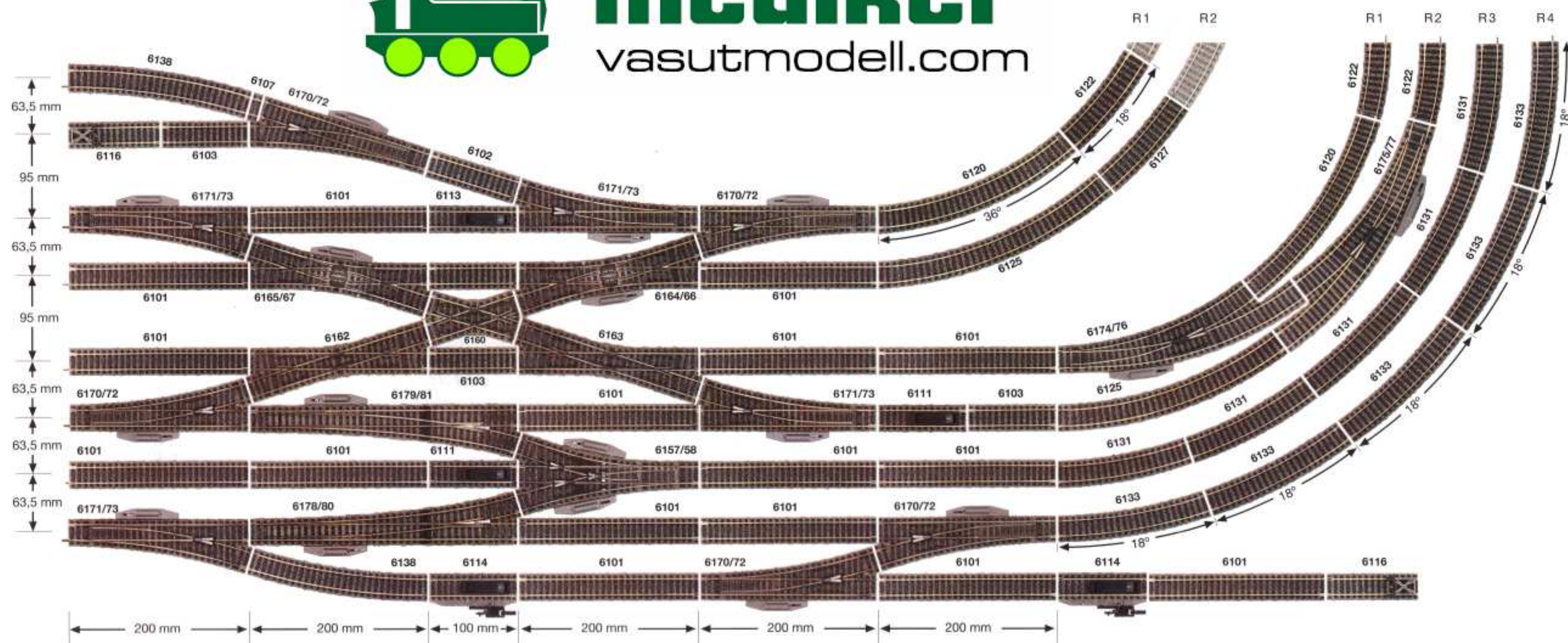




# Mediker

vasutmodell.com



## OVERALL VIEW OF THE PROFI-TRACK

### STRAIGHT TRACKS

6101	Whole straight track	200 mm
6102	Half straight track for the diagonal	105 mm
6103	Half straight track	100 mm
6106	Flexible track	800 mm
6107	Straight track piece for the diagonal	10 mm
6109	Flexible track with concrete sleepers	800 mm

### SPECIAL TRACKS

6110	Extendable track, settable	80 - 120 mm
6111	Uncoupler track with electric operation integrated	100 mm
6114	Uncoupler track manual operation	100 mm
6116	Buffer stop	

### CURVED TRACKS

6120	Whole track	36°	Ø 746 mm	r = 356.5 mm
6122	Half track	18°	Ø 746 mm	r = 356.5 mm
6125	Whole track	36°	Ø 873 mm	r = 420.0 mm
6127	Half track	18°	Ø 873 mm	r = 420.0 mm
6131	Track	18°	Ø 1000 mm	r = 483.5 mm
6133	Track	18°	Ø 1127 mm	r = 547.0 mm
6138	Opposite curve for points and crossings			
Track	18°	Ø 1327 mm	r = 647.0 mm	
6139	Special track for turntables 6150, 6152 C, 6154 C			
Track	7.5°		r = 788.0 mm	

### POINTS, CROSSINGS AND DOUBLE-SLIPS

6157 W	Three-way point	Manual operation	200 mm
6158 W	Three-way point	Electric operation	200 mm

6160	Crossings	36°	diagonal	105 mm
6162	Crossings	18°	left	200 mm
6163	Crossings	18°	right	200 mm
6164	Double-slip	Manual operation	left	200 mm
6165	Double-slip	Manual operation	right	200 mm
6166	Double-slip	Electric operation	left	200 mm
6167	Double-slip	Electric operation	right	200 mm
6170 W	Standard point	Manual operation	left	200 mm
6171 W	Standard point	Manual operation	right	200 mm
6172 W	Standard point	Electric operation	left	200 mm
6173 W	Standard point	Electric operation	right	200 mm
6174 W	Curved point	Manual operation	left	200 mm
6175 W	Curved point	Manual operation	right	200 mm
6176 W	Curved point	Electric operation	left	200 mm
6177 W	Curved point	Electric operation	right	200 mm
6178	Express point	Manual operation	left	300 mm
6179	Express point	Manual operation	right	300 mm
6180	Express point	Electric operation	left	300 mm
6181	Express point	Electric operation	right	300 mm

W = Points prepared for point lanterns 6438



# THE READY-BALLASTED PROFI-TRACK

Realistic looking with an easily understandable track geometry – that makes it simple for the beginner and can easily be built up into larger model railway layouts. A super-layout grows step by step from the original purchase of a Start Set with PROFI-track together with corresponding track sets and individual track pieces.

## The Track Foundation

The fine, precision engraved ballast bed with its irregular outer edges gives an excellent reproduction of the ballast shape, even down to identifying each individual stone. The laborious task of ballasting the track – especially around the points – is now a thing of the past with PROFI-track.

The width and height of the ballast bed has been so selected so that when laying tracks in the station area a closer distance between parallel tracks can be obtained without the ballast getting in the way. If a broader ballast bed is required, then colour matched scatter material is available.

Separate from the grey/brown ballast, you can even pick out the grain on the dark brown wooden sleepers of the PROFI-track. Also prototypical are the so called "Sk1 3" tension clips with rib plates.

## The Tracks

The full-profile rails of the PROFI-tracks consist of a high value nickel-silver alloy with ideal current conducting properties even over long stretches. Special "Click" rail joiners ensure a lasting, secure fastening for PROFI-

tracks – even if they have been laid on the floor – and guarantee a good conductivity at rail joints.

## The Track Geometry

With only a few different track pieces, the PROFI-track system enables an operational model railway to be constructed. The well thought out, easily understandable track geometry within a grid system, apart from diagonal tracks and a few special tracks, utilises only "full" or "half" straight or curved tracks. Thanks to the FLEISCHMANN Vario-System, track feed tracks, switching tracks and the like, can be dispensed with, because the track feed clips and switching accessories can be simply attached to the track as necessary.

Curved tracks with 4 standard radii, a flexible ballasted track, with which one can "curve" extremely large radii, straight-, curved-, three-way points, double slips and express points all make it possible for practically all desired track configurations. Operational tracks complete the layout, like uncoupler tracks for hand or electric operation as well as buffer stop tracks, even with level crossings.

## The "intelligent" Points

The points are available either with electric motor already mounted for control panel operation,

or also with hand lever for manual operation. By simply clipping on an electric motor, all manual points can be converted to electrical operation at any time.

All points are constructed as "thinking" points. A flick of the wrist, and the current will only flow in the direction in which the points are set. As delivered, all points are live points, which means that all tracks permanently conduct power. The "thinking" points allow locos, or loco hauled trains, to be stored in sidings or passing loops without any additional wiring.

## The Turntables

Whether it be for manual operation or electrically driven "small" or "big" super-model turntable – in each case they are the focal point of a loco depot. Due to their wise technology concept – each track exit only receives power when the turntable is lined up with it – that means they can think too!



The FLEISCHMANN PROFI-track can be trodden on, because the ballast bed, sleepers and rail profile are one complete unit.



The super-rail joiners fit together with an audible "click" and hold the tracks securely together.



From manual points to control panel points. Electric motors simply clip on – and they're ready!



By removing the wire bridge-clips FLEISCHMANN points become "thinking" points with stop function.





# THE PROFI-TRACK SYSTEM

Cross section through PROFI-track



## The "Basis" Track

The track 6101 is the basis track of the PROFI-track system. It is 20 cm long. That means that 5 tracks make up exactly one metre! PROFI-track layouts can be easily planned out on graph paper: 2 cm – or 4 boxes – correspond to one track, and equally in a scale of 1:10.

Besides: The straight section of a standard point, and likewise a double slip, corresponds exactly to the length of the basis track 6101.

