

MÄRKLIN CLUB—North America

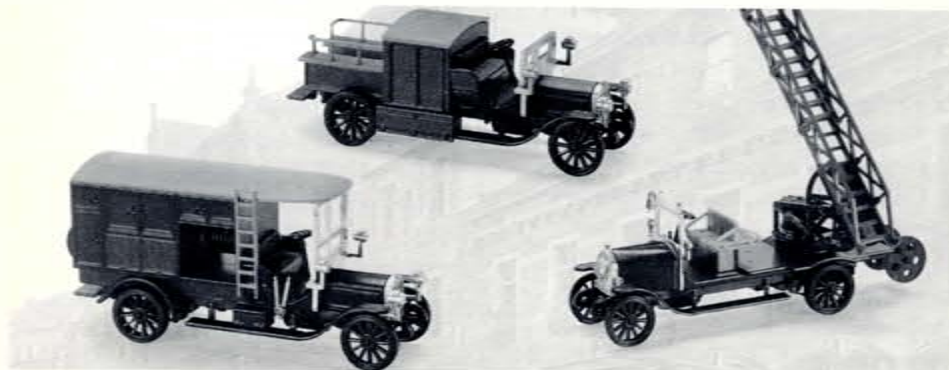
HOTTRAKS

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

New Limited Run Items



1893 Oldtimer Fire Truck Set

Märklin Factory Fire Truck And HO Oldtimer Fire Truck Set To Be Introduced In November

Exclusiv Program Offering

In the 1930's the auto/truck construction sets enjoyed a great deal of popularity. Today the original products are rare and are much sought after by collectors. In 1990, in conjunction with the 500th anniversary of the German Postal System, Märklin produced a prototype model of a parcel post truck. This was a one-time production run and quickly sold out.

In 1991 Märklin is introducing two more specialty items in the Exclusiv program. One is a model of the Märklin Factory Fire Truck, based on an original sample from the 1930's, and the second is an HO scale set of three Oldtime Fire Trucks.

Only 90 of the Factory Fire Trucks will be distributed in the North American market. However, there will be 250 Oldtime Fire Truck sets available in North America.

1991 Märklin Factory Fire Truck

This ready-to-run metal model with a length of 17 3/4" features headlights that can be turned on and off, integrated windup motor, working steering, and movable, telescoping ladder. Additional details such as a warning bell, figures of firemen, and a hose complete the model.



Märklin Factory Fire Truck
(Continued on page 11)

In This Issue

Computer Train Inventories

Tom Catherall explains how to keep track of your train collection on computer. See page 2.

Carl Weaver

Carl tells you how to put together a layout toolbox. See page 4.

Special Insert

"Märklin's Close Coupler"

Jeff Stimson's translation is a complete primer on Märklin's close coupler system. See page 5.

Riley O'Connor

Riley talks about the industries that line the rails of your layout. See page 10.

From The President

About Limited Run Items

One of the important benefits of your Märklin Club membership is the continual information you receive concerning news about Märklin products, services and news from the factory. We try especially hard to keep you current on news of any "limited run" product offerings. However, one of the unfortunate consequences in bringing you information on these limited run items is that because so few are available in the North American market, many are sold out before you receive the information, or before your dealers are able to order them. This is true of the Märklin Factory Fire Truck we have described to you in the article on this page.

Even though we know that it may be impossible to buy some limited run products, we feel it is our responsibility to inform our club members of release of all limited run products.

Fred Gates
President, Märklin, Inc.

Happy Holidays From Märklin, Inc.

How To Keep Track Of Your Train Inventories On Computer

by Dr. Tom Catherall

Many Märklin collectors have personal computers at their offices or home and they would like to keep an inventory of their trains on the computer. It is both easy and inexpensive to keep track of the trains on a computer, it also provides interesting reports.

Databases

Computer inventories are usually kept in a database, which is simply just an electronic file cabinet. The advantage of electronic filing however, is that you can look up your data numerous ways. For instance, you could ask your database to give you a report of just the steam locomotives in your collection, or a report of all the sets and items that have current value of over \$500 for insurance purposes.

Databases store information in "fields" and sorting is done by these fields. A field is a category, such as a catalog number, or the count of items on hand, or the purchase price. When you first set up the database to keep track of your trains you will first want to establish all the fields by naming them and telling the computer program how long the fields will be (maximum number of characters in the category). For instance, the price field would probably be 9 characters long to allow for the dollar sign, decimal point and 7 figures for dollars and cents which would give you a maximum dollar amount of \$99,999.99 (I don't know of any item in the Märklin line with a value higher than that!! If there is, just make your field 10 characters long).

Fields

The important thing to remember when first establishing the parameters of the train collection as a database is to develop all the fields you think you will need. This means you will enter the information on each field as you enter items into the inventory. If you later find that you want some information that was not initially entered into the inventory as a field, you will not be able to get that

information or sort on that data either. What fields would be appropriate to develop for a Märklin collection? The following are the ones that I have found to be most useful for my database:

1. **Manufacturer** - Märklin, Faller, Vollmer, Primex, Hamo, etc.
2. **Catalog number** - 3000, B-343, 4345, etc. Remember that some numbers can be rather large, so set this field to be about 8 or 10 characters long.
3. **Variant** - 3000.1, 3021.5, 3360.A, etc. some inventories include this as part of the catalog field, others set it up as a separate field.

Note on variants: These can come from any of the Märklin collectors catalogs such as Koll's Preis-Kata from Germany, or Greenberg's Guide to Märklin H0 which is available from your Märklin dealer. Vari numbers make it possible to differentiate between varieties of a single production item. For instance, Greenberg's book lists 12 different variations of the black 3000 tank loco; some of these variants have different numbers on the side, one has a transparent plastic body, and one has upside-down numbers! Koll's book lists 10 variations of the same loco.

4. **Item description** - this will be one of the longest fields, just be sure to make it long enough to capture all you want to say about a particular item (i.e. Export model 1990 PYY Dutch Railways (NS) class mP3000).

5. **Count** - this is a short field to keep count of the number of items on hand.

6. **Price** - purchase price.

7. **Value** - this is the current value of the item according to the collectors catalogs or current advertisements in collectors newsletters.

8. **Total value** - this is the count multiplied by the value. Most databases allow you to put a formula in this field rather than making you do the figuring. You can often just set the formula to be the names of the other fields such as, [Count x Value] or [Count*Value].

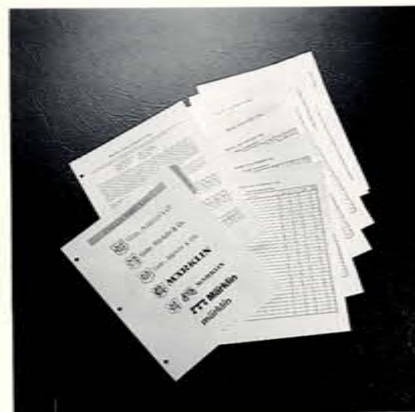
9. **Category** - this lets you classify your items any way you want. I use the following categories in this field: Steam, Diesel, Electric, Passenger, Freight, Parts, Set, Literature, Magazine, Catalog, Building, Accessory, Track, Digital and Misc. These categories allow me to get listing of just my spare parts, or track items, or passenger cars.

