

The first Märklin models in scale H0 plastic appeared in 1953. In the catalogs of 1953 and 1954 eight models are listed, of which six are largely unknown. This is due to the fact that two of the models for many years as a cargo on freight cars did their job. The other six models were granted only a short life in the program, today these are the sought-after rarities.

All models of the 860 series were simply equipped, the windows were not glazed and the models had no base plate. The first series were completely unpainted, later windows but also bumpers and lamps were highlighted. With the exception of the Mercedes L3500 transporter, all models consisted of one piece. The axles are made of wire and squeezed at the end, the wheels are made of black plastic.



Märklin used the new material plastic from 1953 not only on the Liliput car models of the 860 series, with the steam locomotive CM800 (later 3000) and the Elektrolok CE800 (also as CEB800 or 3001/3002) plastic was also used at the same time for the production of locomotive housings. Inexpensive freight wagons were already produced starting from 1951 with plastic constructions, so for example the Niederbordwagen 305 (305/1 or also 4503) and the Kühlwagen 307 (307/1 and / or 4508).

With the exception of the Mercedes L3500 and the Ford Taunus the production of the models was stopped after only two years, presumably an economic success was not given by competition products. In addition to the eight models that went into production, more prototypes are known. Planned were a Lanz tractor, a trailer for the Mercedes L3500 van and a trailer for the bus. Unfortunately, none of these models was ever produced, the prototypes are still in the possession of the company Märklin.

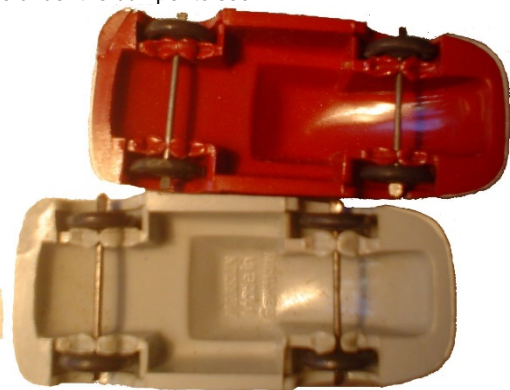
In series production, the following models were available:

- 860/1: Mercedes 300, 6cm, green, light red, gray, blue or beige
- 860/2 Porsche 356, 4,4cm, gray, light red, dark red or green
- 860/3 Volkswagen Beetle 1200, 4.9cm, gray, dark red or green
- 860/4 Ford Taunus 12M, 4,7cm, dark red, gray, 1953 also green, light red or beige
- 860 / 5E Volkswagen T1 delivery van, single-colored, 4,8cm, light red, dark red, green, gray or beige
- 860 / 5M Volkswagen T1 Delivery van, two-tone, 4,8cm, yellow / blue, red / gray, green / gray or brown / beige
- 860/6 DKW master class, 4,9cm, beige, gray, light red or green
- 860/7 Mercedes L3500 truck, 7,1cm, gray, beige or dark red
- 860 / 8E Mercedes O3500 bus, monochrome, 10,1cm, dark red, green or gray
- 860 / 8M Mercedes O3500 bus, two-tone, 10.1cm, dark red / beige or blue / gray

The sales prices were in the early 50s between 40 pfennigs for the Beetle, the Porsche and the DKW and a mark for the Mercedes bus. Unfortunately, this has very little to do with today's prices; the various collectors' catalogs quote prices between 120 and over 300 euros for the rarer vehicles in the 860 series.

As successor of the Ford Taunus 12M (860/4) there was from 1967 the Ford Taunus 17M in an improved version with inserted discs and bottom plate. This car was available exclusively as a cargo together with the low side car 4504 or on the car transporter 4613 in different colors.

The models were made of plastics in different colors, but not all six colors have appeared on every model to date. Most models are provided on the inside with the words "Märklin made in Germany", but there are also versions without lettering known. Here are different models with lettering and a red Porsche without lettering. In the last picture also good to see, both Porsche come from a form, front left (in the picture above) at the sprue under the bumper to see.



A long life in the program was the Model 860/7 Mercedes L3500 truck loaded as freight on the freight cars 391/2 and 4515

(from 1957). In the period from 1955 to 1970, this model was offered, on the back of the truck were at the beginning of production gray and beige trucks, later exclusively gray models. In addition to the changes in the trucks and changes in the freight car, different retaining clips were used. These were often gray, but also brown brackets can be found on the models, especially on the later versions of the car with brown instead of gray cargo area.



