



C-Lines Railroad and Productions

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COMPARED**

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e-Magazine; January of 2017

Edition 1, Volume 1

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RIDE THE RAILS OF A MODERN MODEL RAILROAD

Author: Evan Cihlar
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The time has come for the C-Lines Railway to update to the modern model railroad. For 7 years straight of using the same transformers, block selectors, and conventional mode with Lionel and MTH Sound Units; it was just not paying off. “We have always wanted to go to a command control system of some sort, and when we were first building the layout it just wasn’t the right time to get it” Frank says at the open house on January 7th of this year. “It was overpriced at the time, incompatible for our needs and locomotives, and we just needed to get the base frame done before we knew we could move onto a more complex wiring system. We had just put in all of the block wiring (which would have been needed to be done even with a digital command system) and the transformers we had were operating perfectly at the



time.” Evan says at the open house. “Later on, however” Evan continues to explain, “the MRC Dual Pack Pros that we have been using started to die. Throttle #3 never worked since it broke when we still had our fast track and layout setup on the floor in what is now my sister’s bedroom; and in late October, throttle #2 went out, and later on throttle #1 started to die and would go between working and not working at the time. With these problems and a layout designed to be operated by at least two people, it was time for a change.” Evan and Frank started doing research on getting a set of two new MTH Z4000 transformers, as Frank wanted to keep the old conventional system so that he can continue running his Weaver Pennsylvania steam engines that are not equipped with TMCC, Legacy, or DCS. Evan, however wanted to move to a digitally controlled layout as he is the one who

is usually flipping the blocks around when his friends just want to pull out a train and go. Evan discovered that you can control DCS engines from the MTH DCS TIU, as well as conventional engines from it without any more wiring, blocks, or accessories. “It was simply a matter of moving the wires that

go to the transformers down to the TIU's inputs and outputs." He later discovered on the YouTube channel, *Eric's Trains* that you can not only control DCS and conventional engines, but with the added accessories of a TMCC PowerMaster TMCC Base, and a special serial cable that MTH manufactures; that you can run Lionel TMCC and Legacy equipped engines all from the MTH TIU and with only one remote. "This setup was ideal for our layout as my dad can still run his Weaver PRR engines, I can run my Weaver NKP Berkshire #759, TMCC equipped engines, and all of my ProtoSound engines as well. "My dad came back with a total much higher for two new MTH Z4000 transformers, as it came to nearly 250 dollars above the wireless, digital command system." Evan states. Frank in reply says, "Yes, Evan found a better deal that will let anyone, no matter what age they are be able to come to the railroad and run trains." With the full edition of the WiFi DCS app coming out late January/early February, they also plan to get the WiFi system for the TIU as well. "This will allow everyone in the house to have a remote to the layout, and run whatever they want." Frank says.



With the C-Lines Railway going digital, there are also many cons to this decision. Even though they can still run the conventionally controlled engines with the wireless system, "it lags and is not very easy to run conventional and command equipped engines" they say. So Evan is planning to have his NKP Berkshires, one Weaver #759, the other an MTH ProtoSound 1 engine #765; upgraded to the latest ProtoSound system. "I may wait until ProtoSound 4 comes out as it will be more realistic, and offered at the same price as PS3 right now. I have heard that it will be coming out in late July or just a small time later and that is worth the wait." Evan says. Frank on the other hand wants to get his Weaver PRR engines upgraded to a Lionel TMCC *Railsounds* system. "Which does make sense" Evan says, "But you do need balance in the sound units so that when you're running *Railsound* equipped engines with ProtoSound equipped engines so that one doesn't sound abnormal to its current surroundings when you fire it up. For example, if I am running all of my TMCC engines that have the *Railsounds* system in them, when I turn on and start running my MTH Mikado #599 (featured as the cover photo) that has PS2, it won't sound normal. It would almost sound like a diesel-electric locomotive starting up during the middle

stages of the steam era, before the car was even invented. Abnormal right?” So they agreed to have Evan’s engines upgraded to PS4 if it comes out soon enough (PS3 if not) and three quarters of Frank’s PRR engines upgraded to *Railsounds* and the other quarter converted to PS3. “This way we will have a balance in our sounds, as almost half of the engines will be MTH Sound, and the other half Lionel Sound. Balance is everything in a model railroad.”

As many of you know, they had an abridged RSVP open house on January 7th. It was a big hit, as Adam Matthews came from *Train Wizard Productions* and also some other friends from FWRHS that Frank and Evan know from being on crew of NKP 765. “Everyone was able to run engines at the open house. It was a simple point to the whistle, bell, and thumb wheel and they were on their way.” Evan says. “There was a lot of whistle blowing, that’s for sure” Frank said.

With a successful setup of their digital command system as well as a successful open house, Evan and Frank are going to be focusing on different matters now. One of them is featured in this edition of the e-Magazine, “C-Lines Railway and Productions” and the other is just routine maintenance around the layout. This maintenance compiles of mostly fixing messy wiring, or wiring that the cat tore up from batting at it as a kitten. Read more about these projects on Pg. 4 of this magazine.