10. **Digital code** - here I list the address of the digital loco decoders. When I ask for a print out of all items that report a number greater than zero in this category, I get a full listing of all my digital locos and their addresses.

(Continued on next page)

"Collector's Log" Inventory Control System Now Available From Märklin, Inc.

A manual inventory control system, Märklin's Train Collector's Log, is now available from the Märklin Depot. This 10-sheet, printed, 3-hole punched set provides sheets for eight categories including Diesel Locomotives, Passenger Cars, Steam Locomotives, Electric Locomotives, Freight Cars, Sets and Special Items and Miscellaneous. Within each of these categories this system allows you to record the Märklin #, Variant, Count, Description, Date Acquired, Value Inventory # and Digital Code. The cost of each set is \$2.95. Please see this issue of the Depot for details on ordering.



Product Update

11. Serial number - many of the newer items and almost all the digital items have a number plate attached to the underside. These are usually black tags with silver numbers. They are useful to differentiate between similar items such as k83 digital modules. They are also a good security measure. Lost or stolen items might later be identified by those numbers.

12. Gauge - Z, H0, N, H0m, 1 Gauge, etc.

These are the fields that I use on my inventory, but others might want to add fields such as: year manufactured, color, wheel arrangement, condition, source, storage location, date of last servicing, and maintenance history.

Programs

Whatever type of computer you work with, you will find reasonably priced databases available that are easy to work with. The important thing to look for is one that will let you establish the length of fields you enter, and one that is "relational." The "relational database" is the most flexible, and will allow you to sort on any of the relationships in the fields. For instance you might want to get a listing of all the steam digital locos in your collection, only a relational database can do that for you. Others might only give you one of those fields, steam or digital, but not both. Almost all databases are now relational.

Some of the more popular databases currently on the market are listed below:

Macintosh

Panorama	\$245
Great Works	\$205
HyperCard	Free on new Macs
Microsoft Works	\$200

Amiga

Super Base/Personal 2	\$150
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Apple II

Apple Works	\$249
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IBM & clones

Microsoft Works	\$150
DataManager 3.0	\$ 60
Personal Developer	\$ 90

Radio Shack(IBM type)

Desk Mate	Free with computer
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Four New Märklin "Collector's Series" Car Sets Now Available From Your Dealer

These four new Märklin special "Collector's Series" Car Sets, are now available from your dealer. Each is a Märklin, Inc. exclusive, and only 600 of each set were produced.

AIRLINES OF THE WORLD

HO Collector's Series 6, #4400F
Set of 6 container cars representing American Airlines, British Airways, Finnair, KLM, Lufthansa, and Singapore Airlines.



WILD WEST/CIRCUS CARS

HO Collector's Series, #4400H
Set of 3 cars depicting Rough Riders Wild West Show #4780 Box Car, Cole Bros. Big 4 Ring Circus #4481 Container Car, and Robbins Brothers Circus # 4415 Refrigerator Car.

ANNIVERSARY SET

HO Collector's Series 7, #4400G
Set of 3 cars includes #4415 Refrigerator Car celebrating Märklin's 100 years of model railroading; #4418 Refrigerator Car celebrating the 700th anniversary of Switzerland; and #4481 Container Car commemorating the 200th anniversary of Mozart's death.



FAMOUS AUTOMOBILES

Z Gauge Collector's Series 4, #8400D
Set of 6 container cars representing Lotus, Maserati, Lamborghini, Ferrari, Bugatti, and Aston Martin.

Exclusiv

'91/'92 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 German 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	1893	Firetruck 3/pk.	Nov. '91
HO	2667	Digital Lufthansa Train	Nov. '91
HO	2867	Lufthansa Train	Nov. '91
HO	3809	HAMO/Digital DB CL85 Tank Locomotive	Jan. '92
HO	3879	HAMO/Digital DB CL216 Diesel Locomotive	Nov. '91
HO	4742	Flat Car for Truck Transport	Nov. '91
HO	4743	Flat Car for Bus Transport	Nov. '91
HO	4755	VTG Tank Car Set	Nov. '91
(17-3/4)	1991	Firetruck	Nov. '91
Z	31741	Göppingen-Sonneberg Tank Car	Nov. '91

Putting Together A Layout Toolbox

by Carl Weaver
Contributing Editor

My forty-four years in model railroading have taught me that many tools are needed for layout building and care. All the tools I have selected and listed below do not have to be purchased at once. Wait until the item you need is on sale or until you need it as your layout building progresses.

Tools for Building the Benchwork

- Saber saw and blades (Make sure that one blade is a hollow ground, fleam type plywood cutting blade.)
- Circular saw and blades
- Claw hammer
- Gluing clamps and carpenter's glue
- Small crowbar (for undoing mistakes)
- Two-inch putty knife
- Tape measure
- Metal yardstick (inches on one edge, millimeters on the other)
- Set of good quality screwdrivers
- Set of drill bits (1/4-inch is the largest you will need)
- 1/4- or 3/8-inch drill (cordless, variable speed is nice)
- Screwdriver bits for your drill (nice to have)
- Carpenter's square
- Slip joint pliers
- Carpenter's pencil
- 7/16-inch box or open-end wrench for benchwork bolts and nuts
- Set of wood chisels (1/2- and 3/4-inch blades are fine)

Tools for Wiring and Electrical Repair

- Volt-ohm meter (VOM) ("Radio Shack" 22-212 is fine. I use a RS 22-195 on my work bench and a RS 22-214 for portable work.)
- Small needle-nose pliers (very thin nose for small work)
- Small diagonal cutter (sometimes known as wire cutters)
- Wire stripper ("General" No. 68 or "Radio Shack" 64-2129)

- Rosin core solder (very small diameter, .032 in.)
 - Heat sink clamps
 - Wire ties
 - Heat shrink tubing or very thin electrical tape
 - Small, low wattage soldering iron ("Radio Shack" No. 64-2055 has a wattage switch -15W for locomotive repair and 30W for layout wire)
- Note:** A good light-duty electrical tool kit is the "Radio Shack" 64-2801. It has several of the items listed above.

Tools for Scenery, Detailing, and Layout Maintenance

- Six-inch ruler (inches and millimeters)
- Single edge razor blades
- Nail set for pressing track nails into K Track ties
- Screwdriver for M track screws (I found the best to be a "Stanley" No. 63-316 which fits the M track screws (7299) exactly and reaches above the catenary.)
- Empty plastic spray bottle ("Service Star" No. 2232-SS. It has a strainer on the pickup tube to prevent the nozzle from clogging when spraying scenery bonding medium.)
- Märklin oil (7199) (Put the oil in a needle point oiler.)
- Fine flat file for correcting bad rail joints
- "Dust Off" compressed air or "Radio Shack" 64-2325 (not necessary if you have an air compressor)
- Scissors
- Contact cleaner ("Radio Shack" No. 64-2315)
- Staple gun and staples (3/8-inch staples are fine)
- Fine-tooth razor saw and an aluminum miter box ("Maxon" and "X-acto" both sell these items, which you will need to cut flex K track 2205.)
- Air brush and air compressor or cans of "Propel"
- Ice pick with a long, very thin, pointed shaft
- Typewriter brush or old tooth brush (Stiff bristles for cleaning spilled plaster out of the tracks and turnouts during scenery construction.)
- Soft paint brush about one-inch

round (or a shaving brush) for dusting rolling stock and buildings on the layout.

