

### LAYOUT SHOWCASE

Layouts from Club members Chester H. Jordan and John G. Boehm are featured; plus two intriguing layout ideas from Riley O'Connor. See page 3.

### CARL WEAVER'S COLUMN

Carl offers step-by-step directions on how to hide solenoid boxes so your layout will look more realistic. See page 4.

### DIGITAL UPDATE

New Digital Central Control Unit, Basic Digital Set, and Deluxe Digital Starter Set are available now. See page 5.

### RILEY O'CONNOR'S COLUMN

Riley escorts you on a spectacular journey from Chicago to the West Coast aboard the legendary California Zephyr. See page 6.

### IMPRINTED CARS FROM DEALERS

Allentown Toy Trains, Hall's Crown Center, Marshall Field & Co., and Rainier Services are offering their own imprinted cars. See page 7.

### PRIMEX STRUCTURES & LAYOUT ACCESSORIES

Primex structures and layout accessories are now available from Märklin dealers; free catalog offered. See page 8.

### GREENBERG'S GUIDE TO MÄRKLIN HO TRAINS

The definitive collector's guide to Märklin HO, researched and written by Robert P. Monaghan, is available now. See page 8.

MÄRKLIN CLUB—North America

# HOTTRAKS

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HOTTRAKS is the official quarterly newsletter of the Märklin Club, P.O. Box 795, Elm Grove, WI 53122

## The SK 800: A Streamlined Favorite For Two Decades

By NORMAN ALLEN  
Club Member #405  
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Club Member Feature

No pre-war Märklin locomotive ever enjoyed the "life span" of the SK 800. From 1939 to 1959 (plus a few extra years during which it was available as a parts kit), this streamlined steam locomotive was one of Märklin's most popular models. During this time, its appearance remained basically unchanged.

The Original 1939 SK 800 Locomotive



Today, the popularity of the SK 800 has waned a bit. Perhaps the new generation of collectors prefers the more precisely-scaled locomotives of the early 1970s. After all, the SK 800, 3007, was not a scale model. Its prototype was a class 06, a 4-8-4; not a 4-6-4 as it exists in Märklin's version. Another variation was its length. The model had to be pared down to accommodate Märklin's standard curved track and Märklin's shortened express coaches. Even so, the SK featured a streamlined shrouding similar to that worn by many class 01 Pacifics of its day.

When the SK 800 first appeared in 1939, it was olive-green in color and shared top-of-the-line billing with Märklin's HR 800 unstreamlined steam Pacific. The SK 800 was almost produced as an SHR 800, 4-6-2, but the streamlined ash pan beneath the cab did not allow enough space for the locomotive to negotiate curves properly. Since the front fairing already had been compromised with a wheel well, Märklin probably thought it would be easier to accommodate the small wheels of a four-axle truck at the rear of the locomotive.

(Continued on Page 2)

## COLLECTOR SERIES CAR SETS

### HAPPY BIRTHDAY BONN!

The fourth edition of Märklin's exclusive Collector Series Car Sets celebrates the 2,000th anniversary of West Germany's capital city, Bonn.

This new HO set, 4400D, consists of six European-style refrigerator cars imprinted with product labels and logos from five renowned breweries and wineries in and near Bonn. The sixth car is imprinted with a pen and ink drawing of Bonn taken from a postage stamp issued in West Germany for the anniversary.

Only 500 sets have been produced. They're available now from authorized Märklin dealers in the U.S. and Canada. The suggested retail price is \$159.00. See your dealer today. And... happy birthday Bonn!

**Have Your Layout Featured In HotTraks! Details On Page 3.**



(Continued from Page 1)

The SK model was popular when it was introduced, but its visual appeal was enhanced the following year (1940), when it was offered in black with silver striping. This version was prototypical and could be seen in real life by potential Märklin HO collectors. The olive green model was reintroduced in 1941 as an optional paint scheme, but only the black version was available in 1942. Production probably ceased after 1942 except, perhaps, for some locomotives that might have been assembled from parts on hand. When production resumed again in 1945, black was the only color offered in the catalog.

Sales of the SK zoomed in the late 1940s, due in large part to the fact that the locomotive was packaged in complete starter sets. These sets were sold through U.S. military post exchanges in Germany. This was done so Märklin could earn "hard" currency to pay for much-needed raw materials. The sets sold for \$25. Many sets were shipped back to the U.S. by soldiers returning home after the war, which made the 1940s version of the SK 800 more common in the U.S. than in Europe.

In the mid- to late-1940s, the model featured a very sturdy, highly-leaded body. However, the motor, running, and reverse frames were often cast with impure alloys. As a result, many post-war models still in existence today have internal parts that are warped or broken.

After 1951, Märklin began using a pure zinc alloy. These models still look good and run well today. Unfortunately, by this time the SK had been surpassed in popularity by newer Märklin models that were truer to scale. With the drop in

popularity came a drop in production; SK models became rare.

