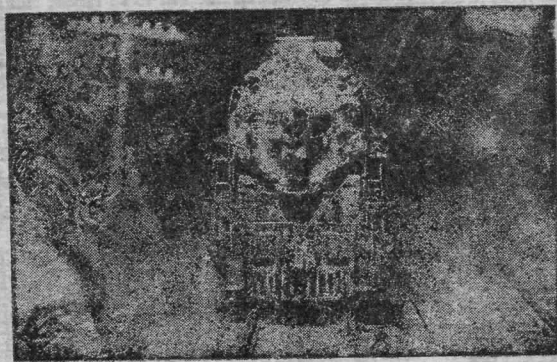


SCALE MODEL RAILWAYS.



A 1/4" SCALE
CHICAGO·GREAT·WESTERN
2-10-4 CLASS

CATALOG • 1937
HUNTINGTON, INDIANA

INTRODUCTION

SCALE MODEL RAILWAYS was organized as the Scale Model Railway Association by a group of model builders who were not the "arm chair" variety. Every picture in this catalogue is of models built by this organization. These have many times been copied. The locomotives and cars shown herein were designed and built as models like a model maker would want them, not merely as to what type would sell the best.

The line of locomotives as this is published consists of two types for switching, two dual service, five passenger and, above all, nine types for freight, eleven including the dual service types.

Many refinements have been made, especially in the freight car line. See freight car section. Our passenger car line has been discontinued until such time it is completely refined. We still take special orders at consistently low prices for super-detailed passenger cars. Two were recently built with complete interior fittings including indirect lighting, correct air ducts and underbody detail. The sides are made of sheet steel giving the exact rivet detail and relief of panels. We work these, as all other models, from authentic drawings. We always specialize on railroad like detail and not that "cut and dried" commercial look which is not far removed from toys.

We hope to continue handling our business as model makers and you are always welcome to write any questions. We like to receive inquiries about different types of locomotives other than what we have listed. We will take trade-ins and do all kinds of repair work.

Wm. J. Lenoir, of this company, is one of the pioneer model railroad builders of this country. To him goes the credit of many original ideas in construction and detail as well as many "first" models. He is very well known in the Chicago area.

A. Sahs, 3405 So. Leavitt St., Chicago, Ill., is our Chicago agent. He, like the rest of this organization, is a model builder and has much experience with model locomotives. He is a doctor in the Chicago area for "sick locomotives". An expert at transmissions and valve gear, as well as fine detail.

One of the most outstanding features ever developed for 1/4" scale locomotives is the electric reverse switch mounted on the main frame between the reverse shaft arms, with a full working valve gear, either Baker or Walschaert. Can also be applied to Southern and Young valve gears. This was developed by R. F. Rice, of this company. To explain this more clearly, when the locomotive is in forward position the valve gear is in forward position. In reverse the valve gear will be in reverse position. This is a little fine point, but it is quite pleasing to "hoss her over", back up, and see the valve gear in correct position. Usually a "grizzled" locomotive engineer will shy at our electrically driven steam types, but show him this

valve gear and he will immediately be interested. This feature can be had on any of our locomotives at a slight additional cost. And speaking of locomotive engineers, this is to introduce my father, R. W. Ferris; grandfather, J. F. Brumbaugh, and uncle, F. J. Wolverton, all of whom are Erie locomotive engineers, and to them and all railroad men, we dedicate this catalogue.

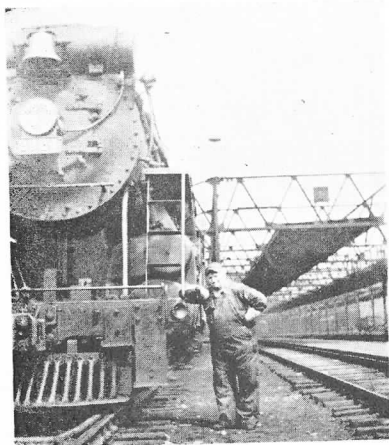
The real spirit behind this model work is the BIG railroads. Not too much credit can be given the railroad companies and their officials, especially during the depression years and the increasing and unfair competition. They are coming out of it with flying colors.

It is obvious that the model railroaders over the country are assisting in making the public "Railroad Minded". Clubs and model societies with their exhibits are doing great work.

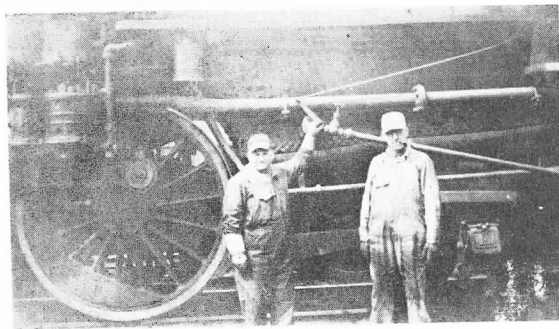
With ever increasing orders placed by the railroad companies for new equipment, keeps providing us with new prototypes. This makes the model railroad an ever growing and an infinite hobby. After an individual model is built, it has a place in the system. One model unit calls for another. Possibly this virtue classes the model railroad hobby above all others.

Sincerely,

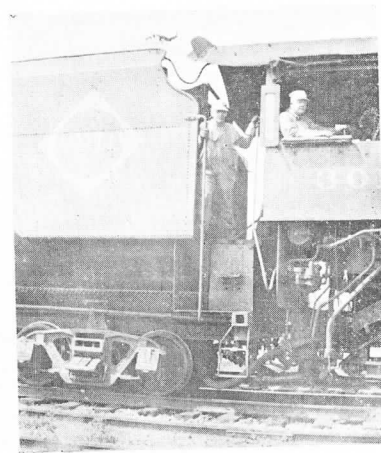
J. W. FERRIS



R. W. FERRIS



R. W. FERRIS and F. J. WOLVERTON



P. CONVERSE and J. F. BRUMBAUGH

LOCOMOTIVES

WE HAVE one type of construction and detail and that is what we think best for quarter inch scale. Among the chief constructional features is the one piece solid bronze main frame with as much detail as possible cast integral. This frame in connection with our silent worm drive and the largest standard motor the design will allow, assures long life, smooth and silent operation, and the ability to handle maximum tonnage. We do not equip our engine with lead ballast in the boiler unless specified. When this weight is added it will materially increase the draw bar pull. Draw bar pull is the correct measure for comparing model locomotives, not how many cars it will pull.

THE CASTING SETS

This includes all castings necessary to build a locomotive. A list of castings for each engine is on page 14.

THE SEMI-FINISHED CHASSIS SETS

We offer in these sets, the main frame machined, the drive wheels and side rods machined and mounted in place. The worm gear also in place. Everything to complete the locomotive is included such as the motor, valve gear parts, all castings, turned parts and an ample supply of sheet metal (brass). This set is intended as a money saver for the man who can mount his

motor and build the valve gear. We will quote prices on additional work on the sets that you desire already finished. A special service is included by sending you a set of templates. This will aid in the forming of built-up parts. A scale drawing and a boiler and tender hint sheet is also included.

THE FINISHED CHASSIS SETS

This is the same as the above set only that the chassis is completely finished and ready to run. This includes valve gear, detail on pilot beam and any other piping or details not fastened to boiler. The tender trucks are also assembled. Templates and drawings also included in these sets.