## The Parallel Track Distance

Two parallel running tracks, joined together via standard points, have the narrow gap of 63.5 mm (measured from track centre to track centre).

## The Diagonal Connection

Diagonally laid tracks, as well as the diagonal track of double slips, must be a little longer than one "basis" track 6101, namely 210 mm. Two tracks 6102 will make up this length. If a standard point is built in as a diagonal, then the straight section of 200 mm must be elongated using a track piece 6107 to lengthen it by 10 mm.

## The Track Radii

The PROFI-track system offers curved tracks in 4 standard radii – enough for all required track formations. The distance between track radii remains constant at 63.5 mm, so that even long vehicles will not foul each other when meeting on a curve. Even our longest tender locos will run on the tiniest radius R1!

## Standard Points

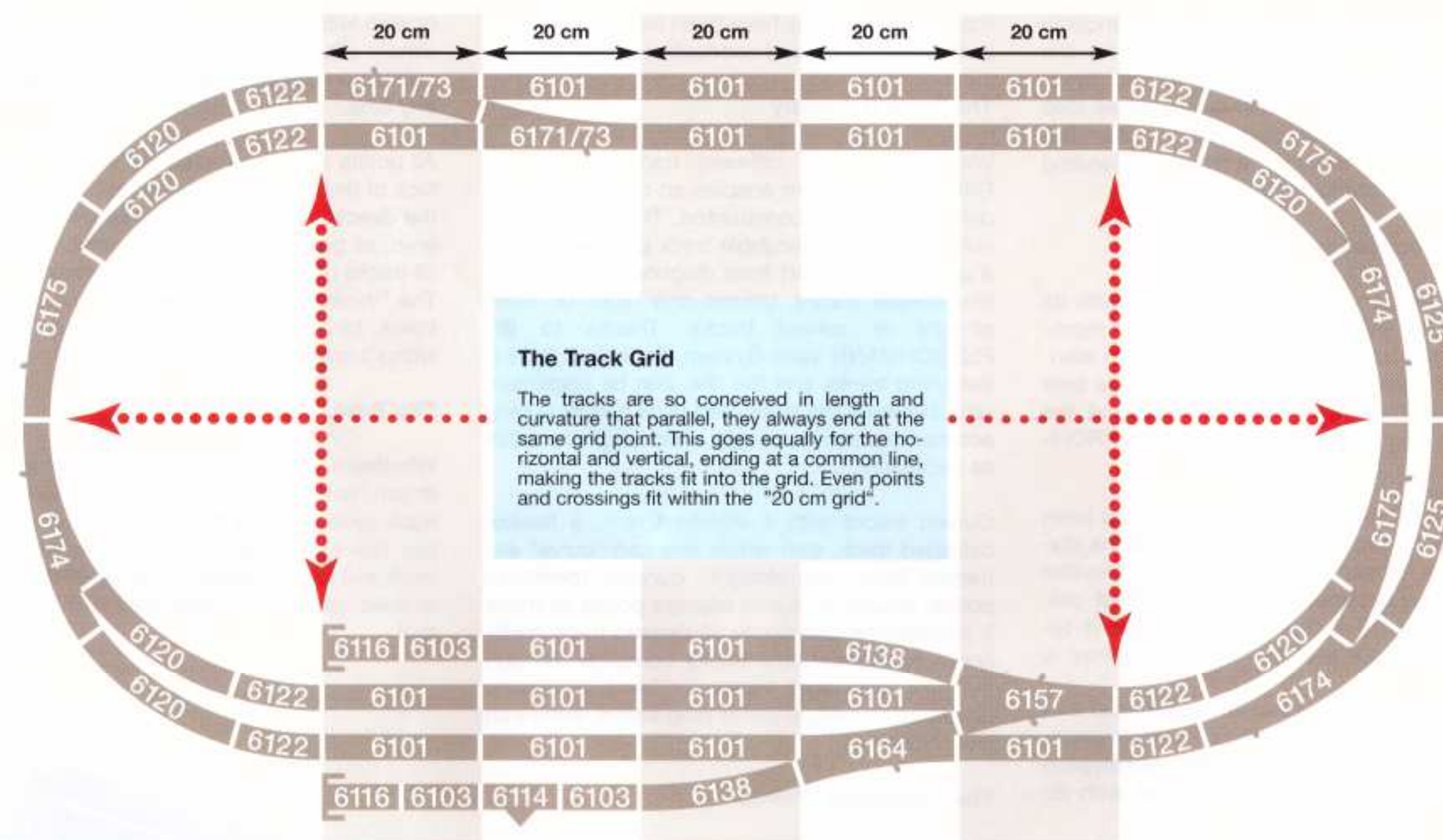
The straight section of a standard point has a length of 200 mm. This enables these points to fit into the track grid and can be easily exchanged for a straight 6101. The branch-off section corresponds to track 6138. Using this as the opposite curve to the point, then the parallel track retains the standard distance of 63.5 mm.

## Double Slips

The shorter, straight section corresponds to track 6101, the crossing route is 10 mm longer. This means that it will fit exactly into the 20 cm grid. Subsequently, because the double slip leads off from the straight, left or right, a point is required in which the crossing straights, whether branching off to the left or right, are longer. The same goes for the 18° crossings.

## The Track Grid

The tracks are so conceived in length and curvature that parallel, they always end at the same grid point. This goes equally for the horizontal and vertical, ending at a common line, making the tracks fit into the grid. Even points and crossings fit within the "20 cm grid".



## Curved Points

These make it possible to cross from radius 1 into radius 2 on a curve, and vice-versa. The inner curve of a curved point corresponds to a curved track 6120.

## Express Points

A gentle branch-off is the strength of this type of points. The straight section is 300 mm long, corresponding exactly to the length of track 6101 plus 6103. As opposite curve – just as for standard points and double slips – the 6138 can be used.

## Uncoupler Tracks

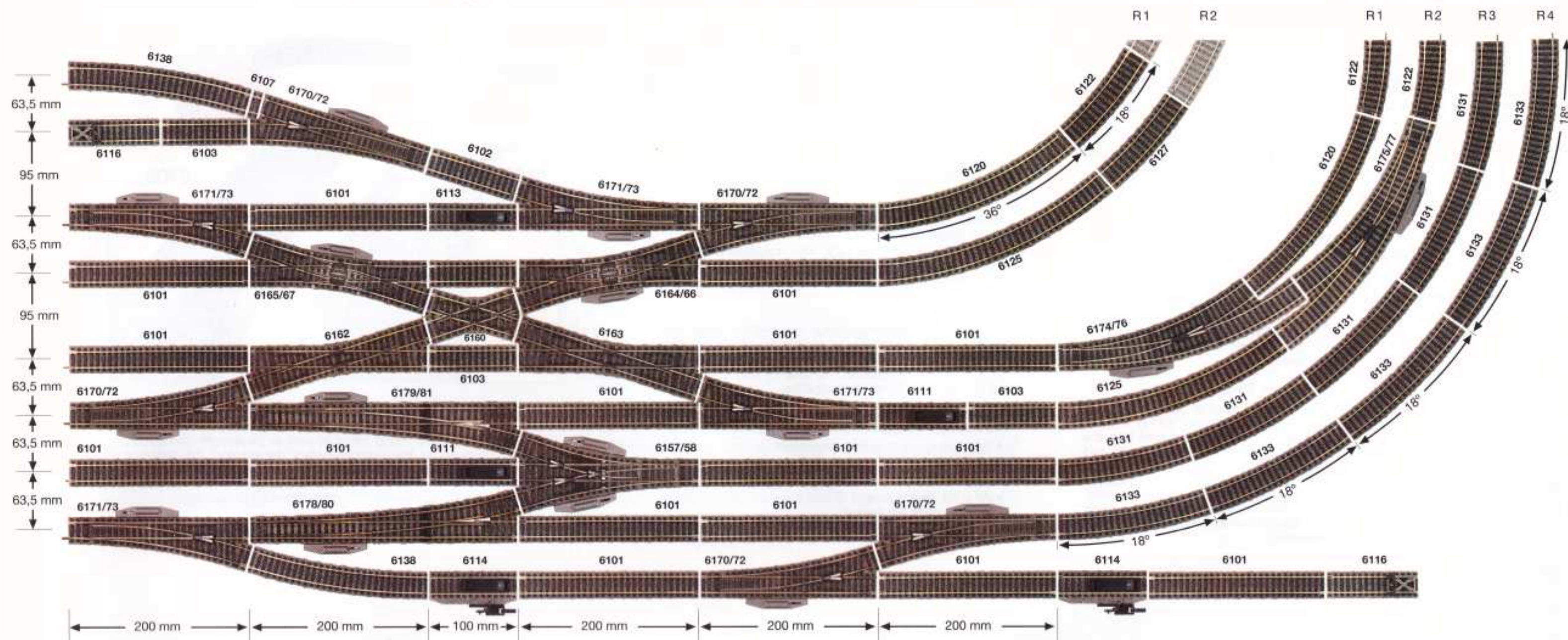
The special operational tracks 6111 and 6114 to uncouple two vehicles coupled together are 100 mm long, which corresponds to track 6103. If you wish to install an uncoupler track within a whole 6101, then you need to add a 6103 together with the uncoupler track to exchange it.

