

MÄRKLIN CLUB—North America

HOTTRAKS

Summer, 1991

Volume 7 Number 2

HOTTRAKS is the official quarterly publication of the Märklin Club, P.O. Box 51559, New Berlin, WI 53151-0559



ill. 1- The Layout Building Department at Märklin, Göppingen, Germany

From The Factory.....

Expert Tips for Doing Scenery

by Jeff Stimson,
Contributing Editor

Surely one of the most interesting and most popular departments at Märklin is Layout Building. Here experts using the latest materials and techniques build all sorts of layouts. A dream job? Yes, but it does have its limitations.

The Layout Building Department not only builds new layouts (ill.1), it also does the following:

- maintains displays for various trade and consumer shows
- sets up and takes down the Nurnberg Toy Fair booth and its layouts
- does maintenance and repair on layouts before and after trade shows
- does conversions to layouts and upgrades others with new materials.

These experts at building layouts report for *HotTraks* on some of the tricks they use. The realistic look of the layouts' scenery makes a strong impression. An important and favorite theme on layouts is building cliffs and other rock



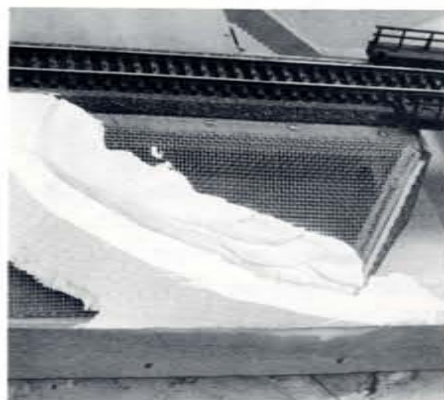
ill. 2- Cliffs and rock formations.

formations (ill. 2).

A special technique is used for this. Mountains and other elevations are represented by putting up a wooden framework covered by screen wire. Use aluminum screen wire as it will not rust. The screen wire is then covered with a thin layer of Hydrocal, a plaster-like material favored by model railroaders in the U.S. (note: The original German text talks of a plaster-like material available

in Germany called Moltophil).

A thick layer of plaster is then applied to those areas which are to represent cliffs. Before it hardens completely, horizontal and vertical lines are carved into the plaster with a knife, small trowel or similar tool to represent



ill. 3A - A thin layer of plaster is then applied to the screen.

(Continued on Page 6)

IN THIS ISSUE:

Jeff Stimson's Article

Jeff completes his three part Epoch Series with a discussion of Epoch V. See Page 7.

Riley O'Connor

Riley talks about railroad branch lines. See page 4.

Carl Weaver's Column

Carl completes his two-part demonstration on building a custom control panel. See page 2.

Layout Showcase

Kurt Miska's Wilhelmsorst Station is focus on HO K-track layout. Also, P.L. Morrissey's Unique Digital Z Gauge layout doesn't take up much room and is portable!

How To Build A Custom Control Panel For Your Layout (Part II)

by Carl Weaver
Contributing Editor

(This is part 2 of a two part article. Please refer to the Spring '91 issue of *HofTraks* for Part I.)

(Carl Weaver is a charter member of the Märklin Club and a respected author of several articles and books on model railroading including "Greenberg's Layout Building Handbook for Operators of Märklin HO Trains," available through the Märklin Depot for \$12.95).

This article finishes explaining how to build a custom control panel for your layout. In the first part, I explained how to prepare a board that contains a schematic of your layout and told you what controls to use. In this part, I will show you how to wire the controls. All the controls you will need can be found at any Radio Shack or electronic specialty store. I want to remind you again, that if you don't understand electricity, be sure to read my "Short Course on Electricity" article in the Winter 1988 (Volume 4, Number 4) issue of *HofTraks*.

