

1973 CATALOG

LOCOMOTIVE WORKSHOP

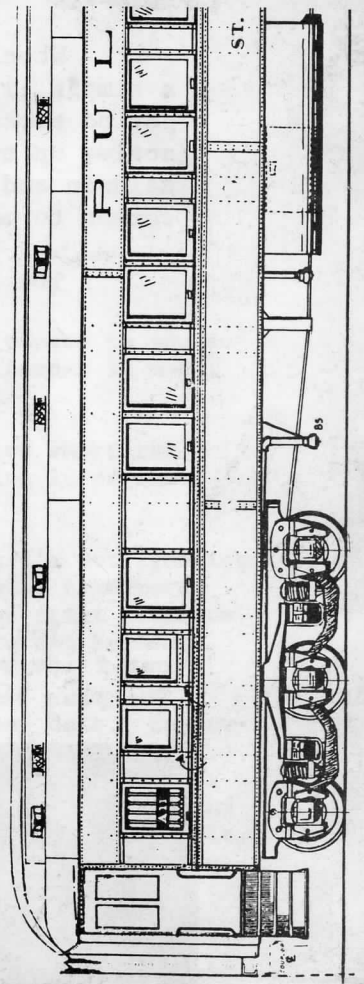
Locomotives

Traction

Trucks

Car Kits

Specialty Items



LOCOMOTIVE WORKSHOP

32650 LAKE ROAD
AVON LAKE, OHIO 44012

Return Requested

SD 40

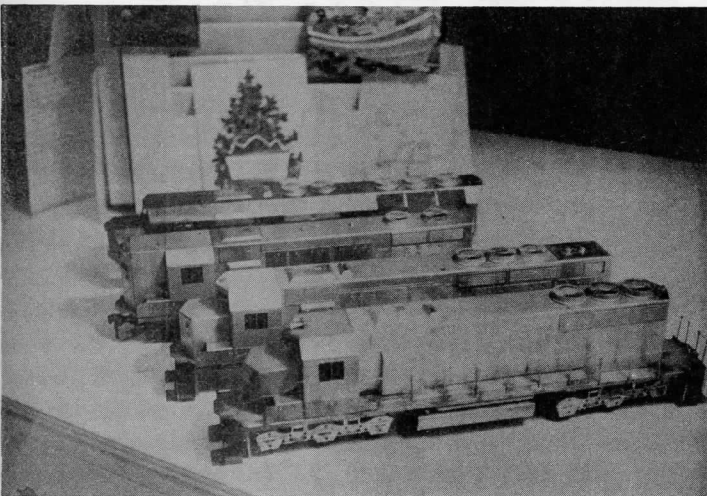


THIRD CLASS MAIL

ALL NATION LINE

1020 BUSSE HIGHWAY

PARK RIDGE, ILL 60068

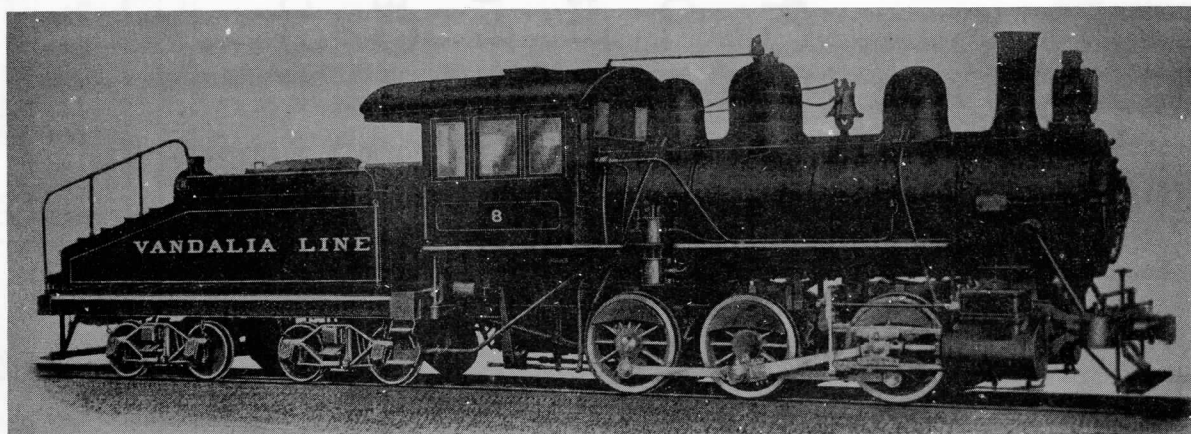


When we started researching the 0-6-0 kit, the intent was to find a simple little machine that could have done duty on many railroads. The period picked was pre-1914, so that many of these engines could have been active up to the end of steam. We found these engines were built by Alco, Baldwin and Lima; it was basically a problem of picking basic characteristics common to many engines of many railroads.

The general outline derived boiled down to:

- 50" drivers
- 11'-0" total wheelbase
- Stephensen valve gear
- slide valves
- straight boiler of about 54" diameter
- wooden cab (with steel frame)
- simple lines, with straight stack
- slopeback, coal tender

You might think that having several thousand locomotive plans in our files would have made the selection process an easy one. It wasn't. The plan below illustrates our findings, however.



The kits will have all brass superstructures, much like our diesel kits. Boiler, cab and tender body are brass etchings. The major components will be formed and trimmed (we recently added a new pantograph engraver to handle this work). Stack and similar parts will be formed turnings. The steam dome and sand boxes will be brass pressings. Smokebox front will be a lost wax castings, as will be many other detail parts. Running boards will be etched, and cut out to fit into slots milled into the etched boiler. The frame is a casting, with removeable brass bearings. Drivers will have lost wax brass centers, with steel tires and axles. The gearbox will be fully enclosed and will be driven by an American-made DC motor. Price will be \$125.

A post card will reserve one; we will send out notices of availability when the kit is due. The size of the initial run will be based on the response of cards and strict adherence to date of reservation will be observed. We don't know when we'll have time to make the second run.

