WALTHERS
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Volume 1
Number 2

insiders report

Walthers Sperry Rail Detector Car 933-6273

How Sperry Cars Keep Trains On Track

Preventive maintenance is the name of the game; Sperry Rail Service is a major player. This 72 year-old company tests rail under contract for railroads across the continent.

Heavier Trains Gave Rail A Beating

In the mid 1920s, heavier equipment was taking its toll on rail. Deadly derailments attributed to rail defects and failures were on the rise and a solution was needed.

Dr. Elmer A. Sperry founded his company in 1928 after several years of refining rail testing methods for real world use. Since the 1930s Sperry Cars have been a fixture on the continent's rails. According to Sperry Rail Service, the company operates a fleet of 62 rail testing vehicles. Best known for its self-propelled test cars, rebuilt from gas-electric "doodlebug" motor cars, the company also operates hi-rail equipped trucks, outfitted with testing equipment.

Out On The High Iron

As a yellow Sperry Car crawls along the mainline at a blistering 6.5 to 13 m.p.h., the crew monitors the car's progress on a paper printout as it tests the rail for defects undetectable to the naked eye. Induction and ultrasound fields are introduced into the rail by apparatus on the car's special rear truck. As many as twenty different kinds of defects can be detected including cracked rail heads and fissures.

If the crew notices an irregularity on the tape, they stop the car and check the spot in question with a handheld tester. Bad rails are marked and the dispatcher issues a slow order or takes the track out of service until repairs are made. Many railroads send out a track gang to follow Sperry Cars and make quick repairs.

Sperry 137 cools its wheels between testing stints on the Duluth, Missabe & Iron Range in January, 1998. Photo by Doug Buell

Make Your Operating Sessions Seem Real

When the train dispatcher authorizes a Sperry Rail Detector Car to occupy the mainline, he or she knows that it'll probably be a while before operations return to normal. Wherever the Sperry Car runs it has absolute block authority; no other trains may operate on the same track. Train dispatchers must keep trains running by working around the Sperry Car's progress, whether by holding traffic in sidings or by running them on a second main track. Between tests, Sperry Cars can spend a lot of time in sidings waiting for delayed traffic to clear. Woe to train crews following a Sperry Car that finds a serious defect on a single-track line! If the defect is bad enough, they'll have to wait until the section of rail is replaced.

Just imagine the scenarios you can create with a Sperry Car on your HO Railroad. When you turn a Sperry Car loose on your HO railroad, you're throwing a curve ball to your operating crews. As the car crawls along the mainline, you can announce that it has found a defect and shut down the line until the problem is "fixed." As your operators approach the area, traffic will start piling up. It's the train dispatcher's job to cope with the resulting congestion, just like on the real railroads. If you're not into operations, the car also makes a great addition to any scene. Place it on a siding and position a work crew checking the testing apparatus or park it on a siding near your road's terminal. You can also run it like any other train. When Sperry Cars are moving between worksites, they operate at, or just below, regular train speeds.

Sperry Cars also make great scenic additions. Set up a servicing stop with water hoses and external power as in this scene at Denver in 1971.

The Sperry Rail Detector Car Brings Realism To Your Railroad

With its large front windows, bright yellow paint job and special truck with simulated testing apparatus, the new Walthers Sperry Rail Detector Car looks great operating across your HO layout. Because they all began life as different car styles, every prototype Sperry Car is unique. Extensive rebuildings over the years have produced a fleet of similar cars with many detailing variations. The Walthers car combines a variety of features from several different cars.

This new Walthers car features a detailed styrene body, interior detail and wire grab irons. With its flywheel-equipped power truck wired for 8-wheel electrical pickup, it'll run smoothly at any speed. Razor-sharp graphics and paint schemes covering the last 50 years make the Sperry Car suitable for your late steam- or diesel-era layouts. ■

Sperry Rail Detector Car $59.98
932-6271 Sperry Rail Service (old scheme), 932-6272 SRS Automation Industries, 932-6273 Sperry Rail Service (new scheme), 932-6270 Undecorated

In This Issue

Double-Track Swing Bridge 933-3088, Photography and diorama base by Ken Patterson.

Open Your Layout To Water Traffic With A Double-Track Swing Bridge

Wherever railroads cross navigable waterways, water traffic must have a way to pass the tracks. Bridges at these locations must be either tall enough for water traffic to go under, or movable. High bridges and their approaches are very costly to construct, so movable bridges are usually preferred. Before 1910, the swing bridge was the most common type of movable railroad bridge.