The SK 800 was last cataloged in 1959 under the number 3007. However, some parts kits were made available to dealers in 1972 and 1973. Models assembled from these kits even have the flanged center driver, which identifies them as "kit locomotives." The practice of selling parts was discontinued when it was found that most collectors could not assemble them properly on their own, and having the kits returned for professional assembly was costly and time consuming for both the dealers and the factory.

During the course of its history, the SK has undergone four basic changes:

1. 1939-1946 Four dome boiler with ash pan under the cab.
2. 1947-1948 Four dome boiler with air tanks under the cab.
3. 1949-1950 Three dome boiler with air tanks under the cab.
4. 1951-1959 Three dome boiler with integrally-shrouded brush holders and boiler backhead.

Within each of these time frames various smaller add-on changes were made. These modifications are well-documented in the Koll's and Mikado collector catalogs, as well as in the Greenberg catalog. The only change not generally known is the width of the skirting below the running board. In 1952, it was widened by 2 mm. This covered more of the drive wheel, giving the engine a heavier look.

Version 1939-1946 includes the rarest SK of all, the 1939 model with the original green paint scheme. The green was a dark olive shade with gold longitudinal striping. The paint was over-sprayed with lacquer, giving a glossy effect. The applied handrails were 1 mm thick.

The brushes were covered by a large, die-cast flap. Large round light bulbs were screwed in at the front.

In 1940, the SK was available in black with silver stripes. Green was once again offered in 1941, along with the black. Black only was offered in 1942. Another change to the locomotive was a stamped (instead of cast) brush cover, which was first used in 1941.

In 1945, the first year of post-war production, SKs were sent out of the factory with no brush cover at all. In 1946, a new locomotive body was issued with cast-on handrails.

Version 1947-1948 took on such a change of appearance that the locomotive was given the nomenclature SK 800N. These changes included new, smaller, bullet-shaped headlamps, air tanks under the cab, thinner handrails, and the return of the brush cap cover.

Version 1949-1950 brought a new body casting with only three domes on the boiler top and no "kick-up" in the skirting for the valve motion.

Version 1951-1959 brought an integrally-cast brush cover, cast boiler backhead, and hand painted figures of an engineer and a fireman.

In the years 1954 to 1958, the 1952 body was offered in green as a replacement part for pre-war SKs whose boilers had warped or disintegrated. The color, however, was not an olive green, but a matte green, which was also used on some of the electric locomotives of the same time period.

The SK 800 remained in the catalog for 20 years probably because it was such a striking example of brute power married with the elegant simplicity of streamlined industrial styling. As such, it is sure to remain as one of the more enduring collectible Märklin pieces.

The 1951-1959 Version Of The SK 800



## Modeling A Traditional HO German Layout

By JOHN G. BOEHM

Member #8557 Jacksonville, Alabama



I have been collecting Märklin trains and modeling in HO since 1959. This photo shows the major portion of my L-shaped layout, which measures 9'2" x 8'2". My layout features a typical German train yard and scenery. Authenticity is important to me. As I have expanded my layout over the years, I have tried hard to maintain the integrity of the German countryside.



## The Evolution Of A Z-Gauge DOD/RR Layout

By CHESTER H. JORDAN

Member #7005 Baton Rouge, Louisiana

Since my DOD/RR layout appeared in the last issue of *HotTraks*, I have added a cyclorama (hand-painted backdrop), giving my layout a new perspective entirely. No longer does the layout end where the layout board ends. The cyclorama creates a true-to-life look of a city that continues on. Notice the continuity of the lines formed by the streets as they extend out, into the heart of the city. Notice, too, how the city limits fade gradually into a horizon, just as if you were standing in the rail yard looking out.

**Showcase Your Layout In The Next Issue Of HotTraks!** Send a **black and white** photograph of your layout, along with a brief essay (100 words or less) which describes your layout. Tell us what era your layout represents, which Märklin trains you run on it, and anything else of interest you would like to share. We will publish at least one HO layout and one Z-gauge layout in future issues of *HotTraks*—more, if space permits. If your layout is featured, you will receive a specially-selected gift from the Märklin Depot. Get going now! Send your **black and white** layout photos along with your layout description to: *HotTraks* Layout Showcase, c/o The Märklin Club, P.O. Box 795, Elm Grove, WI 53122.

## Layout Ideas

By RILEY O'CONNOR

Contributing Editor

### The Paired Industry Railroad

The ultimate purpose for freight train movement is the delivery of goods and materials, and the return of empty cars for their next use. With closed cars, such as box cars, you cannot tell if the car is loaded or empty unless its door is open.

However, with open cars, such as hoppers and flat cars, it is obvious if the car is loaded. It is easy to load Z-gauge flats with machinery or large crates, while hopper cars can be filled with coal or gravel. With hopper cars, it is a good idea to fix the loose materials of the load into place, preventing an accidental spill. This may give rise to comments from visitors when you return the loaded hopper to the railroad's coal mine. For instance, someone might ask: "What's the matter, didn't they like that coal down at the power plant?" There is a sly way to avoid this, and improve the operating nature of your railroad, too.

The coal mine receives empty cars and fills them with coal; the power plant receives loads and empties them. With a paired

industry siding, both plants appear to be operating realistically. Both plants have two sidings, one which receives cars, and one which sends cars. The idea is to connect the sidings of these two industries. Thus, a train delivers loaded coal cars to one track at the power plant (and re-supplies loaded cars to the mine at the other end of the siding). At the other end of the paired siding, at the coal mine, loads are removed and empties left to be "filled."

It is important to design your layout and its scenery in such a way that the viewer does not figure out what is going on right away. One way is to put these connected industries on opposite sides of a view block such as a mountain. In the interest of operating reliability, it is a good idea to keep these sidings as short and as easily accessible as possible.

### The Island Railroad

The "classic" model railroad layout is a free standing affair built on top of a piece of framed plywood. Much of the modeler's activities go toward convincing the viewer that the railroad is connected to the real world. Through tunnels, painted-mural backdrops, and dummy tracks leading off the edge of the layout, we suggest the existence of a world beyond the layout. This notion can be turned around and used to our advantage.

Islands such as Jamaica have great mineral wealth which requires railroads. Not only do the trains haul minerals, but they also deliver necessary support materials and mine personnel. With an island model railroad, you can have a port village on one side, a resort hotel on the far side, and a branch line leading up to a mineral source.

Many Caribbean islands originally were colonies of European countries, so local architecture may reflect a continental image which has been adapted to local conditions. So, many of the European-style structures which are available in Z-gauge can be modified to suit your needs. Buildings such as the 8960 Göppingen station could be used to represent a Customs House/Railroad Station/Government House so often found near the dock of a seaport. Further, a car ferry operation (mentioned in the previous *HotTraks*) offers the opportunity to remove and add rolling stock to the island.

The key to such a railroad is the surrounding water. Acrylic gloss medium can be applied over painted plaster of paris to represent a sea or ocean. The waters of the Caribbean are often startlingly blue, and Highball Products makes a Z-gauge limestone ballast which looks very much like beach sand. I've seen some small palm trees that are used for birthday cake decorations that could be modified for Z-gauge. Add some driftwood and sunbathers, and you have something!

# How to Bury (Or Hide) Unrealistic Solenoid Boxes On Your Layout

By **CARL WEAVER**  
Contributing Editor

Overall, Märklin accessories are very realistic and close to scale in size. But, signals 7036, 7038, 7039, 7040, 7041, 7042, and 7188 all have unrealistic solenoid boxes attached to their bases. In the next few paragraphs, I will explain to you how to hide the solenoid boxes so that your layout will look more realistic.

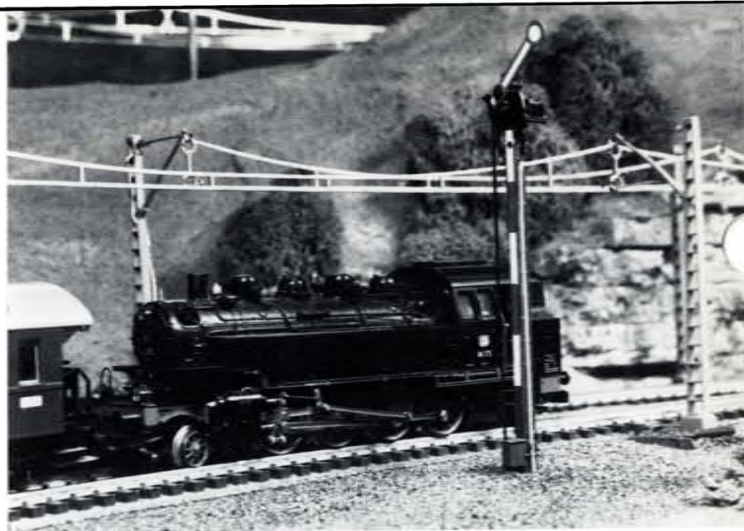
For the purpose of this article, these signals can be classified into two groups: 1) signals that move; and 2) signals that have lights. There are two methods for hiding solenoid boxes. In the case of signals that move, the solenoid boxes can only be buried. In the case of signals with lights, the solenoid boxes can either be buried, or they can be detached from the mast and lights and hidden under the layout.

## Burying Solenoid Boxes

First, consider the type of platform on which your layout is built. If the platform is Homasote or pressboard on top of a plywood underlayment, then merely cut out a hole according to the diagram in Figure 1.

If your layout is on plywood directly, then you will have to glue a thin piece of plywood under the hole to act as a floor for the signal to rest upon. Drill holes in the plywood underlayment or floor as shown in the diagram, then wire the signal. If you bury the solenoid in this manner, you will have to ground the base of the signal by running a wire from the brown socket on the solenoid to either the metal base of a piece of M-track, a 7209 distribution strip used as a ground, a K-track 7500 ground terminal clip, or any ground wire that goes to the "O" terminal on your transformer.