Also will have some C&O engraving sets available for the 0-10-0 at \$35 per set for the O gauge version. This is a spin-off of an HO kit for the C&O Historical Society. Available September. (limited quantity)

And last, but not least- engravings for six ON3 tenders - \$35/sheet. Available March.

Every year I try to word this note a little differently, to try to convey to you a little of the philosophy of LOCOMOTIVE WORKSHOP. You say philosophy isn't needed in model railroading? Everyone needs something to grow by.

One item we've developed over the years is the concept of inexpensive short run production. Making 100,000 pieces is easy with today's technology. Making 10 or 100 pieces economically isn't.

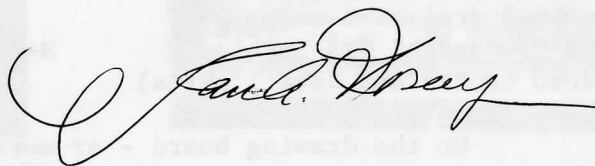
O gauge model railroad equipment has a severely limited market (no, I'm not ignoring S gauge - the same reasoning applies). It is rare that the marketplace will take more than 100 kits within a reasonable time. Depending on price and appeal, we first estimate the potential market and then run some analyses to determine how big a run can be made. These runs vary between 15 and 75 pieces for locomotives.

A time frame is worked out for each kit, aiming at a specific release date. Engraving masters are drawn, casting patterns made, and a preproduction unit is usually built. The typical kit contains parts from many sources - engravings from Ohio and New York, castings from California, Ohio, Pennsylvania and New York, brass parts from Illinois, and other pieces from other states. Advertising is placed in New Jersey, Wisconsin, Illinois, Pennsylvania and Indiana. Everything has to work just right, or all bets are off. When you look at an SD40 and realize that there are 200 parts in that kit, any one of which can foul up a schedule by being missing.....

A recent headache involved a missing screw in a tank car kit. We needed 60- $\frac{1}{4}$ "x4.40 R.H. screws. We couldn't find them in Cleveland or the surrounding area. So I spent most of a Saturday making the ?*!# things.

Anyway, we run the kits through in batches. Usually, 75-80% of the line is in stock at any given time. I try to keep a running estimate on when to rerun kits so that back-orders are kept to a minimum. Unfortunately, there is a lag of about four to five months between ordering parts and having the kit on the shelf. Since orders on a specific kit are cyclic, things occasionally get hectic.

This year, we have some new items scheduled. An 0-6-0 tops the agenda, featuring all brass superstructure and various innovations to reduce cost. See more details inside. Three cabooses in brass - steel cupola, wooden cupola, and steel baywindow. These are all Nickel Plate prototype, but we feel their appeal should be widespread. A brass boxcar - AAR standard of 1924. The Electromotive F45 - modern 3600 hp successor to the FT and F3.



DIESEL, ELECTRIC AND GAS-TURBINE LOCOMOTIVE KITS

We list below the locomotive superstructure kits available from our line. We believe this is the largest variety available in any current catalog.

Most units are O gauge, but there are some S gauge and HO gauge listings.

Aluminum Casting Sets:

These include basic castings for superstructure and trucks. No detail parts or power is included.

Baldwin RF-16 "Sharknose"	B-B	\$37.50
General Electric U25C	C-C	\$37.50
GE U33B	B-B	\$35.00
GE U33C	C-C	\$37.50
GE/Pennsylvania E44 electric	C-C	\$45.00
GE 65 ton switcher	B-B	\$17.50

NOTE: "33" series units may be built as 28,30 and 36 series units

Etched Brass Superstructure Kits:

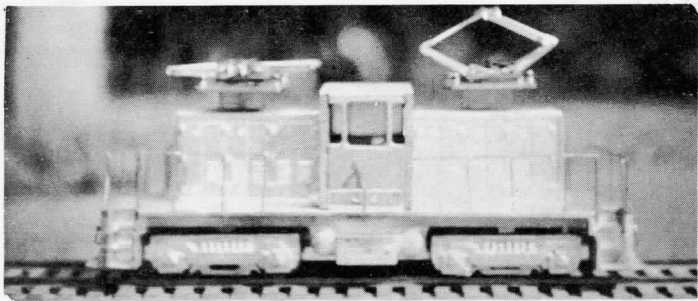
These are complete superstructure kits, and include detail parts (in brass) and soft metal truck castings. They are essentially complete except for wheelsets and power.

EMD road-switchers:

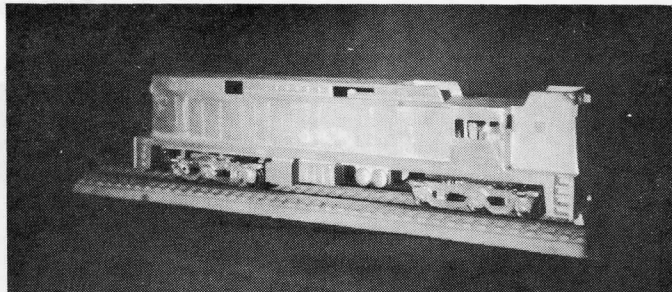
GP 40	B-B	\$75.00
GP 38 - GP 39 (specify)	B-B	\$73.50
SD 40	C-C	\$80.00
SD 38 - SD 39 (specify)	C-C	\$78.50
SDP 40	C-C	\$85.00
EMD F45 "covered wagon"	C-C	\$80.00
EMD E9 passenger A unit	A1A-A1A	\$59.50
B unit	A1A-A1A	\$52.50
EMD E7 passenger A unit	A1A-A1A	\$49.50
B unit	A1A-A1A	\$42.50
Alco Rs-1 road switchers	B-B	\$54.50 (O gauge)
		\$49.50 (S gauge)
Alco S-4 switcher	B-B	\$52.50 (O gauge)
		\$47.50 (S gauge)
Alco FB-2 freight B unit	B-B	\$37.50 (S gauge)
GE/UP "Verandah" Gas-Turbine	B-B+B-B	\$37.50 (O gauge)
(less trucks and detail parts)		\$27.50 (HO gauge)

On the drawing board - or more accurately, coming when we can get to them..... These are to be all new, with etched brass superstructures. To move us along, drop us a post card if you're interested.....