- Rail nipper or flush cutter ("Maxon" No. 413) if you use K track or are going to build your own catenary.
- Tweezer set for handling small parts
- Hemostat for clamping small items
- Cotton swabs or "Q-tips" for detailed cleaning
- Hobby knife and blades ("X-acto" or "Radio Shack" 64-1801)
- Märklin tool kit (19005)
- Märklin service manual (0733 E)
- "Dremel" tool (small, high-speed drill)
- Pin vise for very small drill bits
- Hot-glue gun (I like the "Thermogrip" model 208, which has a trigger feed. Buy the long, 4-inch glue sticks.)
- Spring-type clothespins (about 10) for scenery webbing
- Small jars with screw tops for sprinkling ground cover (Use the ice pick to press holes in the tops from the inside out.)
- Set of small paint brushes for detailing
- Utility knife ("Stanley" 10-099 with an adjustable, locking blade)

Safety Items

- Fire Extinguisher rated for electrical fires
- Eye shield for soldering under the layout and sawing
- Dust mask
- First-aid kit (Make sure that there is an eye cup and some eye wash in the kit, as well as some burn salve for possible hot glue or solder burns.)

Miscellaneous Tools and Items

- (A few odds and ends that will make your job easier.)
- Helping Hands ("Radio Shack" 64-2093) (This is a device with six ball joints and two alligator clips that adjusts to hold small items that you are working on.)
 - Auto creeper (Great for spending hours under the layout while wiring, soldering, and admiring.)

(Continued on page 9)

Märklin's Close Coupler

Function-Compatibility-Conversions

Translated from the German text and adapted for *HotTraks* by Jeff Stimson

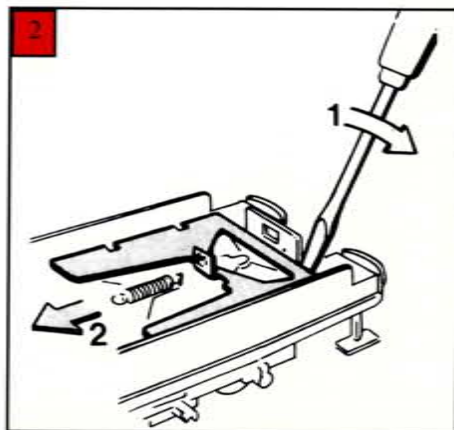
(Editor's Note: From time to time information comes from the factory that we feel may be of special interest to you, or that may be helpful to you in terms of operating your layouts. This article on close couplers is a good example. To offer you this pertinent information we may choose to expand HotTraks to 12 pages, as we have done this time.)

INTRODUCTION

In the last few years Märklin's close coupler has been available from the factory on an increasing number of locomotives and cars. This coupler development allows cars and locomotives to have a closer, more realistic spacing when coupled together. This close spacing is particularly noticeable on passenger cars where the end corridor connections and the car buffers are almost right up against each other on coupled cars. There are a large number of cars and locomotives before the close coupler period that can be retrofitted with this coupler and some that cannot. We would like to review how the close coupler works, what it is compatible with, and what possibilities there are for installing it on older units or current locomotives and cars that are not equipped with it at the factory.

COMPATIBILITY AND FUNCTION

Märklin's standard coupler in use since 1939 has been the loop and hook or

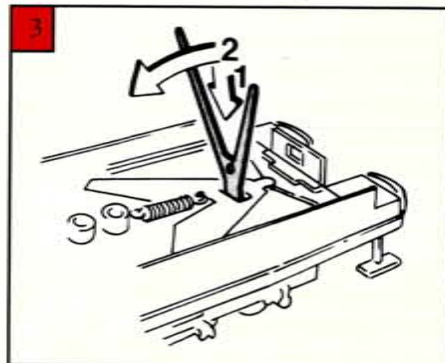


Raise the contact plate with a screwdriver (1) and pull back to remove (2).

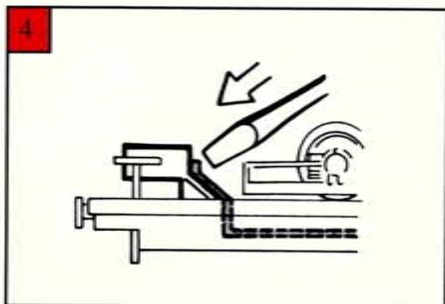
loop and bale coupler. This coupler functions by having the loop/bale hinged and the hook canted at an angle away from the loop/bale on an adjacent car. The loop/bale rides up and over the hook and falls by gravity over the coupler, thus coupling the two cars. Märklin added to this design in 1957 with the preuncoupler feature, a hinged tab above the hook that allows you to uncouple a car from another car or locomotive so equipped and to push the first car further down a track without the couplers reengaging.

Märklin's first priority in designing the close coupler was that it should be compatible with the existing Märklin standard coupler. The additional feature of the close coupler is a guide mechanism built into the car frame allowing the coupler to extend out on curves so that

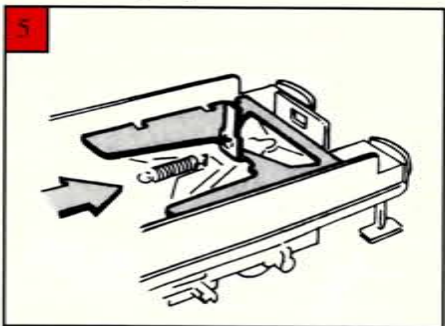
the car does not derail. With a modified hook and loop/bale, the Märklin close coupler is the only such coupler on the market that can be used with the standard coupler. This goal of technical compatibility was recognized when the Märklin close coupler was awarded the title "Model of the Year" in 1987 by a German model railroad magazine.



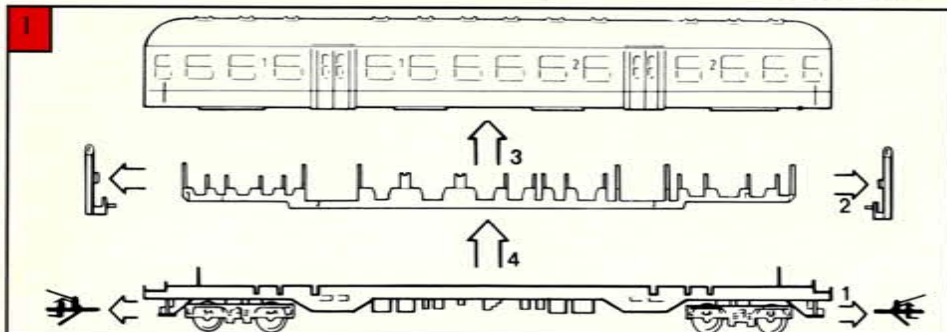
Insert the contact element from the 7319 kit straight down (1) into the opening in the frame and bend down flat (2).