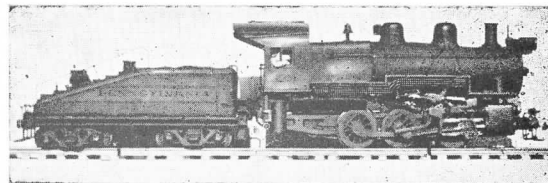
FINISHED LOCOMOTIVES

Our completed engines are masterpieces in detail and realism. Such details as profuse piping, cab interior fittings, staybolts and rivet heads on firebox and smokebox, and the exact rivet detail on tender tank is standard equipment on all our finished locomotives. Locomotives are always equipped with the proper injectors and feed water heaters according to the prototype. Jewelled marker lights are standard. Tender tank tops are removable from underframe. A finished engine comes to you painted and lettered according to actual railroad practice, or upon your request to suit the standards of your model railroad, at no extra cost.

NOTE—Any of the locomotives in this line can be made to operate on two rail systems for the additional charge of \$3.00 per pair of drive wheels. Also for no extra charge we will build the engine to operate on 1—3-16" gauge. When ordering, be sure to give your track standards, minimum radius curve, height of third rail above running rail and distance out, and any other incidentals effecting operation.

PENNSYLVANIA 0-6-0 B-6sb

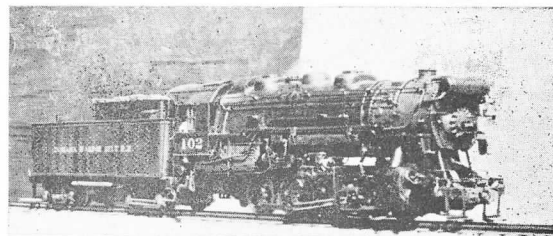
SET OF CASTINGS	\$9.85
SEMI-FINISHED CHASSIS SET	\$29.50
FINISHED CHASSIS SET	\$46.50
FINISHED ENGINE	\$69.50



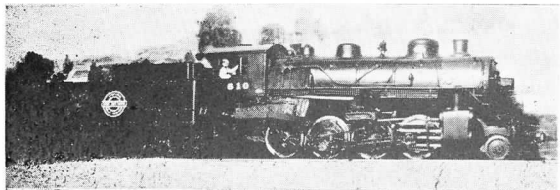
A fine little switching locomotive that will take a 3 ft. radius curve. It has an extra heavy tender which is fine for switching service where engine pushes train backing-up.

INDIANA HARBOR BELT 0-8-0

FINISHED CHASSIS	\$75.00
FINISHED ENGINE	\$140.00



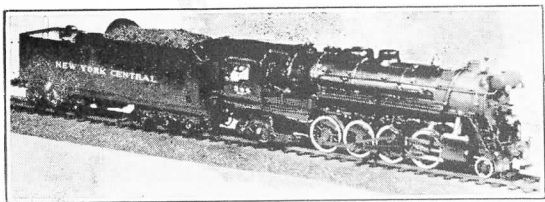
A modern switching locomotive and one of the most powerful 0-8-0 types ever built. Our model is equipped with a complete working valve gear, including the transverse levers mounted forward for the third cylinder. The first tender truck is booster equipped. The model has a dummy arrangement with working side rods. The numerous moving parts makes this one of the most interesting engines to model.



CHICAGO GREAT WESTERN 2-8-0, G-4

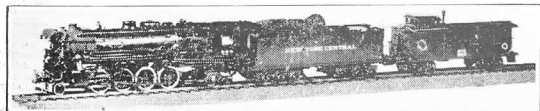
SET OF CASTINGS	\$10.10
SEMI-FINISHED CHASSIS SET	\$29.50
FINISHED CHASSIS SET	\$46.50
FINISHED ENGINE	\$69.50

This locomotive makes a fine type for the model road as it looks well pulling a short train. Even on the larger model "pikes" it makes an excellent type to haul the local freight, and can be used in switching service as many of the real roads are using the 2-8-0 in switching service. The model can be built equally correct with either a pilot or switcher steps.



NEW YORK CENTRAL 2-8-2, H-10 b

SET OF CASTINGS	\$10.50
SEMI-FINISHED CHASSIS SET	\$31.50
FINISHED CHASSIS SET	\$56.50
FINISHED ENGINE	\$84.50

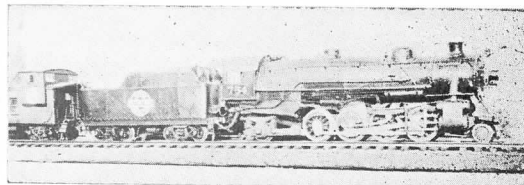


This engine, along with the N. Y. C. 4-8-2, is the answer for N. Y. C. freight power. This model has a wealth of piping detail and the Elesco feed water heater on the smokebox front gives this engine a powerful appearance. Any 2-8-2 type is fine for the model road because of their ability to take fairly sharp curves.

UNITED STATES RAILROAD ADMINISTRATION HEAVY AND LIGHT MIKADOS

U. S. R. A. 2-8-2 LIGHT OR HEAVY

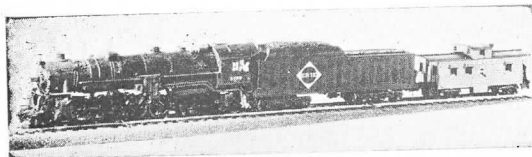
SET OF CASTINGS	\$10.50
SEMI-FINISHED CHASSIS SET	\$31.50
FINISHED CHASSIS SET	\$56.50
FINISHED ENGINE	\$84.00



Both these engines have scale 63 in. drivers. Wheelbases are alike. The biggest difference being in the boiler size and fittings. Some railroads using these engines have made various changes, such as new tender trucks, addition of feed water equipment, etc. Either of these engines will fit into the picture on any model line, and are good engines for the "free-lance" road. When ordering specify for what railroad you wish your model copied and we will supply the proper parts.

Some of the roads that have the light 2-8-2 are: Chicago & Eastern Illinois, Seaboard Air Line, Union Pacific, Toledo & Ohio Central, Grand Trunk in New England, Lehigh Valley, Nickle Plate, Chicago & Alton, Texas & Pacific, Southern, New York Central Systems, Grand Trunk Western, Rutland, Wabash, Oregon Short Line, Monon, Monongahela, Maine Central, Pennsylvania, West of Pittsburg, Chicago Great Western, and Nashville, Chattanooga & St. Louis.

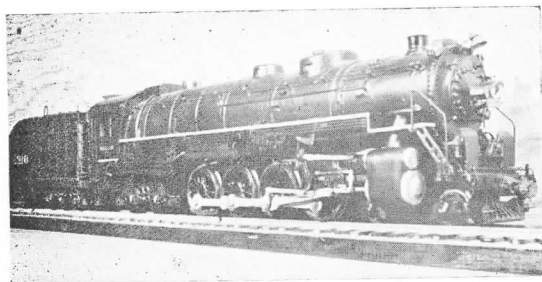
Some roads using the heavy Mikado are: Wheeling & Lake Erie, Central of New Jersey, The Milwaukee Road; Pittsburgh, McKeesport & Youghioghny, Louisville & Nashville, Erie, El Paso & Southwestern; Elgin, Joliet & Eastern, Pittsburgh & Lake Erie, Great Northern, and Chicago, Minneapolis & Omaha.