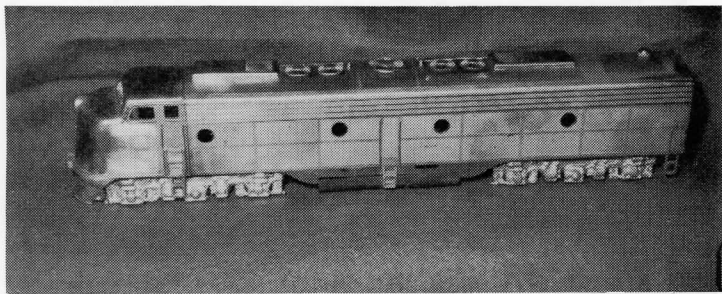
Cleveland Union Terminal electric 2-C + C-2 (O & HO)
General Electric U 50 B B-B + B-B
Baldwin RF-16 Freight Sharknose B-B (A & B units)
Baldwin BP-20 Passenger Sharknoses A1A - A1A (A & B units)
GE/UP "original" Gas-Turbine B-B + B-B



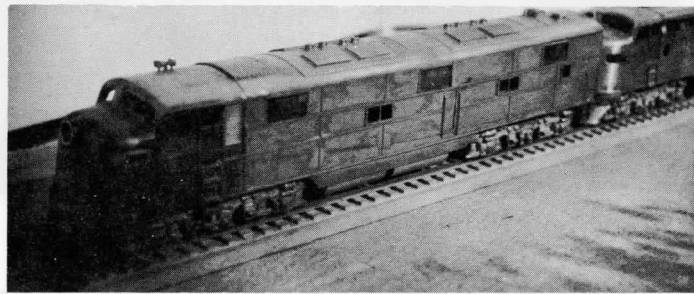
GE 65 TON



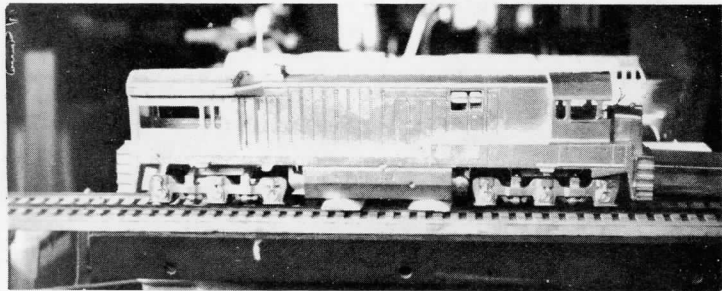
GE / PRR E 44 ELECTRIC



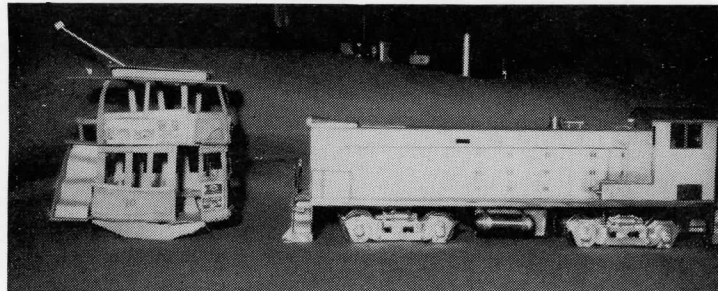
EMD E9



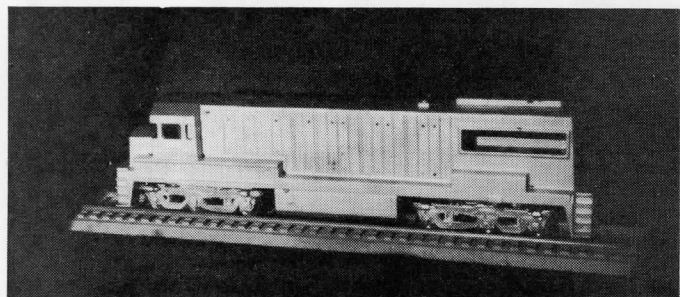
EMD E7



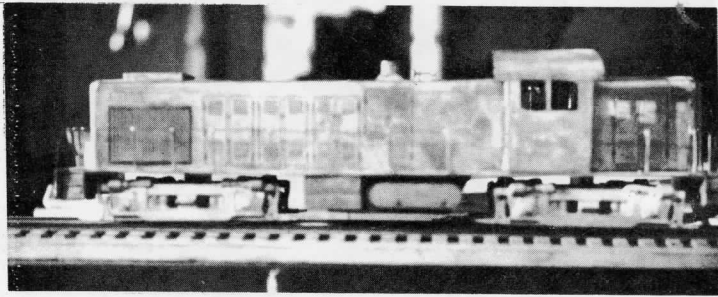
GE U33C



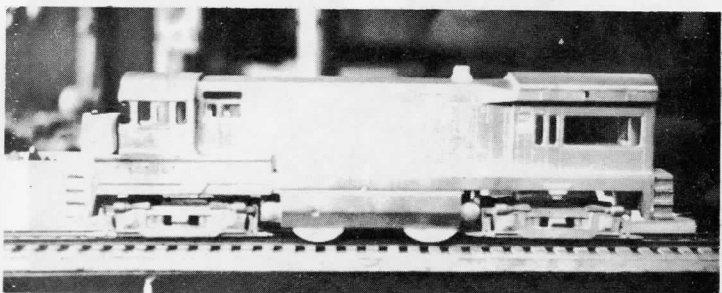
BALDWIN S-12



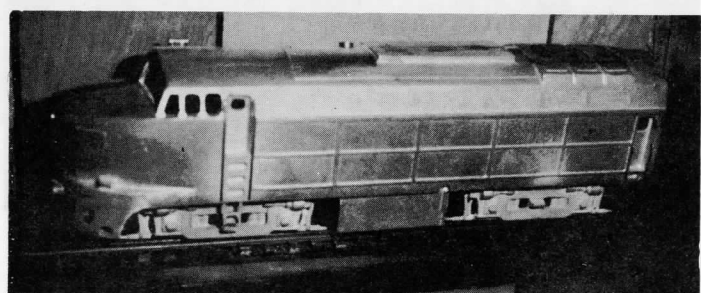
GE U25C



ALCO RS-1

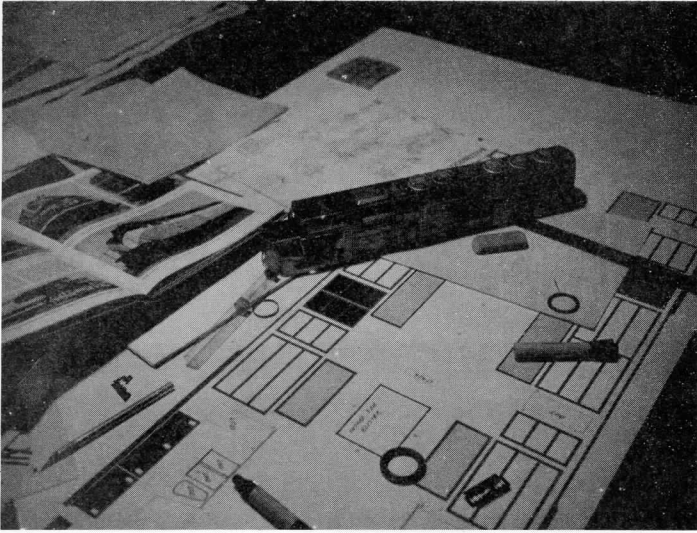


GE U33B

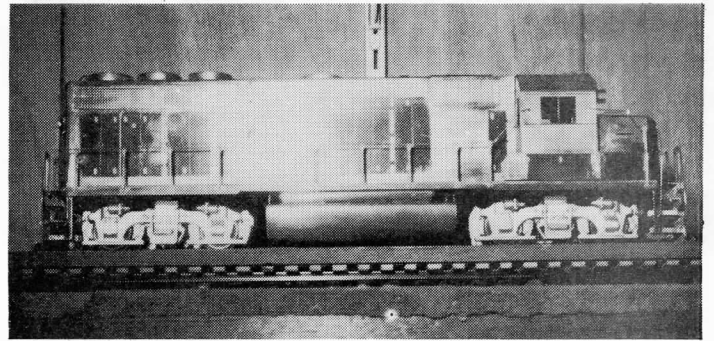