## Flexible Tracks

With their length of 800 mm, the flexible tracks 6106 and 6109 are four times the length of a standard 6101 and because of their flexibility are ideal for laying out gently curving parade stretches. With their long length, they can equally well be used to lay straight stretches.



So, from the "simplest" grid, you can build up the most complicated track configuration.



## OVERALL VIEW OF THE PROFI-TRACK

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6101	Whole straight track	200 mm
6102	Half straight track for the diagonal	105 mm
6103	Half straight track	100 mm
6106	Flexible track	800 mm
6107	Straight track piece for the diagonal	10 mm
6109	Flexible track with concrete sleepers	800 mm

### SPECIAL TRACKS

6110	Extendable track, settable	80 - 120 mm
6111	Uncoupler track with electric operation integrated	100 mm
6114	Uncoupler track manual operation	100 mm
6116	Buffer stop	

### CURVED TRACKS

6120	Whole track	36°	Ø 746 mm	r = 356.5 mm
6122	Half track	18°	Ø 746 mm	r = 356.5 mm
6125	Whole track	36°	Ø 873 mm	r = 420.0 mm
6127	Half track	18°	Ø 873 mm	r = 420.0 mm
6131	Track	18°	Ø 1000 mm	r = 483.5 mm
6133	Track	18°	Ø 1127 mm	r = 547.0 mm
6138	Opposite curve for points and crossings			
Track	18°	Ø 1327 mm	r = 647.0 mm	
6139	Special track for turntables 6150, 6152 C, 6154 C			
Track	7.5°		r = 788.0 mm	

### POINTS, CROSSINGS AND DOUBLE-SLIPS

6157 W	Three-way point	Manual operation	200 mm
6158 W	Three-way point	Electric operation	200 mm

6160	Crossings	36°	diagonal	105 mm
6162	Crossings	18°	left	200 mm
6163	Crossings	18°	right	200 mm
6164	Double-slip	Manual operation	left	200 mm
6165	Double-slip	Manual operation	right	200 mm
6166	Double-slip	Electric operation	left	200 mm
6167	Double-slip	Electric operation	right	200 mm
6170 W	Standard point	Manual operation	left	200 mm
6171 W	Standard point	Manual operation	right	200 mm
6172 W	Standard point	Electric operation	left	200 mm
6173 W	Standard point	Electric operation	right	200 mm
6174 W	Curved point	Manual operation	left	200 mm
6175 W	Curved point	Manual operation	right	200 mm
6176 W	Curved point	Electric operation	left	200 mm
6177 W	Curved point	Electric operation	right	200 mm
6178	Express point	Manual operation	left	300 mm
6179	Express point	Manual operation	right	300 mm
6180	Express point	Electric operation	left	300 mm
6181	Express point	Electric operation	right	300 mm

W = Points prepared for point lanterns 6438



# STRAIGHT TRACKS

The foundation of the layout construction using PROFI-track is the 200 mm long track piece 6101. Geometrically derived from it are the tracks with a "half" length: track 6103 as well as the uncoupler tracks 6111 and 6114.

## Diagonal Tracks

Tracks 6102 and 6107 are for diagonal use in the track shape. E.g. the cross-over section of a double-slip can be exchanged for two tracks 6102 each 105 mm long.

The 10 mm long track 6107 is then particularly important if a standard point is built in diagonally. The straight 200 mm long section lies diagonally, and must therefore, in order stay within the grid, be extended by 10 mm.

## Flexible Tracks

Gently curving parade stretches can be easily laid out using this special track 6106 or 6109, which just like all the other PROFI-tracks, is equipped with ballast bed. Also graded curves, i.e. the gradual curvature from the straight into a curve, are easily made using the flexible tracks. A track for true experts! For each track you will need two rail joiners (6436).

## Flexible Rack Rail

For the construction of rack & pinion sections, the flexible rack rail is optimally designed so that – outside of points and uncouplers – it can be glued onto every straight and curved PROFI-track. Using rack locos like the 4034, gradients of up to 35% can be climbed.

## Uncoupler Tracks

Whether with manual operation (6114) or electrical operation (6111) – if an uncoupler track is introduced into the trackwork, then at this point locos and wagons can be uncoupled.

The uncoupler track 6111 combines good looks with operational needs. The motor is hidden within the track bed. Below baseboard mounting is not necessary.

## 6106

**6106 · Flexible track**  
Track length: 800 mm  
(= 4 x 6101).  
Suitable rail joiners 6436



## 6109

**6109 · Flexible concrete-sleeper track with bendable track bed.**  
Track length: 800 mm (= 4 x 6101).  
Full-profile nickel silver rails, with trackbed made of plastic. Profile height: 2.5 mm Simple transition connection to the PROFI-track using the rail joiners 6436.

*First of all because of economic reasons, the "large" railway needed to find a replacement type of sleeper for the (expensive raw material) wooden sleepers. Thus, easily-formed concrete provided the solution as a construction material. The ease of working with concrete opened up a whole new world of possibilities.*

*The advantages offered by concrete sleepers:*

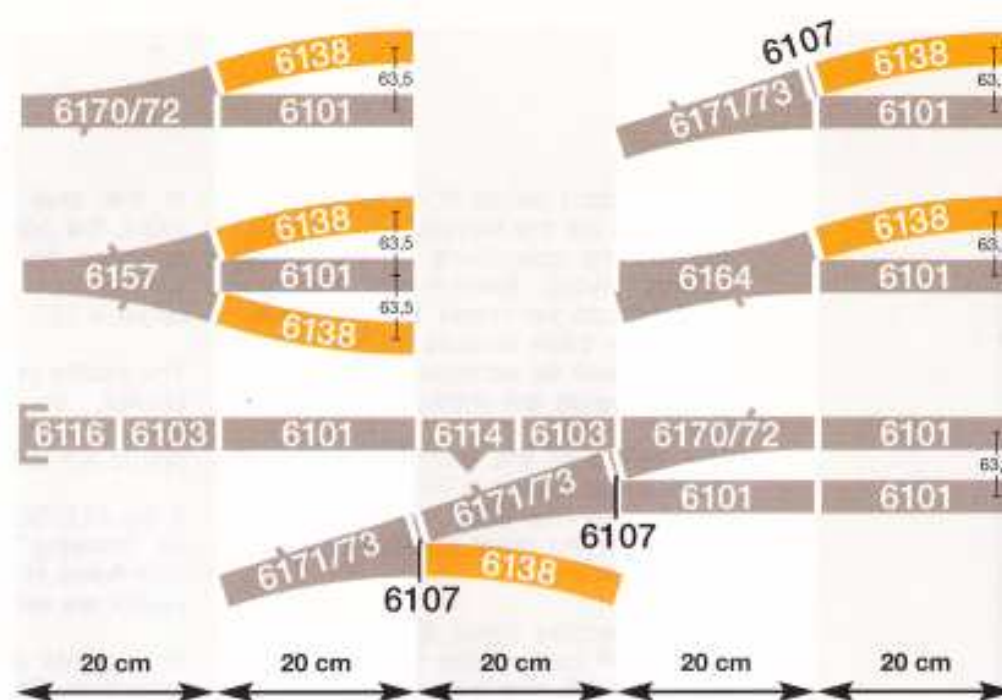
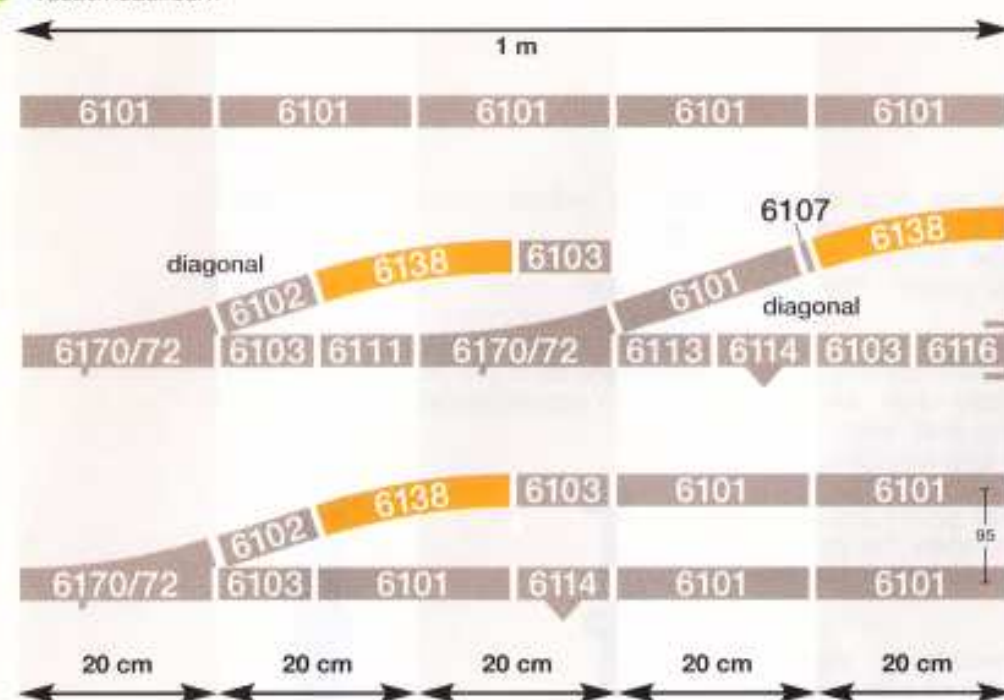
- the longer lifespan – with reduced maintenance costs
- homogeneous pressure dispersion, good retention of gauge
- quality and stability remain constant
- high unit weight giving the advantage of resistance to movement
- All in all: Improvement of ride comfort, not damaging to the environment, economic