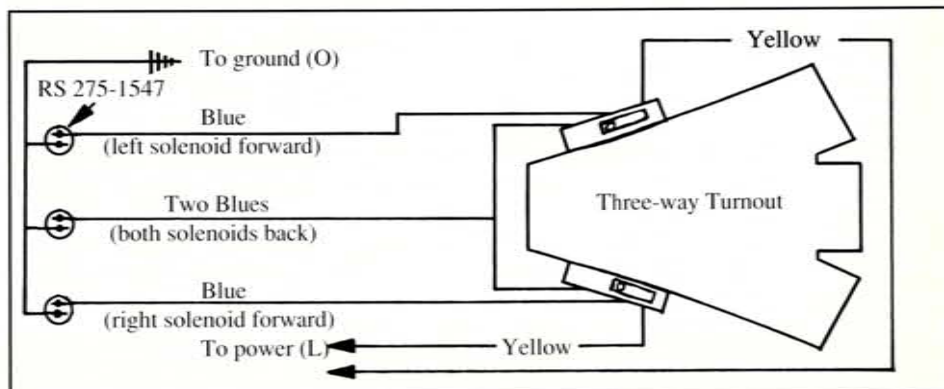
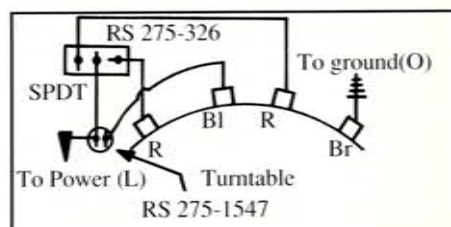
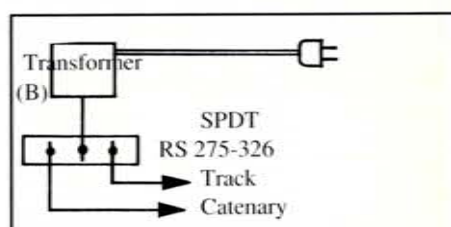
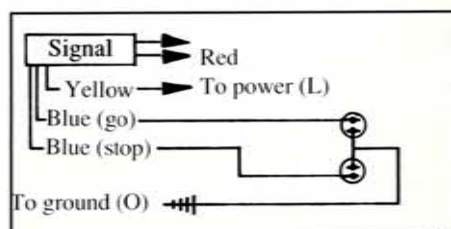
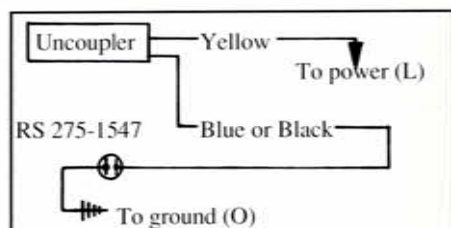
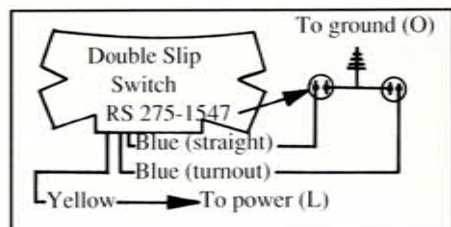
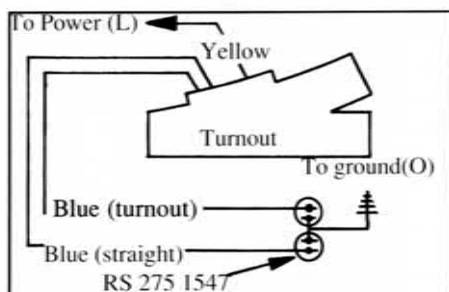
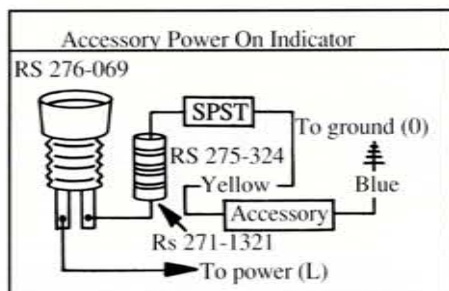
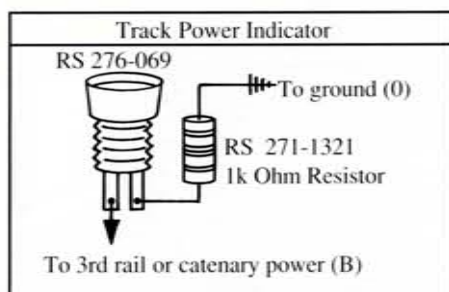
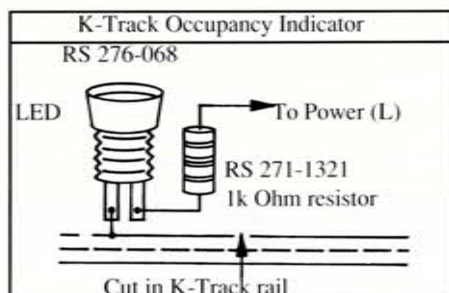
Placing the Controls in the Panel

Here are the steps to mount and wire the controls:

1. Locate the position of the control and drill a hole.
2. Insert the control and secure it with its nut. (Before inserting a button, use a 1/2 inch drill bit in your hand and turn it in the underside of the hole to shave away a small bit of wood. The shank of the button is short and the nut won't go on unless you do this).
3. Follow the accompanying figures (at right) and wire the accessories as shown. Solder each wire to its terminal. Use a low wattage soldering iron when soldering on control terminals and a heat sink when soldering resistors to LED terminals.
4. Test the control.