After the signal has been positioned in the hole and is operating properly, cover the hole and the solenoid with a piece of 1 $\frac{3}{4}$ " x 5" heavy paper stock (a 3" x 5" note card makes a great cover). Cut a hole in the paper for the mast and add a slit in the paper for an operating lever, if there is one. Glue down the paper on all four corners. Put bonding solution and ground texture right on the paper cover and you will have a signal that looks like the one in the photograph.



A Märklin 7039 Home Signal With A Buried Solenoid Box

## Removing Solenoid Boxes From Light Signals

In general, you have to separate the solenoid from the mast, extend the wires between the individual lights and their respective attachment points on the solenoid, attach the solenoid to the underside of the layout, ground the solenoid housing, attach a ground wire to the mast, and mount the signal mast in a hole. If you wish to try this, follow these simple steps:

**STEP ONE** Remove the plastic solenoid cover and put it in your box of things to save. **STEP TWO** Locate and identify two groups of wires. The first group of wires extends from the solenoid box and are used to connect the signal to your layout. Normally, this group consists of one yellow wire (power lead), two blue wires (these go to the control buttons to position the signal), and two red wires (to control the third rail power). Do nothing with these wires. The group of wires we are going to work with is the second group. This group runs from solder terminals on the solenoid, up the mast, and to the solder points on the small metal contact strips for the light bulbs. There is usually one wire for green bulbs,

one for red bulbs, and some signals have a third wire for yellow bulbs. These wires are normally gray in color and have a smaller diameter than those in the first group. **STEP THREE** Remove the screw that holds the mast to the solenoid housing. Remove the mast, but do not break the wire connections. Put the screw back in the threaded hole it came from, but do not tighten it. **STEP FOUR** Warm up your low wattage soldering iron (for instructions on proper soldering techniques, refer to my column in the Summer 89 HotTraks). While your iron is heating, draw a diagram of which wire goes to which light bulb. Carefully unsolder each wire, one at a time, from its terminal on the solenoid housing. **STEP FIVE** Cut a 12" piece of wire for each wire that you want to extend. The wire you cut should be of the same diameter as the wire you just unsoldered. Strip about  $\frac{1}{8}$ " from both ends of each piece of wire. Solder one end of each wire to each of the terminals from which you just unsoldered a wire. Also at this time, prepare an extra piece of wire and solder one of its ends to any convenient place on the metal base. The side of the tab that held the mast is a good place. This extra wire will provide a ground for

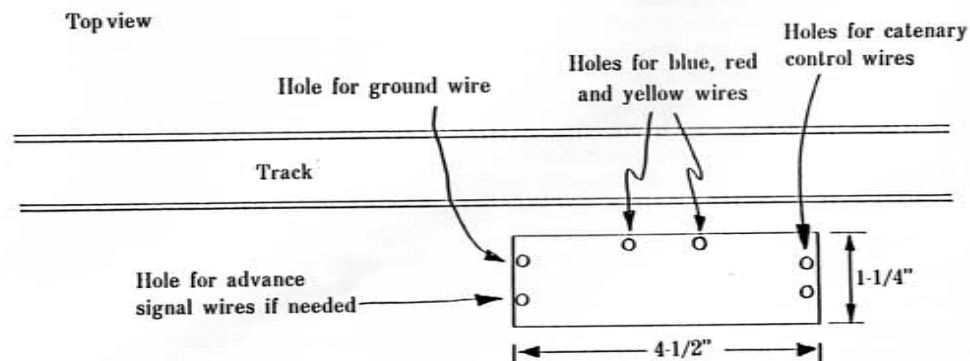


Figure 1. Mounting Hole for Signals with Big Solenoid Boxes

the solenoid and it will have to be attached to either the metal roadbed of a piece of M-track, a distribution strip (7209), a K-track ground terminal (7500), or any ground wire. **STEP SIX** Attach the solenoid housing to the underside of the layout near the point (above the layout) where the mast will be installed. Use double sided contact tape or contact cement. **STEP SEVEN** Drill a small hole next to the track for the mast to rest in. A hole that is tight is better than a hole that is too large. For clearance, the edge of the mast hole should be at least  $\frac{3}{4}$ " from the outside of the nearest rail. Drill a second hole about  $\frac{1}{4}$ " behind the mast hole for the wires to pass through. **STEP EIGHT** Take the extension wires you just soldered, plus the two red track control wires (you may have to cut off and resolder the third rail contact clips), and pass them up through the second hole. Leave the yellow, blue and ground wires dangling. Connect the yellow, blue and red wires according to the instructions that came with your signal. **STEP NINE** Slip a piece of heat-shrink tubing (small diameter) over each of the extension wires. Using the diagram you made earlier, splice each extension wire to its corresponding light wire. Solder the joints. Slip the heat-shrink tubing over the joints and heat them. **STEP TEN** Cut one more piece of extension wire. Strip both ends. Place one end under the screw head in the mast base. Tighten the screw. Put the other end of the wire down through the hole for the wires. This wire now takes the place of the contact that was made when the mast was screwed to the solenoid base. **STEP ELEVEN** Place the mast in its hole. Reach under the layout and pull the extension wires down carefully until all the slack above the layout is gone. Keep the visible wires close to the back of the mast. **STEP TWELVE** Put a male plug (7131) on the other end of the last extension wire you made. Plug this wire into the ground hole on the solenoid base. (It is the single hole on one end; the two holes on the other end are for catenary control.) **STEP THIRTEEN** Attach the wire you soldered to the metal solenoid base to a ground wire or a 7209 distribution strip under your layout. **STEP FOURTEEN** Turn on the power and test your signal. Be sure to unplug your soldering iron.