ERIE 2-8-4, S-4

SET OF CASTINGS	\$11.60
SEMI-FINISHED CHASSIS SET	\$34.50
FINISHED CHASSIS SET	\$59.00
FINISHED ENGINE	\$89.50

The prototype is the largest Berkshire type built to date. The model is an impressive sight pulling a high-ball freight. The model is built like the prototype with the Lima articulated trailer truck to which the tender is coupled. We have modeled the S-4 which is the last group of this type purchased by the Erie in 1929. The Erie owns 105 of this type.



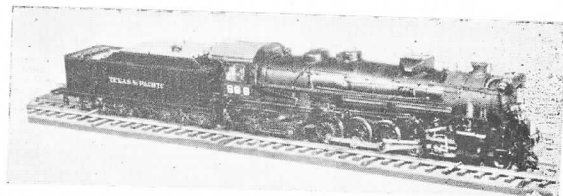
WABASH 4-8-4, O-1

SET OF CASTINGS	\$12.85
SEMI-FINISHED CHASSIS SET	\$39.50
FINISHED CHASSIS SET	\$75.00
FINISHED ENGINE	\$99.50

One of the largest 4-8-4 types built. This prototype pulls the fastest freight trains in the Central States between Detroit and St. Louis. The boiler has ample capacity for weight which gives great adhesion. This engine has very clean lines. The outstanding feature is the vestibule cab.

TEXAS & PACIFIC 2-10-4, I 1-d

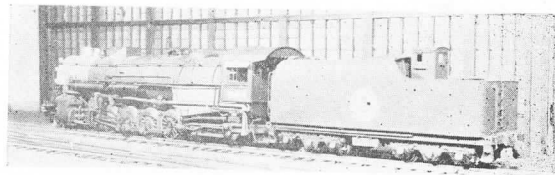
SET OF CASTINGS	\$12.70
SEMI-FINISHED CHASSIS SET	\$38.30
FINISHED CHASSIS SET	\$89.50
FINISHED ENGINE	\$150.00



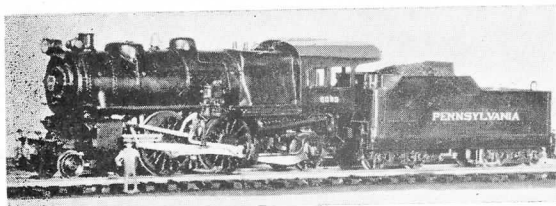
The model shown was built for the T. & P. Ry. Co. for use at the Texas Centennial in 1936. The prototype is an oil burner of which there are 70 engines. The finished model comes with a full working Baker valve gear, even to the moving parts of the power reverse gear. The model is like the prototype with the Lima trailer truck coupled to the tender.

CHICAGO GREAT WESTERN 2-10-4, T-1

SET OF CASTINGS	\$12.70
SEMI-FINISHED CHASSIS SET	\$38.30
FINISHED CHASSIS SET	\$89.50
FINISHED ENGINE	\$140.00



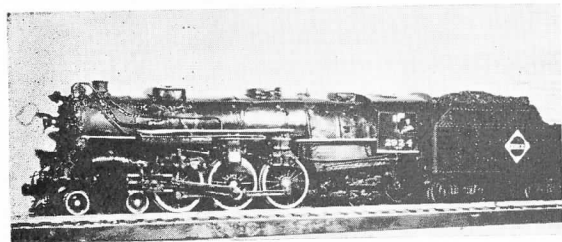
The prototype is the main freight power of this road. It was built from the basic designs of the T. & P. 2-10-4. The main difference being the tender for carrying coal and the stack and smokebox front. The model is built with the same construction as the T. & P.



PENNSYLVANIA 4-4-2, E 6-s

SET OF CASTINGS	\$10.05
SEMI-FINISHED CHASSIS SET	\$28.50
FINISHED CHASSIS SET	\$49.50
FINISHED ENGINE	\$76.50

The famous Atlantic type, with the latest type tender. Our frame for this engine has the trailer truck bearings and other elaborate detail. All pilots for our P. R. R. engines are built up around a cast bronze beam. Only by this method can a realistic P. R. R. pilot be built.



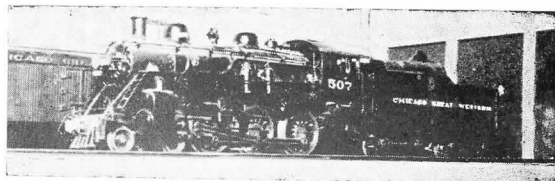
ERIE 4-6-2, K-5

SET OF CASTINGS	\$10.05
SEMI-FINISHED CHASSIS SET	\$31.50
FINISHED CHASSIS SET	\$49.50
FINISHED ENGINE	\$79.50

The model shown is a K-5. The Erie K-5-a is a more recent construction. The main difference being the Delta trailer truck combined with the Delta rear cradle. Erie engines No. 2916 and No. 2921 have been equipped with the "Box-Pok" drivers. We can supply parts for either the K-5 or the K-5-a and the "Box-Pok" drivers, if desired. These engines make a handsome appearance on a model line.

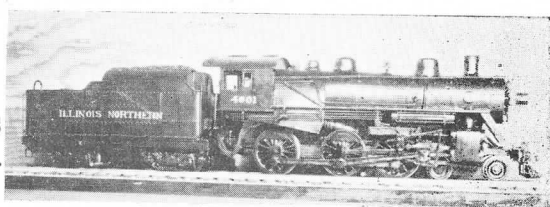
CHICAGO GREAT WESTERN 4-6-0, E-7

SET OF CASTINGS	\$11.15
SEMI-FINISHED CHASSIS SET	\$29.50
FINISHED CHASSIS SET	\$37.50
FINISHED ENGINE	\$49.50



This is the most popular locomotive in our line. It can be used in either freight or passenger service. It is an excellent engine for the first piece of motive power both from its adaptability to the model road and cost. The C. G. W. R. R. still uses this engine on some of their main passenger runs. Baldwin built six of these engines in 1910 and they are all in service.

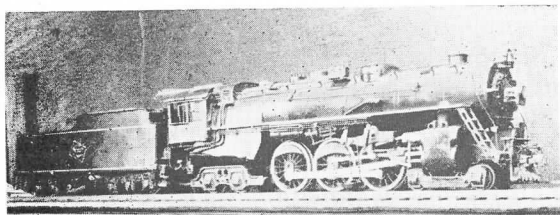
This construction set includes more refined parts and more complete drawings than any other in our line. It is expressly designed for the beginner.



CHICAGO & NORTH WESTERN 4-6-2-, E-3 The Omaha Line

SET OF CASTINGS	\$11.20
SEMI-FINISHED CHASSIS SET	\$31.50
FINISHED CHASSIS SET	\$49.50
FINISHED ENGINE	\$79.50

One of the most beautiful Pacific types ever designed. This engine is the most powerful 4-6-2 built to date. Many interesting features such as the welded tender construction, outside journal leading truck, etc. makes this an ideal type to model.