Here the first version of the freight car 391/2 from 1955 - 1957 with gray and beige 860/7 Mercedes L3500 truck, the car body is brown, inside gray, bogies screwed.

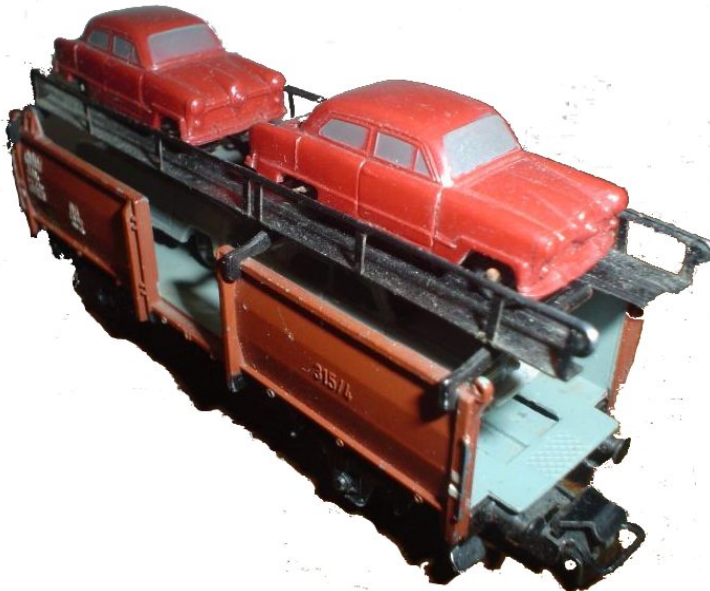


The third variant of the 4515 from 1964 - 1968 with two gray 860/7 Mercedes L3500 trucks, the body is reddish brown, the bogies fixed with snap rings.

The low side car 305/2 (article number 4504 from 1957) was loaded until 1966 with the Ford Taunus 12M, gray. From 1967 came the successor of the 12M, the Ford Taunus 17M, used. This initially gray model was also made of plastic, but had inserted plastic discs and a bottom plate. This Ford 17M is no longer the 860er series assign. Here in the picture the low side car 4505 in the variant 2 from 1958 - 1966.



The Ford Taunus 12M was also used on the car transporter 315 / 4G (from 1957 with the article number 4613). First, the car carriers were delivered with two gray and two red Ford Taunus 12M, later with four gray Ford. The picture shows the first variant of the car transport wagon 315 / 4G with wide pre-decoupling and two red and gray wagons each.



The freight cars were delivered in the then current red and later light / dark blue picture boxes.





The Porsche 356 was certainly one of the most elegant vehicles on the streets in the 1950s. On the model train makes this dream car model 860/2 from Märklin still good, but unfortunately the prices are extremely high according to the model. Here the gray variant with white bumpers and headlights.



The red version of the Porsche 356 also cuts a fine figure on the table-top train of the 1950s, with bumpers and headlights silvered on this model.



With the Ford 12M was a more common on the streets to see model in the program. As already mentioned, this car was also used as a load and is, at least in the gray version, even today to get quite easy and cheap. The red version of this car was only briefly available as a load on the car transporter 315 / 4G and in retail sales.



The Mercedes 860/1, here in the gray version, was one of the top models in the 1950s and this not only on German roads, but also on the Märklin Tischbahn system of the 50s.



The model 860 / 8E of the Mercedes O3500 Omnibuses, here in the dark red version, is one of the larger models of this series. Grille, bumper, gutter and headlights are highlighted in silver. Below the bus there is a hole in the back (pictured right), which was intended for a trailer, this unfortunately never went into production. The model shown here is also not provided on the inside with a Märklin lettering.



Here is the red, beige stenciled version 860 / 8M:



The Märklin Beetle 860/3, here in the gray version. The discs are gray, the headlamps and license plates are white.



With article number 860 / 5E the Volkswagen T1 delivery van was available. Here the gray version.



And the 860 / 5M in the beige / gray version:



Here, with article number 860/6, the green DKW master class:



And the bright red variant:

