



**Model trains**

**77**

**HAG**  
Swiss Made

# HAG

## HAG HO gauge locomotives

On all HAG locomotives, the motor block, housing and under-frame are of injection die-cast zinc. A powerful motor with geared step-up transmission assures outstanding running performance. The driving wheels are rubber-tired and all axles are borne on brass sleeving. All HAG locomotives are convertible from overhead to rail pick-up operation and have automatic light changeover. Our models are available for alternating of direct current and operate perfectly on all commercially standard model railway systems.

### Ae 4/7

No. 140 alternating current  
No. 141 direct current

This bulky, impressive locomotive has been handling all kinds of jobs for 50 years and was once Switzerland's most important type, a position it yielded to the Re 4/4" in 1967/68, though remaining in service to the present day.

Entered service 1927-34  
3120 hp, 118 tons, 100 km/hr.



RE 6/6

Ae 4/7



Re 4/4"



Re 4/4" Swiss-Express



### Re 6/6

No. 200 alternating current  
No. 201 direct current

45 of these locomotives were ordered in all, but only the first two prototypes were built in two-part form. The Re 6/6 is one of Europe's most powerful locomotives and is mainly used to haul super-heavy trains on the St. Gothard line.

Entered service 1972  
10600 hp, 120 tons, 140 km/hr.

### Re 4/4"

No. 160 alternating current  
No. 161 direct current

This locomotive, which accounts for more mileage over Swiss railway networks than any other at present, is featured by power and speed. It is therefore used to haul passenger and express trains and heavy freight compositions.

Entered service 1967/68  
6320 hp, 80 tons, 140 km/hr.

### Re 4/4" Swiss Express

No. 210 alternating current  
No. 211 direct current

This is an advanced version of the Re 4/4" and is a genuine exclusivity, both in full scale and as a model. It pulls the full air-conditioned Swiss Express, one of the fastest and most comfortable Swiss inter-city compositions.

Entered service 1975  
6320 hp, 80 tons, 140 km/hr.



405



407



445



440



435



450



420



455



460



### Bodensee-Toggenburg train

This elegant BT shuttle train skirts three lakes – Lake Constance, Lake Zurich and Lake Lucerne – in connecting Eastern Switzerland to the country's centre. It runs twice daily between Romanshorn and Lucerne via Rapperswil.

#### No. 405

SBB dining car

#### No. 407

BT dining car

#### No. 435 alternating current

No. 436 direct current

BT driving trailer, adaptable to triangle signal or rear light, with interior lighting.

#### No. 420 alternating current

No. 421 direct current

SBB driving trailer, adaptable to triangle signal or rear light, with interior lighting.

#### No. 455

BT 2nd class passenger coach

#### No. 440

BLS 2nd class passenger coach

#### No. 450

BLS 1st class passenger coach

#### No. 455

BLS 2nd class passenger coach

#### No. 460

BLS 1st class passenger coach

#### No. 400

SBB 2nd class passenger coach

#### No. 425

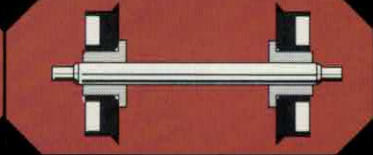
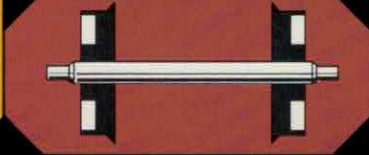
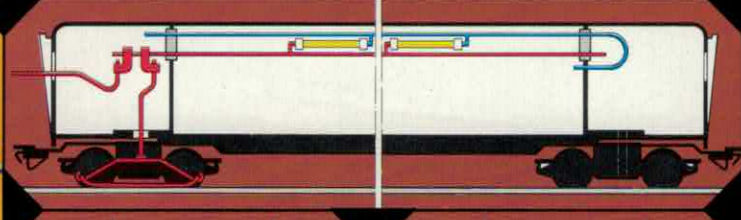
BT 2nd class passenger coach

#### No. 430

BT 1st class passenger coach

#### No. 415

SBB 1st class passenger coach



# HAG



**HAG transformer, HO gauge**

No. 650

With its hefty 48-VA output, the HAG transformer is especially suitable for multi-train operation. Its optimum equipment includes an automatic short-circuit switch, a red

indicator lamp, push-button switching for remote control, and rail, points and lighting connections. Connect to 220 volts alternating current only.