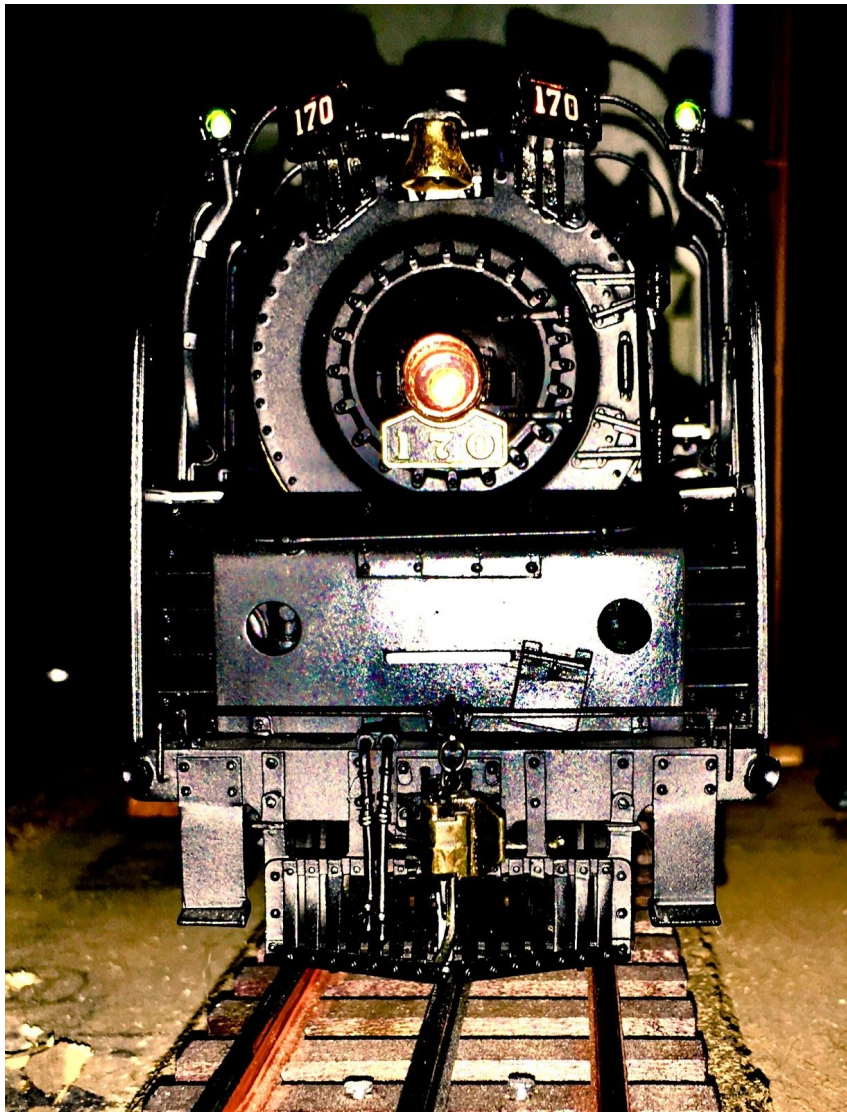
Layout Updates

Author: Evan Cihlar

INSTAGRAM: [@nkp765enginecrew](#)

Well the layout is most certainly close to completion. The lower level track work is final, and we have already completed ballasting it, except for the engine terminal which we still have to crush cinders from real steam engine ashes. The reason why we are using ashes from NKP No. 765, is because the railroads did not use ballast in the engine terminals as it was very expensive to lay and maintain. Instead, they threw engine cinders all over the place from when they would do one of the two: drop the fire, or shake the ash pans. This was a cheap, constant flow of “ballast” that kept the tracks in place, as well as not having to pay for removal of the ashes.

The upper level is almost done, the south, north, and east sides have been completed, and now all that is left is to lay the ballast there as well. We have already tested to see if it would work the way we wanted it to during an operating session with some friends, and it all ran smoothly. You can read more about our upper level project on our blog, and in our next magazine. The west side of the upper level is going to consist of our makeshift Cleveland “downtown.” This will consist of a Cleveland Union Terminal, (mainly because there is not enough space to build a scale Terminal Tower) a Railway Express Agency, and other small industries. We are also considering making a branch off of what will be there



and installing a switch that will allow you to run trains on the upper level like it is a mainline, as well as a gas manufacturer. The reason why I did not say gas plant, or gas industry is because before the 1950s, gas was manufactured. Yes, that’s what I just said. Gas was all man – made before 1951. How did they do it? The railroad serving the industry would come in with a unit train consisting of coal hoppers and dropping the coal off in a pit that goes into the factory. There the coal gets compressed and all the fumes and small particles are sucked out of the compressor and goes through a purifying process. After the purifying process is complete, they fill up tank cars

with this man – made gas, and the railroad carries it to wherever the destination is. We have tank cars on the layout, and plan to get more, so we figured if we have enough space why not make a place to put them?

The passenger terminal is well underway. We have already figured out a way to make the platforms for the people to stand on as they are boarding or waiting for their train. Check our YouTube channel for a video on how to make your own Passenger Terminal platforms.

One of the things that people wanted to see done the most when they took our open house survey is to see our 36" Bowser turntable have a bridge and track. I am currently working on a digital system using an Arduino micro-controller to control the soon to be added motor. Meanwhile, Frank is working on constructing the bridge for the turntable out of small strips of wood. We will then stain them a dark brown and weather them to look like the wood has been out in the elements for quite a while. We haven't decided on what we are going to do for the wiring however. Frank pointed out a very trying situation that will occur if we use the pre-wired system. The turntable has an HO scale rail going around it with two wheels on either side of the 2x2 platform that the bridge and track will sit on. The rails are cut into two sections, one positive, and one negative. The problem with this is that when you turn your engine, the polarity is going to switch from middle rail positive, outer rail negative, to the middle rail being negative, and the outer rail being positive. This can cause a short circuit in the engine's boards, and we don't want that to happen. My solution to this problem is drilling a hole down the center of the brass pole that is in the middle of the platform, and dropping the middle wire there with a slip ring so that it can move freely without binding or twisting. The rails on the actual turntable that are already in place will both be negative. Problem solved, right? Well that's not the case, you see the bridge is spun from that point, and so it has a screw. We can't drill through it, which becomes a major problem. So overall, the turntable will be a breakthrough when we get it completed. This whole engine terminal has been a challenge, and when we finally think it is over (which it never is) there is a problem like this.