One of the first major railroad swing bridges was the Rock Island's structure across the Mississippi River between Davenport, Iowa, and Rock Island, Illinois completed in 1856. As more railroad lines were built, wooden, iron and steel swing bridges were being constructed at locations across the continent.

Swing bridges are most often supported on a center pier which bears the weight of the span as it rotates. When the bridge closes for rail traffic, mechanical wedges move into place and lock it into alignment; they also help support the bridge ends.

In operation, swing bridges rotate up to 90 degrees to allow tall boats and ships to pass through the channel on either side of the center pier. The center pier is what also makes them less desirable to marine traffic – it's an obstacle to navigation. As mechanical technology advanced and electricity for motors became readily available, lift and bascule bridges gained popularity because they offered larger clear boat channels in the center of the waterway. While there are swing bridges of many sizes and types, through truss swing bridges can range in length from just under 200' to over 500'.

A Movable Centerpiece For Your Railroad's Water Crossings

Realistic bridges are scenic highlights on any model railroad. With the new Walthers Cornerstone Series® Double-Track Swing Bridge, you can dress-up your steam- or diesel-era river crossing scenes with an operational structure. From its 27" span to its drop-sided bridge tender's shanty, the swing bridge is an impressive addition to your model railroad.

Use the Double-Track Swing Bridge on any double track mainline or branch line. You can also use it on single track

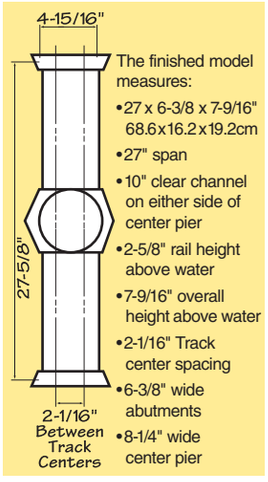
Along the Snake River at Lewiston, Idaho, the Camas Prairie Railnet runs over a swing bridge/lift bridge combination. The swing span was constructed first. In the 1970s a new lift bridge was built to allow for a larger channel; the swing span was left in place. Photo by Bob Gallegos

The Canadian Pacific's former Milwaukee Road swing bridge in Milwaukee. The pivot is off-center and the span is counter weighted. Photo by Bob Gallegos

lines by leaving one side without track to represent a structure that was built for future expansion or for where the second track was removed.

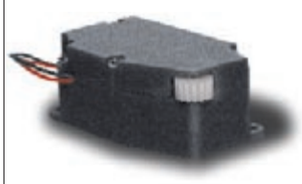
Here's How It Fits Into Your Layout

The Double-Track Swing Bridge kit, 933-3088 $64.98, includes a scale 196' steel span, concrete center pier, abutments and track-level operator's cabin. While patterned after a typical early-1900s prototype, the swing bridge is also suitable for diesel-era railroading as its clearances can easily handle modern double-stack intermodal equipment and tall auto carriers.



Motorize The Swing Bridge For Realistic Movement

By adding the Motorizing Kit, 933-1050 $19.98, sold separately, you'll have everything you need to make it move like the prototype. The Double-Track Swing Bridge Kit includes the final drive gear, track power wire and micro switches to stop the motor when it reaches open and closed positions. Should you choose not to motorize the kit, it works just fine as a manually positionable scenic element.



Motorizing Kit 933-1050

Bridge Track Adds More Realism

For a final touch of authenticity, use Walthers Code 83 1/2-Meter Bridge Track. 1/2-Meter Bridge Track, 948-886 $18.98, features detailed, closely spaced bridge ties and stringers with simulated wood grain and bolt detail. Real guard rails run the entire length of the track section. Two 60mm end sections with "V" guard rail ends and standard ties are included with each 1/2-meter section to transition to ballasted track. On the Double-Track Swing Bridge, you'll need three sections and some track cutting is necessary.

Cape May Seashore Lines' Cape May swing bridge opens for recreational boats. Photo by Steve Barry

Use Walthers Code 83 1/2-Meter Bridge Track to add realism to your bridge deck.

The Walthers Double-Track Swing Bridge opens like the real thing. All model photography and dioramas by Ken Patterson.

In this view, the bridge deck has been weathered with rust and grime.

Simulate Realistic Operations With This Movable Bridge

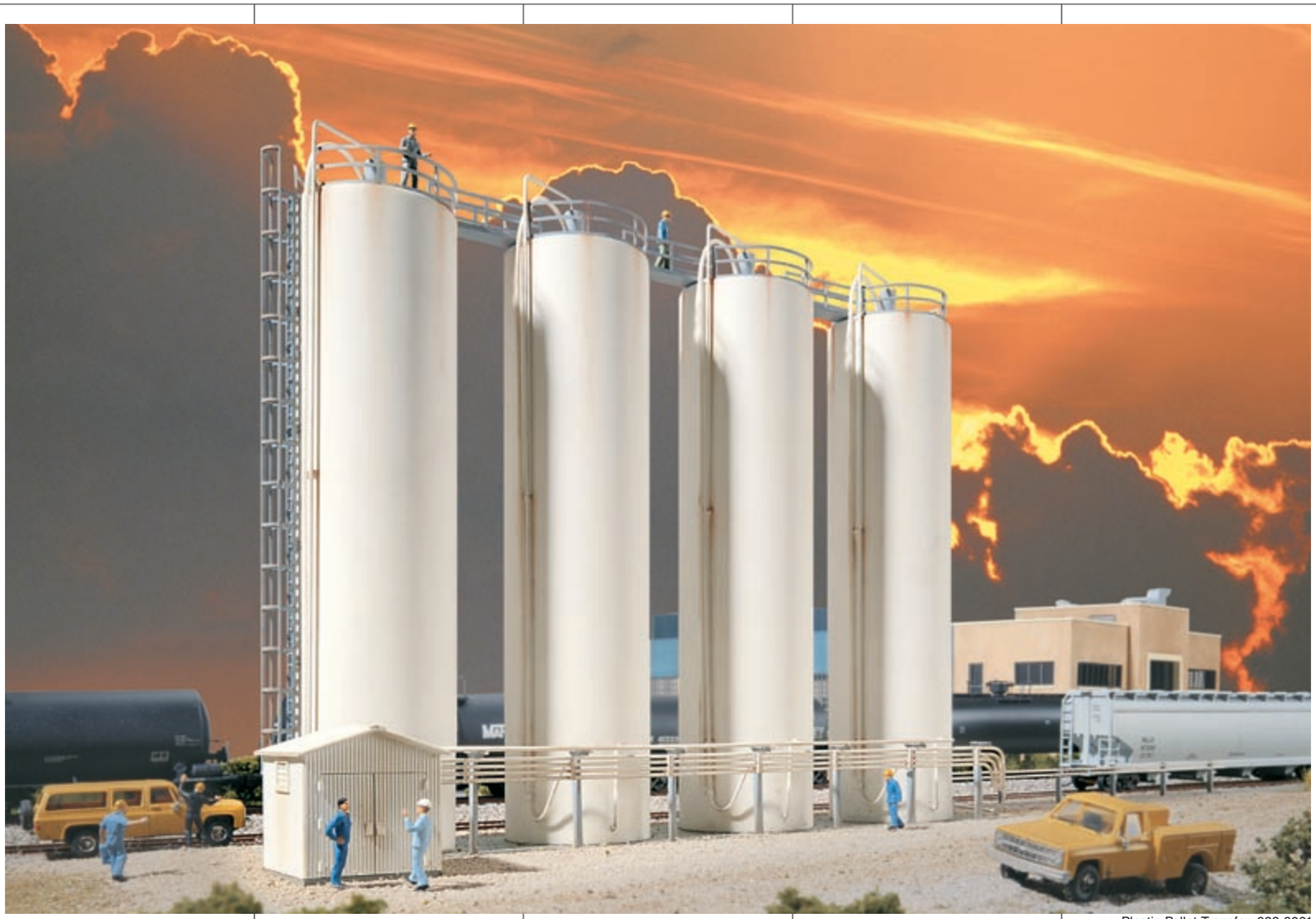
The Double-Track Swing Bridge adds a realistic operational challenge for your train crews. On real railroads, marine traffic has the right-of-way at any water crossing. By motorizing the bridge with the Motorizing Kit 933-1050, you can simulate the interaction between railroad and boat traffic.

At many locations, swing bridges are left in the open position until a train approaches. Depending on the facility, approaching train crews radio either the bridge operator or dispatcher. If there aren't any boats in the area, the operator closes the span. On your layout, you can have your crews call the bridge operator or dispatcher as they approach the bridge. Your dispatcher can then open the bridge. ■

The wooden bridge tender's shanty on the model is typical of such structures.