Use The Figures Below To Wire The Panel.

Each figure is different, but self explanatory. Pay attention to which wire goes to power (L terminal on the transformer), which goes to ground (0 terminal on the transformer), which is connected to a colored wire on an accessory, and which is attached to something else like a resistor, a track rail, a center stud (rail), or catenary.



Z-Scale Cork Roadbed And Radius Rule

by Dave Paegelow, No. 8218

When I started building Z scale layouts four years ago, I was dismayed by the lack of availability of cork roadbed. Necessity being the mother of invention, I developed some for my own use. It worked out so well that I was sure other Z scalers would love it and IBL Products (Itty Bitty Lines) was born.

Made of a very flexible cork and rubber combination, IBL roadbed is cut and beveled to fit all Märklin Z scale track and turnouts. Its flexibility allows for easy installation on curves. Just apply with your favorite contact cement along your planned track centerline.

As an aid in building layouts, I also developed the Radius Rule scale ruler/track and roadbed template. The ruler is constructed of a very durable, flexible, light-weight plastic that is transparent to allow the modeler to see through it to make measurements. The ruler has a 180 foot Z scale rule along one edge and a standard 20 cm metric scale along the other. Holes are marked for radius centerpoint and 145 mm, 195 mm, and 220 mm radii for common Märklin curved track sections. A second set of holes parallels these to draw accurate guidelines for our cork roadbed edge. One ruler edge and a parallel line are labeled to draw the edge of the roadbed for straight sections of track. The ruler comes in a durable vinyl sleeve with a pegboard hole at the top for easy storage.

Both roadbed and ruler can be purchased through your Märklin dealer. See enclosed flyer for information.

\$25 Depot Gift Certificate For Sharing Your Model Railroading Expertise!

Send Your best ideas and/or questions to:
 Club Member's Corner
 c/o The Märklin Club
 P.O. Box 51559
 New Berlin, WI 53151-0559



New 5th Edition Completes The International Car Series

New Russian Car is Last Design.

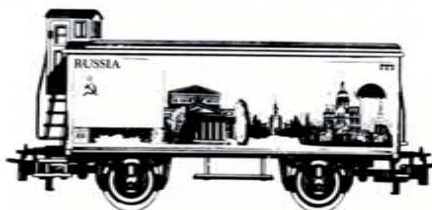
The final and 5th Edition of the popular International Series of imprinted freight cars will feature Russia in both HO and Z gauge. Also, four nations will be available in a different gauge - the U.S. and Belgium in HO and Germany and Italy in Z gauge.

Fashioned from original artwork commissioned by Märklin, the design features the Soviet flag, St. Basil's Cathedral, the Bolshoi, and Moscow University. The car design, as with all International Series designs, includes the Märklin registered trademark and the

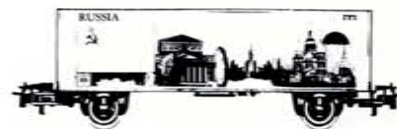
official International Series mark to identify the year and series the cars were produced. Also, as with other International Series Cars, the imprinted car in Z gauge is a container car and in HO is a Württemberg boxcar.

As in the four previous series, production quantities are limited. Regardless of demand, additional production runs will not be authorized. The suggested retail price is \$49.95 for the HO cars, \$29.50 for the Z gauge cars.

We encourage you to reserve your cars today from your Märklin dealer.



HO #82556 Russia



Z #82516 Russia

Exclusiv



'91 Exclusiv Special Line Products

A special Märklin dealer association has been established in Germany. The new program is termed the Märklin-Händler-Initiative program. Participating dealers pay annual dues to belong to the association. The main feature of the "MHI" program is a cooperation with Märklin to manufacture special "one-time" product runs, which are available only to their member dealers and to Märklin subsidiary companies, including the U.S. These items are packaged with a special logo titled "Exclusiv" and are not cataloged. Contact your local authorized Märklin dealer to obtain the products listed below. Please note that there are limited product quantities, and not all dealers will carry these products.