One minor thing that we did before the open house was put up all of the skirting around the layout. You are all probably surprised when I say this, but the skirt makes more of a difference than the lighting, or anything else on the layout. It draws your eyes to the trains only, and makes you get the sense that you are in a whole different world that is only trains. There aren't any ugly wires, train boxes, old toys from when I was younger, etc., etc. It looks amazing.

What's Up with the MTH PS3 Berkshire Lettering?

Author: Evan Cihlar

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Many people have been disappointed and confused on why the MTH ProtoSound 3 NKP Berkshire lettering is so funky in color and font size. Well, I have done some research, and we can now put these rumors about why it is to rest.

Frank and I were at Stockyard Express, LLC earlier this year getting our digital command system you were previously reading about on page 2, we discovered that the MTH ProtoSound 3 Berkshires had



very small lettering on the sand dome, cab, and tender, while the number boards had exceptionally large numbers on them. The coloring of the lettering was a little more orange, than gold as well. We asked, Brian, who was helping us get our command system appliances together and helping us understand

it better, why the lettering was so small. He said, “I’ve noticed that myself as well, you may want to ask, Clyde.” So I went up to the front desk, as we were in the back room, and Cliff had no answer as well. So when I got home, I did a little research.

It turns out that MTH uses photographs of the real engines (if they are still around, does not matter if they are restored or not) they want to make to create computer – generated blueprints. I started looking at all of the lettering of Berkshires that were still in existence today, and found that NKP #757, in Strasburg, Pennsylvania was the engine that they took photos of to create the PS3 berks. The lettering on the engine was practically identical of the models. The number boards had large numbers, while the cab had small letters for their normal size, the sand dome had very small lettering (as it was re – painted

somewhere in the 2000s by the Strasburg Railroad) and the tender lettering was also redone. The coloration of the engine's lettering was also off, as Strasburg said they were unable to acquire the accurate color of paint. Thus, the model had the exact qualities of the real engine.



Most of you are going to call me a rivet counter now, but the fact is that I am not a rivet counter, I am just a serious model railroader who pays attention to detail. I would still buy one of these berks from MTH, even if it did have “off” lettering as most people think. Well now you know why the MTH PS3 Berkshires had “funky” lettering, even though it was all natural and truly scale to the real deal.

Is There a Merger Ahead?

Author: Evan Cihlar

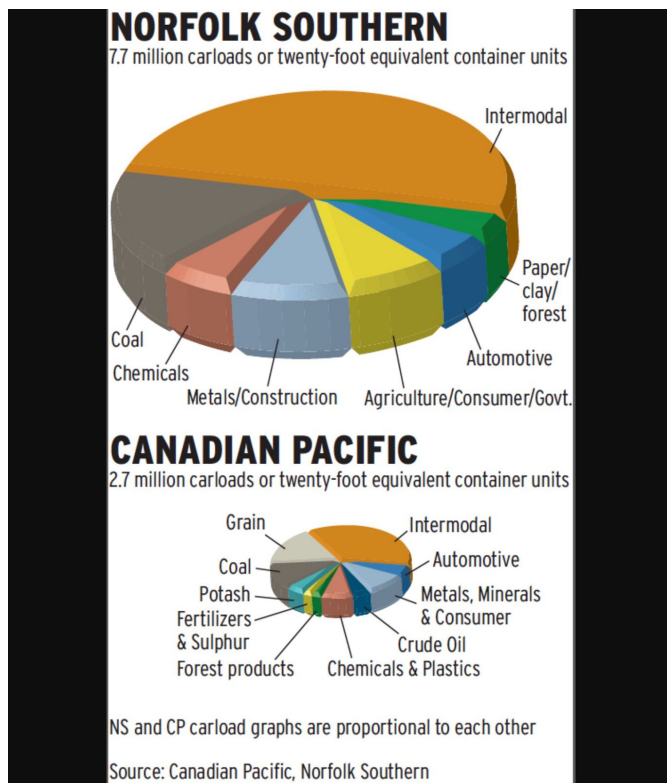
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Well there has been a lot of talk in the Train community if there is going to be a merge between railroads ahead. Some people think that it will be CSX and NS or UP and BNSF, and others think that it will be CSX and BNSF and NS and UP. Well, let's look into the details of this issue.

Norfolk Southern's industry is built off of 50% intermodal, 23% coal, and the rest of the percentage is made up of (greatest to least percent order) metals/construction, agriculture, chemicals, automotive, and then paper/clay/forest. Many people would ask, well then why do they need to merge? The answer to that question is because the coal industry has been dropping dramatically.

The past years have been a struggle for the coal industry, as the discovery of natural gas, and the government turning to a cleaner “green” energy. The discovery of natural gas was a breakthrough for the US and other countries, as it would allow us to harvest cheap gas for our homes instead of having to

manufacture it. As I said before in the “Layout Updates” section of this magazine, men used to make the gas for furnaces and stoves out of coal. The coal industry was thriving at this point in the early 1900s,



because these factories would go through hundreds of unit hopper car trains of around 50 cars. That is a ton of coal, but when natural gas was discovered, well let’s just say that it’s a whole different story.

Natural gas burns hotter, travels better, and is much easier to keep a constant flow of it for cheap prices. With this discovery, all they had to do was put in different machinery and different pipelines and then they can have a complete natural gas industry. Because of almost all the gas industries were switching to natural gas by the 1960s, the coal industry took a huge plunge in the market. These factories made up the coal industry at 65%.

That’s a big plunge for the coal market.

