	—	—	—	1	6	1,0		491,0	1	—	1	1	1	3	—	2,5
387,5	1	—	1	—	1	2	2,5		443,5	1	1	—	1	—	2	2,5		493,5	1	—	—	1	—	4	—	1,5
390,0	1	—	—	—	—	3	2,5		446,0	1	—	—	1	1	3	2,5		495,0	2	1	1	—	—	—	—	1,0
392,5	—	1	—	—	1	4	1,0		448,5	—	1	1	1	—	4	1,5		496,0	—	1	—	1	1	5	—	1,5
393,5	2	—	—	1	—	—	1,5		450,0	2	1	—	—	—	—	1,0		497,5	2	—	1	—	1	1	—	1,0
395,0	—	—	1	—	—	5	1,0		451,0	—	—	1	1	1	5	1,5		498,5	—	—	1	1	—	6	—	1,5
396,0	1	1	—	1	1	1	2,5		452,5	2	—	—	—	1	1	1,0		500,0	2	—	—	—	—	2	—	2,5
398,5	1	—	1	1	—	2	5,0		453,5	—	—	—	1	—	6	1,5		502,5	1	1	—	—	1	3	—	2,5
403,5	—	1	—	1	—	4	1,5		455,0	1	1	1	—	—	2	2,5		505,0	1	—	1	—	—	4	—	1,0
405,0	2	—	1	—	—	—	1,0		457,5	1	—	1	—	1	3	2,5		506,0	2	1	—	1	1	—	—	1,5
406,0	—	—	—	1	1	5	1,5		460,0	1	—	—	—	—	4	1,0		507,5	—	1	1	—	1	5	—	1,0
407,5	1	1	1	—	1	1	2,5		461,0	2	—	1	1	1	—	1,5		508,5	2	—	1	1	—	1	—	1,5
410,0	1	1	—	—	—	2	2,5		462,5	—	1	—	—	1	5	1,0		510,0	—	1	—	—	—	6	—	2,5
412,5	1	—	—	—	1	3	2,5		463,5	2	—	—	1	—	1	1,5		512,5	—	—	—	—	1	7	—	1,0
415,0	—	1	1	—	—	4	1,0		465,0	—	—	1	—	—	6	1,0		513,5	1	1	—	1	—	3	—	2,5
416,0	2	—	—	1	1	—	1,5		466,0	1	1	—	1	1	2	2,5		516,0	1	—	—	1	1	4	—	1,5

Length X in mm	Track section						Increase in mm		Length X in mm	Track section						Increase in mm		Length X in mm	Track section						Increase in mm	
	5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129				5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129				5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129		
517,5	2	1	1		1		1,0		561,0	1		1	1	1	4	1,5		601,0	2		1	1	1	2	1,5	
518,5		1	1	1		5	1,5		562,5	3				1		1,0		602,5		1			1	7	1,0	
520,0	2	1				1	1,0		563,5	1			1		5	1,5		603,5	2			1		3	1,5	
521,0			1	1	1	6	1,5		565,0	2	1	1			1	1,0		605,0			1			8	1,0	
522,5	2					1	1,0		566,0		1		1	1	6	1,5		606,0	1	1		1	1	4	1,5	
523,5				1		7	1,5		567,5	2		1		1	2	1,0		607,5	3		1		1		1,0	
525,0	1	1	1			3	2,5		568,5			1	1		7	1,5		608,5	1		1	1		5	1,5	
527,5	1		1	1		4	1,0		570,0	2					3	2,5		610,0	3					1	2,5	
528,5	2	1	1	1			1,5		572,5	1	1			1	4	1,0		612,5	2	1			1	2	1,0	
530,0	1					5	1,0		573,5	3			1			1,5		613,5		1		1		7	1,5	
531,0	2		1	1	1	1	1,5		575,0	1		1			5	1,0		615,0	2		1			3	1,0	
532,5		1			1	6	1,0		576,0	2	1		1	1	1	1,5		616,0				1	1	8	1,5	
533,5	2			1		2	1,5		577,5		1	1		1	6	1,0		617,5	1	1	1		1	4	1,0	
535,0			1			7	1,0		578,5	2		1	1		2	1,5		618,5	3		1	1			1,5	
536,0	1	1		1	1	3	2,5		580,0		1				7	2,5		620,0	1	1				5	2,5	
538,5	1		1	1		4	1,5		582,5					1	8	1,0		622,5	1				1	6	1,0	
540,0	3						2,5		583,5	1	1		1		4	1,5		623,5	2	1		1		2	1,5	
542,5	2	1			1	1	1,0		585,0	3		1				1,0		625,0		1	1			7	1,0	
543,5		1		1		6	1,5		586,0	1			1	1	5	1,5		626,0	2			1	1	3	1,5	
545,0	2		1			2	1,0		587,5	2	1	1		1	1	1,0		627,5			1		1	8	1,0	
546,0				1	1	7	1,5		588,5		1	1	1		6	1,5		628,5	1	1	1	1		4	1,5	
547,5	1	1	1		1	3	2,5		590,0	2	1				2	1,0		630,0	3	1					1,0	
550,0	1	1				4	2,5		591,0			1	1	1	7	1,5		631,0	1		1	1	1	5	1,5	
552,5	1				1	5	1,0		592,5	2				1	3	1,0		632,5	3				1	1	1,0	
553,5	2	1		1		1	1,5		593,5				1		8	1,5		633,5	1			1		6	1,5	
555,0		1	1			6	1,0		595,0	1	1	1			4	1,0		635,0	2	1	1			2	1,0	
556,0	2			1	1	2	1,5		596,0	3			1	1		1,5		636,0		1		1	1	7	1,5	
557,5			1		1	7	1,0		597,5	1		1	1		5	1,0		637,5	2		1		1	3	1,0	
558,5	1	1	1	1		3	1,5		598,5	2	1	1	1		1	1,5		638,5			1	1		8	1,5	
560,0						8	1,0		600,0	1					6	1,0		640,0	2					4	1,0	

Length X in mm	Track section						Increase in mm		Length X in mm	Track section						Increase in mm
	5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129				5106 1/1	5107 1/2	5108 1/4	5109 3/16	5110 1/8	5129	
641,0	3		1	1	1		1,5		680,0	3					2	2,5
642,5	1	1			1	5	1,0		682,5	2	1			1	3	1,0
643,5	3			1		1	1,5		683,5		1		1		8	1,5
645,0	1		1			6	1,0		685,0	2		1			4	1,0
646,0	2	1			1	2	1,5		686,0	3	1		1	1		1,5
647,5		1	1		1	7	1,0		687,5	1	1	1		1	5	1,0
648,5	2		1	1		3	1,5		688,5	3		1	1		1	1,5
650,0		1				8	2,5		690,0	1	1				6	2,5
652,5	3	1			1		1,0		692,5	1				1	7	1,0
653,5	1	1		1		5	1,5		693,5	2	1		1		3	1,5
655,0	3		1			1	1,0		695,0		1	1			8	1,0
656,0	1			1	1	6	1,5		696,0	2			1	1	4	1,5
657,5	2	1	1		1	2	1,0		697,5	3	1	1				1,0
658,5		1	1	1		7	1,5		698,5	1	1	1	1		5	1,5
660,0	2	1				3	1,0		700,0	3	1				1	1,0
661,0			1	1	1	8	1,5		701,0	1		1	1	1	6	1,5
662,5	2				1	4	1,0		702,5	3				1	2	1,0
663,5	3	1		1			1,5		703,5	1			1		7	1,5
665,0	1	1	1			5	1,0		705,0	2	1	1			3	1,0
666,0	3			1	1	1	1,5		706,0		1		1	1	8	1,5
667,5	1		1	1		6	1,0		707,5	2		1		1	4	1,0
668,5	2	1	1	1		2	1,5		708,5	3	1	1	1			1,5
670,0	1					7	1,0		710,0	2					5	1,0
671,0	2		1	1	1	3	1,5		711,0	3		1	1	1	1	1,5
672,5		1			1	8	1,0		712,5	1	1			1	6	1,0
673,5	2			1		4	1,5		713,5	3			1		2	1,5
675,0	3	1	1				1,0		715,0	1		1			7	1,0
676,0	1	1		1	1	5	1,5		716,0	2	1		1	1	3	1,5
677,5	3		1		1	1	1,0		717,5		1	1		1	8	1,0
678,5	1		1	1		6	1,5		718,5	2		1	1		4	1,5
									720,0	4						

Track diagrams 1-196 give an idea of the numerous combinations of a simple branch with one or two points or junctions, the distance from centre to centre of the track sections and the free space between the sections being given in each case. The two lines of rails are always on the same level, so that the system can be extended in parallel spacing in each case with an equal number of sections.

Figs. 1 to 140 can be made up equally well with either right-hand or left-hand junctions.

MÄRKLIN standard points at an angle of 30° , No. 5117 or 5121, are used in figs. 1 to 56.

Figs. 57 to 112 show the same combinations but with MÄRKLIN points No. 5202 at an angle of $24^\circ 17'$ for the parallel circle.

More combinations have been made possible by these MÄRKLIN points being increased to 30° by using track section No. 5205, and these extra combinations are shown in figs. 113 to 140.

As track spacing can also be built up with one pair of points, this arrangement is shown in figs. 141 to 168 for MÄRKLIN points 5117 and 5121. Figs. 169 to 196 show the same, but using 5202 points.

Fig. 1

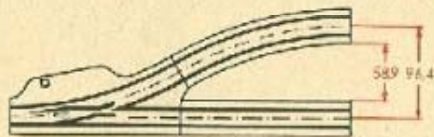


Fig. 2

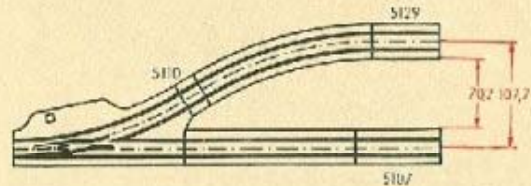


Fig. 3

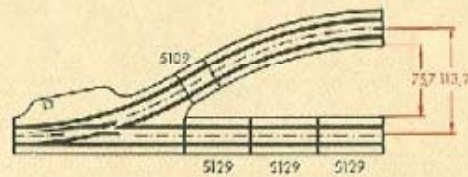


Fig. 4

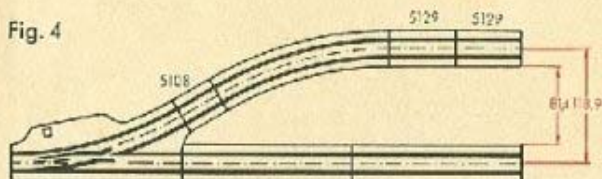


Fig. 5

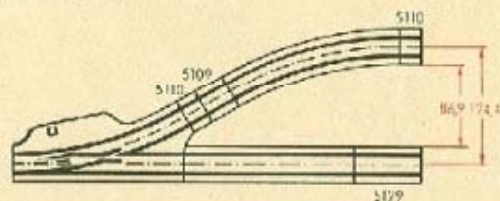


Fig. 6

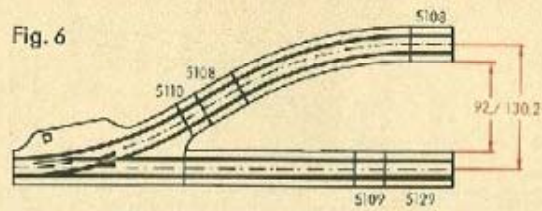


Fig. 7

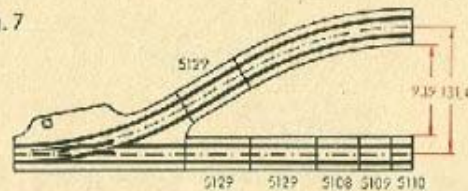


Fig. 8

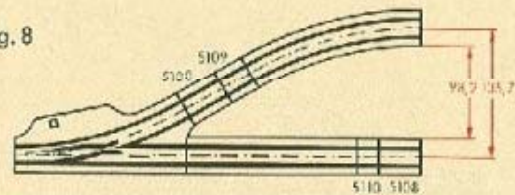


Fig. 9

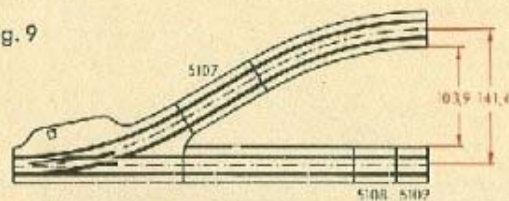
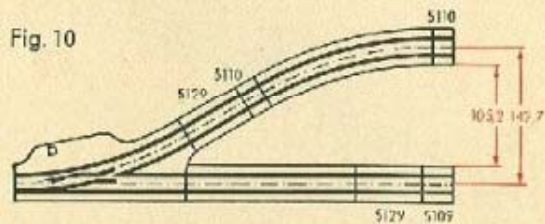


Fig. 10



5100 30°

Fig. 11

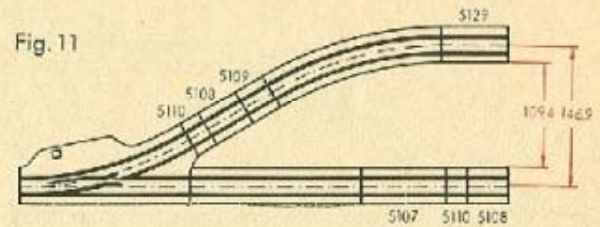


Fig. 12

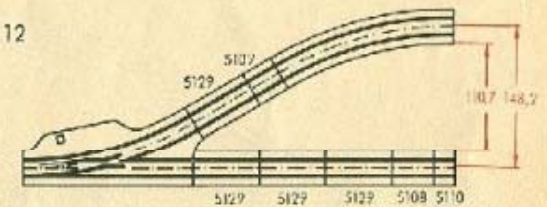


Fig. 13

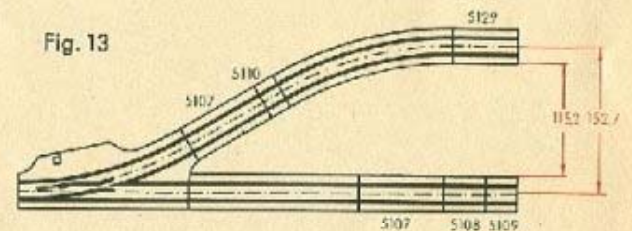
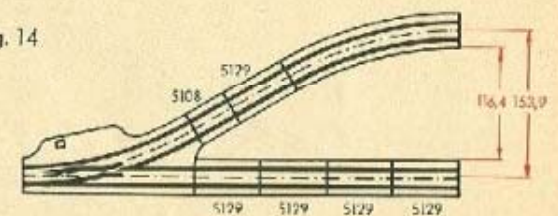


Fig. 14



5100 30°

Fig. 15

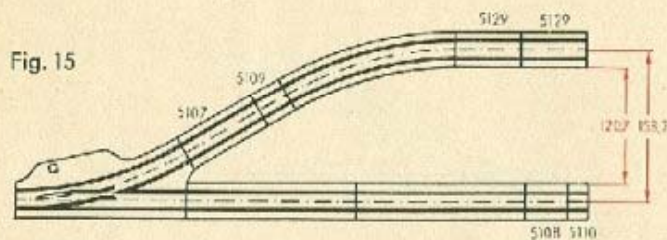


Fig. 16

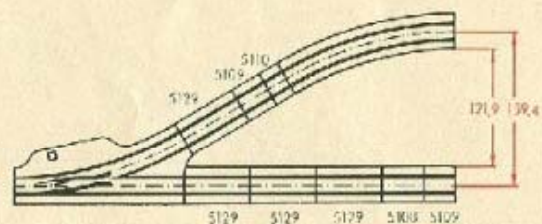


Fig. 17

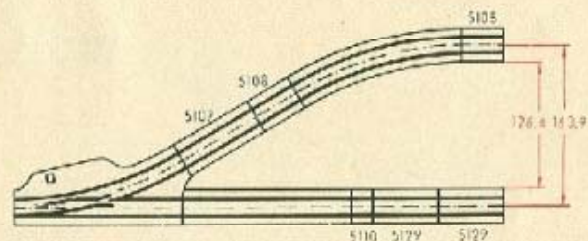


Fig. 18

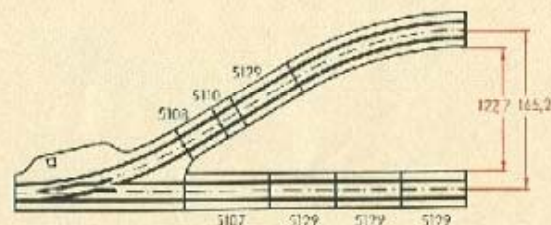


Fig. 19

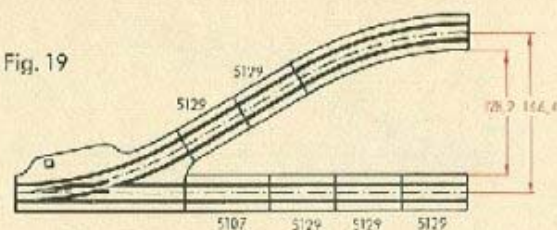


Fig. 20

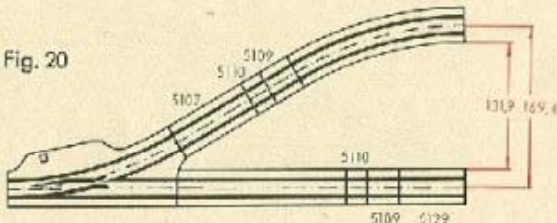


Fig. 21

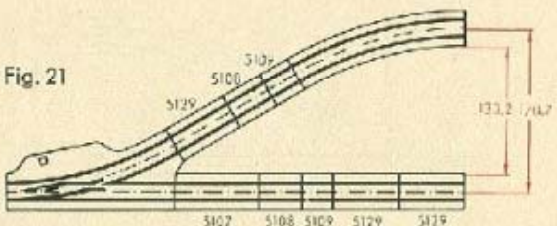


Fig. 22

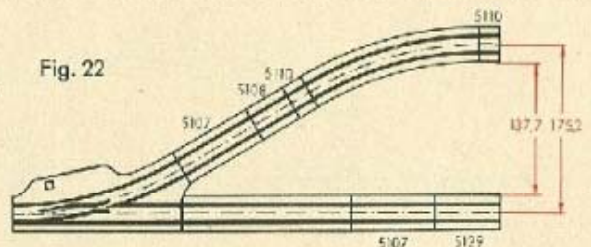


Fig. 23

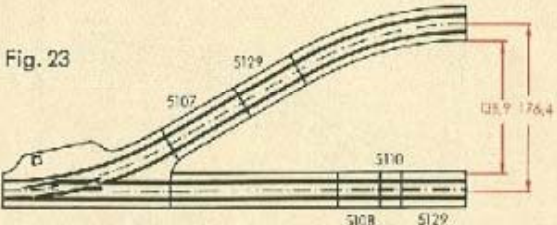


Fig. 24

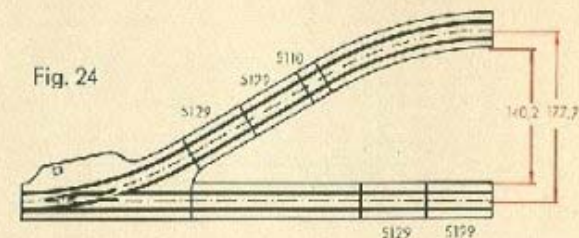


Fig. 25

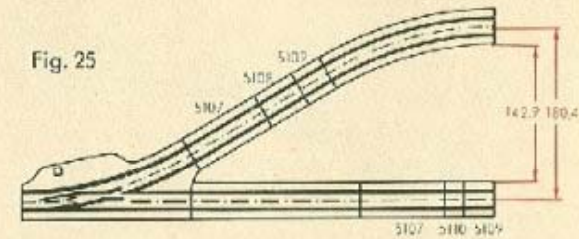


Fig. 26

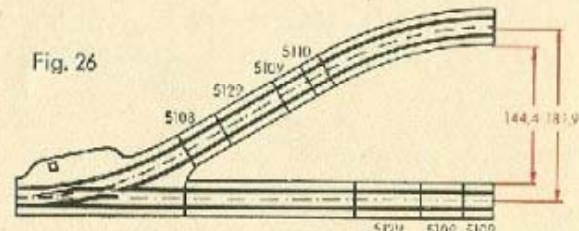


Fig. 27

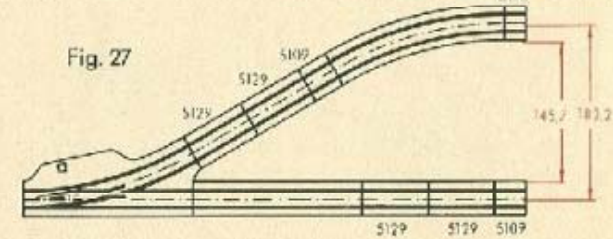


Fig. 28

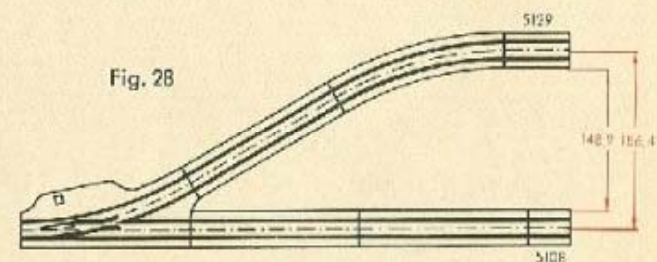


Fig. 29

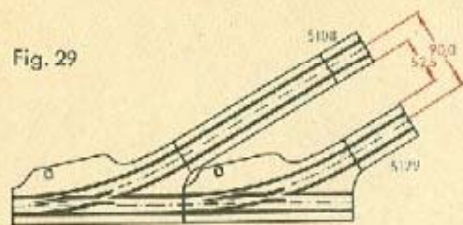


Fig. 30

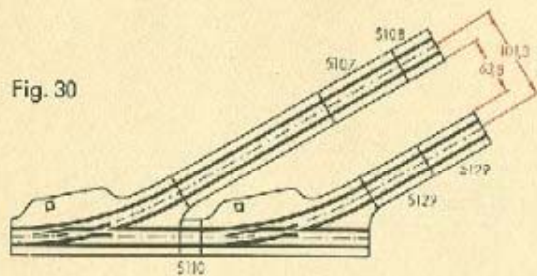


Fig. 31

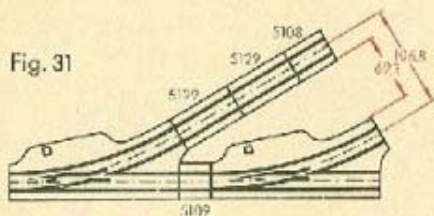


Fig. 32

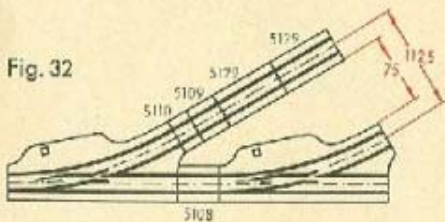


Fig. 33

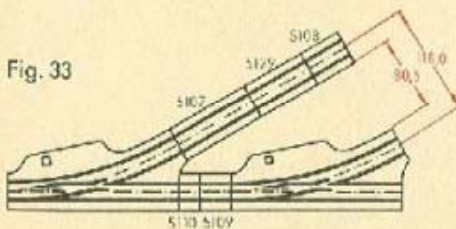


Fig. 34

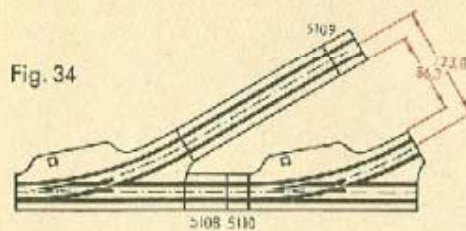


Fig. 35

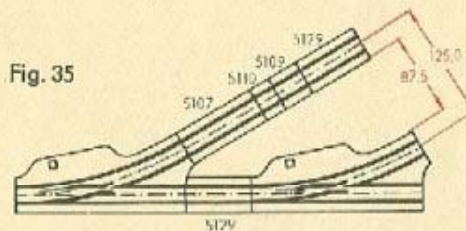


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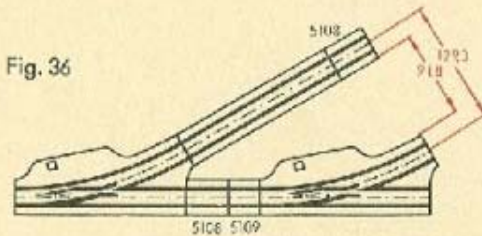


Fig. 37

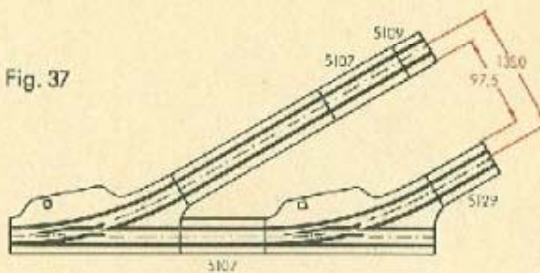
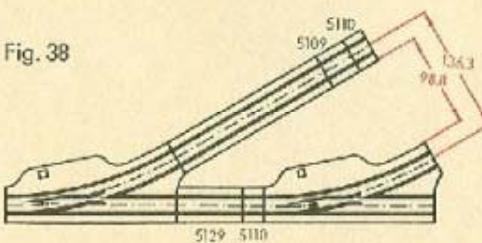


Fig. 38



5100 30°

Fig. 39

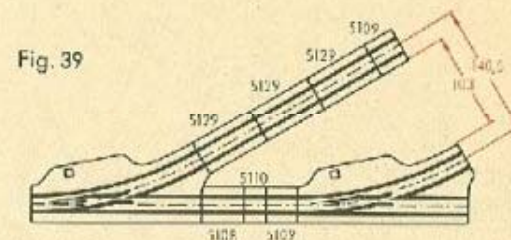


Fig. 40

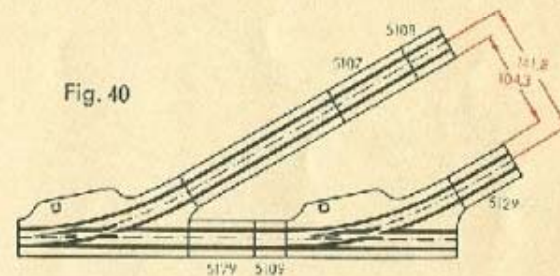


Fig. 41

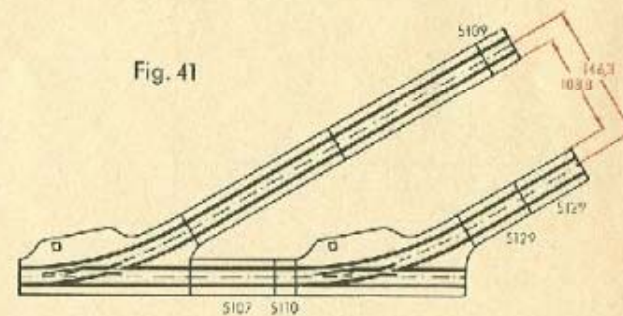
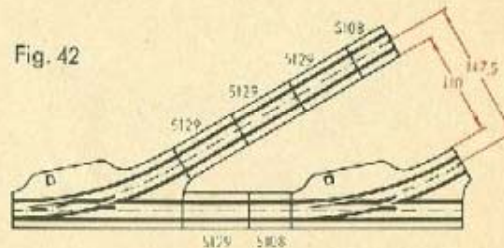


Fig. 42



5100 30°

Fig. 43

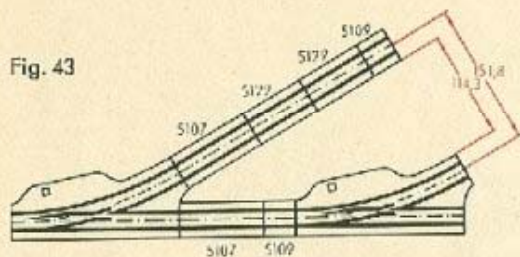


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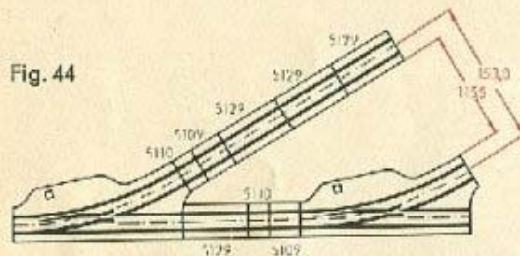


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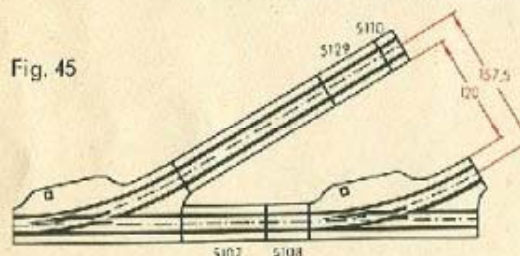


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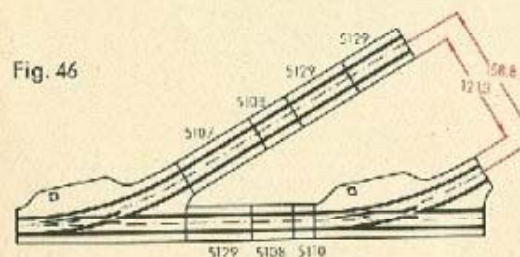


Fig. 47

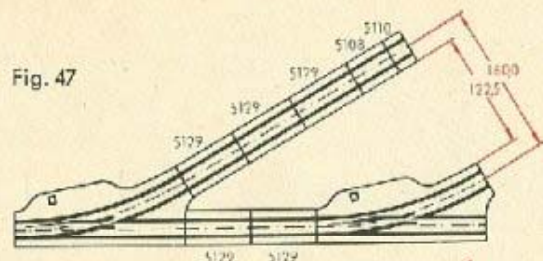


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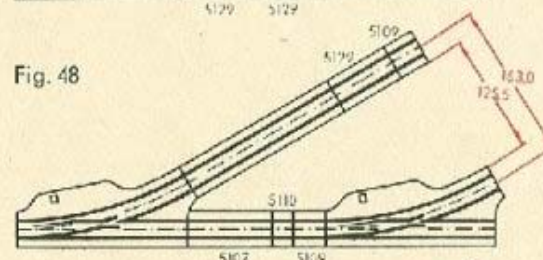


