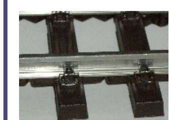
Track, Switches and more

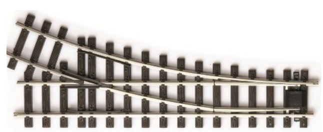


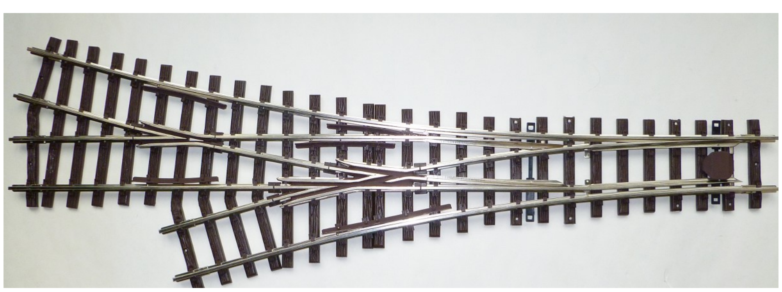












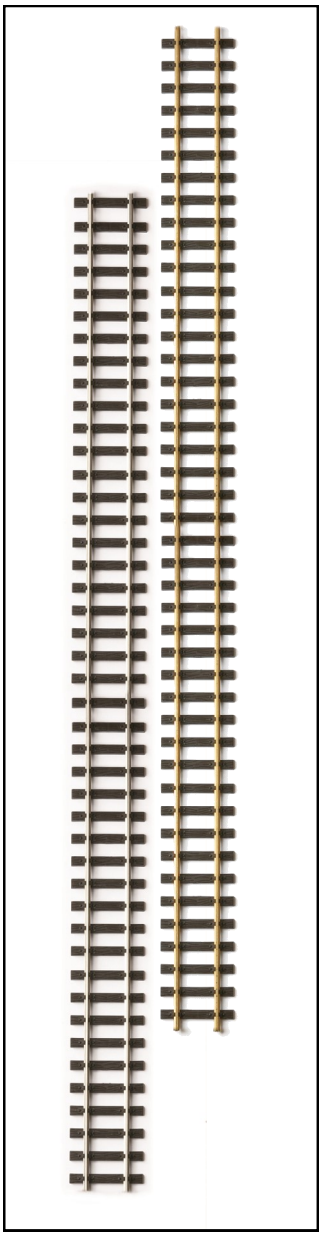
Dated: 7/14/2018

TRAINLI

Quality
Made / Designed in
Germany, Switzerland, Austria

The best Track, Switches, Turntable, Railbender for your layout!

ProLine™ track and switches come in two different material types **Brass** and **NpB** (the better alternative to stainless steel), and we also have plastic track (for display shelves, battery power). All metal track is 100% German production, no hidden surprises, no poisonous ingredients - **No risk** - just **Top Quality** (read track primer section). Our plastic track is US made. **Nothing is made in China**.



While we carry sectional track, more than 90% of our customers prefer *FlexTrack*. *FlexTrack* allows for much better layouts. And FlexTrack with our **EasyBend Duo-Track®** is the easiest and best way to lay track.

All our switches have metal frogs, for optionally powering the frogs, and hence allowing even small engines to pass across larger switches. All our switches are precession machined for optimal operation. Our **ProLine™ - Custom** switches are all hand manufactured, with rail chairs that will not push out over time. First of all we don't use wood strips, but plastic ties, and the chairs are a special counter anchored type that they cannot come out after they where assembled.

The Quick Track Primer

Brass, NpB, Stainless Steel?

*The most commonly used material is **Brass**. A very good conductor for power, but oxidation (more in certain climates than in others) requires cleaning before you can "play" with the layout (Scotch Pad on a stick, track cleaning block, track cleaning loco, track cleaning car with motorized pads - powered options while more expensive are more convenient). A oxidation free approach is **NpB** rail (not to be mixed up with Nickel Silver). While about 20% more expensive it offers the excellent conductivity of Brass coupled with the anti oxidation protection of stainless steel. There is no oxidation cleaning to be done and you basically may need to clean the surface every two to three month, which you can avoid by running a box car with a soft pad with your trains.*

*Often stainless steel track is mentioned, but stainless steel has only 10% of the conductivity of **Brass** and secondly switches based on stainless steel are much less precise than their brass counter parts, due to the material hardness and the lack of of intensive tool work that would be required for good machined stainless steel switches. This problem is completely avoided with **NpB**.*

6' assembled track (10 pcs/box)
or
6' rails available (20 rails/tube)

When it comes to Brass you have to be careful about the material choices. Cheaper brass is softer and hence wares quickly (one Christmas layout in San Francisco had to be re-done already after 2 weeks of operation).

