

MARRS

Branch Specifications

Current as of 20171124

The MARRS Branch provides a realistic presentation of single track operation common across America and the rest of the world. Branch lines are where most industrial and business switching takes place, and locomotives and rolling stock used on branch lines are generally smaller than found on cross country mainline routes.

1. Modules should be built in a manner that provides for maximum stability when assembled with others.
2. The standard module depth is one foot (1') front to back (public side to operator side).
 - 2a. At the discretion of the modeler, module depth (front to back) may be up to a MAXIMUM of 4' to facilitate switching operations.
3. A module – or a set of modules designed to operate together - may be any length and do not need to be straight as long as the mainline aligns with track on modules connecting to it (subject to additional specifications, following).
4. The branch mainline must enter and exit at the center point on the either end of a 1' deep module, or set of 1' deep modules designed to operate together.
 - 4a. On modules deeper than 1', the branch mainline will come no closer than six inches (6") - measured from the center of the track - to the front or back edge of the module.
5. The branch mainline on all modules is single track.
 - 5a. The mainline track on all modules must be Code 83.
 - 5b. Switches directly off the mainline must be Code 83
 - 5c. Code 70 track and switches (or smaller) may be used for sidings except as noted in specification 5b.
6. The branch mainline track uses 6" Code 83 connector track (vs. 9" Code 100 track as used on the MARRS mainlines).
 - 3a. The branch mainline track will be set back 3" from both ends of the module to accommodate the 6" connector track.
 - 3b. Connection setback between sidings traversing a set of modules designed to operate together are at the discretion of the modeler (3" setback recommended).
7. Placement of passing and industrial sidings is at the discretion of the modeler as long as operation on these sidings does not interfere with traffic on the branch mainline.
8. Wiring must conform to the existing MARRS specifications (see: "MARRS Basic HO Module Standards").