

3rd
rail

SUNSET MODELS...

A Cut Above the Rest....

IN STOCK NOW!!!
ANNIVERSARY SERIES VIRGINIAN AE
TMCC - ERR CRUISE - SMOKE - SOUND

\$3.00

2011 AND BEYOND

THE SUNSET MODELS STORY

For over 37 years (Since 1974) Sunset Models has been producing fine scale brass model trains in N, HO, HO_{N3}, O, On3, S, G and #1 Gauge. In 1994 Sunset Models began making O Scale models fitted for 3 Rail operation. Sunset branded the name "3rd Rail" as a testament to the Lionel style track used, but focused on making scale models for this market. This philosophy became the main thrust of the O scale 3 rail market and 3rd Rail has burned a name for itself as the leader in detail accuracy and quality for 3 rail modelers around the world. Today, 3rd Rail produces the most variety of steam and electric locomotives of any other importer, with over 275 types of models produced to date. We are known for museum quality models, built to be handled and run for a lifetime.

In 2009 we moved to the Tri Valley Area (Livermore Valley).

Enter Golden Gate Depot: We run both of these companies out of our San Ramon Office. GGD as it is referred to, produces scale plastic and aluminum cars for the O Scale market. People often ask what is the length of your P70 cars, our answer is always, "It is scale...". These longer, more realistic cars come with full interior details, separately applied seats, moulded windows and overhead LED lighting. It just doesn't get any better than this. Made to operate on 054 or larger 3 Rail track, they are a hit with our customers.

We have adopted the newest electronics for our models. Currently we are using Electric Railroad (a Lionel Company) Cruise Commander and Railsounds Commander in our engines. Cruise commander delivers stunning performance with incredible reliability. That with our 2/4 synchronized cam chuffing and puffing system, and Sunset Models Produced Smoke Units, you can enjoy the very best of your 3rd Rail models running under TMCC, Legacy or DCS (controlling TMCC).

In the O Scale 2 Rail market, Sunset Models, continues to provide outstanding value. Similarly detailed models are offered at 2 or 3 times the price as Sunset Models engines in brass. Those of you in the 2 Rail arena know this to be true.

2012 and beyond will bring us something old and something new. We are going to re-issue our most popular models, starting with the PRR I-1 2-10-0. We will only produce 100 of these fine models (25 in 2R and 75 in 3R) with stunning detail and features only found on current issue 3rd Rail models.

Please enjoy this brochure with cherished pictures of our models on spectacular layouts by "Images of the Past". The Vargas Brothers are the ultimate in layout building and design. If you are in the market for a major layout project on the west coast, contact them. There are no substitutes. (Mt. Marlborough Scenic Railway, Hillsborough CA, and C.O. Gibson, Tiburon CA, Featured)

We want to take this opportunity to thank all of you who support us by buying our models, help us with data and suggesting new models as well. Together we are building the best scale models available today.

A note about reservations: Reservations are the life's blood of our business. Without your input and reservations we could not fund the various unique projects that we do. So if you see something you wish to own, please don't hesitate, reserve it, there is no deposit required. And we promise to do our best to bring you the highest quality for your hard earned dollars. Thank you.... Scott Mann (Sunset Models Inc - Golden Gate Depot