Code 332, 250, 215—what is the story?

As for the code if you follow NMRA they recommend a minimum of code 250 (= .0250 height). While the purist say code 250 (or even code 215), consider that code 332 is only 0.082" of an inch higher then code 250. I found that you have more product options when it comes to code 332 and when you are outdoors the overall sturdiness of 332 (e.g. when accidently stepped on the track) is definitely an advantage. And while code 250 might clear all the flanges, but as soon as crusher fines come into play you might have lost that clearing (especially outdoors) where the elements always mess with your layout. Indoors you can try code 250 because the two risk factors are gone. Another point is that code 250 is not a standard across all manufacturers. The rail foots and rail heads differ between the various manufacturers and hence you maybe bound to use one single manufacturer because you can't mix and match easily. We know of one product whose rail head is identical to code 332 (so you actually need to bend that with a 332 bender versus 250 bender). In those cases the "slimmer" looks of code 250 has been almost eliminated because they didn't shrink the rail proportionally by 25% so you end up with less height but similar width which we call the Garfield look ("he is not chubby he is just under-tall"). Additionally modern prototypical rail to scale would be actually leading to code 300. Therefore the modern rail environment is much better served by code 332 then code 250. Additionally with a height difference of 0.082 you can hardly see a difference at 5' distance and for me (and I am a rivet counter) the disadvantages outweigh the looks.

European or American ties?

This question is actually a misnomer. There is for the most part no such thing as European or American ties. The separation is different - standard gauge or narrow gauge. American and European narrow gauge railroads used very similar ties as they are reflected in our standard (LGB compatible) ties with 11 ties per foot. Standard gauge railroad ties are represented with thinner ties and 14 ties per foot. Keep this in mind when you order.

More important is actually the tie-strip quality. You need to watch for sturdy rail chairs, otherwise they snap. The rail chairs should also have no side to side "slip" because that may fluctuate your rail gauge (width) and cause operation problems.

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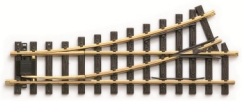
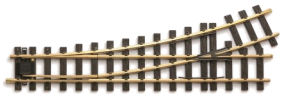
Quality
Made / Designed in
Germany, Switzerland, Austria

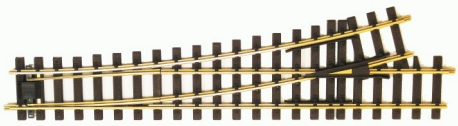
All Switches available in Brass + NpB



R3 (22.5°) left + right
L:1’ 2 3/4” (38 cm)

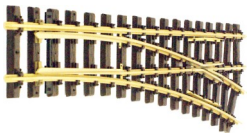


R4 (22.5°) left + right
L:1’ 6” (46 cm)

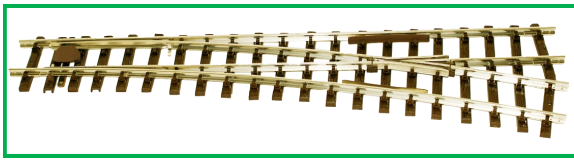


R7 (15°) left + right
L:2’ (60 cm)

↓↓↓↓↓↓↓ Switches below are ProLine Custom ↓↓↓↓↓↓↓



R4 (20°) left + right
L:1’ 7 11/16” (50 cm)



R7 (15°) left + right
L:1’ 11 5/8” (60 cm)

R10 (10°) left + right
L:2’ 5 1/2” (75 cm)

NOTE: Customer Line can have 4 weeks of lead time

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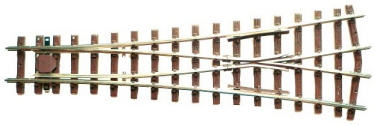
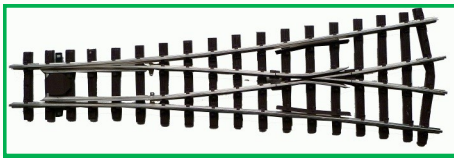
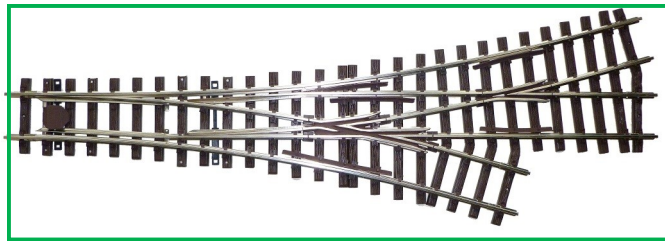