Fig. 49

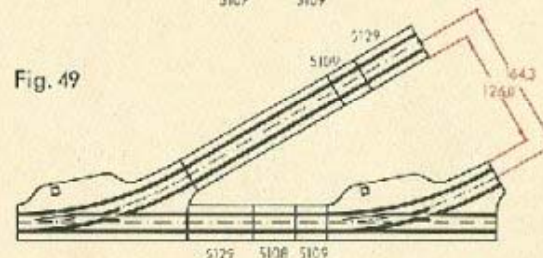


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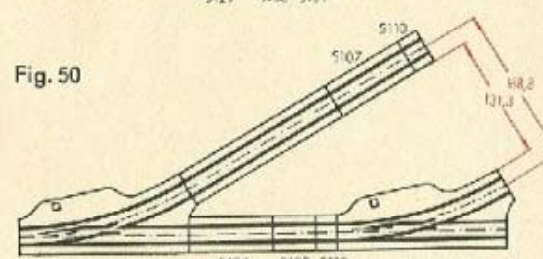


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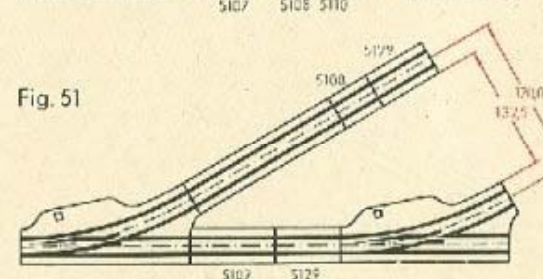


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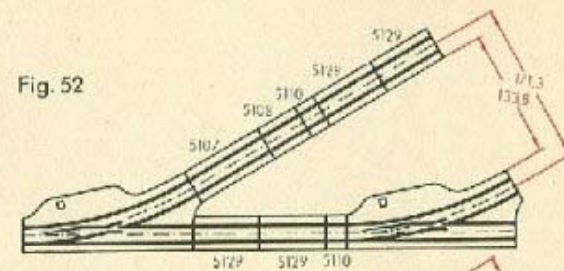


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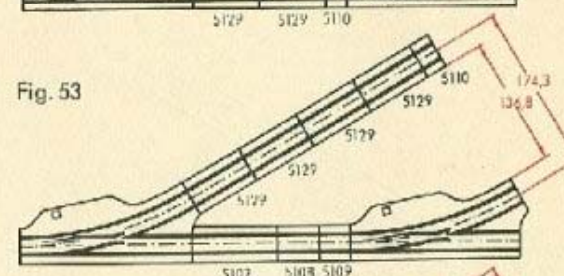


Fig. 54

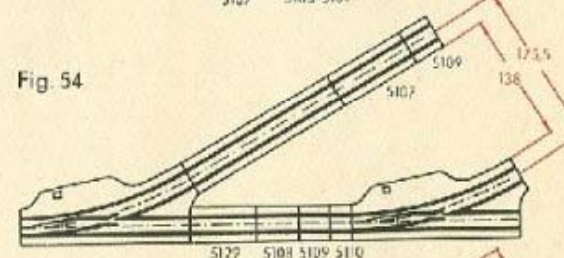


Fig. 55

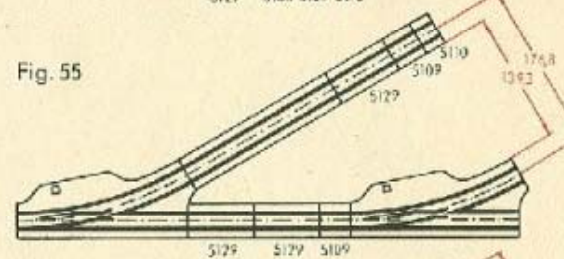


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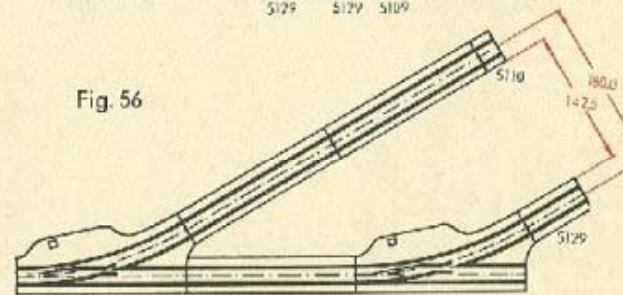
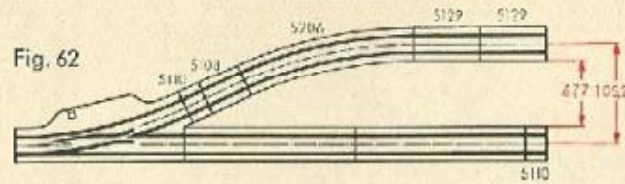


Fig. 57



Fig. 62



5200 24° 17'

Fig. 58

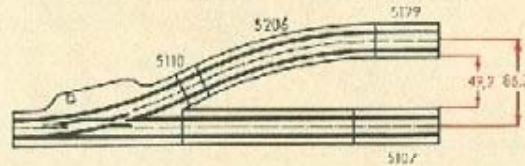


Fig. 63

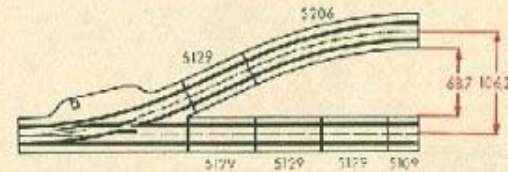


Fig. 67

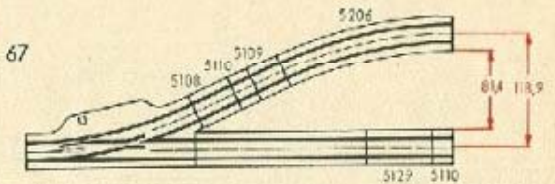


Fig. 59

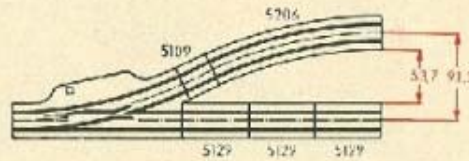


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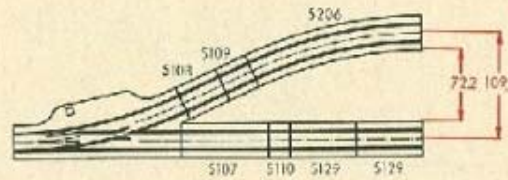


Fig. 68

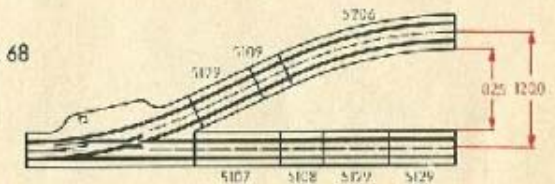


Fig. 60



Fig. 65

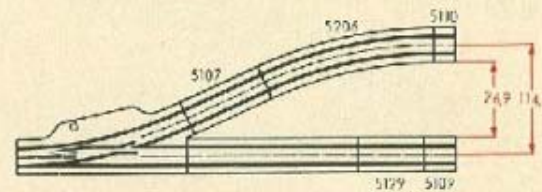


Fig. 69

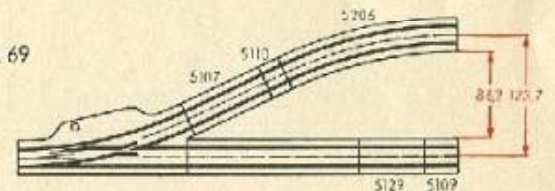


Fig. 61

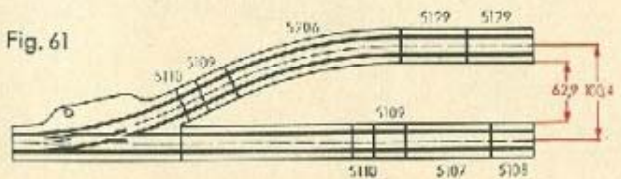


Fig. 66

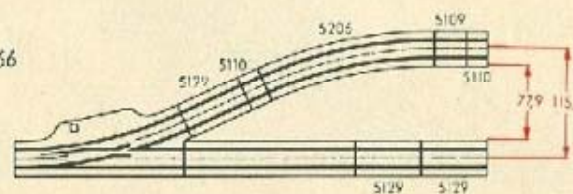
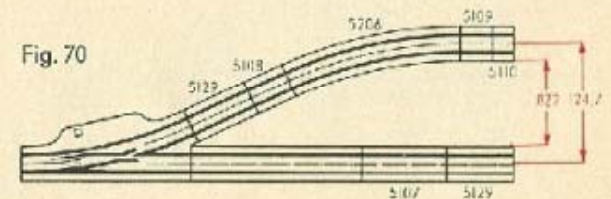


Fig. 70



5200 24° 17'

Fig. 71

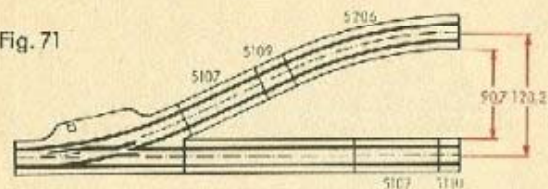


Fig. 72

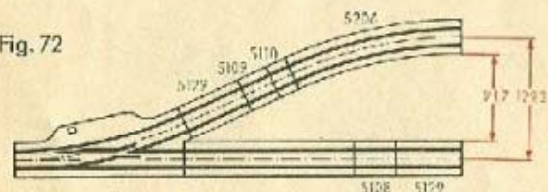


Fig. 73

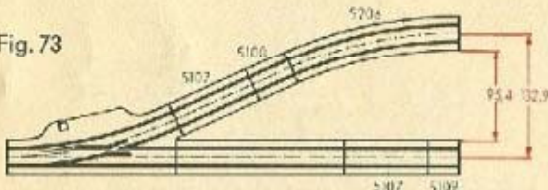


Fig. 74

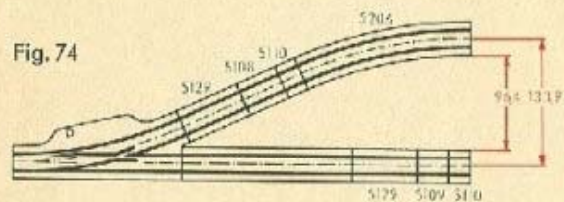


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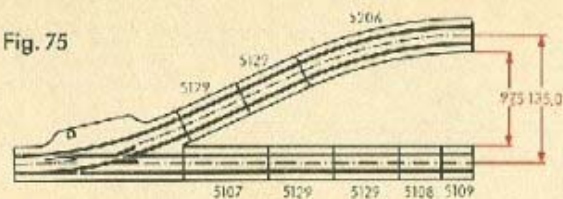


Fig. 76

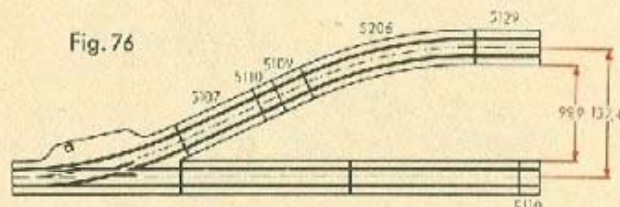


Fig. 77

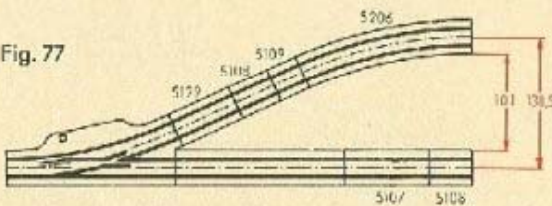


Fig. 78

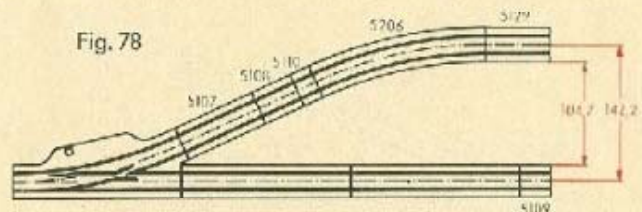


Fig. 79

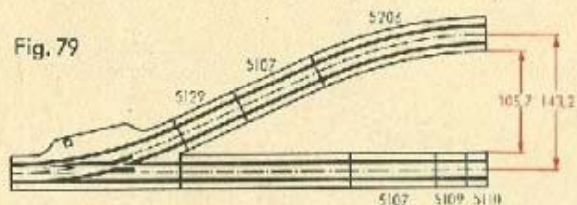


Fig. 80

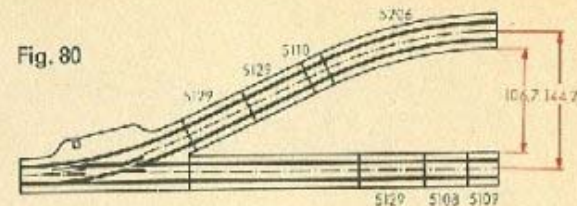


Fig. 81

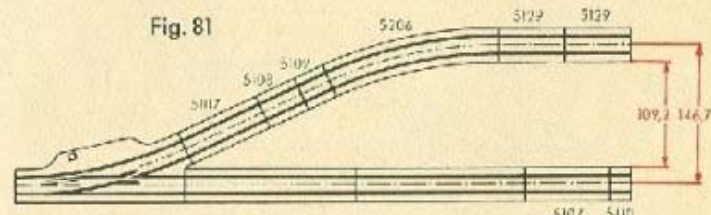


Fig. 82

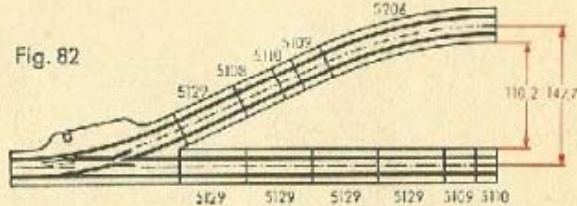


Fig. 83

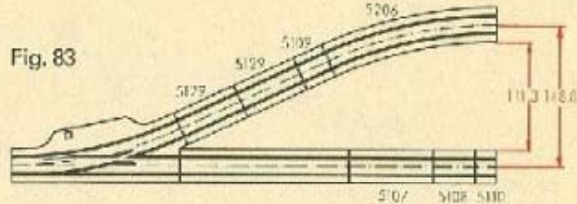


Fig. 84

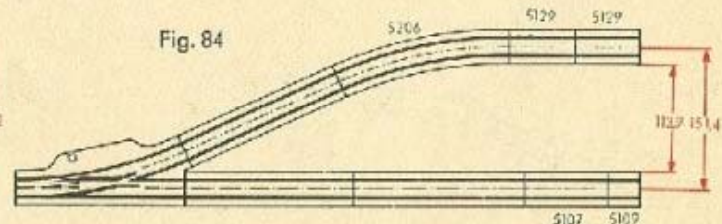


Fig. 85

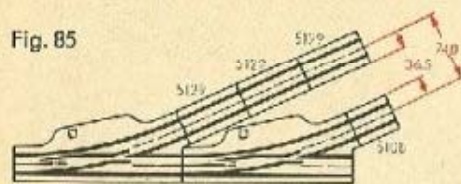


Fig. 86

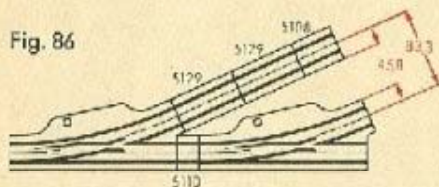


Fig. 87

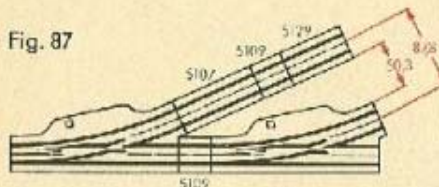


Fig. 88

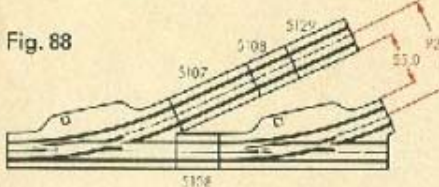


Fig. 89

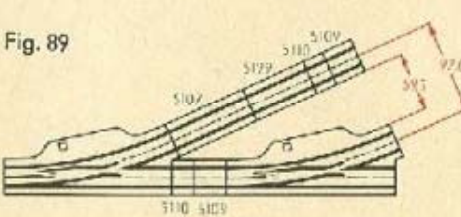


Fig. 90

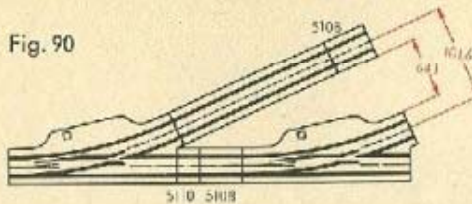


Fig. 91

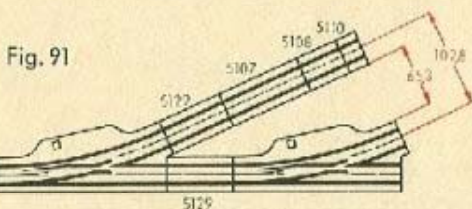


Fig. 92

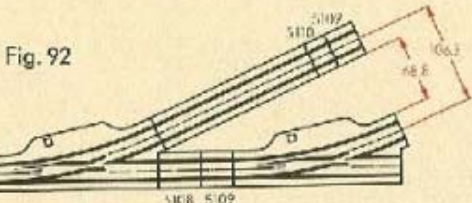


Fig. 93

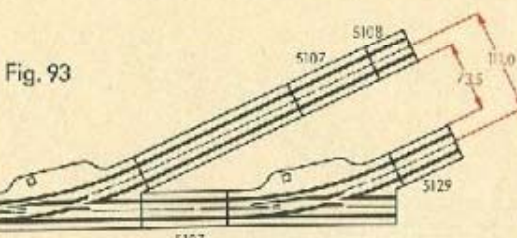
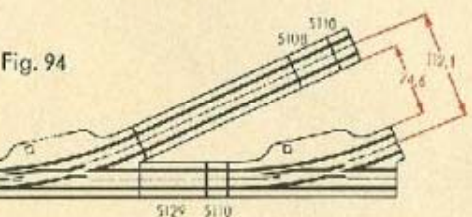


Fig. 94



5200 24° 17'

Fig. 95

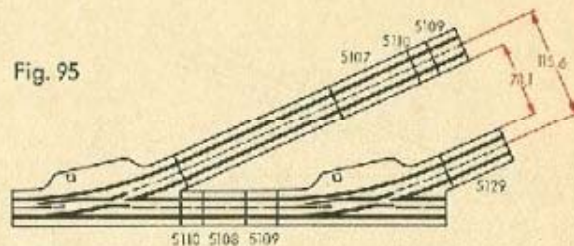


Fig. 96

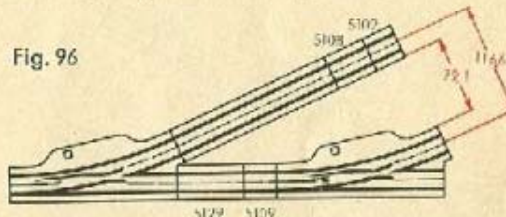


Fig. 97

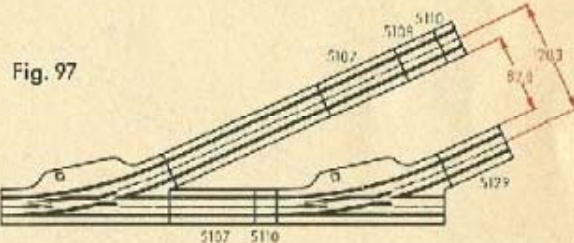
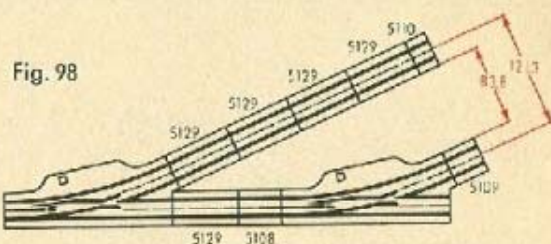


Fig. 98



5200 24° 17'

Fig. 99

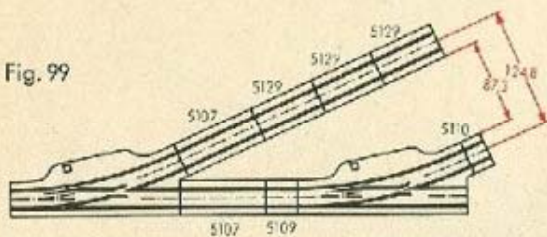


Fig. 100

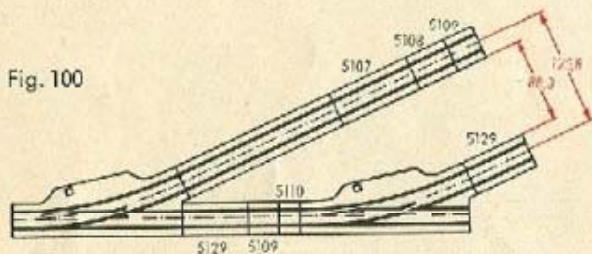


Fig. 101

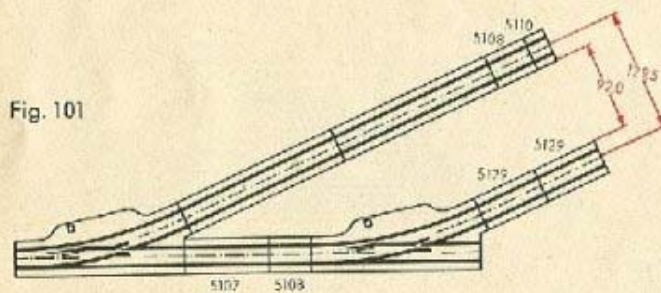


Fig. 102

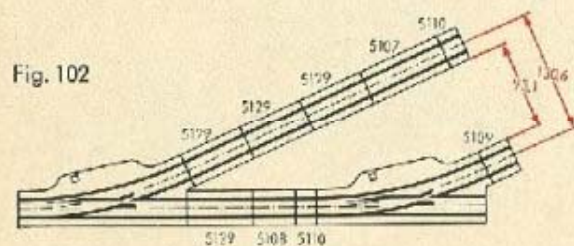


Fig. 103

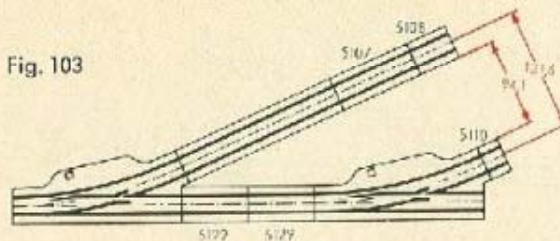


Fig. 104

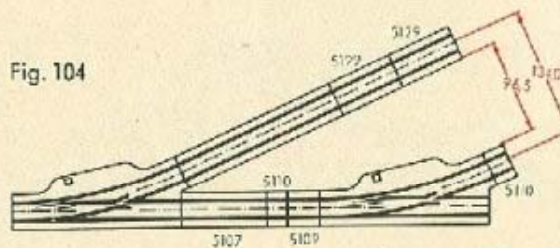


Fig. 105

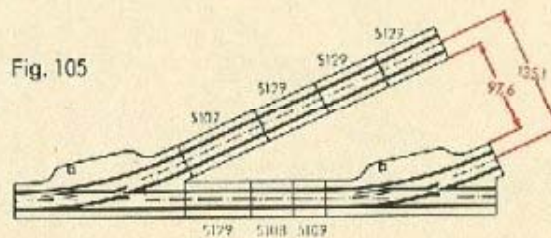


Fig. 106

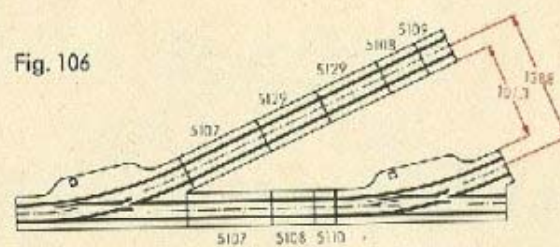


Fig. 107

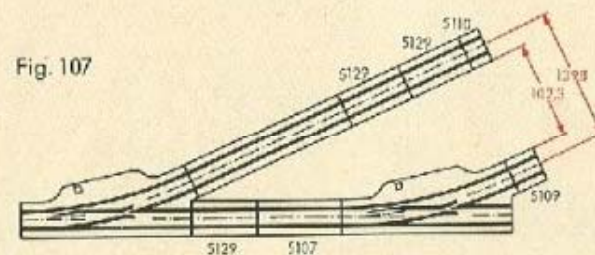


Fig. 108

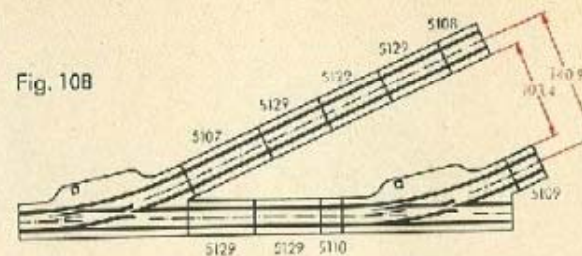


Fig. 109

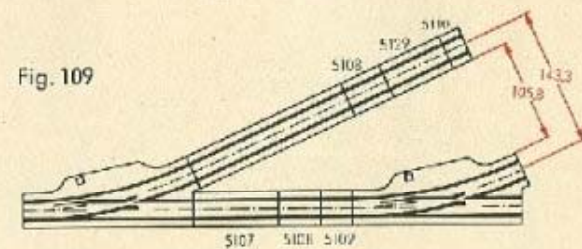


Fig. 110

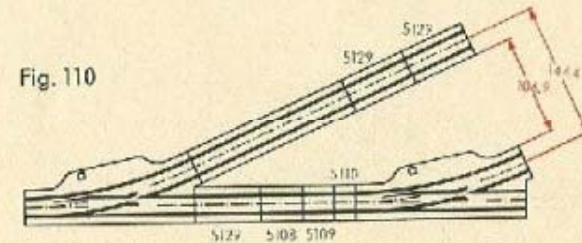


Fig. 111

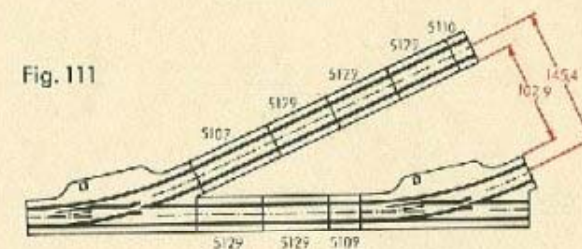


Fig. 112

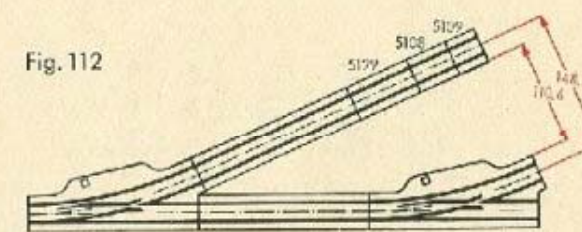


Fig. 113

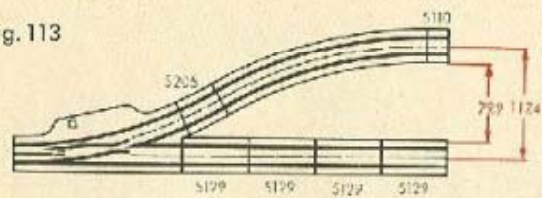


Fig. 114

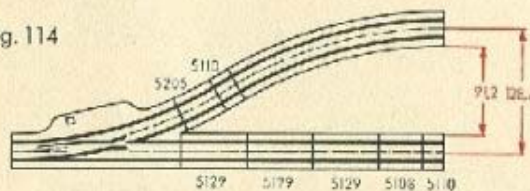


Fig. 115

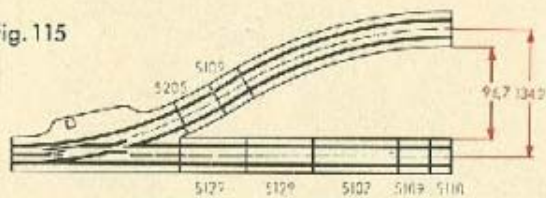


Fig. 116

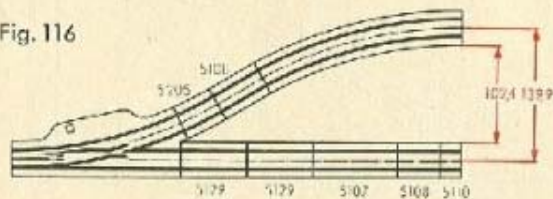


Fig. 117

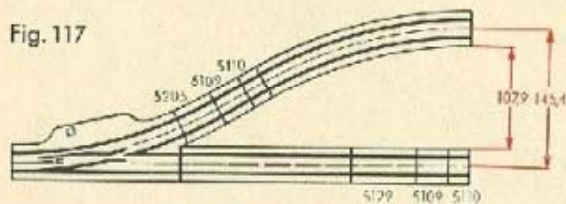


Fig. 118

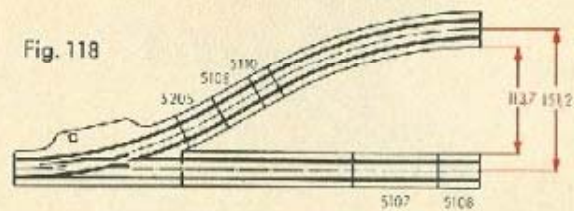


Fig. 119

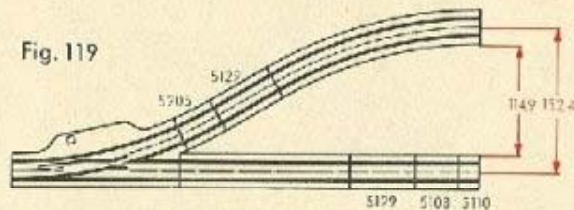


Fig. 120

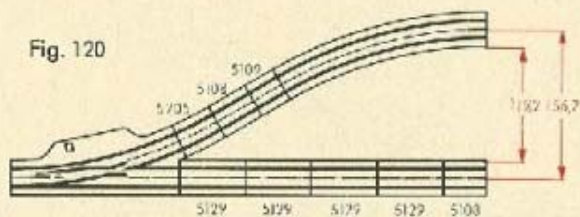


Fig. 121

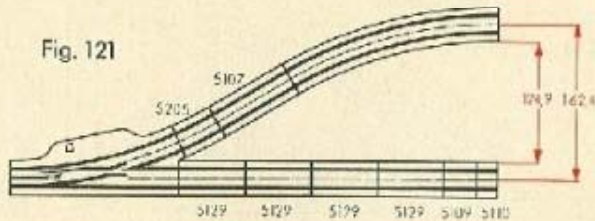
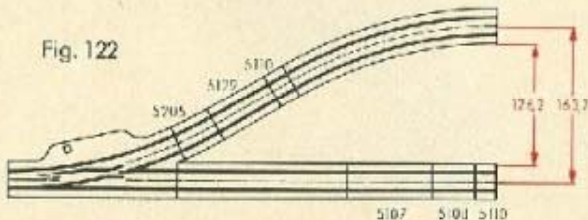


