



A BATCH OF BOILERS  
PRR E3s, PRR E2a, SP A

### OPEN HOUSE

Once again, it is a pleasure to announce the Annual Loco Works Open House; this year it will be Saturday, May 11, 1991, from about 10AM to about 2PM. It will be held, as usual, on the Loco Works premises in Englishtown, NJ. Plenty of free parking. This will be the eighteenth Open House.

As in the past, we are encouraging everybody to bring their excess 0 gauge material and offer it for sale or trade. This includes both HiRail and scale. If you've also got some LGB material, fine. There is plenty of room to spread out. One thing - please bring your own tables and chairs, as we have no simple way of providing these. Our theme remains, "BRING YOUR JUNK AND TAKE SOMEONE ELSE'S HOME!"

We have again asked a number of dealers and manufacturers to bring their wares. And, as usual, there will be more than a few people dragging private collections along. If you're a modeller, this will be a good opportunity to (1) find the goodies you've been looking for, and (2) get rid of the dawgs you've had piled under your bed all these years. There's no extra cost to sell.

Public transportation to our area has improved considerably since we had the first Open House in 1974. The simplest way is to take a NJ Transit bus from the New York Port Authority Bus Terminal, one marked "Freehold" or "Lakewood," via US Route 9. There are also a few buses each day out of Newark Penn Station. You will want to get off at Route 520, Marlboro. Loco Works is 2/10 mile west of Route 9, off Route 520. Our private road is marked "Stokes Lane." We will supply maps on request, if you preregister by mail.

The Workshop will again be open, and some of the shop equipment will be set up for demonstration purposes. There's a good possibility that we will be producing a few sample parts while you're there. One or another of the computer controlled machines may be patiently converting useful pieces of brass

into scrap, or something. The Loco Works junkie collection will be available for inspection and sale. Another batch of "junkie" will have been added by the time of the show.

We will provide free coffee, doughnuts and soda pop until they run out. The lunch will stop by about noon with sandwiches, salads and other comestibles for sale. If you do intend to buy something for lunch, let us know as early as possible.

If your club or organisation is planning to put on a show in the future, feel free to set up a table and publicize it.

The cost for the OPEN HOUSE this year is \$8.00 for Newsletter subscribers, and \$13 for non-subscribers. That \$13 includes a one year subscription to the Newsletter. Please register by mail as early as practical. If you want lunch, tell us also.

The ladies are also welcome. There is a reasonable variety of shopping in the area, ranging from the famous Englishtown Flea Market to various hoity-toity specialty shops (they specialize in taking your money.) A number of new mini-malls have opened on Route 9 north and south of us, in the last year or so. Back at the Workshop there are chickens and geese for the city kids to gawk at and feed. Dudley the Dog will be available to eat anything you offer him, and also chase sticks, plastic soda bottles, etc. There is also a quiet area to sit and chat.

Ours is now probably the oldest scheduled 0 gauge meet on the East Coast; we've had a lot of fun in the past, and we feel there will be a lot of fun this year - rain or shine.

## MOTORS

Three new shipments of motors have come in. Unfortunately, Pittman has increased its prices, so we will have to do the same

Pittman 9512, single shaft	\$37.50
Pittman 9512, double shaft	\$42.00
Pittman 8512, single shaft	\$32.50

## WHEELSETS

We carry in stock a wide range of wheel diameters; these wheelsets were developed originally to supply our various kits. All are steel, nickelplated, with 3/32" stub axles.

24, 27 & 30"	\$4.50/axle 6 for \$21.00
33, 36 & 40"	\$3.95/axle 6 for \$18.86
42, 45, 48 & 51"	\$5.75/axle 6 for \$27.60

## REVERSING UNITS

We have picked up a supply Dalle Electronics 2 amp reversing units, for use with AC track voltage and DC can motors. Behaves similarly to the Lionel "E" unit  
\$25.00

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726  
(201) - 536 - 6873

## VALVE GEAR

Our standard valve gear set, with a variety of valve gear stampings and castings, plus rivets. More pieces than you will need for a typical installation, but you will have the variety of rods we supply. Rods are nickel-plated brass stampings.

\$21.75

## DRIVERS

Assembled drivers include 48", 61", 72" and 78" spoked, and 78" and 84" BoxPox compatible with Lobaugh, Loco Works and Central frames, and 67" spoked compatible with USH frames. We also have full spoked drivers (for electrics) available; write for details.

When ordering, please specify long or short crankpin, bearing size, and counterweight size. Short crankpins include washers and retainers. Drivers can be furnished assembled, unassembled, or as kits with keyed axles.

Drivers are \$25.00/pair, three pairs for \$70, four pairs for \$88.00

On hand are the following, spoked:

- 48" spoked, older counterweight
- 48" spoked, wide counterweight
- 61" spoked, no counterweight (electric)
- 61" light, medium & heavy counterweight
- 66" light, med, heavy & extra heavy cwt
- 72" light, medium, & heavy counterweight
- 78" light & medium counterweight
- 56" spoked drivers are due this Spring.