Gauge	Item No.	Description	Delivery
HO	3528	Electric Locomotive E 91 Five-Star	June '91
HO	3628	Electric Locomotive E 91 Märklin Digital	June '91
HO	3828	Electric Locomotive E 91 HAMO Digital	June '91
HO	3802	Heavy Freight Locomotive HAMO Digital	Feb. '91
HO	3829	Locomotive E 91/191 HAMO Digital	Feb. '91
HO	4290	The Shell Exhibition Train	Jan. '91
HO	2866	Junkers Transport Train	Feb. '91
HO	2666A	Junkers Transport Train Märklin Digital	Feb. '91
Z	8135	"Dompfeil" Train Set	May '91
1	5508	Freight Locomotive G8 Royal Prussian	May '91
1	5832	Flat Car loaded with marine diesel motor	April '91
1	5843	Box Car "Sarotti"	April '91
1	5846	Box Car "Steff"	April '91
1	5803	Dornier Freight Car Set	Feb. '91

Branch Line

Model railroading has been compared to a stage play, with buildings and bridges being the "scenery" and the trains performing as "actors." This is not a bad example, since what we do as model railroad enthusiasts is to hide, disguise, and conceal in order to create a "scene." We usually cannot represent a full sized railroad that has been exactly scaled down into model form. So, we engage in "selective compression," shrinking our railroad down into a manageable form. Buildings and bridges retain the distinctive features of their full sized counterparts, but are smaller in overall size. Storage tracks hidden in mountains promote the notion of mainline railroading instead of showing a train chasing its tail. Tunnels and carefully placed buildings hide the fact that the railroad is merely an oval.

Given the absence of unlimited space, unlimited time, and unlimited funds, we have to make concessions. Your choice of what to model can make your "stage craft" easier. Main line railroad operation is always interesting; there is lots of action, with different types of trains constantly passing by. But heavily travelled mains require more effort to properly represent; there is something to be said for branch line train movements. What makes branch line modelling so interesting is that we can easily recreate such a line.

An ideal situation is where a branch line connects to a main line. Since the branch must connect with the real world to exchange freight cars and passengers, a branch line junction can be represented. Here, main line trains pass frequently, while the branch is worked with a locomotive or two, and some sort of passenger train. The main line trains make their appearance briefly, then disappear into a hillside (and return to their hidden holding tracks). Some main line trains stop to pick up and drop off freight cars or passengers. The branch line train arrives, exchanges cars originating from the branch line with those that are to be delivered to industries along the branch. Perhaps a few passengers are picked up and the train puffers back up

the branch line. Meanwhile, main line trains continue to pass. In all, this makes for a happy combination of train operation.

Although the activity level is lower, the branch railroad also shows a different face. While the main line is formal, the branch is casual. The railroad employees are more friendly and the pace is more relaxed. In many cases, the branch line train has the tracks to itself, so schedule keeping is leisurely. The branch line is a real railroad, but since the train often consists of only a few cars, you can easily see what the railroad does. It has all the facilities that a main line railroad has, but on a smaller scale.

A branch line usually serves only a few customers, but those customers are important enough to justify the existence of the railroad. Many branch lines started out as short line railroads, and many were built with only casual regard toward economics. Certainly there was enough potential traffic present to justify the railroads construction, and there may have been enough traffic for the railroad to operate for a time. But things change, and a variety of events could occur to make the short line railroad change too. Mines play out, competing railroads enter the same market, highways are built. All of which serve to bring economic pressure onto a small railroad. How each railroad dealt with the problems is as unique as the railroads themselves. For some, it meant abandonment, selling off the equipment and buildings, and scrapping the rails and crossties. For others, the railroad was sold intact to a larger railroad, becoming a branch line.

Once part of a larger railroad, the branch gained some advantages. In many cases, the branch served a quarry or mine, which would sell its product to the railroad. But there still was economic pressure, and the branch lines offered their services on that basis. Many branches had mixed trains, where both freight and passengers were handled by one locomotive. Many mixed had a coach/caboose car, where both passengers and crew rode together. Conversation was inevitable, so the crews often were friendly. On the Georgia Railroad (which operated passenger service for a state tax break) riding the branch from

Union Point to Athens included joining the crew for lunch at a roadside barbecue stand.

There were other approaches to passenger service on the branch line. Most commonly, the rail bus, which required only an operator and conductor instead of a full crew, was used to haul passengers and less than carload (LCL) freight (such as newspapers, small packages, barnyard poultry). In Germany, the ubiquitous red VT95 series rail bus would handle such traffic. In other areas, models similar to the recently released Märklin "Micheline" worked to provide service on lightly travelled lines. In the U.S., motor cars served many branch lines. There were several designs, variously called gas-electric, rail bus, and RDC (rail diesel car). With the exception of the RDC, these units were never produced in large numbers, and many were one of a kind.