Fig. 122



5200 30°

Fig. 123

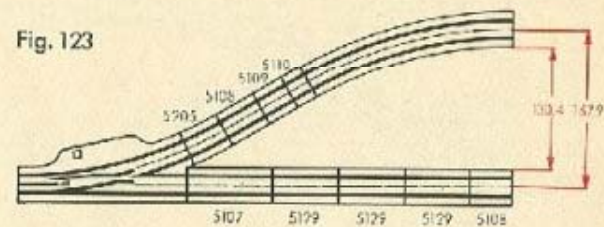


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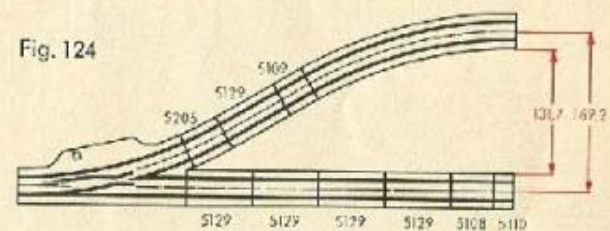


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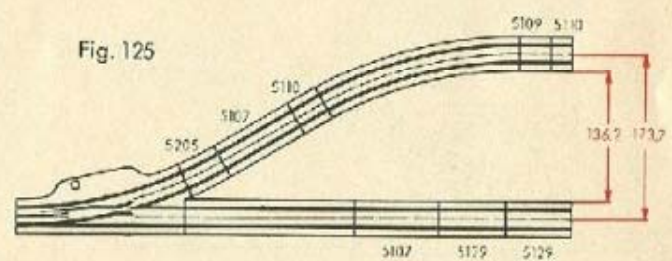
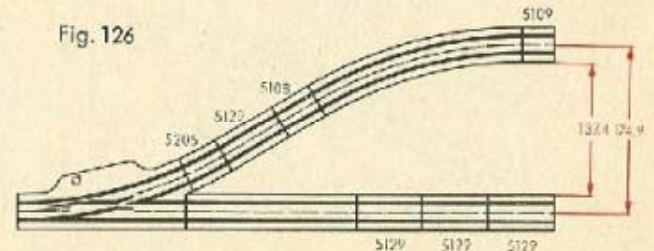


Fig. 126



5200 30°

Fig. 127

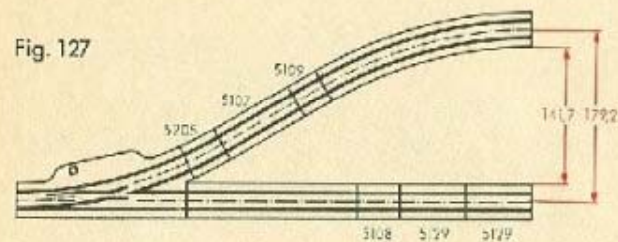


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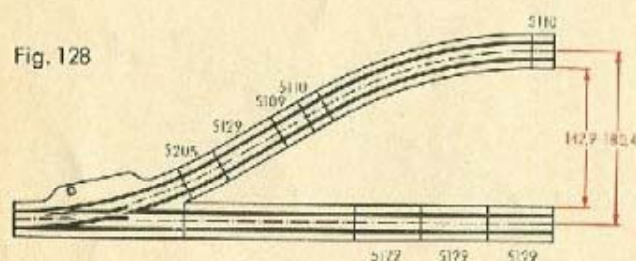


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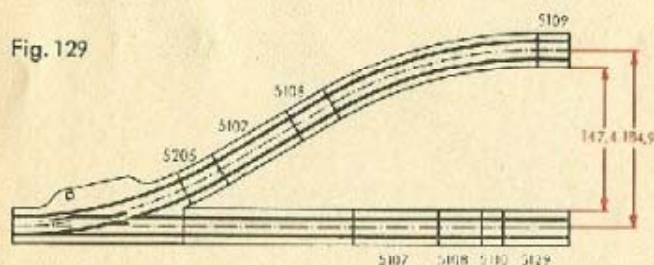


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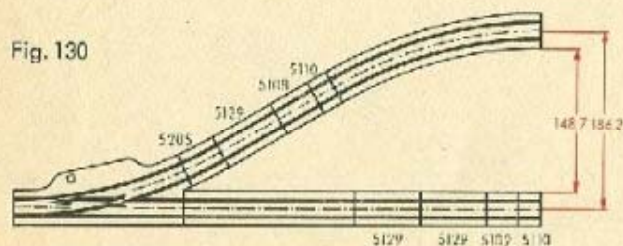


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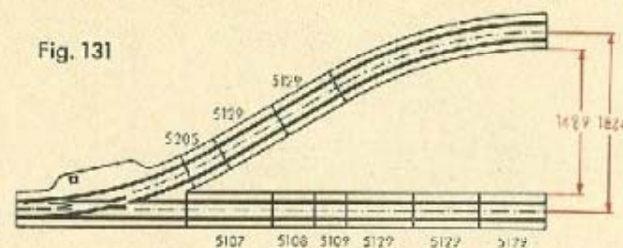


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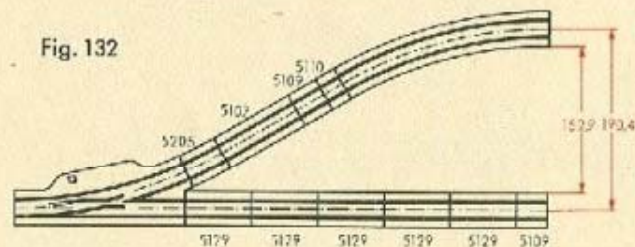


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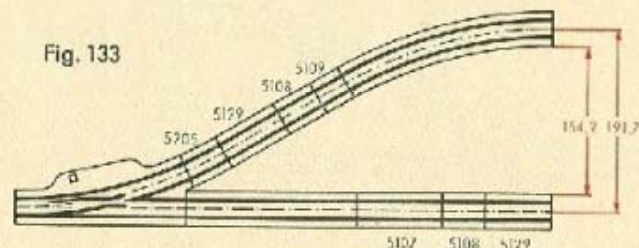


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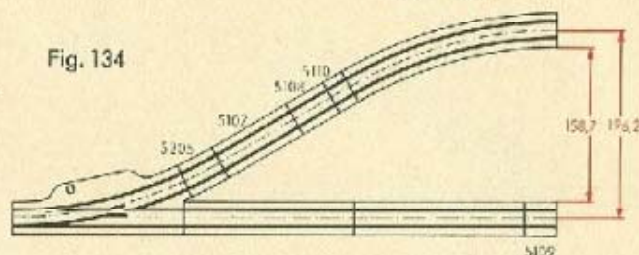


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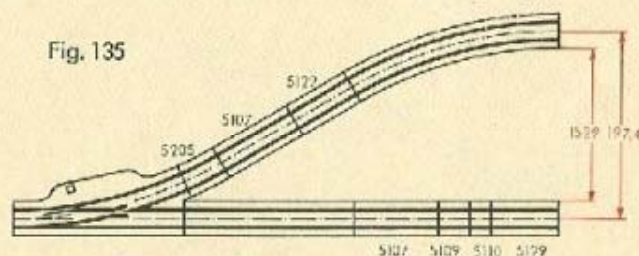


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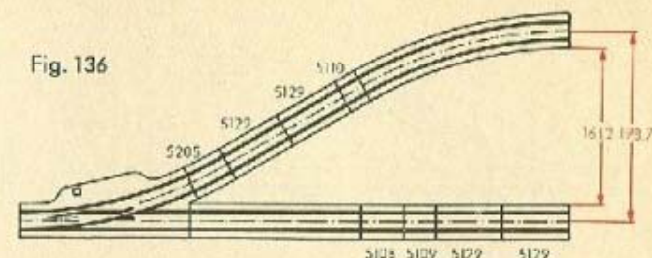


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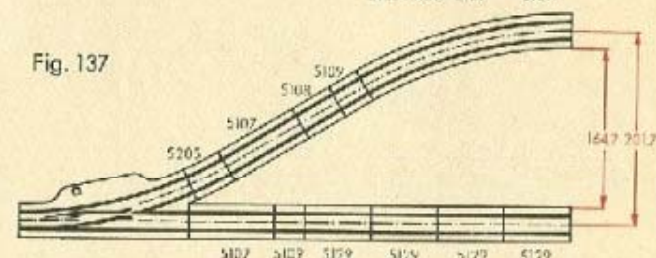


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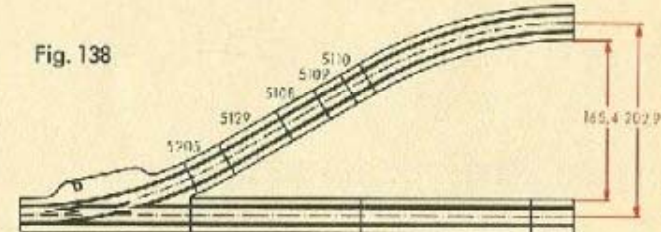


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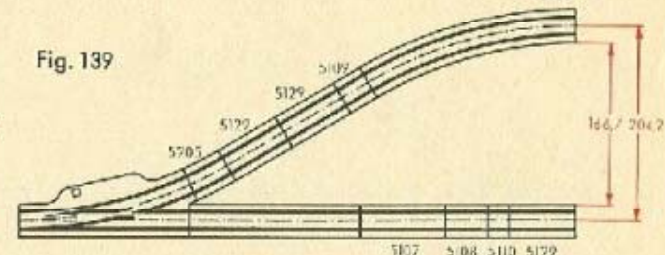


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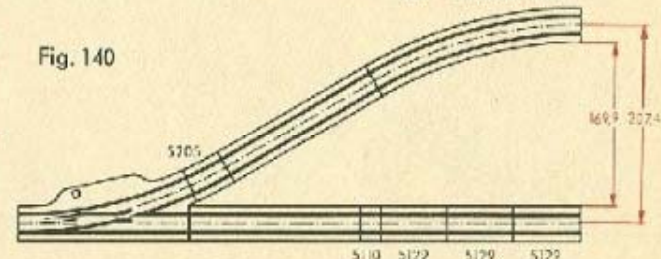


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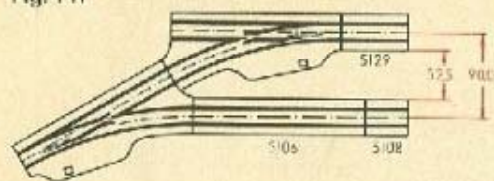


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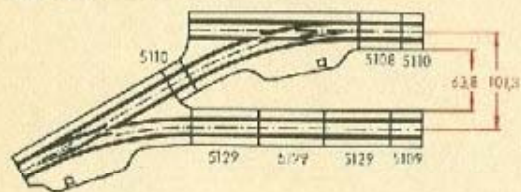


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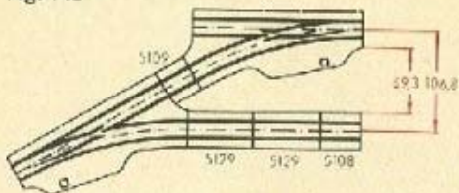


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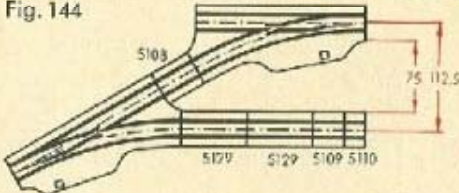


Fig. 145

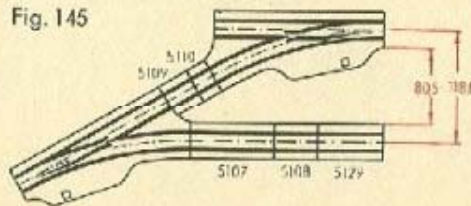


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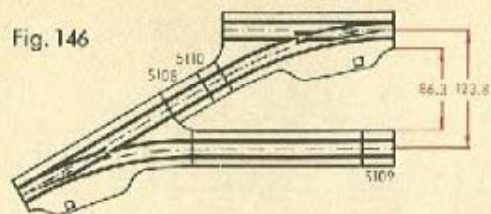


Fig. 147

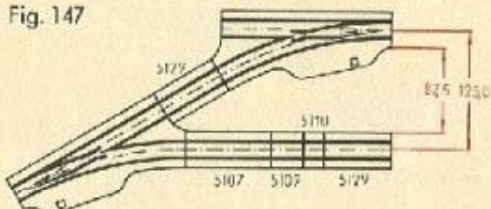


Fig. 148

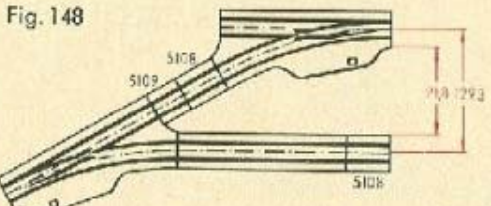


Fig. 149

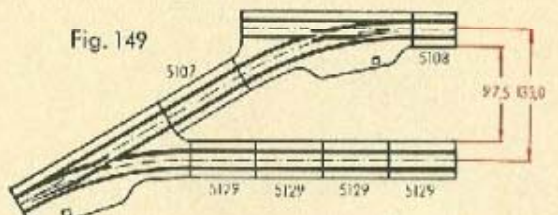
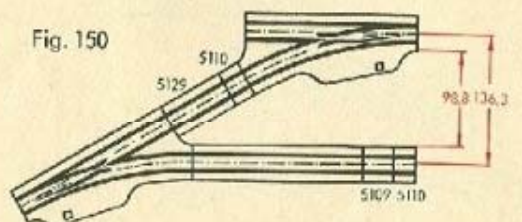


Fig. 150



5100 30°

Fig. 151

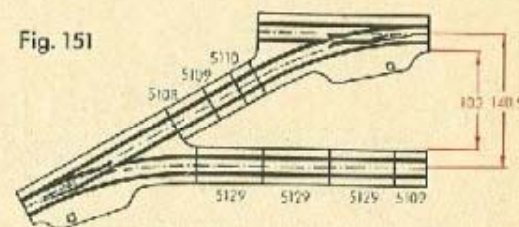


Fig. 152

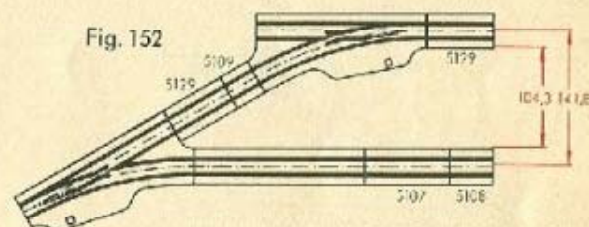


Fig. 153

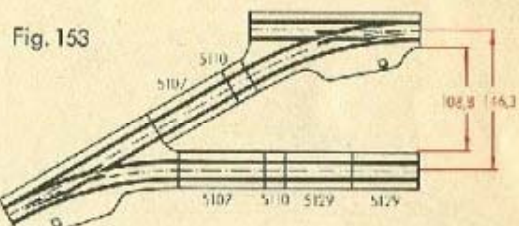
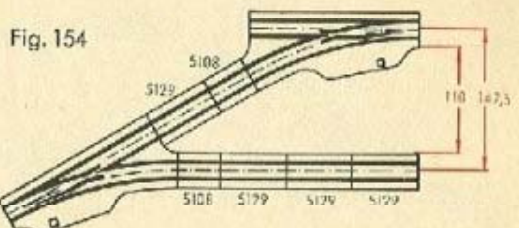


Fig. 154



5100 30°

Fig. 155

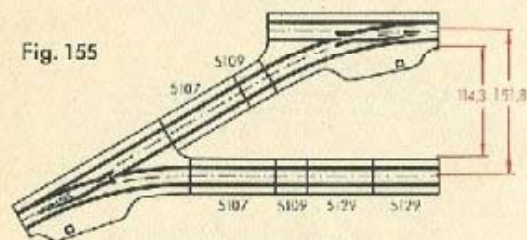


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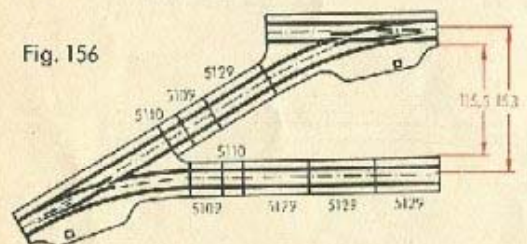


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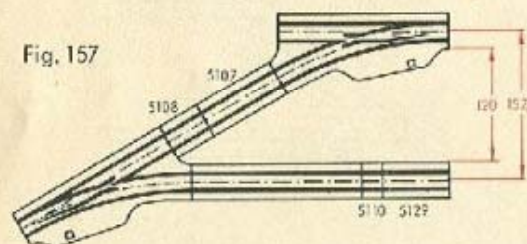


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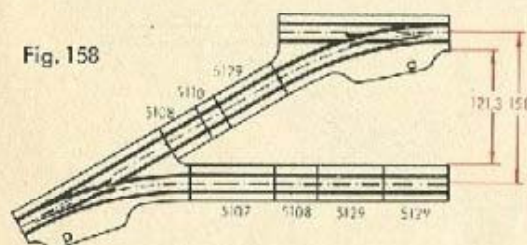


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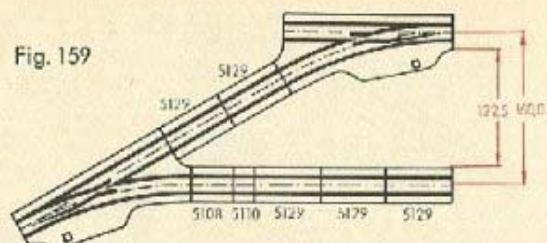


Fig. 160

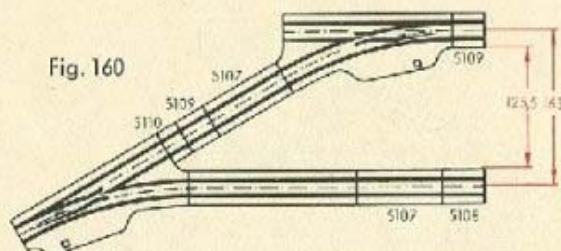


Fig. 161

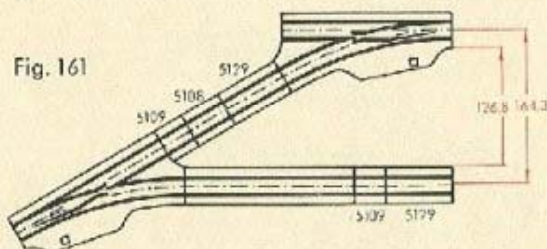


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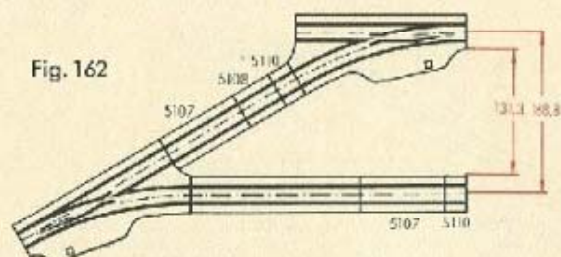


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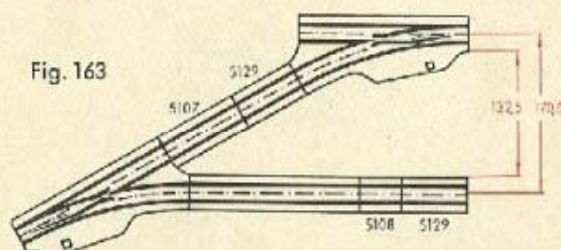


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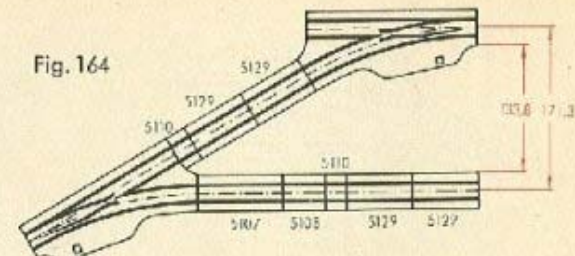


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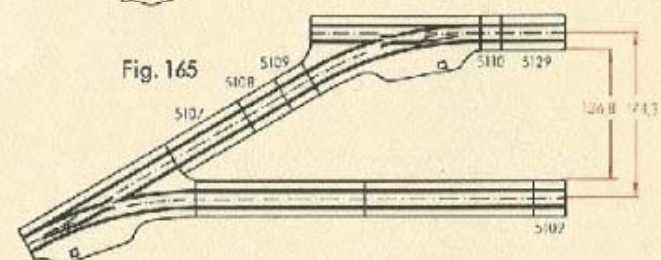


Fig. 166

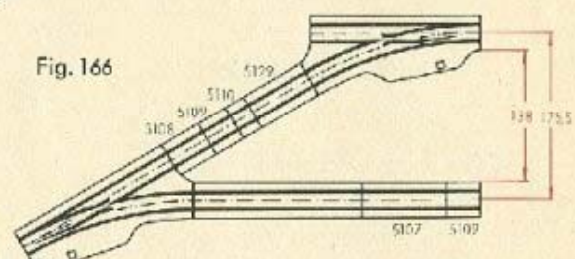


Fig. 167

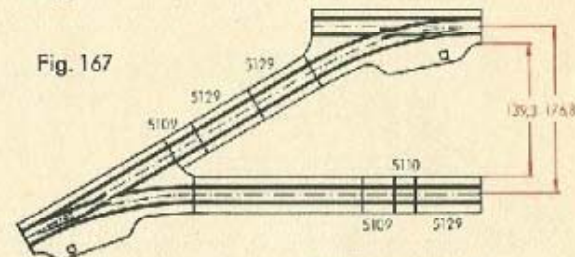


Fig. 168

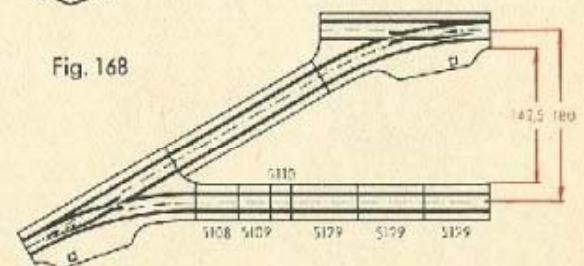


Fig. 169

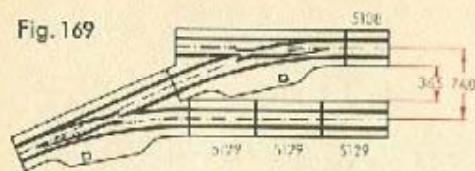


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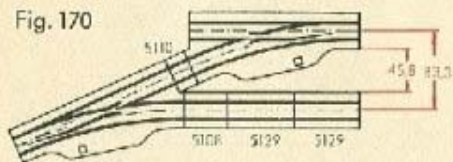


Fig. 171

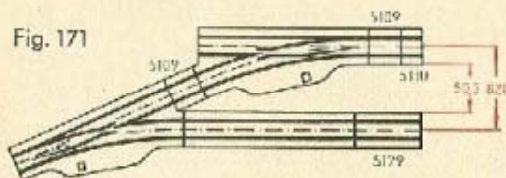


Fig. 172

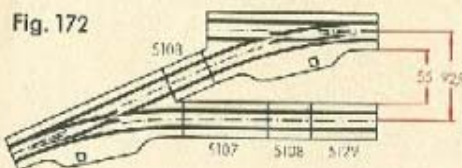


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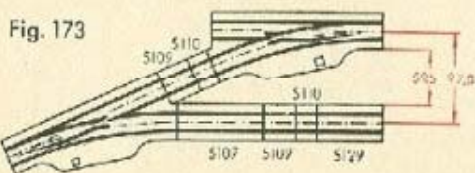


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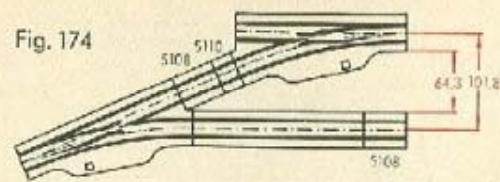


Fig. 175

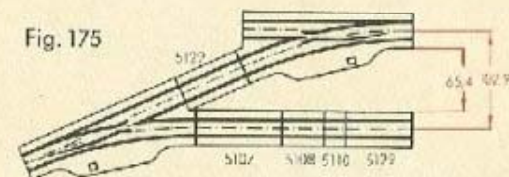


Fig. 176

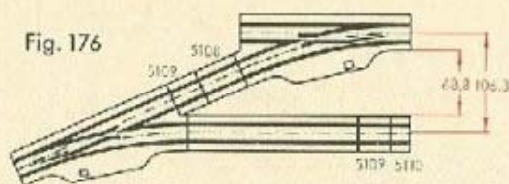


Fig. 177

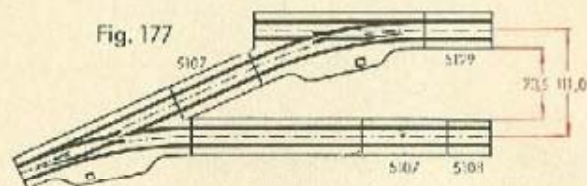
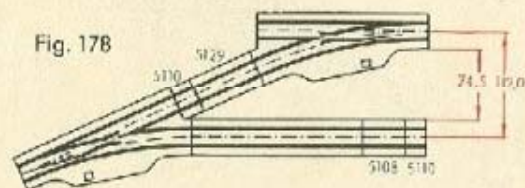


Fig. 178



5200 24° 17'

Fig. 179

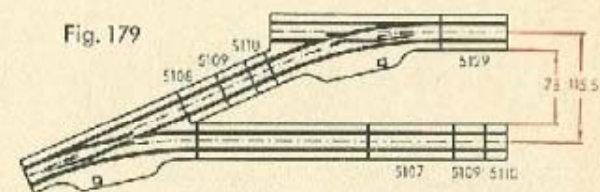


Fig. 180

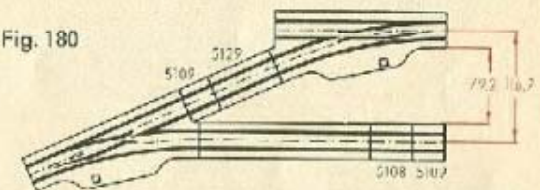


Fig. 181

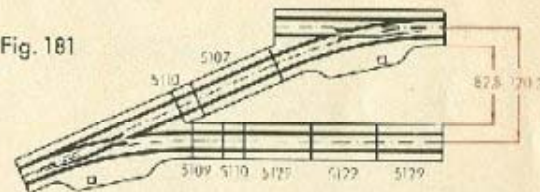
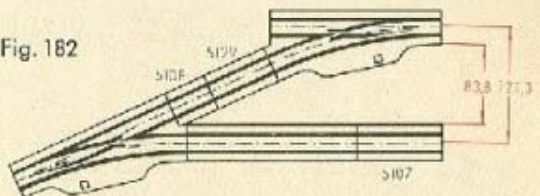


Fig. 182



5200 24° 17'

Fig. 183

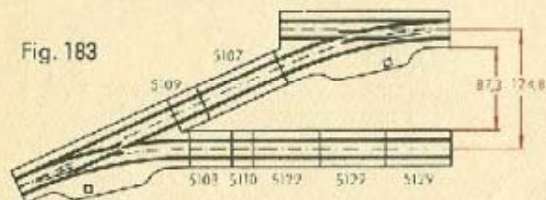


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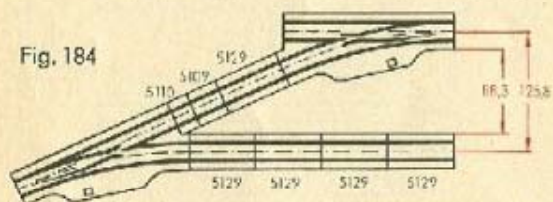


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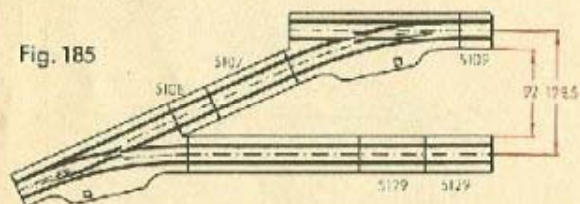


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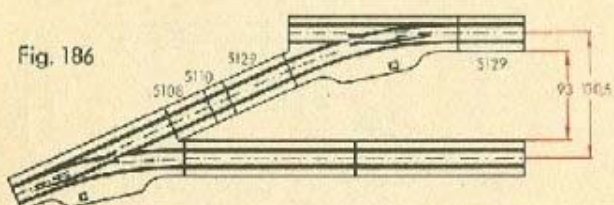


