

THE JUNCTION

The Lionel streamlined Pennsylvania GG-1 has been operated in test runs on this set-up and performed perfectly, especially when fitted with the BUCO pantographs. I mention this fact in case you Lionel tinkerers are interested.

The HAG line seems to take over where the BUCO line leaves off. That is, HAG manufacturers only deluxe sized equipment larger engines, and larger cars only. Their deluxe electric type engine is a handsome smooth semi-streamlined double trucked model finished in green and aluminum and is made with one or two motors. It is a beautiful model of the Swiss modern electric engines and is a scaled down model of a 70' engine.

The HAG passenger cars consist of a baggage coach and a model of the latest of Swiss suburban steel coaches with doors located near the center of the car. They remind one somewhat of our own subway cars to some extent! These cars are miniature 60' coaches and ride on die cast trucks. The freight cars in this line are all eight-wheelers of the type used for heavy duty service in Europe where nearly all standard cars are short four-wheelers. They include a low sided gondola, lumber car, and two styles of tank cars (Shell or Standard Oil). HAG also offers two additional engines: one is a model of the older styled 4-4-2 electrics (in green or brown) and the other is a tiny little 0-4-0. Their only accessories consist of a lamp post and two style color-light signals. The HAG

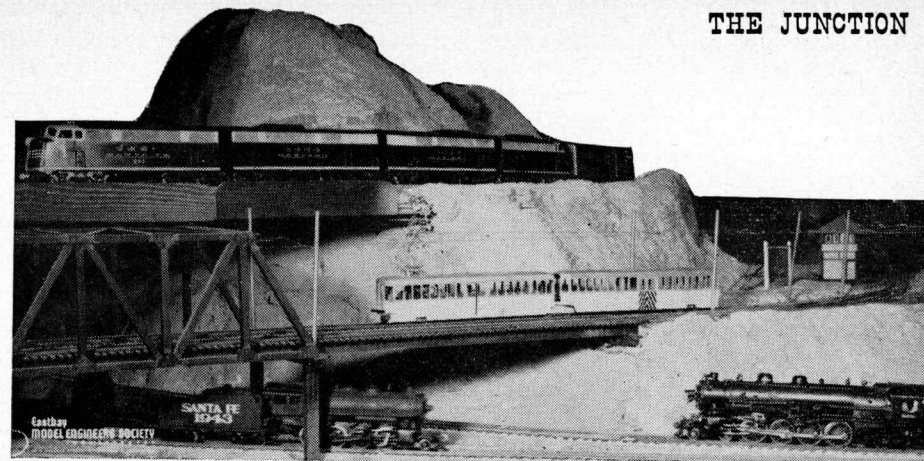
trackage is identical with standard un-plate sections made in this country, but it is not imported with the rest of the line. Only the BUCO trackage is brought in as it is the most realistic, complete and singularly different from domestic styles.

In passing, it should be stated that both firms employ the standard European 20-Volt system of power supply and reversing (automatic). In an effort to get around the language barrier the HAG catalogs are printed in three languages, French, Swiss (German), and English. Each illustrated item is thus explained three times in three different languages on each page! The BUCO catalog is similar in this respect, but is printed only in Swiss (German) and French, the English versions being omitted. If you are interested in investigating the possibilities of employing the Swiss trackage or the overhead wiring on your own layout, or if you like foreign models, I would suggest you get in touch with Mr. Wolfsohn at the address listed in the beginning of this article.

You know, it might not be a bad idea for our own manufacturers to take a look at this equipment. It might give them a few fresh ideas to work on . . .

EDITOR'S NOTE: If sufficient interest is expressed by readers of this review, A. G. McDuffie has assured us that he will describe this line of equipment in more detail with illustrations in a later issue.

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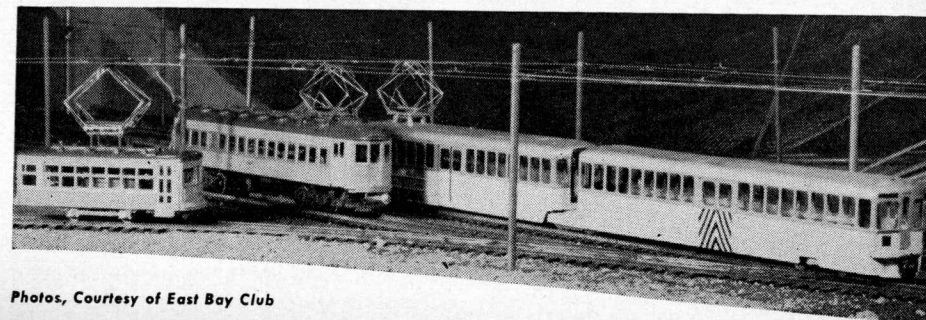


East Bay Society of Model Engineers

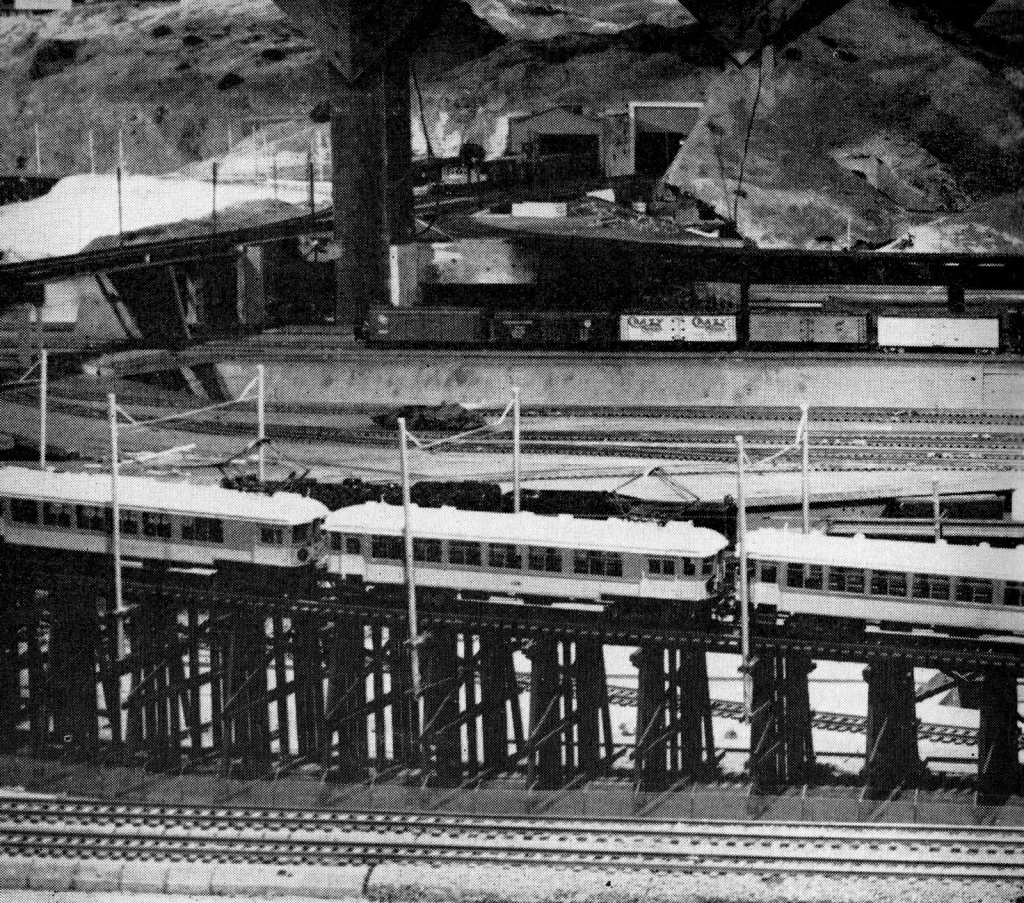
Railroading In O Gauge At Its Best

PART 1.

In San Francisco, Calif., is located one of the most elaborate O Gauge layouts in the country. It is "elaborate" in the sense that it takes in all forms of railroading activity—interurban, steam and diesel—copying faithfully the prototype in equipment and operations. On this and the following pages are pictures which illustrate its vastness and type of operations.



Photos, Courtesy of East Bay Club



The picture at top of page 25 is of a three-level crossing, by means of bridges. Top and bottom tracks are those of the steam and diesel Santa Fe Western. Bottom right-of-way winds up through mountains reaching upper level where diesel train is seen. Center tracks are those of the electrified Oakland, Antioch & Eastern, patterned after the prototype road which was the forerunner of the Sacramento Northern running from Oakland to Sacramento. The old OA&E later became the Southern Division of the SN when the two roads were merged. In the picture a Key System commuter train runs over the Club's OA&E right-of-way.

At bottom of page 25, the streamline articulated Key System units pass by a heavy Terre Haute & Southwestern motor while Birney, constructed from castings, waits for a clear line. The TH&SW car was made from a Walthers kit. Other cars pictured were made from metal. In addition to the equipment lettered for OA&E usage, there is also the equipment of the Terre Haute & Southwestern which uses North Shore Prototype passenger units painted in colors of green and cream. The OA&E equipment is painted standard pullman green with a few exceptions—those being painted orange. A few of the SN cars have been repainted in Key System colors following actual practice which came about when the real Key System purchased some of the SN cars when that road gave up its passenger service.

The panoramic view above shows a part of the Oakland, Antioch & Eastern electrified line and the yard division of the Santa Fe Western. The realistically constructed timber trestle in foreground carries a double tracked main line section of the OA&E up and over the yards and right-of-way of the Santa Fe Western division in background. Bill Hoffmann, Jr., WHISTLE • STOP Traction Writer, has built many of the cars which operate on the OA&E Division as well as other interesting cars and locomotives which operate on the regular railroad divisions of the layout. A string of Hoffmann-built heavy Sacramento Northern interurbans which have been painted recently in Key System colors, are shown at left foreground on trestle easing down the trestle grade. The line's repair car at right, also built by Hoffmann, grinds its way up the grade.

The picture on next page shows massive view of the East Bay Club's layout. Much of the area in the immediate foreground has been remodeled since this picture was taken several years back. An EC&SE electric type steeple cab freight locomotive heads a lengthy freight up a curving grade with assistance from an EC&SE box motor helper at rear of train. Both motor units are finished in yellow with black roofs, frames, and lettering. Maintenance units on trestle in left background are painted orange. In center background are two Pittman trolley cars and a Sacramento Northern coach.