*Carl Weaver, #1019, is a charter member of the Märklin Club and a respected author of several articles and books on model railroading, including "Greenberg's Guide to Märklin HO Layouts," which is available from authorized Märklin dealers and through the Märklin Depot (2262) for \$12.95. Mr. Weaver's columns appear regularly in HotTraks.*

## New Central Control Unit, Digital Starter Set, And Basic Digital Set Are Available Now

The new Central Control Unit (6023) for the Märklin 3-rail HO Digital System is available now from authorized Märklin Digital Dealers in the U.S. and Canada.



The New 6023 Central Control Unit

As you may recall from your Summer 89 HotTraks (page 5), the 6023 combines the Control 80, Central Unit, Keyboard, and Interface functions into a single command control unit that makes converting to Digital quick, easy, and economical. The unit lets you control as many as four different trains and four turnouts/signals. Plus, it's fully compatible with all other Märklin Digital equipment, allowing you to expand your system at any time.

The suggested retail price of the 6023 unit is \$460.00—less than half of what it would cost to acquire all of the Digital components on an individual basis.

### The Basic Digital Set, 2622A



The New 2622A Basic Digital Set

This set comes with everything you need to convert an existing layout to Digital operation,

including a Digital-ready German Class 260 diesel hydraulic switch engine. The engine comes equipped with Telex couplers, allowing you to couple and uncouple cars in prototypical fashion.

The 6023 Central Control Unit is also included in this set, along with a K-83 decoder and a copy of our book entitled "Model Railroading Digitally Controlled." The K-83 decoder lets you operate up to four double solenoid turnouts/signals. The book is filled with helpful information and suggestions for building and operating a digitally-controlled layout. The suggested retail price of the Basic Digital Set is \$575.00.

### The Digital Starter Set, 2612A

This complete starter set includes a Digital-ready locomotive with a working headlight, rolling stock, controls, decoder, and 44 sections of K-track.

The locomotive is a German Class 216 general purpose diesel hydraulic engine. You also receive four freight cars, the track, the 6023 Central Control Unit, freight load, re-railing ramp, track planning game, wires, plugs, 42-watt transformer, K-83 decoder, and easy-to-follow instructions. The suggested retail price of the Digital Starter Set is \$695.00.



The New 2612A Digital Starter Set

### Available In North America Only

All three of these new Digital products—the 6023 Central Control Unit, the 2622A Basic Digital Set, and the 2612A Digital Starter Set—were produced at the special request of Märklin, Inc. Therefore, distribution of these products will be limited to authorized Märklin Digital Dealers in the United States and Canada. These products will not be featured in the Märklin product catalogs.

If you would like more information on these products, or would like a demonstration, see an authorized Märklin Digital Dealer. For the name and address of the Digital Dealer nearest you, call us toll free at 1-800-772-2490.

## Digital Special Interest Group

As a member of the Märklin Digital Special Interest Group (SIG), you'll receive a bimonthly newsletter dedicated solely to the Märklin Digital System. Each newsletter is filled with in-depth articles, computer programming tips, and technical expertise. The newsletter is edited by Dr. Thomas Catherall, our Digital consultant. Plus, as a member you'll have access to an exclusive Digital HotLine, allowing you to get your Digital questions answered quickly.

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# All Aboard! For A Spectacular 3-Day Journey Across The Prairie Aboard The Legendary California Zephyr

By RILEY O'CONNOR  
Contributing Editor

*With Märklin's impending release of the Z-gauge California Zephyr train set, we thought you might be interested in some of the rich heritage of this legendary silver train.*

It has been 40 years since the first California Zephyr rolled out of Union Station in Chicago. That departure marked the beginning of a silver tradition of an unequaled passenger train. Indeed, silver would be the train's theme. To railroaders, it would simply be trains 17 and 18, but to her fans, she would be the "Silver Lady," or the "Cal Zeph," or simply the "CZ." In the United States, where each railroad company had its own unique passenger train, the CZ stood alone.

## A Train Of Destiny

From its inception, the California Zephyr was destined to be distinctive. In a classic sense, it would be a "cruise train," serving as much for entertainment as for transportation. The CZ's schedule was oriented so that the train would pass through areas of spectacular scenery during daylight hours. To view that scenery, it featured five vista-dome cars in an era when the dome was still a novelty. A public address system would announce meal seatings and notable scenic features. The train would travel over three different railroads to connect Chicago to Denver, Salt Lake City, and California. The Burlington, the Denver & Rio Grande, and the Western Pacific Railroads would own the train's equipment collectively.