**HAG Rolling Stock Accessories**

All HAG passenger and dining cars can be fitted simply and conveniently with interior lighting as a modification.

Lighting

No. 4150 for passenger coaches

No. 4160 for dining cars

Contact shoes for passenger coaches

No. 4151 alternating current

No. 4155 direct current

All passenger coaches are fitted with alternating current wheel set No. 40200. In addition they are perfectly suitable for Märklin, like all other HAG alternating current products.

If you run HAG coaches on a direct current layout, please ensure that you have your specialist dealer fit the bogies with insulating axles no. 40340.

**HAG passenger coaches, HO gauge**

Because of their scaled-down length, HAG coaches are eminently suitable for use on layouts with tight curves. True-to-life paintwork, lettering that stands up to inspection with a magnifying glass and the interior equipment all contribute to their realistic appearance. Three-way movable bogies and the original Märklin preuncoupler ensure perfect manoeuvring when shunting.

Re 4/4 BLS



SBB self-propelled coach



BT self-propelled coach



Re 4/4' TEE

New HAG Summer 1977 model

No. 230 alternating current  
No. 231 direct current

Of the 24 type Re 4/4' model, only four were selected to be repainted as TEE engines. They haul international expresses right through Switzerland.

Entered service approx. 1963-65  
2520 hp, 58 tons, 125 km/hr.



Te 101



Re 4/4'



Re 4/4' TEE

Re 4/4 BLS

No. 180 alternating current  
No. 181 direct current

This husky Bo-Bo locomotive runs on one of Switzerland's most important North-South links. Working at times in tandem, it hauls express and super-heavy freight loads daily over the Berne-Lötschberg-Simplon route, which with its long tunnel (the longest in Europe) connects Switzerland with Italy.

Entered service 1967  
6000 hp, 80 tons, 140 km/hr.

SBB self-propelled coach

No. 150 alternating current  
No. 151 direct current

Made up to form shuttle trains, these self-propelled coaches are used to transport passengers and their luggage between suburban stations and terminals all over Switzerland.

1600 hp, 57 tons, 110 km/hr.

BT self-propelled coach

No. 190 alternating current  
No. 191 direct current

This is the same model as the SBB self-propelled coach, but the paintwork has been adapted to match the Bodensee-Toggenburg livery.

1600 hp, 57 tons, 110 km/hr.

Re 4/4'

New HAG Spring 1977 model

No. 220 alternating current  
No. 221 direct current

This locomotive was the predecessor of the Re 4/4' and was used over a period of 25 years, mainly to haul express trains. In its day it attracted a great deal of attention, for it was the first of the Bo-Bo generation. Nowadays it is only used as prime mover for shuttle trains.