SP GS-4 Daylight

STANDARD FEATURES FOUND IN 3 RAIL

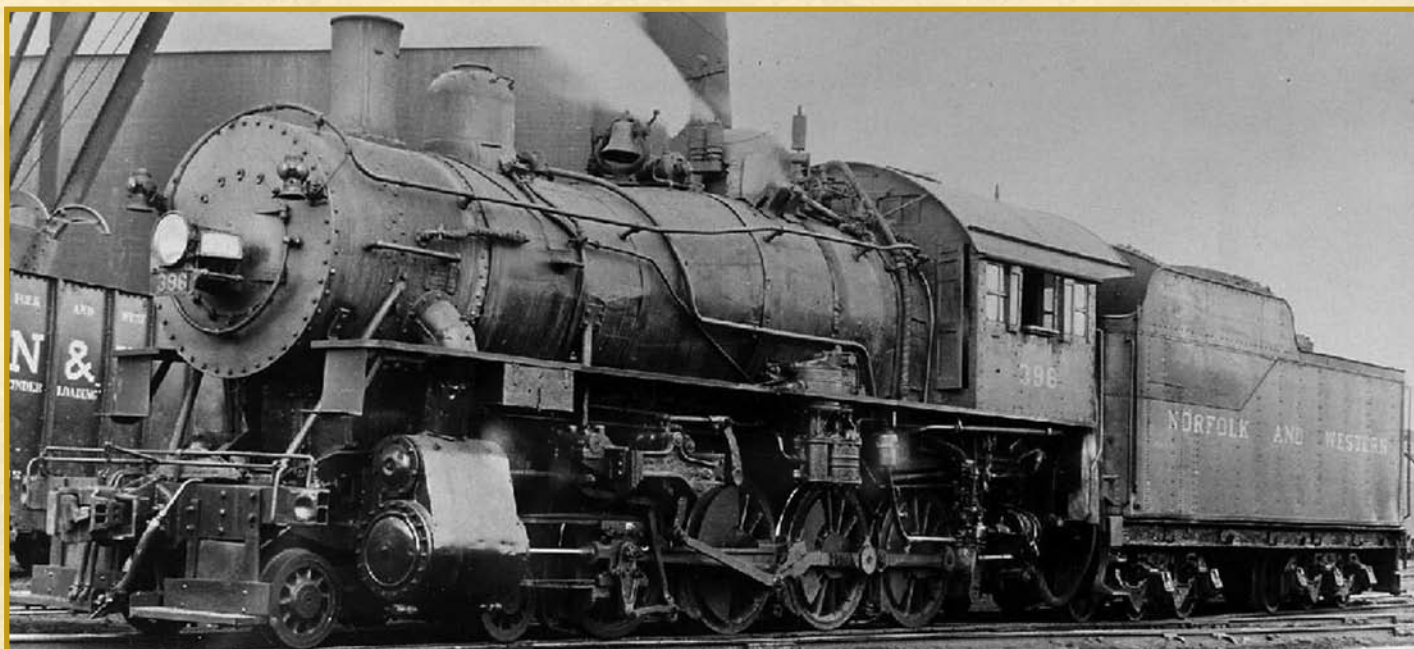
- E.O.B. or ERR Cruise Control
 - 32 Speed Step Compatible with Lionel Engines
 - 128 Speed Step Compatible with MTH Engines
 - Cruise Off, Compatible with Non-Cruise Engines
 - Adjustable Chuff Rate (2 or 4 Chuffs) Per Revolution
- Lionel TMCC TrainMaster Command and Control
- Lionel RailSounds OEM 4.0 or ERR Sound Commander II
 - DynaChuff, Squealing Brakes, Tower Comm, Etc.
- Remote Coupler
- Puff n' Chuff III Smoke System
 - Synchronized to the Chuffing Sounds
 - Temperature Regulated Heater Prevents Burn Out
- Directional Constant Voltage Lighting
- Lighted Classification and Tender Marker Lights
- Sprung Drivers with Steel Tires and Flanges
- Pittman Motor with Dynamically Balanced Flywheel
- Steel Ball Bearing Gear Box, Steel Worm and Bronze Gear
- Operating Tender Water Hatches and Cab Roof Vents
- Fully Detailed Backheads and Cab Interior
 - Dozens of Separate 3D Details
 - Painted Dials and Handles
 - Crew Seats and Controls
 - Glazed Windows
 - Operating Cab Apron

RailSounds™ and
TrainMaster® Command
Control are registered
trademarks of and licensed
by Lionel, LLC.



N&W M 4-8-0

STRASBURG & N&W



The first of the N&W's "Mollies" were supplied by Alco-Richmond (75) and Baldwin (50). In a long, and very good essay on the N&W "Remarkable 4-8-0s",

Thomas Dressler notes that these engines were the railroad's main-line freight haulers and very successful this first batch were. Described as a Consolidation with a 4-ft longer boiler, these engines didn't break any new ground but did provide better riding qualities and more power on essentially the same wheelbase.

Strasburg Railroad acquired one of these and is still running excursion service in PA. It has a high mounted headlight and shorter 10,000 Gallon USRA Tender with 4 wheel trucks.

Sunset Models is producing both the N&W M and Strasburg version of the Mollies in Life Time Brass.

Order Yours Today!

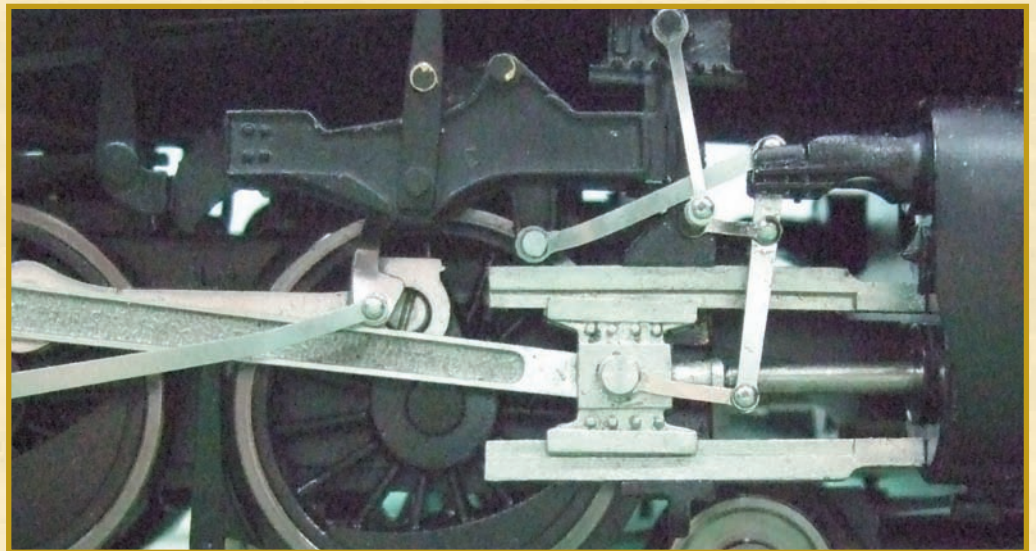
N&W K-2A ACTION



Twelve (road numbers 126 through 137) were bought from the Baldwin Locomotive Works in 1923. This group of twelve, designated Class K-2a were up-dated and received semi-streamlining, an increased boiler pressure of 220 psi resulting in 62,832 lbs of tractive effort.

