



THE CARY IDEA

There is nothing more fascinating in model railroading than the steam type locomotive model, the collecting, building, and running of these miniature iron horses is far and away the most interesting segment of our hobby.

We've heard it said that craftsmanship is dead in America, if our own experience, and that of dozens of other suppliers of parts is any indication, nothing could be further from the truth. Thousands of enthusiasts enjoy nothing more than rolling their own when it comes to locomotives. The number of people interested in steam locomotive models is phenomenal, true many are mere collectors, but the facts are that because of this tremendous interest more people than ever before are finding enjoyment building their own.

The whole idea behind the Cary boilers is to give the modeler an accurate basic shape on which he may build, add, or subtract, or alter without the many difficulties formerly encountered in conversion jobs, that is cutting away more than was added to get the desired result. We could never see the thinking behind going through all the trouble and expense of making a die for a boiler and then making it to no particular prototype. All Cary boilers are faithful reproductions of actual prototypes, the shape of a locomotive boiler is its character, its personality, no concessions with accuracy are made for the sake of saving time or money. Only this casting method can time after time reproduce the shape and the blends between sections which may go unnoticed but which are so important to the over-all picture, the feel of a locomotive is present in a Cary boiler, not just a lot of geometric shapes.

CARY LOCOMOTIVE WORKS OWN LINE OF LOST WAX BRASS PARTS



HANDRAIL STANCHIONS
TURNED BRASS
HS-117 \$.55 doz.



HEADLIGHT HARRIMAN
HL-108 \$.75 ea.



P.R.R. MARKER LIGHTS
SET OF SIX
2 w/brkt. 4 plain
ML-106 \$1.50 set



POP VALVES & WHISTLE
P.R.R. STYLE
PV-103 \$.65 set



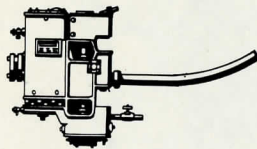
SANDER VALVES
P.R.R. STYLE
SA-113 \$.65 pr.



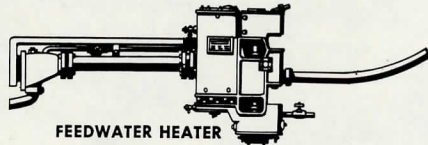
**LOCOMOTIVE
BRAKE CYLINDERS**
AS USED ON 4-4-0
BC-116 \$1.35 pr.



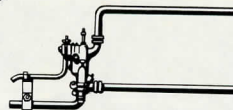
POWER REVERSE
ALCO TYPE "T"
PR-110 \$.85 ea.



FEEDWATER HEATER
WORTHINGTON BL
FW-101 \$.95 ea.



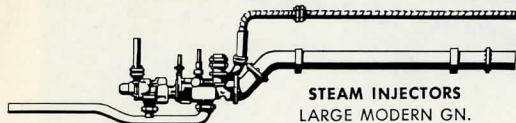
FEEDWATER HEATER
PENNSY 11
WORTHINGTON BL
FW-102 \$1.50 ea.



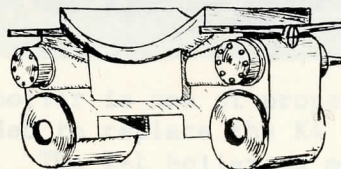
NON LIFTING INJECTORS
P.R.R. TYPE
NI-107 \$.85 ea.



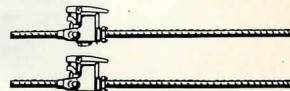
**BOOSTER ENGINE
STEAM PIPES**
SET OF 2
SP-104 \$1.25 set



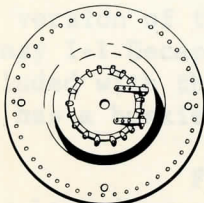
STEAM INJECTORS
LARGE MODERN GN.
SI-112 \$1.50 ea.