On hand are the following, BoxPox:

- 63" light & heavy counterweight
- 68" light & heavy counterweight
- 72" light & heavy counterweight
- 78" light & heavy counterweight
- 84" light & heavy counterweight



# ODDS AND ENDS

Please note that all Odds and Ends are retail only. If you're really interested in a piece, it is best to give a call and reserve, as we find that some pieces go quickly. (908)-535-6873, (201)-536-6873

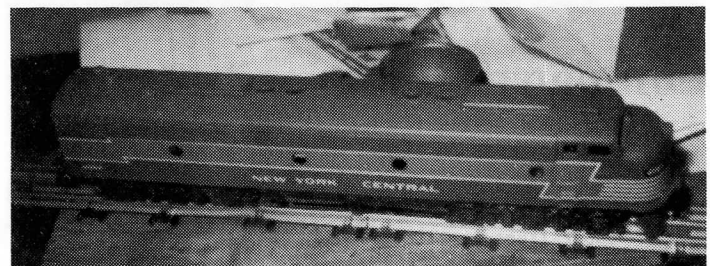
- 1 C424, Alco B-B, with etched brass, mixed brass and Britannia metal castings. with trucks, but no power \$95.00
- 12 C628, Alco C-C, with etched brass, mixed brass and Britannia metal casting, with trucks, but no power \$60.00
- 10 C424, same as above \$55.00
- Cast iron drivers, originally made by Lobaugh, 60", 55", 50" (State size) 12 for \$17.50
- 7 New Haven 0350 Bodies, including end gaps. 2+C-C+2 bodies. \$50 each
- 12 #8512 Pittman motors (19.1 Volts) \$22.00 each
- 6 DC Pittman (12 V) \$12.00 each
  - a few AB sets (HO) 5/\$1.00
  - a few trucks (HO) 5/\$1.00
- 6 Sets. 56" spoked drivers (no counterweights) \$7.50 each
- 13 Sets, 33" spoked drivers (no counterweights) \$5.00 each
- 9 Sets, 39" spoked drivers (no counterweights) \$5.00 each
- 2 Sets, 36" spoked drivers (no counterweights) \$5.00 each
- 2 Sets, 48" spoked drivers (no counterweights) \$6.00 each
- 6 Sets, 33" spoked drivers (no counterweights) not insulated \$3.00 each
- 30 Sets, 33" double insulated \$3.50 each
- 8 Sets, 31" single insulated \$2.40 each
- 10 Sets, USRA boiler flats, not bent. \$8.00 each
- 1 22" x 6" level - standard gauge - has rail dips \$15.00
- 12 Sets, 36" TruScale roadbed, HO gauge \$2.00 each
- 1 GP30, complete kit, except for power \$95.00
- 1 GP38, complete kit, except for power \$75.00
- 3 GP40, complete kit, except for power \$77.50 each
- 1 GP45, complete kit, expect for power \$85.00
- 1 Set, 1963-1972 National Railway Historical Society "Bulletin" (92 issues) \$110.00
- 2 G5s 4-6-0 mechanisms, original box, all the original packages \$165.00 each
- 6 Sets, G5s tenders, etched brass, with all the trimmings \$60.00 w/o trucks \$80.00 with trucks
- 1 E9A complete r-t-r, HiRail \$400.00

- 1 E9A complete r-t-r, HiRail, with New York Central colors \$550.00
- 2 Sets, Baldwin Loco Works sharknoses \$23.50 with Sharknose \$18.50 w/o Sharknose
- 12 (E9A) trucks \$1.10 each
- 1 2 way Cross Vise - handy for drill press or milling machine (new in box) about 8" \$45.00
- 10 pr E Unit Trucks, for our HiRail diesels \$12.00 each
- 2 pr E Units Trucks (equalized) \$28.00 each
- 10 prs 78" Iron Scale Craft Drivers \$6.50 each
- 13 prs 56" KTM Drivers
  - with gear \$20.00 each \$34.00 each
- 31 prs 66" KTN Drivers, lcwt, mcwt, hcwt, vhcwt
  - with gear \$18.00 each \$24.00 each
- 100 Prs 33" wheelsets, non-magnetic, nickle plated \$2.50 each
- 64 sets Athearn Cars. We don't have the whole batch. \$18.00
- 60 sets, Weaver Roller Bearings trucks \$2.00 each
- 20 sets, 80" not machined drivers, spoked. \$3.00 pair
- 66 sets, 80" HiRail, BoxPox \$7.00 pair
- 17 Pacific boilers, Lobaugh \$25.00 each
- 9 B-1 drivers, spoked \$18.00 each
- 37 B-1. MP-54 Pilots \$2.50 each
- 2 4-4-0 Mechanisms, with leading truck, motor, and other \$110.00 each
- 2 sets, E6 tenders, full etched brass, lost wax and all the trimmings
  - w/o trucks \$60.00
  - with trucks \$80.00

LOBAUGH Bronze castings for spoked wheels, not machined, for 56", 61", 72" and 80" driving wheels. 12 for \$30.00

LOBAUGH Bronze castings for spoked wheel, machined for 61", or 80" drivings 10.00 each

FOR SALE: This is a listing of odds and ends; please call us at 201-536-6873.



BUILT UP E9 - HIRAIL

## STEAM IN THE WORKS

Construction of all of our present kits is of brass, with other materials used only where engineering considerations force use of something else. Generally, axles, wheels and tires are steel, nickelplated. Worm wheels are fiber or nylon, and worms are steel. Motors are complicated.

All mechanisms are sprung at the drivers, and side rods are split, as necessary.

Boilers are formed, and built-up to a limited extent; generally, we don't detail them. All major forming, bending, hacking, shearing, cutting and machining operations critical to operation and assembly have been performed. Cast brass boiler furnished on PRR M1a.

Gear boxes are standardized on our own modification of the venerable Lobaugh gear box in all new work, except for the 0-6-0 and 2-8-0; 2-4-4-2 have frame mounted gears.