The coal industry later recovered from these drops, and was at a steady pace until around the late 1990s and early 2000s. This is because the “US Green Energy Movement” was underway already in 1960. Now that we have the technology to make green energy, such as windmills and solar panels, the power plants that create steam from coal to turn generators are fading away. So the coal industry is suffering yet again.

Now NS has really turned themselves around and have moved back to mainly intermodal traffic, but CSX has yet to do so, along with Union Pacific. So what do they want to do? Merge. CSX merging with the stable economy of BNSF, CSX would be safe from any danger. Union Pacific merging with NS, UP would be safe from any danger. And now they almost have a monopoly, as well as there being two transcontinental railroads.

The problem with this setup is that the railroads can now collude and make a monopoly, even though there are still two railroads. The government will most likely not let them merge because of this so it looks like CSX and UP will have to look for a different solution.

What's Up at Lionel Headquarters?

Author: Evan Cihlar

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Lionel has been discovering new ways to make highly detailed locomotives. As many of you know they have been using separately applied details made of die cast metal for a long time. Now they are switching to brass details. Their vision line engines are made out of brass, so they figured why not make the separately applied details out of brass as well.

Lionel previously bought a lot of Weaver's tooling after they closed in 2016. My guess is that they are either going to use them to make a new series of vision line engines, or to create new die cast engines from them.

Atlas also bought tooling from weaver, and they have already begun producing cars and some engines just this year. I am excited for when they release these cars, and will probably get them.

Lionel has started a new blog called *Tracks*, I have many friends working for them writing articles, and I love it. If you ever need a quick source for information about Lionel models, engines, cars, blueprints, or even real trains; that's the place to go. I am planning on re-working our blog into something similar to Lionel's, that will allow our followers to interact and ask questions about products that we own or may buy, along with many other things.

Many HO modelers have known for a while about MTH's HO line, *MTH HO* previously, Lionel started to do the same thing. Just before Christmas, Lionel released a Polar Express version of Pere Marquette 2-8-4 #1225. I have seen many reviews and ratings of the engine, and I have found that it is a reliable and highly detailed HO model. Lionel compressed their wonderful sound units called *Railsounds* and installed them in these engines. Now don't get too excited about this, because I have heard that there

is not a much bass to them as the O scale models, which makes complete sense. The smaller space you have to store stuff, the smaller the sound, and quality you will have coming out. I have been told that if you want to get into model railroading, and the digital world while at the same time, this is the engine to purchase. I do not know if you can control these engines from a TMCC base or Legacy system, but my guess is yes. MTH lets you control their HO engines from the TIU, and they have begun to install DCC decoders in their most recent models such as the Erie Triplex, that allows you to run them from a 3 rail system, or a 2 rail system. This allows users to buy the more popular 3 rail O scale engines, take out the rollers, and easily use them on 2 rail as well.

Scenery Tips from the C-Lines Railway

Author: Evan Cihlar

INSTAGRAM: [@nkp765enginecrew](#)

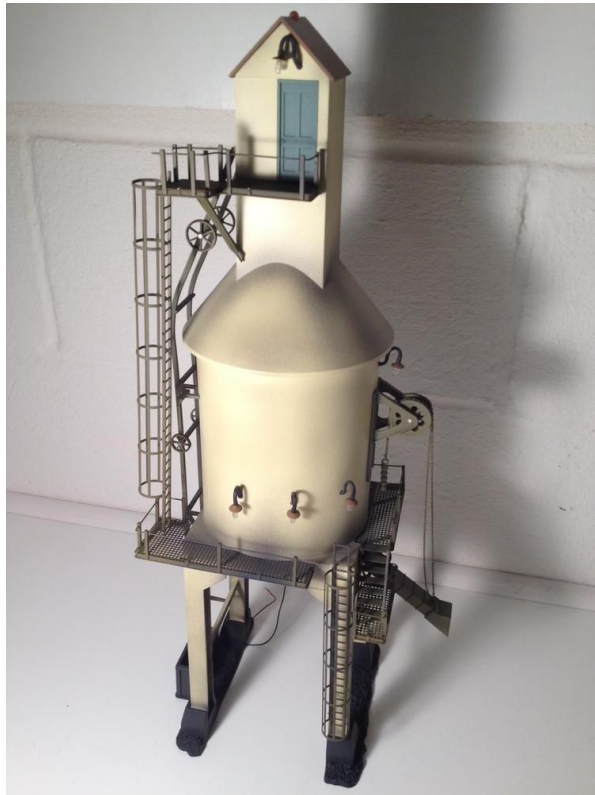
Scenery is a large portion of where a modeler's money, time, effort, and talent goes into.

Scenery is a broad subject spanning from the small job of placing people, to the large job of ballasting and building buildings. We could start with the small project of placing people, but that would not make much sense as we don't have anywhere to place them. Let's start with buildings first.

Buildings are what make a model railroad come together, no matter what scale it is. You can always build a layout with track and ballast, but it is never "complete" until you make your dream town out of it. My tip for building buildings is to take your time, get a nice airbrush, don't use too much glue, and follow all of the instructions that are included in the box.