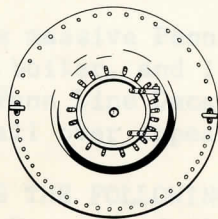
CYLINDER BLOCK
ANTIMONY LEAD
AS USED ON P.R.R. K5s & M1a
only
main mounting
hole drilled
CYL-115 \$1.75 ea.



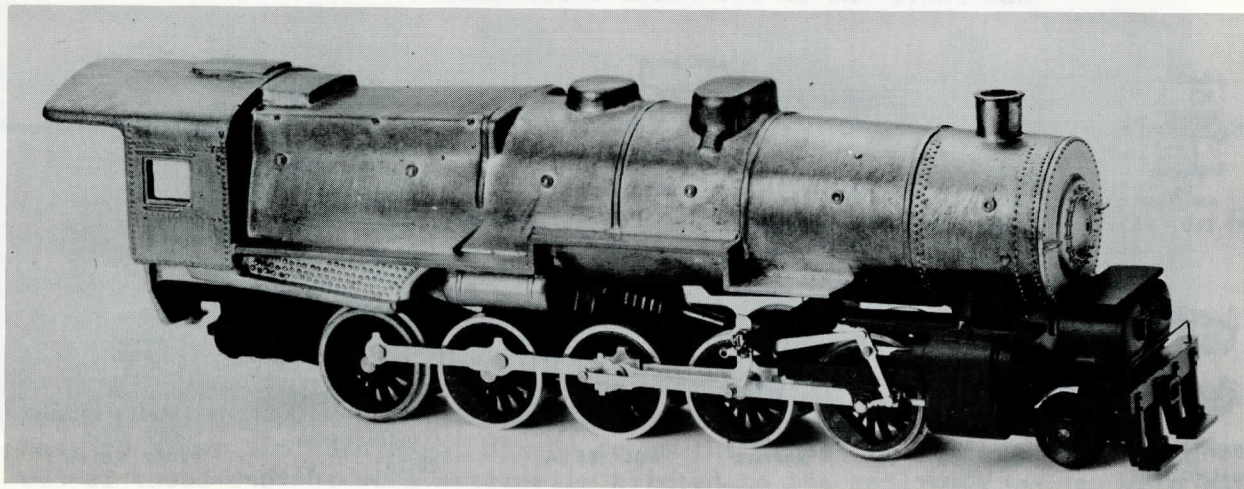
STARTER VALVES
STANDARD
SV-109 \$1.25 pr.



SMOKE BOX FRONT
7.5" dia. (1-1/32")
w/number plate
SB-114 \$1.25 ea.



SMOKE BOX FRONT
8" dia. (1-7/16")
w/number plate
SB-105 \$1.25 ea.



P.R.R.
CLASS 11
2-10-0
CONVERSION
BOILER

Our version of this massive Pennsy I-1 boiler is one of proper dimensions for a Pennsy I-1 Decapod boiler, and is intended to replace the K4 boiler which comes included with the Penn Line Decapod kit. The I-1 boiler is much larger in dia. and has a huskier all over appearance.

FITS THE FOLLOWING COMMERCIALY AVAILABLE CHASSIS

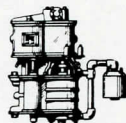
Penn Line (Bowser) Decapod, drilled & tapped for mounting Boiler #I-1--P.P.--\$8.50

ALSO AVAILABLE on SPECIAL ORDER to convert the following engines:

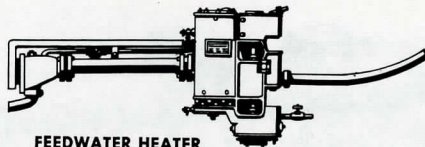
Penn Line (Bowser) Mikado--\$8.50 Penn Line (Bowser) H-9 Consol. incl. frame ext.--\$9.00

Varney "Old Lady" Consol. incl. frame ext.--\$9.50

DETAIL KIT #503 FOR DETAILING P.R.R. 11 DECAPOD \$8.50
 ALL PARTS MAY BE PURCHASED SEPARATELY



AIR PUMP
 AP-240 .95 ea.