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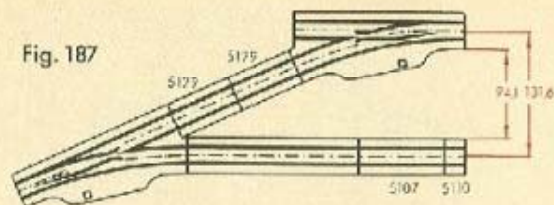


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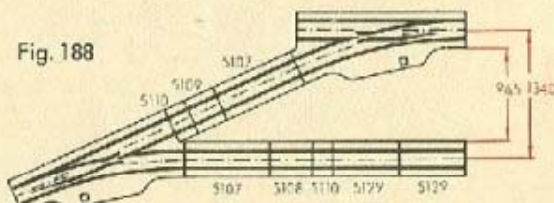


Fig. 189

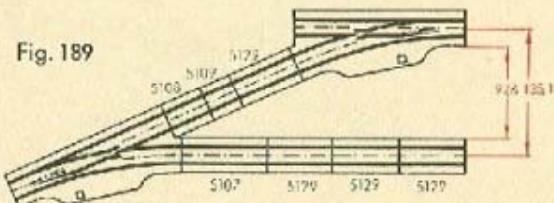


Fig. 190

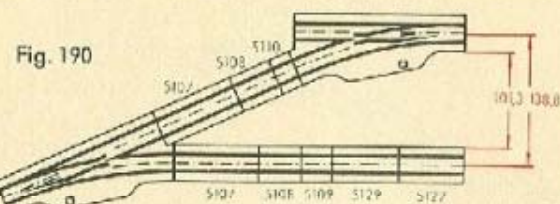


Fig. 191

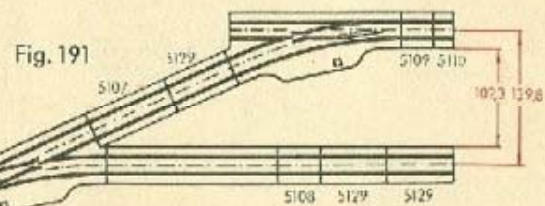


Fig. 192

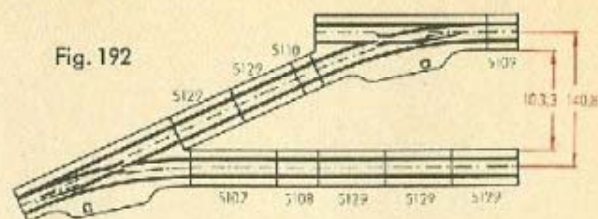


Fig. 193

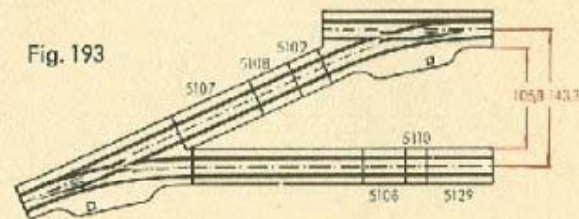


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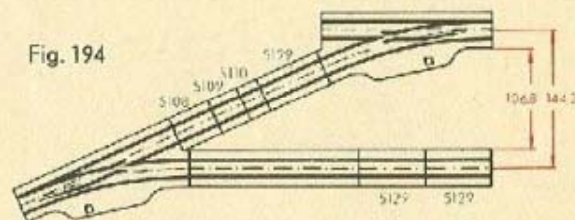


Fig. 195

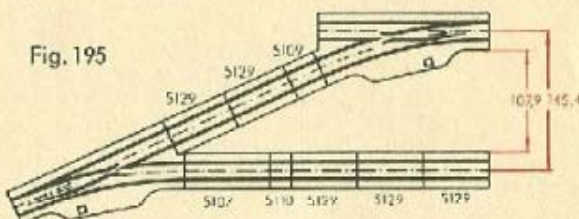
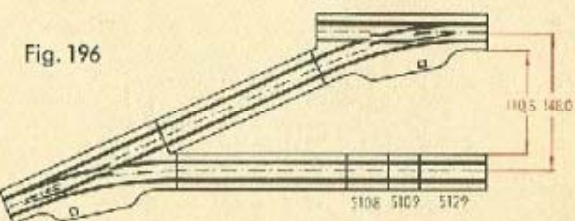


Fig. 196



TRACK PLAN COMBINATIONS

Track plans 197 to 216 are made up with rails, points and crossings from our standard MÄRKLIN assortment and are intended to give the railway enthusiast an inducement to build up his railway as he wishes and as things allow, from the multitude of opportunities offering. Using the basic figures already given, we will now make up some gridirons just to give an idea of the numbers of points and track sections required at the same time.

Let us look at fig. 197 as an example. It is made up from fig. 1 (blue) and fig. 141 (green), so that the lower line of rails must be made up with the same number of track sections (5106 and 5108) as above (green).



Fig. 1

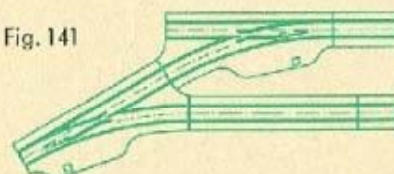


Fig. 141

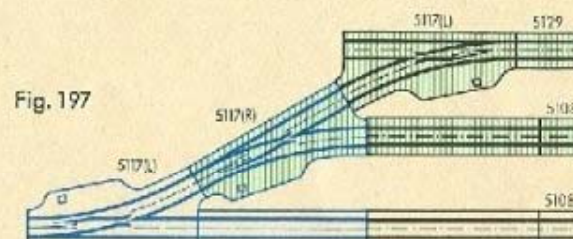


Fig. 197

In a closed gridiron corresponding points and tracks will also be required on the opposite side, which means that the 2x5108 track sections (quarter length) and 5107 (half length) will have to be changed; the gridiron can then be extended to any length desired by inserting straight track sections in between.

Fig. 198 is intended as another example; it consists of the separate illustrations Nos. 1, 29 and 56. The coloured borders clearly show these separate figures.

Figures up to No. 203 show similar examples.

The track triangle shown in fig. 206 has the smallest size possible with MÄRKLIN standard points and tracks. Fig. 210 shows a double cross-over using the 5114 crossing and four right-hand points 5117 (R) or 5121 (R); this figure can be built up similarly with left-hand points.

In the following fig. 211 there is the same arrangement with the 5128 double slip points, though it has the disadvantage with a double-track system of the trains being able to meet at the crossing unless protected by signals. On the other hand, the double track connection shown in fig. 213 with points 5128 and 5117 (L) will give service free from any trouble.

Figs. 215 and 216 show points combinations such as are generally met with in stations and goods yards. In these track plans points 5117 and double slip points 5128 are used. All the track layouts that follow are made up similarly to the examples already given, though using chiefly points 5202 and double slip points 5207.

Track plans 236, 239, 240 and 241 use a small crossing, 5211, its special advantage being its short length and the angle allowed by direct connection to points 5202.