*Track with concrete sleepers is used for long distance and regional areas for high speed running. The system is naturally also used for routes with tilting trains as well as passenger and goods traffic. Because of the complimentary design and the easy-to-clean surface, the concrete sleepers are ideal for use on tracks within the station. Tracks with both wooden and concrete sleepers can often be found next to each other on all railways.*

<b>6101</b>	<b>6102</b>	<b>6103</b>	<b>6107</b>	<b>6110</b>	<b>6111</b>	<b>6114</b>	<b>6444</b>	<b>6116</b>	<b>6117</b>	<b>6412</b>
Whole straight track	Half straight track for the diagonal	Half straight track	Straight track piece for the diagonal	Extendable track, settable	Uncoupler track with electric operation integrated	Manual uncoupler track	Clip-on electric motor for manual uncoupler track 6114	Buffer stop	Buffer stop with track end signal for straight and curved track	Flexible rack-rail
Length: 200 mm	Length: 105 mm	Length: 100 mm	Length: 10 mm	Length: 80 – 120 mm	Length: 100 mm	Length: 100 mm				Length: 200 mm





# CURVED TRACKS

As standard, you can make up four different track circles from the curved tracks available:

## Track Radius R1

For radius 1, the circle has a radius of 356.5 mm – measured from the middle point to track centre – and an outer diameter of 746 mm. There are two tracks in radius R1: a whole track 6120 (36°) and a half track 6122 (18°). Ten tracks 6120 are required to make up a complete circle ( $10 \times 36^\circ = 360^\circ$ ).

## Track Radius R2

The second radius R2 is 420 mm and has an outer diameter of 873 mm. Also here, there is a whole (36°) track (6125) and a half (18°) track (6127) available.

## Track Radius R3

In the third radius R3 there is a whole (18°) track 6131 with a radius of 483.5 mm and an outer diameter of 1000 mm.

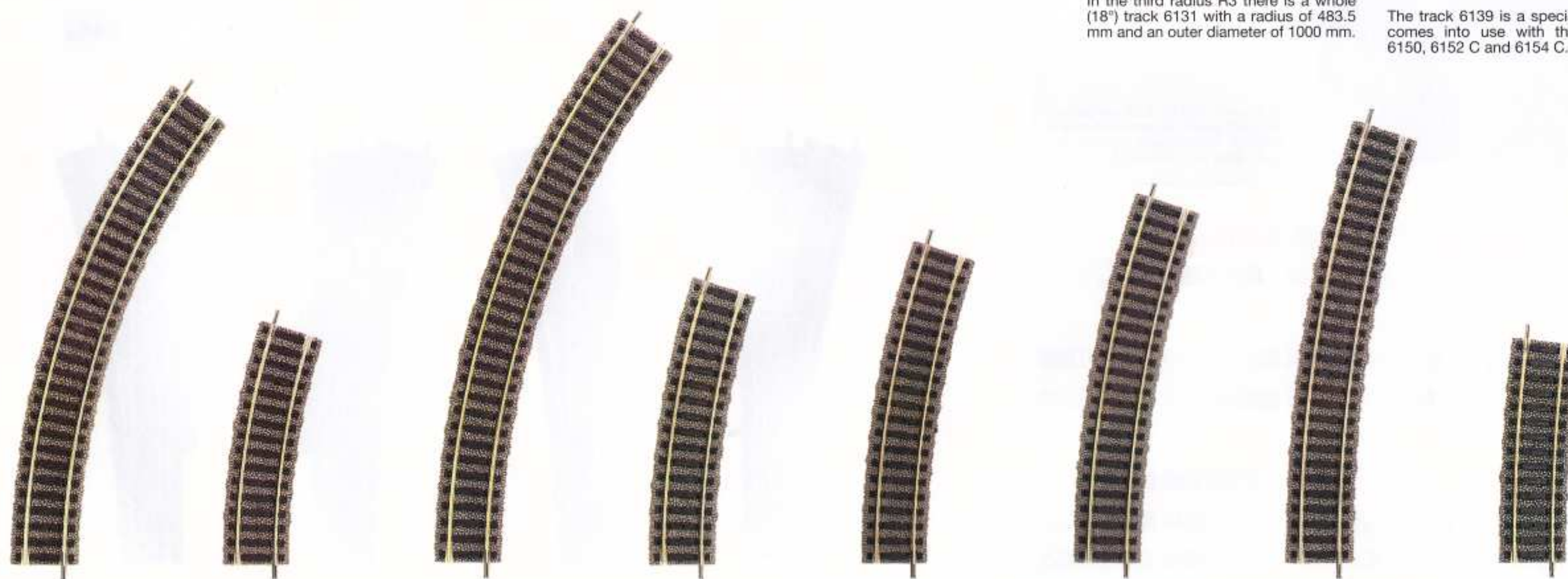
## Track Radius R4

The fourth radius R4 is 547 mm with an outer diameter of 1127 mm. Track 6133 (18°) is used here. All four radii have a parallel distance of 63.5 mm.

## Special Radius

Track 6138 is the universal opposite curve for standard-, express-, three-way points and double slips as well as 18° crossings. When connected directly onto the curved branch-off of a point or – similarly one on which a 6107 has been connected – then the parallel distance of 63.5 mm is achieved on the straight once more.

The track 6139 is a special track, that comes into use with the turntables 6150, 6152 C and 6154 C.



**6120**

Whole curved track  
Radius: 356,5 mm  
Diameter external:  
746 mm

10 pieces to a circle.

36°

**6122**

Half curved track  
Radius: 356,5 mm  
Diameter external:  
746 mm

20 pieces to a circle.

18°

**6125**

Whole curved track  
Radius: 420 mm  
Diameter external:  
873 mm

10 pieces to a circle.

36°

**6127**

Half curved track  
Radius: 420 mm  
Diameter external:  
873 mm

20 pieces to a circle.

18°

**6131**

Curved track  
Radius: 483,5 mm  
Diameter external:  
1000 mm

20 pieces to a circle.

18°

**6133**

Curved track  
Radius: 547 mm  
Diameter external:  
1127 mm

20 pieces to a circle.

18°

**6138**

Curved track  
Radius: 647 mm  
Diameter external:  
1327 mm

Opposite curve for points  
20 pieces to a circle.

18°

**6139**

Curved track  
Radius: 788 mm  
Special track  
for turntables

48 pieces to a circle.

7,5°



# STANDARD POINTS

## Illuminated point lanterns

### for PROFI-track points

**6438** - Point lantern for later fitting, alternatively for a right or left point or three-way-point. Illuminated by maintenance-free diodes. Independently powered from the points. Measurement of the point lantern socket: 19 mm x 10 mm.

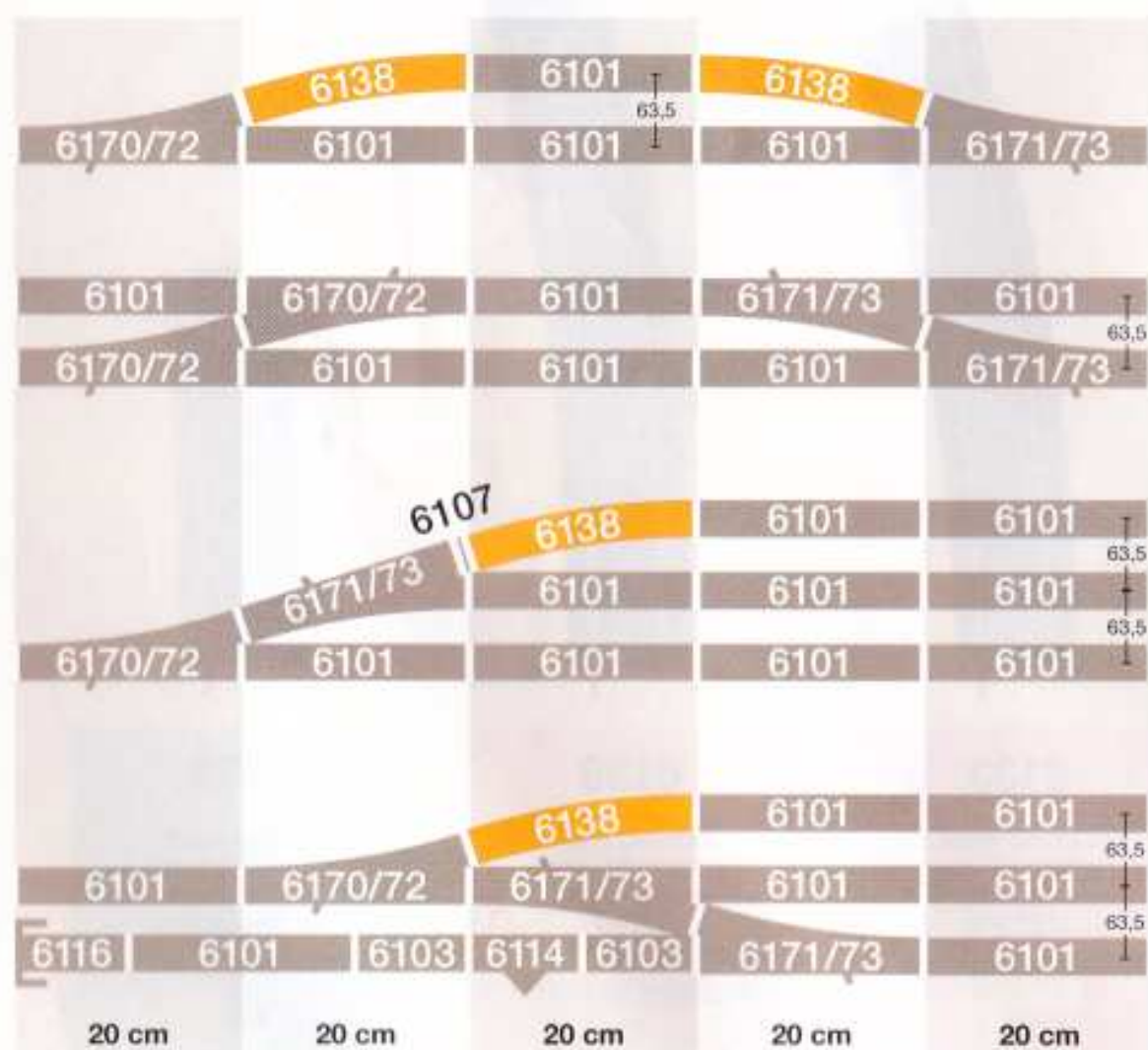
Suitable for all points indicated by "W" (i. e. 6170 W - 6177 W) of the PROFI-track system.



