

## 9. John Paganoni's Favorite Engines



Here are a few shots of my favorite engines--the M-2a ([photo above](#)) and Shifter are the first engines I bought in the mid-1950's so they have a warm spot in my heart. No. 507 was the yard switcher ([photo below right](#)) at the East New London Connecticut Central Vermont yards into my high school years before steam was phased out on the CV in April 1957.

The Central Vermont No. 400 M-2a is a Varney "Old Lady" that has a lot of great brass super detail parts to bring it close to the prototype configuration. These detail parts are incredible and can



really bring "realism" to our older models -- and some of the newer ones! The one thing I did not finish on this model was accurate valve gear. The prototype has Southern Valve Gear, but that would have been an extensive project--doable, yes, but for an engine that sits idle at the "Cape Nancy Junction," I

decided to put the time and effort in other places that I needed to.

The Mantua "Shifter" ([photo below](#)) also has a lot of brass detail parts added that really made the difference from a good commercial engine to a super good scale model.



The No. 507 started life as a Proto 2000 product and served as a good starting point to replicate (as best as possible) the Central Vermont prototype configuration. I did not replace the drivers as I initially intended for a more accurate version, but after disassembling the Proto 2000 engine, I found that the driver axels were split for current pickup and converting that whole part of the engine would have taken many more hours to get the desired results. I just modified the driver appearance as best I could to get close to the prototype. Lots of brass detail parts here and it is great that Cal-Scale and others had all of the parts I needed to get a good model. It runs great.

***John Paganoni, MMR***