Can motors are used throughout, with Pittman 9512 motors used on most. The 0-6-0, 2-8-0, and 2-4-4-2 use a smaller can motor. The articulated mechanisms use a larger Pittman 9514 motor.

All drivers except the 66" spoked and 62" BoxPox are our manufacture, using coined or cast brass centers and nickelplated steel rims. 66" drivers and 62" BoxPox are former KTM. Drivers are furnished assembled, although we will furnish the old Lobaugh keyed drivers on request (since these are not stocked, please allow extra time.)

Frames for the 72" driver 4-6-2, and 61" driver 2-8-2 are cast brass (Lobaugh); others are machined brass bar stock or channel.

Valve gear, where furnished (0-6-0, and small 2-8-0 do not have this feature), consists of our standard valve gear package, with more than enough pieces to do the job. Where needed, additional special valve gear parts are included in the basic kits.

Steam chests are brass, with some built-up of lost-wax castings, some machined from solid brass, and others built-up brass. We intend to standardize on solid brass.

Note that we have made up a stock of replacement gears for the original Lobaugh drives.

## 72" DRIVER LIGHT 4-6-2

Basically, a reissue of the Lobaugh SP Pacific, with 9512 Pittman motor, coined 72" drivers, nickelplated side & main rods, square tender. Can also be furnished with 66" or 61" drivers, or Vanderbilt tender.

Mechanism kit	\$270.00
Superstructure kit	\$203.25
Tender kit (square)	\$ 99.95
Complete kit	\$495.00

## 61" DRIVER MIKADO 2-8-2

This is a combination of the Lobaugh SP 4-6-2 superstructure, with a revised 2-8-4 mechanism and new drivers and gear box.

Mechanism kit	\$285.00
Superstructure kit	\$203.25
Tender kit (square)	\$ 99.95
Complete kit	\$505.00

## PENNSYLVANIA M1a 4-8-2

This has a cast brass boiler, ready for a little clean up and then adding of minor details. Mechanism has coined 72" spoked drivers and a Pittman 9512 motor; tenders not yet available.

Mechanism kit	\$330.00
Superstructure kit	\$185.00
Tender	N/A
Complete kit	N/A

## ECONOMY 0-6-0

Mechanism kit	\$155.00
Superstructure kit	\$ 57.50
Slopeback Tender kit	\$ 65.00
Complete kit	\$225.00
Complete, with vandy tender	\$245.00

(available both in 2 rail and 3 rail/HiRail)

## ECONOMY 2-8-0

Mechanism kit	\$205.00
Small square tender kit	\$ 60.00
Complete kit	\$275.00
Complete, with vandy tender	\$295.00

## CANADIAN PACIFIC "ROYAL" HUDSON

This is a new kit with a streamlined superstructure, and spoked 72" drivers.

Mechanism kit	\$295.00
Superstructure kit	\$295.00
Tender kit	\$150.00
Complete kit	\$645.00

## BALDWIN 2-4-4-2

This kit is now on the shelf, finally. Five pounds of parts, bits and pieces and unmitigated enjoyment.

Complete kit	\$325.00
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(this kit available in both 2 rail and 3 rail/HiRail)  
(ONLY ONE KIT LEFT)

## LIGHT 4-4-2'S

These are in process, with variations as discussed under "Items in the Works."

PRR E2 wagontop firebox	\$485.00
PRR E3d Belpaire firebox	\$505.00
early Harriman	\$495.00
SP A3	\$535.00

## BALTIMORE & OHIO "DOCKSIDE"

This kit is offered in both scale and three rail versions.

Scale, 2 rail kit	\$235.00
HiRail, 3 rail kit,	\$240.00
reversing unit	\$ 30.00

## SELKIRK = CANADIAN PACIFIC

This locomotive is an all brass kit with a few miscellaneous odds and ends. We will have a fairly short number of pieces.

Included are 9512 motors, our 63' drivers and all sorts of other things.

CP 2-10-4 mechinasm	\$295.00
CP 2-10-4 superstructure	\$295.00
CP 2-10-4 tender	\$150.00
CP 2-10-4, complete	\$665.00

## OTHER MECHANISMS

We do make up custom mechanisms. It is our practice to make up extra frames and rods, once the milling machine has been programed properly, so we do have a few non-standard mechanisms in stock, plus the pieces that are current.

Mechanism kits include frame, motor, valve gear, side & main rods, gear box, lead and trailing trucks, cross heads and miscellaneous bits and pieces. "SHORT BLOCK" kits include frame, motor, gearbox, drivers and side rods only.

72" Driver 4-8-2 or 4-8-4	
Spoked or BoxPox drivers	
Mechanism kit	\$320.00
Short Block kit	\$240.00
80" Driver 4-6-2 or 4-6-4	
Spoked or BoxPox drivers	
Mechanism kit	\$295.00
Short Block kit	\$215.00
80" Driver 4-4-2	
Mechanism kit	write
Short Block kit	\$155.00
80" Driver 4-8-4, spoked or BoxPox	
Mechanism kit	\$330.00
Short Block kit	\$250.00
61" Driver 2-8-4, spoked	
Mechanism kit	\$280.00
Short Block kit	\$215.00
61" Driver 2-8-8-0, spoked, 9514 motor	
Mechanism kit	\$480.00
Short Block kit	\$370.00
61" Driver 2-10-2, spoked, 9512 motor, cast trailing truck	
Mechanism kit	\$330.00
Short Block kit	\$230.00

Peculiar variations are also possible; a variety Baldwin driver castings are on hand, plus BoxPox drivers (early and late). If you don't see it, write.