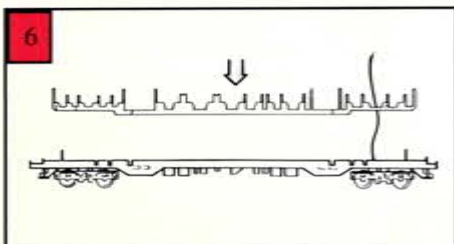
Push the end of the contact element into the close coupler pocket.



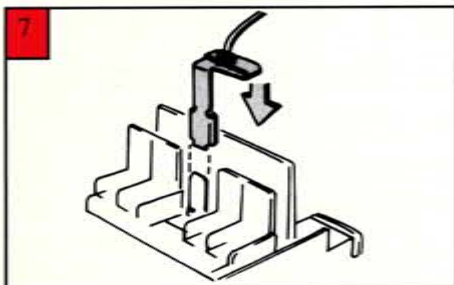
Press a new contact plate into place at the end of the car.



Remove the coupler heads (1), The corridor end connections (2), the car body (3) and the interior (4).



Reinstall the interior.



Install the contact clips for the wires.

Like the standard coupler on many Märklin cars and locomotives, the close coupler has the preuncoupler feature, allowing greater flexibility in switching operations. In some instances the standard coupler on locomotives and cars may have to be modified slightly for use with the close coupler. This applies to those units with the all-metal standard coupler. Here the face or striker plate for the standard coupler may have to be bent gently forward from the bottom to provide a better angle for the close coupler loop/bale to engage the hook on the standard coupler. The hook on the standard all-metal coupler may also have to be bent gently forward for correct engagement with the close coupler. This work should be done with a pair of miniature pliers with a tapered nose, not needle nose pliers.

Earlier production runs of TELEX locomotives have couplers with two alignment forks projecting out from the sides of the striker plate in the direction of the coupler on the car to be coupled to the locomotive. These forks need to be cut off with diagonal cutting pliers or sawed off with a fine coping saw, and the remaining edge on the striker plate should be smoothed with a fine jeweler's file. This will allow the TELEX coupler to engage with close couplers. On some TELEX locomotives the striker plate may be too wide for the projecting alignment forks on the close coupler. In this instance the striker plate on the locomotive should be filed on the side edges a little, again with a jeweler's file, to ensure proper coupler engagement. The

couplers on the latest production runs of TELEX locomotives have already been modified at the factory for full compatibility with close couplers.

WHAT COMES FROM THE FACTORY WITH CLOSE COUPLERS?

New passenger cars with all new tooling such as the four-axle rebuild cars ("Umbauwagen," 4131-4133), the Prussian compartment cars (4200-4203 and 4206-4209), the S-Bahn cars (4183-4185), and the Württemberg cars (4210-4214) were produced right from the start with the full close coupler with guide mechanism. The tooling for existing 26.4 and 27 centimeter (10-3/8 and 10-5/8") express and commuter cars has been altered for the close coupler with guide mechanism so that the newest versions of these cars such as the Intercity, S-Bahn and City Bahn cars as well as reissues of existing cars such as the TEE cars and blue/cream express coaches can also be coupled together realistically. Since 1990 the factory has begun to produce new freight cars with the full close coupler. Some new locomotives are also being produced with close couplers, in many cases, however, without the guide mechanism.

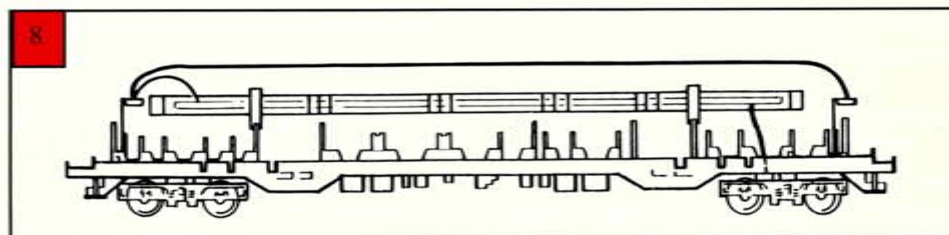
It should be pointed out here to prevent confusion that the newer 26.4 and 27 cm cars with close couplers are almost totally new designs having very little in common with their predecessors with standard couplers. The close coupler cars have a new frame with the guide mechanism integrated into it, as well as modifications to the trucks, interiors and the

corridor end connections (in real life a thick tubular rubber frame around the car's end doors, not a diaphragm such as is found on passenger cars in the USA). The standard coupler cars have bodies held to the frame with 2 screws on the bottom at the ends of the car, whereas the bodies on the close coupler cars are held to the frame with the corridor end connections which clip into slots in the car body. These various parts on the close coupler and standard coupler cars are not interchangeable between the two types of cars.

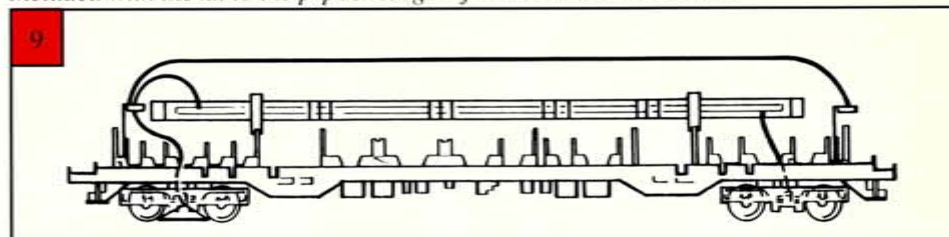
"EVERYTHING YOU CAN DO, I CAN DO BETTER"

This quote taken from a Broadway show tune is an apt reference to the capabilities of the close coupler vis-a-vis the standard Märklin coupler. Like the standard coupler, the close coupler can be uncoupled automatically over uncoupler tracks or from TELEX locomotives and, as already pointed out, the preuncoupler feature is also present in the close coupler. Manual uncoupling can be done best with the coupler "spoon" included with the 7203, 7204 and 7205 coupler kits.

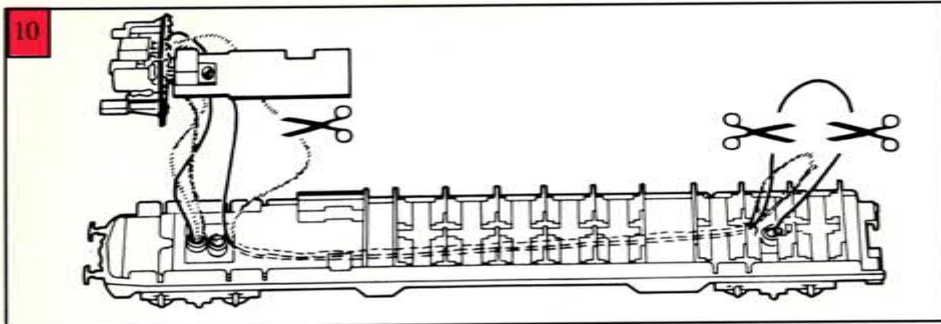
Cars with close couplers couple up to one another so smoothly that it is almost unnoticeable. To ensure trouble-free coupling, cars should be on straight track, not on curves. The 26.4 and 27 cm cars have the added feature that their buffers can be adjusted in length to ensure trouble-free operation on sharper curves.