On some branch line and short line railroads, the demand for passenger service was present, but the railroad was short of cash. Management discussions were held, money was allocated for the project, and a homebuilt unit would be commissioned. The locomotive shop staff would set to work and create a passenger and LCL carrying vehicle from whatever was locally available. One of the quickest approaches was to convert an automobile by slapping on a set of flanged wheels and disabling the steering wheel. In other cases, a bus or truck body was mounted on a homemade frame. Homemade wooden bodies also were used. In some cases, the results were pleasing to the eye, while others were ungainly, homely, or just plain ugly. Each was unique to the railroad that produced it.

Given the nature of the product, catchy names for the motor car were in order, as is the case of the Rio Grande Southern's "Galloping Goose." The Galesburg & Great Eastern (8 miles long) had a 1931 Chevrolet station wagon on flanged wheels called "Baby Zepher"; a reference to that railroad's connection with the Burlington Railroad and their Zephyr fleet. Rail fan wags dubbed a wooden bodied contraption in Guatemala the "Galloping Banana." Others, not so attractive, ended up being called "Black

Charley," "doodlebug," or "puddle jumper" by their crews.

In HO, the previously mentioned Micheline (#3124) could serve if you are representing an earlier era. The 795 type railbus (#3016) could be used if you are modelling the 1950's & 1960's era. Otherwise, the 628 type (#3376) self propelled cars or the 515 type battery railcar (#3028) could be used if you are modelling the current railroad scene. In Z, the 798 type railbus is represented by #8816 and the #8817 trailer.

Your branch line railroad can offer the best of both worlds. The mainline trains can be set to run on "automatic," allowing you to sit back and watch the trains run by themselves. You can achieve main line train control with conventional signals and relays, but Märklin Digital makes such operations easier. Mainline trains can stop to let off passengers or set off freight cars. Meanwhile, you directly control the train or trains on the branch. Freight cars are picked up and delivered, not only at the major industry on the line, but at other, smaller, shippers that enjoy the service of the railroad. Branch line railroading is interesting.

Club Services

Track Planning

A track planning layout service is now available to North American club members through Dr. Tom Catherall. Prices vary with the complexity of the layout. For complete costs and details refer to the Spring '91 issue of *HotTraks* or write to Dr. Tom Catherall, 2410 S. State, Springville, Utah 84663.

Märklin Digital Club (SIG)

As a Member of the Märklin Digital Special Interest Group (SIG), you'll receive a bi-monthly newsletter dedicated solely to Märklin Digital. Each newsletter is filled with in-depth articles, computer programming tips, and technical expertise. The newsletter is edited by Dr. Tom Catherall, our Digital Consultant. As a member you'll have access to an exclusive Digital hotline. Contact the Märklin Club for more information.

Wilhelmshorst Station is Focus of HO K-Track Layout

by Kurt H. Miska #2669 Ann Arbor, MI

The focus of my 5'x12' layout is the station of Wilhelmshorst, named after the small village near Potsdam, where I grew up. The station also has a small freight depot. In the center of the layout is a three stall roundhouse and a two track shed for the electrics. Coaling, sanding, and servicing facilities are included.

Leaving the station you head south and eventually reach Farben A.G., a chemical plant. The single track line descends into a tunnel and emerges into a short double tracked stretch. Shortly after that you come to Bohrwurm Holz (Woodborer Lumber). There is also a spur going into a two-track shadow

station. After leaving the lumber yard, it's back into a tunnel and on emerging, there is Kurt & Kinder Kieswerk, a gravel yard. A long climb brings you back to the station.

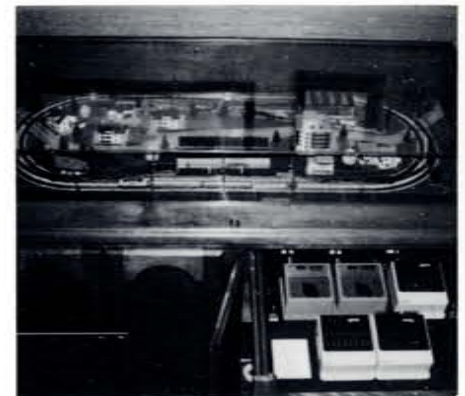
I have 19 locomotives, 40 revenue cars and 11 passenger cars. Of course, not everything is run at the same time.



Digital Z- Gauge Layout Takes Up Small Space and is Portable

by P.L. Morrissey #437 Fargo, ND

With the help of Märklin's Digital components, I have been able to mount the controls of my layout in a remote drawer using only seven wires. The specially constructed cabinet has a plexiglass enclosed top housing the layout, and can be removed from the rest of the cabinet for display elsewhere. The board holding the controls can then be removed and rehooked to the layout. Naturally, the seven wires operate the trains, switches, lights, isolating tracks and the doors on the maintenance building.