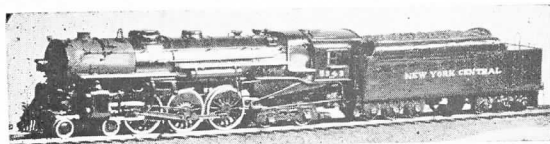


CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC

4-6-4, F 6-a

SET OF CASTINGS	\$11.80
SEMI-FINISHED CHASSIS SET	\$32.50
FINISHED CHASSIS SET	\$50.50
FINISHED ENGINE	\$79.50

The standard heavy passenger engine of The Milwaukee Road. The prototype has a welded tender, thus the absence of rivet detail. It is a typical looking Baldwin locomotive and one of the biggest Hudson types ever built. The model castings are very well designed and the finished result is an excellent likeness of the big engine. The main frame has the air pump bracket cast on. The engine is complete in detail even to the train control box.



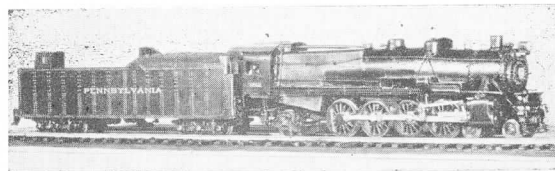
NEW YORK CENTRAL 4-6-4, J 1-d or J 1-e

SET OF CASTINGS	\$11.50
SEMI-FINISHED CHASSIS SET	\$32.50
FINISHED CHASSIS SET	\$51.50
FINISHED ENGINE	\$79.50

The model shown is of the J 1-e. Most of the model railroaders are familiar with the famous Hudson. From the main frame to the smallest casting our parts are closer to scale than any other. Great care was taken in designing this engine correctly.

PENNSYLVANIA 4-8-2, M-1

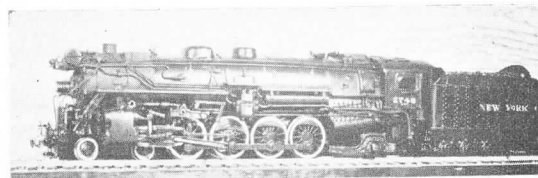
SET OF CASTINGS	\$11.30
SEMI FINISHED CHASSIS SET	\$37.50
FINISHED CHASSIS SET	\$64.50
FINISHED ENGINE	\$89.50



A fine locomotive for the model Pennsylvania Railroad. A big engine capable of hauling your Broadway Limited, or the highball freight. Our model has the fully riveted tender which is the 21,000-gallon size, with Buckeye six-wheel tender trucks. The locomotive main frame is cast with elaborate detail which includes the back sheet, trailer truck bearings, buffer, etc.

NEW YORK CENTRAL 4-8-2, L 2-a

SET OF CASTINGS	\$11.40
SEMI-FINISHED CHASSIS SET	\$36.50
FINISHED CHASSIS SET	\$64.50
FINISHED ENGINE	\$89.50



The model is of the N. Y. C. L 2-a, known as the Mohawk, with the Elesco feed water equipment. N. Y. C. 4-8-2 types with the Coffin feed water equipment and changes in piping can be had at the same prices. This engine, with the N. Y. C. 2-8-2, fills a long needed desire for N. Y. C. freight power. Its scale 69-in. drivers makes a speedy and powerful modern locomotive. We also have the Scullin disc drivers as used on engine No. 2726, if desired. This is a worthy mate to your Hudson.

1/4" SCALE MODEL LOCOMOTIVE CASTINGS

Pennsylvania 0-6-0, B-6sb		Chicago Great Western 2-8-0, G-4		New York Central 2-8-2, H-10-B		U. S. R. A. 2-8-2, Light		U. S. R. A. 2-8-2, Heavy		Erie 2-8-4, S-4		T. & P. 2-10-4, I-1-D or C. G. W. 2-10-4, T		Pennsylvania 4-4-2, E-6s		Chicago Great Western 4-6-0, E-6		Chicago & North Western 4-6-2, E-3		Erie 4-6-2, K-5 or K-5-A		C. M., St. P. & P. 4-6-4, F-6-A		New York Central 4-6-4, J-1-D or E		Pennsylvania 4-8-2, M-1		New York Central 4-8-2, L-2-A		Wabash 4-8-4, O-1					
1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50		
.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75	.75		
.90	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.50	.60	.90	.90	.90	.90	.90	.90	.90	.90	.90	.90	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20		
.25	1.00	.25	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.50	1.00	1.50	1.00	1.50	1.00	1.50	1.00	1.50		
.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25		
.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20		
.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	1.00	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50		
NU	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU	BU		
NU	NU	.50	.50	.50	.50	.90	.90	.90	.90	.90	.90	.50	NU	.50	NU	.50	NU	.50	NU	.50	.90	.90	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50	.50		
NU	NU	.20	NU	NU	NU	.20	.20	.20	.20	.20	NU	NU	NU	.20	NU	.20	NU	.20	NU	.20	.20	.20	NU	.20	NU	.20	NU	.20	NU	.20	NU	NU	NU		
.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	
.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	**	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	
.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.40	.20	**	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	
.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	**	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	
NU	.15	BU	NU	NU	NU	.15	NU	.15	NU	.15	NU	.15	BU	BU	.15	BU	.15	BU	.15	.15	.15	.15	.15	NU	.15	NU	.15	NU	.15	NU	.15	NU	NU	NU	
.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	
.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	
NU	NU	.30	*	*	*	.30	.30	.30	.30	.30	NU	NU	NU	NU	.30	NU	.30	NU	.30	.15	.30	.15	.30	NU	.30	.45	.30	NU	.30	.45	.30	.45	.30	.45	
.15	.30	.30	.15	.15	.15	.30	.30	.15	.30	.15	.30	.15	**	.30	.15	.15	.30	.15	.15	.15	.15	.30	.15	.30	.15	.30	.15	.30	.15	.30	.15	.30	.15	.30	
.20	.20	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	
NU	NU	.15	.15	.15	.15	.15	.15	.15	.15	.15	NU	NU	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	
.15	NU	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	NU	NU	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	
.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10	.10
.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.20	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15
.50	.50	.60	.50	.50	.50	.60	.60	.50	.60	.50	.60	.50	.50	.60	.50	.60	.50	.60	.50	.60	.50	.60	.50	.60	.50	.60	.50	.60	.50	.60	.50	.60	.50	.60	.50
2.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	
.40	.20	.20	.20	.20	.20	BU	.20	.20	.20	.20	.40	.20	.20	.40	.20	.20	.40	.20	.20	.40	.20	.20	.40	.20	.20	.40	.20	.20	.40	.20	.20	.40	.20	.20	

NOTES:
 BU — Built up.
 NU — Not used.
 * — Being U S R A these vary according to railroad.
 ** — These parts on cast boiler for CGW 4-6-0, \$2.50
 Prices on machined cylinder blocks and frames on request.

Price on Tender Frame for P. R. R. 0-6-0 includes a special casting for the tender top. Steps on slope cast integral.