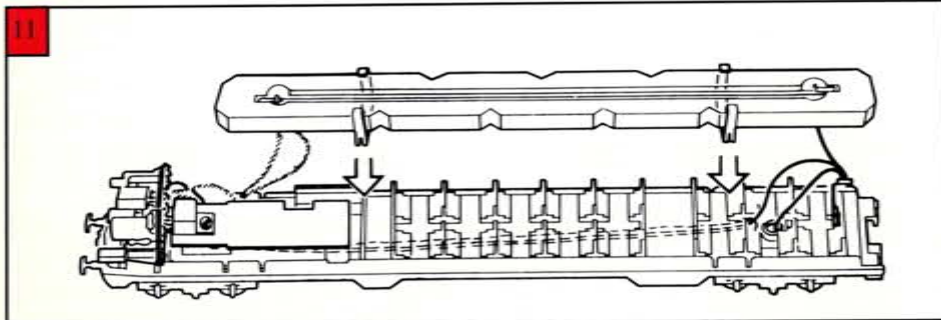
Wiring diagram for the 7330 lighting kit used with close coupler cars. Cut the wire included with the kit to the proper lengths for installation as shown.



Wiring diagram for the 7330 lighting kit used with a close coupler car with a pickup shoe.



Wiring changes necessary in the 4257 and 4260 pilot cars.



Wiring diagram for the 7330 lighting kit when used with a 4257 or 4260 pilot car.

CONVERSIONS

In addition to cars and locomotives with the close coupler already installed at the factory, Märklin also offers several different types of close coupler conversion kits for different types of situations.

7203 CLOSE COUPLER HEAD

Although there was no common agreement on a close coupler design among the European manufacturers of H0 model railroad equipment, there was agreement on a common design for the coupler pocket, the means for mounting the coupler to the car or locomotive. This is embodied in the NEM (the European equivalent of the USA's National Model Railroad Association) 362 set of standards for close coupler pocket design. Märklin's close coupler pocket adheres to this norm. This means that should you want to operate some other make of H0 car on your Märklin layout and it is specified as having coupler pockets according to the NEM 362 norm, then you can install Märklin close couplers on it. This will not only enable you to couple this car to Märklin cars with the close coupler, but also to other cars with the Märklin standard coupler or a coupler design closely similar to and compatible with the Märklin standard coupler (NEM 360 norm). The Märklin close coupler head for such conversions is available in packages of 50 pieces (enough for 25 cars) under catalog number 7203.

7204 REPRODUCTION PROTOTYPE COUPLER

The coupler used in real life by the European railroads is a hook on each car end joined by a double loop with two universal joints for flexibility and a turnbuckle device for taking up slack between the cars, so that they operate buffer to buffer.

If you operate close coupler cars in a constant train composition or if you want to display a group of close coupler cars together, Märklin offers a reproduction of the prototype coupler as a solid piece with shaft ends that fill into the close coupler pockets of adjacent cars. The 7204 package gives you 50 pieces of the prototype reproduction coupler. Each piece will join two cars.

7205 CLOSE COUPLER FOR LOCOMOTIVE/CARS WITHOUT GUIDE MECHANISMS

The question often comes up about converting existing locomotives and cars to close coupler operation. Under the catalog number 7205 Märklin offers a conversion kit for those locomotives and cars with plastic snap-on couplers. This coupler can be identified by its mostly plastic construction consisting of a shaft with mounting hole, plastic centering springs integrated into the shaft and a plastic hook; only the loop and preuncoupler tab, if present, are metal. This coupler is listed as a spare part under 70157 or 70158 (see the spare parts

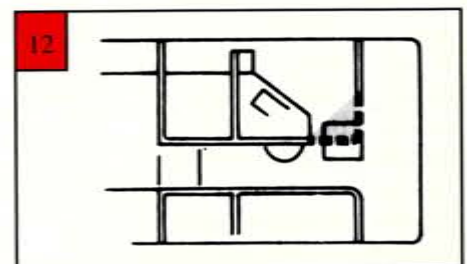
tables for freight and passenger cars in the Märklin H0 catalog). In practice this applies to the 4400 series freight cars, most later 4600 and 4700 series cars, those Primex freight cars (45xx numbers) with the snap-on coupler and most of those passenger cars with catalog numbers 4091 and higher with plastic bodies and the plastic snap-on couplers.

Those locomotives with plastic couplers listed under the numbers 70156 and 70412 in the spare parts tables for locomotives in the Märklin H0 catalog can also be converted to close couplers using the 7205 conversion kit.

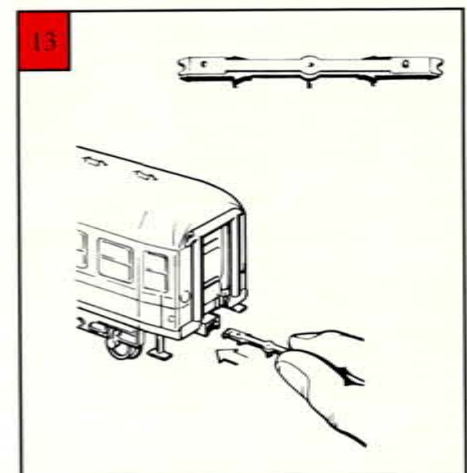
For either cars or locomotives the existing standard Märklin coupler is snapped out and the close coupler is snapped in. While you don't get the close spacing of cars with the full close coupler and guide mechanism, the spacing between cars and/or locomotives with these conversion couplers is reduced considerably, thus adding to the appearance of the train.

The 7205 kit has 10 couplers for locomotives (enough for 5 units) and 40 couplers for cars (enough for 20 units).

It should be noted here that the new



Some of the 4296 cars have an interior with a corner which must be cut as shown before installing the 7319 current-conducting couplers.



Install the current-conducting drawbar as shown.