BALDWIN RF-16

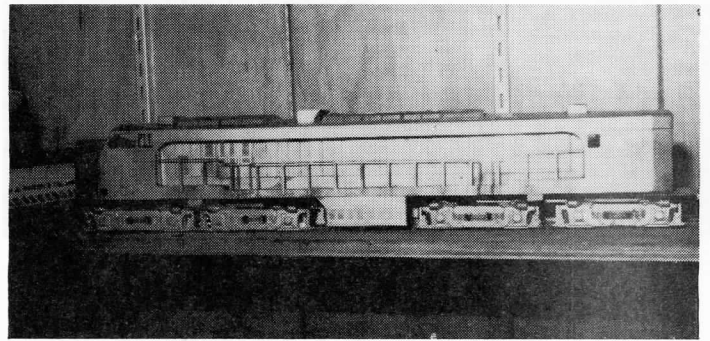
Some photographs of interest



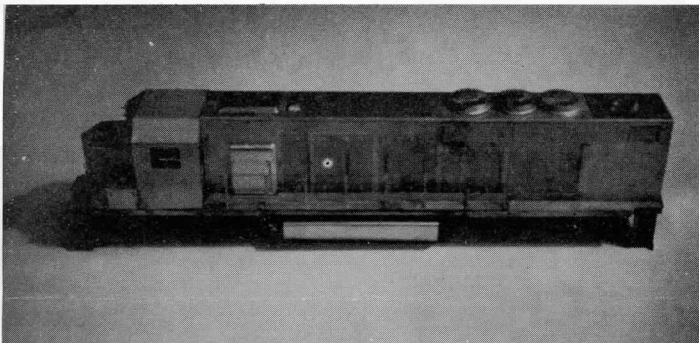
F45 in work



GP40



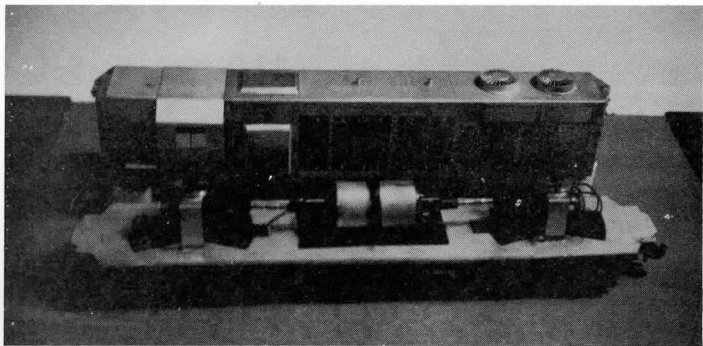
Verandah Gas Turbine



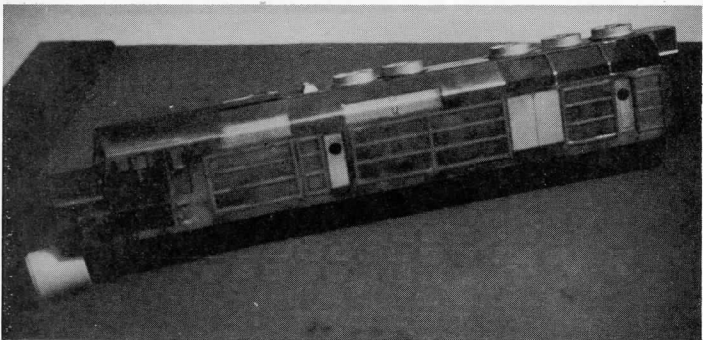
SDP40



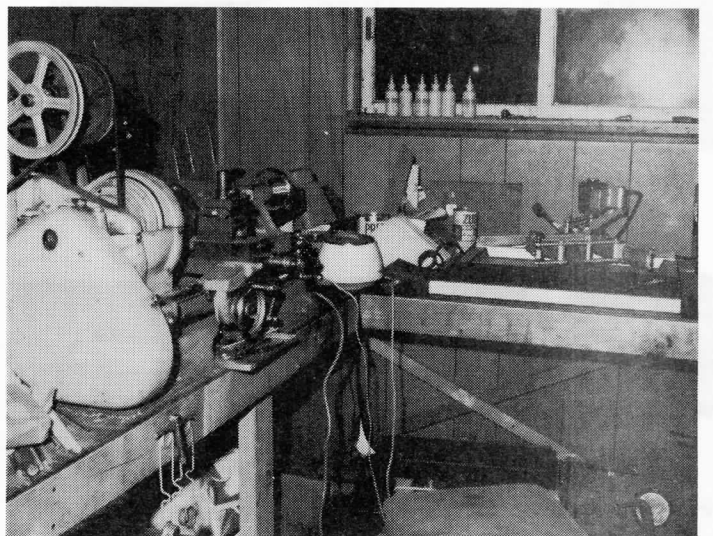
Some views of the "Workshop"



GP38 on Atlas Chassis

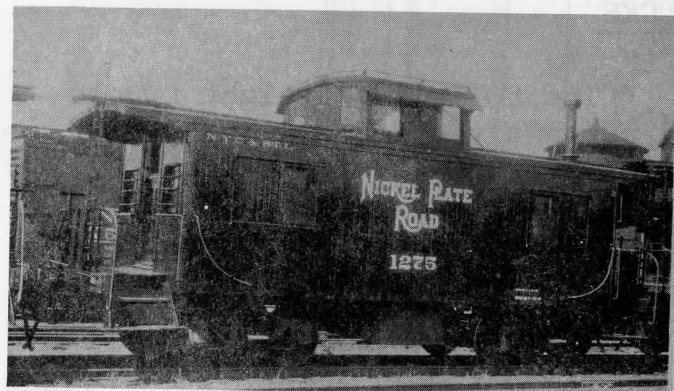


F45 Body



BRASS CABOOSES

Locomotive Workshop and the Car Shop are pleased to present a series of new caboose kits in brass.



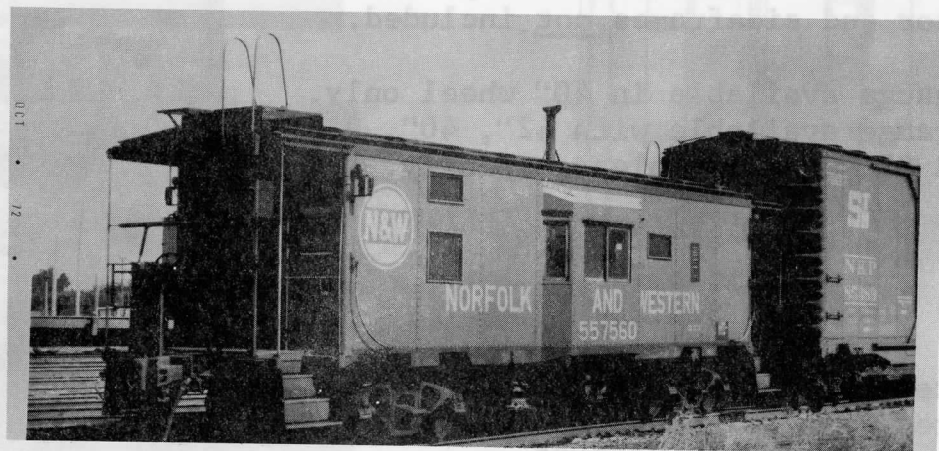
Kits are etched brass with all major cutout and forming work completed. These are all Nickel Plate, but similar cars were used on other roads. They are #186 NKP/C&O wooden (above right), #187 W&LE/NKP/N&W steel cupola (below left) and #188 NKP/N&W (below right).



These are craftsman kits. Soldering is required.

HO gauge	\$15.95, postpaid
S gauge	\$22.95, postpaid
O gauge	\$27.95, postpaid

Quantities are limited. First run will have only 25 cars of each type run.



TRUCKS

The following freight trucks are currently offered. The stock of r-t-r trucks is limited and will not be renewed:

Dahlman
Bettendorf
Bettendorf 'T' #
Andrews
Clasp Brake #
Archbar #

#not available in high rail

Types available:

2 rail kit	\$3.10
2 rail r-t-r	\$3.60
3 rail kit	\$1.75
3 rail r-t-r	\$2.25
HiRail r-t-r	\$2.50

Note: for 10 or more pair (mixed), deduct 15%.

Equalized Pedestal Arch (Tender) sideframes	\$1.50
4 wheel caboose journals (4 castings)	\$1.75