Sunset Models is bringing you the N&W K-2a ("Baby J") in Life-Time Brass. This superb scale model is built to run on 56" Radius 2 Rail Track or 054 3 Rail Track. The breadth of your collection cannot be without this Masterpiece.

Powered by a 9000 Series Pittman Motor, "Quiet Drive" mechanism, this dual service (Freight and Passenger) locomotive will grace your layout. You have to have it.



CB&Q M-4 2-10-4

ELESCO & WORTHINGTON VERSIONS

IN STOCK
NOW!

The BIGGEST and HEAVIEST locomotive on the "Q" the "Colorado" Class 2-10-4 come in either Worthington, or Elesco (Shown) Feedwater Heater Versions. A unique and rare piece, the Sunset built M-4a is a limited production in O Scale 2R or 3R.

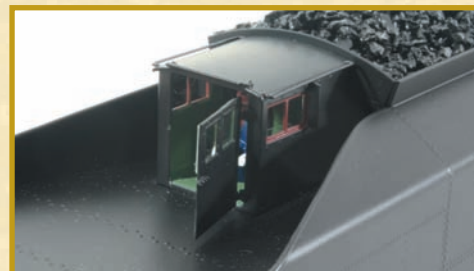


N&W Y-6B ACTION



The Y-6bs could divert live, high-pressure steam to the LP cylinders while working compound expansion. Pulling a load of 13,500 tons on the level at 25 mph, the Y-6b developed 5,500 indicated horsepower. As E W King, Jr. (in Drury, 1993) summarizes the story: "In tinkering with the design over a period of 33 years, the road wound up with a locomotive capable of producing 5,600 drawbar horsepower at 25 mph with a top speed of 50 mph -- perfect matches for N&W's tonnage, grades, and curves ... while retaining the economies of compound operation and in a locomotive that weighed 100,000 lb less than either the [C&O's] 2-6-6-6 or [UP's] 4-8-8-4 [Big Boy]."

These engines were carefully maintained and well-designed. The last Y-6 was completed in 1952, and the last one ran in April 1960. Get your Y-6b before they are gone. 2R Sold Out.



VIRGINIAN AE 2-10-10-2

ANNIVERSARY SERIES



**IN STOCK
Now!**

Ten AE Class 2-10-10-2 locomotives were built in 1918 by ALCO for the Virginia Railway. Due to size limitations en route, the locomotives were delivered without cab or the front, low pressure cylinders, which were installed on site. The low pressure cylinders at 48 inch (1.22 m) diameter were the largest ever used on a US locomotive; they had to be tilted slightly upward to provide sufficient clearance.



As can be seen in the photograph, the tenders fitted were unusually small; this was to enable them to fit on the Virginia Railway's turntables. (wikipedia).



Significant to American railroad history, we have pulled out all the stops and produced this spectacular scale model of the AE. Don't miss it. Get yours today!

GN M-2 2-6-8-0

GREAT NORTHERN ARTICULATED

IN STOCK
Now!



A true Mallet type as originally constructed by Baldwin in 1910 was Great Northern's M class 2-6-8-0. In 1926-27 these M-1 engines were rebuilt by GN as simple articulated and reclassified as M-2's.

Sunset Models is proud to announce a very collectible and super detailed version of the Great Northern M-2.

NEW PROJECTS FOR 2012



EMD E-7s: Canon Powered Diesels will be top of their class. ABS plastic Body, Fixed Pilots, one open and one closed. All wheels powered. 3R (A Powered w/ERR Cruise, RS.4, Smoke, B Dummy), 2R (All Powered, QSI DC/DCC and Sound). Coming in B&O, CB&Q, NYC, Milwaukee Road, GN, SP&S, SP Daylight, Union Pacific.

1948 20th Century Limited by GGD: Lightweight Aluminum, LED Lighting and Full Interiors.



Great Northern O-8 Mikado

Great Northern started by converting M-2 2-6-8-0s to O-7 Mikados, changing the boiler made them O-8s, This final configuration was very successful for the Great Northern. Notice the dual airpumps on the smoke box front. Glacier Green Boiler. Choose from Open or Closed Cab. Reserve Yours Today!!!



The First Diesel / Electric: FL-9

NYC would not allow Diesels in the tunnels to Manhattan, so EMD came up with a dual powered locomotive. It was a diesel up to the tunnel, then using a 3rd rail shoe, was an electric locomotive into Grand Central Station.