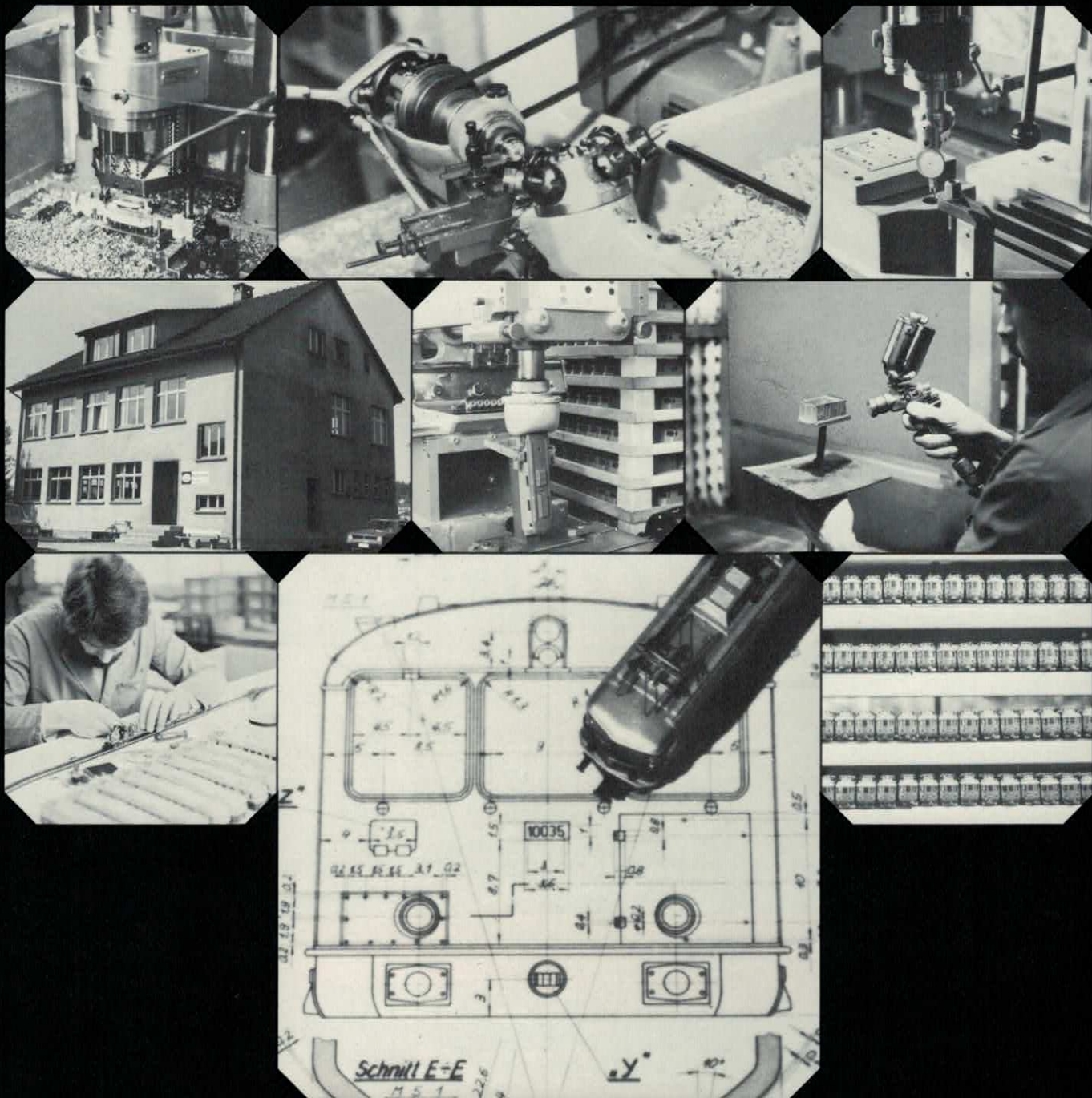
Entered service 1950/51  
2520 hp, 58 tons, 125 km/hr.



Te 101 No. 131 direct current

This pony engine handles day-to-day shunting jobs and engineering movements at most Swiss stations.

Entered service 1941-45  
340 hp, 28 tons, 60 km/hr.



## HAG products are of Swiss quality and precision

The true-to-life, accurate-to-scale reproduction of railways demands a great deal of time and patience. The fact that we produce components by craftsman's methods ensures maximum precision. To achieve this, we developed our own tools and jigs.

HAG models are distinguished by their rugged construction, which does not detract from the fineness of their detail. The enormous pulling power of the locomotives and their quiet running has become a byword with innumerable model railway enthusiasts.

Every HAG model is tested thoroughly before leaving the factory. As a result, we give you a lifelong guarantee on manufacturing defects.

**HAG**  
Makers of model railways  
since 1944  
St. Gall, Switzerland

Your specialist dealer:

