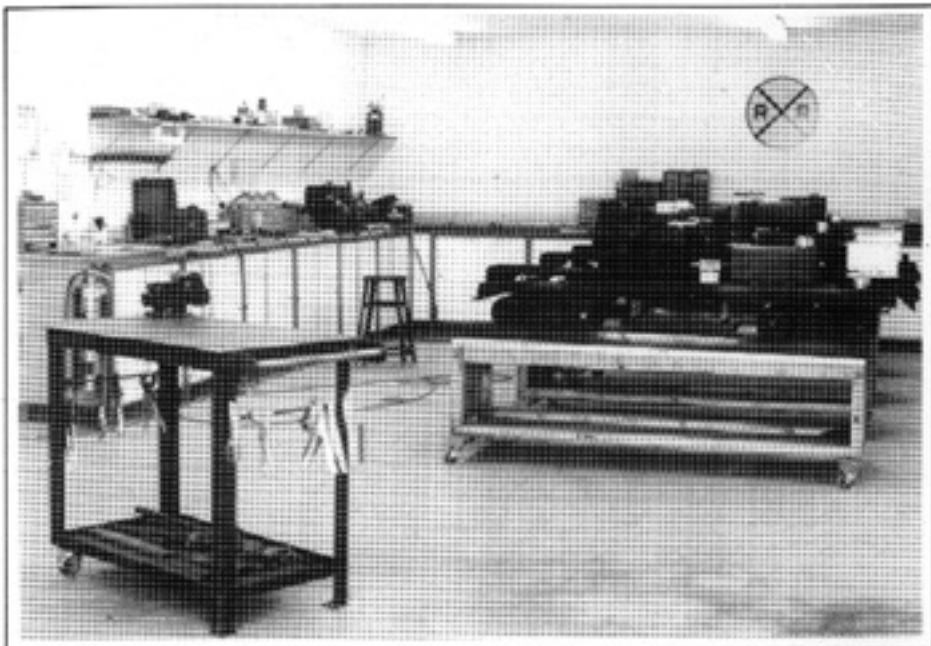


Our shop located at 625 McClure Street in Galesburg, Illinois contains 2300 sq. ft. of space devoted solely to the production of Large Scale Model Railroad Equipment.

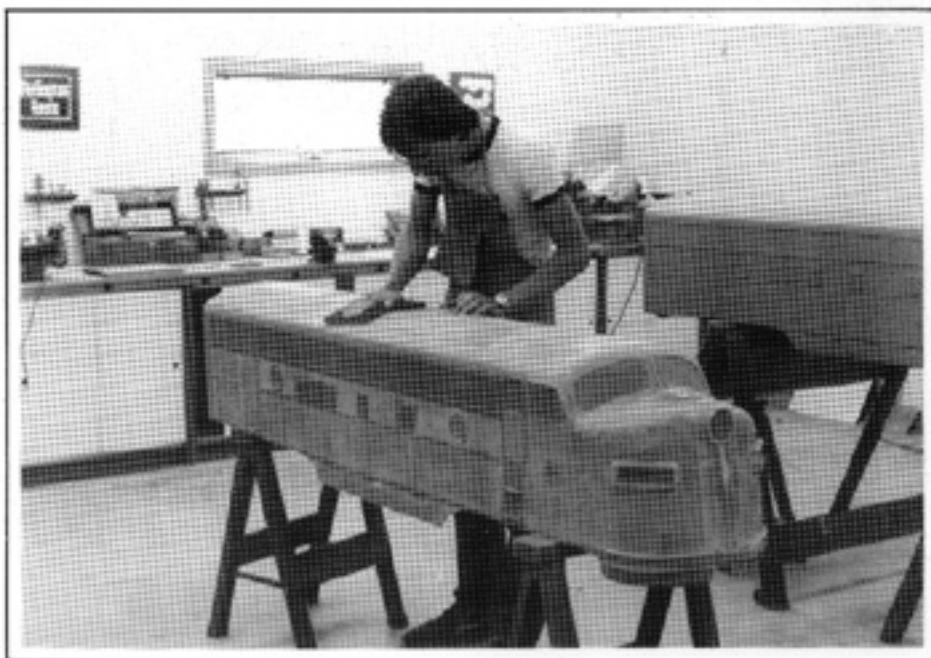
Our test track, located next to the shop, insures that your locomotive will arrive in tested, ready to run condition.

We welcome you to visit us.

(For your convenience we appreciate notice prior to your visit.)



Our Body/Paint Shop and Metal Fabrication/Chassis Shop were built exclusively for the manufacture of large scale Railroad Equipment.



New Standard

The Backyard Rails diesel locomotive model is the result of innovative design and years of refinement. Our attention to accurate detail has set a new standard in the hobby. Our unique hydraulic drive provides truly maintenance free, durable power transmission.

We introduced the use of a parts moulding technique which provides intricate detailing unavailable before. Our exclusive patterns are created from original manufacturers drawings and extensive prototype research.

Our hydraulic power transmission system was designed to eliminate problems in others' designs. Our system eliminates high maintenance and parts failure inherent in mechanical drives and provides much greater truck flexibility which helps to keep you on the track. We hope you'll compare our features to any other locomotive available.

Diesel Advantage

Several advantages of the diesel locomotive model are immediately apparent.

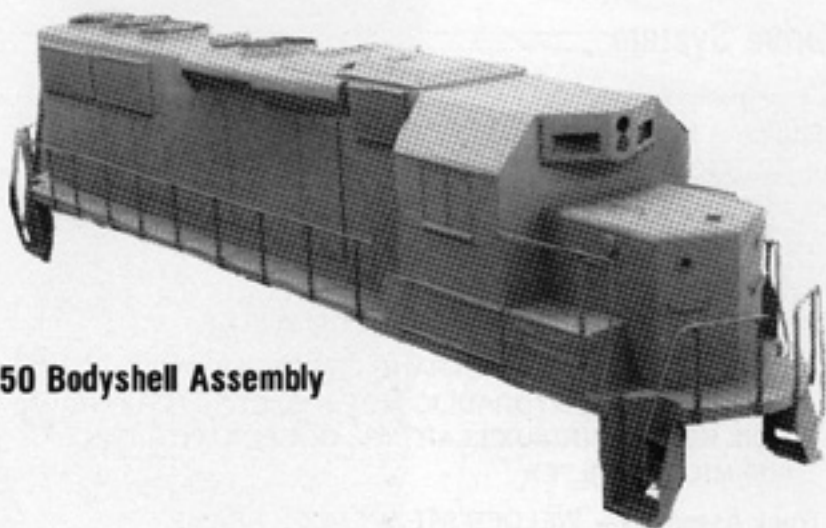
- They require no knowledge of boiler operation.
- They start conveniently, operate simply, and are much easier to maintain.
- They are more powerful (pound for pound) in draw-bar pull than steam locomotives.



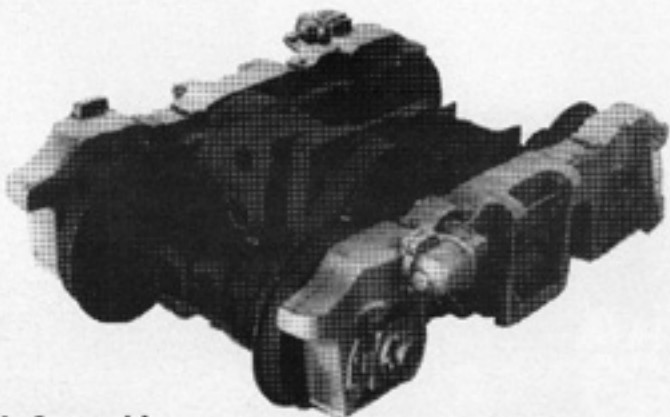
ELECTRO-MOTIVE DIVISION GP-50 by BACKYARD RAILS



ELECTRO-MOTIVE DIVISION F-7 by BACKYARD RAILS



GP-50 Bodysell Assembly



Powered Truck Assembly

See Locomotive & Parts Price List for complete listing of parts and accessories available. Contact us for current prices and availability as well as new offerings.

Drive System

Engine— KOHLER 8 H.P. ELECTRIC START (MODEL M8-S)
C-D IGNITION
CAST IRON CONSTRUCTION WEIGHT 71 LBS.
BALL BEARING CRANKSHAFT MAIN BEARINGS
1-YEAR WARRANTY

Muffler— CUSTOM DESIGNED QUIET MUFFLER

Hydraulic System— SUNDSTRAND HYDRAULIC PUMP
HIGH TORQUE HYDRAULIC MOTORS, GEROTER TYPE
OIL RESERVOIR/AUXILLARY OIL COOLER WITH FAN
10 MICRON FILTER

Truck Assembly— WELDED STEEL TRUCK FRAME
AXLE BEARINGS- BRONZE $\frac{1}{4}$ "x1"x1 $\frac{1}{2}$ " (INBOARD)
GEAR BELT DRIVE TO AXLES
CAST IRON WHEELS (PROFILE-BLS STANDARD)



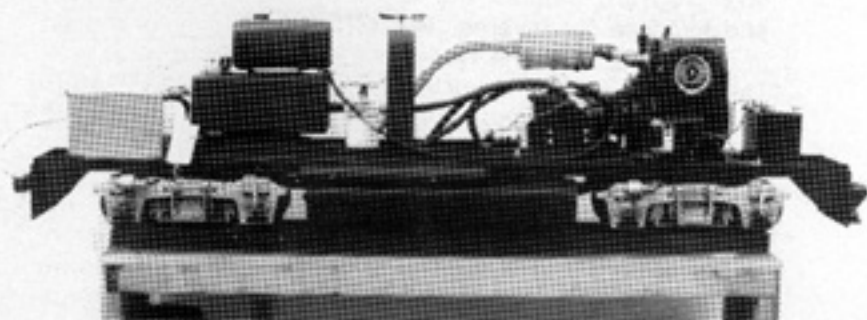
The locomotive pictured above is equipped with optional electronic control. This option may be desirable to those operating single locomotive trains and is necessary for those desiring multiple powered locomotive trains (M-Ued locomotives.) To create an M-Ued look with a standard controlled unit, an unpowered unit may be pushed in front of the standard powered unit.

Dimensions

F-7

GP-50

BOLSTER CENTER DISTANCE	48 IN.	54.4 IN.
COUPLER TO COUPLER	81 IN.	94.7 IN.
BODY WIDTH	16 IN.	16 IN.
OVERALL WIDTH	16.4 IN.	16.4 IN.
HEIGHT	24 IN.	25 IN.
WHEEL DIAMETER	5.3 IN.	5.3 IN.
APPROX. DESIGN WEIGHT	680 LBS.	680 LBS.
TRACK GUAGE (ADJUSTABLE)	7¼-7½ IN.	7¼-7½ IN.
MIN. TRACK RADIUS	15 FT.	15 FT.
FUEL CAPACITY	1½ GALLONS	1½ GALLONS
HYDRAULIC SYSTEM CAP	10 QUARTS	10 QUARTS



Body & Features

Body— FIBERGLASS REINFORCED POLYESTER RESIN

Truck Frames— HIGH IMPACT RESISTANT URETHANE CASTINGS

Railings— .15 DIAMETER BRASS WITH STEEL STANCHIONS

Headlight— TWIN HALOGEN REFLECTOR (SINGLE ON F-7)

Hydraulic Drive

Hydrostatic drive is a very smooth, sensitive, and efficient form of power transmission. In our design, the efficiency of hydraulics is used as electricity is in the diesel-electric prototype. The only mechanical power transmission in our design is through a gear belt which powers both axles from a hydraulic motor in each truck. The gear belt is quiet, efficient, and long lasting. Some auto makers power engine camshafts with gear belts.

Operation

- Standard manual control includes a control lever which is mounted to the rear of the locomotive. Moving the lever forward causes the locomotive to move forward and likewise for reverse. The further the lever is moved in either direction the faster the speed in that direction. The center neutral position establishes braking. Additional controls include a throttle control, emergency 'kill' switch, horn button, and a keyed ignition/start switch.
- Optional electronic control includes a palm-sized controller with a cable which plugs into the rear of the locomotive. The controller features a single knob which controls direction, speed, and braking. Other features include a throttle control knob, a keyed ignition/start switch, a horn button, and up to two optional switches to control lights, bell, etc. Also available is multiple locomotive controllability (M-U control.) This option provides control of up to three locomotives at once.

Standard Equipment

- **Gasoline Engine**— Our locomotives are powered by Kohler's M8s 8hp electric start engine. The engine is equipped with a 15-amp alternator, ACR (automatic compression release) for easy starting, and an electric starter.
- **Hydraulic Drive**— The variable displacement hydraulic pump is linked directly to the locomotive's trucks through hoses. This system bypasses the troublesome mechanical parts used in other designs.
- **Bodyshell**— The body is accurately detailed and produced in durable reinforced polyester resins. The bodies are fitted with many detail castings in urethane and aluminum. Railings are brass.
- **Paint**— Many railroad paint schemes are included at no charge, others are optional (see options on price list.)
- **Halogen Headlight, Horns, Bronze/Mang. Couplers.**

Optional Equipment

- **Electronic Servo Control and M-Uable Option.**
- **Plow Pilots, Air Hoses, Prototype Lighting.**
- **Any railroad paint scheme other than standard.**
- **Accessory features peculiar to a railroad (i.e. air conditioner unit, light beacon).**
- **See Options on price list for a complete list.**

Prices for locomotives, parts, and options are listed in the accompanying price sheet. The prices are subject to change without notice. For up-to-date prices and availability write to Backyard Rails, Inc., P.O. Box 985, Galesburg, IL 61402-0985 or phone (309) 342-4574.

All locomotive orders require a \$2,500 deposit. When the locomotive is ordered a signed purchase agreement will be sent to the customer. This form outlines any options ordered with the locomotive, the approximate delivery date, and the balance due at time of completion. The final balance must be paid prior to shipping. Of course, shipping charges are not included in the purchase price.

All parts orders must be paid prior to shipping including 7% charge for shipping and handling. If crating and shipping by motor freight is required an additional charge to cover expenses will be assessed.

All sales to Illinois residents will be charged 6¼% sales tax on amounts up to \$1,000 and 6¼% on amount over \$1,000.

We hope you're pleased by what you've seen and read. We know you'll be impressed by our product's reliability and super appearance. We look forward to seeing you on the rails.

Don Phillips, Pres.

Backyard Rails, Inc.