At Union Station in Chicago, the CZ was one of many Zephyrs, for the Burlington also had the Denver Zephyr, the Twin Cities Zephyr, the Nebraska Zephyr, and others. Yet, the CZ was different. The neon lit tailsign on the observation car not only spelled out "California Zephyr," but also featured a spectacular profile of the Golden Gate Bridge. The cars were lettered California Zephyr (with small plates at the ends of the cars indicating railroad ownership). Inside the train, each car had murals painted especially for the CZ. The diner had its own unique silver, china, and linen patterns. The tavern lounges had their own distinctive murals of western mountain themes and cable cars.

## 38 Miles In 36 Minutes

At 3:30 p.m., the California Zephyr would slip southward out of Union

Station, accelerate briefly, then slow as the train crew made its running brake test. Leaning out of an open vestibule door, a trainman would observe the operation of the train's brakes. If all was right, he would give the "high sign" to the engineer by hand. The CZ would drift along for a few hundred yards then heel into a sharp curve, which turned the train westward.

As the last car eased out of the curve, the engineer would draw open the throttle on each locomotive to Run 8, and 6,000 diesel horsepower quickly brought the train up to a respectable 70 mph. The three track line from Chicago to Aurora is rightly called "The Speedway," for it not only handled the high speed passenger trains, but also commuter and freight trains. The CZ was always given the center track, while the slower trains were held to the outer tracks. Thirty-eight miles (and 36 minutes) from Chicago, the CZ made a stop at Aurora, where the Burlington had its main car shops. Leaving Aurora, the California Zephyr began its race across the prairie at speeds well above 55 mph.

## Luxuriously-Appointed Accommodations

As the CZ left Galesburg, you headed for the diner. Leaving Chicago, you had made reservations with a Zephyrette (who also was a trained nurse) for either the early dinner at 5 p.m., or the full dinner at 6 or 7 p.m. The early dinner had its own, simpler menu, while the 6 and 7 p.m. seatings offered a complete menu. The dining cars had names like Silver Cafe and Silver Platter, and seated 48. The tables were set formally, with linen table cloths, napkins, silverware, and china all bearing the Zephyr emblem. A Colorado carnation in a silver vase decorated each table. One of the specialties of the CZ's diner was the Italian dinner, complete with antipasto, soup, salad, ravioli and spaghetti, chicken cacciatore, and California red wine. Although the

train was racing across the prairie, dinner was served at a more subdued pace.

Afterward, you could adjourn to one of the vista-domes. Cars such as Silver Feather and Silver Colt had coach seating in the "downstairs," while cars such as Silver Shop and Silver Lounge had a buffet lounge serving cocktails. In addition to the lounge, there was a dormitory for the train crew (complete with shower). Back in the Pullman cars, behind the diner, porters made up the different sleeping accommodations. Roomettes were meant for individuals, while double bedrooms were for couples and small families.

All accommodations had individual toilet facilities and sleeping arrangements, with beds folding down from the wall. In earlier days, the CZ also had sections, a classic holdover from the earliest days of the Pullman sleeping car. They proved to be unpopular, and later were converted to more modern sleepers. The observation cars, with names such as Silver Sky and Silver Planet, had a buffet lounge, three double bedrooms, and a drawing room (which offered more room than the bedrooms).

## A Silver Streak Racing Across The Rockies

In the morning, you awoke in Denver. The Burlington locomotives were uncoupled from the California Zephyr, and Rio Grande locomotives took over. Before, the CZ raced across the prairie, now it would climb mountains. As you left Denver, the track looped and turned to gain altitude, then climbed northward along the front range of the Rocky Mountains. The view from the vista-domes was outstanding.

From a distance, the train looked like a line of silver, disappearing and reappearing as it ran through countless short tunnels. High above Eldorado Springs, the tracks turned westward again, and the CZ headed toward Moffatt Tunnel. By the time it reached this six-mile-long tunnel, the California Zephyr



The California Zephyr Train Set, 8189

had climbed almost 4,000 feet in altitude. On the other side, the train passed Winter Park, an early ski resort. The CZ wended its way through the canyons, with Glenwood Canyon perhaps the most famous. Next it passed through the almost moonscape-like deserts of Utah, and into the sunset. At Salt Lake City later that evening, the Western Pacific took over.

In the wee hours of the morning the train raced across Nevada. The train passed slowly through a car washer that removed the accumulated road dirt. Dripping wet, the Silver Lady wended through Feather River canyon, then Sacramento, and finally, after nearly 72 hours of travel, it reached the West Coast. Even a great train was entitled to one incongruity. The California Zephyr's final terminal was not San Francisco, but Oakland, in the middle of a downtown street. In earlier times, the final leg to San Francisco was made by a 20-minute ferry ride.

