**MODEL RAILROADER 2019 CALENDAR**

New for 2019, this calendar includes 12 spectacular layouts recently showcased in *Model Railroader* magazine or *Great Model Railroads*. A bonus spread in the back features Milwaukee Road’s Beer Line, including:

- The staff-built layout (2009) and addition (2017).
- Detailed track plans.
- A look at how the two projects were built.

**TRAINS ACROSS AMERICA 2019 CALENDAR**

This striking calendar captures a variety of moving trains in breathtaking scenes across the country. Curated from the pages of *Trains* magazine, the bonus section highlights the restoration of two Civil War icons, featuring:

- The General and the Texas.
- Two moments in their restoration histories.
- The location of each locomotive today.

**FAMOUS TRAINS FLASHCARDS**

Created exclusively for *Trains* magazine, Famous Trains Flashcards contain impressive facts, stunning photography, and thrilling trivia about popular trains. The set includes:

- 36 premium quality cards, each showcasing a popular passenger or freight train, such as the 20th Century Limited, Super Chief, Daylight, Southern Crescent, and more.
- Interesting facts about each train: route, railroad, equipment, and more.
- Stunning full-color photography.
Lionel Trains Pocket Price Guide 1901-2019

Market prices change every year, so toy train enthusiasts need to know what their collections are currently worth. Now in its 39th edition, the Lionel Trains Pocket Price Guide 1901-2019 is packed with:

- The latest market values for prewar, postwar, modern, and tinplate trains, as well as postwar boxes and sets.
- Easy-to-read pages that allow collectors to record prices inside the book.
- Portable pocket-size format.

#10-8719
440 pages • 4" x 8.5"
UPC: 644651600167
$21.99
Available August 2018

American Flyer Pocket Price Guide 1946–2019

Now in its 31st year, the 2019 edition of the American Flyer Pocket Price Guide provides current market values for American Flyer S gauge trains and accessories manufactured by A.C. Gilbert and Lionel, including:

- The latest market values of trains from contemporary manufacturers like American Modelers and MTH.
- Functional, easy-to-read sections.
- Portable pocket-size format.

#10-8619
144 pages • 4" x 8.5"
ISBN: 978-1-62700-531-9
UPC: 644651600150
$15.99
Available August 2018
The General is, without doubt, one of the most famous locomotives in the world. Today, it is the main exhibit at the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia, near Atlanta. Officially, it is Western & Atlantic Railroad’s 4-4-0 American-type locomotive No. 3, but it is universally known as the General. It was built by Rogers, Ketchum & Grosvenor in 1855 as a woodburning locomotive with 60-inch drivers and was originally painted green and orange. It was used for freight and passenger service between Chattanooga and Atlanta before the Civil War on the railroad’s 5-foot gauge system.

In April 1862, the locomotive was commandeered at Big Shanty, Georgia, near what is now Kennesaw. Union raiders had plans to take the train north towards Chattanooga, destroy infrastructure along the way, and meet up with the advancing Union Army. An exciting 87-mile chase involving several locomotives ensued and continued until the General ran out of fuel and water and was overtaken by the Texas. The raiders were rounded up, and some were executed, and others were imprisoned. The General was towed back through Georgia by the Texas.

After the war, the locomotive resumed service until it was retired in 1891. It was cosmetically restored for the 1893 World’s Columbian Exposition in Chicago and then was taken to Chattanooga, where it remained on display until the 1927 Fair of the Iron Horse in Baltimore, the 1933 Century of Progress Exhibition in Chicago, the 1939–1940 New York World’s Fair, and the 1948 Chicago Railroad Fair. Louisville & Nashville Railroad restored the locomotive cosmetically and operationally in 1959 for the American Civil War Centennial, and it spent several years traveling to various events across the eastern United States, including the 1964 New York World’s Fair. Interestingly, a long-running dispute between the City of Chattanooga and the State of Georgia over rights to the locomotive arose and was not settled until 1970 when the locomotive returned to Kennesaw, Georgia.

The General’s cab: originally the locomotive was designed for burning wood; it was later converted to coal and then to oil.

Historic North American Locomotives

This museum-quality book traces the development of North American locomotives from the early 1800s to the present. The collection presents 100 locomotives that are rarely shown together in the same book.

Features include:

- Striking detailed and colored photographs created through painterly techniques.
- Landscape formatted page spreads for optimal viewing.
- A wide variety of historical and modern era locomotives, from the 1805 Trevithick to the high-speed 2013 GE Genesis.
Steam & Diesel Locomotive Servicing Terminals

This all-new book by Tony Koester explains how steam, diesel, and electric servicing facilities work, with details on the processes and equipment that can be replicated on model railroad layouts.

The book includes:

- An overview of locomotive maintenance.
- Model railroad track plans and modeling examples.
- Prototype photos of servicing terminals, roundhouses, turntables, sand houses and towers, and more.
With the right detail parts, you can convert a stock locomotive into a stand-in for your favorite prototype. Jack Burgess describes how he redetailed two Bachmann HO scale 4-4-0s (see inset photo) to more closely match Americans used on the Yosemite Valley RR.

Many of us have been here before. We model a railroad with a small locomotive roster. Most of the engines have been offered commercially, but there are a few we're waiting for. Scratchbuilding can take considerable time, but with a bit of effort, we can convert close enough ready-to-run engines into reasonable stand-ins of our favorite prototype. I did the latter for Yosemite Valley RR 4-4-0s nos. 22 and 23.

Detail a modernized American
By Jack Burgess

The two Americans on the YV saw limited duty in August 1939, the period I model. They were used occasionally in passenger service during the summer months, and in yard service. The locomotives were limited to three-car passenger trains on sections of the railroad in the Merced River canyon where the grade was 1.5 percent or greater. In later years, they were assigned to short winter passenger trains that had only a Railway Post Office and observation car.

Much like on the full-size railroad, my 4-4-0s would see limited use. The two re-detailed Americans would complete my YV roster circa August 1939, joining the five imported brass Beaver Creek Models 2-6-0s I acquired in the 1980s. Fortunately, Bachmann released an HO scale Maryland & Pennsylvania 4-4-0 in its Spectrum line. It represents a locomotive built around the turn of the 20th century and later upgraded.

After looking at the ads, it appeared that the Spectrum locomotive could be used as the basis for YV Americans 22 and 23. The March 1965 issue of Model Railroader featured plans for one of the Ma & Pa 4-4-0s. To compare the Ma & Pa engines to those on the YV, I photocopied the drawing onto transparent overhead projector film at the same scale as the drawings of YV no. 22 that I drafted for the May 2005 MR. Overlaying the drawings revealed a number of differences between the engines, but they were close in length, wheelbase, and driver size. This confirmed that re-detailing the Bachmann model would work until Jack replaced many of the Bachmann model's plastic details with an assortment of brass castings. He used styrene rod and putty to fill the holes where the original parts were removed.

Re-detail a modernized American

By Jack Burgess

To preserve the weight of the die-cast metal cab but not compromise on the details, Jack made new cab sides from .010" styrene, which he detailed and attached to the sides of the original.