FEEDWATER HEATER
 PENNSY 11
 WORTHINGTON BL
 FW-102 \$1.50 ea.



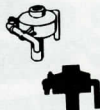
POWER REVERSE
 P.R.R. MODERN
 PR-237 .85 ea.



GENERATOR
 PYLE DUAL-VOLTAGE
 GE-234
 .65 ea.



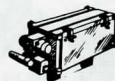
HEADLIGHT
 P.R.R. MODERN
 HL-235
 .75 ea.



EXHAUST
 MUFFLER
 EM-223
 .65 ea.



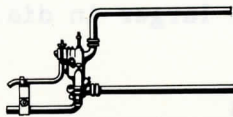
AIR RINGER
 BE-285
 BELL .85 EA.



TRAIN CONTROL
 BOX
 UNION 3-SPEED
 CB-252 .85 ea.



POP VALVES & WHISTLE
 P.R.R. STYLE
 PV-103 \$.65 set



NON LIFTING INJECTORS
 P.R.R. TYPE
 NI-107 \$.85 ea.

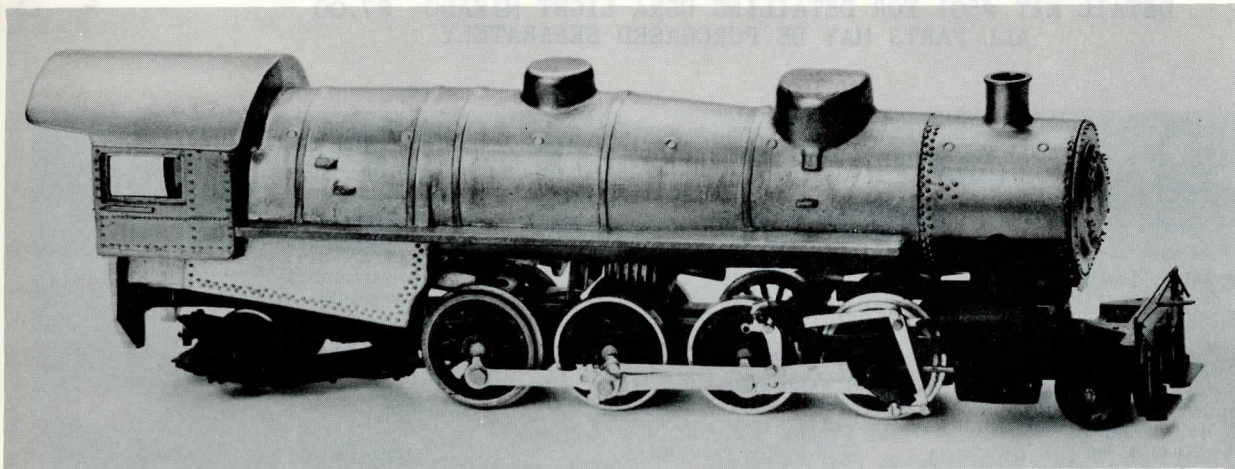


BRACKET FOR GENERATOR
 .75ea.



MARKER LIGHTS, P.R.R.
 40 pr.

When Purchased in Kit Form \$8.50 YOU SAVE \$1.15



USRA
LIGHT MIKADO
2-8-2
CONVERSION
BOILER

Many consider the USRA Light Mikado to be the finest of all the USRA designs. 625 of these engines were originally allotted to the railroads. They were built by the three major builders, Baldwin, Alco, and Lima. Engines based on this design were built for many years after the close of the war.