These are running today: **New Haven - Metro North - Penn Central and Amtrak**

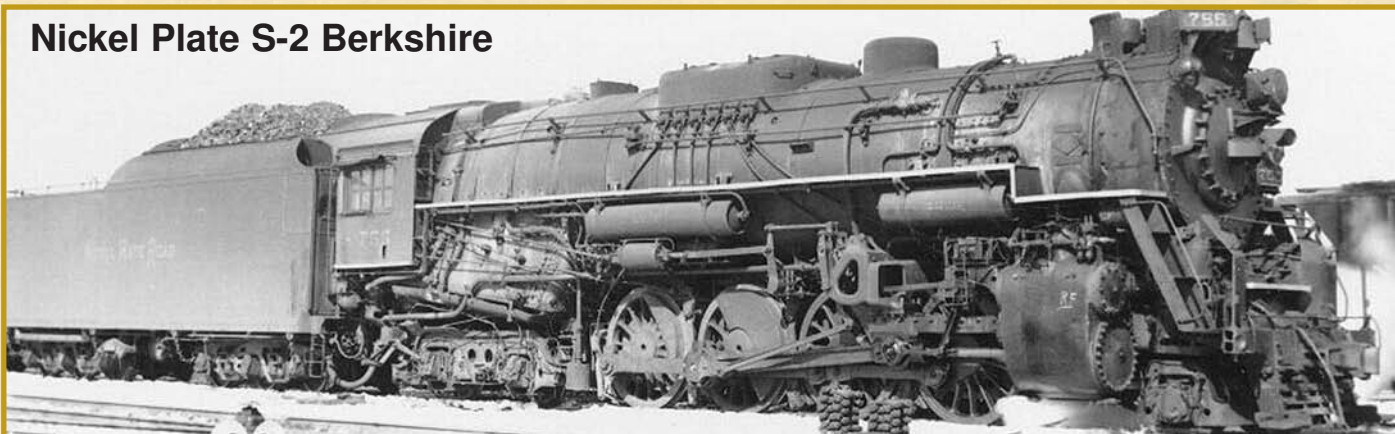
Expertly Crafted, ABS Bodies, Full Cab Interior, Pittman Powered, Sound in 2R and 3R. 3R With ERR Cruise, Railsounds Smoke. 2R with QSI DC/DCC and Sound. Reserve Yours Today.

NEW PROJECTS FOR 2012



NYC T-3b Electric Locomotive:
This fine scale T-Motor will haul your consist for under \$500. Make your reservation for Black or Lightning Stripe Today!!

Nickel Plate S-2 Berkshire



Berkshire Bonanza!!!
Nickel Plate S-2 (Shown), Pere Marquette and C&O "Kanawha" Berkshires. Also RF&P and W&LE. Also the Erie S3 and S4.
These 5 Railroads had these wonderful 2-8-4 Locomotives, and now you have them too can too. Just \$1299.95
Coming 2012, with all the fixens.
Reserve your special Berkshire Today!!



Norfolk & Western 6-6-6-6 TE-1 "Jawn Henry" Steam Turbine + Water Tender

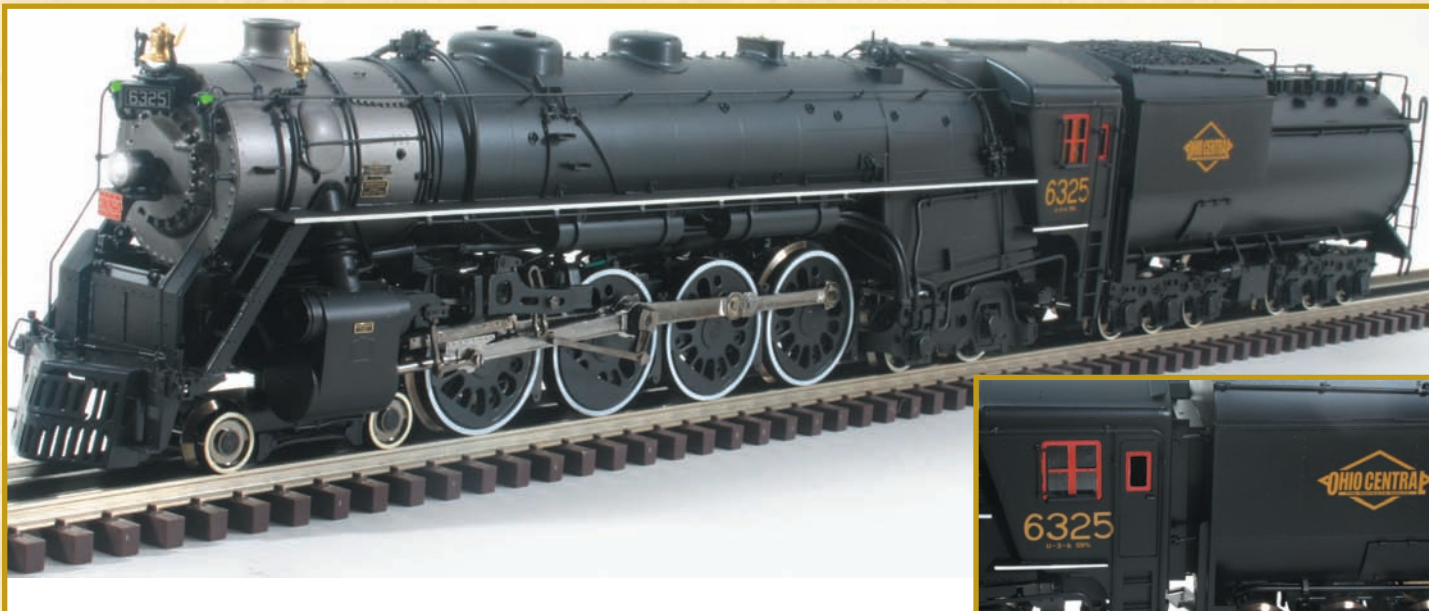
Expertly Crafted in Brass, With ERR
Cruise, Railsounds Smoke. W/ Auxiliary
Water Tender Too!!!! Reserve Today!!!

