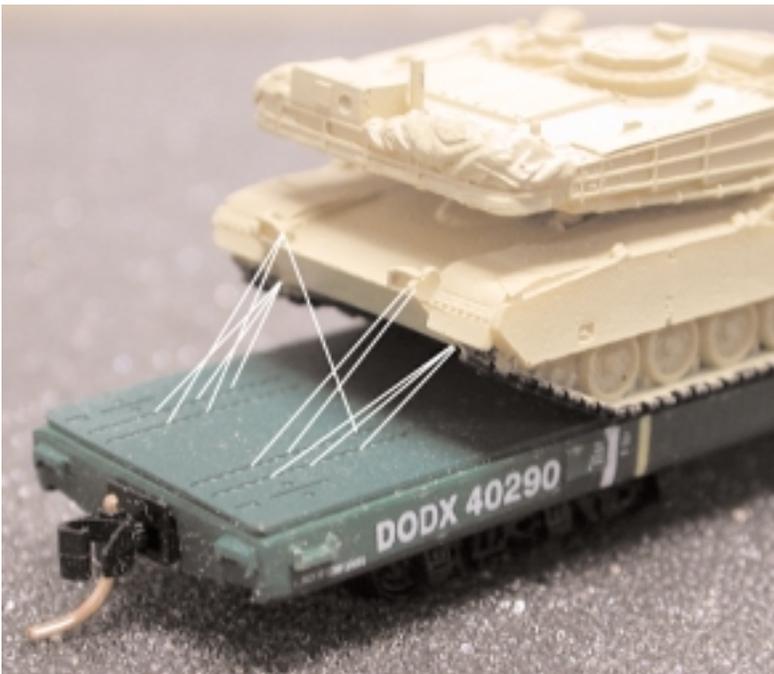


DODX Set #2 Artillery

Armor in this set: M1 Abrams Tank; M901ITV "Hammerhead" Anti-Tank TOW Missile Vehicle; M113A1 Troop Carrier; and M577 Command Post Carrier. The rail cars are 68' 150-ton flats built by Thrall and FGE for the Department of Defense. Blocks of DODX cars usually move long distances mixed into regular manifest freight trains, however, unit trains of armor are not unusual. Armor is moved by rail between bases and practice ranges, or to ports of embarkation.

Since many N scalers would want to model the loading procedure, we have included the vehicles un-attached to the flat cars. For operating with a full load, instructions for etched metal tie-down chains that are included in this set. A small dot of CA (super glue) will hold the chains to the tie-down rings on the armor and the anchor channel on the flat car deck. To temporarily tac the armor to the flat car, we suggest deLuxe Container Glue. There is a slight pre-stress bow in 2 of the cars to replicate the more lightly loaded cars. A DODX flat with two Abrams tanks settles completely flat or slightly bowed downward. Lightly loaded cars bow upward in the center. The amount of pre-stress bow can be changed by applying **light** upward or downward pressure on the ends of the car, holding it for several seconds. Do not try to bend the car in the middle, the center sill is metal and will not bend.

Tie Downs for the M1 tank (chains are shown as lines for clarity).



Note the Abrams ride with their turrets turned backward so the gun hangs over the thicker end of the hull. The thin end of the hull is still considered the "front." To reverse the turret, it's best to pull the turret off and plugged back in the other way. If the wooden post gets in the way, just remove it.



Tie Downs for all other vehicles (all four corners are the same.)



A word about turning radius and body mounted couplers... These flats will negotiate a 9.75" radius turn but as is the case with longer cars, they look and run better on larger curves. The couplers are body mounted because of cosmetic and engineering reasons. Body mounted couplers are unusual on freight cars in N scale even though they are standard in HO. Contrary to popular belief, this isn't because of "lack of evolution" in N scale, but rather because of very real tracking dynamics issues. While body mounted cars track better while shoving through switches (since shoving forces truck mounted couplers to turn the truck against the rail and pick at frogs,) cars with body mounted couplers are more susceptible to "string-lining", that is, laying all the cars over on their sides to the inside of a curve. Because N scalers typically run longer, heavier (relatively) trains than HO scalers, string-lining is a greater threat, therefore truck mounted couplers remain the standard. There is no inherent problem in mixing body mounted and truck mounted couplers in the same train, they just hit the point of maximum stress in different ways.

This project began when three people from deLuxe wanted modern armor trains for their own collections. What began as an ambitious scratch-building project has become a very special release through our network of hobby shops. In some ways, this project is still more "Scratch-Built" than "Mass-Production" and therefore a more personal achievement for us, and we are happy to share it with you. - The deLuxe Crew.

Trucks and Couplers are Made in USA by Micro-Trains Line. Armor is Made in Ukraine. Flat cars Made in USA.

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