FITS THE FOLLOWING COMMERCIALY AVAILABLE CHASSIS

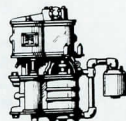
Mantua Mikado, drilled & tapped for mounting	Boiler #MK2M--P.P.--\$8.50
Penn Line (Bowser) Mikado, drilled & tapped for Mounting	Boiler #MK2P--P.P.--\$8.50
Varney "Old Lady" Consol. includes frame extension,	Boiler #MK2CV-P.P.--\$9.50
Penn Line (Bowser) H-9 Consol. includes frame extension	Boiler #MK2CP-P.P.--\$9.00

ALSO AVAILABLE on SPECIAL ORDER to convert the following engines:

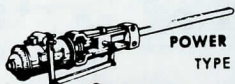
Varney Pacific--\$8.50 Varney Mikado--\$8.50

SPECIAL---Cal Scale Trailing Truck when purchased with boiler \$2.75

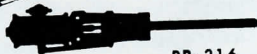
DETAIL KIT #501 FOR DETAILING USRA LIGHT MIKADO \$7.00
ALL PARTS MAY BE PURCHASED SEPARATELY



AIR PUMP
AP-240 .95 ea.



POWER REVERSE
TYPE "C"



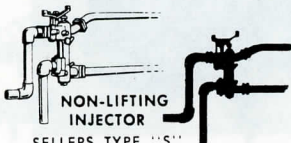
PR-216
.85 ea.



GENERATOR
TURBO
GE-211
.65 ea.



HEADLIGHT
W/ BRACKET
HL-209
.85 ea.



NON-LIFTING
INJECTOR
SELLERS TYPE "S"
NI-264 .85 ea.



CHECK VALVE
WITH STOP VALVE
CV-253 .85 pr.



ANGLE BRACKET
BELL
Boiler front mounting
BE-299 .85 ea.



Used on engines with small fire
boxes. Usually engines built between
1900 and the late 1930's.

AS-248 .95 pr.

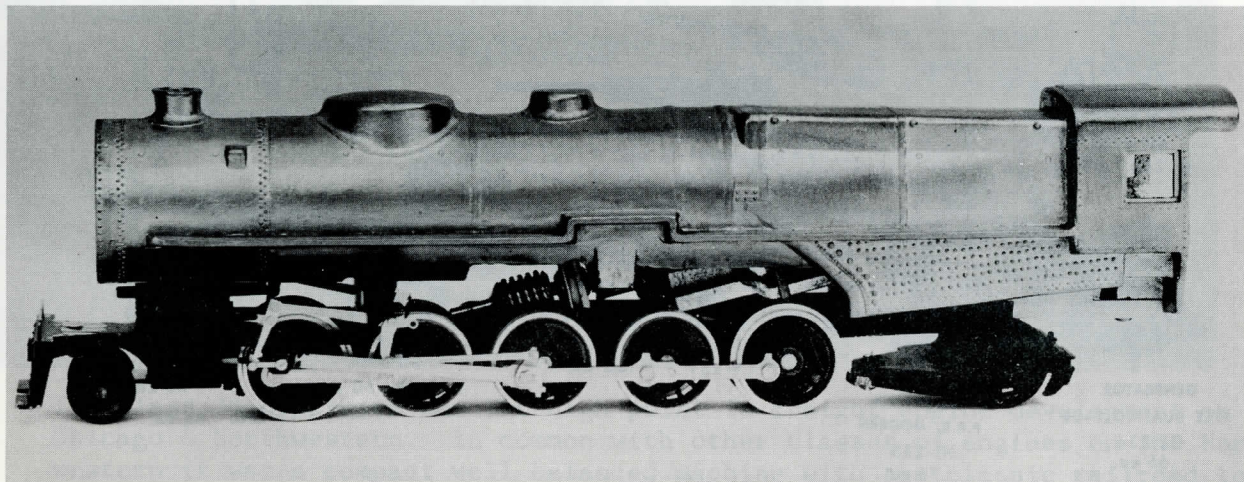


WHISTLE
WH-201 .35



POP-VALVES
PV-251 20 pr.