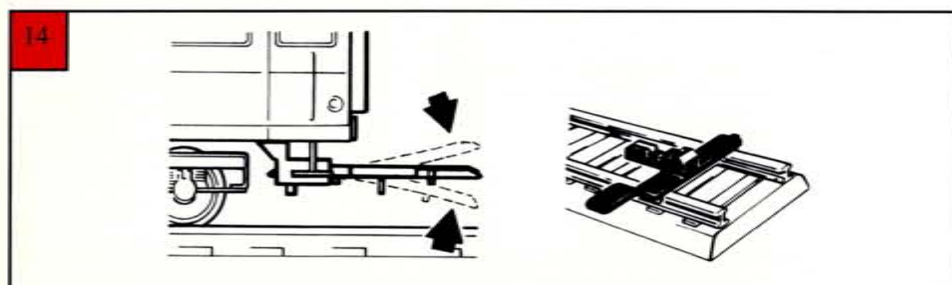
Märklin catalog for 1991/92 identifies cars and locomotives with close couplers in three ways: 1) those units with full close couplers and guide mechanisms have a box next to their illustrations with two buffers almost touching and "NEM" printed beneath, 2) those units with NEM 362 coupler pockets and close couplers without guide mechanisms have a box with two buffers farther apart from one another and "NEM" printed beneath, and 3) those units with close couplers without NEM 362 coupler pockets or guide mechanisms simply have a box with two buffers the same distance apart.

couplers, it is possible to obtain the parts to allow installation of close couplers on the earlier unit. An example of this is the 3106 class 78 tank locomotive and its different versions (3109, 3609, 3307). The 3307 was introduced with close couplers. The fundamental change to the unit in comparison to the 3106/3109/3609 was a different mounting bracket for the close coupler head on the pilot and trailing trucks. This mounting bracket is available under part number 28690.

On most older Märklin freight and passenger cars with all-metal couplers it

is not possible to convert them to close coupler operation with the parts available. This applies especially to the 24 cm (9-1/2") passenger cars where the coupler is an integral part of the inner metal frame for the truck and to those freight cars where the coupler is mounted to the car frame or bottom with a pin pressed flat at the end and where the car's couplers have a long centering spring connecting them. On some freight cars where the metal standard Märklin coupler is mounted with a screw to the car bottom and is centered by a flat, vertical spring, it is possible to obtain as a spare part a special close coupler pocket under part number 36395 as used by the factory for special items such as the Junker Airplane Transport Train.

Check with your dealer for availability of parts for close coupler installation on an earlier car or locomotive.



Place the coupler mounting jig on a straight track.

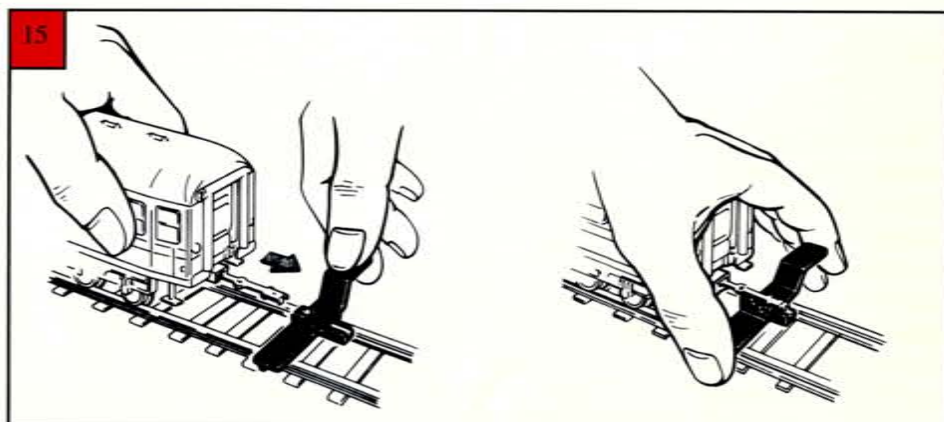
7319 CURRENT-CONDUCTING CLOSE COUPLER

If you are operating a constant train composition of 26.4 and 27 cm passenger cars with close couplers and guide mechanisms and these cars are all lighted, it is possible to equip them with current-conducting couplers, thus making it possible to light the whole train from only one pickup shoe. The advantage to this is less drag and resistance for the locomotive pulling the train. Also, when the car with the pickup shoe is the last in the train, then the cars will remain lit when the train is stopped in a signal block, as this last car will be outside of the block.

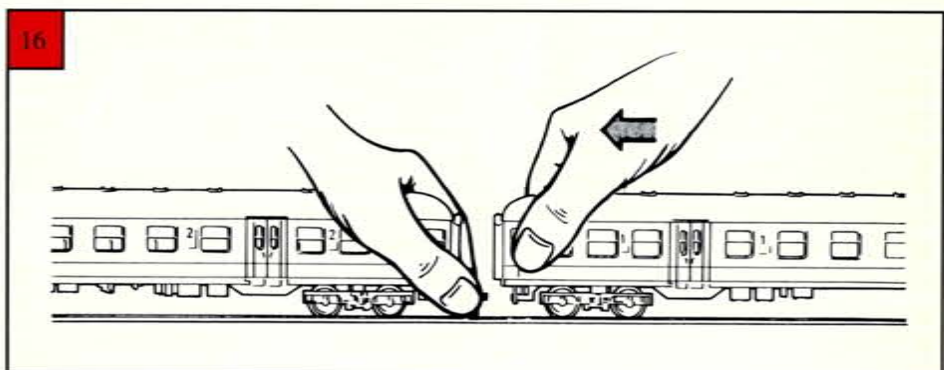
The 7319 kit contains enough material to equip 10 cars in this fashion. Included are 10 rigid drawbars with shaft ends that fit into the coupler pockets on the cars as well as contact elements for installation in the car ends. The illustrations accompanying this article show the steps for installing this kit.

Finally, what of those cars and locomotives that do not fit any of the above situations? Can they be converted to close coupler operation?

On some locomotives where the latest production run or version has close



Slide the special drawbar into the coupler jig as shown to ensure that it is properly installed in the coupler pocket.



Holding the drawbar with one hand as shown, slide the car to be coupled to this first car so that the drawbar slides into the second car's coupler pocket and snaps into place.

- Small throw rug or carpet sample to

kneel on

- "Dustbuster" or other small vacuum (To clean track and to pick up little piles of debris when you drill a hole.)

- Rubber typewriter or printer pad about one-foot square to use on the workbench during locomotive and car maintenance

- Flashlight and batteries (A high intensity, focused type is best.)

- Camera and film to record your progress

- Notebook and pencil to record moments of brilliance

Club Member's Tip

Device Makes Cleaning of Z Gauge Locomotive Wheels Easier

by Ted Willmarth, #1337
Kingston, TN

Cleaning the drive wheels of Z gauge locomotives as suggested proved to be frustrating; trying to hold the two wires from the power source against the wheels with one hand while the other held a toothpick with cleaning media is extremely difficult. A third hand is needed. To that end I came up with a small gadget. All that is needed is a few pieces of wood, a short section of Z track, and a weak coil spring.

The locomotives are inserted into the holding chute wheels-up using the right hand while the finger of the left hand depresses the end of the track section. With the loco in place the track section is lowered so that the ends of the track come into contact with the drive wheels. The spring loaded track holds firmly in place without too much pressure. The device is connected to a suitable Märklin transformer and the current turned on. It then becomes a simple matter to clean one set of drivers. To clean the other set, if necessary, simply reverse the locomotive in the hold chute.

Most Cars From Five Year International Car Series Are Still Available

Of the 30 cars produced during the 5 years of the International Series Program a total of 22 cars are still available. As a Märklin collector you still have the opportunity to assemble a model train unlike any ever assembled. A total of 15 nations were produced each in HO and Z Gauge. Each of the 15 designs were fashioned from original artwork commissioned by Märklin, Inc. The car design includes the Märklin registered trademark and the official International Series mark to identify the year and the series in which the cars were produced. The HO car is a Württemberg boxcar. The Z Gauge car is a container car. Be sure to contact your local dealer to purchase or order your cars.