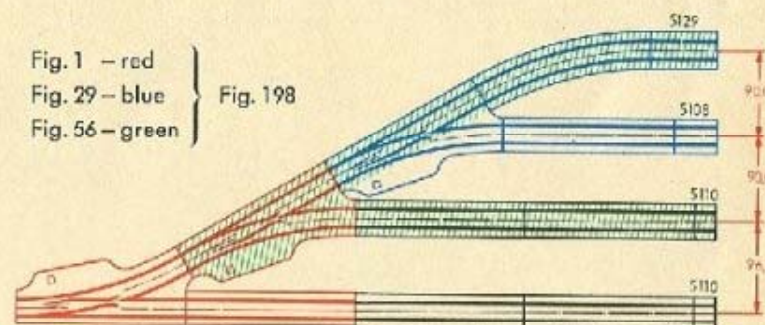


Fig. 1 - red
Fig. 29 - blue
Fig. 56 - green } Fig. 198

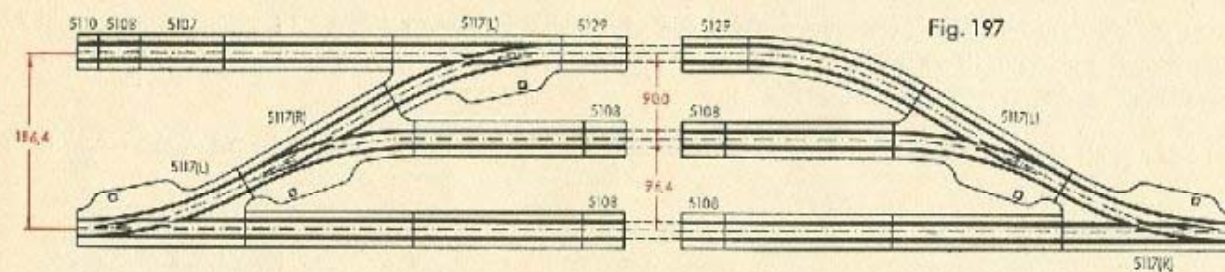


Fig. 197

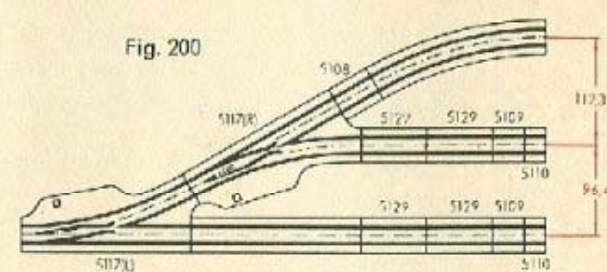


Fig. 200

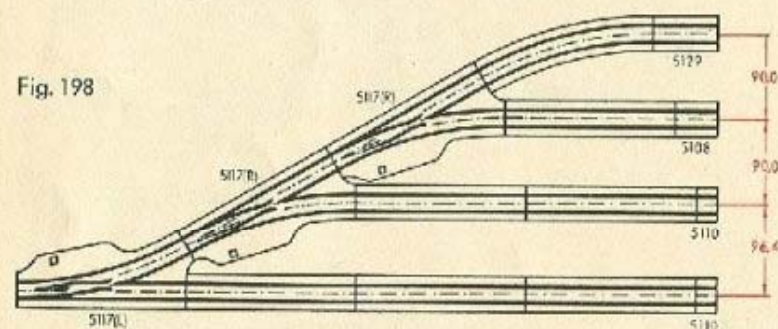


Fig. 198

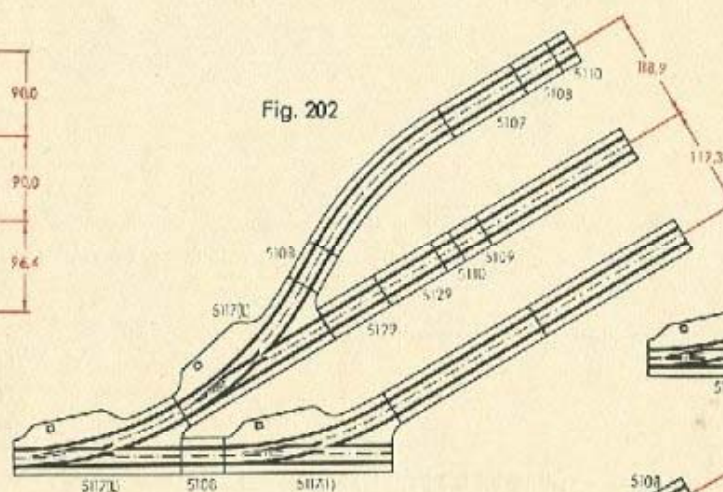


Fig. 202

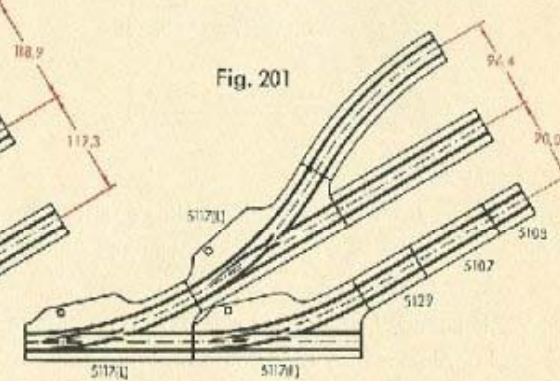


Fig. 201

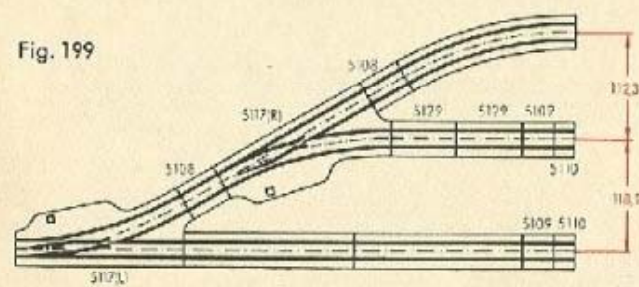


Fig. 199

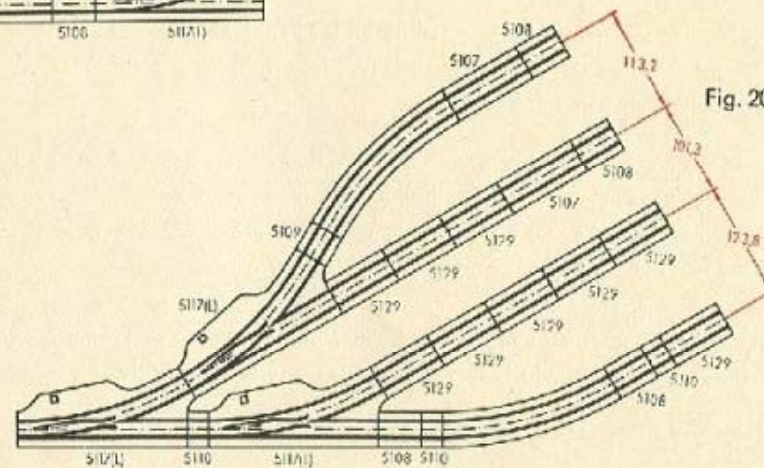


Fig. 203

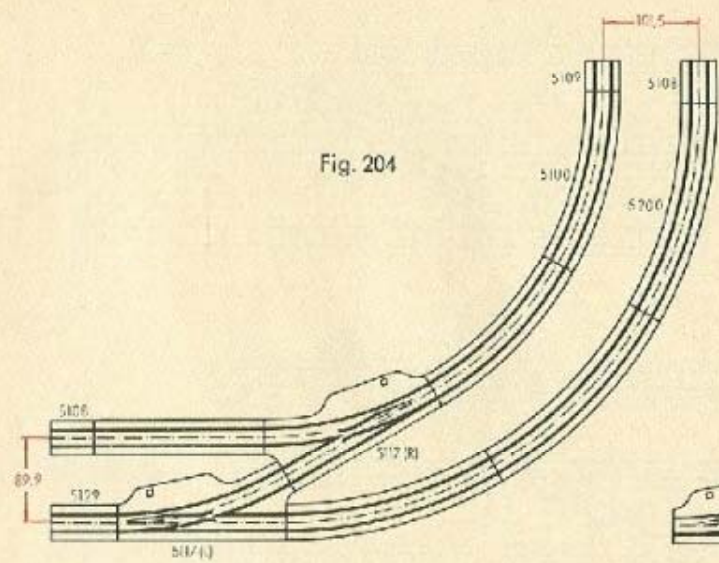


Fig. 204

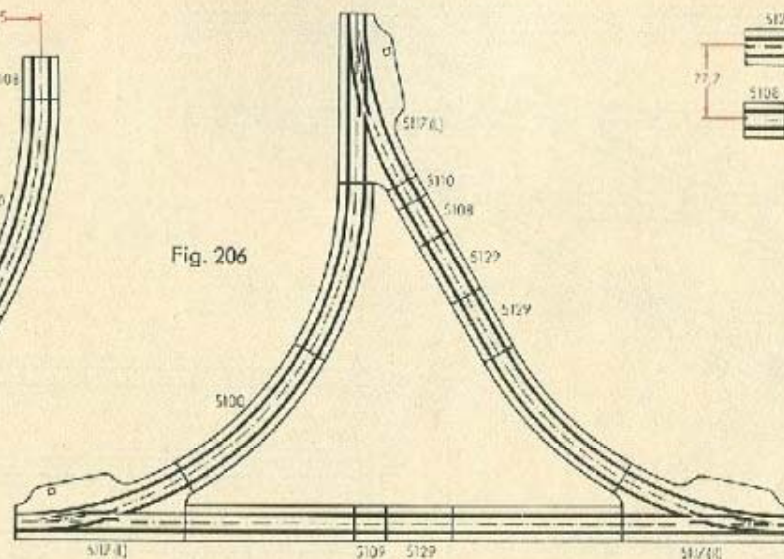


Fig. 206

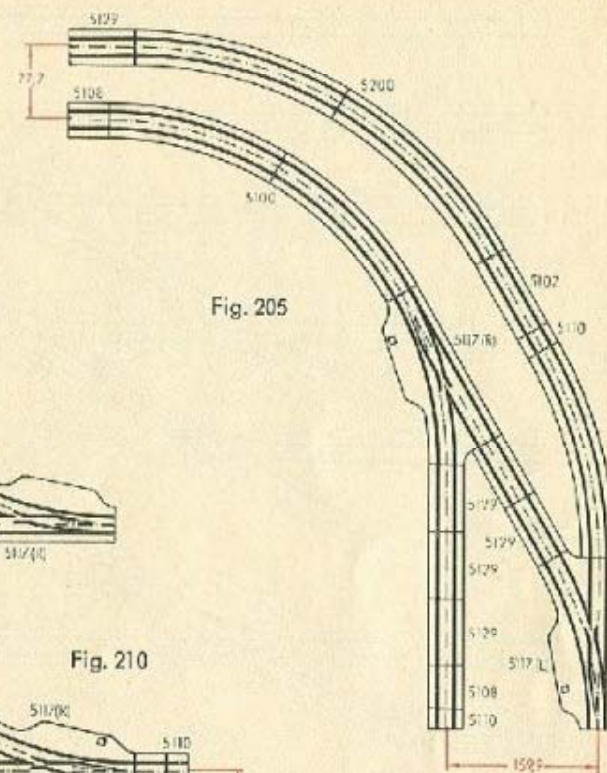


Fig. 205

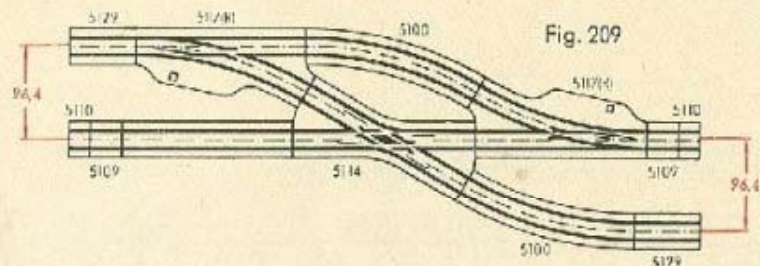


Fig. 209

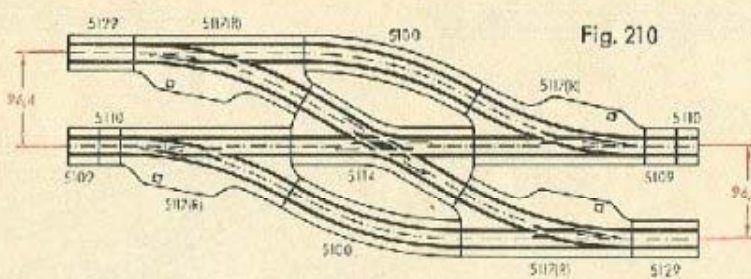


Fig. 210

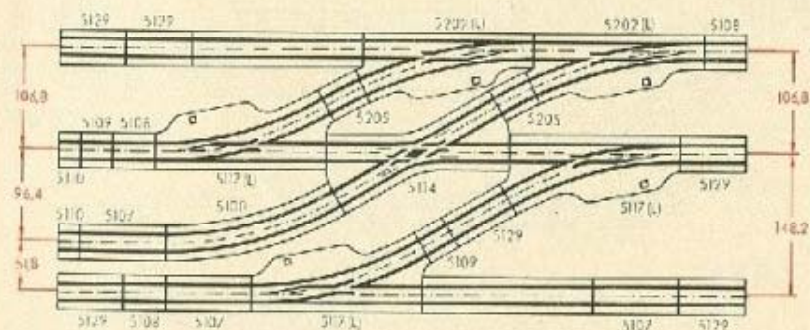


Fig. 207

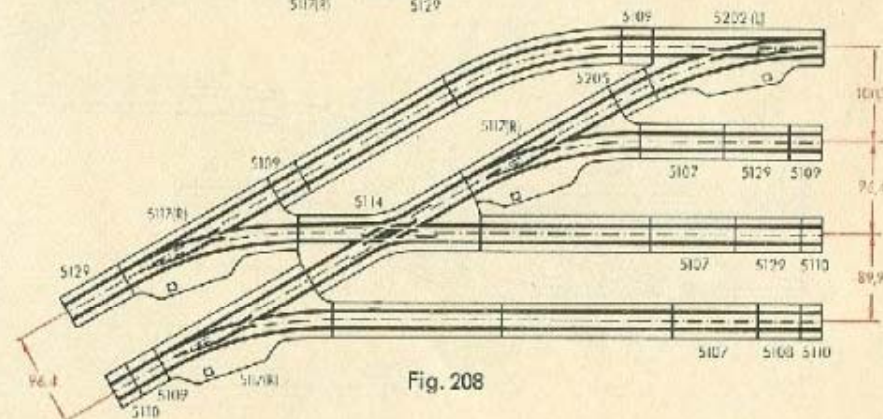


Fig. 208

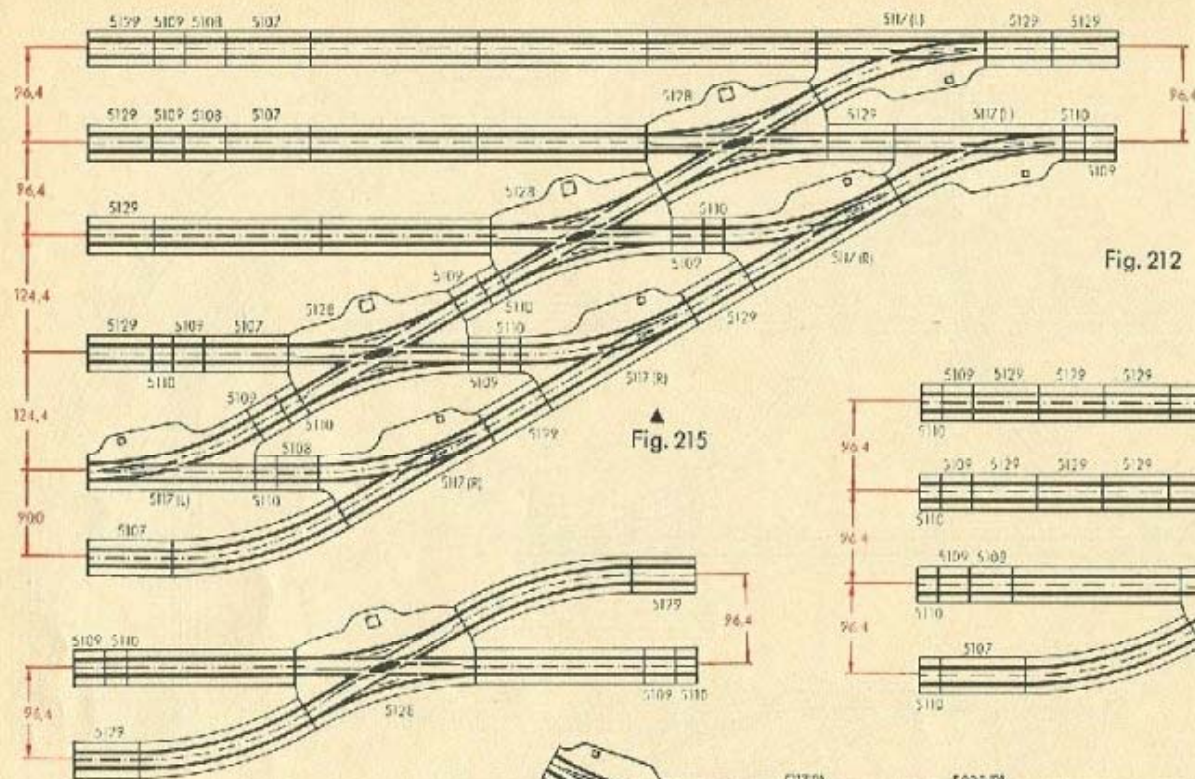


Fig. 211

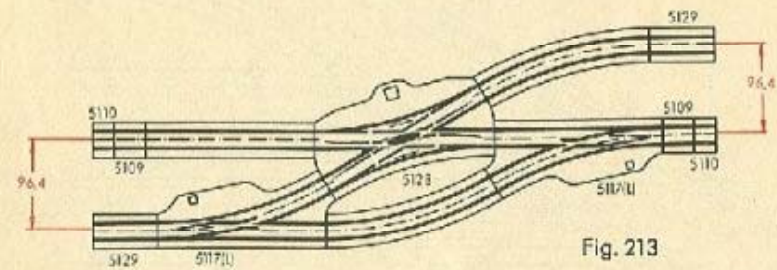


Fig. 213

Fig. 215

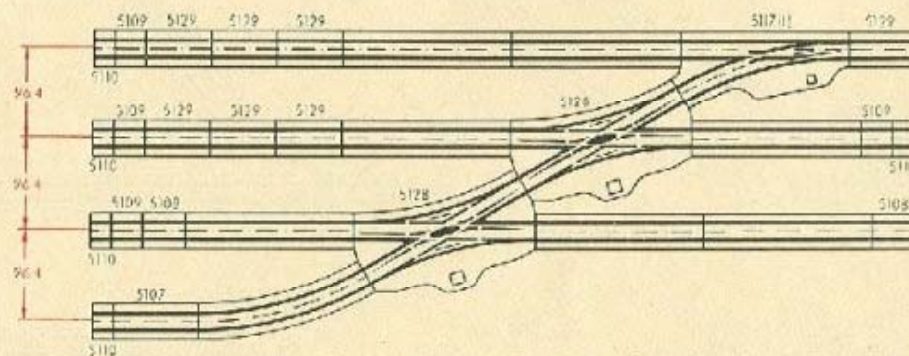


Fig. 212

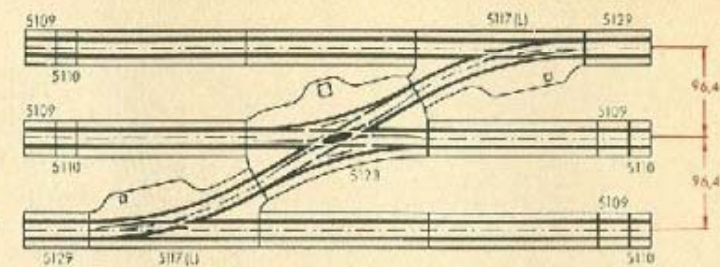


Fig. 214

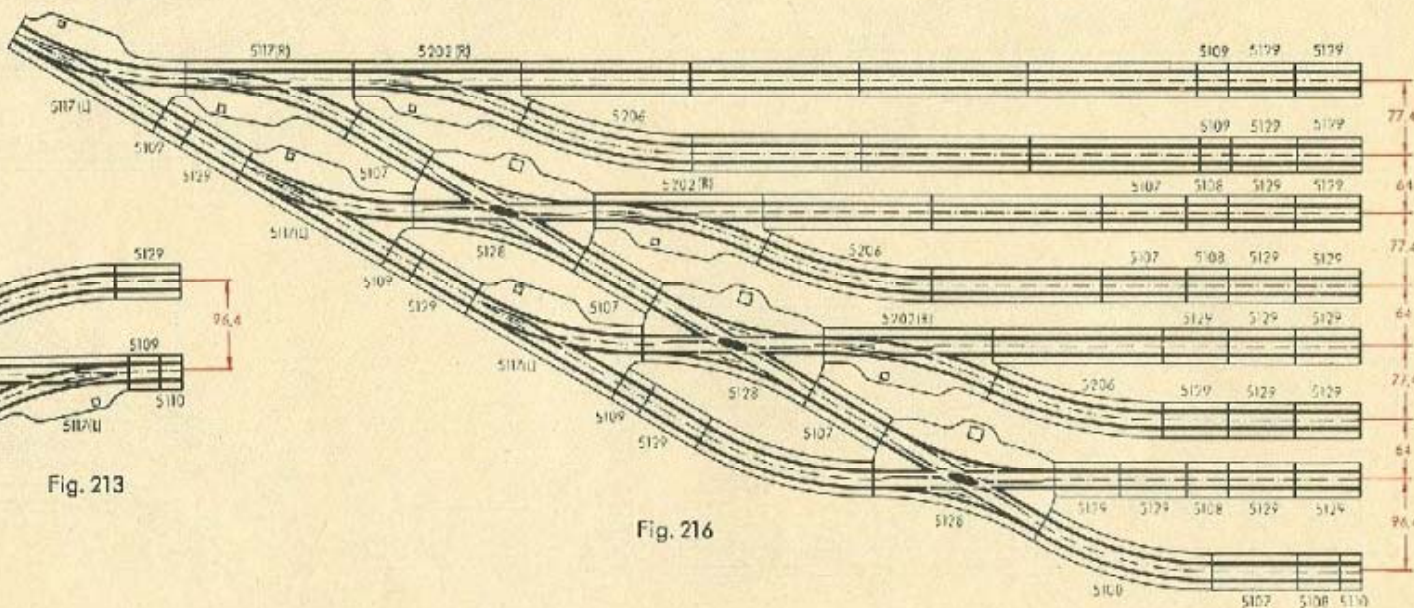


Fig. 216

Fig. 218

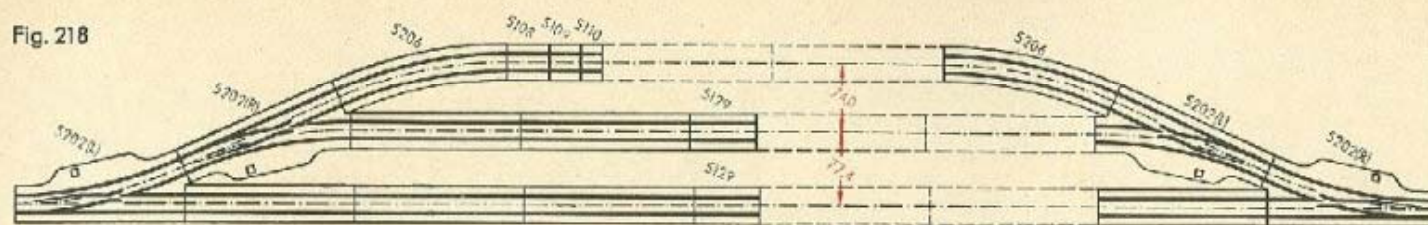


Fig. 217

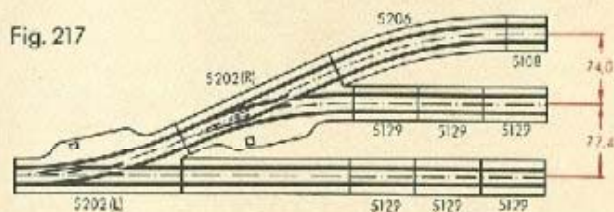


Fig. 219

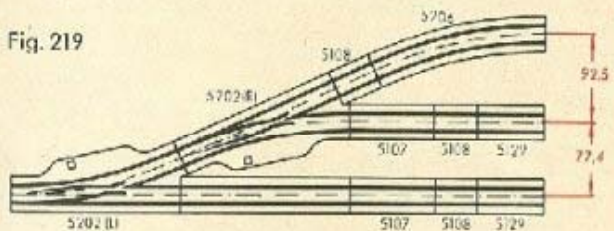


Fig. 220

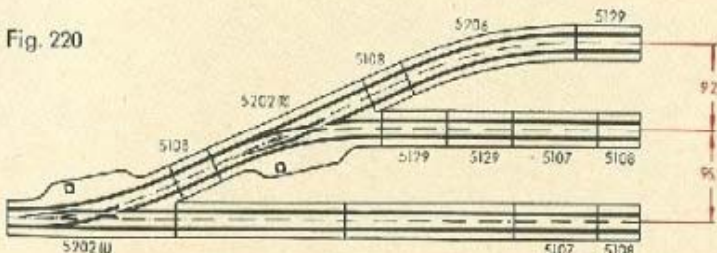


Fig. 222

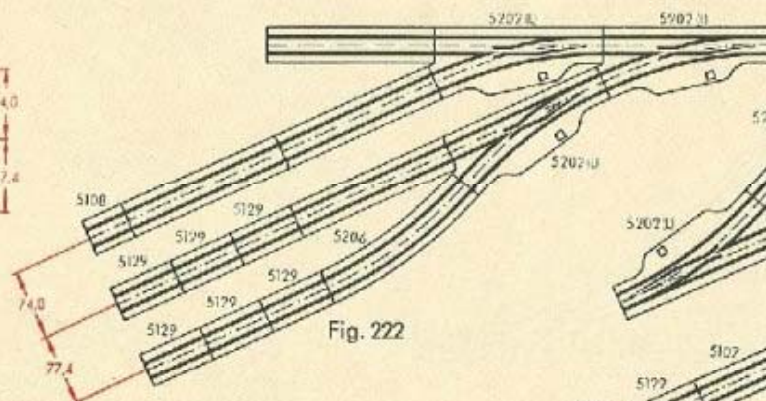


Fig. 223

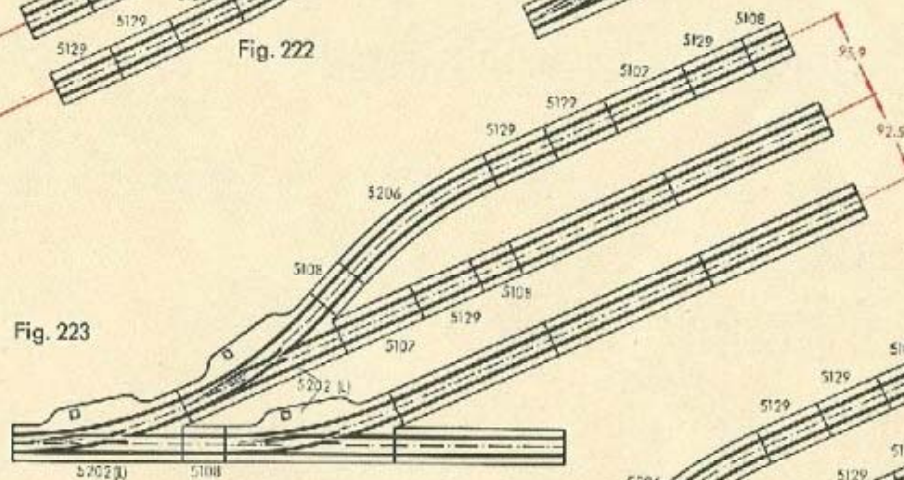


Fig. 221

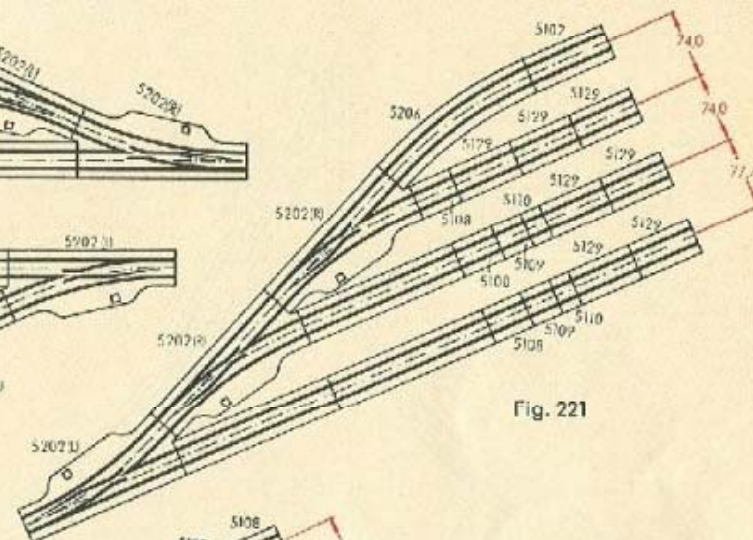


Fig. 224

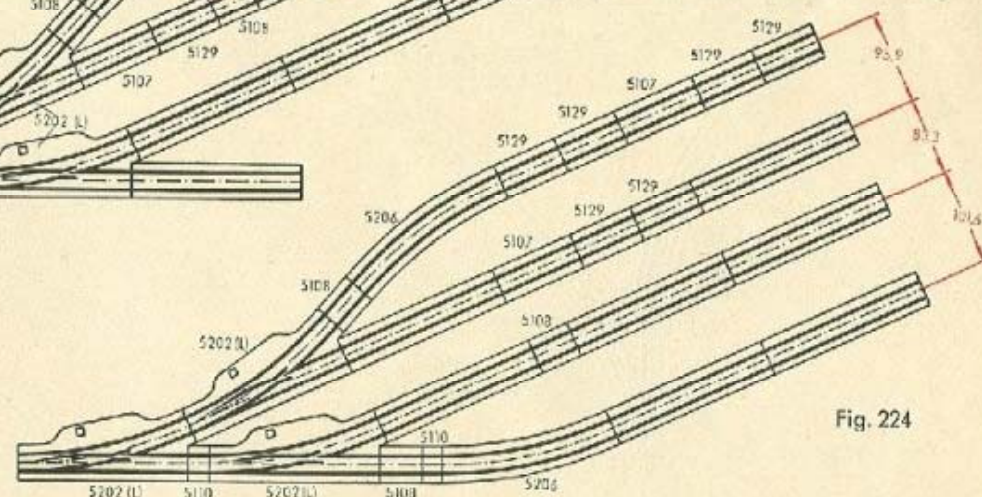


Fig. 225

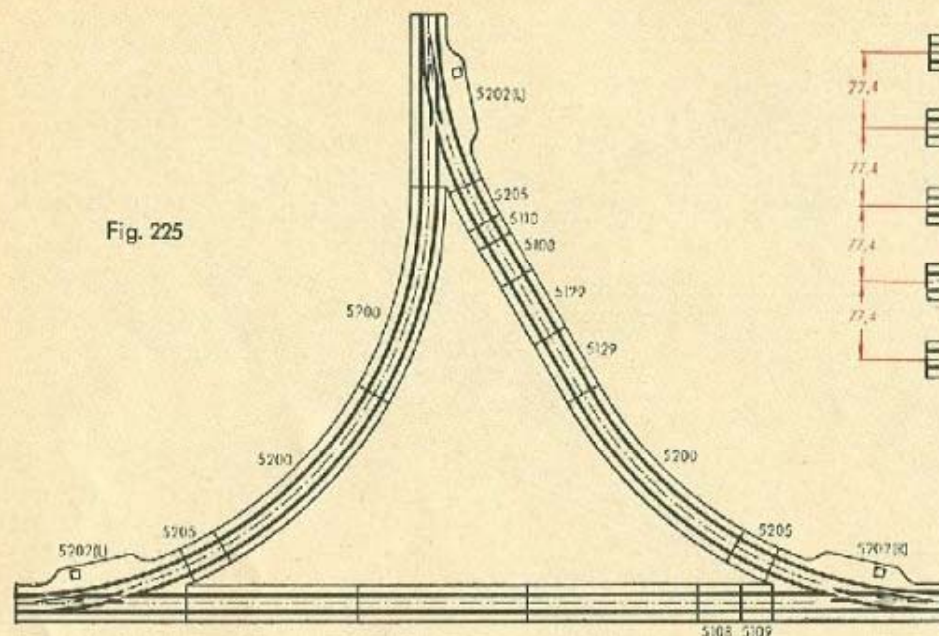


Fig. 227

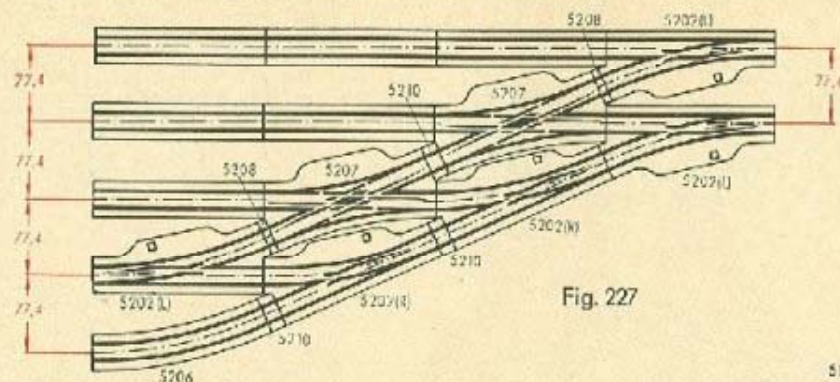


Fig. 229

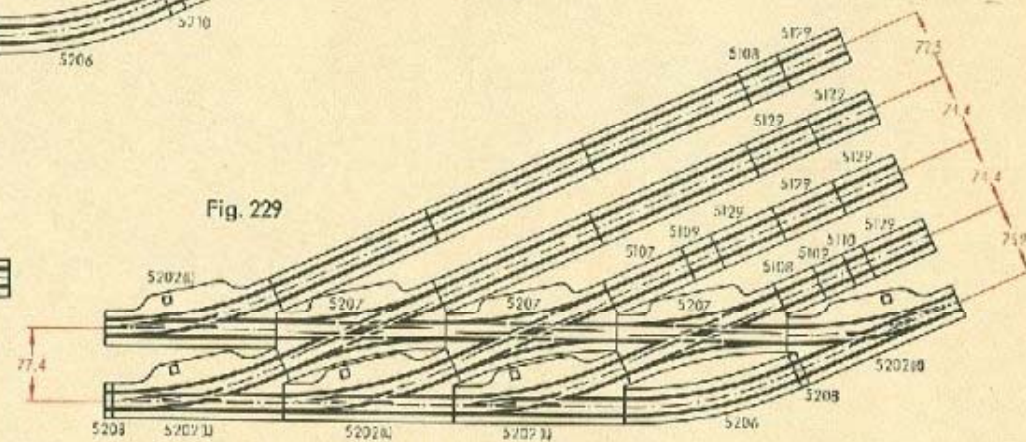


Fig. 228

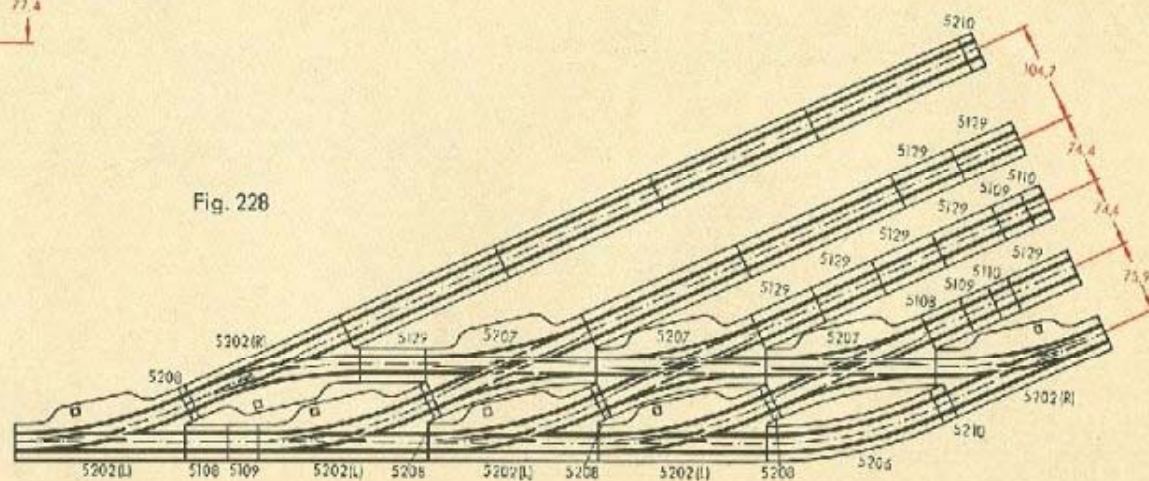


Fig. 226

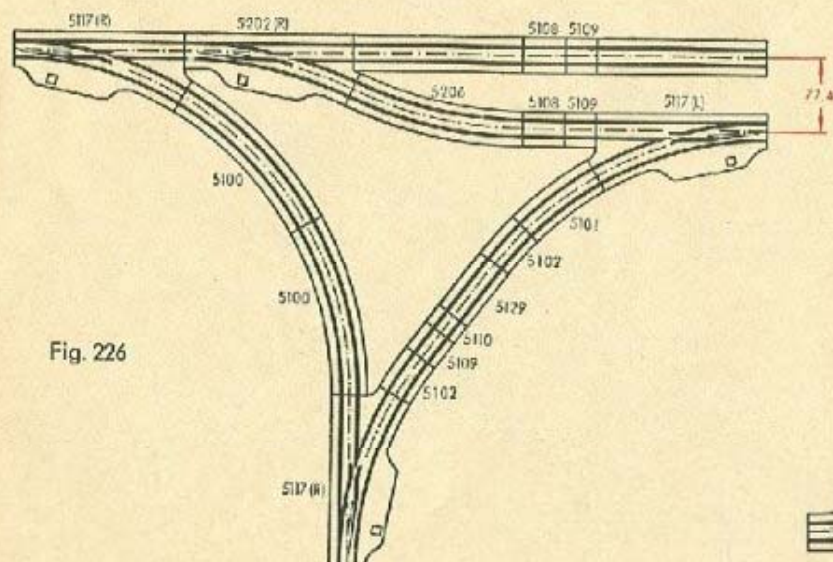


Fig. 230

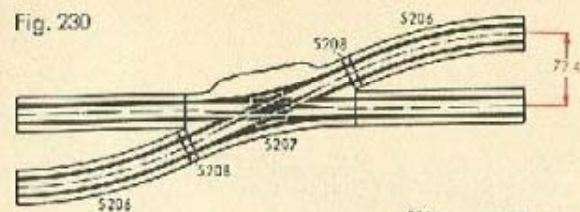
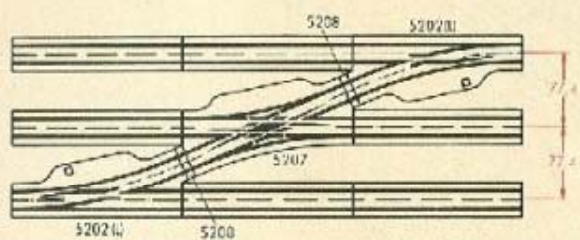
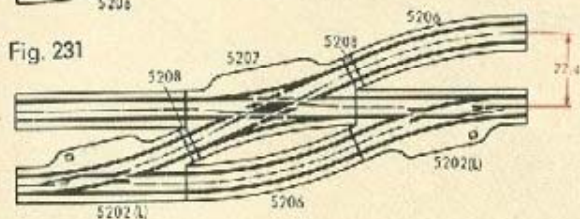


Fig. 231



◀ Fig. 232

Fig. 233

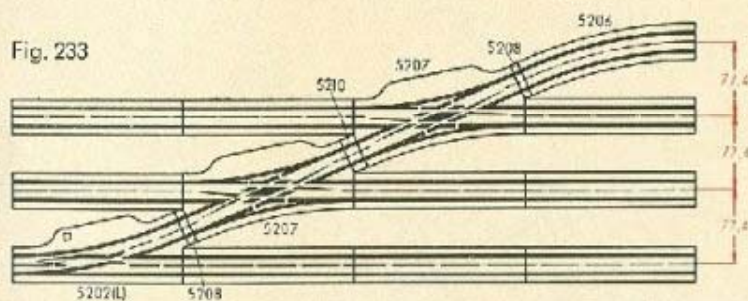


Fig. 239

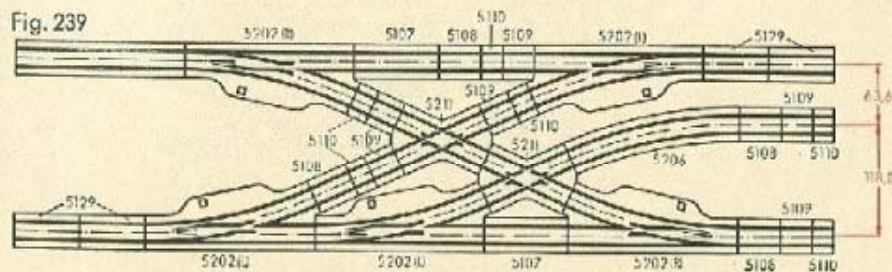


Fig. 234

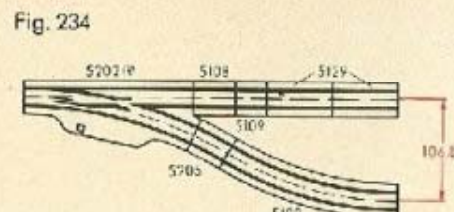


Fig. 235

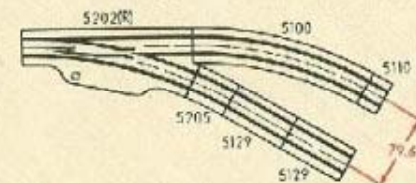


Fig. 236

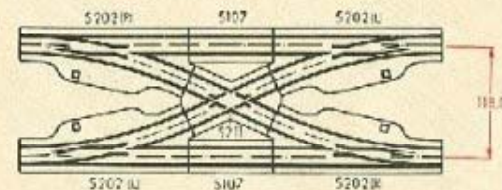


Fig. 238

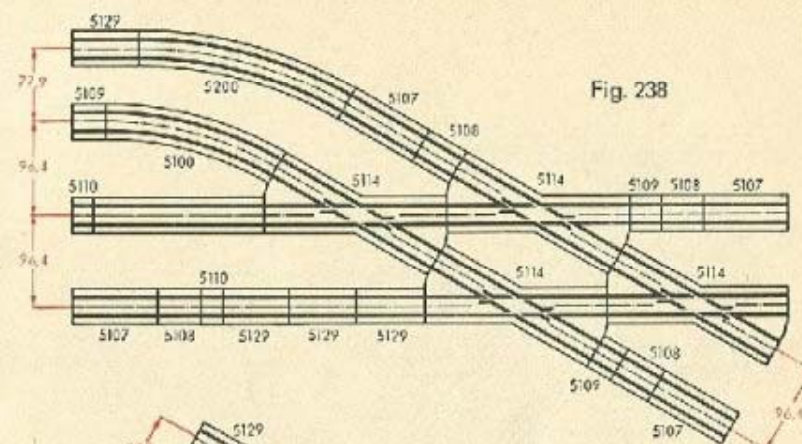


Fig. 237

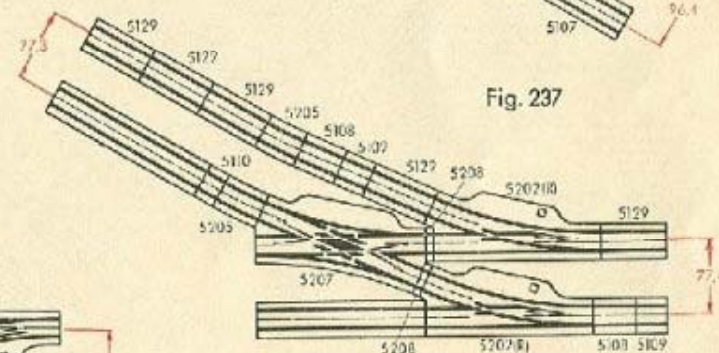


Fig. 240

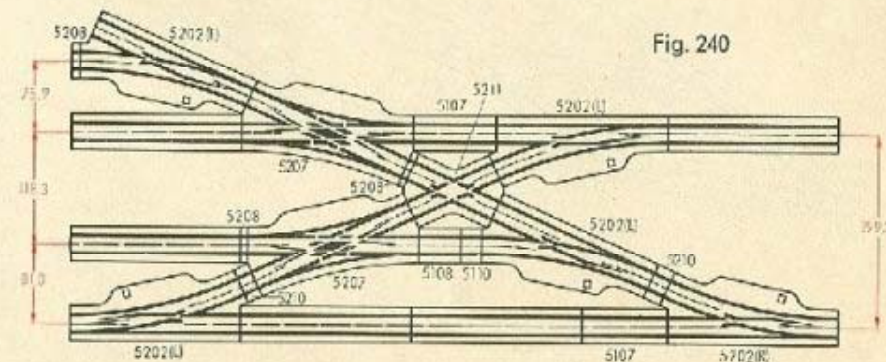


Fig. 244

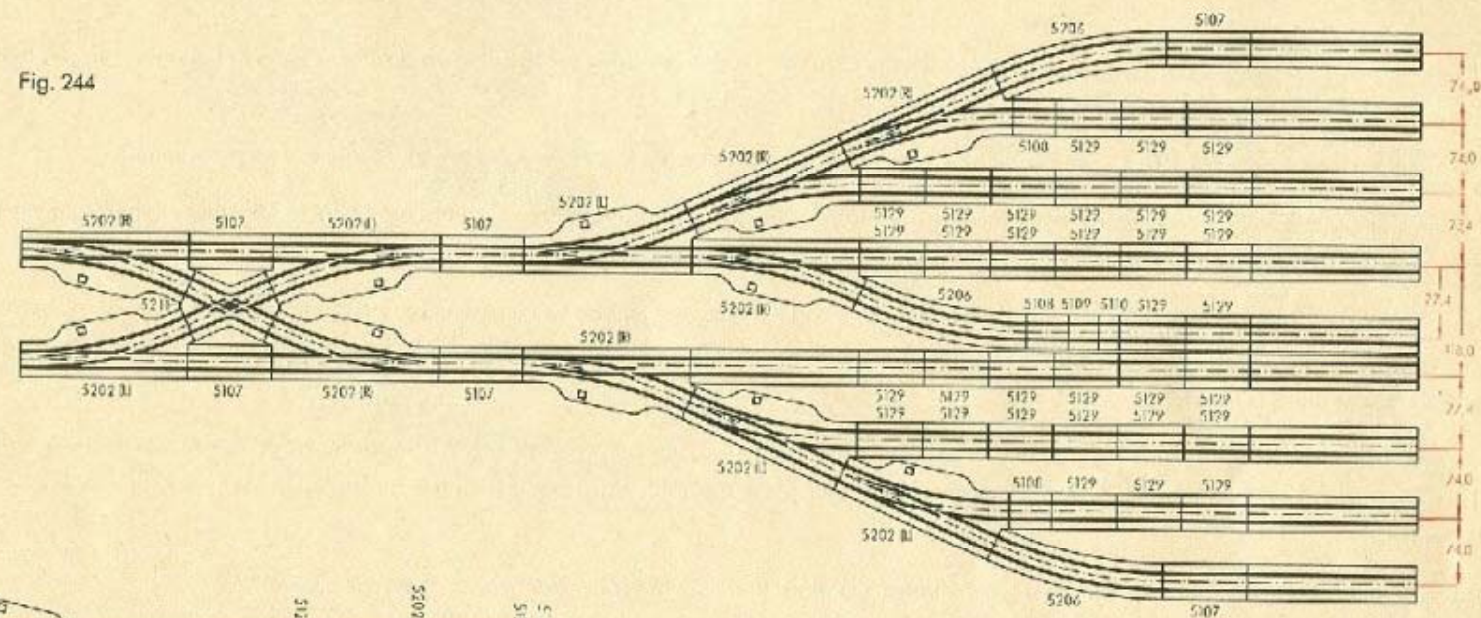
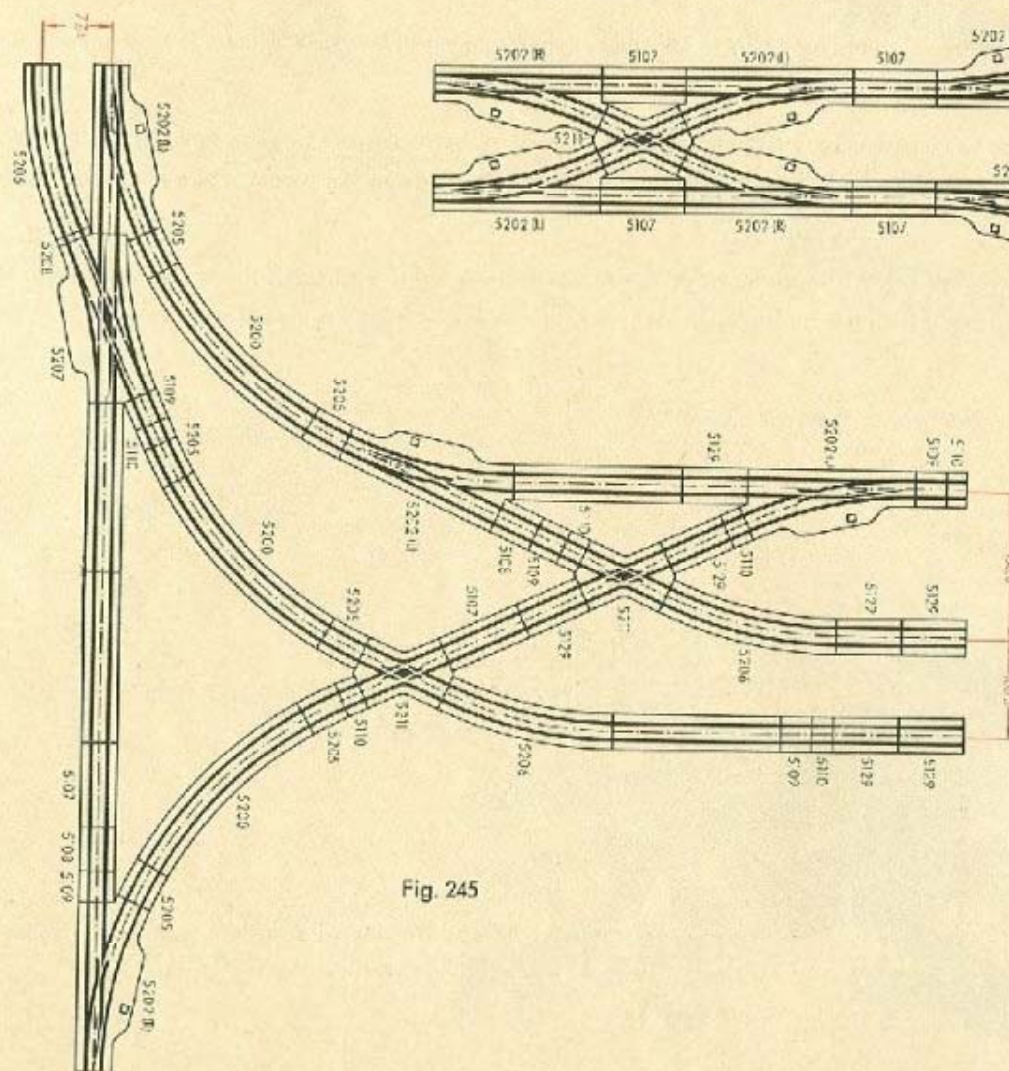


Fig. 245



TRACK LAYOUT PLANS

The track plans generally with all their details are intended to form a definite basis for building up a railway system, but do not forget that the lists of items that go to form the track plans shown will cease to be complete if any alterations are made in the plans.

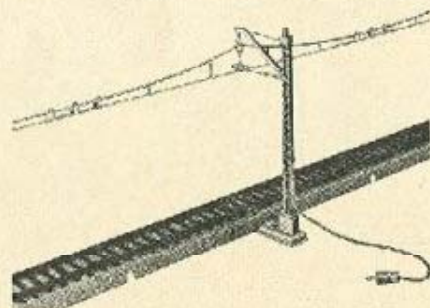
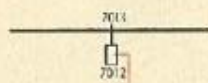
The small systems numbered 1 to 4 are intended for branch line services and are therefore only for trains that have no great length.

Private sidings, dead-end and train formation tracks are mostly inside the oval track, and as such are used only by shunting engines running at low speeds, there is therefore no need to isolate sections longer than one to two track lengths with the signals available.