POWER TRUCKS

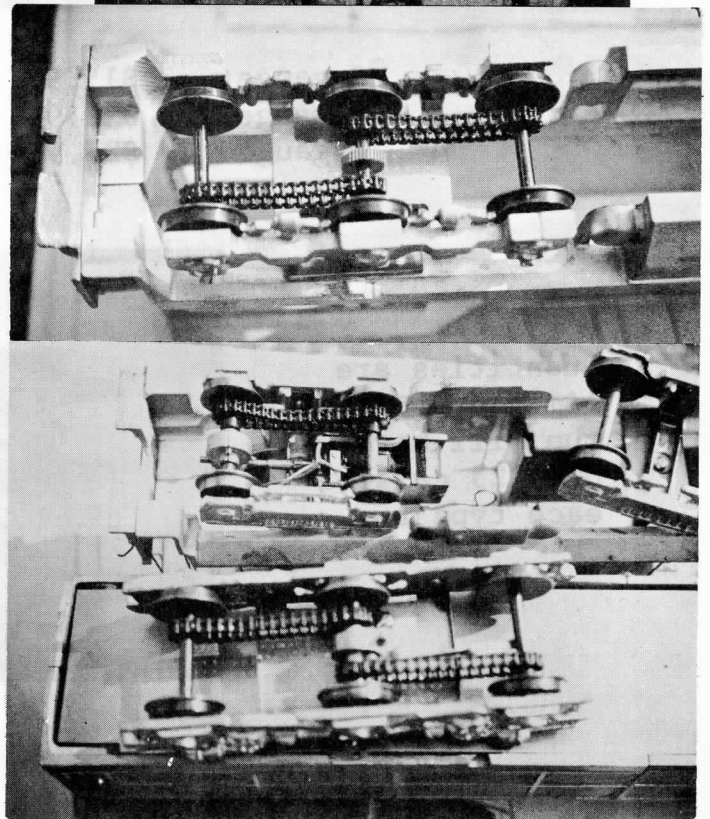
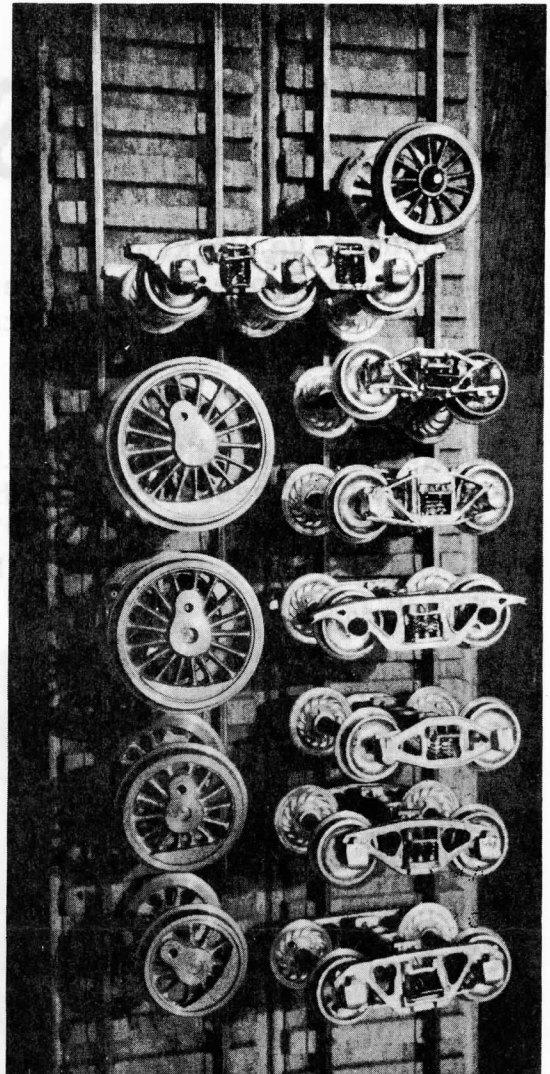
Available in two rail S gauge and O gauge only. Enclosed gear box, with chain drive to auxiliary axels. Motor and sideframes not included.

S gauge available in 40" wheel only.
O gauge available with 42", 40", 36" and 33" wheels - please specify.

2 Axle	\$15.25
3 Axle	\$18.75
4 Axle	\$23.25

Note: for gas turbine, about 8 inches more chain is needed, so please specify
4 axle GTEL \$25.85

(also needed for GE U50B)



Typical Power Truck Assemblies

PASSENGER CARS

- 171 Diner
- 172 6 Bedroom Solarium Lounge
- 173 12 Section Sleeper
- 174 Observation
- 175 Standard Pullman

Our newest line. 80' passenger cars in etched brass, with wooden roof and floor. Windows are punched through. Etched brass underframe and some additional details.

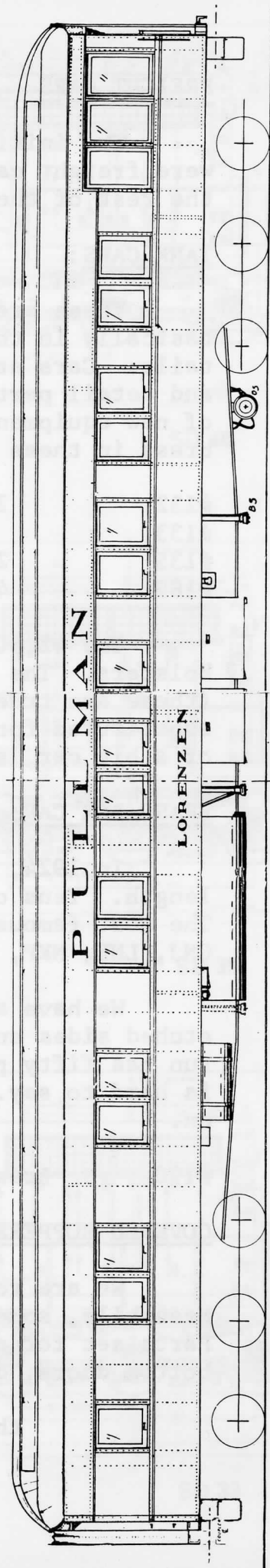
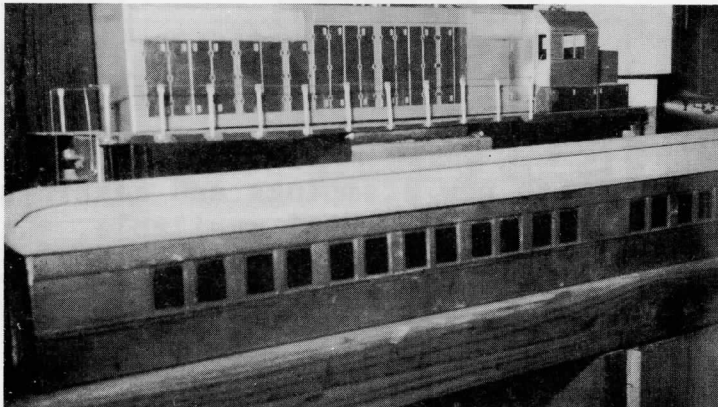
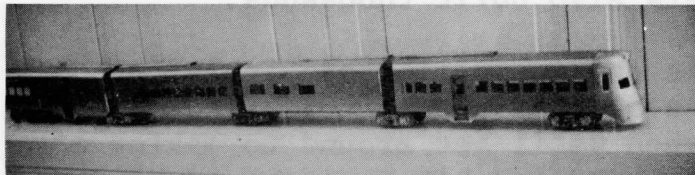
171, 174 and 175 are former Miller cars.