When Purchased in Kit Form \$7.00 YOU SAVE \$1.25
SPECIAL---Cal Scale Trailing Truck when purchased with Kit #501 \$2.75



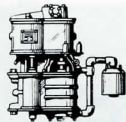
P.R.R.
CLASS N1
2-10-2
CONVERSION
BOILER

The Pennsy N1s class 2-10-2 were a 1918 design, and were intended primarily for heavy ore train service. There were 60 of these N1s engines on the Pennsy roster and many more N2sa engines of the same type but which were rebuilt from standard U.S.R.A. heavy 2-10-2s, they were all identical in appearance however.

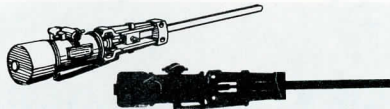
FITS THE FOLLOWING COMMERCIALY AVAILABLE CHASSIS

Penn Line Decapod (Bowser), drilled & tapped for mounting Boiler #N1--P.P.--\$9.50

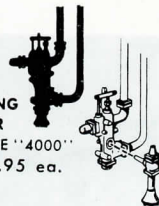
DETAIL KIT #504 FOR DETAILING THE P.R.R. N1 2-10-2 \$6.75
 ALL PARTS MAY BE PURCHASED SEPARATELY



AIR PUMP
 AP-240 .95 ea.



POWER REVERSE
 P.R.R. MODERN
 PR-237 .85 ea.



NON-LIFTING
 INJECTOR
 NATHAN TYPE "4000"
 NI-262 .95 ea.



GENERATOR
 PYLE DUAL-VOLTAGE
 GE-234
 .65 ea.



HEADLIGHT
 P.R.R. MODERN
 HL-235
 .75 ea.



CHECK VALVE
 NATHAN DOUBLE TOP FEED
 CV-251 .65 ea.



DAMPER
 CONTROL
 DA-269 .50 ea.



AIR RINGER
 BE-285
 BELL .85 EA.



BRACKET FOR GENERATOR
 .75 ea.

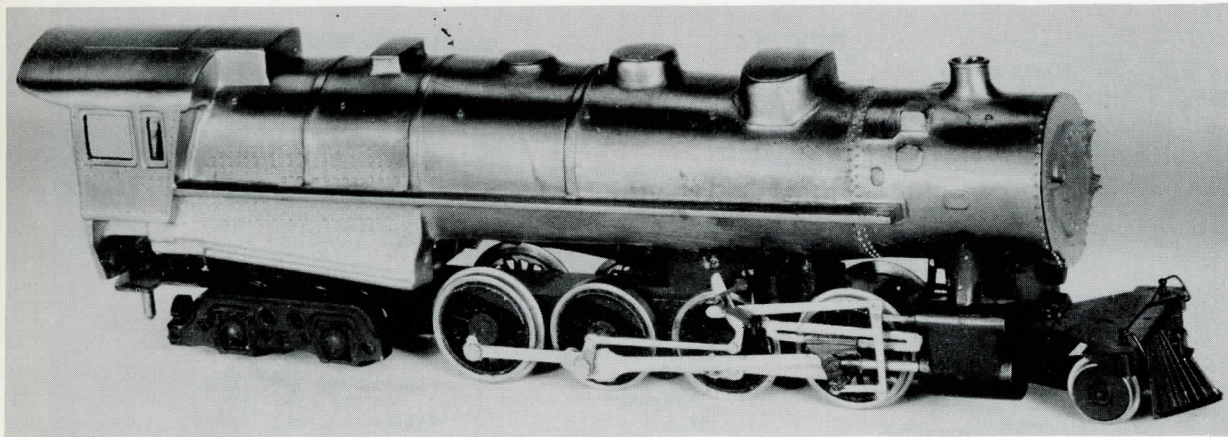


WHISTLE
 WH-250 .50 ea.



MARKER LIGHTS, P.R.R.
 40 pr.