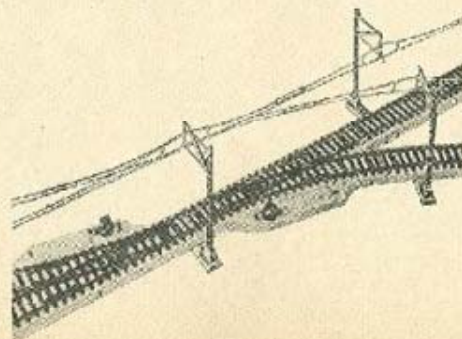
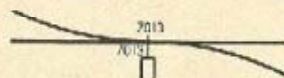
Signals and their isolated sections can be shifted as required and the sections can also be lengthened or shortened as may be necessary, but make sure with this that any circuits involved, i. e., for points or a universal remote switch, are not affected in their working. It is a good idea to fix MÄRKLIN isolating signs 5015 to indicate the places where the centre conductor of the track sections is isolated.

In numerous cases in these track plans – in engine sheds or sidings that can be switched off, for instance, track connection sections are used having the brown earthing cable of these sections connected additionally to an earthing distributor plate 7069; this extra connection is not absolutely necessary, though it will make the system more reliable in operation if it is fitted.

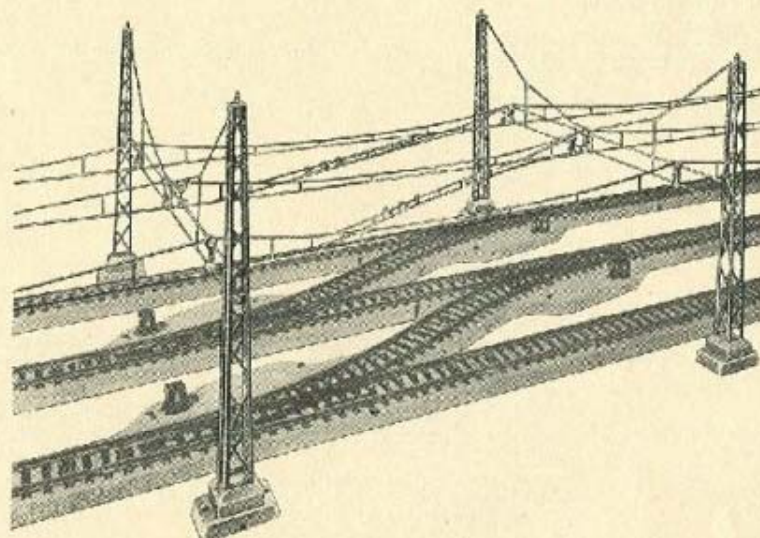
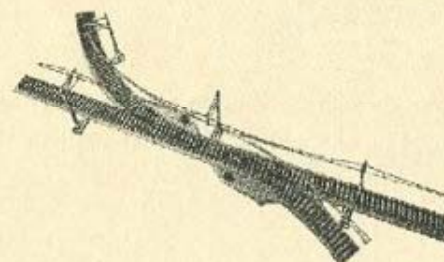
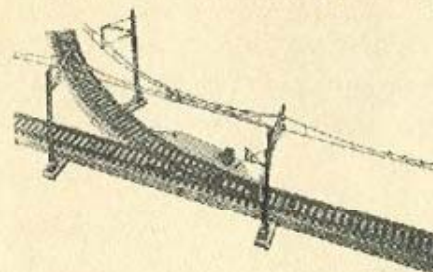
The following examples will explain the representative drawings of the plans for the overhead wire system – Booklet 0329.

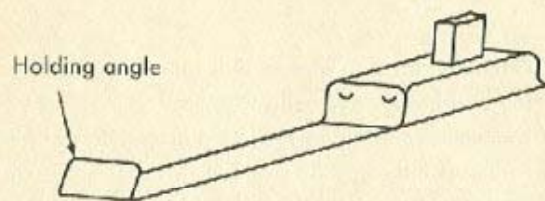


Overhead traction wire section with tongue connection and connection mast for signals.



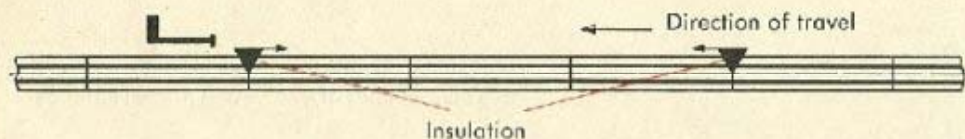
Two overhead traction wire sections with tongue connections on straight and curved sections of track.





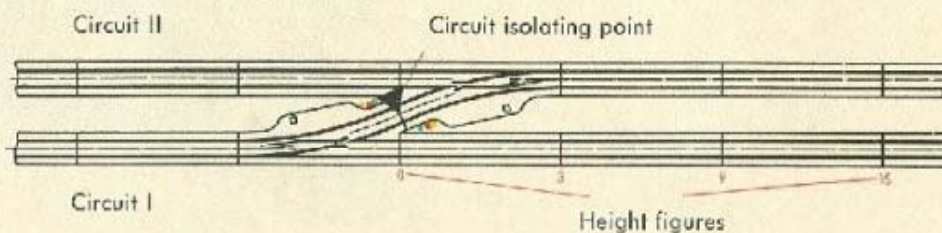
In many cases masts with an intercepted holding angle will be required when building up an overhead traction wire system, and this means that the angle at the fixing plate must be cut, or straightened out.

If the lug connections for the overhead traction wire sections should not exactly coincide with the spacing given, and so tend to make the overhead wire system unstable, the join can be made up by the fixing kit 7004; the place selected for the screw connection should be one that provides a secure hold for the actual connection.



An example showing the isolation of a signal on the track layout plans.

An example showing an electrical circuit isolating point and height figures.



TRACK PLAN 1

Layout No. 1 is a single-track line with a siding. The upper sidings can be switched on and off by a control panel 7071. The construction of an overhead wire system gives better facilities for operating the railway system.

Track sections:

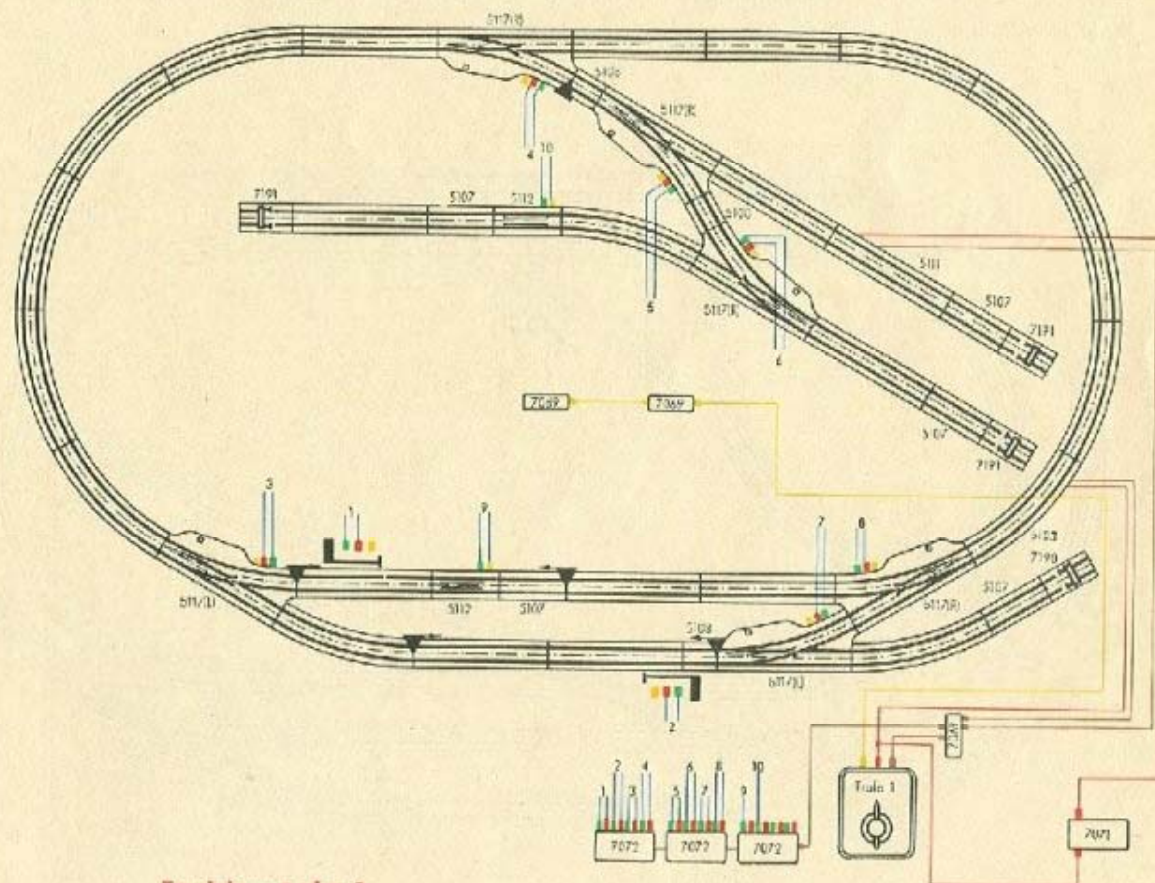
12-5100	2-5112
1-5103	2-5113
11-5106	2-5117
5-5107	2-5117 (R)
3-5108	1-7190
1-5111	3-7191

Accessories:

2-7039	1-7105	7-7133
3-7069	2-7111	7-7135
1-7071	1-7112	1-16 VA
3-7072	7-7113	trans-
1-7101	7-7115	former
1-7102	4-7131	
1-7103	3-7132	

Overhead traction wire system:

24-7009	3-7015	5-7115
2-7010	13-7018	5-7135
4-7012	3-7019	1-16 VA
7-7013	5-7022	trans-
8-7014	3-7023	former



Track layout plan 1

Baseboard size: 155 × 90 centimetres

TRACK PLAN 2

This system is divided up into two circuits, the point of electrical separation lying between the points 7 and 8. The inner oval track is made up of 5120 track sections that only allow the locomotives 3000 to 3003 to run over them. The private siding I is switched on and off by the track block signal 7042; the siding II is controlled from the control panel 7071. Distant signal 7038 and home signal 7041 are coupled to the points 1, so that distant and home signal tally with the points in the open position.

The overhead traction wire layout is planned so that the two oval tracks are not electrically separated from one another, but the private and other sidings are separated electrically, as already described above.

Track sections:

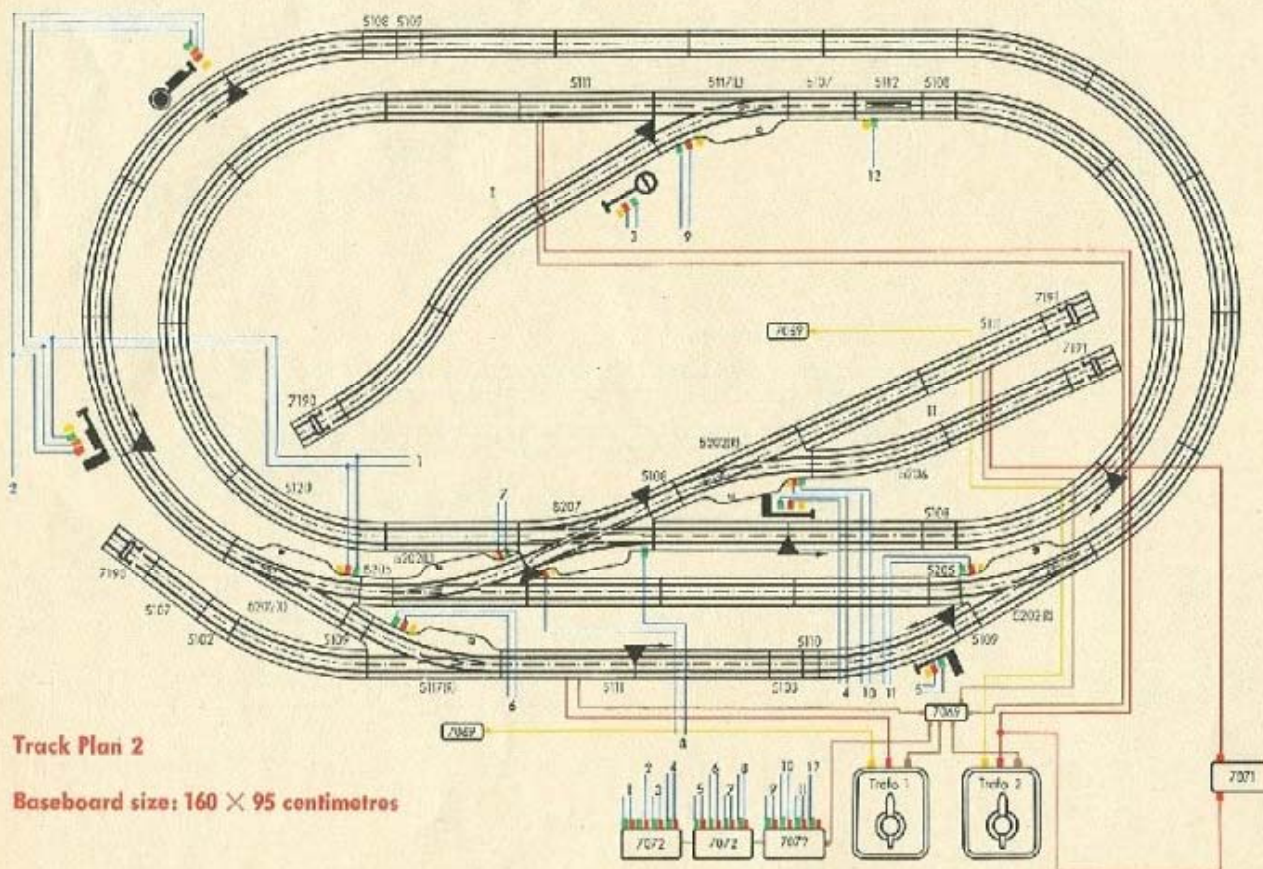
14-5100	1-5110	2-5202
1-5102	3-5111	2-5205
15-5106	1-5112	1-5206
2-5107	1-5113	1-5207
5-5108	1-5117	2-7190
3-5109	8-5120	2-7191

Accessories:

1-7038	3-7111
2-7039	3-7112
1-7041	5-7113
1-7042	8-7115
3-7069	3-7131
1-7071	5-7132
3-7072	5-7133
1-7101	8-7135
1-7102	1-16 VA
1-7103	trans-
1-7105	former

Overhead traction wire system:

1-7007	6-7019
31-7009	8-7022
2-7010	5-7023
8-7012	6-7115
7-7013	6-7135
11-7014	1-16 VA
3-7015	trans-
17-7018	former



TRACK PLAN 3

This is intended to be a branch line and has a long side or passing track in addition to the single-track line. A loading bay and an ordinary siding branch from the single-line track are safeguarded by track block signals 7042. The extended private siding is made up with No. 5120 track sections.

The overhead traction wire plan is laid out in the same way electrically as shown on the track plan.

Overhead traction wire system:

1-7007	10-7022
31-7009	15-7023
4-7010	1-7069
10-7012	7-7115
10-7013	7-7135
16-7014	1-30 VA
6-7015	trans-
17-7018	former
3-7019	

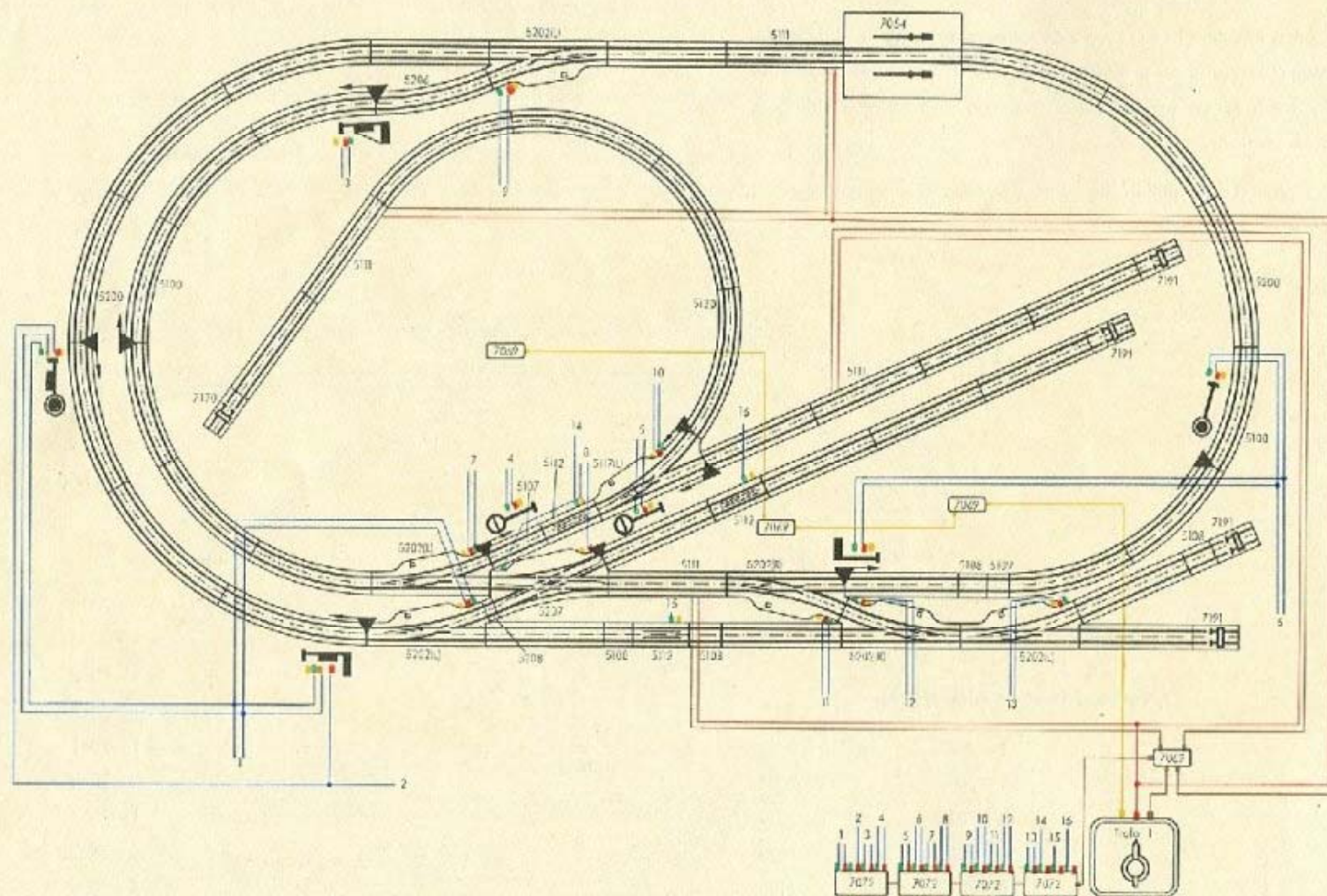
Track sections:

9-5100	4-5120
15-5106	9-5200
1-5107	2-5202
4-5108	2-5202 (L)
1-5109	1-5206
4-5111	1-5207
3-5112	1-7190
3-5113	4-7191
1-5117 (L)	

Accessoires:

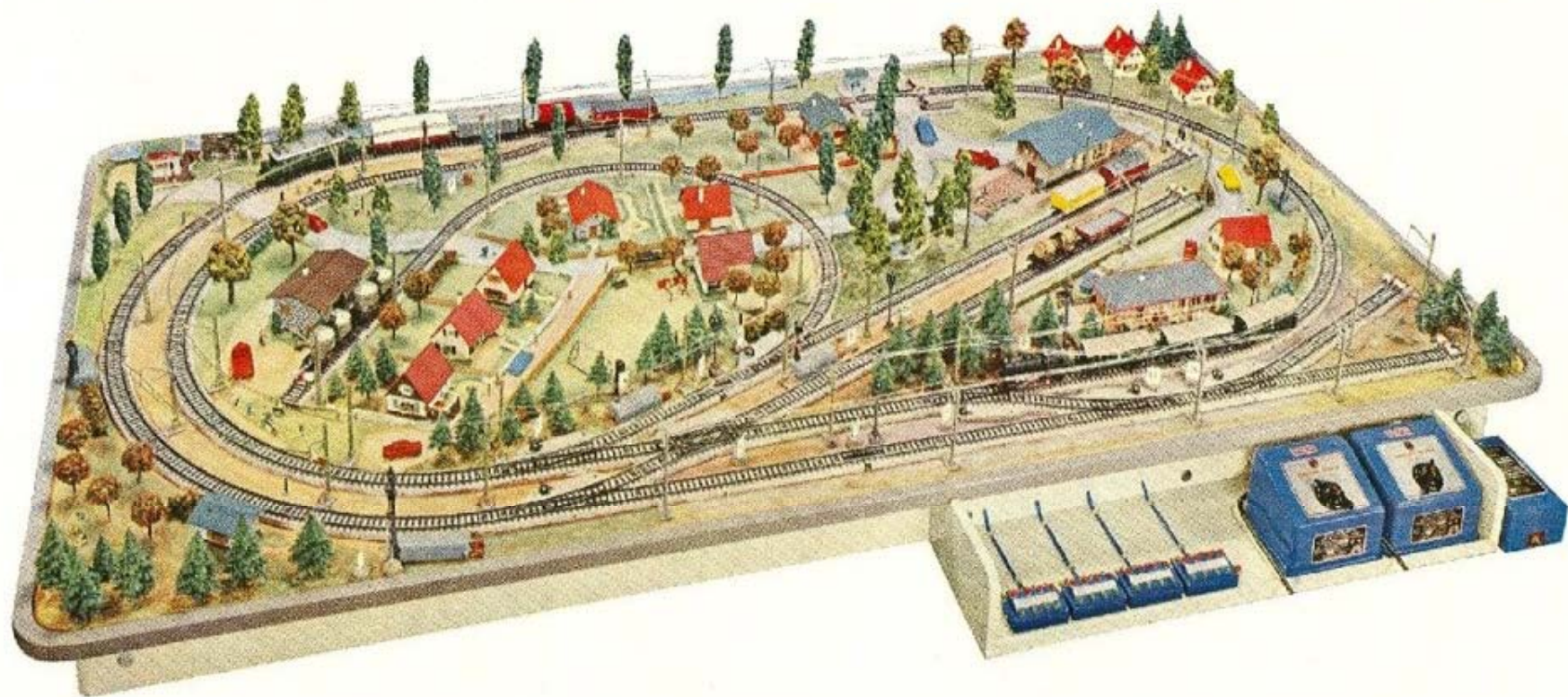
1-7036	1-7105
1-7038	5-7111
1-7039	4-7112
1-7040	12-7113
1-7041	12-7115
2-7042	7-7131
1-7054	4-7132
4-7069	12-7133
4-7072	12-7135
2-7101	1-30 VA
1-7102	trans-
1-7103	former

TRACK PLAN 3



Baseboard size 185 × 100 centimetres.

MARKLIN



MODEL RAILWAY SYSTEM 3

COMPLETED BY FALLER PRODUCTS

TRACK PLAN 4

Track plan 4 is a single-line system with some sidings. Tracks inside the oval are safeguarded by signals. The outside siding is switched on and off by control panel 7071.

The overhead traction wire plan shows the dividing points just as they are given in the track plan likewise.

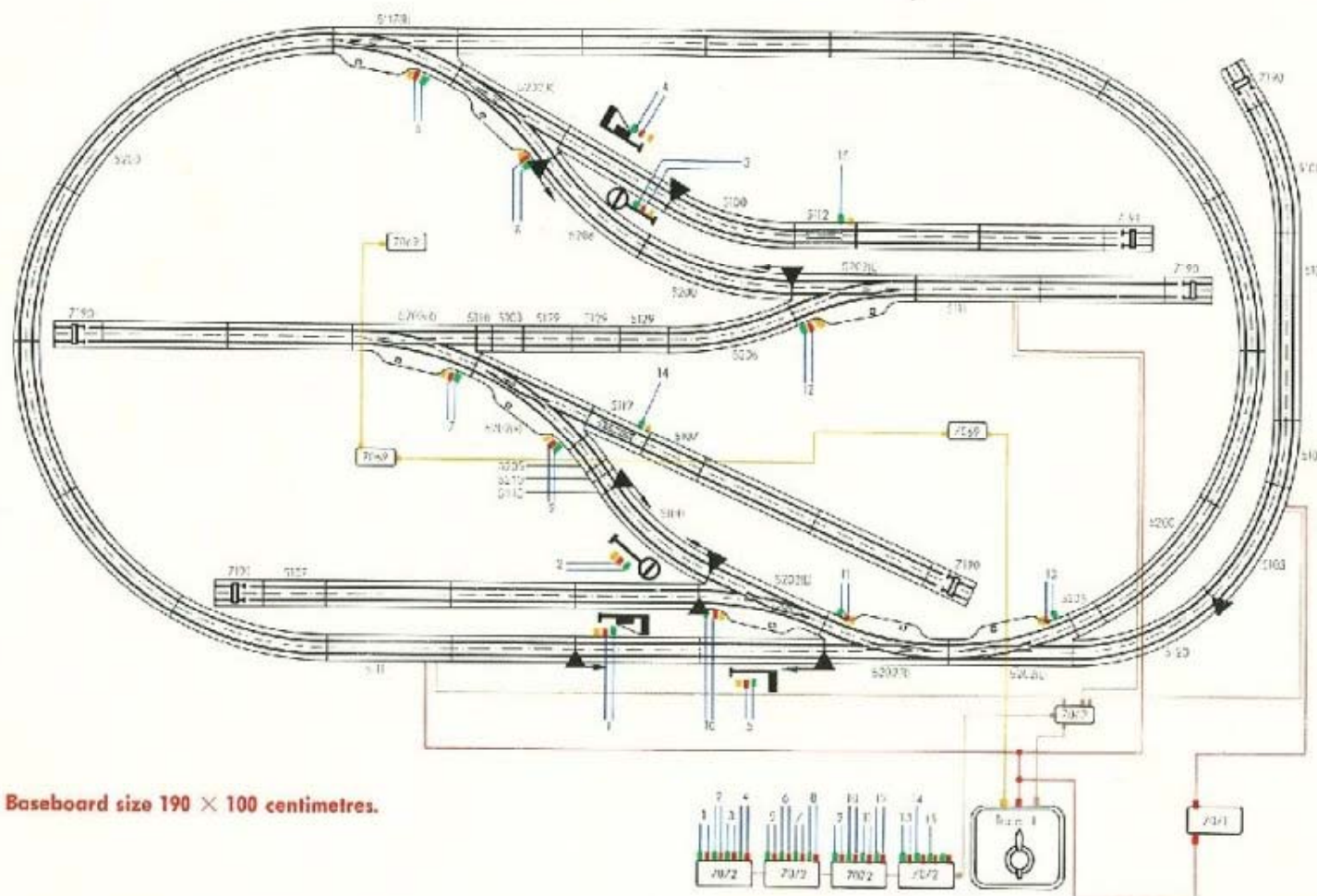
Track sections:	3 - 5100	2 - 5111	3 - 5202
	1 - 5101	2 - 5112	1 - 5202 (R)
	1 - 5103	2 - 5113	2 - 5205
	19 - 5106	1 - 5117 (R)	2 - 5206
	3 - 5107	1 - 5120	1 - 5210
	1 - 5108	3 - 5129	4 - 7190
	2 - 5110	12 - 5200	2 - 7191

Accessories:

1 - 7039	4 - 7111
2 - 7040	6 - 7112
2 - 7042	9 - 7113
4 - 7069	10 - 7115
1 - 7071	6 - 7131
4 - 7072	6 - 7132
2 - 7101	9 - 7133
1 - 7102	10 - 7135
1 - 7103	1 - 30 VA
1 - 7105	trans-
	former

Overhead traction wire system:

33 - 7009	7 - 7019
3 - 7010	9 - 7022
10 - 7012	1 - 7023
12 - 7013	9 - 7115
11 - 7014	9 - 7135
2 - 7015	1 - 30 VA
17 - 7018	trans-
	former



Baseboard size 190 × 100 centimetres.

TRACK PLAN 5

The simple layout of the main section with one passing loop represents a main line with a passenger station, its sidings and engine sheds and also a goods yard. The points to the passing loop are safeguarded by distant signal 7038 and home signal 7041, these two signals being coupled electrically to points 5202 (L) (Connection No. 1). The passing loop is safeguarded by signal 7039 (connection No. 4). The action of signal 7041 must be automatically cut out at the exit from the station, and this is done by remote control switch 7045 controlled by the contact rail. The inner part of the system is separated electrically from the round section by signals 7040 and 7042. The two tracks for the engine shed 7029 are isolated from the rest of the system and can be controlled by the control panel 7071 when required.

The position of the separating points for the overhead traction wire is the same as for the track sections, though a second universal remote switch 7045 is required for the overhead wire.