How About You?

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 \$25 Gift Certificate which can be applied to any gift featured in the Märklin Depot. Get going now! Send your black and white layout photos, along with your layout description to:

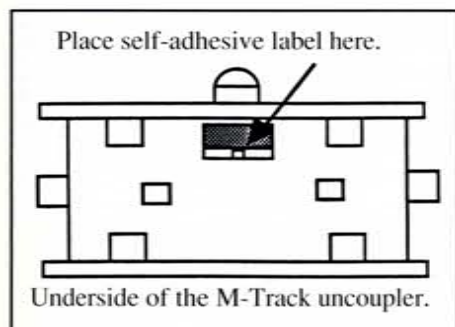
HotTraks Layout Showcase
c/o The Märklin Club
P.O. Box 51559
New Berlin, WI 53151-0559

Fixing Sticky M-Track & TELEX Uncouplers

by Dr. Tom Catherall

Sometimes you may notice your M-track uncouplers staying in the up position after you release the uncoupling button. It is not a large problem, since a passing train will usually bump it back into its normal position. The fact that it is stuck in the up position is caused by the metal plate that is attracted to the electromagnet being magnetized and staying attached to the electromagnet after the current is turned off.

This can be cured by inserting a 1/2" x 1/4" section of a self adhesive label between the magnet and the metal plate. Insert the label with the sticky side toward the magnet so it acts as a spacer between the two parts. Now when the current activates the magnet and the metal plate is attracted to it, there will be just enough space between the two metal parts to keep them from sticking together.



The illustration shows the slot at the bottom of the uncoupler track section where the label can be inserted.

With the TELEX uncoupler on the 3065, 3309 and 3096 locomotives or their digital versions, the uncoupling device can also stick to the magnet in the raised position. This usually happens after repeated use which caused the metal bar to become magnetized making it stick to the metal core of the electromagnet. The solution is the same, stick a piece of a self-adhesive mailing label or tape on the metal bar where it makes contact with the electromagnet. The space now created between the two pieces of metal is just enough to eliminate the sticky problem.

Scenery Tips (Continued from Page 1)



ill. 3B - A thick layer of plaster is applied to those areas which are to represent cliffs.



ill. 4-Vertical and horizontal lines are carved into the plaster.

rock formations (ill. 3A, 3B & 4).

Since plaster sets quickly, it is best to work on small areas rather than try to model the entire cliff all at once. When the carving is completed, coloring can be applied to the rock formation. To achieve a realistic, weathered look, apply a water-soluble brown stain or paint with a wet sponge, allowing the color to run down the face of the cliff, just as rain water and dissolved rock material would do in real life. (Caution: Be careful to cover the floor below your layout first!) Go over the area just colored with a damp sponge to create lighter areas of rock as would occur in nature (ill. 5).

A layer of glue is then applied to



ill. 5 - Use a damp sponge to create lighter areas of rock.

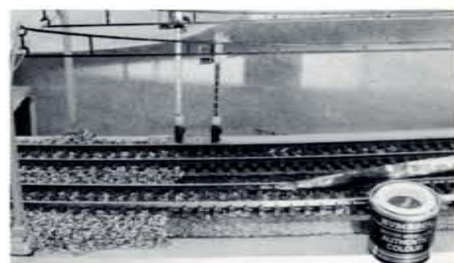
those parts of the layout where grass would be expected to grow, and grass and ground cover material are then applied to these areas to achieve the appearance of meadows, fields and pastures. As a finishing touch a couple of real stones can be cemented into place. Be careful when positioning them that they look like a natural part of the landscape (ill. 6).



ill. 6-Placement of stones should look natural.

In illustration 7 you can see how catenary and the track rails are weathered with paint and a fine brush. Here it is important to keep the railhead clean, where the wheels come in contact with the rails. If the paint is still wet, the railheads can be wiped with a rag; if the paint has dried, rub the railheads with a very fine emery paper. Signal mechanisms can be hidden under the layout baseboard and the signal (in this case K signals) can be mounted to a 7230 bracket.

Good luck using these suggestions!



ill. 7- Catenary and track rails can be "weathered" with paint and a fine brush.

Authenticity: Which Cars Go With Which Locomotives(Part III)

by Jeff Stimson, Contributing Editor

EPOCH V

HO Gauge

Freight Train

2663/2863 A unit auto transport train for VW with an industrial locomotive lettered specifically for VW. Could be supplemented with additional 4712 auto transport cars

3131/3631 The classic V 60 diesel switcher brought up-to-date with the "bib look" paint scheme. Can be used with any Epoch IV freight or passenger car stock, as there is still a great deal of it that has yet to be repainted.