The last thing that you want on your building in progress is to have excess glue flow out of joints, fingerprints, uneven paint, unmatched paint, and wrong angles. The worst out of all of these are wrong angles. If you are building a rectangular building or

anything that has a special angle to it, you always want to make sure that you have the angles right. If you line up the parts wrong, the whole building will not fit together correctly. For example, if you have a 90 degree angle, you want to use a square to line up the building sides, or use a right angle square to ensure you have the perfect angle for your building. I would suggest purchasing a right angle square if you do not already have one, as they come in handy for many different things. Fingerprints. Horror in the



modeling world. Fingerprints on engines, or smoke fluid that overflowed is the most unsightly thing on a model. When handling your building(s) wash your hands, and wear disposable rubber gloves so that your buildings don't get marked up with ugly fingerprints. The oils on your hand are very hard to get off of engines, and even harder to get off of buildings. You also want to make sure you wipe off the sides of the building you are painting with either a small amount of water, or rubbing alcohol to remove the finger prints. These finger prints before you paint the building will cause the paint to not adhere right, and could cause peeling, bubbles, or even worse, runs. If you use too much glue while building a building, you will have a lot of trouble in the future. I use the Testor's *Plastic Cement* for my buildings, as I find it easy to use and it also quickly

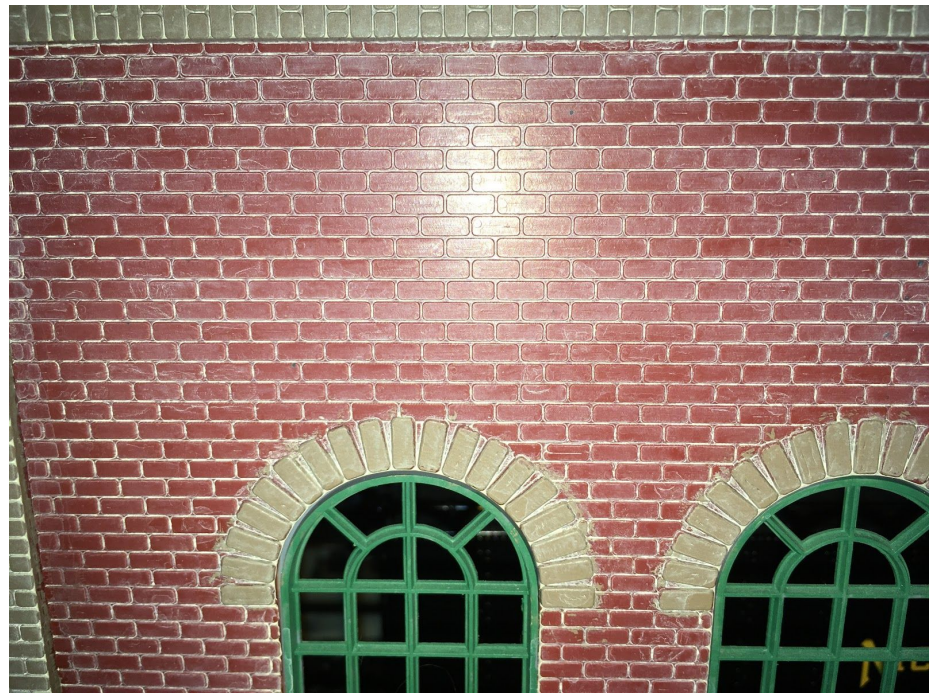
dries; allowing you to move onto the next part of your building quickly. Over – gluing something can cause blotches and bumps in your building at joints, so be sure that you don't have any overflows, and if you do wipe it off with a paper towel and rubbing alcohol.

Painting buildings is the most fun part of constructing one. You get to choose what you want your buildings to look like in the end, what spots are weathered, and a wide variety of other things. One thing that is a basic necessity of painting a building is getting a high quality airbrush. You can use spray paint if you want to, but it is harder to get the color that you want because you cannot mix spray paints. Airbrushes let you get more variety in color, and texture. With good, high quality airbrushes such as Iwata, you can vary how big the paint drops are. This allows you to get a fine spray for the insides of buildings or outsides, and a coarse spray when you want to get a concrete – like texture for concrete

buildings such as coal towers and turntable bases. If you just get a cheaper version that doesn't allow you to change the textures of the paint, and still want to get a concrete texture on a turntable it is a simple process to get the same texture. Take dry wall compound, spread it around unevenly and then sand it. Now you have a concrete look for your turntable.

Now that you have completed the task of building your first building and painting it, its time to weather it. If you have a storefront that has an add decal on the side, you can take an eraser tip from a BIC mechanical pencil (ONLY USE BIC) and rub off some of it to make it look like it is peeling off. Then take a cotton ball soaked in rubbing alcohol and rub it over the decal to make the ink smudge a little bit. To weather the physical brick of my buildings, I use a special solution of "mortar" paint. This paint

consists of a mixture of tan acrylic paint, dish soap, and water. It is a 3:2:3 mixture ratio. Make sure that the paint is diluted enough that it is like water, as this is very important when painting the building. The way this mixture works is it runs into the cracks in between the bricks and dries there. There is no need for an airbrush for this, just a normal paint brush. All you have to do is dip your paintbrush into the paint, and dab the building with it and it will do the work for you!



Track work weathering is something that will take your model railroad to the next level. I use GarGraves FlexTrack on my layout (because all of the curves are custom made) and it also looks very realistic. I had the idea of painting the outer rails rust so that it looks more realistic. Rails in the real world are never silver, even when they are brand new. I took Testor's "Rust" colored paint and mixed it with a little bit of Testor's paint thinner. This allows the paint to retain its color and spread easily on the

metal rails. I paint all the rails rust before laying them. This allows easy installation of the track, and not having to worry about getting paint on unwanted items. You can also purchase this track on our website: www.clinesrailway.weebly.com/store

Ballasting is a tedious process for model railroaders. It takes time, patience, talent, and many other skills. In this article, I am going to be sharing my techniques that will allow you to get realistic looking ballast for your model railroad. It does not matter what scale it is, as I have tested it on HO, N, and O scale. The only difference for you may be the manufacturer of the ballast, and the size of it.