Track sections:

11-5100	4-5110	1-5201
5-5101	3-5111	1-5202
1-5103	2-5112	3-5205
1-5104	2-5113	3-5206
3-5105	3-5117	1-5207
14-5106	1-5117 (R)	2-7190
4-5107	1-5120	3-7191
7-5108	2-5129	
1-5109	3-5200	

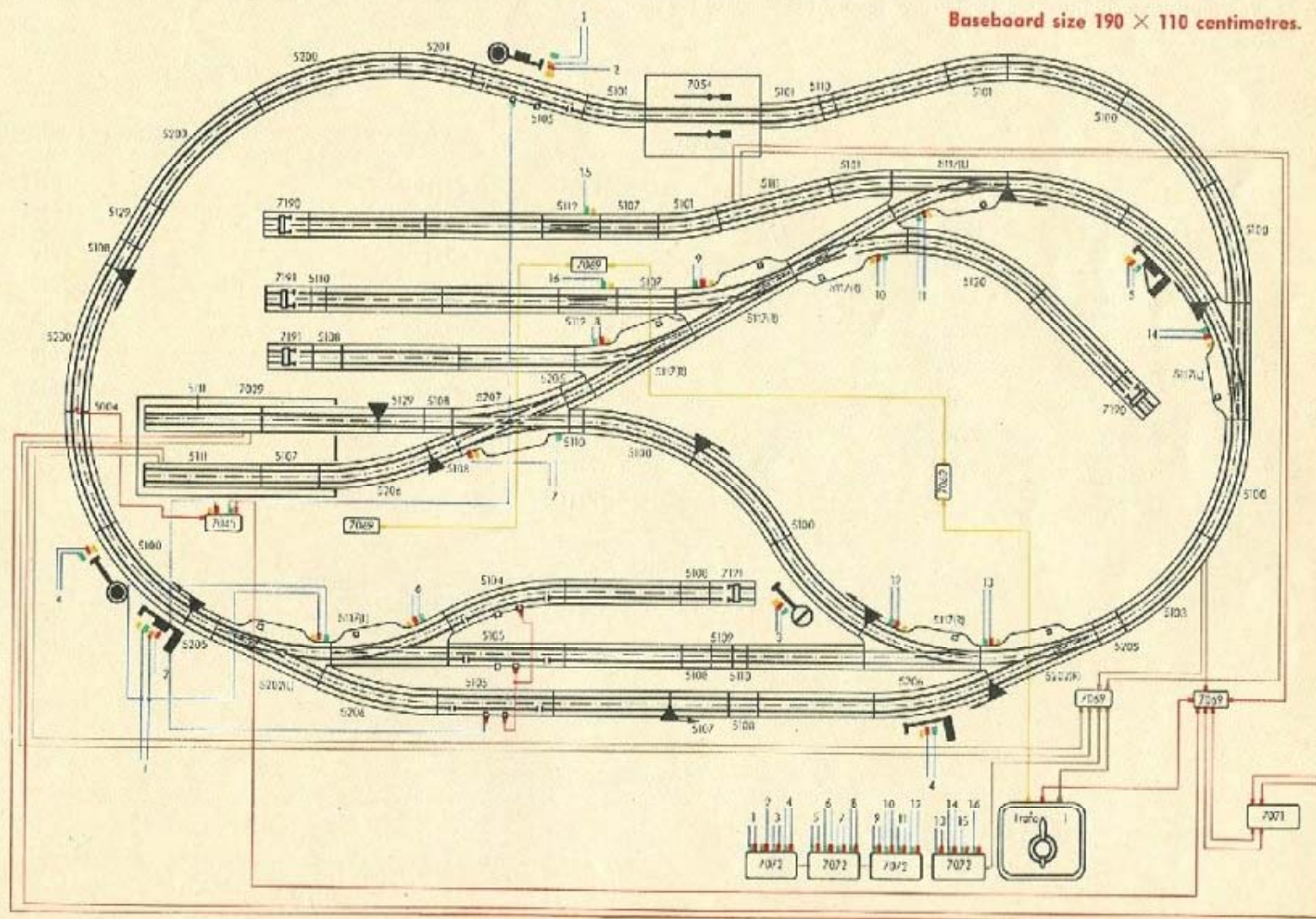
Accessories:

1-5004	5-7069	19-7115
1-7029	1-7071	6-7131
1-7036	4-7072	4-7132
1-7038	3-7101	14-7133
1-7039	1-7102	23-7135
1-7040	1-7103	1-30 VA
1-7041	1-7105	trans-
1-7042	4-7111	former
1-7045	4-7112	
1-7054	14-7113	

Overhead traction wire system:

2-7003	17-7014	1-7069
1-7004	7-7015	1-7105
6-7006	2-7017	8-7115
1-7007	16-7018	10-7135
1-7008	7-7019	1-30 VA
31-7009	4-7021	trans-
2-7010	10-7022	former
8-7012	10-7023	
12-7013	1-7045	

Baseboard size 190 × 110 centimetres.



TRACK PLAN 6

This system has two oval tracks, one inside the other, and electrically independent; it is laid out so that the passenger station for trains in both directions is on the outer oval. The dead-end at the top left can be used for laying up an engine and is controlled from control panel 7071. The gridiron inside the oval can likewise be switched on and off by the control panel 7071.

An extra transformer is provided for the overhead traction wire; the points of separation are over the locomotive lay-by siding and the gridiron.

Track sections:

11-5100	4-5201
1-5103	3-5202
23-5106	2-5202 (L)
6-5107	7-5205
2-5109	4-5206
3-5111	2-5207
3-5112	1-5210
3-5113	3-7190
1-5120	3-7191
11-5200	

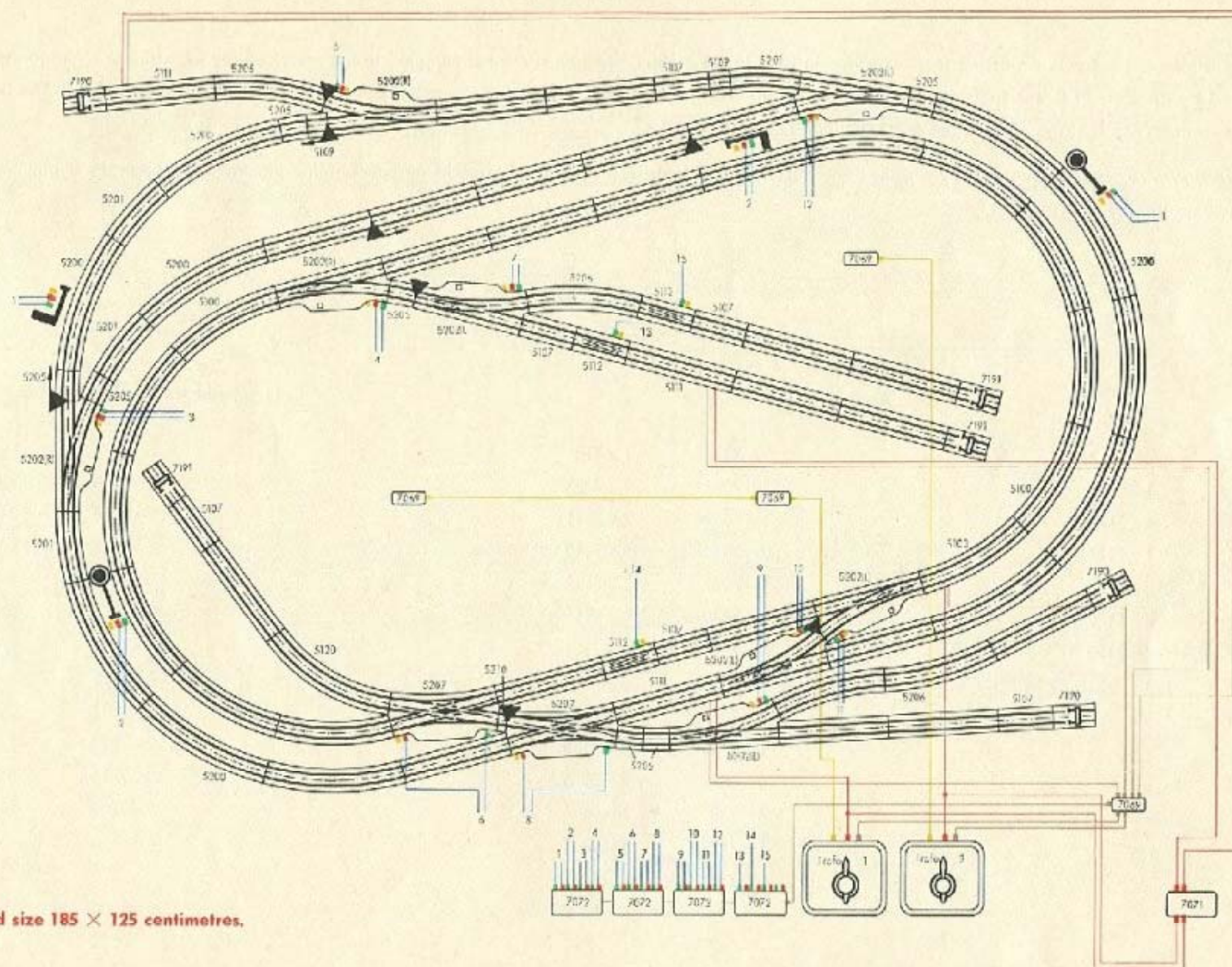
Accessories:

2-7036	5-7112
2-7039	11-7113
4-7069	14-7115
1-7071	6-7131
4-7072	5-7132
2-7101	11-7133
1-7102	14-7135
1-7103	2-30 VA
1-7105	trans-
4-7111	formers

Overhead traction wire system:

2-7007	7-7019
53-7009	6-7022
3-7010	10-7023
4-7012	6-7115
10-7013	6-7135
20-7014	1-30 VA
14-7015	trans-
24-7018	former

TRACK PLAN 6



TRACK PLAN 7

This system consists of two main lines with a passing track common to both in the station. Traction current is supplied to the outer oval by transformer 1 and to the inner oval with its sidings and engine shed by transformer 2. The individual tracks in the engine shed are controlled by MARKLIN control panel 7070, as well as sidings I and II. The diagonal connection is not intended for the train service but only for engines and shunting.

The entire overhead traction wire system is supplied by a transformer (3). The individual ovals are not separated from one another electrically, though the engine shed and sidings are again controlled by a control panel 7070.

Track sections:

26-5100	2-5112
2-5101	1-5113
2-5103	6-5117
40-5106	1-5117 (R)
6-5107	2-5128
2-5108	4-5129
4-5109	4-7190
3-5110	1-7191
5-5111	

Accessories:

1-7029	1-7103
1-7036	1-7105
1-7037	7-7111
2-7038	5-7112
1-7039	18-7113
1-7040	22-7115
2-7041	11-7131
1-7042	5-7132
6-7069	18-7133
1-7070	22-7135
6-7072	2-30 VA
4-7101	trans-
1-7102	formers

Overhead traction wire system:

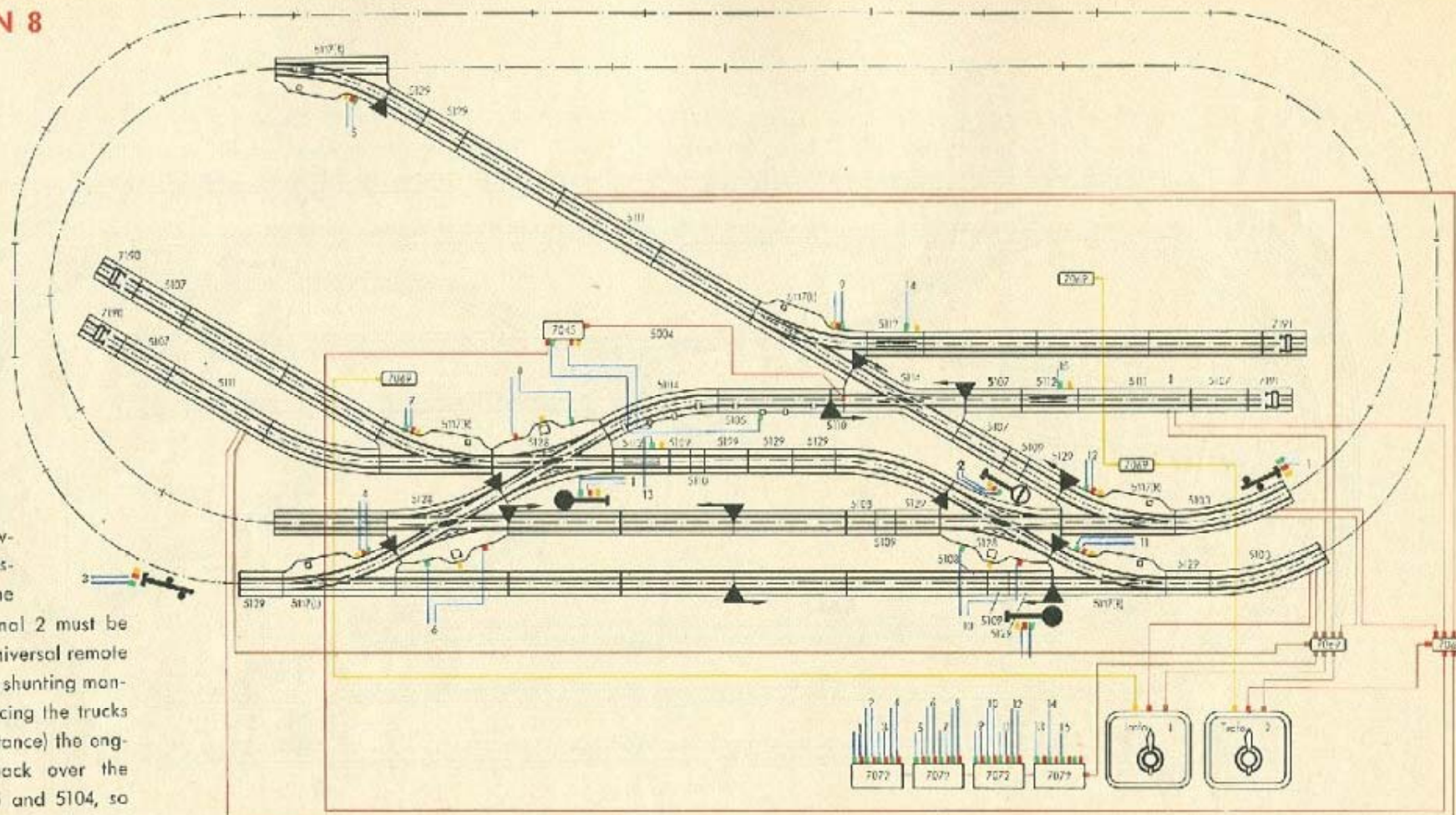
6-7003	26-7018
3-7004	15-7019
16-7006	10-7021
2-7007	14-7022
1-7008	12-7023
43-7009	1-7070
3-7010	1-7105
6-7012	8-7115
10-7013	8-7135
23-7014	1-30 VA
10-7015	trans-
5-7017	former

TRACK PLAN 8

Baseboard size
235 × 100
centimetres.

The two ovals are the same shape and size as those in Track Plan No. 7, but the sidings are laid differently. To reach siding 1 by travelling over the crossing the action of the closed or "on" signal 2 must be suspended by the universal remote switch 7045. After its shunting manoeuvre (such as placing the trucks on a siding, for instance) the engine must travel back over the contact tracks 5105 and 5104, so that signal 2 may again become operative.

The same arrangement as described above also applies to the overhead traction wire system, though the two ovals are not separated from one another electrically, both being operated by transformer 3.



Track sections:

24-5100	3-5110	10-5129
2-5103	3-5111	2-7190
1-5104	3-5112	2-7191
1-5105	3-5113	
33-5106	1-5114	
6-5107	2-5117	
2-5108	2-5117 (R)	
4-5109	3-5128	

Accessories:

1-5004	1-7102	3-7132
1-7042	1-7103	12-7133
1-7045	1-7105	12-7135
5-7069	4-7111	2-30 VA
4-7072	3-7112	trans-
2-7187	12-7113	formers
2-7188	12-7115	
2-7101	6-7131	

Overhead traction wire system:

3-7003	15-7015	1-7025
15-7006	2-7016	1-7045
4-7007	2-7017	4-7115
44-7009	24-7018	4-7135
2-7010	10-7019	1-30 VA
4-7012	8-7021	trans-
10-7013	8-7022	former
23-7014	4-7023	

This system consists of two main lines, but only the outer oval is provided with a passing loop. Shunting and branch lines are taken from the inner oval that is electrically separated from the outer one. The single-slip points 5207 must be connected by connections 1 to home signal 1 and distant signal 1, so that the points are correctly related to the signal indications. The sidings in the engine shed can be switched on and off by the control panel 7071.

An expansion of the train service is provided by the overhead traction wire without increasing the space taken up by the system. The overhead wire for the whole railway is fed by one transformer and is only broken electrically by overhead wire sections 7022 at train control signals. The overhead wire for the engine shed is controlled by MARKLIN control panel 7071.

Track sections:

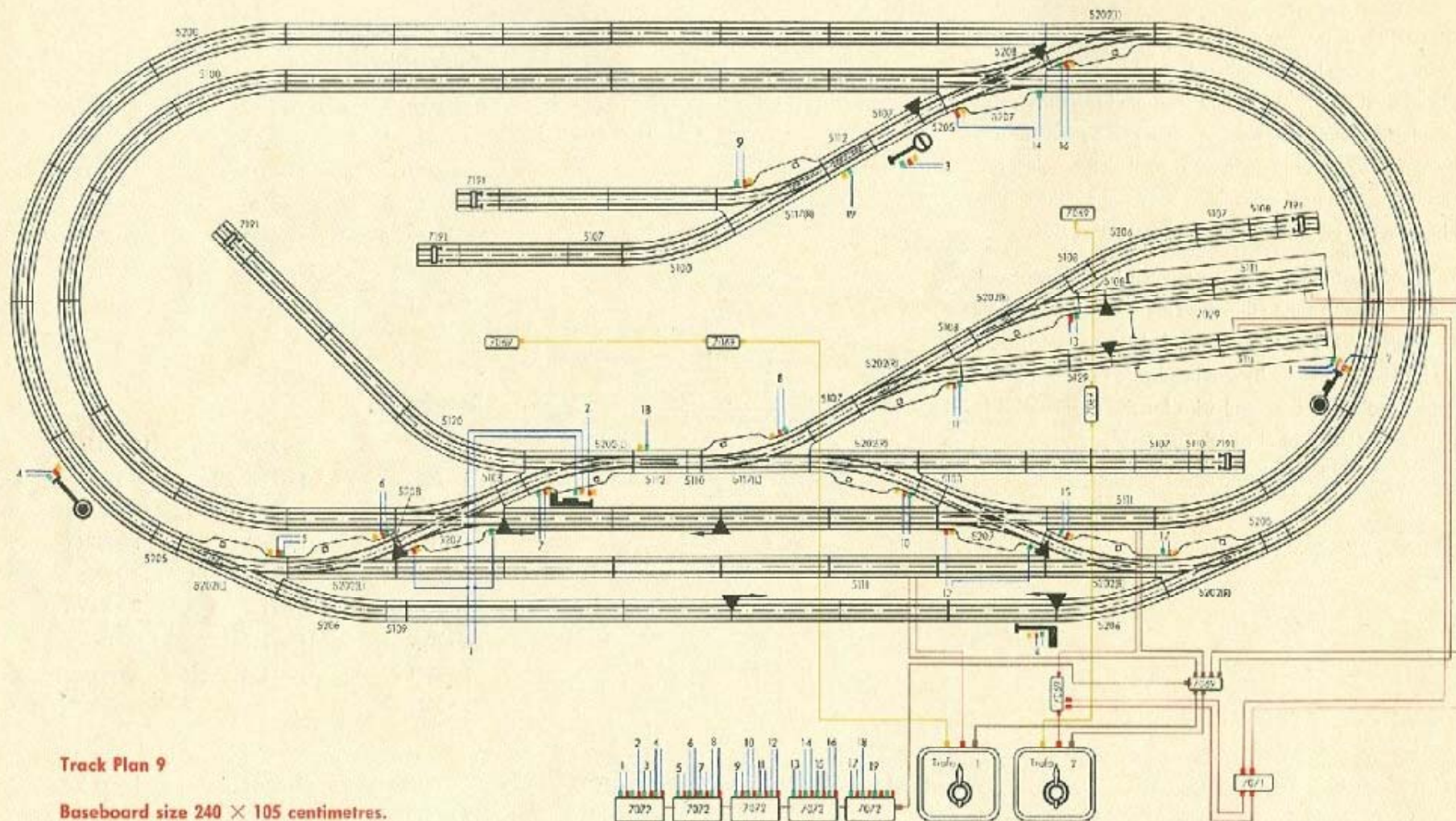
13-5100	2-5112	4-5202
40-5106	2-5113	1-5202 (R)
5-5107	1-5117	3-5205
6-5108	1-5120	3-5206
1-5109	1-5129	3-5207
2-5110	10-5200	5-7191
4-5111		

Accessories:

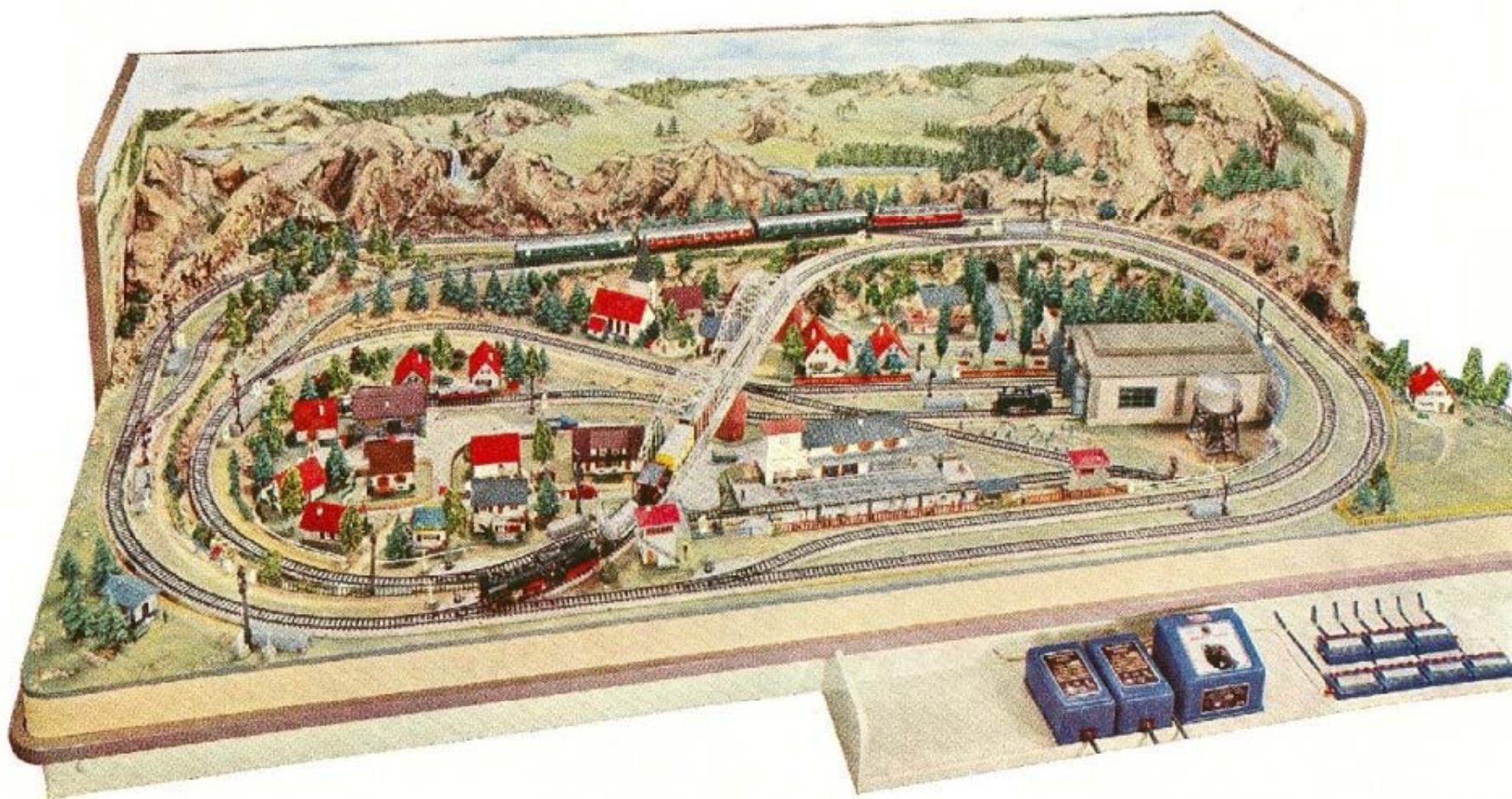
1-7029	3-7101	1B-7115
1-7036	1-7102	8-7132
1-7038	1-7103	17-7133
1-7039	1-7105	1-7134
1-7041	4-7111	18-7135
1-7042	6-7112	2-30 VA
6-7069	17-7113	trans-
1-7071	1-7114	former
5-7072		

Overhead traction wire system:

1-7003	6-7012	9-7019	1-30 VA
3-7007	17-7013	7-7022	trans-
2-7008	29-7014	15-7023	formers
65-7009	22-7015	6-7115	
2-7010	24-7018	6-7135	



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MODEL RAILWAY SYSTEM 10

COMPLETED BY FALLER PRODUCTS

TRACK PLAN 10

This single-track main line is provided with passing or overtaking loops at three places, and the double reversing loop provides interesting train working. Signal 6 is coupled to the points behind it. If the points 10 are set for the branch, signal 10 must be able to be passed at danger from behind and the MÄRKLIN universal remote switch 7045, controlled by contact rails 5104 and 5105, is fitted for this purpose.

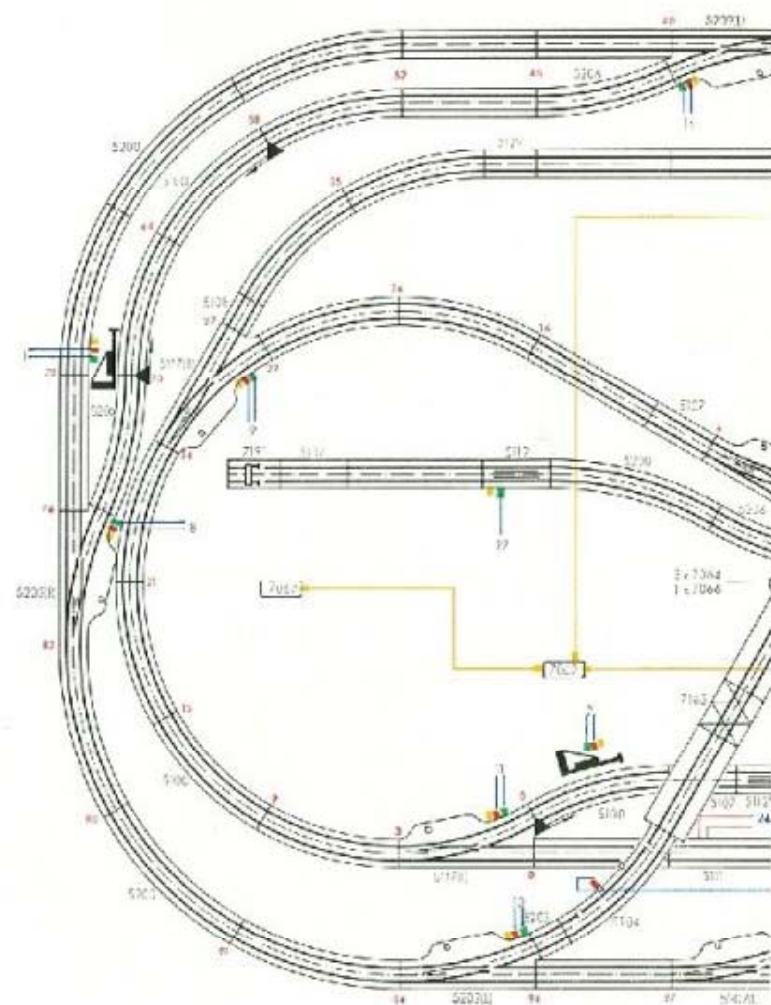
An extra train can be controlled from the overhead wire, independently of the surface traction contact.

Track sections:

1 – 5004	13 – 5200
24 – 5100	3 – 5202
2 – 5104	1 – 5202 (L)
1 – 5105	1 – 5205
40 – 5106	4 – 5206
6 – 5107	1 – 5207
2 – 5108	6 – 7064
2 – 5109	2 – 7066
3 – 5110	2 – 7163
3 – 5111	1 – 7167
4 – 5112	1 – 7191
4 – 5113	
2 – 5117	
2 – 5129	

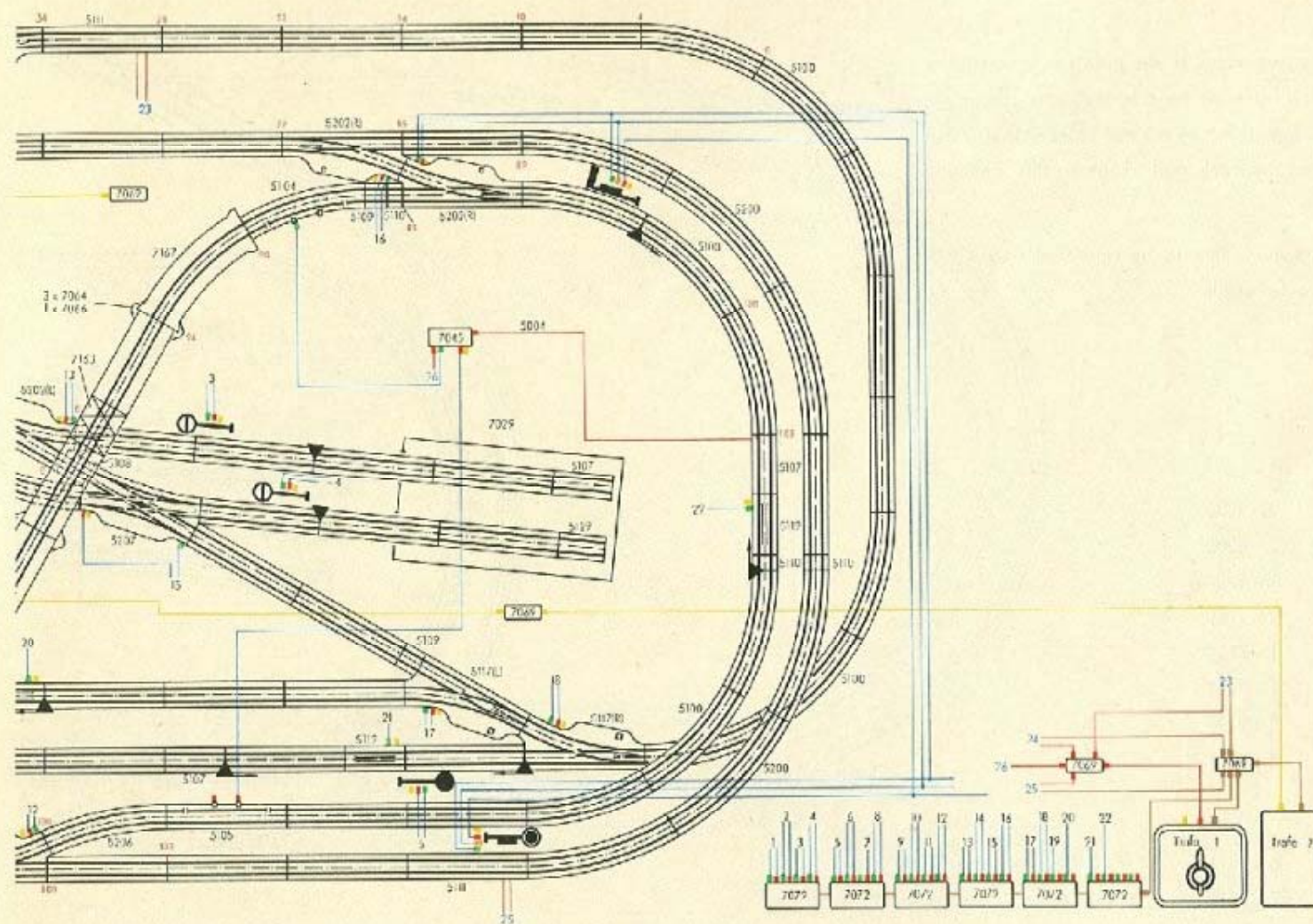
Accessories:

1 – 7029	5 – 7112
1 – 7038	22 – 7113
2 – 7040	27 – 7115
1 – 7041	8 – 7131
2 – 7042	5 – 7132
1 – 7045	22 – 7133
6 – 7069	29 – 7135
6 – 7072	1 – 30 VA
1 – 7188	trans-
5 – 7101	former
1 – 7102	1 – 35 VA
1 – 7103	trans-
1 – 7105	former
4 – 7111	for lighting



Track Plan 10

Baseboard size 235 × 135 centimetres.