GTW U-3B 4-8-4

#6325 PULLED HARRY S. TRUMAN'S CAMPAIGN TRAIN



Grand Trunk Western 6325 was built in February 1942 by ALCO along with 24 other U-3-b 4-8-4 Northern locomotive ("Confederations") numbered 6312 - 6336 the last new steam power assigned to the GTW. Running almost a quarter of a million miles between heavy repairs, 6325 could easily handle sixteen passenger cars or eighty car hotshot freights with equal ease on the Chicago division. All U-3-b class locomotives were liked by all engine crews and 6325 was no exception. On the GTW, it was the ultimate in modern steam power. In 1948, locomotive 6325 pulled President Harry Truman's campaign train across Michigan. When 6325 was retired in 1959 it was donated to the City of Battle Creek, Michigan for display. In 1981 it again was saved and restored for excursion service on the Ohio Central Railroad.



Own #6325 in GTW or Ohio Central Livery. Call Today!!!

CP K-1A 4-8-4



T Only two K-1 class 4-8-4's were built by Angus Shops. They were the only 4-8-4's on the CPR and were especially designed for the heavy Montreal-Toronto night trains. Following dieselization of those trains the pair were assigned to Montreal-St. John NB passenger service however, due to a design feature they were restricted from use in the USA and were therefore operated only as far east as Farnham, Quebec. Later still, they were re-assigned to freight service out of Winnipeg.

Shown below at Winnipeg in freight service a sadly neglected looking engine near the end of its working life.

August 16, 1959 Bud Laws Collection

NOTE: Both locomotives were preserved, 3100 at the National Museum in Ottawa and 3101 at IPSCO in Regina, Sask.

CP D-10 4-6-0

EARLY AND LATE VERSIONS



T here were over 500 such 4-6-0 'Whyte' type locomotives owned by Canadian Pacific over the years. It was the most populous wheel configuration on the railway. Ten-wheelers were sturdy little engines capable of working passenger and freight trains in mainline and branchline duties. They were also often used as helpers when heavy freights needed "double-heading" over certain grades. Because of their flexibility D10s were used all over the CP system and many lasted until the end of steam operations in 1960.

Sunset Models is bringing you the early and late versions.

B&O T-3 4-8-2

VANDY OR RECTANGULAR TENDER VERSIONS



In the early 1940s, the B&O built "Mountain" type locomotives to help with the increase in traffic caused by the war effort. From 1942 to 1948 it built forty (Class T-3, 5555- 5594) in its Mt. Clare Shops. These locomotives had 27 x 32 cylinders, 70" drivers, a boiler pressure of 230 psi, a tractive effort of 65,100 lbs and a weight of 375,000 pounds. The Class T-3s were retired in 1960.

Sunset Models is bringing you 2 types of T-3s, one with a Vanderbuilt Tender, the other with a rectangular tender. Each with unique details. Don't miss this piece of B&O History. Only 70 2R and 80 3R models produced.



SANTA FE BIG STEAM



All 51 of these "Mountains" were built by the Baldwin Locomotive Works and were designated as Class 3700. They all had 28 x 28 cylinders, 69" drivers, a boiler pressure of 210 psi, a tractive effort of 56,788 lbs and weighed approximately 352,000 pounds.

Sunset Models is making the 3700s in both early and late versions (2R SOLD OUT). Details listed on our web site: www.3rdrail.com



The AT&SF used its 4-8-4s for passenger service. Since its main line stretching over 2200 miles (Chicago to California), the AT&SF had a real need for excellent motive power. Convinced that the Northern's could handle its needs, AT&SF ordered 11 more in 1938 with 80" drivers Class 3765 another 10 ordered in 1941 (Class 3776). The last group of 30 were built in 1943 and 1944. Wartime shortages of material resulted in ordinary metals being used for their construction. As a result, they were the heaviest Northern's ever built. They out weighed their nearest rivals by over 2000 pounds. This group was known as Class 2900 and included road numbers 2900 through 2929. Sunset is bringing you these 2900 Class War Babies.