Realistic concrete abutments help you blend the bridge into the shoreline. As shown here, you can add wood pilings (not included) for extra detail.

The center pier is tapered so water flows around it easier. This helps keep water currents in the boat channels in check and helps prevent debris from sticking on the pier.



Plastic Pellet Transfer, 933-3081

Plastic Pellet Transfer: Big Business In A Small Space

At many modern industrial parks, huge tilt-up concrete buildings house plastic molding plants. While the industrial park may be along the tracks, railroads often serve these manufacturers without a direct siding. That's where plastic pellet transfer facilities come in handy.

These trackside terminals are used to unload raw plastic from plastic pellet hoppers into storage silos using a pneumatic piping system. From the silos, pellets are either piped directly to a nearby molding plant or into special tank trucks for the trip to the facility. Since the molding plant doesn't have to be near the tracks, adding a plastic pellet transfer facility is a great way to model a large industrial rail traffic source without having to model an entire molding facility.

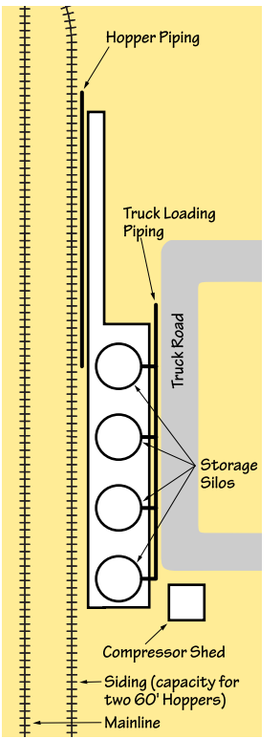
Place The Plastic Pellet Transfer Anywhere

You can put the new Walthers Cornerstone Series® Plastic Pellet Transfer just about anywhere on your modern-era HO layout: since the 1970s, prototype installations have been seen along mainlines and branch lines in both rural and urban locations. On many railroads, they're usually located near a yard or in an industrial park; trucks haul the pellets to area users. In some locations, the truck transfers are operated by an outside company which caters to several molding plants.

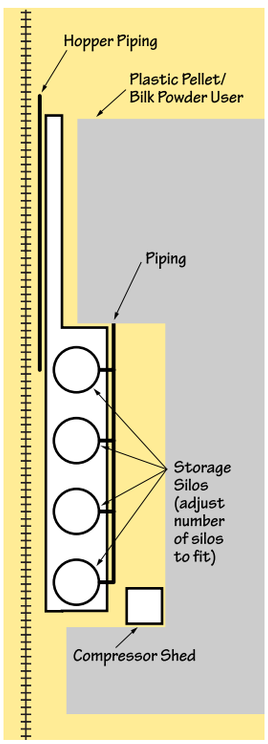
At other locations, piping from the silos leads directly to molding plants up to a quarter-mile away. This is great if you have limited space; you can add the transfer facility and run piping off the edge of the layout. If you want to include a molding plant on your pike, you can place the facility up against the plant walls along a private siding. In these situations, the compressor shed may be inside the larger facility and the hopper car piping may be attached to the building walls.

They're Not Just For Plastic

Similar looking facilities are also used by other industries, making this Walthers Cornerstone Series® kit usable in many locations. A few businesses and the commodities they're used for include: bakeries for bulk flour; candy companies for bulk sugar; tire companies for carbon blacks; and chemical companies for powdered or pelletized materials. And don't forget, the refineries which make plastic pellets also use similar storage silos with piping arranged for loading the hoppers though the roof hatches.



Use the Plastic Pellet Transfer alone or as part of a larger industry.



Catwalks allow employees to walk across the silo tops for inspections and maintenance.

The Plastic Pellet Transfer Fits Where You Need It

Whether you place this versatile structure along a yard spur or right next to a larger industrial building, you can shorten or lengthen the kit components to fit. The Walthers Plastic Pellet Transfer kit, 933-3081 $34.98, includes four silos, unloading piping for two cars, walkways, railings, a corrugated metal compressor shed and realistic decals. The kit base has molded-in cut lines on the underside to aid cutting down the length. Larger facilities are easy to make by using more kits.

You can even use one kit to represent two small, one-car facilities by splitting up the

Here's a typical pellet transfer with a plastic pellet car ready for unloading. Walthers Archives

Here's a view of the piping system along the tracks. Walthers Archives

silos into two groups. Doing this will require some modifications to the piping arrangements and the addition of another scratchbuilt or kitbashed compressor shed.

