

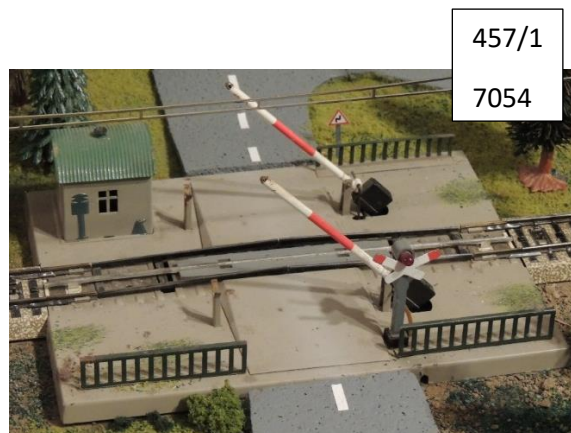
## Marklin OO/HO Crossing Gates

Marklin began offering ‘OO/HO’ gauge trains in 1935 that included locomotives, rolling stock and accessory items. Many early ideas for the ‘OO/HO’ line were first offered for the Marklin ‘O’ and ‘1’ gauge lines of trains. The European prewar toy train market was very competitive and crossing gates were part of all major European manufacturers. Marklin dropped the reference to ‘OO’ gauge after WWII as their export business expanded beyond Europe. Crossing accessories were integrated with the type of track used. As Marklin progressed from three rail ‘M’ track to studded three rail track ‘M’ track; then on to ‘K’ and ‘C’ type track, the crossing accessories changed their types of track interface and roadway track components.

Marklin crossing gates prior to WWII were mechanically actuated by a passing train. Marklin maintained mechanical operated crossings through 2001. Electrically activated crossings were first offered in 1948 as a 459MG with new designs continuing in today’s product lines.

The early OO/HO crossing gates were metal stampings for their bases, guard houses, fencing and other details. Paint colors are a good way to identify and date early crossing gate items. The 455 crossing had a light green guard house, 1 crossing gate, and a home signal (semaphore) and tan fence. 455’s were made from 1939 – 1953. The 458 crossing gates were made from 1935 – 1939. They had a yellow guard house, 2 crossing gates and blue fencing. 455EM crossing gates were made from 1938-1950 and were the same design as the 455 but had, in addition, a lighted crossbuck flasher. Their fences were painted a light green.

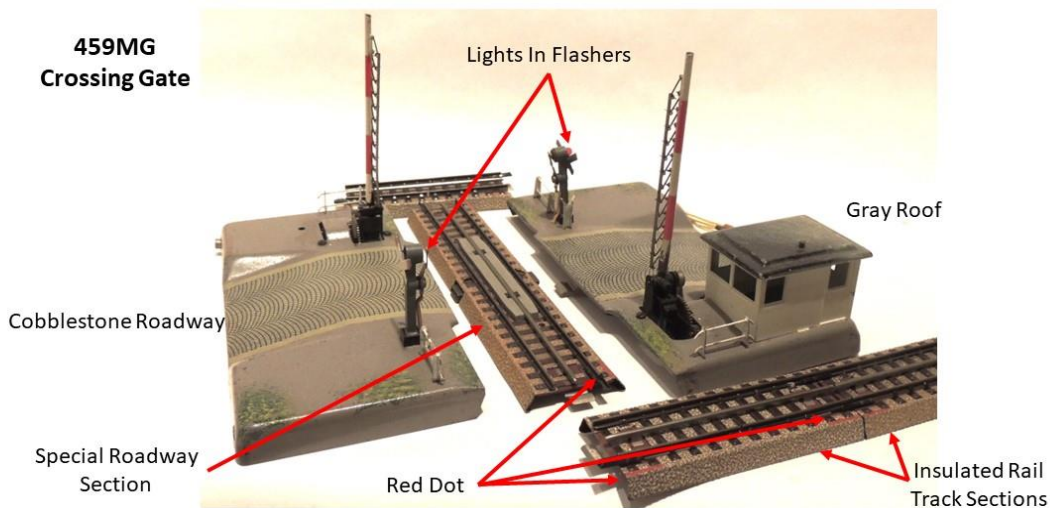
Mechanical actuated crossing gates were very popular due to their low cost. The 457/1’s (3 rail track) became 7054’s when studded M track was offered. They had stamped metal bases with a grayish tan guard house with green roof. They had one lighted flasher. The weight of a locomotive pressed down on the center roadway track and the gates lowered. Some stayed lowered as the train passed, some did not and some chattered up and down based on each passing car’s weight.



7390M’s were very similar to the 7054’s but their cross buck was not lighted. They had two cross bucks.



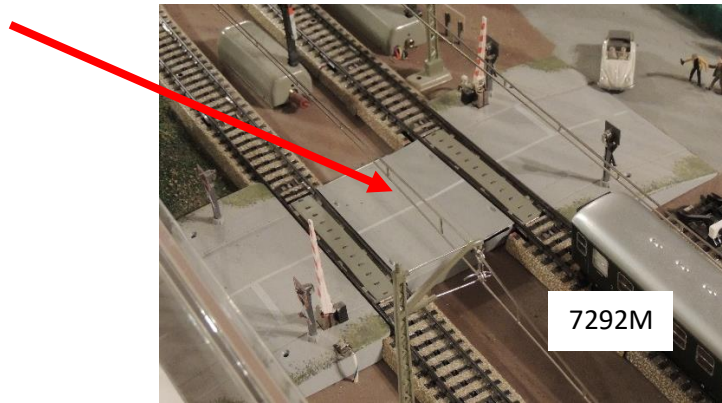
459 crossings were postwar metal stamped crossings. They were a new design with a cobblestone roadway with 2 crossing gates and a small guard house. There were 2 metal stamped crossbucks and four sections of stamp metal fence. The early version has a white guard house with gray roof. Later versions had green roofs. A multi-track roadway piece with trip tracks was offered for the first time. The crossings were electrical and activated by a geared solenoid linkage. The cross bucks were lighted and activated by special insulated outer rail sections of track. The roadway was no longer cobblestone but a paved road.



7192 crossings were very similar to the 459's but the guard houses had dark red roofs. The cross bucks were not lighted.

The next major design of Marklin HO crossings were the 7292 and 7592 crossings. The 72 in the number designated it was for use with M track and the 75 for use with K track. Both were otherwise identical except for the track pieces. They had two plastic paved roadway approaches each with modern lighted safety flashers. A special track with a plastic roadway inserted between the outer rails extended the roadway across the track adding realism. There were two additional sections of insulated outside rails that were used to flash the flashers. Marklin made extender roadway sections that were stamped metal and in themselves could be adjusted for extended

lengths of roadway. As Marklin made multiple radius curve track and turnout radii, adjustable roadway extensions were needed for parallel runs of track. The crossings were solenoid activated.



In addition to crossing gate road crossings accessories, Marklin made stand alone flashers numbered 450. They are very similar flashers as those used on the gated crossing accessories but were single stand alone accessories. They each had a red light. Two insulated sections of track were required to activate the lights. Marklin painted a red dot at one end of each insulated track pieces so that both pieces could have insulated rails aligned together.