SILVERLINERS

NORTH SHORE LINES

North Shore Line Fans Rejoice, you already have the Electroliner, after the Electroliner, Silverliners ruled the roost. These 3 car sets have fully detailed interiors with overhead...well you know the story, it will have the same wonderful detailing as our Electroliner. In 3 Rail, the lead coach pulls the diner and 2nd coach, with the electronics for sound and TMCC in the front coach. For 2 Rail each car is independently powered with Directional Lighting and a switch for Trolley Pole Pickup.



GREENLINERS

Also in this production is a short run of the Greenliner, the same design as the Silverliners, but without the skirts and a different paint scheme. We suggest you order both. to have a complete collection of NSL.

At the Station:

- In Truck Canon Motor
- Working Trolley Poles
- 042 Track or Larger Operation
- TMCC with Electric RailSounds
- Full Interior Detailing with Lighting
- More Fun Than you can Handle

PRR DOODLEBUG



**IN STOCK
Now!**

In Truck Motor Design. 042 Track
Or Larger. Overhead Lighting
Fantastic Scale Detailing.

PRR ran these Gas Electrics through suburban areas where there was no electrification available. Commuters jammed the passenger compartments to get the fastest, most convenient ride on the PRR.

Order your Doodlebug Today!

Lifetime Brass, Full Interior Too

THE PRR O1 ELECTRICS



These 2000 hp 2-B-2 locomotives in pairs primarily for light passenger trains. During WWII they pulled the Susquehannock and Lehigh Valley Trains. In their later years they could be seen at the Sunnyside Yards.

- All Drivers Powered (Great Puller) - 042 Track
- Working Pantographs - TMCC with Electric Railsounds
- Coil Couplers Both Ends Unit A
- 2 Rail Each Unit Runs Independent
- Directional and Cab Lighting - Lighted Market Lights



SP GS-2 AND GS-4



Only 150 Will Be
Produced

In early 1937 SP acquired six GS-2 "Golden States" from the Lima Locomotive Works. These were numbered 4410 - 4415. These GS-2s were purchased for brand new trains between LA and San Francisco. They regularly hauled "The Coast Daylight".



In 1941-42 SP ordered 28 more Class GS-4 "Golden States" from Lima 4430-4457. These had "all-weather" cabs and had a smaller cylinder diameter (25.5) with a higher boiler pressure (300 psi). They weighed 475,000 lbs and with 275,700 lbs on the drivers had a tractive effort of 64,800 pounds.

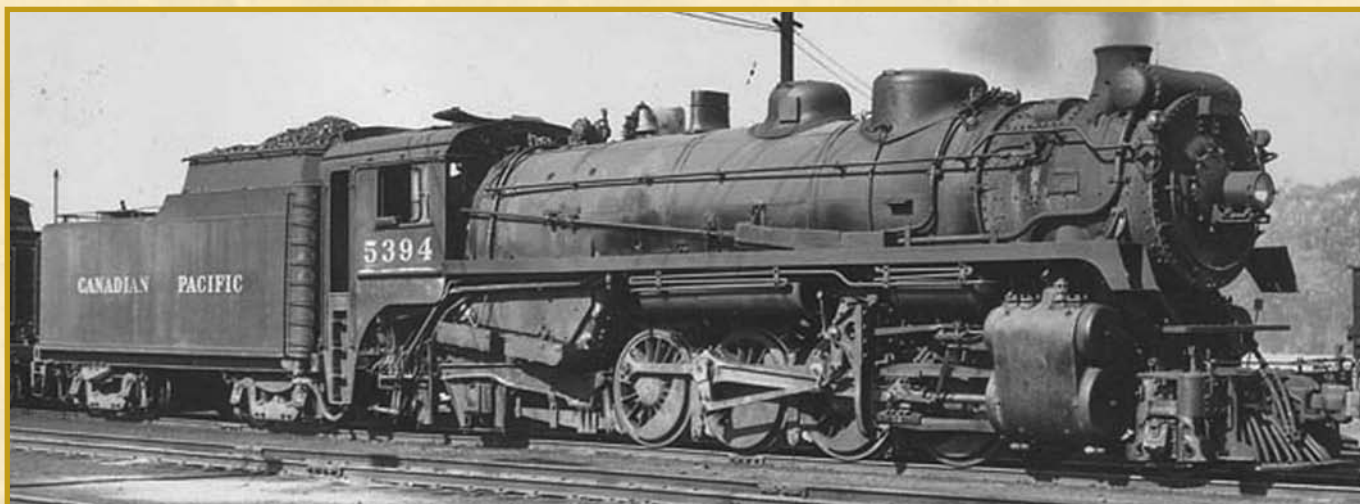
Sunset is Bringing the GS-2 and GS-4s to you:

- GS-2 (Black or Daylight)
- GS-4 (Daylight or Freedom Train Livery)
- SP GS Railsounds by Lionel (3 Rail)
- Operating Mars Lights (GS-4)
- Multiple Road Numbers of Each
- Only 25 GS-2 and 50 GS-4 produced in 2R & 3R

ORDER YOUR 3RD RAIL GS Today!!!