# Annual Loco Works OPEN HOUSE

(Our 18th)

Sat., May 11, 1991

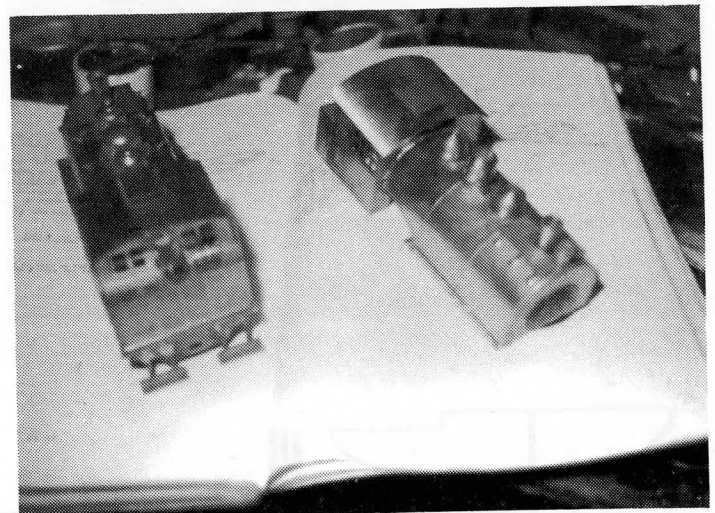
(Rain or Shine)

10:00 AM to 2:00 PM

Bring your O gauge material  
for sale or trade

\$8.00 subscribers  
\$13.00 non-subscribers

*Plan on having fun!*



PARTLY BUILT DOCKSIDES

## THE NEWSLETTER

The Loco Works Newsletter is published about every two months for the information and amusement of our fellow hobbyists. It is the only catalog of our kits, as almost everything we make is "short run" production. Since most magazines require 90 day lead times, it can be hard to keep you informed about what antics we are up to. If it is not listed in the current Newsletter, we generally don't have it on hand, nor have it planned for the immediate future.

The Newsletter is \$6.00 a year to addresses in the United States and Canada, via First Class Mail; other foreign deliveries are \$12.00/year.

Each address label has a date code, which enables us to determine when subscriptions run out. "JO" date code means this is your last issue; "KO", "LO" or "MO" means you're due for renewal.

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

201 - 536 - 6873  
908 - 536 - 6873

## WANTED

**FOR SALE:** 2-10-4 mechanism, 66" diameters, bare frame, full \$150. Thomas M. Trunnell, 13801 Bruce B. Downs Boulevard, Suite 306, Tampa FL 33613

**WANTED:** "O" Scale Building from kits or scatched-built. Prefer urban and/industrial Condition not important; for museum layout. A.P. Bloom, Box 396, Shelter Island, NY 11964

**WANTED:** Locomotive Workshop Pennsy E6 kit unassembled. Ed Doughely, 7218 SW 97th Lane, Gainesville, FL 32608, (904)-377-5387

**FOR SALE:** "O" Brass. International Challenger, Max Gray M1a, Wolfer PRR FF2, KTN Challenger & more. M. Fisger, 60 E34 2F, New York, NY 10016. 212-532-3559

**WANT/SELL/TRADE:** Have "O" Scale list; Bill Gruner, 11804 NE 138 St; Kirkland, WA 98034

**FOR SALE:** American Standard NYC 20th Century set of 7 car kits, plus All-Nation 6 wheel trucks (assembled) \$535. MPC 1/25 "General" loco kit \$40. Bill Bootle. 10 Ansie Road, Chelmsford, MA 01824. (508) 256-6405

**WANTED:** Gloorcarfter, Quality Craft 40 Ft trailer kits; also Champ Decal #CN-608, Seaboard Air Line piggyback trailers. Michael Cathey, 8718 Stoneback Rd, Charlotte, NC 28214

## CONDITIONS OF SALES

1) Most items are shipped prepaid, with the exceptions noted. For shipments to PO Box numbers (not RFD numbers), and Canadian addresses, where we cannot use UPS, please add \$4.00 per order to cover extra costs of using the Post Office. For other foreign shipments, please add \$12.50 per locomotive kit, and \$7.50 for the first, and \$2.50 for each additional car kit.

2) On ALL orders under \$20.00, please add \$4.00.

3) Reservations are accepted only on a down payment basis; we cannot "hold something" on a verbal basis as the amount of stock and number of pieces is limited in every case. We do try hard to offer personal service, but unless everything is recorded, things do get lost, computers or no.

4) New Jersey and New York residents must add 7% Sales Tax.

5) For C.O.D. shipments, a fee of \$3.50 is added.

6) Should an item be unsatisfactory to you, it may be returned for a refund or exchange, provided permission has been granted in advance. Usually a full refund will be given, but there have been cases where we have had to charge for repackaging.



## SQUARE TENDER KITS

A brass tender kit, based on Lobaugh stock parts, with several new brass details added. This is a late 1920's tender, suitable for a 4-6-2, 2-8-2 or 4-8-2, with either four wheel or six wheel trucks. Embossed rivets on the top deck and sides, all "bright dipped" to remove thirty years of California smog. Cast brass trucks sideframes, and cast brass underframe. Wheelsets are our standard nickelplated steel. Yes, there is some plastic in the kit: the insulating bushings in the underframes, and the coal in the bunker.

