Trainwreck Express
Version A0

Based on designs from Ken Fischer
Rev. 09-29-00
Trainwreck Express
Version A1

Based on designs from Ken Fischer

Rev.09-29-00
Trainwreck Express
Version A1a

Version Two from...
"The Mystery Man"

Based on designs from Ken Fischer
Rev.09-29-00
Trainwreck Express
Version A1b

Version Two from... "The Mystery Man"

Based on designs from Ken Fischer
Rev.09-29-00
Trainwreck Express
Version A2

Inspired by designs from Ken Fischer
Rev.09-29-00
Trainwreck Express
Version A3

A DIY clone inspired by designs from Ken Fischer

"How's it sound? Like the first Van Halen album..."
Trainwreck Express
Version A4

"When the guitar volume is on 10, this is the meanest amp I own; feedback swells into higher harmonics above the note, the low end doesn't mush out, thick mids yet clear top end.

When the guitar volume is rolled off, it becomes one of the sweetest and jangliest amps I've got."

A DIY clone inspired by designs from Ken Fischer

Rev.09-29-00
The Blues Express
Version A5h

This is the final version of the Blues Express amp. The zener limiting circuit was removed and a modified cross-line MV was installed in its place. The bias/grid load resistors were returned to their original value of 220k. The 2nd stage supply was rewired to B+5 instead of B+4 and the 0.22uF/630v poly cap from B+5 to ground was drawn in.

"This amp was fine-tuned for blues tones, with a sparkling clean sound that gets more aggressive when you crank up the volume. It sounds like an old BF amp on Viagra..."

Revisions from Versions 2 & 5 shown in RED

Inspired by designs from Ken Fischer

Rev.11-13-00
Trainwreck Express
Version A6

One cloner's take on the Express design.

Based on designs from Ken Fischer
Rev.09-29-00
Trainwreck Express
Version A7

Voodoo Amps
"Blue-Tone" Amp

Based on designs from Ken Fischer
Rev.09-30-00
The Blues Express Plus adds a "Fat" switch to allow for more Marshall-ish sounds by using a switchable .0068uF coupling cap after the second stage. In the other modes this cap is run in series through a .0016uF cap which results in a net capacitance of 1295pF. A center-off DPDT switch was used to toggle the grid load of the 3rd stage from 56k to 82k in the two "blues" modes, while dropping to 45k to cut the gain a bit in the "Fat" mode.

The switchable conjunctive filter was used to smooth out the response of the amp, making the 250pF caps across the 2nd and 3rd plate resistors unnecessary. With the .022uF and .033uF caps in series the net capacitance is .0132uF.

The Smooth switch is a local feedback loop between the plate and grid of the 2nd stage. The traditional value of 22M allows for a compressed sound while the alternate value of 44M has a more subtle effect.

Revisions from Versions 2 & 5 shown in RED

Inspired by designs from Ken Fischer

Rev.05-03-01
Blues Express Plus
Version A9h

The Blues Express Plus is a radical reworking of the Blues Express chassis along the lines of more traditional Trainwreck designs. The conjunctive filter is the key to getting a smooth response from this preamp with the output section using the stock Electar Tube 30 OT; without the conjunctive filter the sound would be extremely brittle and harsh.

The 3 position Bright Switch is an important control as it allows for chimmy and clear sounds at lower settings of the volume control. Because of the series linkage the low capacitance setting works out to 129pF. I like to turn up all of the controls to 10 (going through a Marshall Power Brake when necessary) and then fiddle with the controls on the guitar to get clean, crunchy or downright distorted tones.

Inspired by designs from Ken Fischer

Rev.05-20-01
The Blues Express Plus is a radical reworking of the Blues Express chassis along the lines of more traditional Trainwreck designs. The conjunctive filter is the key to getting a smooth response from this output section (which doesn't use NFB). Without the conjunctive filter the sound would be extremely brittle and harsh. In this revision a split load is used on the 2nd stage and a switch was added to lower the PI input capacitance.

Revisions from Versions 2 & 5 shown in RED

In this version the stock OT has been replaced with a New Sensor Deluxe OT, stock # NSC041318. This OT does not have as much problem with oscillations as the stock OT, and the low end is much fuller.

Inspired by designs from Ken Fischer

Rev.07-04-01
Trainwrecked Expresso

Design inspired by Ken Fischer
A0: This is supposed to be pretty close to a real Express. Certain rumors were added in like the parallel coupling caps between the 2nd and 3rd stage.

A1 and A1a: These came from someone who has seen the inside of a real Express... and lived to tell about it. I suspect that A1a is more accurate than A1.

A1b: Similar to A1a, but I drew in a possible RC network bypassing the tone stack that was reportedly seen on at least one Express.

A2: This is probably based on Callaham clone and not a real Wreck. The 50pF treble cap, 1M treble cap and .001uF/56k cap/resistor after the 2nd stage all contribute to a brighter, less gainy sound than is produced by a real Express. (It was this schematic that was originally distributed as the Trainwrecked Expresso.)

A3: This schematic is based on a DIY clone.

A4: This schematic is based on a different DIY clone.

A5h: This is the final version of the original lower gain Blues Express amp (which was based on the Callaham schematic in version A2). Chimey like a Vox or BF Fender at lower gain settings, but when cranked up it was more like the Vox.

A6: This was reportedly based on one of Allesandro's amps.

A7: This was a clone built by Voodoo Amps.

A8a: This was an early rebuild of the Blues Express after I added a conjunctive filter to version A5h.

A9h: This is the final version of the Blues Express Plus. Note that the 47k grid stopper on the 1st stage and the 100k grid stopper on the 2nd stage have been eliminated, and except for the various mode switches is closer to version A2 than the earlier incarnations of the Blues Express/Plus.