CP P-2 2-8-2

STREAMLINED G AND UNSTREAMLINED E CLASS



The P-2e Mikado's were built in the 1920s for service throughout the system. They had a traditional un-streamlined appearance.

Between 1940 and 1948 CPR procured the P-2g and h's. These were the pinnacle of the P series Mikados for the CPR.

Sunset Models is proud to bring you both versions, Streamlined G and unstreamlined E Class, in stunning life-time brass detail.



Don't miss your opportunity to own both of these very important locomotives to the CPR.

GOLDEN GATE DEPOT

1930-50 Seated Little People



PRR P70-FAR
Modernized P70

54' Welded Steel REA Reefers



REA Green



Atlantic Coast Line



Great Northern



REA Original

GGD is dedicated to bringing you scale realism at toy train prices. Our coaches and sleepers are a testament to this. In 2011 we are delivering our ABS plastic REA 54' Steel Reefer, several Aluminum car sets such as the PRR Congressional, 1948 20th Century Limited, "The Canadian" and many others. Next year you will the modernized version P70 cars in PRR, and a modernized 80' coach in various road names.

See our web site for updates on new and exciting projects to come.
Thank you for your support.

80' Modernized Coaches Round Roof - Picture Windows



GGD Aluminum Sets:

From start to finish, these are the finest aluminum sets ever produced. Boasting full interior detailing with overhead constant voltage lighting, flush mounted windows, operating doors and vestibules. Fully detailed diecast trucks are built to run.

Coming soon:

- NYC 1948 29th Century Limited Sets. (SOLD OUT)
- PRR Congressional (Silver with Red Stripe)
- CP "The Canadian" in 3 liveries: CP, CPRAIL and VIA.
- SP "Lark"
- B&O Columbian

Onward we will announce the "North Coast Limited" and "Empire Builder" in Smooth Side Form.

Check our web site <http://www.goldengatedepot.com> for details and updates on these and other exciting projects.



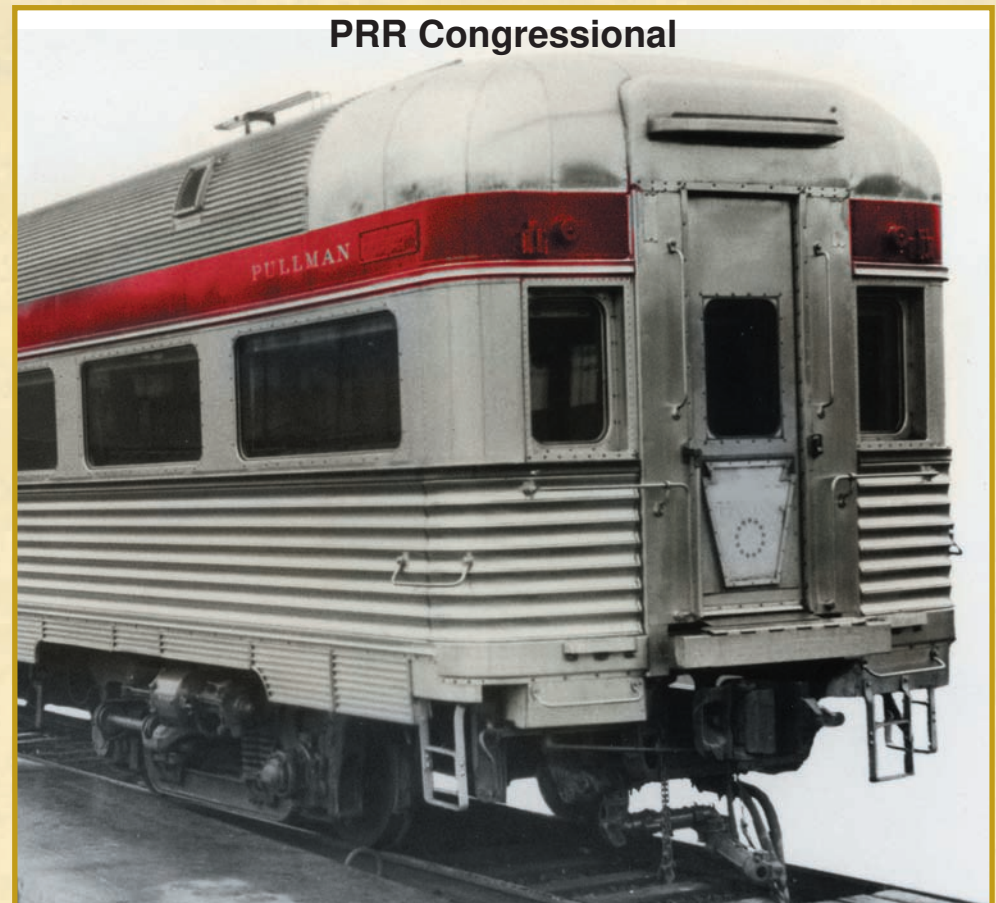
231 Market Place #223
San Ramon, CA 94583

www.goldengatedepot.com

NYC 1948 20th Century Limited



PRR Congressional



PRR L1s 2-8-2



There were over 500 L1s Mikado's running on the PRR System. This one will be correctly dimensioned and detailed as they were in the later days of their service. Order with Confidence.