Item #	Country	Suggested Retail Price
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1987 Series

Sold Out

1988 Series

82513	HO Australia	\$39.95
82514	HO Netherlands	\$39.95
82515	HO Italy	\$39.95
82553	Z Austria	\$24.50
82554	Z Belgium	\$24.50
82555	Z USA	\$24.50

1989 Series

2551A	HO Great Britain	\$39.95
2553A	HO Austria	\$39.95
2556A	HO Canada	\$39.95
2510A	Z Switzerland	\$24.50
2514A	Z Netherlands	\$24.50
2416A	Z Canada	\$24.50

1990 Series

2550A	HO Japan	\$39.95
2552A	HO Sweden	\$39.95
2557A	HO Mexico	Sold Out
2512A	Z France	\$24.50
82513A	Z Australia	\$24.50
2558A	Z Mexico	Sold Out

1991 Series

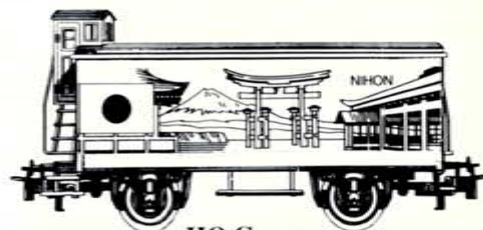
82554A	HO Belgium	\$49.95
82555A	HO USA	\$49.50
82556	HO Russia	\$49.50
2511A	Z Germany	\$29.50
82515A	Z Italy	\$29.50
82516	Z Russia	\$29.50



Z Gauge



Z Gauge



HO Gauge



HO Gauge

The Care and Feeding of Locomotives

When we think of railroad locomotives, we usually imagine them hard at work, hauling freight or passengers. Between assignments, locomotives have another life, one which is equally interesting. Locomotives need service and maintenance. Locomotive service areas are interesting since they usually are filled with idle locomotives waiting for their next run. Often called locomotive pits, they are a natural for model railroads, since we all seem to have far more locomotives than our humble railroads need. It is an opportunity to display our collection of locomotives without crowding the main lines. Servicing involves refueling and the resupply of materials necessary for the proper operation of the locomotive. The three major types of locomotives (steam, diesel, and electric) have specific needs.

Steam locomotives need fuel and water. Most steam locomotives use coal for their fuel, but some are equipped to burn heavy oil. Diesel locomotives need diesel fuel. A few locomotives use gasoline or other petroleum distillates. Electric locomotives get their "fuel" from the overhead catenary wires. While the engines wait for their next run, maintenance crews prepare them for their duty. There must be paper cups and fresh drinking water, extra paper towels, sweeping out cabs, cleaning, replacing light bulbs, lubrications and maintenance, refilling necessary fluids, checking and testing. All the little things necessary for crew comfort and safety; all the things necessary for a safe trip.

Regardless of locomotive type, there have always been common needs. All locomotives need a supply of clean dry sand for improved traction. Steel locomotive wheels on steel rails can be slippery, even when dry. Stored in bins on the engine, sand is often used when starting or stopping a train. Many steam locomotives have one large dome on the top of the boiler for sand storage. Yard loco-

tives, and some larger freight locomotives, have two domes, since their service requires more sand. Diesels and electrics have sand bins built into their car bodies; small hatches on the side of the locomotive are opened for filling. Pipes carry the sand to the wheels and are aimed to the area where wheel meets rail. Locomotive sand is usually stored in tall, thin silos in the locomotive servicing area. Hoses extend down from the silos to platforms that are level with the sides of the engines. Crews can then guide the hose to the sand fill hatch from these platforms.

Adjacent to the silos is a sidetrack where a covered hopper car can be spotted. The sand is delivered to the engine area and drained out of the bottom of this hopper. It is blown up into the silo by compressed air where it is stored until needed. In less formal settings, such as branch lines and industrial railroads, the sand may be stored in sacks. The sacks are then handed up to be emptied into the sand bin of the locomotive. In any case, the sand must be kept clean and dry. Failure to do so would cause clogging of the sand pipes. The locomotive pits are often very sandy, a result of spillage. The spills occur when the locomotives are being sanded, or when an engine's sand valve is left open by accident.

The choice of locomotive fuels has always been one of economics; each railroad uses the fuel which is least expensive. Diesel fuel is transferred in much the same manner as refueling an automobile. The hoses are bigger, but essentially are a rubber pipe which connects fuel storage tanks to the locomotive fuel tank. There usually is some sort of metering device, to note the amount of fuel provided to the locomotive. Adjacent to the locomotive service area are the fuel storage tanks, usually surrounded by an embankment in case of tank leakage. Like locomotive sand, the diesel fuel is delivered by railroad car, and a transfer facility is near the storage tanks. At smaller facilities, the refueling may be done from the tank truck of a local fuel supplier.

Locomotive coal is stored in "coaling towers." These towers vary in size based upon the nature of the locomotive facility. Major service points have very

large coaling towers, designed to coal several engines at the same time. To one side, several hopper cars can be unloaded, with conveyors moving the coal up into storage bins. Chutes are pulled down and the coal pours into the locomotive tenders. This usually is accompanied by clouds of coal dust, so the coaling tower is often covered with a patina of black. In many cases, water is sprinkled on the moving coal to keep the dust down. In less formal situations, the coaling towers are smaller. Perhaps only one coal hopper can be unloaded at a time, and only one or two locomotives refueled at a time. Again, branchlines and industrial lines have their own way of refueling. In some cases, a simple conveyor carries the coal up from trackside into the tender. On the Gainesville Midland (of Georgia), locomotives were coaled at Belmont, a place midway between the ends of the 42 mile long railroad. There, a series of platforms were built into a hill alongside the tracks. Locomotives would pull up to these platforms and coal would be moved in wheelbarrow like carts and dumped into the waiting tenders. On some industrial like the sanding area, there is often spilled coal around the tracks

Oil fueled steam locomotives often used "Bunker C," a heavy, almost tar like oil. This oil was stored in tanks like other petroleum products and the locomotive's tender was equipped with tanks instead of coal bins. Steam pipes in the bottom of these tanks heated the oil to make it fluid. It was then pumped to the locomotive firebox and atomized by nozzles for combustion. Fuel oil burns more cleanly than many coals, so it was preferred in certain areas.

In all cases, steam locomotives need a supply of clean water to provide the necessary steam for propulsion. As with other major supplies, the water is stored in tanks, either directly next to the tracks, or in larger reservoirs located nearby. When the reservoirs are located at a distance, the water is delivered to the locomotive tender via a "standpipe." In larger facilities, there may be several standpipes located in the locomotive servicing area. In recent years, with the decline in numbers of steam locomotives, the watering facilities have disappeared.