- O Gauge \$34.50
- S Gauge) Price on application
- HO Gauge)

ELECTROLINER

A four unit beauty in brass. All brass except for nose casting. All bodies formed, ready for assembly. Trucks are available from Wagner.

Kit in O gauge \$79.50



FREIGHT CARS

The initial offerings, in O gauge, of Locomotive Workshop were freight cars. Currently, we list only a few, compared to the rest of the line, but these few are still significant.

TANK CARS:

These are all based on a common set of parts, and differ basically in the length of the tank and the application of details. Cars are all metal, with brass tanks and end bells, and detail parts of brass and soft metal. With the acquisition of new equipment, we are gradually increasing the percentage of brass in these kits.

#132	20,000 gallon modern tank car	\$10.95
#133	6,000 gallon "beer can" tank car	\$11.95
#135	25,000 gallon modern tank car	\$11.95
#189	42,500 gallon lube oil/LPG car	\$23.95

The 42,500 gallon car requires four trucks, and span bolsters. The kit includes span bolsters to fit our trucks (these are true bolsters, in which the central casting is substituted for the bolster in each truck). This is a heck of a big car, so don't try to use it on your Atlas curves!

BRASS BOX CAR:

In 1924, the AAR standardized a steel box car of 40' length. Tens of thousands of these were subsequently built. The most famous example was the Pennsy X-29 class, although CNJ, LNE, NKP, B&O and others also built thousands.

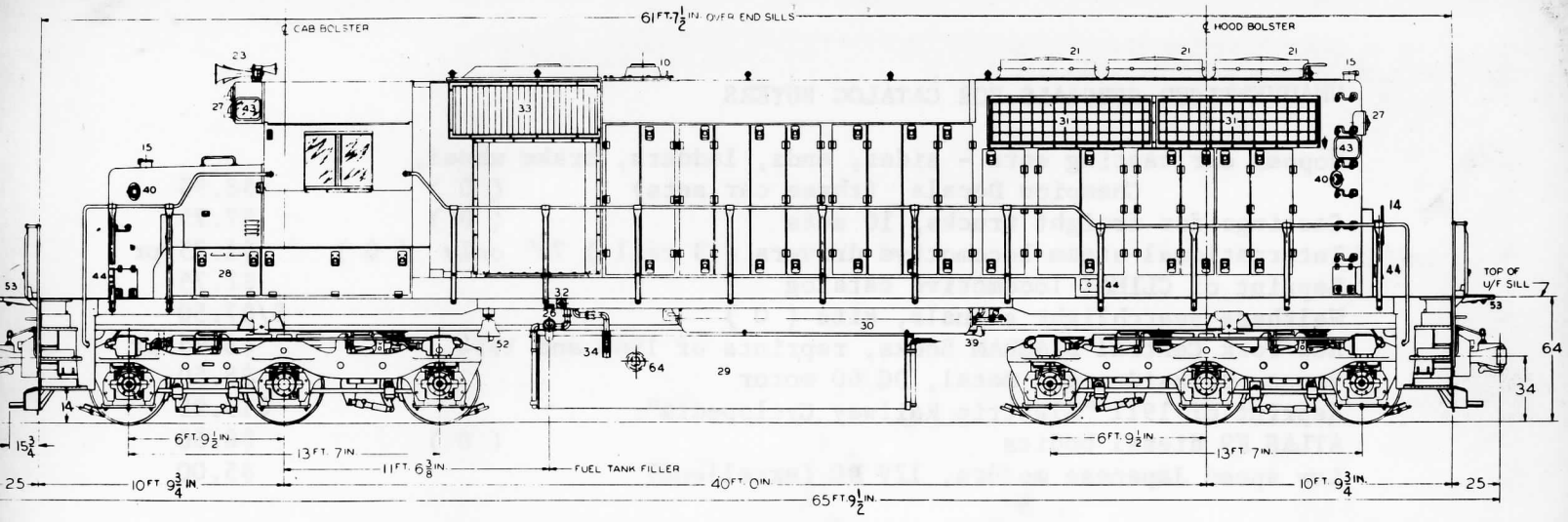
We have a kit for this car in full brass, including etched sides and ends, and a stamped brass roof. The first run has fifty pieces, and when we'll get around to making more is hard to say. This might be a good kit to learn to solder on.

#190	Brass box car kit	\$19.75
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COVERED HOPPERS:

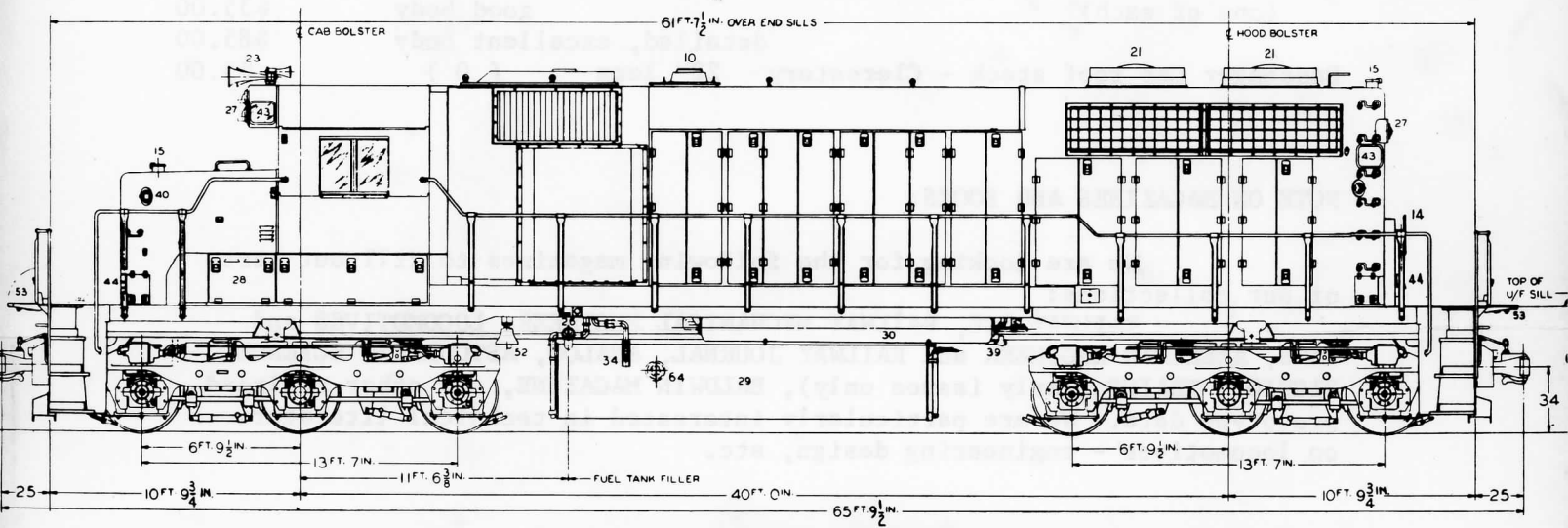
We are reviving this kit, with new stampings and castings. Meanwhile, some parts from the old kit are still available. Parts set for covered hopper - sides, ends, roof, roof hatches, bottom doors, decals