The finished kit built as shown in the accompanying photos measures: 20 x 4 x 8-1/4" 50 x 10 x 21cm.

Serve Your Plastics Industries With These NewHoppers

Constructed by National Steel Car Co. in Hamilton, Ontario, these big cars have become the standard for hauling raw plastic pellets. Inside their modern, curved-sided bodies, these covered hoppers hold 6245 cubic feet of material. Cars are loaded through hatches on the roof. Unloading is accomplished by connecting pneumatic hoses to the hopper outlets.

While these cars are owned or leased by a variety of companies, most have little in the way of markings. Reporting marks, car numbers and other information and warnings are usually the only lettering the cars receive. The majority of them

Heinemann's Bakeries in Chicago uses a similar facility for unloading bulk flour from Airslide® hoppers. Photo by Bob Gallegos

are painted varying shades of gray. Because loading and unloading the cars involves closed piping, there is virtually no spillage meaning that the cars weather very little.

Run Plastic Pellet Hoppers Everywhere

In everyday operation, pellet hoppers often run large multi-car blocks. You'll usually find them at raw plastic producers or at plastic pellet transfer facilities. One other place you'll normally find them is at in-transit storage yards. Often, plastic manufacturers will load cars and route them to storage locations. When the pellets leave the producer, they may not yet be sold or consigned; the sale actually occurs while the car is enroute. If the shipment isn't yet sold by the time it reaches the storage yard, the car becomes a rolling storage tank until the plastic is brokered out.

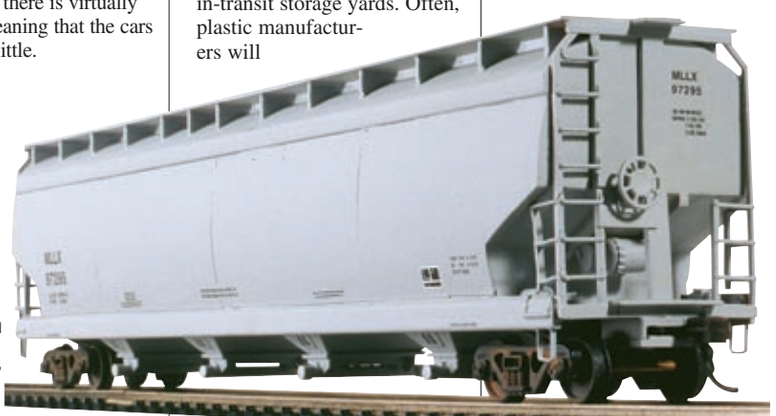
On your layout, you can add a small yard along a mainline or branch dedicated to in-transit pellet car storage. Even though some prototype storage yards can hold over 500 cars, others may only hold 20 or so. Sometimes, these yards even have a plastic pellet transfer facility on one of the sidings.

Ready-To-Run Cars With Great Detail

Walthers ready-to-run HO National Steel Car 6245 Plastic Pellet Cars feature separate roofwalks, pneumatic piping, brake piping, control valves, brake cylinders, brake wheel, air reservoir, hatches and wire grab irons. Razor-sharp graphics, free-rolling trucks and working knuckle couplers ensure these cars look and run great. These modern-era cars are available individually and in 2-packs for a total of three roadnumbers per roadname. ■

Single Cars, $15.98 each
932-7151 Huntsman (HPPX), 932-7152 Union Tank Car (UTCX), 932-7153 Montell (MLLX), 932-7154 Chevron (CHVX), 932-7155 CGTX Co. (CGTX), 932-7156 National Car Co. (NCIX), 932-7157 Procor (UNPX), 932-7158 GE Railcar (NAHX), 932-7150 Undecorated

2-Packs, $31.98
932-27151 Huntsman (HPPX), 932-27152 Union Tank Car (UTCX), 932-27153 Montell (MLLX), 932-27154 Chevron (CHVX), 932-27155 CGTX Co. (CGTX), 932-27156 National Car Co. (NCIX), 932-27157 Procor (UNPX), 932-27158 GE Railcar (NAHX)



Walthers National Steel Car 6245 Plastic Pellet Car, Montell (MLLX), 932-7153

This UP 8-door car in California's Cajon Pass is heading to a GM assembly plant in the Los Angeles area in July, 1990. Photo by Jim Heard

10,000 Cubic Feet Of Shipping Space With 4 Or 8 Doors

Following World War II, the auto industry began producing a greater variety of car models. Parts requirements skyrocketed; in 1955, Ford's new models required about 15,000 parts, by the early 1960s the number was over 39,000 and still climbing. Automakers needed larger freight cars. By 1962, railroads had enlarged clearances to the point that a new breed of huge cars was feasible.