**6438**



The new clip-in and mood-enhancing point lanterns will give a realistic atmosphere on your layout, from FLEISCHMANN.



The standard points 6170, 6171, 6172 and 6173 are the foundations for variable running operations on the model railway layout. Branch-offs from the straight can be made up with them. Extensive track layouts in the station area as well as storage sidings or industrial yards are made possible with them.

The length of the straight section of the standard point is 200 mm, corresponding to one 6101. The branch-off section of the point corresponds to a curved track 6138.

By connecting track 6138 onto the branch-off part of the point, the distance of 63.5 mm is once again achieved in the parallel track.

In the area around the frog of the point, the points are fitted with contact surfaces so that the flanges of the wheels can pick up power. The frog angle is 12°.

The points are fitted with sprung point blades, so that they can be run through from the frog end, even if the points are set in the opposite direction.

If the FLEISCHMANN points are used as "thinking" points, then the current only flows in the direction in which the points are set.

The points are available for manual operation (6170, 6171) or with electric motors attached (6172, 6173). Of course, the manual points can be fit-

ted with electric motors 6441 or 6442 later.

This point motor can be mounted above the baseboard surface, or even underneath the baseboard. It is then necessary to cut a hole in the baseboard to accommodate the point motor.



**6441**



**6442**



**6170 W**

Standard point for manual operation  
Length: 200 mm  
left



**6171 W**

Standard point for manual operation  
Length: 200 mm  
right



**6172 W**

Standard point for electric operation  
Length: 200 mm  
left



**6173 W**

Standard point for electric operation  
Length: 200 mm  
right





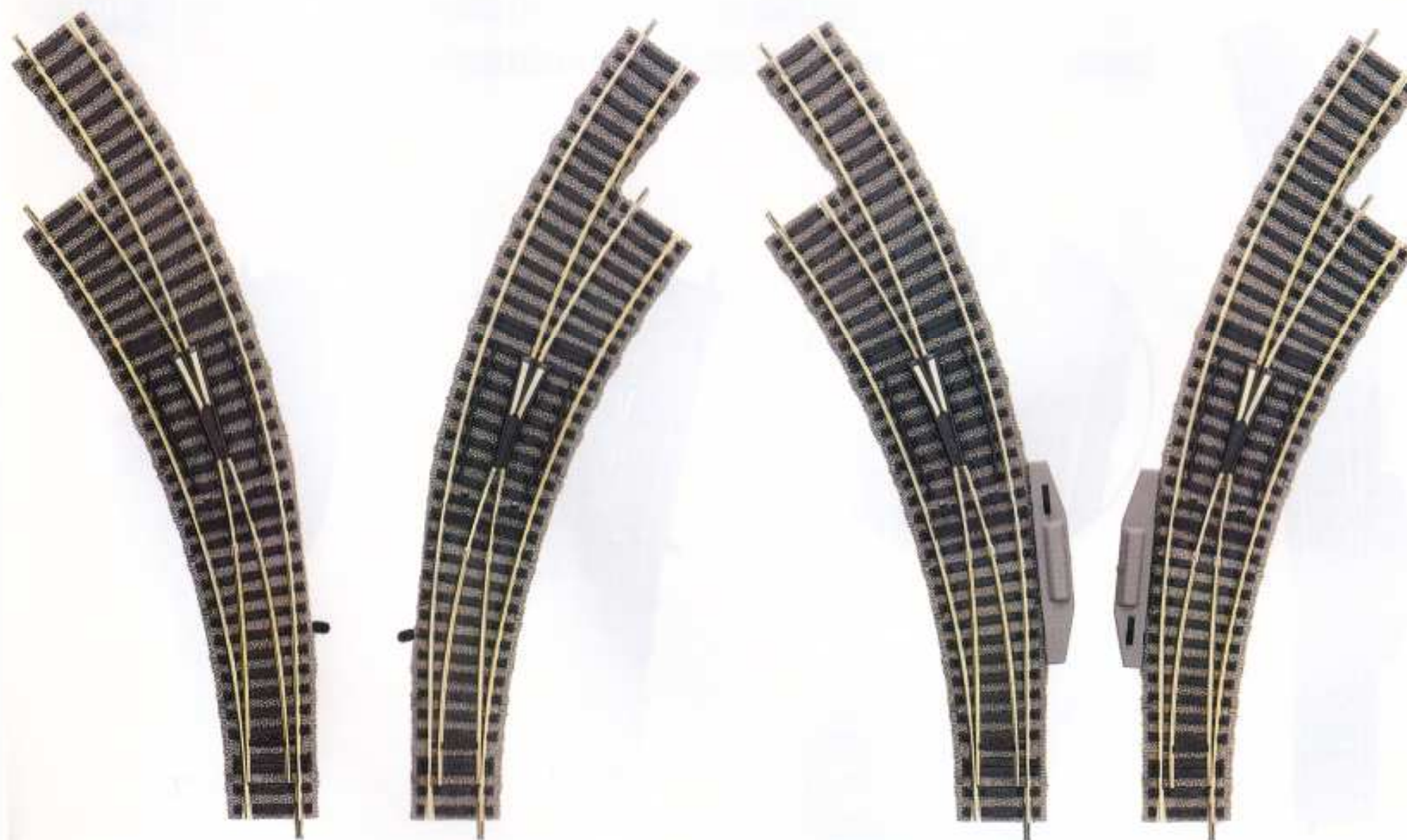
# CURVED POINTS

Using the curved points, you can change from one track circle with radius 1 into another circle of radius 2 – and round the other way. In this way you can save on the space required, especially in the station area, and at the same time extend the usable track length of a platform. Therefore lots of start sets include this handy type of points.

The inner curve of the curved points corresponds to curved track 6120. Basically, these points should be built into the parting point first of all, i.e. the crossing from inner to outer tracks begins with a curved point in the inner track at the start of the quarter arc.

The technical arrangement of curved points corresponds to that of the stand-

ard points: improved current pick-up in the frog area, conversion possibilities to "thinking" points, control panel switching with clip-on point motors for above or below baseboard operation.



**6174 W**

Curved point  
for manual operation

left



**6175 W**

Curved point  
for manual operation

right



**6176 W**

Curved point  
for electric operation

left



**6177 W**

Curved point  
for electric operation

right



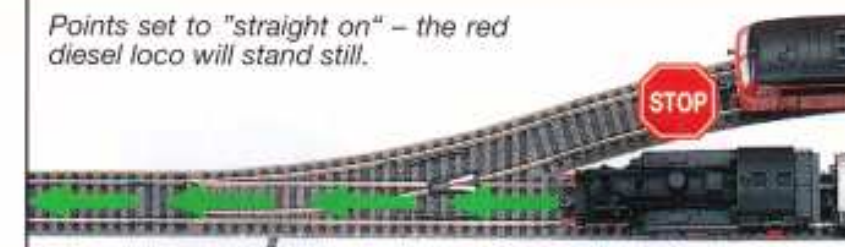
## "Thinking" Points

"d"

As delivered, all points are so called live points, i.e. all track exits conduct electricity and can be run over by any powered vehicle. If the two wire bridge clips are taken out of the point, then the current only flows in the track exit for which the point is set. Thus making it an electrically "thinking" point. This

makes it possible to store trains without power, without any additional wiring. For example, a fast express can pass a stored goods train on a parallel track.