The California Zephyr last ran in 1970, 21 years to the day after its first run. The Denver/Salt Lake segment of the train continued to operate as the Rio Grande Zephyr. Amtrak now operates a California Zephyr over the original route with modern equipment. The Silver Lady was actually six trains, three moving east and three moving west every day. The train was more than stainless steel. It was six different crews providing service in a rare tradition. There was an elegant continuity to the California Zephyr. Twenty years after the original CZ ceased to exist, we have to wonder why we let such a fine thing go away.

As you might imagine, there is a lot of folklore surrounding the California Zephyr. One of my favorite stories is about the Rio Grande Zephyr. The crew of the RGZ would make a run from Denver to Glenwood Springs (185 miles), lay over for about 2 hours, then operate the eastbound RGZ back into Denver. One particular engineer and his head brakeman would arrive at their layover point and turn the train over to the next crew. Now off duty, they would head to the station, open their lockers, put on wading boots, assemble their fishing rods, and head to the nearby Colorado River for a couple hours of trout fishing until their eastbound arrived. That's pretty hard to beat.

*Riley O'Connor, Märklin Club member #8846, is a respected author who has published several articles on model railroading and is currently writing a comprehensive book on building layouts in Märklin Z-gauge. The book, scheduled to be published in early 1990, will be available through the Märklin Depot. Mr. O'Connor's columns appear regularly in HotTraks.*



**Merry Christmas! Happy Hanukkah!  
Fröhliche Weihnachten! Joyeux Noël!**

'Tis the holiday season... the time of year when people reach beyond the boundaries of nations, politics, and language to extend a wish for peace and good cheer.

All of us at Märklin, Inc., and the Märklin Club would like to join the celebration by thanking you for your support during the past year and to extend our warmest wishes to you and yours this holiday season. May your holidays be filled with peace and happiness, and your New Year be filled with prosperity and good health.

Happy Holidays!  
Your Friends at Märklin

P.S. Be sure to check out the Depot for a very special holiday offer. Again, thank you and happy holidays!

## How To Acquire A Dealer-Sponsored Imprinted Car

The following authorized Märklin dealers are again offering their own imprinted cars. Märklin Club members interested in acquiring these cars may order them directly from the dealer. To do so, simply send your request, along with the appropriate remittance, to the address listed below.



Allentown Toy Trains, 125½ N. 11th Street, Allentown, PA 18102. Z-gauge car only. Price: \$22.50 (includes shipping).



Hall's Crown Center, 200 E. 25th Street, Dept. 62, Kansas City, MO, 64108. HO car only. Price: \$30.50 (includes shipping).



Marshall Field & Co., 111 N. State Street, c/o Toy Department, Chicago, IL 60602. Phone: 1-312-781-5678. HO car only. Price: \$23.00 plus \$4.50 shipping. Illinois residents please add the appropriate sales tax.



Rainier Services, 2501 Greenleaf Avenue, Wilmette, IL 60091. Phone: 1-312-256-8770. Limited quantity: 150 cars. HO only. Price: \$28.00 (includes shipping). Illinois residents please add the appropriate sales tax.

At the time of printing, these 1989 new items are in stock or have been completely sold out.

TYPE	ITEM #	DESCRIPTION	RETAIL	STOCK
HO	2863	VOLKSWAGEN AUTO TRANS TRAIN	\$289.00	IN STOCK
HO	3032	DB CL 81 0-8-OT LOCOMOTIVE	142.00	IN STOCK
HO	3131	DB CL 361 DIESEL LOCO W/TLX	156.00	IN STOCK
HO	3307	K.W.ST.E. CL T18 4-6-4T LOCO	252.00	IN STOCK
HO	3576	DB CL 628.2 RAILCAR	399.00	IN STOCK
HO	3676	DIGITAL DB CL 628.2 RAILCAR	399.00	IN STOCK
HO	4196	DRG MITROPA DINING CAR	29.95	IN STOCK
HO	4297	DB TEE /IC DINING CAR	42.75	IN STOCK
HO	4532	TANK CAR NYNAS	16.75	SOLD OUT
HO	4577	LOG LOADING DIORAMA W/CAR	35.95	IN STOCK
HO	4590	CIRCUS CAR 5	36.00	IN STOCK
HO	4712	DB DOUBLE AUTO CARRIER	55.75	IN STOCK
HO	4767	SNCF RENAULT CONTAINER CAR	25.00	IN STOCK
HO	4790	BAVARIA REGIONAL CAR SET	110.00	SOLD OUT
D	6032	DIGITAL PROGRAMMER FOR DC LOCO	316.00	IN STOCK
1	5934	1 TRK 46 5/16" R. 20 30' PK/10	16.50/pc	IN STOCK
Z	8824	DB CL 194 ELECTRIC LOCOMOTIVE	230.00	IN STOCK

### Delivery Update

## Club Members' Q & A

**Question:** Why do Märklin steam locomotive models have two noticeably different smoke deflectors?

**Answer:** Shortly after the war, the newly-formed German Federal Railway (DB) replaced the old Wagner "elephant ear" deflectors on most of its steam engines with the smaller, more efficient Witte deflectors. The change was made to save on material and to increase locomotive speed (the higher speed resulted from a decrease in wind resistance). However, the DB did not replace the deflectors on all of its locomotives. This explains why certain Märklin models in Z-gauge (8803 and 8899) and HO (3003 and 3082) still feature the old Wagner "elephant ear" deflectors.