When Purchased in Kit Form \$6.75 YOU SAVE \$1.05



C & NW

J4 BERKSHIRE

2-8-4

CONVERSION
BOILER

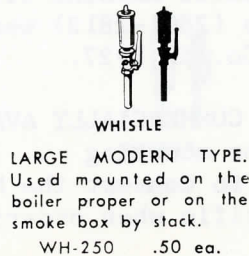
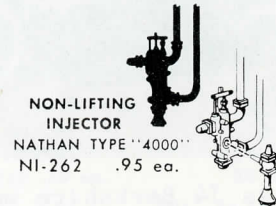
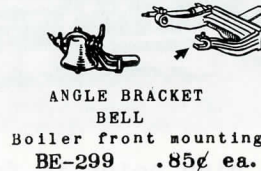
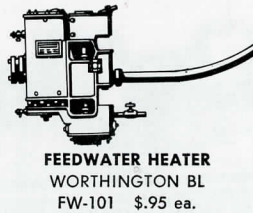
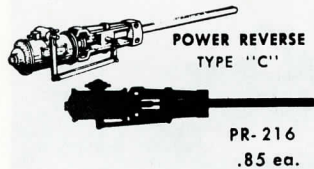
The class J4 Berkshire was the high point in freight engine development on the Chicago & Northwestern. In common with other classes of engines on the Northwestern it was a compact well balanced machine with the classic railroad look. The entire class of twelve engines (2801-2812) were turned out by the Dunkirk Works of the American Locomotive Co. in 1927.

FITS THE FOLLOWING COMMERCIALY AVAILABLE CHASSIS

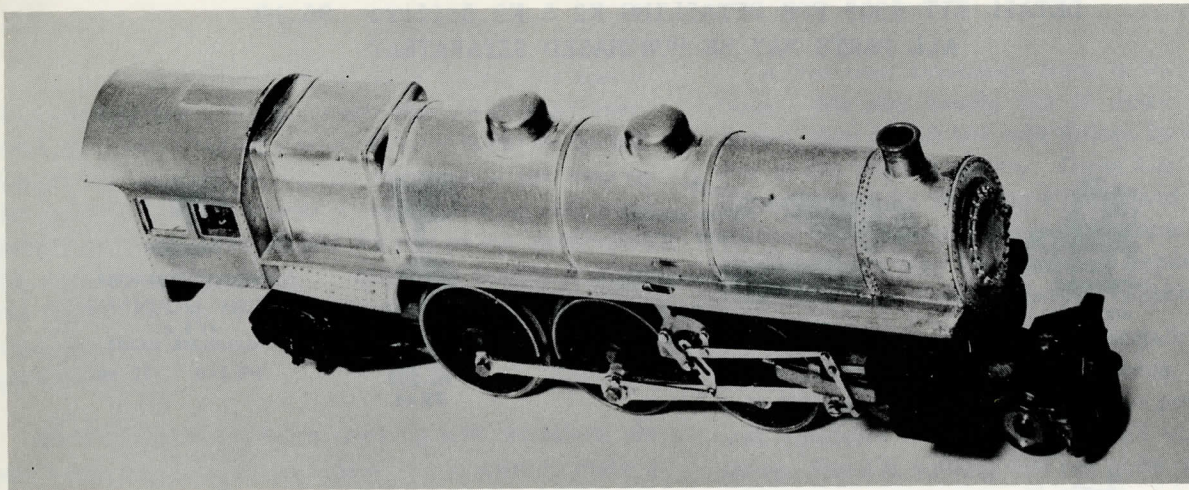
Mantua Mikado, drilled & tapped for mounting	Boiler #J4--P.P.-\$8.50
This same boiler can also be used to convert the Mantua Pacific into a dandy free lance Hudson, SPECIFY for Pacific when ordering	P.P.-\$8.50

We recommend the use of Kemtrons X194 four wheel trailing truck with the above conversion. We do not handle this item.

DETAIL KIT #502 FOR DETAILING C&NW BERKSHIRE J4 \$7.75
 ALL PARTS MAY BE PURCHASED SEPARATELY



When Purchased in Kit Form \$7.75 YOU SAVE \$.85



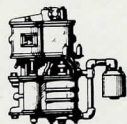
P.R.R.
CLASS K2 & K3
4-6-2
CONVERSION
BOILER

In early 1910 the Pennsylvania Railroad brought out it's first class of standardized Pacific locos, the new engines were known as class K-2 and it was one of the largest passenger engines of the time. Many variations of this engine were built all using the same basic boiler.