Auto manufacturers began working with the railroads to develop specifications for new cars; the 60' auto parts box car design was approved and by 1963 over 1000 were racking up revenue miles. New 85' box cars for bulky, relatively light loadings like stamped body panels and seats were being tested and by November, 1963, the railroads had settled on an 86', 10,000 cubic foot car. Ford and Chrysler wanted 4-door models, GM settled on 8-door versions. ACF, Whitehead & Kales and Pullman-Standard soon began producing the cars in large numbers. Railroad PR departments saw these cars as big rolling billboards and the cars often wore very colorful paint schemes.

In operation, you'll usually see 86' box cars in consists with auto racks, 60' auto parts box cars and other auto industry equipment. If you're standing trackside, the Pullman-Standard cars are easy to spot. Just look for the unique ribbed side sill running the length of the car and the rolled car ends. Through mergers and acquisitions, these cars have worn a variety of paint schemes over the years.

86' 8-Door Hi-Cube Box Car, UP, 932-3537

86' 4-Door Hi-Cube Box Car, BNSF, 932-3518

Bring These Big Ones Home

If you have any auto parts traffic on your post 1960s-era HO pike, these cars are for you. You'll find these cars at various auto parts suppliers including metal stamping plants, tire plants and plants which supply parts like seats and plastic moldings. Of course, they also run to auto assembly plants across the continent.

Even if you don't have these kinds of industries on your layout, you'll see these cars on through trains. With modern efforts to improve car utilization, 86-footers which haven't been assigned to specific pools or which are not equipped with special loading racks are also used for other commodities including paper, recyclables, textiles, appliances and furniture.

Walthers ready-to-run HO Scale Pullman-Standard 86' Hi-Cube Box Cars feature detailed plastic bodies in either 4-door or 8-door versions decorated in a variety of realistic paint schemes. Free-rolling trucks and working knuckle couplers mounted on swinging drawbars will allow them to negotiate 24" radius curves. Cars are available individually, $18.98 each, and in 2-packs, $35.98, for a total of three roadnumbers per roadname. Roadnumbers in the 2-packs are limited run.

Pullman-Standard 86' Hi-Cube 4-Door Box Car
932-3501 PRR (early), 932-3502 Detroit, Toledo & Ironton (early), 932-3503 NYC (early), 932-3504 C&O (early), 932-3505 ATSF (early), 932-3507 CR (modern), 932-3508 CNW (modern), 932-3510 NS (modern), 932-3511 CP (modern), 932-3512 CSX (modern), 932-3513 MILW (1960s scheme), 932-3514 Grand Trunk Western (1970s Scheme), 932-3515 NS (1990s Scheme), 932-3516 Detroit, Toledo & Ironton (green), 932-3500 Undecorated. **New Roadnames: 932-3518 BNSF, 932-3520 Penn Central (green), 932-3521 Frisco.**

2-Packs
932-23502 Detroit, Toledo & Ironton (early), 932-23505 ATSF (early), 932-23506 Western Pacific (early), 932-23508 CNW (modern), 932-23509 Golden West (modern), 932-23513 MILW (1960s scheme), 932-23514 Grand Trunk Western (1970s Scheme), 932-23515 NS (1990s Scheme). **New Roadnames: 932-23518 BNSF, 932-23520 Penn Central (green), 932-23521 Frisco**

Pullman-Standard 86' Hi-Cube 8-Door Box Car
932-3531 B&O (early), 932-3533 NYC (early), 932-3535 Grand Trunk Western (modern), 932-3536 CR (modern), 932-3530 Undecorated. **New Roadname: 932-3537 UP (yellow, Automated Railway)**

2-Packs
932-23532 MILW (early), 932-23534 MP/UP (modern), 932-23535 Grand Trunk Western (modern), 932-23536 CR (modern). **New Roadname: 932-3537 UP (yellow, Automated Railway)**

Keep Your Layout Safe

Give your HO Scale police officers new patrol units with these 1998 Ford Crown Victoria 4-Door Sedan Police Cars. Ford's Crown Victoria is one of the most widely used police vehicles across the continent. Its fast acceleration and spacious interior, perfect for police radio and computer gear, make it an ideal squad car.