In 1943 **Santa Fe Took Delivery of 3 L-1s.** Sunset Announces the SF #882 Class Mikado with SF Tender.

PRR THEATER - SCENERY BAGGAGE CAR



Also Coming Head End Cars in Life-Time Brass!

For those with Broadway Limited Trains, you need this head end car. It is a **BM70M**. "these cars ran virtually everywhere on the PRR and commonly ran on the Broadway Limited in addition to many other Blue Ribbon Fleet and Northeast corridor trains.

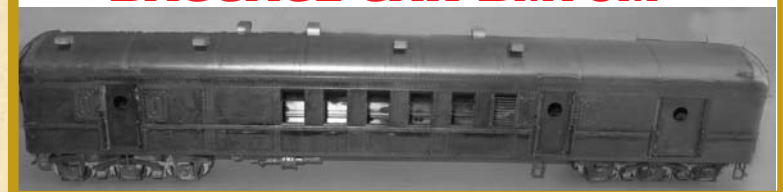
For Horse and Railroad Fans, you can't be without a **Horse Express car**. They were decorated for SP, Santa Fe, PRR and REX. We will supply the car, you supply the horses, hay and manure.

Lastly, don't miss the well known but difficult to find, **PRR Theater - Scenery** cars. "These unique cars were designed for carrying large Broadway Show scenery sets to various cities and had end doors in addition to large side doors for easier loading and unloading. These cars also saw occasional service carrying bulk mail when not being used for scenery sets. The Sunset model will have opening side doors."

SP - SF - PRR - REX HORSE EXPRESS CAR



BROADWAY LIMITED BAGGAGE CAR BM70M



QUALITY AND SERVICE



In order to provide you with the upmost in Quality and Performance, all of our models are inspected by us at the factory in the orient for fit and finish and running quality.

We back this up with a **90 Day warranty on Parts, Labor and Shipping, 1 Year Warranty on Parts and Labor.** No one else has such a generous policy in the model train industry.

Our models feature **sprung drivers** just like the prototype and function to lessen the impact on your layout as well as smooth out the bumps on the switches. The driver centers of our models are made from coining

brass billets. Coining creates a very hard driver center. A machined carbon steel tire including the flange is pressed over the hardened brass wheel center. In diecast models the wheel center is of the same material as the boiler. It is much softer than coined brass and is susceptible to coming loose if dropped on a hard surface. The steel tire on the die cast wheel does not include the flange so this too is susceptible to damage over time. Also, the drivers in most die-cast model are not removable for maintenance. They are pressed into a solid diecast frame never to be removed again.

Real steam engines have **boilers that go all the way around.** Our models are the same. Look closely at any die-cast model and you will see that the boiler top is separated from the boiler bottom at the running board. You pay a lot of money for your trains, you should be getting the very best in materials, quality and workmanship. We pride ourselves in the highest scale accuracy in the industry, that is why you will often see our models pictured in our competitors catalogs as samples of upcoming projects.

Join the leader in O Scale, Sunset Models.



QUALITY AND VALUE



Canon

We use only the best motors from Pittman and Canon. These motors are usually found in precision servo applications. We use these motors because they give excellent torque at low speed and are very efficient. With the 7 pole model and skewed armature, we are able to achieve 1 mph speeds in our models.

In addition, we use our exclusive "Quiet Drive" mechanism to deliver power to the rails, which includes a pulley drive and steel ball bearing supports for the gearbox and shaft. There is more to a Sunset Model than meets the eye.

Our gearboxes have ball bearing supports for the steel worms and bronze axle gears offering a life-time of trouble-free operation.

EQUIPPED WITH
LIONEL®



For over 18 years, Sunset Models has been licensed by Lionel to include the best control system on the market today, TMCC. Along with the Lionel hardware we also use their fabulous RailSounds boards for exciting full featured steam locomotive sounds.

We like the fact that customers can easily obtain the TMCC Legacy System. With a single wire hookup you are ready to enjoy running your model right out of the box.

If you have MTH's DCS system you can also enjoy our models by operating them with TMCC through put system.

The Electric RR Co.

Electric Railroad, a Lionel Company founded by Lionel's Chief Engineer, Jon Zahornacky provides the latest in 3 Rail electronics. We use their "Cruise Commander" with "tackless" cruise control, for trouble-free and accurate speed control of 3rd Rail models. We use their "Railsounds Commander" and Lionel Railsounds to obtain the highest quality sounds in the industry.

We have developed along with the help of Train America Studios a Puffing Smoke Unit that is temperature Regulated and provides many hours of trouble free enjoyment without burning out.

Together these systems provide many hours of enjoyment for our customers and have proven the test of time.

3rd Rail has the best suite of electronics in the model train industry.



SUNSET MODELS INC.

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