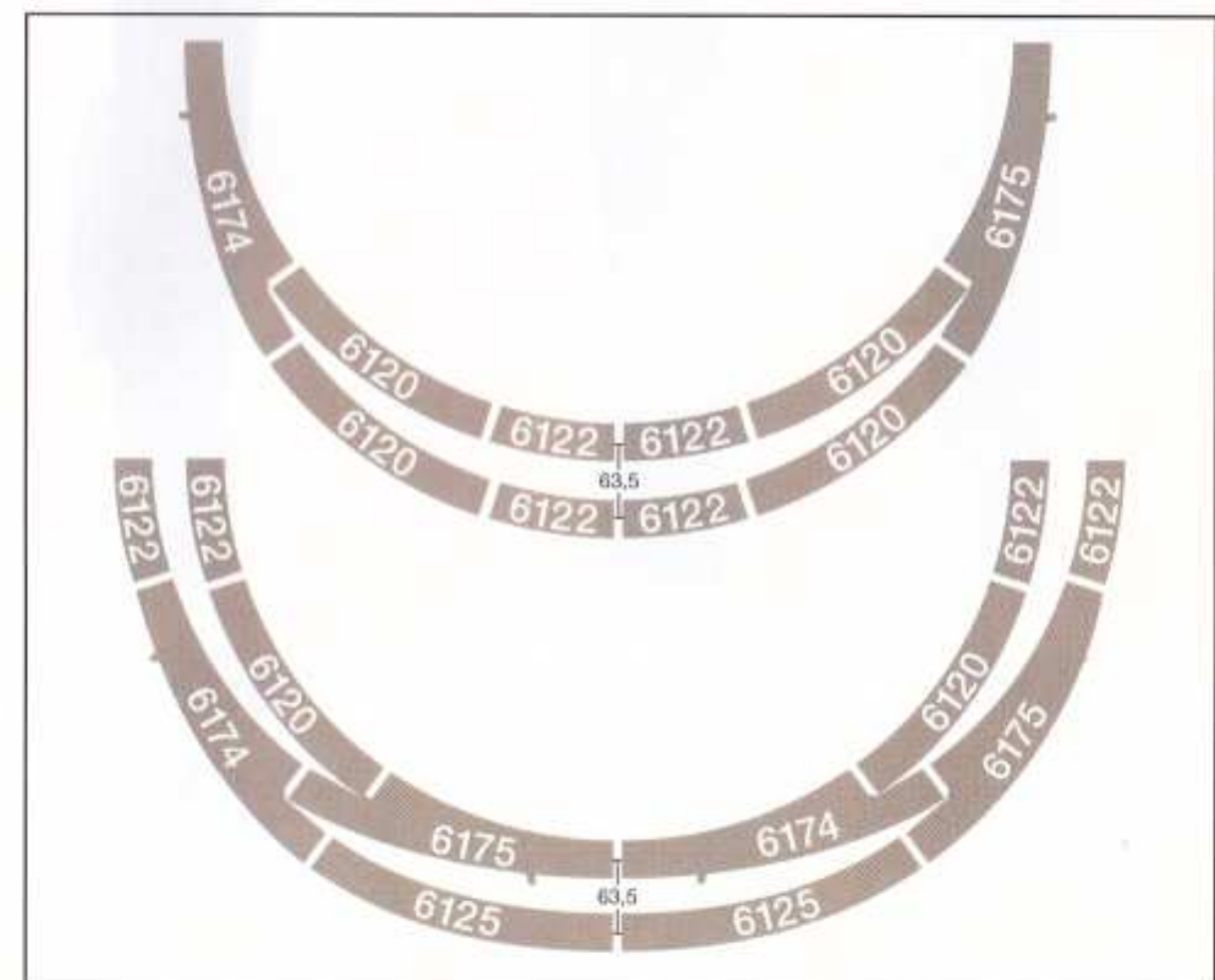
Points set to "straight on" – the red diesel loco will stand still.



Points set to "branch-off" – the steam loco will stand still.



Removing the wire bridge clip – from every FLEISCHMANN point – makes an electrical "thinking" point.





# EXPRESS AND THREE-WAY POINTS

## Express Points

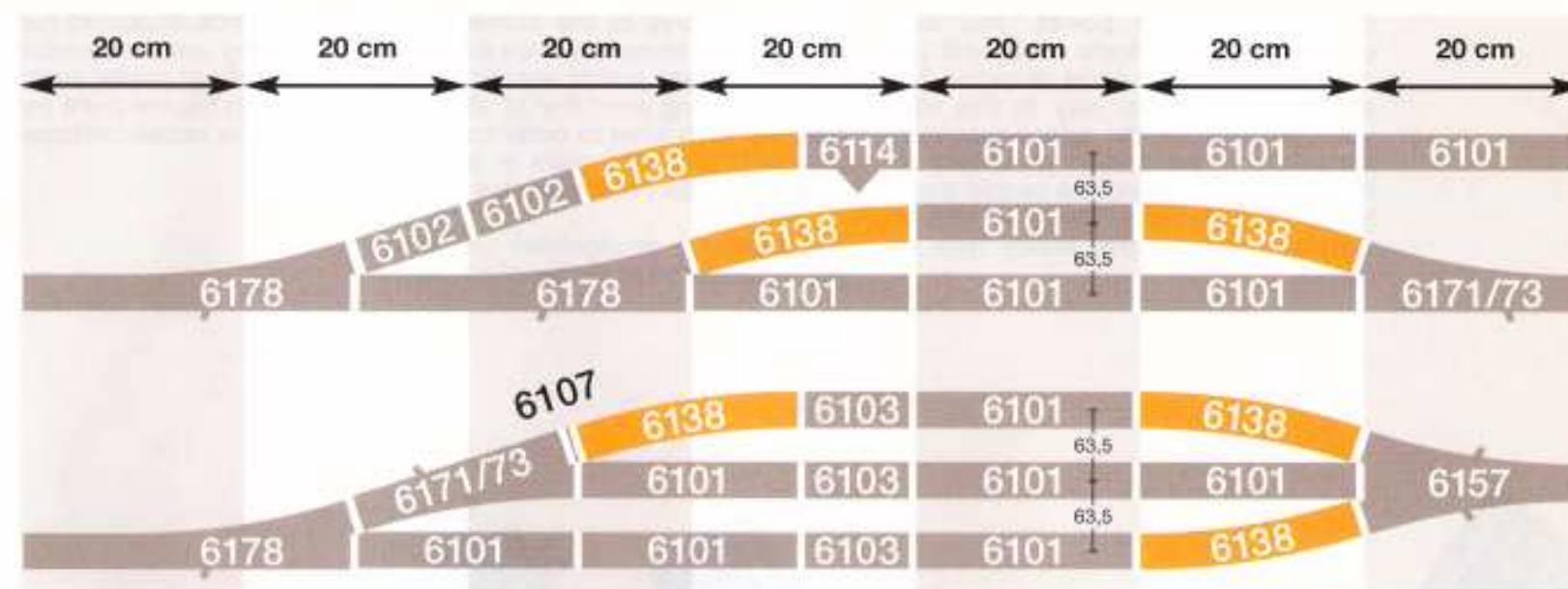
A gentle curve away from the straight into the curve is the domain of the express point.

The straight track is 300 mm long, which corresponds to a track combination of 6101 plus 6103. Extended by use of track 6103 and the express point fits into the 20 cm grid once again. The curve 6138 is used as the opposite curve for these points.

## Three-way Points

They are best utilised to make up routes of points where space is confined. The length of the straight is 200 mm. The two branch-off tracks correspond to track 6138, which also serves as the opposite curves. Each of the two sets of sprung point blades can be set using the two point levers.

The express and three-way points are available for manual operation (6178 and 6179, 6157) or with point motor fitted (6180 and 6181, 6158). The point motors can be fitted later, and the points can be switched to be "thinking" points.



**6178**

Express point  
for manual operation  
Length: 300 mm  
left



**6179**

Express point  
for manual operation  
Length: 300 mm  
right



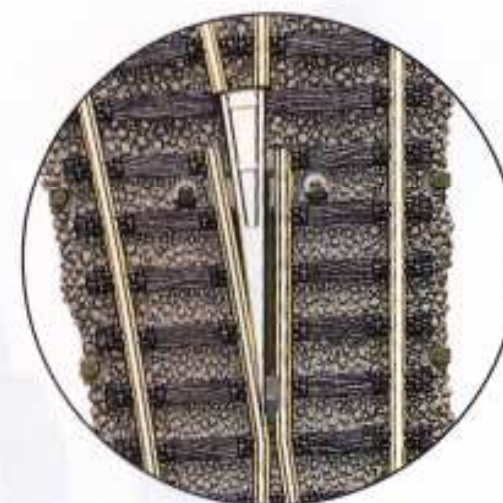
**6180**

Express point  
for electric operation  
Length: 300 mm  
left



**6181**

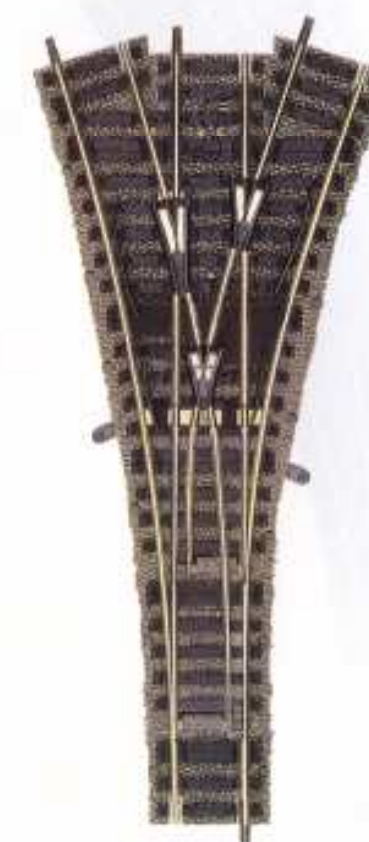
Express point  
for electric operation  
Length: 300 mm  
right



On the express points 6178, 6179, 6180 and 6181, the power pick-up is enhanced by the 9.5° floating, current conducting frog.