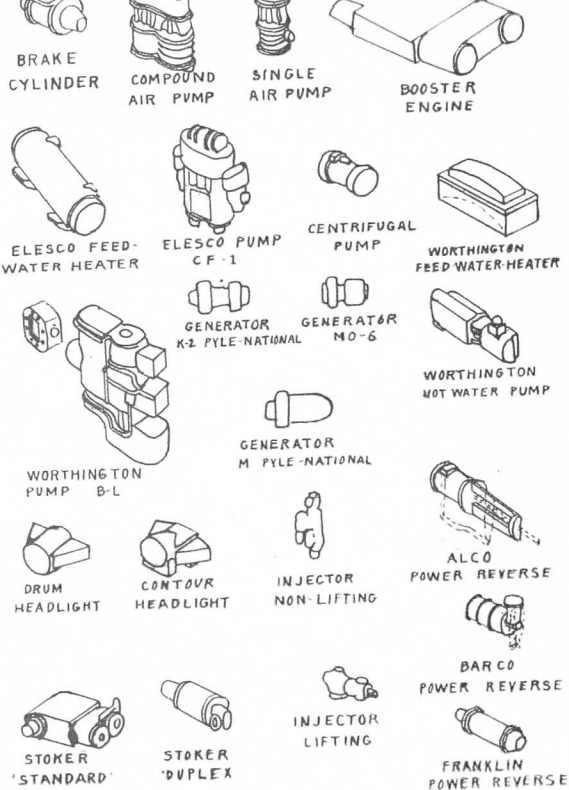
Pennsylvania 0-6-0, B-6-SB	C. G. W. 2-8-0, G-4	N. Y. C. 2-8-2, H-10-B	U. S. R. A. 2-8-2, Light	U. S. R. A. 2-8-2, Heavy	Erie 2-8-4, S-4	T. & P. and C. G. W. 2-10-4	Pennsylvania 4-4-2, E-6	C. G. W. 4-6-0, E-6	C. & N. W. 4-6-2, E-3	Erie 4-6-2, K-5-A	C. M. St. P. & P. 4-6-4, F-6-A	N. Y. C. 4-6-4, J-1-D	Pennsylvania 4-8-2, M-1	N. Y. C. 4-8-2, L-2-A	Wabash 4-8-4, O-1
1.75	2.00	2.00	2.00	2.00	2.00	2.00	1.75	2.00	2.00	2.00	2.25	2.25	2.25	2.25	2.50
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.25
.90	1.20	1.20	1.20	1.20	1.20	1.50	.60	.90	.90	.90	.90	.90	1.20	1.20	1.20
.25	1.00	.25	1.00	1.00	1.00	1.00	1.50	1.00	1.00	1.00	1.00	1.00	1.50	1.00	1.00
.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	BU
.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30
.75	.75	.75	.75	.75	1.00	1.25	.75	.75	.75	.75	.75	.75	.75	.75	.75
NU	.30	.30	.30	.30	.45	.30	.45	.45	.60	.45	.60	.45	.45	.45	.90
NU	NU	.75	.75	.75	1.20	1.20	.75	NU	.75	.75	.90	.90	.75	.90	NU
NU	NU	.30	NU	NU	.30	.30	NU	NU	.30	NU	NU	.30	NU	.30	NU
.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45	.45
.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
.25	.25	.25	.25	.25	.25	.50	.25	.25	.25	.25	.25	.25	.25	.25	.35
.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25
NU	.25	BU	NU	NU	.25	NU	NU	.25	BU	BU	.25	.25	NU	.25	NU
.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30	.30
.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.25	.45
NU	NU	.60	*	*	.45	.60	NU	NU	NU	.60	.30	.30	NU	.60	.60
.35	.40	.70	.35	.35	.70	.70	.35	.70	.35	.35	.35	.35	.70	.35	.70
.30	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15
NU	NU	.20	.20	.20	.20	.20	NU	NU	.20	.20	.20	.20	.20	.20	.20
.20	NU	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20	.20
.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15	.15
.20	.20	.20	.20	.20	.40	.40	.20	.20	.20	.20	.20	.20	.20	.20	.40
.80	.80	1.00	.80	.80	1.00	1.00	.80	.80	1.00	.80	1.00	1.00	1.00	1.00	1.00
2.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
.60	.30	.30	.30	.30	BU	.60	.60	.30	.30	BU	.30	.30	.30	.30	.30
NU	NU	.45	NU	NU	.45	.45	NU	NU	.45	NU	BU	.45	NU	.45	.75

NOTES:
 BU—Built up.
 NU—Not used.
 *—Being U S R A these vary according to railroad.
 **—These parts on cast boiler for CGW 4-6-0, \$2.50.
 Prices on machined cylinder blocks and frames on request.

Price on Tender Frame for P. R. R. 0-6-0 includes a special casting for the tender top. Steps on slope cast integral.

Air Pump 8 1/2" Cross Compound brass cast .....	.25
Air Pump 8 1/2" Cross Compound Die Cast .....	.35
Air Pump 9 1/2" Single Cylinder brass cast .....	.20
Coffin Feed Water Heater Centrifugal Pump .....	.20
Elesco Feed Water Heater for front mounting .....	.30
E'sesco Feed Water Heater—Brass Turning .....	.50
Elesco Feed Water Pump type CF-1 .....	.30
Elesco Feed Water Centrifugal Pump .....	.20
Worthington B-L Pump and heater combined .....	.45
Worthington Hot Water Feed Pump, type 5-S .....	.20
Worthington Centrifugal Pump to go with above .....	.20
Generator Standard K-2 Brass turning .....	.15
Generator Standard K-2 Die Casting .....	.25
Generator type MO-6 train control .....	.25
Generator type M as used on MILW 4-6-4 .....	.30
Headlite Casing Pyle-National drum type .....	.20
Headlite Casing Pyle-National contour type .....	.20
Headlite Casing Brass turning .....	.15
Injector non-lifting type .....	.15
Injector lifting type .....	.15
Stoker engine Standard BK 2 cylinder .....	.20
Stoker engine Duplex type single cylinder .....	.20
Reverse Gear Alco type E .....	.25
Reverse Gear Barco .....	.20
Reverse Gear Franklin Precision type as on NYC 4-6-4 .....	.20
Reverse Gear Alco-cast body on which working detail can be built .....	.20

NOTE:—No change of prices on page 16.



LOCOMOTIVE PARTS (NOT CASTINGS)

Bell - mounted in hanger, ready for mounting	each	.50
Bell hanger for mounting on front of smokebox	each	.25
Bell hanger for top mounting	each	.25
Bell - turned brass	each	.15
Flag holder for pilot beam	pair	.10
Handrail posts - three heights: 1-8", 5-32", 7-32"	doz.	.35
Lamp - Loco classification Dressel type 2 green foils, pr.		.50
Lamp - Loco classification Dressel type 2 white foils, pr.		.50
Lamp - Loco classification Hadlan type 2 green foils, pr.		.50
Lamp - Loco classification Hadlan type 2 white foils, pr.		.50
Lamp - Loco classification P. R. R. type 2 green foils, pr.		.50
Lamp - Loco classification P. R. R. type 2 white foils, pr.		.50
Lamp - Loco Tender marker P.R.R. 2 red & 2 yellow, pr.		.75
Safety Valve - Coale type "D"	each	.10
Safety Valve - Crosby type HE-601	each	.10
Shoulder screws - Hex. head $\frac{1}{8}$ " dia. $\frac{1}{8}$ " long	each	.05
Shoulder screws - Hex. head $\frac{1}{8}$ " dia. $\frac{1}{4}$ " long	each	.08
Third Rail Shoes - Flexible type, most satisfactory yet developed	pair	.75
Whistle - P. R. R. chime	each	.15
Whistle - Baldwin type	each	.10
Whistle - Nathan 5 chime	each	.50

STANDARD MOTORS

No. 1 — 2 1-16" long	each	\$3.00
No. 2 — 2 $\frac{1}{2}$ " long	each	4.00
No. 3 — 13-16" long	each	5.00

All three sizes are 1 13-16" high and 2" wide.