R7 (20°) Y-switch
L:1’ 5 1/4” (44 cm)

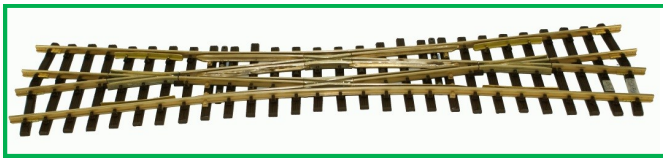


R10 (20°) Y-switch
L:1’ 8 3/4” (53 cm)

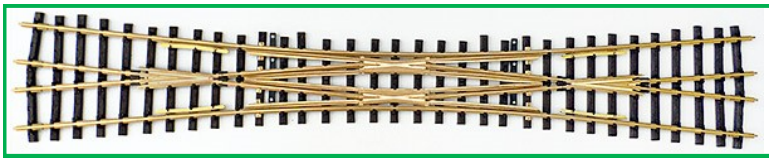


R7/R7 (15°) 3-Way
left first or right first
L:2’ 6” (75 cm)

R4 (15°) x-switch
L:2’ 3/4” (63 cm)



R7 (12.5°) x-switch
L:2’ 6 1/4” (75 cm)



R10 (10°) x-switch
L:3’ 2 3/4” (98 cm)

NOTE: **Customer Line can have 4 weeks of lead time**

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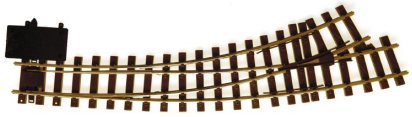
Brass + Nickel



R7/R4 left + right
~L:2’ (60 cm)

↓↓↓↓↓↓↓ Switches below are ProLine Custom ↓↓↓↓↓↓↓

R4 (30°)/R2 (45°) left + right
~L:2’ (60 cm)

R4(45°)/R3(54°) left + right
~L:3’ (90 cm)

R6(30°)/R4(45°) left + right
~L:3’ 4” (105 cm)

R7(28°)/R5(38°) left + right
~L:3’ 7” (115 cm)

R10(19°)/R7(27°) left + right
~L:3’ 9” (120 cm)

R13(12°)/R10(12°) left + right
~L:6’ 6” (198 cm)

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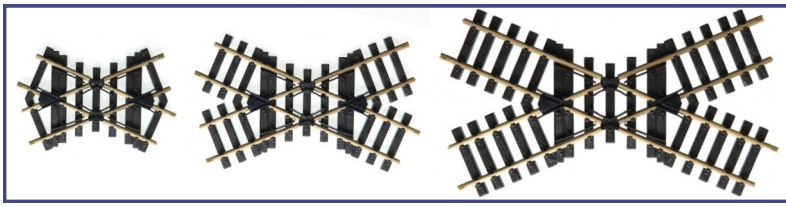

Crossing (45°)
3 sizes

↓↓↓↓↓↓↓ Crossing below are ProLine Custom ↓↓↓↓↓↓↓

Crossing (30°) | Crossing (25°)
L 1’ 4 1/4” (41.2cm) | L 1’ 4 1/2” (42cm)

Crossing (20°) | Crossing (15°)
L 1’ 0/16” (59cm) | L 2’ 3/4” (63cm)

Crossing (12.5°) | Crossing (10)
L 2’ 5 7/8” (76cm) | L 3’ 3 3/8” (100cm)

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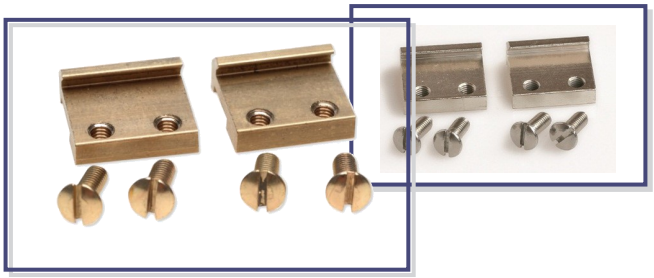
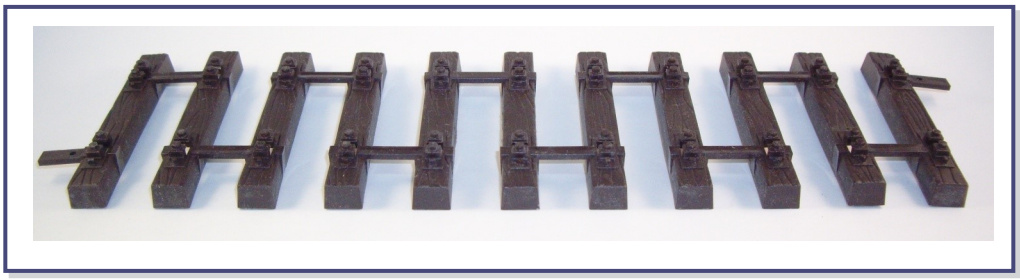
Beautiful layouts with ProLine and ProLine custom switches