Overhead traction wire system:

1 - 7003	9 - 7019
1 - 7004	10 - 7022
1 - 7007	12 - 7023
1 - 7008	1 - 7045
63 - 7009	1 - 7069
4 - 7010	1 - 7105
3 - 7011	10 - 7115
11 - 7012	10 - 7135
14 - 7013	1 - 30 VA
21 - 7014	trans-
12 - 7015	former
44 - 7018	

Track Plan 10

Baseboard size 235 × 135 centimetres.

TRACK PLAN 11

This system is divided into two electrical circuits separated at the points connecting the main lines. A dead-end track laid in the station is intended for a branch line. The goods yard branches off from the inner oval and is safeguarded by a track block signal which cannot, however, be mounted on a baseplate on the track, and so the earth connection has to be taken through a special brown cable.

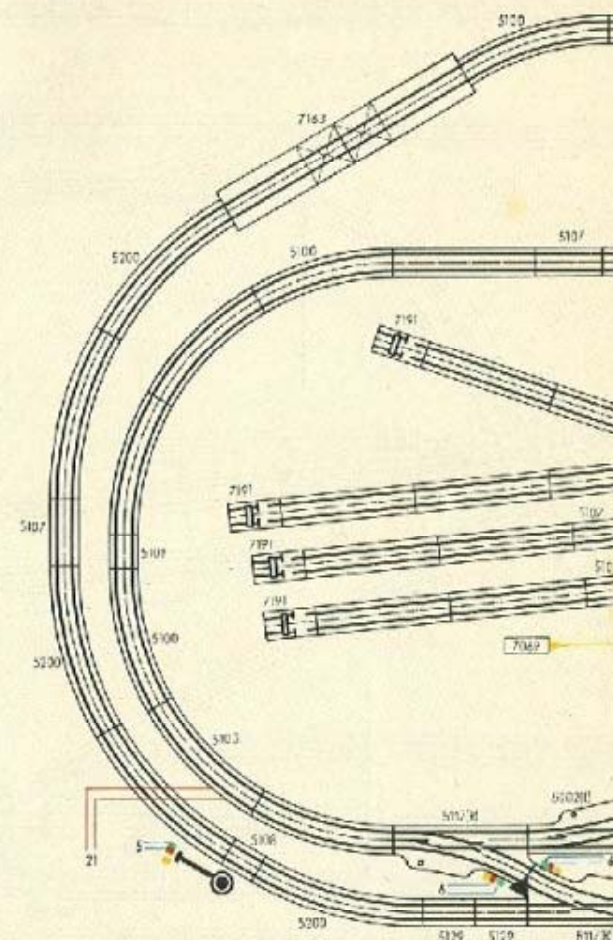
The overhead traction wire system enables an extra line to be operated and is not separated electrically between the inner and outer ovals.

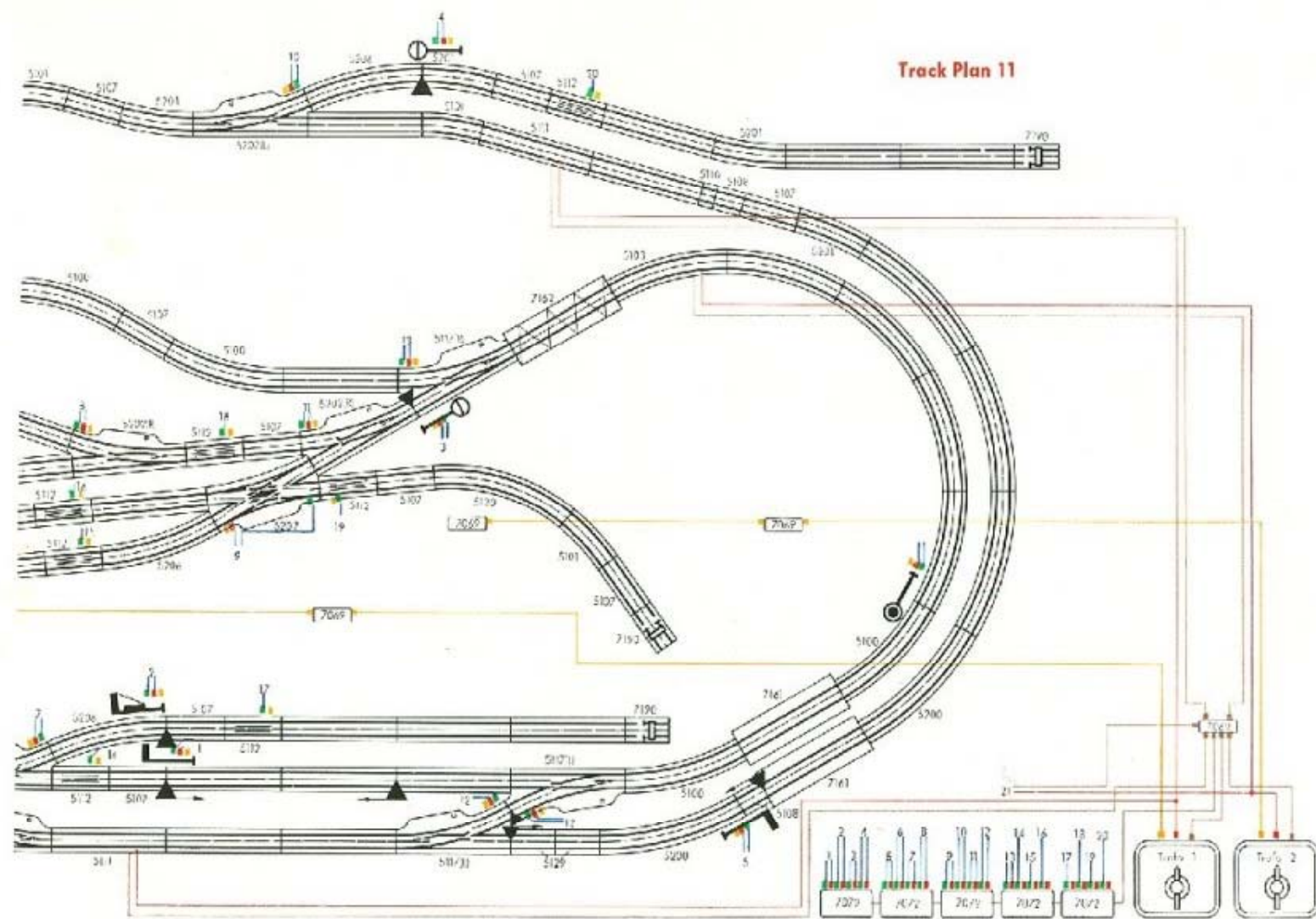
Track sections:

15-5100	7-5112	2-5202
4-5101	7-5113	2-5206
2-5103	2-5117	1-5207
25-5106	1-5117 (R)	2-7161
13-5107	1-5120	1-7162
4-5108	4-5129	1-7163
1-5110	10-5200	3-7190
2-5111	3-5201	4-7191

Accessories:

2-7036	5-7072	6-7111	7-7132
2-7039	4-7101	7-7112	21-7133
1-7040	1-7102	21-7113	18-7135
2-7042	1-7103	18-7115	2-30 VA
5-7069	1-7105	10-7131	Trans-
			formers





Overhead traction wire system:

1 – 7007	9 – 7019
55 – 7009	7 – 7022
3 – 7010	5 – 7023
3 – 7011	1 – 7105
10 – 7012	6 – 7115
14 – 7013	6 – 7135
16 – 7014	1 – 30 VA
9 – 7015	trans-
33 – 7018	former

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MODEL RAILWAY SYSTEM 11

COMPLETED BY FALLER PRODUCTS

MARKLIN



MODEL RAILWAY SYSTEM 14
COMPLETED BY FALLER PRODUCTS

TRACK PLAN 12

The lower loop is a section of the track used in common by both the parallel circular lines, and electrically this loop is part of the outer oval. The reversing loop provides opportunities for all sorts of traffic combinations, so that trains leaving the terminal station can travel in any direction.

The overhead traction wire is fed by one transformer only, the individual ovals not being separated electrically.

Track Plan 12

Baseboard size 240 × 100 centimetres.

170 × 90 centimetres.

Track sections:

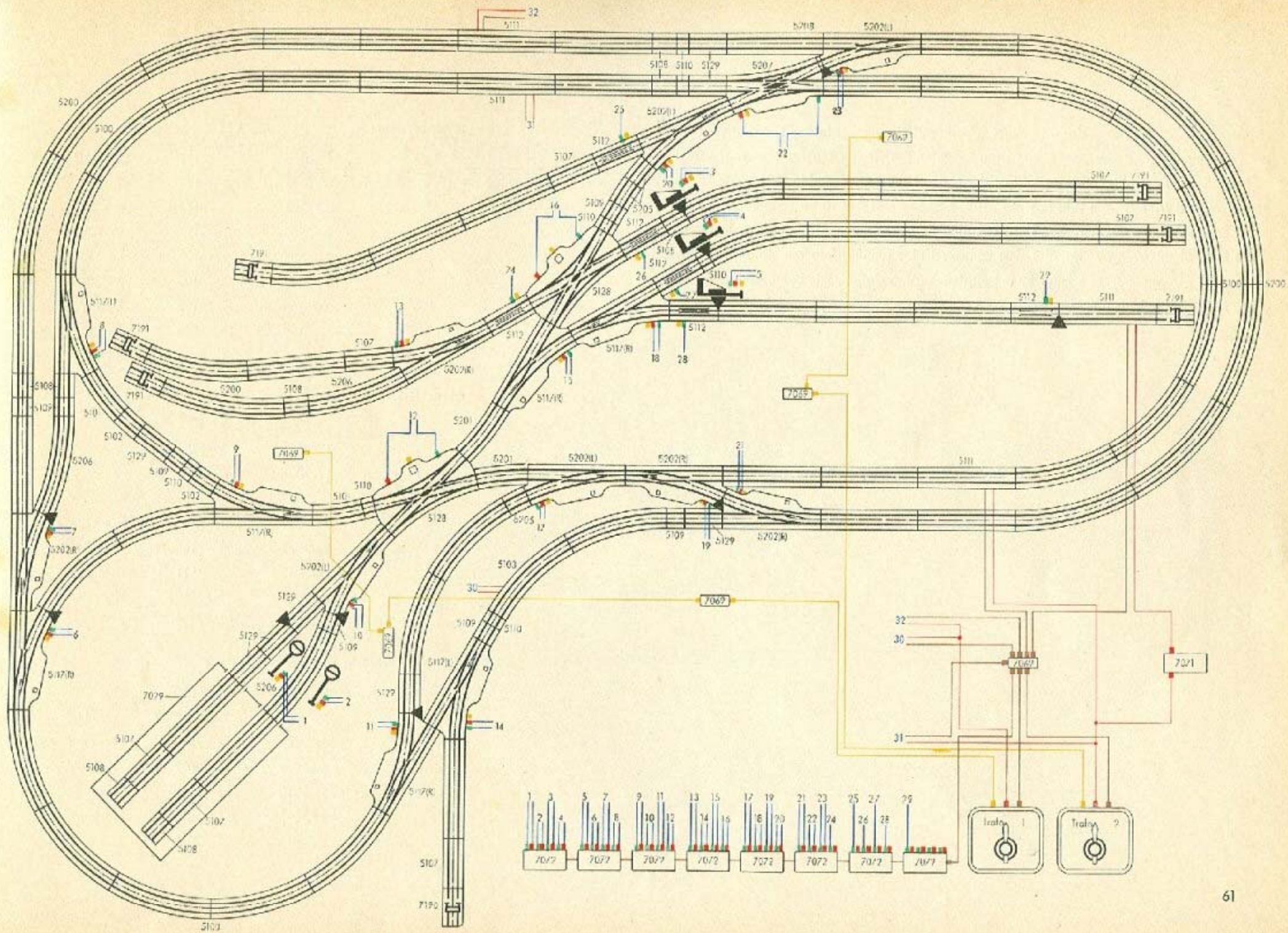
23-5100	7-5110	10-5200
2-5101	4-5111	2-5201
2-5102	6-5112	4-5202
1-5103	6-5113	3-5205
31-5106	3-5117	3-5206
7-5107	1-5117 (R)	1-5207
8-5108	2-5128	1-7190
7-5109	8-5129	6-7191

Accessories:

1-7029	1-7102	7-7131
3-7040	1-7103	9-7132
2-7042	1-7105	25-7133
6-7069	7-7111	24-7135
1-7071	9-7112	2-30 VA
8-7072	25-7113	trans-
3-7101	24-7115	formers

Overhead traction wire system:

3-7007	29-7014	1-7105
1-7008	23-7015	6-7115
71-7009	34-7018	6-7135
3-7010	11-7019	1-30 VA
10-7012	6-7022	trans-
17-7013	13-7023	former



TRACK PLAN 13

This system — provided with a terminal “dead end” station — is laid out so that the half reversing loop always causes the train to enter the station the right way. The two MÄRKLIN uncoupling sections laid at the ends of the tracks enable the engine to be uncoupled from a train that has just arrived, another engine to be coupled to it, and the train can then go on its way. This interesting change of engines is one of the delightful effects of this railway. Signal 1 that controls trains running into the station must be passed at danger from behind by a train leaving the station, this being controlled by a MÄRKLIN universal remote switch 7045.

Track sections:

14-5100	4-5111	2-5202
4-5101	7-5112	5-5202 (L)
2-5104	5-5113	4-5205
2-5105	1-5117	1-5206
42-5106	1-5117 (R)	1-5207
13-5107	1-5120	1-5211
2-5108	9-5129	4-7190
8-5109	10-5200	5-7191
8-5110	1-5201	

Accessories:

1-5004	7-7072	28-7115
1-7022	1-7186	9-7131
1-7037	5-7101	9-7132
2-7039	1-7102	27-7133
3-7040	1-7103	30-7135
2-7042	1-7105	2-30 VA
1-7045	5-7111	trans-
7-7069	9-7112	formers
1-7071	25-7113	

Overhead traction wire system:

1-7004	11-7015	1-7105
1-7007	24-7018	12-7115
53-7009	13-7019	12-7135
5-7010	10-7022	1-30 VA
12-7012	16-7023	trans-
15-7013	1-7045	former
21-7014	1-7069	

Track Plan 13

Baseboard size 250 × 120 centimetres.

TRACK PLAN 14

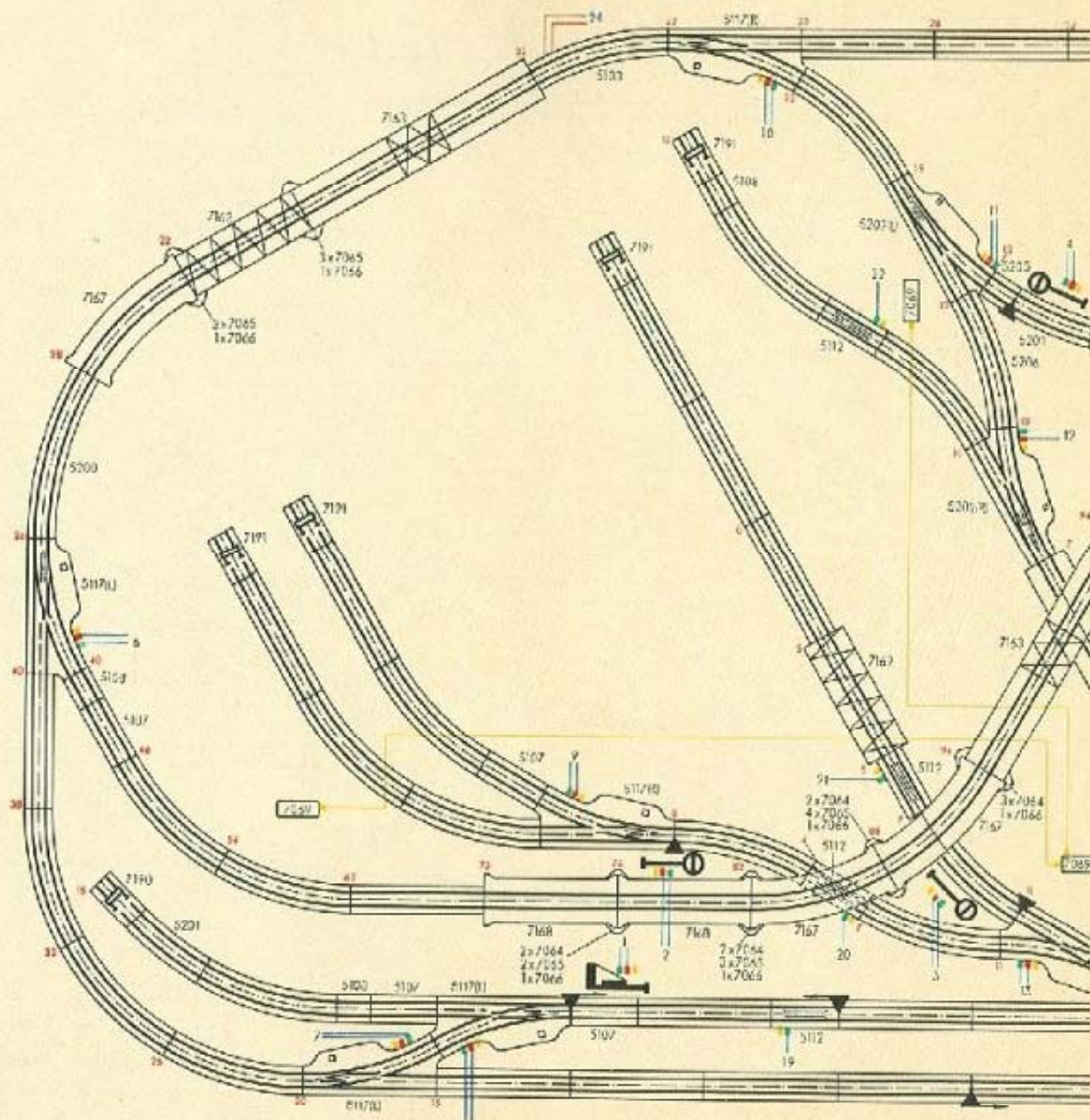
This system with a double reversing loop is laid out as a single-track main line. The large number of bridges easily gives the impression of a river and harbour system. Branch lines safeguarded by MARK-LIN track signals are chiefly used for goods traffic in the port area. The overhead traction wire is laid only on the main line, as the cranes used for loading and unloading in the port make an overhead wire system impossible.

Track sections:

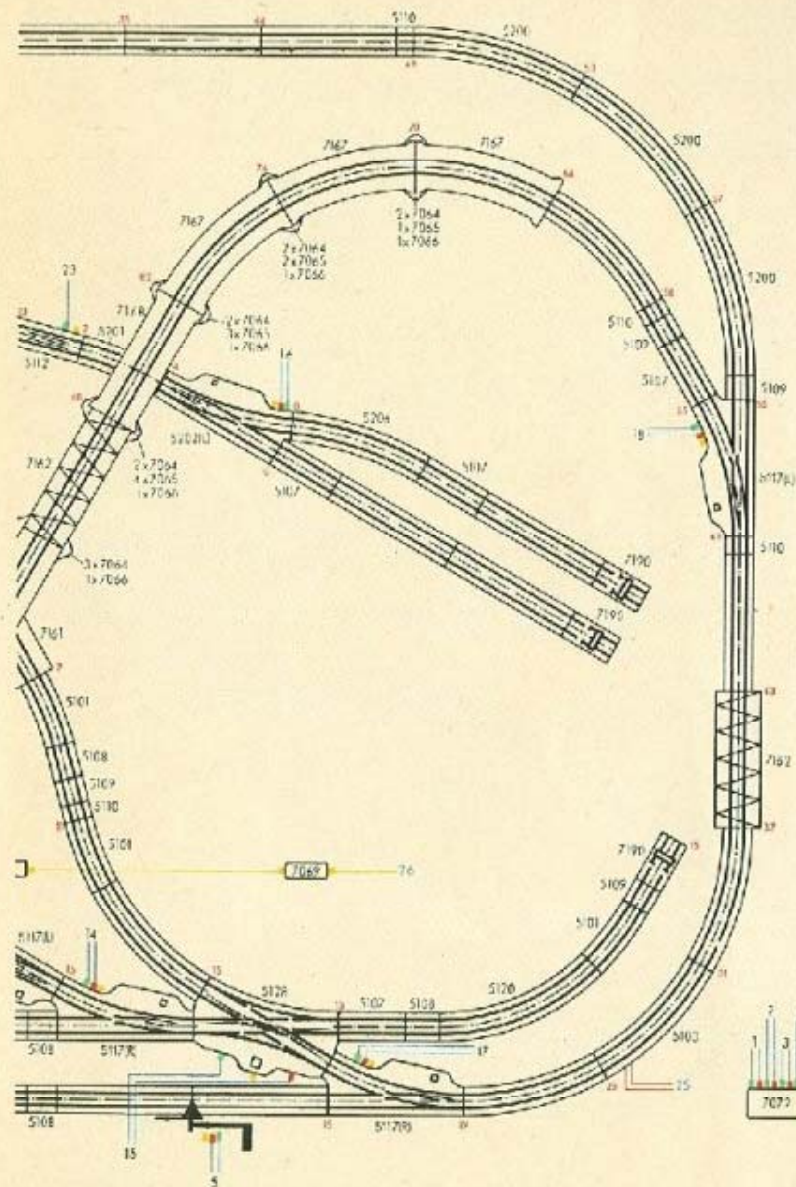
19-5100	5-5112	1-5202	2-7163
3-5101	4-5113	1-5205	6-7167
2-5103	4-5117	2-5206	3-7168
26-5106	2-5117 (L)	20-7064	4-7190
8-5107	1-5120	25-7065	4-7191
7-5108	1-5128	11-7066	
4-5109	4-5200	1-7161	
4-5110	3-5201	4-7162	

Accessories:

1-7039	1-7103	5-7132	1-35 VA
1-7040	1-7105	24-7133	trans-
3-7042	5-7111	20-7135	former for
5-7069	5-7112	1-30 VA	lighting
6-7072	24-7113	trans-	
5-7101	20-7115	former	
1-7102	5-7131		



Track Plan 14 – Baseboard size 245 × 150 centimetres.

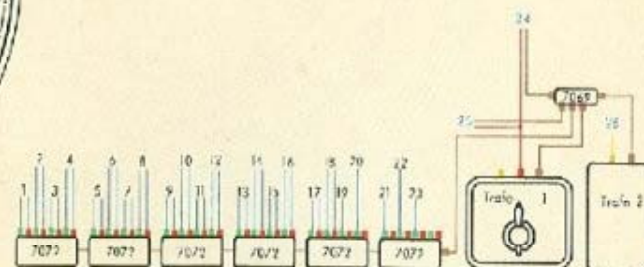


Overhead traction wire system:

1-7004	11-7013	5-7023
1-7007	14-7014	4-7115
10-7009	10-7015	4-7135
2-7010	24-7018	1-30 VA
11-7011	10-7019	trans-
4-7012	4-7022	former

Track Plan 14

Baseboard size 245 x 150 centimetres.

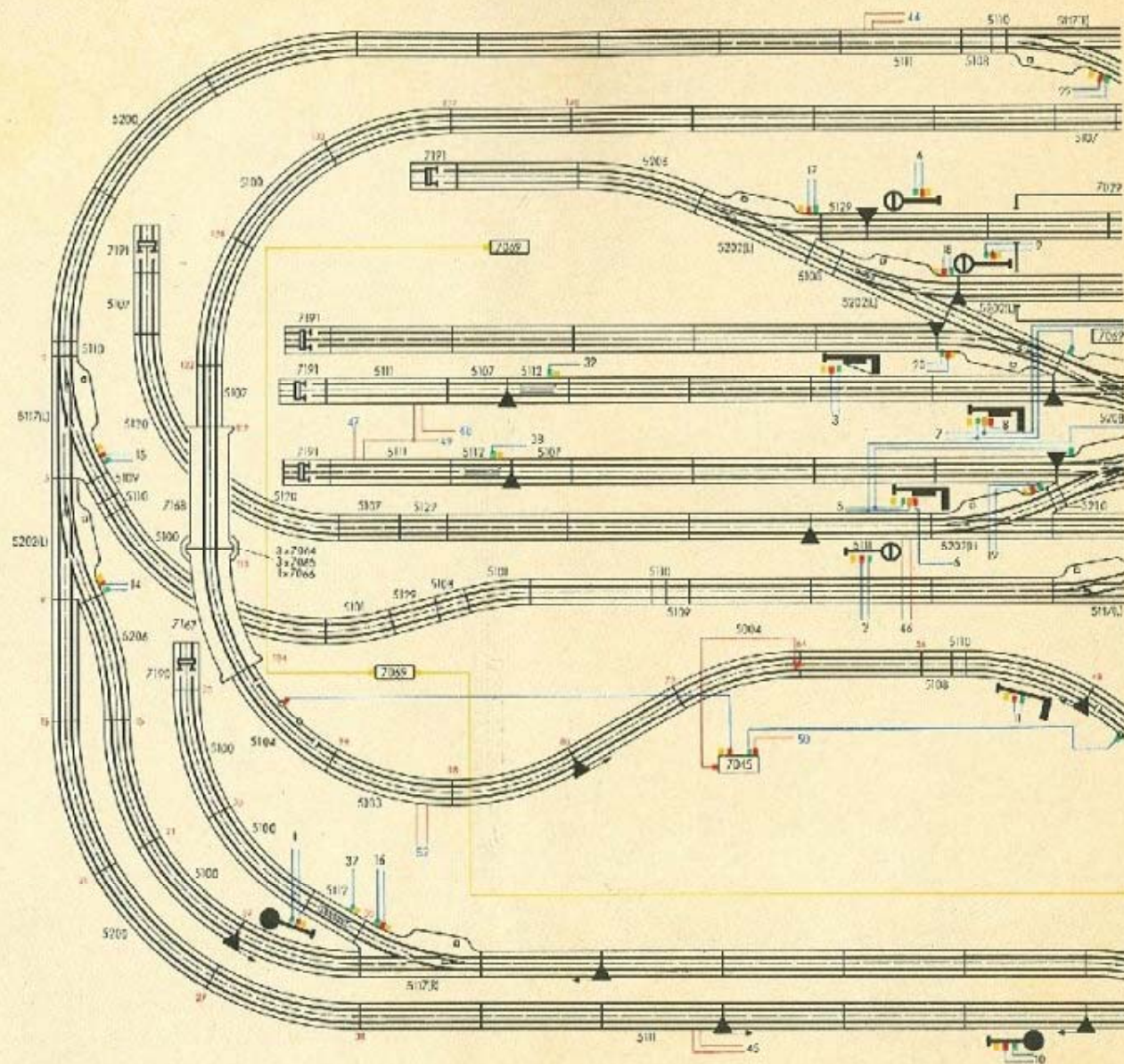


TRACK PLAN 15

This system is divided up into three electrical circuits. The first circuit comprises the main line with its two reversing loops; the second circuit is restricted to the terminal station and engine sheds. The third circuit starts where the branch line begins, to end likewise in a terminus on high ground. There is a through station in the first circuit with its exit controlled by colour-light signals. At the large terminal station train departures are controlled by semaphore signals. The double slip points are coupled to signals 5 and 7, and uncoupling tracks are built into the ends of the two centre tracks in the station. The ends of these tracks can also be switched on and off as required, so that the engine of a train that has just pulled in can be uncoupled from its coaches and cut out of the circuit by moving over the lever on control panel 7072. The coaches can then be coupled to another engine and the train can depart on its way.

The home signal on the branch line after its commencement must be passed from behind by a train travelling up the hill, so that in this case a MÄRKLIN universal remote switch 7045 is fitted at this point; the leads for it are marked on the plan.

The overhead traction wire system is made up on the same principles as previously described.



Track Plan 15, Baseboard size 290 × 155 centimetres.

The track layouts possible on railway systems and in stations are numerous in the extreme and it would be quite impossible to show all of them. The landscape surroundings of the railways 3, 10, 11 and 14 are examples of the detail that can be worked up into a railway system. Our booklet "The MÄRKLIN HO Gauge Railway and its Big Prototype" will be found most useful in this connection. Changes in the layout plans with the intention of using local circumstances to better advantage should be settled beforehand and a draft plan drawn up with the aid of a MÄRKLIN draughtsman's stencil 0205.



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