Delivey Update

Special steam train movements, "fan trips," often rely upon local fire departments to come trackside and pump water to the thirsty locomotive. Steam powered yard locomotives, which never stray far from their locomotive pit, usually have small water and coal storage. Locomotives which must travel far, or must work hard, usually have much larger tenders for storage. As could be expected, there are interesting exceptions. Notably, the New York Central Railroad built special water troughs between the rails of tracks at key points. Fast locomotives were equipped with scoops on the underside of their tenders. As the train passed over the trough, this scoop was lowered into the water. The forward motion of the train would force the water up the scoop into the tender. In this way, trains could take on water without stopping (called "taking it on the fly"). The tenders of these locomotives were distinctive, since the coal segment of the tender (which could not be refilled at speed) was relatively large while the water tank was relatively small. And yes, the firemen that operated these scoops had to be alert for the end of the trough section; failure to raise the scoop resulted in severe damage.

The arrivals of the diesel and the electric powered locomotive changed the locomotive service areas. Gone are the days of grease stained locomotive pits. Regardless, the locomotive service area is very helpful for the model railroader. It allows us space to show off the locomotive roster of our railroad. And, of course, we have just been talking about locomotive refueling and light service. In many cases, the locomotive pits were next to the roundhouse, where heavier repairs took place. More about that the next time.

(Continued from page 1)

1893 Oldtimer Fire Truck Set

This HO set (see photo on page 1) features three historic fire trucks from around the turn of the century. Mostly metal construction, the trucks are in a scale of 1:87. Set includes:

- Magirus ladder truck with 2 part ladder that can be rotated and extended with a hose reel.
- SAG special design hose truck with 2 hose reels and side ladders.
- SAG special design rescue truck with benches and equipment compartments.

New Items! See Your Authorized Märklin Dealer Today

Type	Item#	Description
HO	3128	Berlin S-Bahn Railcar Train
HO	3317	Class 231A Express Steam Locomotive (SNCF)
HO	3386	PTT Postal Railcar
HO	3608	Digital PTT Postal Railcar
HO	3624	Digital "Micheline" Railbus
HO	3636	SBB Class Ae 6/6 Digital General Purpose Electric Locomotive
HO	3682	DB Class 221 Digital Diesel Hydraulic Locomotive
HO	3687	Digital "Glaskasten" Tank Locomotive
HO	4187	Berlin S-Bahn Intermediate Car
HO	4232	DB Slumber Coach "Rollende Landstraße" Association
HO	4244	SCNF A 8 Passenger Coach
HO	4245	SCNF B 10 Passenger Coach
HO	4246	SCNF D Baggage Car
HO	4286	InterCity Open Seating Coach
HO	4740	Depressed Floor Flat Car for Truck Transport
HO	4741	Depressed Floor Flat Car for Truck Transport
Z	8386	HAMO NS PTT Postal Railcar
Z	8666	Powdered Freight Silo Car

Layout Showcase

Acrylic Backdrop Shows Off Variety of Z Gauge Trains

by Robert F. Forrester #6912 Bonita Springs, FL

Although my layout doesn't represent any particular era or location, it does act as a backdrop to showcase a variety of Märklin trains. The base is a 40" square (I had a table this size) of 1/4" bevelled dark green acrylic with track and wiring permanently glued into place. All four sidings have power blocks and two transformers control outer and inner loops. There are ten switches plus one double loop.



How About You

Showcase Your Layout in *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 especially need you to send us information on your HO layouts.** 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

Club Members Q & A

John Gustav Delly #10018
Lake Forest, IL

QUESTION

I have been trying to make up a train using 8700, 8701, and 8739. First of all, I notice that both 8700 and 8701 are second class only, but one is green and the other is red. Why? And how many of each would there be in a 5-car train? Where is the first and third class? Will they be produced? From the catalog description, I assumed the 8739 was the fourth class of this train - it looks like 8700 and 8701 from the side in the catalog, but the roof is a different color. Why? Is this 8739 part of this train series? Where is the first and second class? Which one of the locomotives is most likely to have been used with this train?

ANSWER

The green and red second class local coach (8700 and 8701) is a "fantasy" combination. These cars were chosen for sales technical reasons.

The green coach reproduces the real prototype but the red one as far as we know has no prototype. There have been passenger coaches which were used as motor railcars and they were painted red. Furthermore, there have been coaches similar to the mini-club cars no. 8750 and 8751 which were also red painted, but there were no coaches similar to the 8700 and 8701 cars painted red.

Until 1907 there were 2 classes on the Baden-Württemberg Railroad:

The second class cars were green and the third class cars were painted brown. The fourth class was introduced in 1907. The fourth class cars were gray (similar to the 8739). At that time there was no first class.

Dealer Imprint Cars

Rainier Services

Rainier Services new tank car (HO only) is available for \$39.50 (includes shipping).



Rainier Services
2501 Greenleaf Ave., Wilmette, IL 60091
(708) 256-8770

The above colors were kept until approximately 1920. The Reichsbahn had the second, third and fourth class cars painted green.

The fourth class was taken out of service in 1928. The Deutsche Bundesbah (1940) kept the cars painted green (paint number RAL no. 6007) and repainted them RAL no. 6020 in the Sixties. The three coach classes were reduced into 2 classes in 1956. The first and second class were changed into the new first class. While the third class was changed into the second class.

Consequently at the beginning of 1956 the Baden-Württemberg local Railroad had second class coaches only.

The 8739 model corresponds to the fourth class coach of the "Königlich Württembergische Staatsbahnen" (K.W.St.E.) period. The green coach no. 8700 is a reproduction of a DB model which existed in the Fifties. Its aluminum white color roof used at that time corresponds to the RAL no. 9006 color chart.

The following models can be suggested to pull the cars: 8805 - 8895 - 8896 - 8803 - 8899 - 8811 and 8806.

Hall's

Hall's new Kansas City Terminal Railway car (HO only) is now available for \$34.00. Shipping-\$4.50.



Hall's - Mail/Telephone Order Dept.
211 Nichols Rd., Kansas City, MO.64112
1-800-624-4034

Maintenance Tips

Clean Track For Smooth Operation

by Ken Brzenk

To ensure proper electrical contact, your Z scale and HO M-track or K-track should be cleaned daily, if your layout is used that frequently. This is particularly true of Z scale track because of the limited contact area. All that is needed to clean track is a clean, dry cloth. Merely wipe the track with the cloth until dirt is no longer being picked up. On layouts that have a build-up of deposits, a track-cleaning solution can be added to the cloth and help loosen dirt. Frequent cleaning will eliminate the need for a solution or track-cleaning block.

For Z scale layouts, there's a self propelled track-cleaning car (#8802) that's an indispensable piece of equipment for any layout with hard-to-reach places (tunnels, etc). As the car moves along the track, the serrated front wheels turn twice as fast as the rear wheels, scraping the track and removing deposits. This activity should be followed by the clean, dry cloth technique to ensure all debris has been removed.

An average layout will require no more than 10 minutes to clean. Upon completion of the track-cleaning, it is also helpful to run a vacuum around the track area to pick up any loose debris.

A clean track and surrounding area will extend the running time between maintenance periods.

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.

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