I get my ballast locally from another O scale enthusiast that takes real limestone and crushes it into O scale size ballast. He also makes N, HO, and Z scale ballast. Please contact me at clinesrailway@gmail.com if you are interested in buying some of his products. I start by mixing his 12 gauge ballast with his 16 gauge ballast so that the rock size is not consistent throughout. This gives your railroad a much more realistic appearance, as in real life not all ballast rocks are the same size. After



mixing the ballast together, (a 3:1 ratio), I start mixing my priming solution. The priming solution consists of 3 parts water, to 1 part rubbing alcohol. The rubbing alcohol reduces the water's tension, which allows the glue mixture to penetrate the ballast completely. The water acts as water for cement, collecting and spreading the small dust particles from the rocks.

The glue mixture consists of 4 parts of white Elmer's glue, and 1 part water. This type of glue solution allows the glue to be thin enough to penetrate through all of the rocks. Let the glue dry for 24 hours before running any engines, and refrain from running engines or cars over it before you glue as it may cause for rocks to get stuck in the running gear or actual gears on diesel locomotives.

Adding people to your model railroad is a simple process, and I was able to find 100 people (already painted) on eBay for \$10. I have tried many different glues that work with figurines, and find that hot glue works the best, as it is easy to apply, dries quickly, holds them in place, as well as letting you have the option of removing them very easily.

Applying turf to your model railroad takes a short amount of time, and a wide variation of colors. I use a mix of fine “earth”, fine “grass green”, and course “burnt grass”. This allows you to have a natural color and feel to your layout’s grass, giving you the texture you want and the natural colors. Adding bushes and trees are the last step. I have not added any trees to my layout, so I cannot tell you how to do it. I have researched ways to make your own trees, and will share those steps sometime soon.

Review of Lionel’s “Lionmaster” N&W Class ‘A’ #1218

Author: Garrett M.

INSTAGRAM: @pocahantas_rails

Today, I will be reviewing Lionel’s new rendition of the “Lionmaster” N&W class “A” #1218. Let’s start off with a bit of history on the prototype. This famous part of the famous N&W steam trinity had its start when the first A’s #1200 and #1201 rolled out of Norfolk and Western’s East End shops in 1936, near the end of the Great Depression. With their 2-6-6-4 wheel arrangement, these engines were designed for fast freight service across the system, primarily on the eastern and western ends. This is where the track was flatter so their speed and horsepower could be effectively utilized. Although these engines were at home on time freights, it was not unheard of to see an A on a heavy coal train on Blue Ridge grade alongside the famous y6 class of 2-8-8-2 mallets. During WWII, heavy troop trains commonly fell to the class As to handle, as they were too big for the class K 4-8-2s to handle. The N&W would later go on to have a total of 43 class As in their fleet. These engines lasted until the last days of steam, being retired in 1959-1960.

Lionel’s latest version of the class A was released in the 2016 signature edition catalog. Lionel chose to bring back the “Lionmaster” line,

which offers all the same interior features in a semi scale model, which is cheaper and is designed to negotiate 0-31 curves. But regardless of this engine being semi scale, it sure has some detail and the proportions of this locomotive are still very nice, as you can see in the photos shown. The engine has separately applied piping and a legible and accurate builders plate. One source of criticism for me is that there is no place to insert an O gauge coupler on the pilot. The smokebox door looks nice with some high quality cast-in details, such as rivets and smokebox door hinges. Moving back towards the 4 cylinders, the running gear is simple but accurate and reliable. Cylinder detailing isn't bad either. There is even a spot for the famous "A" emblem that was on the cylinder side of the prototype. The die cast whistle resembles the "hooter" whistle that all N&W freight locomotives are known for having. Right below the whistle is the hole for the whistle steam smoke effect, which smokes very well. Most piping alongside the boiler is separately applied, with the exception of the low water alarm on top of the boiler. A nicely painted bell sits right in front of the cab, on top of the boiler. The cab roof hatches do not open sadly. However, there are two nicely detailed figurines in the cab and window "glass". The firebox provides a steady flicker to simulate a real fire. Moving onto the tender, there is not a genuine coal load, but the load looks very realistic nonetheless. The water hatches remain shut, which is misleading because the manual states that the volume switch (and other switches) are beneath the water hatch lid. But they are really under the tender and locomotive. The back of the tender has a operating backup light with safety warnings on the back as well.

When placed on track and powered up, this locomotive sounds as good as it looks. Lionel did a phenomenal job with the whistle and bell, which sound exactly like the real 1218. The other Legacy Railsounds features such as the water and coal loading effects are a real treat to play around with. The driving wheels are timed at 4 chuffs per revolution and get in and out of sync. The smoke unit also provides a visual aid to the drivers going in and out of sync with large (and adjustable) amounts of white puffing smoke. While moving slowly, the engine is as smooth as can be. So smooth that not a piece of coal would move in the 100 hoppers would move. Also, this engine can really fly down the track. No freight train will be late as long as it's behind this A. The operating coupler on the rear of the tender never fails and a uncoupling sound plays



when the coupler is released. When the whistle is quilled, the smoke unit in the whistle responds by emitting more or less smoke, according to the volume of the whistle.

At the end of the day, I am very pleased with the new Lionmaster Legacy class A. A semi scale locomotive has never sounded better, and has never looked better as well. This engine is a breakthrough in the semi scale world, and I hope Lionel keeps up their amazing work with many more Lionmaster locomotives in the future with the same level of quality. I would highly recommend this locomotive to any operator with tight curves, but wanting a large locomotive with the same high quality and features as their larger, scale counterparts. Any N&W fan into O gauge would also adore this locomotive. If you are now in love with this engine as much as I am, there are a few left in select dealers such as Trainworld or Legacy Station. With a current price tag of about \$950, this is a steal for anyone who has previous experience with O gauge articulated steamers.

Amtrak #66, “The Wrecking King” (N Scale Edition)

Author: Ayden D.