CAST IRON DRIVE WHEELS

We have over thirty (30) types of drive wheel castings ranging from scale 51" to 80". These are cast with various sizes and types of counterbalances and have a chucking lug on rear of casting. These are sold only in sets of 4, 6, 8 and 10. Always state for what type locomotive these are intended.

Castings 15 cents each

MACHINED DRIVERS

Finished drive wheels, one wheel on axle, holes for crank pins drilled and tapped and rod pins included, \$2.00 per pair.

WORMS AND GEARS FOR LOCOMOTIVE DRIVE

The steel worm is $\frac{3}{4}$ " long, with 3-16" hole and worm gear is laminated bakelite with 3-8" hole and 3-16" face. Regardless of ratio, centers are always $\frac{3}{4}$ ". The following ratios may be had: 10:1, 12:1, 14:1, 16:1, 18:1, 20:1, 21:1, 24:1 and 30:1. This can be considered a full line of gears for use in $\frac{1}{4}$ " scale locomotives.

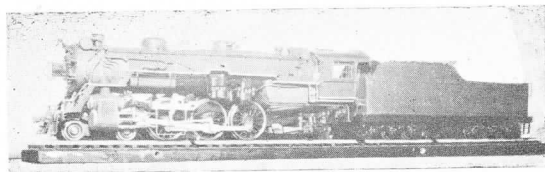
Worm and Worm Gear Set	\$1.25
Bushing mounted on above gear	25c extra
(State axle diameter.)	
Ball thrust bearing	.75

SPECIAL WORK

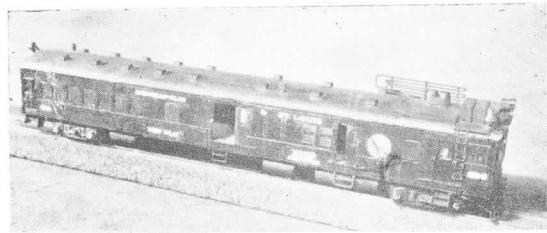
We are equipped to do all kinds of model railroad work. This is our business exclusively.

We are willing to enter into correspondence with you and go into detail, so that your model will meet your exact needs.

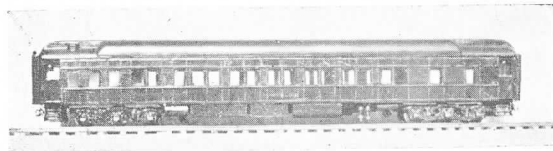
Locomotives or motive power of any type can be made at slightly higher prices than our regular line. We will gladly furnish references. We invite your inquiries.



SOUTHERN RY. 4-6-2



M. & St. L. GAS-ELECTRIC



12 SEC. 1 D. R. PULLMAN

REVISED LIST OF S. M. R. A. BLUEPRINTS IN 1/4" SCALE

In addition to our well known scale line of blueprints, we are offering our prints which accompany the car construction sets. These prints are drawn to scale and show lettering and numbering and have numerous tips on what to use and how to use it.

REVISED LIST OF STANDARD SCALE BLUEPRINTS LOCOMOTIVE PRINTS \$1.00 EACH

D. L. & W.	4-8-4	1629	Q-3-A
TIMKEN	4-8-4	1111	
C. R. I. & P.	4-8-4	5001	R-67-B
WABASH	4-8-4	2910	O-1
L. V.	4-8-4	5200	T-2
S. P.	4-8-4	700	GS-1
C. & N. W.	4-8-4	3024	H
B. & O.	4-8-2	5500	T
P. R. R.	4-8-2	6813	M-1
N. Y. C.	4-8-2	2726	L-2-a
N. Y. C.	4-6-4	5275	J-1-d
C. M. St. P. & P.	4-6-4	6414	F-6-A
ERIE	4-6-2	2942	K-5-A
N. Y., N. H. & H.	4-6-2	1399	I-4
C. & N. W.	4-6-2	602	E-3
C. G. W.	4-6-0	504	E-6
P. R. R.	4-4-2	6056	E-6
T. & P.	2-10-4	660	I-1-D
ERIE	2-8-4	3399	S-4
ERIE	2-8-2	3024	N-1
N. Y. C.	2-8-2	340	H-10-b
C. G. W.	2-8-0	610	G-4
C. & N. W.	0-8-0	2640	M-4
P. R. R.	0-6-0	6356	B-6sb

CONSTRUCTION SET BLUEPRINTS

FREIGHT CAR AND CABOOSE PRINTS, 15c EACH

ERIE 36' BOX CAR wood sheathed.
 C. & N. W. BOX CAR single sheathed.
 P. R. R. X-29 BOX CAR.
 B. & O. and C. OF N. J. ARA 40T BOX CAR.
 READING AND LEHIGH AND NEW ENGLAND ARA BOX.
 M. K. T. 40' AUTO CAR single sheathed.
 G. T. W. 40' AUTO CAR single sheathed.
 C. M. St. P. & P. 50' AUTO CAR single sheathed.
 CUDAHY (OLD DUTCH REFER).
 M. D. T. REFER.
 SWIFT REFER.
 PACIFIC FRUIT EXPRESS (Shows S. P., U. P. or W. P.)
 FRUIT GROWERS EXPRESS 40'.
 SANTA FE REFER.
 C. M. St. P. & P. STOCK CAR.
 L. & N. STEEL GONDOLA.
 ROCK ISLAND COMPOSITE GOND'A.
 GREAT NORTHERN EXPRESS REFRIGERATOR.

FREIGHT CAR AND CABOOSE BLUEPRINTS, CONTINUED PRINTS, 15c EACH

L. & N. and B. & M. FLAT CAR.
 N. Y. C. CABOOSE.
 GREAT NORTHERN CABOOSE.
 FREE LANCE 4-WHEEL CABOOSE.
 C. C. C. & ST. L. 55T HOPPER (U. S. R. A.)

GAS ELECTRIC CAR ST. LOUIS TYPE, 75c.

PASSENGER AND PULLMAN—75c
 P. R. R. D-78-c DINING CAR.
 PULLMAN 12 Sec. 1 D. R. SLEEPER.
 PULLMAN 10 Sec. 1 D. R. 2 COMP.
 PULLMAN COMPOSITE CLUB WITH BAGGAGE COMP.
 PULLMAN 2 D. R. 3 COMP. OPEN END OBSERVATION.
 PULLMAN 1 D. R. 3 COMP. SOLARIUM OBSERVATION.

CONSTRUCTION HINT BLUEPRINTS
 Hints on Superstructure and Tender 50c
 Hints on Passenger Car construction 25c
 Hints on Tank Car construction 15c

CAR CONSTRUCTION SETS

We offer a new line of CAR SETS. Many constructional changes have been made such as the elimination of the pressed end which is replaced by neatly designed end castings. Every car set has a cast aluminum underframe. When you open your car kit box, the trucks and couplers are always attached to the underframe. In other words, this is a finished car chassis. The rest is simple. After you have the car superstructure completed, simply mount on the frame and it is ready to roll.