These points – just as in the prototype – cannot be slipped through, otherwise a short circuit may occur. The points must always be set in the right direction for the running vehicle.

Because of their slim geometry, they lend themselves extremely well to the construction of the modern high-speed routes.



**6157 W**

Three-way point  
for manual operation  
Length: 200 mm



**6158 W**

Three-way point  
for electric operation  
Length: 200 mm





## Crossings

The length of the crossing straight track of the 36° crossing 6160 is 105 mm, which corresponds to a diagonal track 6102. The application of this crossover is the connection between two parallel tracks with a distance of 95 mm.

On each of the two 18° crossings 6162 and 6163, the straight track is 200 mm long and the crossing track 210 mm long. Track 6138 serves as the opposite curve leading to a parallel track distance of 63.5 mm. The two tracks which cross over each other are electrically separated, so that two different track circuits can cross.

## Double-Slips

The geometry of the double-slips 6164, 6165, 6166 and 6167 corresponds to an 18° crossing. Length of the straight track 200 mm and the crossing track 210 mm. Using the point lever or the electric point motor, this double-slip can be used to set up two routes: crossing or branch-off.

Just as for the 18° crossover, there is a left and right hand 18° double-slip, according to which way the crossing route diverts from the straight.

As delivered, all track exits deliver power into one circuit. By removing the wire bridge clips the crossing tracks become electrically isolated from each other. On the "crossing" setting, another track circuit can be traversed. On the "branch-off" setting, the current is separated at the centre of the slip.

After removing the two wire bridge clips, the double slip can be switched for "thinking" point operation, so that the current is able to flow from one electric circuit into another without any additional disconnection.

Point setting "crossing"



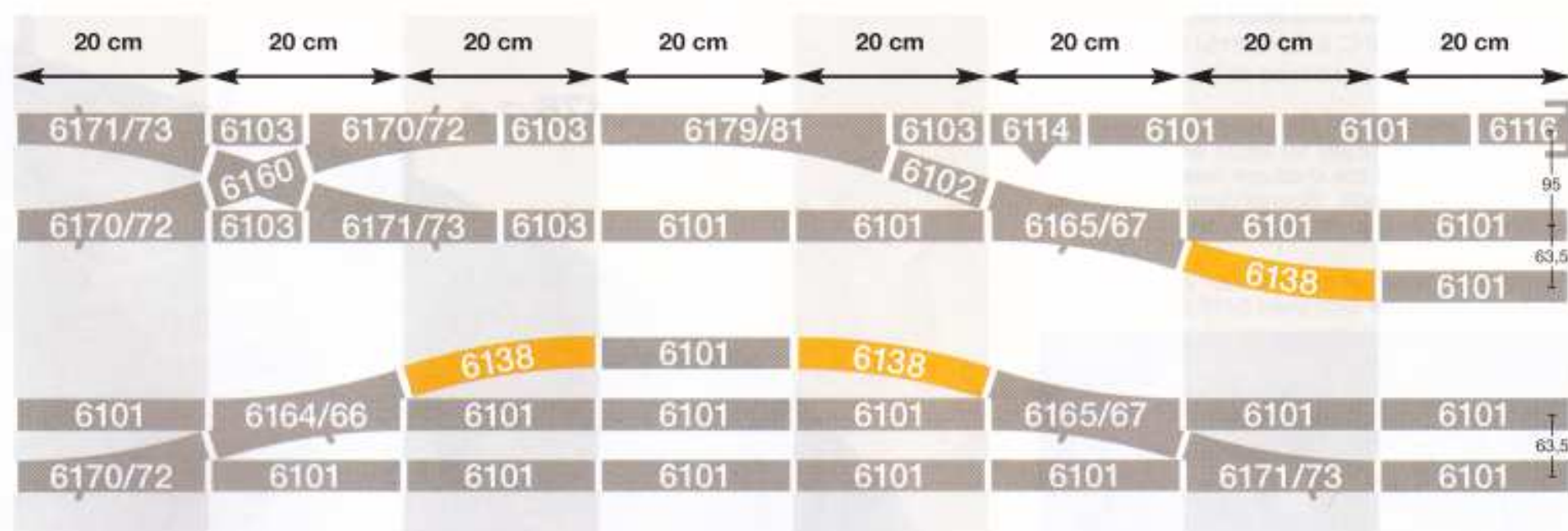
Point setting "branch off"



The two tracks which cross over each other are electrically separated, so that two different track circuits can cross.

The electric circuit is separated at the centre of the slip.

# CROSSINGS AND DOUBLE-SLIPS



**6160**

Crossing  
Length: 105 mm  
36°



**6162**

Crossing  
Length: 200 mm  
18°  
left



**6163**

Crossing  
Length: 200 mm  
18°  
right



**6164**

Double-slip  
for manual operation  
Length: 200 mm, 18°  
left



**6165**

Double-slip  
for manual operation  
Length: 200 mm, 18°  
right



**6166**

Double-slip  
for electric operation  
Length: 200 mm, 18°  
left



**6167**

Double-slip  
for electric operation  
Length: 200 mm, 18°  
right





# THE SUPER MODEL TURNTABLE FOR PROFI TRACK WITH

**6476 · Roundhouse Loco Shed Kit,**  
to fit turntables 6052 C, 6152 C, 6154 C and 6651 C.  
Places for 3 locos positioned at 7½° angles, with  
8 opening doors.

The doors are separate from each other, and open  
and close automatically for locos entering or lea-  
ving. At the rear of the shed are doors to allow lo-  
cos to travel through. Roundhouses can be as-  
sembled side by side for larger types.

*Tip for modelmakers! Light leader accessory No.  
6459 will fit into the loco shed 6476 (s. page 202).*



6476 (2 x)



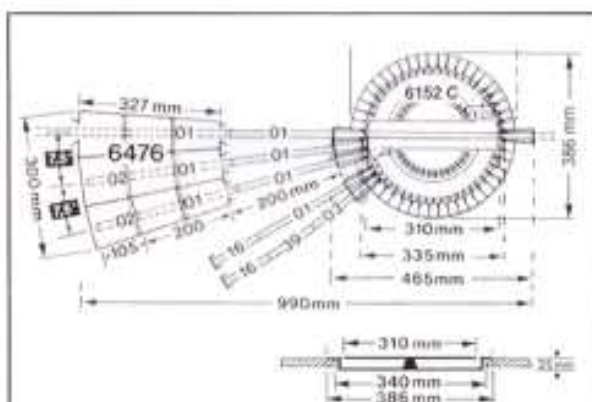
The loco-shed roundhouse 6476 from FLEISCHMANN fits ideally with  
the turntable 7286 from the Märklin® range (connected to the plastic trackwork).

\*Märklin is a registered trademark of the Company of Gebr. Märklin & Cie. GmbH, Göppingen.

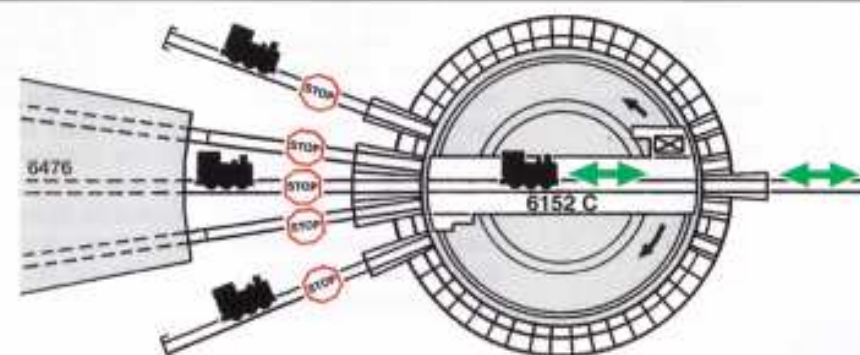


# A LOCO ROUNDHOUSE TO SUIT

## THE "THINKING" TURNTABLE 6152 C WITH INDIVIDUAL ELECTRICALLY SWITCHABLE TRACK EXITS



Cross section through the turntable with fitting measurements.