Security Guards Use Them, Too

On your layout, use them to patrol your cities and highways. Unlettered cars make great additions to your big industrial parks and complexes where security guards are a must.

The Walthers police cars come authentically decorated for various law enforcement agencies using artwork developed right from prototype squad cars. Cars come fully assembled with detailed plastic bodies, window glazing, chrome parts, rubber tires and a light bar. Undecorated plain white cars are also available, ready for your own custom paint and/or graphics. ■


Iowa State Police 933-1253


City Of Milwaukee Police 933-1254


Amtrak Police 933-1255


Indiana State Patrol 933-1258

1998 Ford Crown Victoria 4-Door Sedan Police Cars sell for $7.98 and come decorated for the following law enforcement agencies: 933-1251 Wisconsin State Patrol, 933-1252 Illinois State Police, 933-1253 Iowa State Patrol, 933-1254 City of Milwaukee Police and 933-1255 Amtrak Police. **New color schemes include:** 933-1256 Ohio State Patrol, 933-1257 Minnesota State Patrol, 933-1258 Indiana State Patrol, 933-1259 Michigan State Patrol and 933-1260 Missouri State Patrol.

Ohio State Patrol

Wisconsin State Patrol

Golden West 50' RBL Box Car

50' FGE RBL Insulated Plug-Door Box Car, UP, 932-4753

When You Don't Want Any Surprises, Ship It In A 50' RBL Box Car

If you were receiving a carload of produce or merchandise, you would surely want to know that your shipment was protected from freezing or extreme heat, right? You wouldn't want to open the doors at your loading dock only to find freeze-shattered bottles or melted wax candles, would you? When Fruit Growers Express (FGE) constructed its fleet of 50' RBL insulated plug-door box cars at its shop in Alexandria, Virginia, it was well aware of the need for cars which protected their contents from temperature extremes.

While FGE was best known for its reefer service, insulated box cars were an important part of its car fleet, too. The company's fleet of 50' RBL insulated plug-door box cars (RBL is an American Association of Railroads designation for "Reefer, [ice] Bunkerless") kept cargo at a relatively constant temperature for the duration of the journey. Since the cars are sealed while in transit, the interiors also remained relatively clean and dry.

CR 50' RBL Box Car

These cars are perfect for palletized shipments of perishables. A plug door arrangement with a clear opening arrangement of 10' 6" provides easy access for forklifts. Interior load restraints, which hold freight pallets securely and protect them against damage caused by slack action, have made these cars popular with shippers in many industries. Electronics, furniture, paper, oilfield supplies and machinery, are just a few of the commodities shipped in these cars. Most importantly, these shipments arrive at their destinations with no ill effects from temperature changes.

Use 'Em All Across Your Layout

The prototypes for the Walthers HO model first hit the rails in 1968. By the end of production, thousands of these cars were traveling the continent's railroads. Through a variety of sales, leases and mergers, members of the fleet have worn several versions of the gold FGE paint scheme as well as the full liveries of many owner roads, making them colorful additions to your post-1960s HO railroad.

On your layout, these cars are great for running to packing houses, food processors, breweries, oilfield equipment dealers, appliance warehouses, paper mills, chemical plants and printing houses.

50' Fruit Growers Express RBL Insulated Plug-Door Box Car, CSX, 932-4764

Walthers 50' Fruit Growers Express RBL Insulated Plug-Door Box Cars feature authentically decorated plastic bodies which capture a couple of spotting features that make these cars stand out in a train: car sides with a unique double-rivet pattern and an overhanging diagonal panel roof. These easy-to-build HO kits also include free-rolling trucks and knuckle couplers (horn-hook couplers are also included).

The kits are available in the following roadnames for $11.98 each: ■

932-4753 UP, 932-4758 CP (green, Newsprint Service), 932-4764 CSX, 932-4765 CP (yellow), 932-4766 CN, 932-4767 Fruit Growers Express (Block Herald), 932-4768 CR, 932-4769 Golden West Service, 932-4770 Green Bay & Western, 932-4750 Undecorated

50' Fruit Growers Express RBL Insulated Plug-Door Box Car, Green Bay & Western 932-4770

Wally's Warehouse Is The Ultimate Vintage Multi-Purpose Building

Once upon a time, you could find buildings like Wally's Warehouse in every major city and rural village. With their big sliding doors and large first floor workspaces, they were truly general-purpose business buildings. Over the years, office additions and outside storage bins have given structures like this a unique look.