3347/3647 The class 212 in the new paint scheme. At home in large freight yards as a switch engine or on short local freight trains.

4541 Not lettered for any particular period, but the bright paint scheme makes this freelance Primex container car a natural for any Epoch V freight train.

4543 We have been told that the color for this car and for the earlier Primex 4592 Ritter Sport chocolate car come from the colors for the packaging that this company uses for its various lines of chocolates. With UIC numbering this car can be run in any freight train of this period.

4549 UIC numbering and a fairly bright paint scheme put this into this period. It could be used to supplement the Primex 2702 tank car train from 1989 or could be run in a unit train of its own with any Epoch IV/V freight locomotive.

Local & Branch Line Train

3347/3647 With the opening of the East/West German borders and the restoration of many severed rail links, there has been an acute shortage of rolling stock on the German Federal Railroad due to the greater numbers of people travelling. It is not inconceivable that the class 212 could be seen on secondary lines pulling cars 4131-4133 or cars 4275-4277 in an effort to keep service intact.

3376/3576/3676 A train all by itself. This unit is increasingly being seen on those secondary lines without catenary and quickly driving the class 515 storage battery rail cars and class 798 and 795 diesel railbuses into retirement.

Commuter Train

3186 Primex version of the class 141, once used in express service, now demoted to commuter work. This unit can be used with Epoch IV cars such as 4255-4257 or commuter cars in the latest colors such as 4258-4260.

3360/3660 Class 111 in the new standard red color with white areas at the ends that the Germans jokingly call "bibs". See entry for 3186 for appropriate cars.

Overnight Sleeping Car Express Trains

Belgium

4274 Slumber coach based on Eurofima design, would probably be seen in overnight trains which could also include TEN sleeping cars from any of the European railroads participating in this pool as well as normal 1st and 2nd class cars for those not able to afford a sleeping compartment. Suitable locomotives would be any express locomotives used for Interregio and InterCity/EuroCity service.

Interregio Express Train

3360/3660 As an all-purpose locomotive the class 111 could also be seen with the successor to the D-Zug expresses which would include cars such as 4281-4283 in the new paint scheme as well as cars in the older blue/cream colors such as 4291-4293. Among the shorter 24 cm cars the Primex 4012 and the regular Märklin 4026, 4111 and 4112 would work.

4012 24 cm Primex version of the newest Interregio car. See entry for 3360/3660 for further remarks. Additional suitable locomotives for Interregio trains would be 3019 (Primex), 3042/3642, 3074/3674, 3153/3653, 3355/3655, 3353/3553/3654, 3357/3657 and 3358/3558/3658.

4281 See entry for 4012.

4282 See entry for 4012.

4283 Express baggage car, see entry for 4012.

InterCity/EuroCity Express Train

3360/3660 When class 103 or 120.1 units are not available, the class 111 is often used for Germany's premium train service. Appropriate cars in these trains would be 4226, 4227, 4248, 4292, 4294, 4295, 4296, 4297, 4298. Because not all of the InterCity rolling stock has been overhauled inside and repainted in the new color scheme of light gray with red/pink window bands, the older TEE red/cream and D-Zug blue/cream colors are prototypically correct for cars in InterCity trains. For a train of 24 cm cars the Primex 4013 and the regular Märklin 4085, 4087, 4089 and 4112 cars would be appropriate.

4013 24 cm Primex version of newest paint scheme for InterCity cars. See entry for 3360/3660 for further remarks.

4226 The latest InterCity paint scheme with changes in the model's tooling to reflect changes in the prototype to reinforce the doors, windows and diaphragms against excess air pressure when traveling through tunnels at high speed. In addition to the 3360/3660 locomotives, suitable units to head up InterCity trains would be 3153/3653, 3353/3553/3654, 3357/3657 and 3358/3558/3658.

4227 See entry for 4226.

4248 See entry for 4226.

Belgium

3363 Can be used with 4166, 4251, 4252 and 4274 for internal express service or with 4262 and 4263 "Benelux" cars for cross-border InterCity service between Holland and Belgium.

Holland

3526 Can also be used with 4262 and 4263 for cross-border InterCity Service. Could also be used with 4226, 4227, 4247, 4248, 4292, 4294, 4295, 4296, 4297, 4298 for EuroCity service between West Germany and Holland.

(Continued on Page 8.)