three car set	\$9.95
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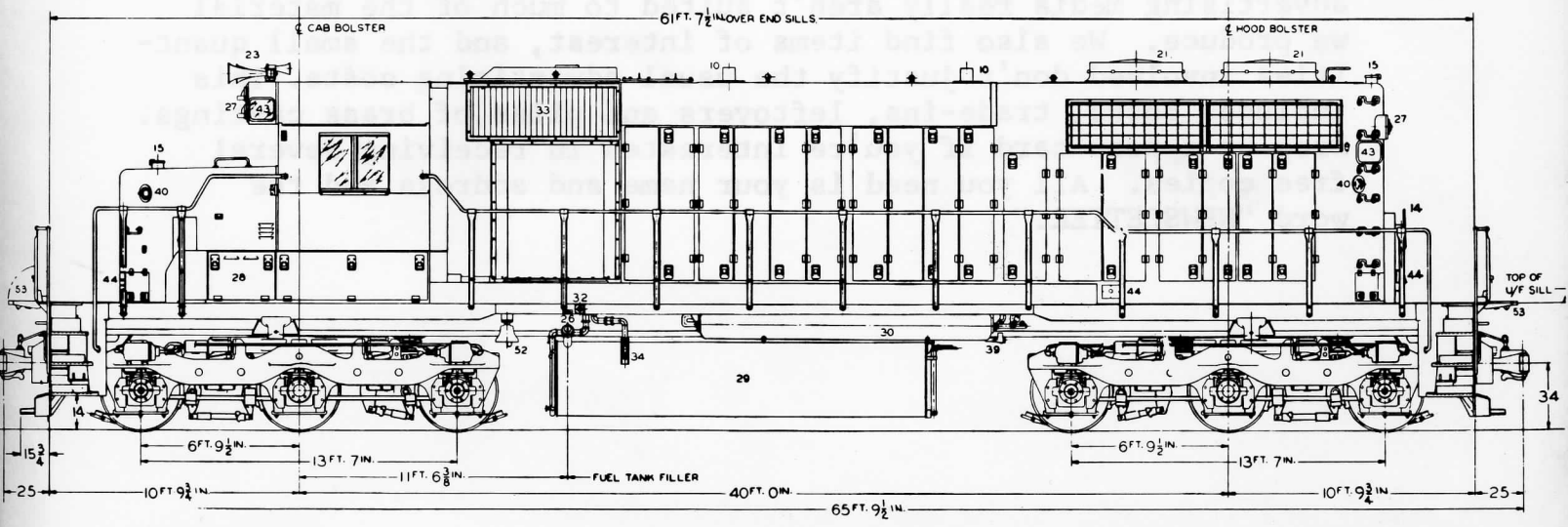


SD 40

$\frac{1}{8}'' = 1'$



SD 39



SD 38

UNADVERTISED SPECIALS FOR CATALOG BUYERS

Hopper car casting sets - sides, ends, ladders, brake wheel,		
Champion Decals (three car sets)	(0)	\$8.95
Castings for freight trucks, 10 sets	(0)	\$7.75
International steam locomotive drivers (3 rail) 75" only	(0)	\$1.75 pr
Reprint of CLIMAX locomotive catalog		\$2.75
Walthers searchlight signals, kits	(0)	5/\$7.50
New York Central DIAGRAM Books, reprints of 1946 and 1954		\$8.95 pr
Varney Dockside, all metal, DC 60 motor		\$8.50
Reprint of 1911 "Electric Railway Cyclopedia"		\$19.95
ATLAS F9 diesel bodies	(0)	\$8.50
Low speed Japanese motors, 12V DC (excellent)		\$5.00

WE HAVE DISCONTINUED OUR TRACTION LINE - SEND US A self-address, stamped ENVELOP FOR LIST OF SPECIALS.

Brass body - GE 25 ton electric locomotive B - B, from our etchings		
(one of each)	good body	\$35.00
	detailed, excellent body	\$85.00
Passenger Car roof stock - Clerestory 22" long	(0)	\$3.00

NOTE ON MAGAZINES AND BOOKS:

We are looking for the following magazines to fill out parts of our collections:

RAILWAY AGE, RAILWAY MECHANICAL ENGINEER, LOCOMOTIVES and CARS, AMERICAN ENGINEER and RAILWAY JOURNAL, ANALOG, ASTOUNDING SCIENCE FICTION, TRAINS (early issues only), BALDWIN MAGAZINE, and other railroad prototype data. We are particularly interested in technical literature on locomotives - engineering design, etc.

NEWSLETTER:

We are thinking of sending out a newsletter on a regular basis. We make many short runs of special pieces and the usual advertising media really aren't suited to much of the material we produce. We also find items of interest, and the small quantities involved don't justify the usual advertising costs. This includes books, trade-ins, leftovers and piles of brass castings. Drop us a post card if you're interested in receiving several free copies. All you need is your name and address and the word "NEWSLETTER."