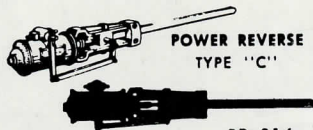
FITS THE FOLLOWING COMMERCIALLY AVAILABLE CHASSIS

Penn Line (Bowser) Pacific, drilled & tapped for mounting Boiler #K2P--P.P.--\$8.50
Mantua Pacific, drilled & tapped for mounting Boiler #K2M--P.P.--\$8.50
ALSO AVAILABLE on SPECIAL ORDER to convert the following engines:
Mantua Mikado--\$8.50 Penn Line (Bowser) Mikado--\$8.50 Varney Pacific--\$8.50
Varney Mikado--\$8.50 AND to make Mikados out of Consols. Varney "Old Lady"--\$9.50
Penn Line (Bowser) H-9--\$9.00. Last two include frame extension for making Mikes.
SPECIAL---Cal Scale Trailing Truck when purchased with boiler \$2.75.

DETAIL KIT #505 FOR DETAILING K2 & K3 Boilers \$6.10
 ALL PARTS MAY BE PURCHASED SEPARATELY



AIR PUMP
 AP-240 .95 ea.



POWER REVERSE
 TYPE "C"

PR-216
 .85 ea.



HEADLIGHT
 SUNBEAM
 HL-202
 .75 ea.



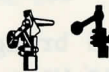
HEADLIGHT BRACKET
 HIGH MOUNTING
 FITS ALL
 CAL SCALE LIGHTS
 HB-246 .50 ea.



GENERATOR
 TURBO
 GE-211
 .65 ea.



ROPE PULL
 BE-281



DAMPER
 CONTROL
 DA-269 .50 ea.



P.R.R. MARKER LIGHTS
 SET OF SIX
 2 w/brkt. 4 plain
 ML-106 \$1.50 set



POP VALVES & WHISTLE
 P.R.R. STYLE
 PV-103 \$.65 set

When Purchased in Kit Form \$6.10 YOU SAVE \$1.10
 SPECIAL---Cal Scale Trailing Truck when purchased with Kit #505 \$2.75

The material used in making these boilers is a special antimony-lead alloy, it was chosen after much experimentation because of the ease with which it could be drilled, tapped, and soldered, this is not the material you may be familiar with that was formerly used in making soft metal boilers. It can be soldered and the rest of the parts won't fall off while you're doing it. Much lip service is given this material or that, but experienced modelers agree after working with ours, it's the easiest because of its all around workability.

We at Cary are modelers working with modelers; we solicit your suggestions, and ideas, if you want to make a special conversion using our boilers and have some questions don't hesitate to write, we may or may not be able to help you, but we'll sure give it a try. Many more conversions are possible with Cary boilers than we list.

A lost wax smokebox front is included with every boiler. We also handle kits of detail parts for all our boilers, they are all lost wax fittings by Cal Scale or Cary and of the highest quality. These kits contain the basic parts required for detailing a boiler and represents a substantial savings over parts bought separately. Of course, all these parts may be purchased separately as can any other Cary part, they're always available.

When fitted to one of the many fine running mechanisms available from Bowser, Mantua, Varney, or Penn Line (Bowser), these boilers take an ordinary locomotive and transform it into something all your own, of your doing. There is nothing that can quite match the pride of rolling your own, and it will pull like a locomotive should. Most of the above mentioned manufacturers will gladly supply mechanisms separately for use with your Cary boiler.

Happy Building,

Don Stromberg

President

RT. 2 — BOX 240

CARY, ILLINOIS 60013

CARY  **LOCOMOTIVE WORKS**

RT. 2 — BOX 240

CARY, ILLINOIS 60013