#300 Square tender, less trucks	\$69.50
#302 Square tender, sprung 6w Commonwealth trucks	\$99.95

## BERKSHIRE TENDER KITS

Another Lobaugh revival, this is the tender originally supplied with the C&NW 2-8-4 Berkshire. It is distinguished from the square tender above by being about three feet longer, with a curved coal bunker side. Precision Scale equalized brass Buckeye trucks, with nickelplated wheelsets are included.

#330 Berkshire tender kit, less trucks	\$77.50
#331 Berkshire tender kit, with trucks	\$107.50

## VANDERBILT TENDER KIT

This is not a revival, but a new kit created to be similar to an earlier Lobaugh kit. Instead of a smooth-sided brass tube, the tank is sheet brass, with rivet detail embossed. All details are brass.

Prototype is the Southern Pacific 12000 gallon coal/oil tanker used behind 4-6-2's, 2-8-2's and 4-8-2's.

#340 12000 Gallon Vanderbilt tender kit, less trucks	\$89.95
#341 12000 Gallon Vanderbilt tender kit, 4 wh trucks	\$115.00

## BRASS TANK CAR KITS

These kits are almost entirely brass, with brass angles, castings, turnings and forgings included to make up the platform. The tank itself is a piece of brass tubing, to eliminate the most troublesome problem of the older kits. The bolster and coupler pocket unit is computer machined from 1/4" thick brass. Aside from the AB valve, everything else is brass.

#0621 15000 gallon (10")	\$39.95
#0622 10000 gallon (6-3/4")	\$38.95
#0623 6000 gallon (4")	\$37.95

The first three kits have 8' diameter tanks and use four wheel trucks.

## SMALL VANDERBILT TENDERS

These are based on the design of the Lobaugh tenders, and in fact use some pieces out of the old inventory, but they'll present a new appearance on most layouts.

Again, all brass, with all major pieces cut and formed to size, ready for your enthusiastic assembly. The various units are based on Southern Pacific practice, but could be found on the other Harriman Lines as well.

7500 gallon oil l/trucks	\$63.50
w/trucks	\$72.50

## DRIVER QUARTERING JIG

We have only a few of these left. They consist of two brass plates with milled slots for a 5/32" crank pin set at proper angles. Spring loaded center pins locate axle centers for proper quartering.

Driver Quartering Jig	\$65.00
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## PIONEER ZEPHYR

The last few of the *Pioneer Zephyr* trains will be made up in the Fall. Only four of the three car trains will be available. Powered kits are \$625 for the three car train. The final total will be 53 trains.

The units consist of built-up brass bodies, nickelplated to simulate stainless steel. The original Budd fluting is modelled by using etched brass.



## THINGS GOING ON

### B&O 0-4-0T

We are now listing the kits on the regular schedule.

**56" DRIVERS** These, too, will be machined from the solid. The problem with the cast driver centers lay in holding the crankpins; the cast brass was too soft.

**2-10-2's & Selkirks** Frames have been machined. We did a whole batch of different frames at once.

The PRR N1s, and SP 2-10-2's, and the AT&SF 2-10-2's will be listed. Now, at once, Newsletter. Of course, the \$100 deposits are refundable.

PRR 2-10-2 N1s	2-10-2	\$100
SP 2-10-2		\$100
ATSF 2-10-2		\$100

**QUARTERING JIGS** have been produced in the first weeks of January.

**PRR/LIRR MP54 SUBURBAN COACHES** We are now accepting \$25 deposits on these units. We have the trucks, incidentally. Price will be \$65/car, less pantographs, but pantographs will be available.

### LIGHT ATLANTICS

Still accepting \$50 deposits on those units listed in the last Newsletter. We should be shipping these shortly.

### PIONEER ZEPHYR

With the new Pioneer Zephyr we will be producing 4 kits, and you will have a \$75 deposit in on the \$650 price. This will be for the 3 car train set.

### 2-10-0 RUSSIAN DECAPODS

The Russian Decapods were scattered about the USRA system, and then scattered again, once that system ended. Accepting \$75 deposits.

### C&O GREENBRIERS, ETC

This was the C&O Greenbrier 4-8-4. We had held off on reissuing a kit for this because of the various imports, but it looks like a viable project right now. Accepting \$100 deposits, now.

In line with past practice, we would propose to first come up with kits for both the early and later 4-8-4's, and then follow up with one or more the architectural similar C&O locomotives: the Kanawha 2-8-4 (please excuse our spelling), the T-1 2-10-4, or one of the Hudsons.

### BOOKS, TRADES, ETC.

We are still looking for trade materials: books, locomotives, kits, piles of junk, what have you? We have a huge pile of unmated and unidentified material, to which we keep adding new material. Sometimes, we're able to combine two different batches of material into something useful; if not, there are always the boxes of Mystery Meat.

### THE BUDDY SYSTEM

The Buddy System is perking along. This is the offer we make: give us the names of one or two O gaugers with your order, and take \$1.48 each off your order. Why \$1.48? because we're in 1/48 scale, that's why.

### LITTLE JOE ELECTRIC

Yes Virginia, after a hiatus of several years, we are working on these again. We have finally solved the problem of making up the locomotive subframes in brass. We'll probably generate only 12 or 15 kits. Accepting \$150 deposits.

### MILWAUKEE STREAMLINED F7 HUDSON

The superstructure etching master has been prepared. Accepting \$150 deposits.