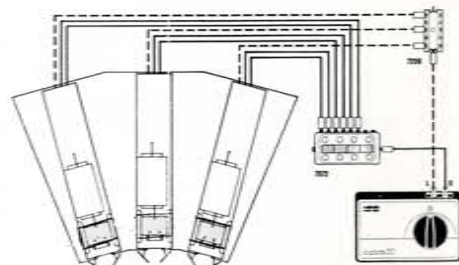
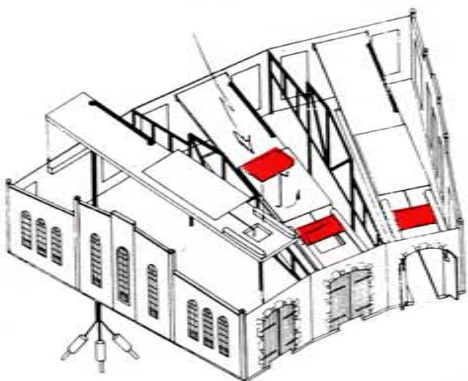
## Club Members' Tips

### How To Keep Z-Gauge Roundhouse Door "Sliders" From Popping Up

By RONALD MILLER, Club Member #6175, Portland, Oregon

I recently had a problem getting the solenoid door opener on my Z-gauge roundhouse to function properly. When a locomotive activated the door opener, the slider (shaded red in diagram) would pop up, preventing the door from opening as it should.

To solve the problem, I cut out thin (but rigid), rectangular, clear plastic covers and glued them to the slide "tracks." This allowed the sliders to move freely, and the door to open properly. It is important that the plastic you cut be thin enough so that it does not obstruct the roundhouse roof.



## Earn Up To \$25 Cash For Sharing Your Model Railroading Expertise

You can earn valuable merchandise from the Märklin Depot or up to \$25 cash for your best model railroading ideas, hints, tips, and feature stories of 1,000 words or less. Depending on the complexity and length of your submission, you'll receive either the "Early Years of Märklin" engraved stein, a 3-year extension on your Club membership, or cash! And if you submit a model railroading question or problem to our panel of experts, you'll receive the official Märklin baseball cap or coffee mug.

## Club Members' Corner

Send your best ideas and/or questions to:  
Club Members' Corner  
c/o The Märklin Club  
P.O. Box 795  
Elm Grove, WI 53122

When applicable, be sure to include a list of all materials and time needed to complete a project. And be sure to include your name, address, phone number, Club membership number, and your choice of rewards. The Club reserves the right to substitute rewards based on availability.

## Product Corner

### "Greenberg's Guide To Märklin HO Trains" Available Now, Item #2613

The book Märklin collectors, hobbyists, and enthusiasts across North America have been waiting for — "Greenberg's Guide To Märklin HO Trains" — is available now from authorized Märklin Dealers and the Märklin Depot.

Written by Robert P. Monaghan, an authorized Märklin dealer in the Philadelphia area and a charter member of the Märklin Club, #287, the book examines closely some of the world's premier Märklin HO collections. Monaghan provides detailed descriptions and an insightful analysis of the components in these leading collections, including the current market value of the trains.

The book is illustrated with color and black and white photography. 144 pages. English text. The suggested retail price is \$35.00. See Depot to order your copy.

## Primex News

### Primex Structures & Accessories Available From Märklin Dealers; Free Catalog Offered

Authorized Märklin dealers in the U.S. and Canada now offer the complete line of Primex HO structures and layout accessories.

Structures range from houses to commercial buildings, railroad stations, windmills, logging mills, recreational facilities, and more. Layout accessories include people, street and traffic lights, animals, automobiles, landscaping, and more. Sets of trees, grass mats, and tunnels are also available.

A Primex price list is enclosed with this issue of HotTraks. To receive our free 32-page Primex HO Catalog (German text only) call us toll free at 1-800-772-2490.



# HOTTRAKS

Märklin Club, P.O. Box 795, Elm Grove WI 53122

The Märklin Club is dedicated solely to serving the special interests of the Märklin enthusiast. Our goal is to help you get the most from your Märklin trains and model railroading; we want to make a fun hobby fascinating... for you.

To do this, the Märklin Club publishes one of the most highly informative newsletters in model railroading, HotTraks. The newsletter is your direct line to all the latest product news and developments from the Märklin Factory in Göppingen, West Germany. HotTraks is also a valuable resource for articles and features on a broad range of model railroading subjects.

Membership in the Märklin Club is renewable annually for only \$10. Your satisfaction is guaranteed. If at any time, for any reason, the Club or HotTraks is not as fulfilling or exciting as we promise, tell us why in writing and we'll refund your dues for the remaining months in your membership term.