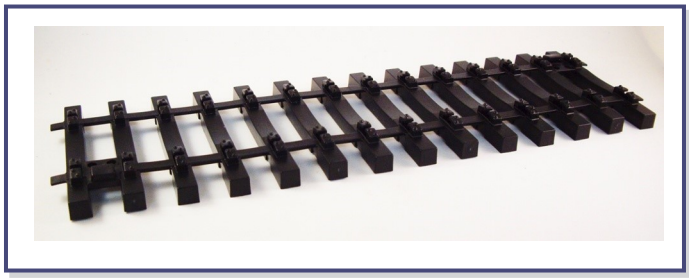


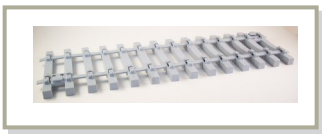
Brass and Nickel rail clamps

Plastic Rail
for
Display, Battery Power and Live Steam



1’ (30 cm) tie strip for flex rails
(European and American)





1’ (30 cm) tie strip for flex rails
(American MainLine in different color choices, creosote black, brown, concrete, TrainBabe, and Christmas-red/white/green)

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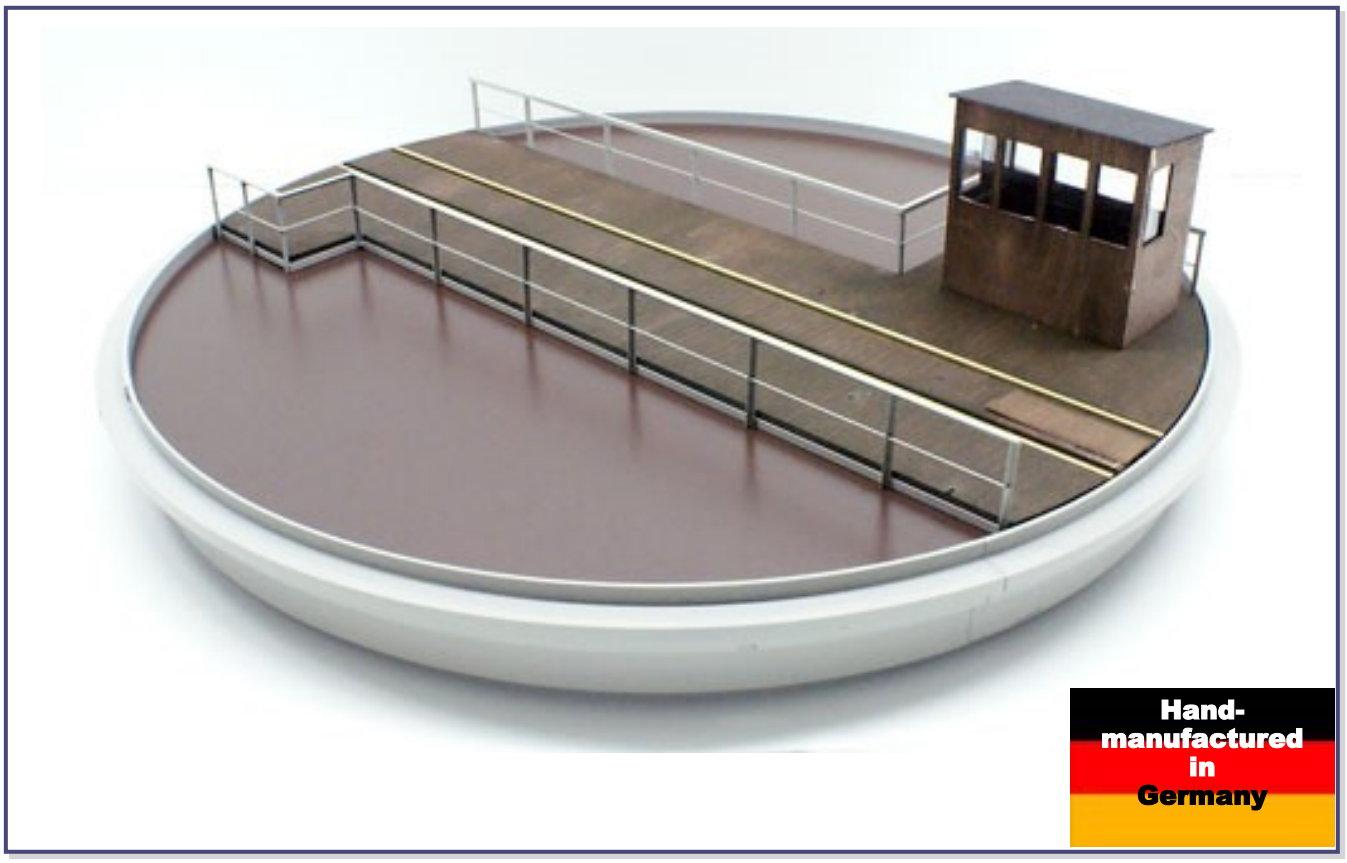