### PRR A5s, PRR A3s

The Pennsylvania A5s 0-4-0 with tender, and the A3s, with and without tender. The tight piece on both is the tender, which will require some "hard" tooling in addition to the temporary tooling which is our usual practice. Accepting \$75 deposits.



**Locomotive Workshop**



# Locomotive Workshop

Photograph by Vincent Serbin

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ENGLISHTOWN, N.J. 07726  
(201) 536-6873

## OPEN HOUSE

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As in the past, we are encouraging everybody to bring their excess O gauge material and offer it for sale or trade. There is plenty of room to spread out. One thing - please bring your own tables and chairs, as we have no simple way of providing these. Our theme remains, "Bring your junk and take someone else's home!"

Past attendees are aware of it, but I don't think others know that all LW sales on the day of the OPEN HOUSE carry a 10% discount. We also have a variety of junk on hand that can't easily be described in the Newsletter. This can range from partially built locomotives through beat-up freight cars through the truly indescribable. And yes, we do horsetrade. The famous Loco Works junque box will again be opened.

*This year, we will also have a pile of stuff left over from Custom Brass' years of importing O gauge. We traded off a box of some 400 packs of lost wax castings at the Stamford Meet, to give you some idea of what's on hand.*

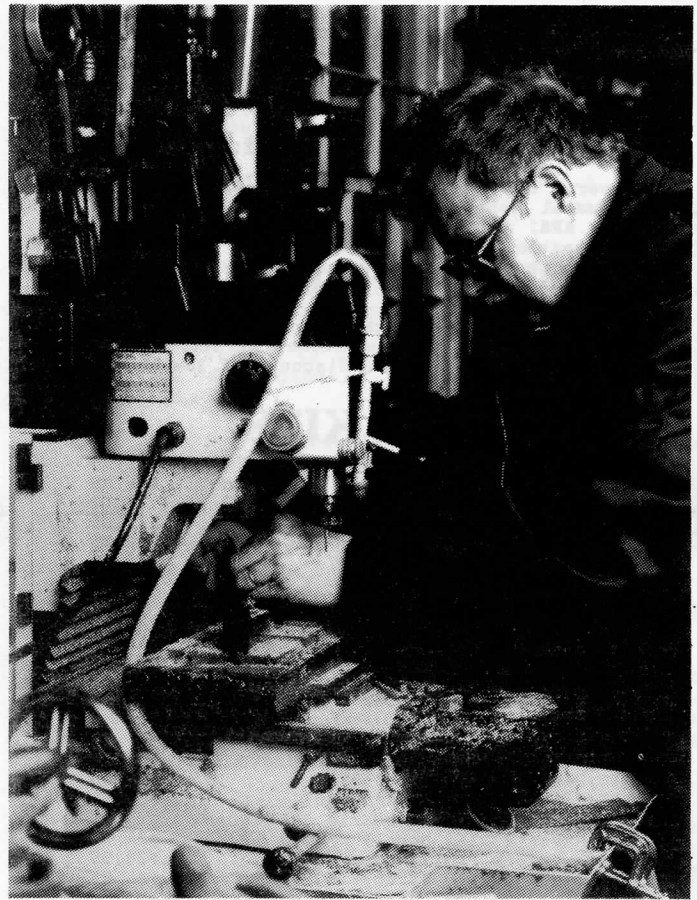
We have also asked a number of dealers and manufacturers to bring their wares. If you're a modeller, this will be a good opportunity to (1) find the goodies you've been looking for, and (2) get rid of the dawgs you've had piled under your bed all these years. There's no extra cost to sell.

New this year will be machined brass badges for those who preregister. The badge will have the Loco Works anvil logo, with the year inscribed. We might have a few extras available at the Open House for \$5 each (extra).

Public transportation to our area has improved considerably since we had the first Open House in 1974. The simplest way is to take a NJ Transit bus from the New York Port Authority Bus Terminal, one marked "Freehold" or "Lakewood," via US Route 9. There are also a few buses each day out of Newark Penn Station. You will want to get off at Route 520, Marlboro. Loco Works is 2/10 mile west of Route 9, off Route 520. Our private road is now marked "Stokes Lane." We will supply maps on request, if you preregister by mail.

There is one local motel, the not-too-elegant, but economical, Marlboro Motor Lodge & Restaurant, 201-536-5150; they are roughly a mile away, on Route 9. The restaurant is pretty good.

The Workshop will again be open, and some of the shop equipment will be set up for demonstration purposes. It's a good possibility that we will be producing a few sample parts while you're there. The Lobaugh and Athearn parts collections, augmented by the Loco Works collection will be available for inspection and sale. Another 100 pounds or so of "junque" will have been added by the time of the show. Because the material is so diverse, we ask that you prepare a list of needs beforehand.



There will also be some piles of parts, kits, and other goodies which we do not dare list in the Newsletter.

We will provide free coffee, doughnuts and soda pop until they run out. The lunch wagon will again stop by about noon with sandwiches, salads and other comestibles for sale.

Dealers and other manufacturers have been encouraged to attend. Generally, they will also have available piles of goodies which might be seen at only one or two other shows each year. Also, if your club is planning to put on a show in the near future, feel free to set up a table and publicize it.

*The cost for the OPEN HOUSE this year is \$6.00 for Newsletter subscribers, and \$11 for non-subscribers. That \$11 includes a one year subscription to the Newsletter. Please register by mail as early as practical.*

The ladies are also welcome. There is a reasonable variety of shopping in the area, ranging from the famous Englishtown Flea Market to various hoity-toity specialty shops (they specialize in taking your money.) Back at the Workshop there are chickens and geese for the city kids to gawk at and feed. There is also a quiet area to sit and chat.