INSTAGRAM: @amtrakman



PictureArchives.NET Image Contributed by TOM HABA

As many of you Amtrak enthusiasts know, Amtrak heritage unit #66 has a bad record for crashes in its heritage form. Since the beginning of being in the phase 2 heritage form, 66 has crashed 3 times! Its most recent crash was in February 2016, when it struck a semi-truck leading Amtrak train #303, the southbound Lincoln Service . This crash was the most harmful to the engine. There are rumors that 66 is getting painted back to its old phase 5 self.

Amtrak #66 was built in 1997 and was delivered to Amtrak in the phase 3 form. Amtrak 66 has served a long time as a phase 5 engine, and in 2011, 66 was painted into phase 2 heritage, for Amtrak’s 40th anniversary. Like every other Amtrak P42, 66 has a top speed of 110MPH, 4,250 horsepower and 3,550 horsepower in HEP mode, 63,000 lbf of tractive effort and 38,000 lbf of continuous effort at



38MPH, and in-cab signaling. Unlike some Amtrak P42s, 66 has PTC which is more commonly known as positive train control, which basically makes a train that passes a yellow signal, start to slow down, and eventually stop at the red signal ahead. This is how we can determine why 66 ran on certain Amtrak services, such as the Illinois Service. The

Illinois Service is made up of five Amtrak services; The Lincoln Service (St. Louis to Chicago), Illinois Zephyr and Carl Sandburg (Quincy to Chicago), and the Illini and Saluki (Carbondale to Chicago). These 5 services plus the Texas Eagle (San Antonio to Chicago), are the home rails of 66. The majority of the lines that these services run on, are owned by the Union Pacific Railroad. Since these Union Pacific lines has PTC, Amtrak takes this advantage and runs their PTC engines on these lines. Plus, PTC is good for high speed rail service. The Lincoln Service is in the process of becoming a high speed rail service, which will exceed to speeds of 110 MPH.

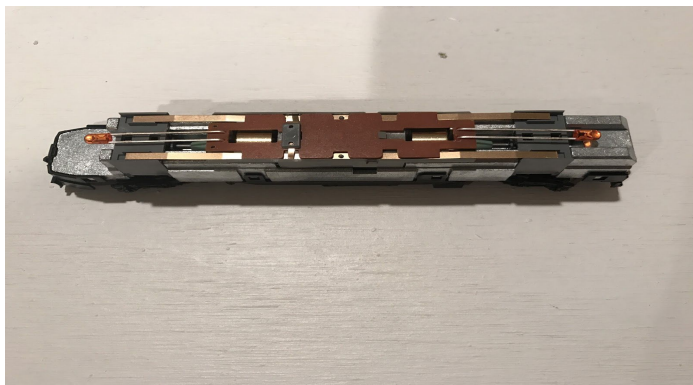


Now we get into the N scale part of this article. This is my review of Kato's N scale GE Genesis



P42DC #66. I've had this engine since Christmas 2016 and I can already say it's a great locomotive! From being an Amtrak enthusiast, I believe Kato did a very good job on this locomotive. They made it as realistic as it is in real life to my point of view. Even if you aren't so much an Amtrak enthusiast, I believe you would see this locomotive and say, "hey, that looks pretty good!" This

locomotive is one of the best N scale engines I have ever seen!



Not only did Kato do a great job on the outside, they also did a great job in the inside. Kato made the inside of this locomotive very organized and easy to work with. Also if you want to instal a sound decoder, there is plenty of room for there to be one. In my 66, I have

a Digitrax SDN144K0a sound decoder installed. A sound decoder really livens this engine up, and makes it fun to run!

If I were a part of Kato or any other N Scale manufacturer, I would not make the buyer have to put some of the detail on the engine, especially if it's small. Putting on the detail is part of the N Scale experience, but not the fun part. Putting details on some engines can be hard, especially if your fingers are big. There are some small detailing parts that you need to put on the Kato N scale P42. This is really the only thing that I do not like about this engine.

In conclusion I can say that Kato's N scale P42 #66, is a great engine overall. It is realistic on the outside and well-organized as well as especially neat in the inside, which really counts when doing N scale. The only thing that I would change is having to put in the small detailing, such as MU hoses and steps. I hope you have enjoyed this article, and stay tuned for my next one!



Amtrak Lincoln Service 305 with 66 on point passing a northbound grain extra.

Lima and Alco Passenger Steam Engines Compared

Author: Walker W.

INSTAGRAM: @masonrails

In this month's article, I will be comparing the features of the Lima Locomotive Works L1-a "Hudson" type steam locomotive to the Alco F-19 "Pacific" (or "The Ten-Wheeler with Trailer" as the Chesapeake & Ohio called it) type steam locomotive. These two engines are very alike in features and some characteristics, were in service at the same time, and were used by the Van Sweringen brothers mainly. The L1-a Hudson was used on the Nickel Plate Road, and the F-19 was used on the Chesapeake and Ohio Railroad. The two looked quite different, but were very similar.

The C&O F-19s were built by the American Locomotive Company in Richmond, Virginia (not Schenectady, where most of their locomotives came from) in 1925 and 1926. There were a total of 5 built



for service. They were the primary power for the road's flagship train "The George Washington." They were very good looking, and one person said that they were the best looking engines on the C&O. Looks aren't everything, however. The F-19s were quite heavy, riding the rails at a surprising 678,500 pounds. Their boiler pressure was surprisingly lower than most

locomotives, with the maximum pressure being 200 PSI, instead of the standard 250 PSI. With 46,892 pounds of tractive effort, these locomotives were well suited for passenger duties. Their driver diameter

was 74 inches. The engines also used a Baker Valve Gear for braking, and a Elesco Feedwater Heater (for injecting water while running), the only “Pacific” types delivered to the road out of the shop with this type of feedwater heater installed. Their Vanderbilt Tenders held 28 tons of coal and 18,000 gallons of water. All the F-19s were rebuilt into 4-6-4s and reclassified as L-1s between 1946 and 1947. One survives today, number 490 at the Baltimore and Ohio Railroad Museum in Baltimore, Maryland.