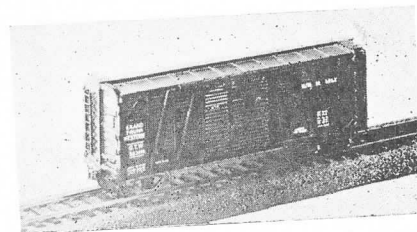
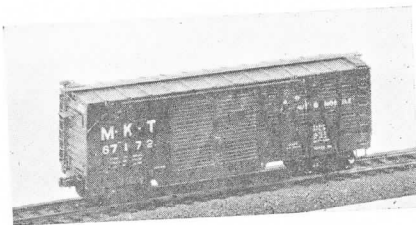
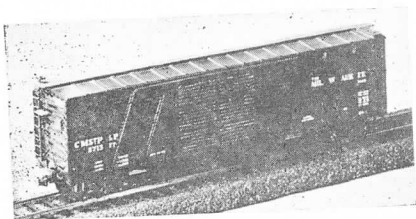
The caboose sets have been redesigned with castings for cupalo, cast bronze underframe with end beams and platform integral. Built-up steps and ladders are also included.

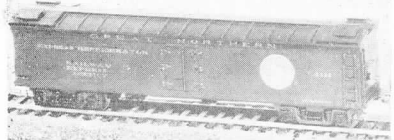
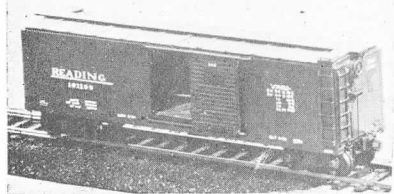
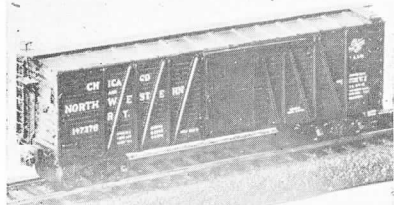
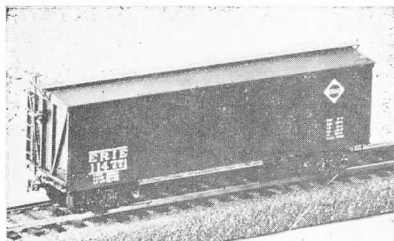
Tank car sets also have been redesigned with bronze underframes. You can solder on wire handrails and other detail. Every change has been made with the easiest type of construction in mind.

Several new car sets are listed, photographs of which are not ready. We will show these from time to time in advertising.

AUTOMOBILE CARS

	CONSTRUCTION SET	FINISHED CAR
Milwaukee Road 50' Single Sheathed	\$4.45	\$12.00
M-K-T 40' Single Sheathed	\$4.45	\$12.00
G-T-W 40' Single Sheathed with end door	\$4.45	\$12.00



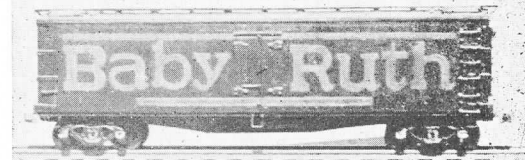
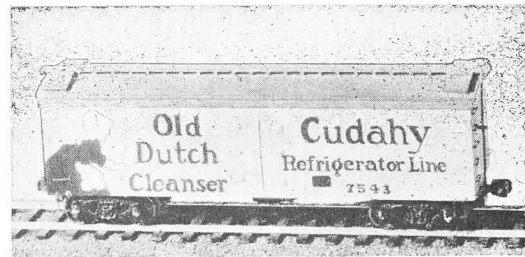


BOX CARS

	Construction Set	Finished
Erie 36 ft. double wood sh'd	\$3.45	\$10.00
C. & N. W. 40 ft. single sh'd	3.65	12.00
Pennsylvania X-29	3.65	12.00
B. & O. double sh'd (ARA)	3.65	12.00
C. of N. J. double sheathed	3.65	12.00
Reading double sh'd (ARA)	3.65	12.00
Lehigh & New England double sheathed (ARA)	3.65	12.00

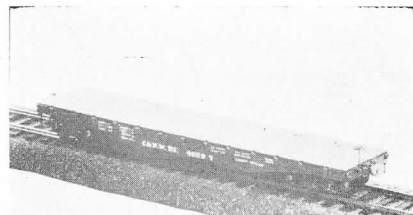
REFRIGERATORS

	Construction Set	Finished
Curtiss, Baby Ruth 40 ft.	\$3.65	\$12.00
Blatz, Old Heidelberg	3.65	12.00
Kraft Cheese-Mayonnaise	3.65	12.00
Cudahy, Old Dutch Cleanser	3.65	12.00
Swift	3.65	12.00
M. D. T.	3.65	12.00
P. F. E. for U. P., S. P. and W. P.	3.65	12.00
Fruit Growers Express	3.65	12.00
Santa Fe (19951 to 21950) ft. refrigerator.	3.65	12.00
	3.95	12.00



CABOOSE, STOCK CAR AND TANK CAR MODELS

	Construction Set	Finished
New York Central Caboose	\$4.95	\$15.00
Great Northern Caboose	4.95	15.00
Milwaukee Road Stock Car	4.45	14.00
Tank Car sets - 8,000 and 10,000 gal. Lettering diagrams available for Texaco, Conoco, Sinclair and Phillips "66"	3.25	12.00



OPEN TOP CARS

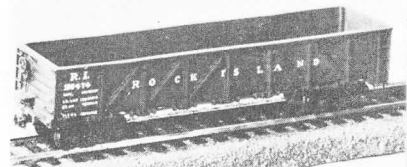
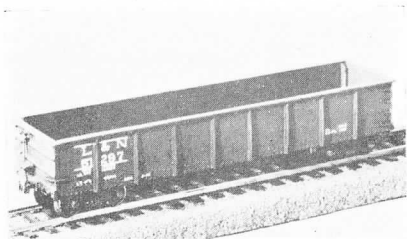
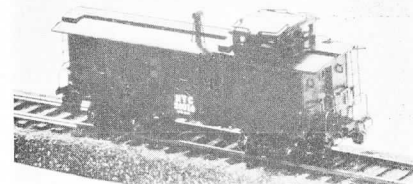
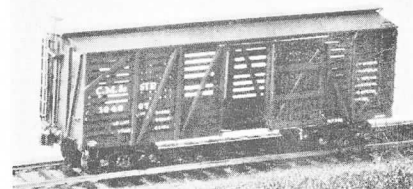
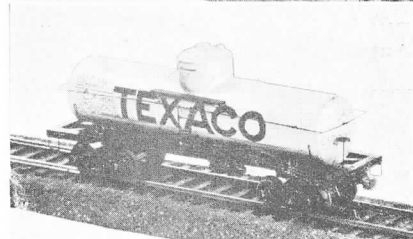
	Construction Set	Finished
--	------------------	----------

L. & N. Gondola 40 ft. 6 in. Cast sides, ends and under-frame. Everything except paint and lettering	\$3.95	\$7.50
--	--------	--------

Rock Isl'd Comp. Gondola car. Complete as above	3.95	7.50
---	------	------

Cast Hopper Car set, includes five castings for the bottom, ends and sides, plus separate brake, cylinder and reservoir. Also included is wood cut to size for false coal floor, assembled trucks, dummy couplers, wire and machine screws. Concealed lugs. Holes spotted in castings. This is U. S. Ry. Adm. design and many other cars can be built from set. Complete except paint (trucks assembled)	3.95	10.00
--	------	-------