Dudley, who was a puppy last year, seems to have reached most of his growth potential, and two cats, Cricket and Fleas, will also provide some comic relief. Our resident clumsy squirrel has been joined by another, but the resident chicken-stealing fox has been shipped off to Trenton.

Ours is now probably the oldest scheduled O gauge meet on the East Coast; we've had a lot of fun in the past, and we feel there will be a lot of fun this year - rain or shine.

## THE ATHEARN LINE

The basic construction of these car kits consists of a wooden sub-body, with metal sides, ends and roof applied. Trucks and couplers are not supplied with kits; however, scale truck kits are available for \$1.75, when ordered with kits, \$2.25/pair otherwise. HiRail truck kits are available at \$4.50 (limited availability.)

Several new series of car kits are now available: unusual types, such as 60' house cars, and the 1924 ARA, plus the variations permitted with our new plastic doors.

## SHIPPING CHARGES

We have incorporated the shipping charges into the prices of the kits; therefore, if two or more of these cars are ordered, a discount of 10% may be taken on the car kits.

## 40' BOX CAR KITS

Unpainted	\$21.95
KIT, less sides	\$16.95
<u>Silk Screened Sides</u>	
MONON #1	\$22.95
Baltimore & Ohio #466073	\$22.95
Delaware & Hudson #19787	\$22.95
Pennsylvania #65400	\$22.95
Southern #15555	\$22.95
Chesapeake & Ohio #15581	\$22.95
Reading	\$22.95
Rock Island #20060 aluminum	\$22.95
SP&S	\$22.95
Southern Pacific #38337	\$22.95
<u>Dry Transfer Sets</u>	
Maryland & Pennsylvania #723	\$21.95
NYC/Peoria & Eastern #3575	\$21.95
NYC/Cincinnati Northern 4357	\$21.95
NYC/Pittsburgh & Lake Erie #36327	\$21.95
New Haven #32162 Scroll Herald	\$21.95
Northwestern Pacific Overnight	\$23.95
Baltimore & Ohio #470036	\$21.95
Canadian National #520176 green maple leaf	\$21.95
Canadian Pacific "Spans the World"	\$21.95
FW&D #8515 "Route of the Zephyrs"	\$21.95
Great Northern #5010	\$21.95
NYC "Pacemaker" (sides painted)	\$23.50
SOO LINE #2466	\$21.95
Pennsylvania	\$21.95
ERIE #80025	\$21.95
Reading (green) 107784	\$21.95
Reading steam era	\$21.95
DL&W "Phoebe Snow" #47956	\$21.95
Chicago & North Western	\$21.95
Southern Pacific (circa 1940-1955)	\$21.95
Cotton Belt (SSW)	\$21.95
Denver & Rio Grande "cookie box"	\$22.25
WABASH	\$21.95

Note: Additional road names available, but not yet stocked: Algoma Central, Ann Arbor, Buffalo Creek, later CN & CP, C&O, C&E, CB&Q, D&H, Genesee & Wyoming, GTW, Green Mountain, MILW, M&StL, NYC, NKP, Ontario Northland, PGE, TH&B, Vermont, and others. Let us know, and we'll get 'em.

## 40' DOUBLE DOOR BOX

Unpainted \$24.95

## REFRIGERATOR KITS

Steel sides

Unpainted	\$21.95
KIT, less sides	\$16.95
<u>Silk Screened Sides</u>	
Fruit Growers Express #9225	\$22.95
Fruit Growers Express #57306	\$22.95
Railway Express	\$24.95
SFRD "Chief"	\$23.95
Gerber's Baby Food	\$28.95
<u>Dry Transfer Sets</u>	
SWIFT 15134 red	\$21.95
WFEX (GN) #63179	\$21.95
Canadian Pacific #295502 (red)	\$21.95
Pacific Fruit Express #48297	\$21.95
Canadian National grey body/red letter	\$21.95

## 40' DOUBLE DOOR BOX

Unpainted \$24.95

## REFRIGERATOR KITS

Steel sides

Unpainted	\$21.95
KIT, less sides	\$16.95
<u>Silk Screened Sides</u>	
Fruit Growers Express #9225	\$22.95
Fruit Growers Express #57306	\$22.95
Railway Express	\$24.95
SFRD "Chief"	\$23.95
Gerber's Baby Food	\$28.95
<u>Dry Transfer Sets</u>	
SWIFT 15134 red	\$21.95
WFEX (GN) #63179	\$21.95
Canadian Pacific #295502 (red)	\$21.95
Pacific Fruit Express #48297	\$21.95
Canadian National grey body/red letter	\$21.95

## WOOD REFRIGERATOR KITS

Thomas unpainted kit \$17.95

## 50' AUTOMOBILE KITS

KIT, less sides	\$18.95
<u>Silk Screened Sides</u>	
ATSF Express	\$25.95
Great Northern #3525	\$25.95
<u>Dry Transfer Sets</u>	
Grand Trunk Western #591684	\$24.95
Sante Fe "S.F. Chief"	\$25.95
MILW 13999	\$25.95
Nickel Plate 86034	\$25.95

## 50' SINGLE DOOR BOX CAR

Unpainted \$25.95

Dry Transfer Sets

Grand Trunk Western	\$25.95
Southern Pacific #650306	\$25.95
Baltimore & Ohio #469059	\$25.95
Sante Fe "S.F. Chief"	\$25.95

NOTE: Practically all road names listed under 40' boxcars can be also supplied for 50' single and double door cars.