ProLine™ High performance turntable

This is a high-end motorized turntable design that comes in 5 sizes. The turntable is 100% weather proof and the basin has a water drainage. Connections are freely selectable with connection lock allowing for precision movement control and reliable operation.

Specifications:
Track: Code 332 Brass or Nickel plated Brass
Required Depth: 2” 3/4 (70mm)

Available Turntable length:
1’ 7” 11/16 (500mm)
1’ 11” 5/8 (600mm)
2’ 7” 7/16 (800mm)
2’ 11” 27/64 (900mm)
3’ 3” 23/64 (1000mm)

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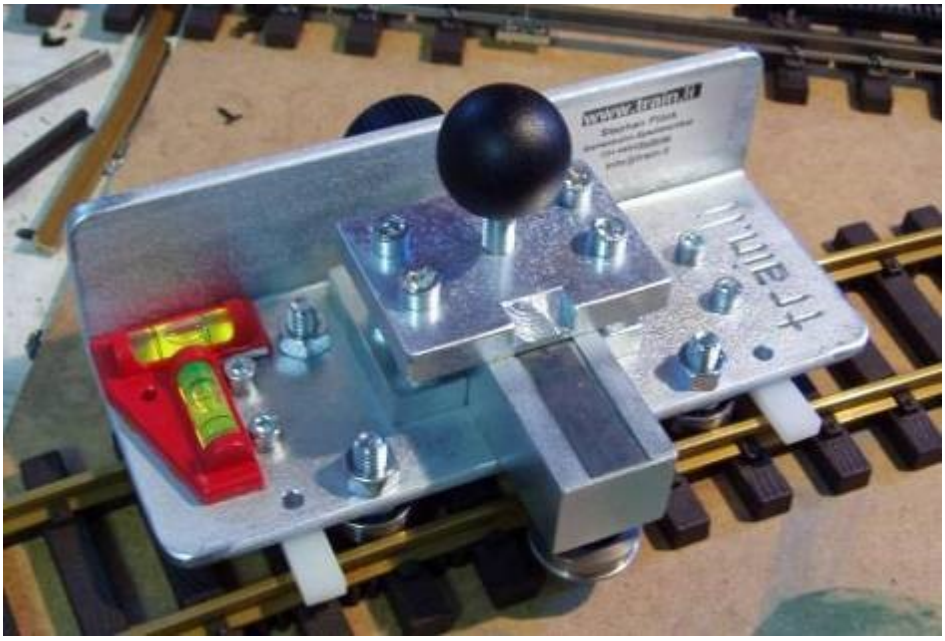
TRACK-BENDING WAS NEVER EASIER

Most used rail bender in the world

EasyBend DuoTrack™

the most successful rail-bender in Europe The World

Have you used any traditional rail-benders in the past? Are you as frustrated as I am, about track that is warped, track that is not parallel—both the typically causes of derailment.



Train-li-USA offers the ultimate rail-bender for code 332 and code 250 for the US market. The **EasyBend DuoTrack** allows the simultaneous bending of two tracks either mounted on ties or loose without ties. But after you experience the convenience of putting on ties on a straight section versus on a curved section, you will never bend track without ties again.

In addition the bender can be applied to already laid track in order to re-bend curves. **EasyBend Duotrak's** unique patented design eases the task of bending the track to customer specification.

Features include:

- Precise parallel tracks for the entire track section in accordance to NRMA norm
- Repeatable radius through precise adjustment control
- Can bend on flat ground entire track sections and therefore avoids any warping of the track found with conventionall rail benders
- Bend new sections of layout directly at location, hence bending it to your precise requirements.
- Build-in levels to verify correct leveling and inclines of the track
- InPalm™ easy handle - avoids twisting wrists
- L-shaped 100 steel base unit for long lasting torsion free operation with stainless steel balll bearings
- Easy to use with Delrin gliders
- Saves time (more than 50%) and avoids mistakes

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You find us on: www.trainli.com