C. & N. W. Flat Car 46 ft. Cast sides and ends, plywood floor. Everything except paint and transfers	2.95	6.00
--	------	------



FREIGHT CAR PARTS

(ALL PARTS ARE CASTINGS UNLESS OTHERWISE SPECIFIED)

1. Coupler pocket - ARA type _____ pair	.10
2. Coupler pocket - Commonwealth type _____ pair	.10
3. Poling sockets - pressed metal _____ set of four	.05
4. End sill - channel type, cast bronze _____ pair	.15
5. End sill - cast or plain type, cast bronze _____ pair	.15
6. Automobile car end door _____ each	.25
7. Auto car side door-Youngstown double door 12', pr.	.25
8. Auto car side door-Youngstown double door 10', pr.	.25
9. Box car side door - ARA or panel type _____ pair	.20
10. Box car side door-Youngstown corrugated type, pr.	.20
11. Freight car end castings - plain corrugated _____ pair	.25
12. Freight car end castings - dreadnaught type _____ pair	.25
13. Freight car cast underframe - state for what car	.40
14. Tank car dome for 8,000 gal. car _____ each	.20
15. Tank car dome for 10,000 gal. car _____ each	.20
16. Tank car underframe - cast bronze _____ each	.60
17. Flat car sides and ends - rivets and stake pockets cast on _____ set	.70
18. Flat car floor - milled wood for above castings, ea.	.20
19. Refrigerator car ice bunker hatch lids _____ set of 4	.20
20. Refrigerator car hinges - stamped _____ set of 12	.25
21. Brake wheel - brass stamping _____ each	.05
22. Brake wheel - die cast type _____ each	.05
23. Ajax brake wheel and mounting - die cast _____ set	.15

24. Brake cylinder - cast aluminum _____ each	.05
25. Brake cylinder - die cast _____ each	.10
26. Brake cylinder and reservoir - for hopper car _____ set	.10
27. Couplers - Monarch die cast, dummy type _____ pair	.20
28. Couplers - Monarch die cast, full working type, top or bottom operated _____ pair	.60
29. Built up ladders - state size, no. of rungs, set of 4	.30
30. Depressed grab irons _____ doz.	.15
31. Regular type grab irons _____ doz.	.12

NOTE: Transfers can be furnished for most of the freight cars in our line. Write for prices.

TRUCKS AND WHEELS

(See other side for cut of trucks.)

ASSEMBLED PRICES

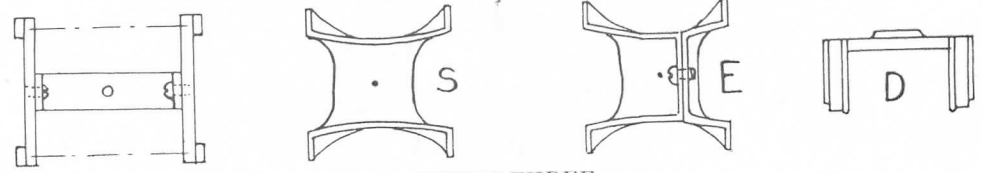
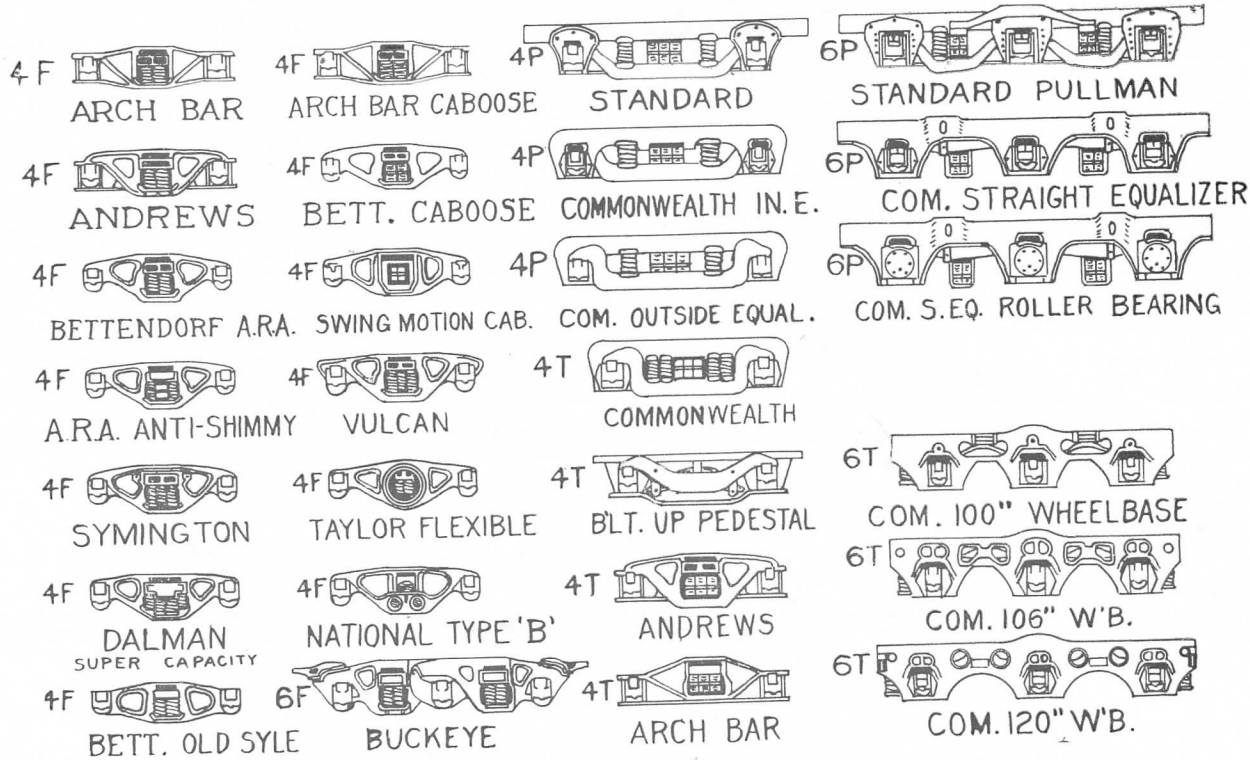
4F	Freight and Caboose, 4 wheel _____	.75
4P, 4T	Passenger and Tender, 4 wheel _____	1.00
6F, 6P, 6T	All 6-wheel trucks _____	1.25

WHEELS

Steel, 11-16" or $\frac{3}{4}$ " _____ pair	.10
Steel, 11-16" or $\frac{3}{4}$ " - insulated on one side _____ pair	.25

(One pair is 2 wheels on one axle.)

NOTE: For assembled trucks with insulated wheels, add the difference of the wheel cost. Example: 4-wheel freight car trucks insulated is \$1.35.



TERMS

Cash, Postal or Express Orders with order. Include 10c charge to cover packing and postage on all car part orders.

All locomotive parts, castings and chassis sets will be sent Express Collect, or include postage to cover.

All finished locomotives and locomotive sets, one-third cash with order and balance when we notify you engine is ready to ship. Express charges extra. Allow two to five weeks from date of order for locomotive chassis sets or finished locomotives.