(Continued From Page 7)

Switzerland

3530 Can be used with 4189, 4215, 4216, 4217, 4218, 4219, 4236 and 4266 for InterCity service within Switzerland and for EuroCity service between Switzerland and Italy.

4215 Standard Swiss InterCity coach. See entry above for 3530 for further remarks. Can also be run with 3330/3630 and 3332.

4216 See entry for 4215.

4217 Swiss dining car. See entry for 4215.

4236 Same as 4216, except with markings indicating that the car has child care facilities, so-called "kindergarten car". See entry for 4215.

4266 The latest InterCity colors for SBB rolling stock, can be run with 4215-4217 and 4236 with 3330/3530/3630, 3332 and earlier Märklin models of the Re 4/4Iv.

Postal Service Train

2690/2890 A unit mail train that can be run by itself, or the cars can be run in regular freight trains and the engine can be used in a Postal System freight yard for switching duties.

4279 An experimental mail car paint scheme proposed by the German Federal Postal System to harmonize with the new paint schemes being applied to DB passenger equipment. At this point this color design is only a study and could still be changed. The car could conceivably be run in Interregio trains or in unit mail trains with the 4280. Suitable locomotives would be any of the diesel or electric units for express train service such as 3019, 3042/3642, 3074/3674, 3153/3653, 3353/3553/3654, 3355/3655, 3357/3657, 3358/3558/3658.

Holland

3389/3689 From what we can gather, this unit seems to either operate alone or

with one or two mail cars trailing.

Z GAUGE

Freight Train

8865 See entry for 3131/3631.

8879 Class 218 diesel in new paint scheme, could be used with any Epoch IV/V freight cars.

Commuter Train

8780 Silberlinge cars repainted in the latest City Bahn colors and refurbished for this new commuter concept. Suitable locomotives are 8841, 8842, 8843, 8855, 8874 and 8879.

8781 See entry for 8780.

8782 Commuter car with engineer's cab for push/pull operations. See entry for 8780.

8841 New paint scheme for class 110 electric. In addition to the above three cars, this unit could also be seen with cars 8716-8718.

Interregio Express Train

8743 See entry for 8841. Other suitable locomotives would be 8842, 8843, 8848, 8853, 8854, 8855, 8867 and 8879.

8744 See entry for 8841 and 8743.

8841 Class 110 is also still used for express service. Appropriate cars would be 8720-8722, 8726, 8727, 8743, 8744 and 8759.

8879 Newest paint scheme for class 218 diesel. See entry for 8841.



8843 Newest paint scheme for class 111 electric. See entry for 8841.



InterCity/EuroCity Express Train

8772 Newest InterCity paint scheme. In addition to 8773 and 8774, other suitable cars would be 8721, 8758, 8759 and 8724-8727. Appropriate locomotives would be 8842, 8843, 8848, 8853, 8854, 8855, 8867 and 8879.

8773 See entry for 8772.

8774 See entry for 8772.

8843 Newest paint scheme for class 111 electric. See entry for 8772 for suitable cars.

Postal Service Train

8134 See entry for 2690/2890.

I Gauge

Postal Service Train

5579 Class 323 diesel switcher painted for German Postal Service. This unit would be used in Postal Service freight yards to switch boxcars of mail and parcels.

Special Notes: There have been a series of circus cars in the Primex line over the past 5 years (4584, 4585, 4586, 4589 and 4590) and in Z for 1990 a set of Barum (this is the correct spelling for this German circus company) circus cars (no. 8664) was announced. These cars do not fit into any particular period, although they are too new for either Epoch I or II. For the Primex cars a locomotive (no. 3182) was announced for 1990 which will finish this series. The Z set of cars could be pulled by any Epoch III, IV or V locomotive, steam, diesel or electric with the exception of the fastest express locomotives.

The Primex 3185 Bavarian Zugspitz train announced in the 1990 Primex new items brochure is another unit that doesn't quite fit into any category. In real life the train runs on a narrow gauge electric system part way up Germany's highest mountain in the Bavarian Alps. To include it in the Primex line Märklin has taken the liberty of making it for the regular gauge track. The style of the train could be Epoch III on, but the paint scheme suggests something later from 1970 on.

HOT TRAKS



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.

All rights reserved. Reproduction of HotTraks in part or in full without the expressed written consent of Märklin, Inc. is prohibited. © Copyright 1991 by Märklin, Inc., New Berlin, WI. Märklin, Inc. is the American subsidiary of Gebr. Märklin & Cie. GmbH, and is the exclusive distributor in North America for all Märklin products.

Märklin Club, P.O. Box 51559, New Berlin, WI 53151-0559