The "thinking" turntable

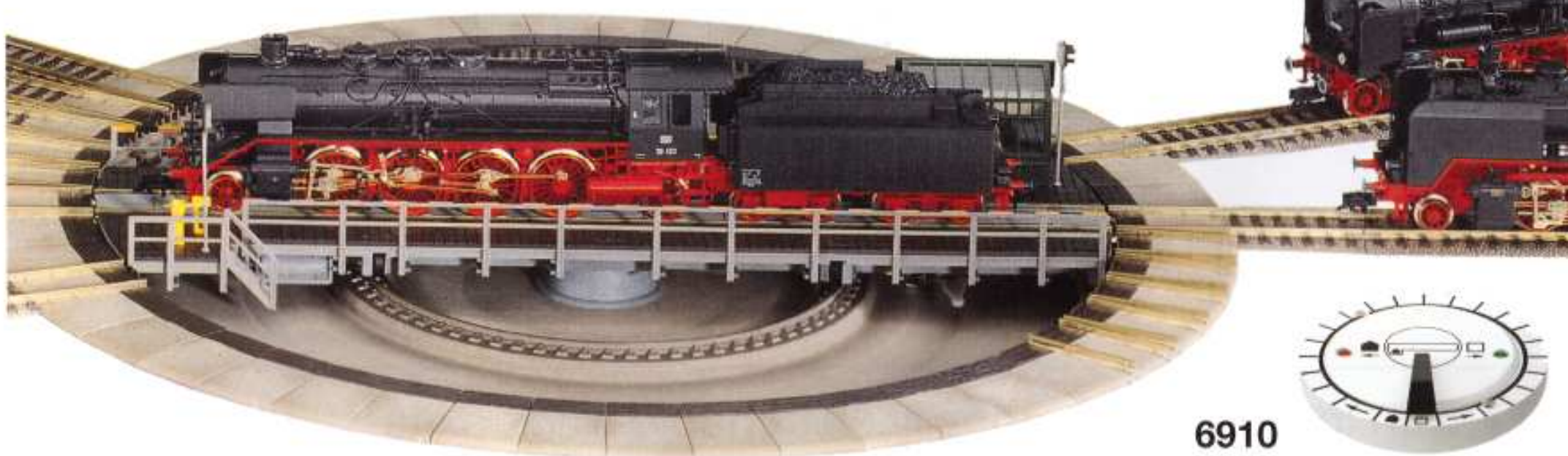
When using the super-model turntable, the current is fed into the layout via the rotating bridge section. The turntable "thinks", so that when you select the side of the bridge using the rotating switch, the current will flow in that direction. Only the track lined up with the chosen side of the bridge will be fed with power. By using this "thinking" turntable then, a loco can be stored without current on one siding, and simultaneously a loco can be run on the opposite track lined up with the turntable.

**6152 C · Model Turntable, electrically driven, with individual electrically switchable track exits, with turntable switch 6910. Length of the turning bridge 310 mm.**  
The turntable is sunk into the ground, exactly like the real thing and is complete with all the correct detailing.  
The basic turntable has 6 exit tracks and 4 stub tracks. The track exits are set at  $7\frac{1}{2}^\circ$  intervals, but can be altered if desired, or extended with the extension set 6153 up to total of 48 track exits.

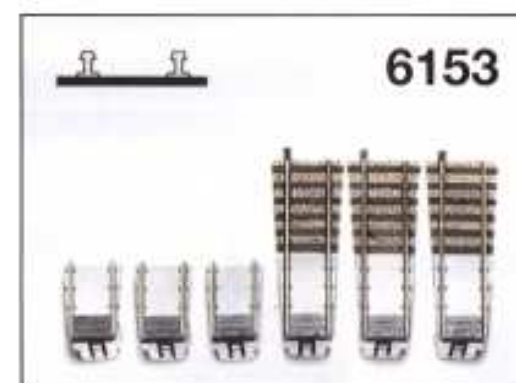
### The "thinking" turntable:

The turntable movement is controlled by using the switch 6910, in order to reach the desired track exit. The track power feed is via the turntable bridge. Now the switch 6910 will enable the desired track exit, which is lined up with the turntable, to be electrically switched on. All the other track exits (even one directly opposite) will remain without power. In this way, each of the maximum of 48 track exits can be individually controlled and electrically switched on, without the need for any additional wiring.

6152 C

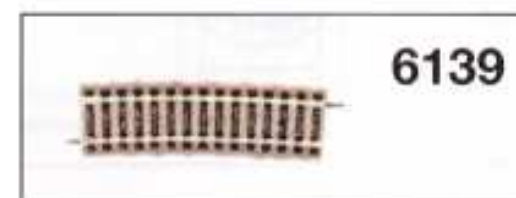


6910



6153

**6153 · Extension set for PROFI-Track turntable 6152 C. With nickel-silver rails for 2-rail D.C. operation.**



6139

**6139 ·  $7\frac{1}{2}^\circ$  track to connect in the PROFI-Track geometry to that of the turntable.**

## NEW! TURN-CONTROL – THE COMFORTABLE TURNTABLE CONTROL SWITCH



The turntable control switch is suitable for operation with 2-rail DC operation, the 3-rail AC operation, and will also operate with all digital systems - DCC, FMZ and Märklin\*-Digital.

The control switch can be externally operated via ...

- the LocoNet (TWIN-CENTER, TWIN-CONTROL, TRAIN-NAVIGATION)
- the electronic accessory decoder in DCC-operation

**No changes or alterations to the turntable are necessary.**

Operating voltage: 14 V =

6915



**6915 · Turntable control switch, with pre-selection of track exit.**

The modern turntable control switch is designed for use in conjunction with the various turntables in the FLEISCHMANN range as well as the Märklin\* turntable, article number 7286.

A user-friendly LCD display gives a visual indication of the setting of the turntable bridge, the location of the track exits installed and shows the active track exit, together with additional functions. Symbols of the active functions give it a simple, user-friendly operation. Each track exit can be individually controlled. Easy turn-around of any loco via push button is possible. Because the polarity change is catered for by the switch, when rotating through  $360^\circ$ , the turntable is protected against short circuit.

\* Märklin is a registered trademark of the company of Gebr. Märklin & Cie. GmbH, Göppingen.



# THE "TINY" TURNTABLE FOR PROTOTYPICAL LOCO DEPOTS IN THE TINIEST SPACE!

The "thinking" turntable with individual electrically switchable track exits

**6154 C** · Electrically operated model turntable and individual electrically switchable track exits with nickel silver rails. Length of the turning bridge: 183 mm. Suitable for PROFITRACK and other makes of nickel silver trackwork (2-rail DC systems). With turntable switch 6910.

Just as in real life, the turntable is sunk into a trough and incorporates all the essential details. The basic turntable unit has 6 entry/exit tracks and 4 blank ends. The entry/exit tracks can be altered around in 15° angles to suit, and by using the turntable extension set 6155 can be extended to up to 24 track connections if desired.

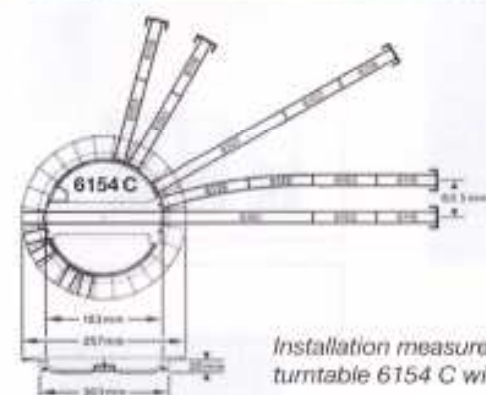
FLEISCHMANN have developed this H0 model from the prototype of a 16 metre turntable. This turntable has one big advantage, in that it needs so little space and therefore suits smaller layouts.

Even so, it can accommodate locos with an wheelbase of up to around 170 mm (i. e. 4124, 4142, 4155, 4156, 4236, 4348, 4352, 4376, 4380, 4938) even though the overall length over buffers in some cases is much larger.

**6155**



**6155** · Extension set for the model turntable 6154 C, consisting of 3 entry/exit tracks and 3 blank ends.



Installation measurements of the turntable 6154 C with cross section



**6154 C**

**6910**

## The "thinking" turntable

When using the model turntable, the current is fed into the layout via the rotating bridge section. The turntable "thinks", so that when you select the side of the bridge using the rotating switch, the current will flow in that direction. Only the track lined up with the chosen side of the bridge will be fed with power.

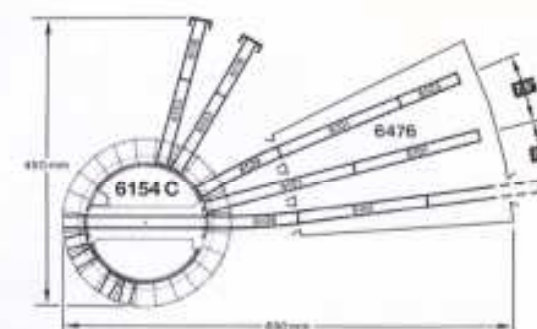
By using this "thinking" turntable then, a loco can be stored without current on one siding, and simultaneously a loco can be run on the opposite track lined up with the turntable.

**6437** · Adapter rail joiners (20 pieces). For connection of OO/HO tracks with a 2.5 mm rail profile height with tracks having a 2.1 mm rail profile height.

**6437**



By simply exchanging the rail joiners already fitted for the adapter joiners 6437, the turntable as well as the extension set 6155 can be fitted to track systems having a profile height of 2.1 mm.



Turntable 6154 C in conjunction with the FLEISCHMANN roundhouse 6476