Based on typical late 1800s wooden structures, buildings like Wally's are still in regular use across the land, making Wally's a great addition to your steam- or diesel-era layout.

Wally's Has Plenty Of Uses On Your Model Railroad

Walthers Cornerstone Series® Gold Ribbon Series™ Wally's Warehouse kit is a vintage, general-use building you can use almost anywhere on your layout. Because similar buildings are used for all sorts of purposes, this kit gives you the freedom to assign it any use you want.

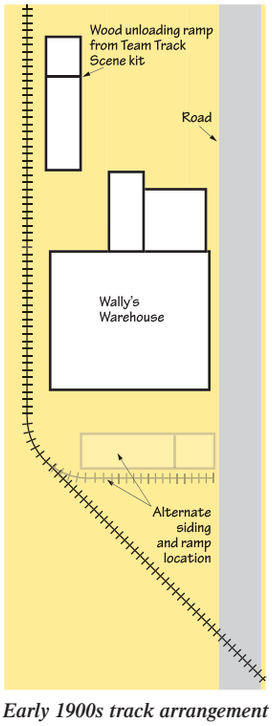
In urban settings, Wally's makes a great building for a wagon or small engine repair shop; a furniture or cabinet maker; a tack store; a body shop; or a small factory. In a waterfront setting, it makes a good ship's chandler, a fishing net storehouse, a woodwork shop, or shipyard office.

Rural uses include a blacksmith shop, an auto shop, a merchandise distributor or a feed, seed and farm implement dealer.

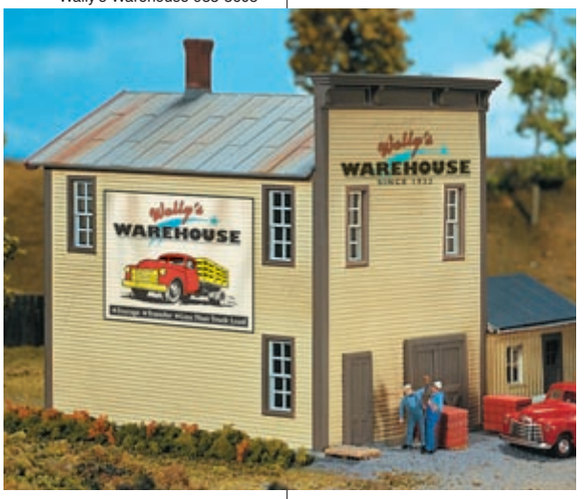
Early in the 1900s, similar structures, depending on their use, sometimes had direct rail service. Farm supplies, feed, grain, wagons and carriages were handled at adjacent loading ramps. Adding a ramp is easy using the wood ramp in the Cornerstone Series® Team Track Scene kit, 933-3166, sold separately.

Wally's Warehouse 933-3605

This lumber company in Dyersville, Iowa features an office in front of the lumber warehouse. Photo courtesy of Railroad Model Craftsman Magazine.



Early 1900s track arrangement



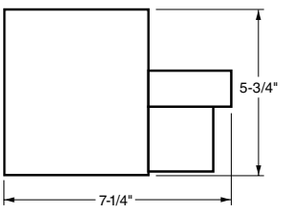
As you can see, the kit makes a complete scene. (Figures and vehicles sold separately)

Get This Easy-To-Build Wooden Warehouse On Your HO Pike In Minutes

Wally's Warehouse, 933-3605 $29.98, is part of the Walthers Cornerstone Series® Gold Ribbon Series™ line of detailed, easy-to-build kits. Gold Ribbon Series™ kits feature snap-together main parts for quick construction. Parts are molded in two colors for a finished look right out of the box with no painting necessary. Highly detailed parts faithfully reproduce features like realistic wood grain and fine scale window mullions.

Wally's includes a two-story building, office addition and outdoor storage bins. Detail parts include a light pole (nonoperational), pallets, bricks, pipes, a gas pump and realistic decals for a variety of businesses. ■

Here's a carpentry shop with modified front doors. Photo by John Harbeck



When complete, Wally's Warehouse measures: 3 x 8-1/8 x 8-7/8" 7.6 x 20.6 x 22.5cm.