The Nickel Plate Road L-1a “Hudson” locomotives had similar features. Built by Lima Locomotive Works located in Lima, Ohio; the L-1as (and subsequent L-1bs, which were identical in every aspect) were built in 1927, one of the earliest 4-6-4s built in the United States. They were quite small, especially for a 4-6-4. They only looked big due to their smoke deflectors that were added later in the engine’s life. Essentially, these locomotives were no more than USRA Light Pacific with a 4 wheel trailing truck. The L-1as were just slightly bigger than the USRA Pacifics, which is somewhat surprising.

These “Hudsons” were the NKP’s main passenger locomotives. Weighing in at 522,700 pounds, the L-1as had 73 inch driving wheels using Walschaerts Valve Gear. Their maximum boiler pressure was little more than the C&O F-19s, with a maximum pressure at 215 PSI. This, along with their relatively small size for their wheel arrangement, only allowed for 40,681 pounds of tractive effort at the most. Their tenders weren’t very big either, only holding 16 tons of coal and 11,000 gallons of water. One survives today, number 170 (the class leader) at the National Museum of Transportation in Kirkwood, Missouri.



Now, it's time for the verdict. Which locomotive was better in terms of their design? Overall, the C&O F-19s win this contest, but only barely. They produced more tractive effort than the NKP 4-6-4s, even with less boiler pressure. It seems as if the NKP 4-6-4s were built more for higher speeds, the Nickel

Plate Road's slogan, unlike the C&O F-19s. I hope you have enjoyed this comparison of the C&O F-19 "Pacific" and the NKP L-1a/L-1b "Hudsons" in my first article!

Norfolk and Western

Class 'J' #611 2017 Excursion

Season

Author: Logan Dahir (Official Photographer of 611)

INSTAGRAM: @logan_dahir

The year 2017 is off to a great start for N&W Class J #611. On January 6th, 611 made her first run of the year. This run was a ferry move from the Virginia Museum of Transportation in Roanoke, VA, to the North Carolina Transportation Museum in Spencer, NC. This is the second time 611 had made a winter run in her third life. Last year's run was on February 11th. I was out there chasing 611, and it was about 13 degrees outside that day. This year, it was about 35 degrees outside. The steam sure does look good in the cold! This year's trip was a success for sure. For right now, 611 is being inspected which is required by the FRA in order to operate in 2017. Everything is looking good! Make sure to like the Steam Operations Corp's Facebook page for 611 updates every Sunday.

As many of you know, 611 will be pulling a good amount of excursions this year for the VMT & NCTM. We are revisiting our favorite places like Lynchburg, Radford, Walton, Greensboro, and Petersburg! (We haven't been to Petersburg since 2015). New for this year is our *Charlotte Special* excursion with the NCTM. 611 has not visited Charlotte since 1994.

Here is the full list of excursions.

- [April 8, 2017 – The Virginian, Spencer, NC to Lynchburg, VA](#)
- [April 9, 2017 – The Charlotte Special, Spencer, NC to Charlotte, NC](#)
- [April 9, 2017 – The Piedmont Limited, Spencer, NC to Greensboro, NC](#)

- [April 22, 2017 – The Roanoker, Greensboro, N.C. to Roanoke, Va.](#)
- [April 23, 2017 – The Roanoker, Greensboro, N.C. to Roanoke, Va.](#)
- [May 6, 2017 – The Cavalier, Lynchburg, Va., to Petersburg, Va.](#)
- [May 7, 2017 – The Cavalier, Lynchburg, Va., to Petersburg, Va.](#)
- [May 27, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.](#)
- [May 27, 2017 – The Pocahontas, Roanoke, Va., to Walton \(Radford\), Va.](#)
- [May 28, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.](#)
- [May 28, 2017 – The Pocahontas, Roanoke, Va., to Walton \(Radford\), Va.](#)
- [May 29, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.](#)
- [May 29, 2017 – The Pocahontas, Roanoke, Va., to Walton \(Radford\), Va.](#)

Tickets for the excursions are on sale now, so act fast!

For all you railfans, you may be wondering, “what will 611 be pulling this year?” Well, this year is a very exciting year for sure. Here is the consist for the trips this year.

Standard Coach:

Iowa (NS 43), Florida (NS 44), New Jersey (NS 46), Louisiana (NS 47) and Lake Pepin

Deluxe Coach:

Powhatan Arrow (NS 28 & NS 29), New York (NS 26), Saint Augustine (WATX 500), & Powhatan Arrow (WATX 539)

Parlor Class:

Stampede Pass & Homestake Pass (Northern Pacific Vista Domes), Moonlight Dome (B&O Vista Dome), Wisconsin Valley (EX USAX Hospital Car - Now MILW Hiawatha Car)

Dome Class:

Stampede Pass & Homestake Pass (Northern Pacific Vista Domes), Moonlight Dome (B&O Vista Dome), Super Dome (MILW Full Dome), Sky View (ATSF Full Dome), Silver Lariat (ATSF Vista Dome)

Chairman Class:

Silver Solarium (EX CA Zephyr Obs Car with Vista Dome)



Happy Chasing & See You Trackside!

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Credits

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There was supposed to be a section for HO Model railroading, but both of our authors got sick, and were unable to complete their articles. These articles will be released in Edition 2, Volume 1. Sorry!