## 40' LOW HEIGHT CAR (1924)

Unpainted	\$23.95
Pennsy X-29	\$25.95
CNJ	\$25.95
Reading	\$25.95

## NEW CARS

These are revised 40' and 50' cars, using our new, more detailed plastic doors, to produce basic cars not previous available. Instead of the stamped metal doors, they use injection molded plastic doors with more crisper detail:

40' low height car, single 3 panel door	\$23.95
40' low height car, double doors	\$26.95
40' medium height car, 6' Youngstown	\$23.95
40' medium height car, 6' Superior	\$23.95
40' 9'6" car, 7' Youngstown door	\$23.95
40' 9'6" car, 8' Youngstown door	\$23.95
40' 9'6" car, 8' Superior	\$23.95
50' single door, 8' Youngstown	\$27.95
50' single door, 8' Superior	\$27.95
50' double door, 16' Youngstown	\$29.95
50' double door, 16' Superior	\$29.95
60' single door, 8' Youngstown	\$31.95
60' double door, 16' Youngstown	\$33.95
40' low side stock car COMING	\$20.95
40' outside braced box car COMING	\$20.95

## 60' CARS

These are elongated "Athearn" cars, with special roofs, sides, roof walks, and floors. Only welded cars are presently offered.

60' PRR twin door headend car, dulux transfer lettering	\$37.95
60' PRR double door auto box	\$37.95
60' PRR Merchandise Dispatch"	\$39.95

## 0-6-0 and 2-8-0

We've gotten a lot further down the road on the design and construction of the economical 0-6-0 kit.

Basically, we have aimed for a simple kit, making maximum use of stock components, with a minimum number of new parts. Since parts coming out of stock carry a lower cost to us than new pieces, the overall price of the kit can be noticeably reduced. In this case, for example, the cab is from the Lobaugh Climax, and the steam chest from a Custom Brass 2-6 6-2. The motor is our small can motor, which started life destined for a Texas Instruments computer drive.

Responding to comments in our mail, the drivers on the scale version will have brass centers throughout; earlier, we had proposed to use plastic centers on the insulated side. Scale drivers are a nominal 48" in diameter. HiRail drivers will be machined from Lobaugh iron castings (MagnaTraction, anybody?) and will be a nominal 56" diameter, with the center driver blind.

All drivers will be sprung. Drive will be a vertical can motor.

The boiler will be turned from heavy (very heavy) brass tubing, with recesses milled for the domes, etc. No need for a weight. Details will generally be lost wax brass.

Early engines will have slide valve steam chests; we will make piston valve steam chests available at a later date, at extra cost.

Tender will be a sloped back, standard type switcher tender, although a small Vanderbilt will be available later, at extra cost, when the 4-4-2 project gets finished.

The small 2-8-0 will also be available, but only in scale two rail.

We are accepting \$50 deposits on all three versions of the locomotive, with projected prices as follows:

Simple 0-6-0 kit, scale wheels	\$195.00
Simple 0-6-0 kit, HiRail wheels	\$195.00
Simple 2-8-0 kit, scale wheels	\$235.00

(Projected prices are firm for kits with deposits)

## THE NEWSLETTER

The Loco Works Newsletter is published about every two months for the information and amusement of our fellow hobbyists. It is the only catalog of our kits, as almost everything we make is "short run" production. Since most magazines require 90 day lead times, it can be hard to keep you informed about what antics we are up to. If it is not listed in the current Newsletter, we generally don't have it on hand, nor have it planned for the immediate future.

The Newsletter is \$5.00 a year to addresses in the United States and Canada, via First Class Mail; other foreign deliveries are \$9.00/year. This may change sometime soon.

Each address label has a date code, which enables us to determine when subscriptions run out. "UO" or "VO" date code means this is your last issue; "WO" or "XO" means you're due for renewal.

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

201 - 536 - 6873

## ITEMS NOT YET IN THE WORKS

One of the minor headaches in writing the Newsletter is to separate out the projects we're actively working on, for the things we would like to do, plus the stuff people ask us about, from the work actually under way. So, this time, we're going to try listing them in a separate category.

Atlantics: We have the PRR E6 4-4-2 Atlantic pretty well under control. There are three or four projects which could come out of this one, for locomotives with similar characteristics: PRR E2/E3/E5/E7, B&O A2 and the UP/SP/Harriman early 4-4-2's. The first would involve essentially a new superstructure only, the second a modification of that new superstructure, and the third a new superstructure and Vanderbilt tender (a modification of which could be used on other SP engines). Price would be a little higher than the E6.

Mail is presently running in favor of the Harriman Atlantics, with Vanderbilt tender.

Royal Hudson: This, oddly enough, would be an outgrowth of the light Pacific project. Mechanism dimensions are pretty close, and the superstructure looks like it should be not too complicated.

Very little mail on this, but several comments in telephone calls. We'll keep this around a while, yet.

Big Pacifics: I am constantly amazed at the interest that continues to be shown for a PRR K4 4-6-2 kit. Such a basic kit could lead to the K3 and K5 classes, and also the B&O "President" class. An offshoot could be something like the C&O's big units.

Mikados: We have most of the pieces for a Pennsylvania L1 2-8-2, and could also do something like the NYC H10b's. By literally stretching a point here and there, the N1, N2s and N2sa 2-10-2's also become possible.

Suburban Tanks: We have also seen some interest in the 2-6-2T suburban tank engines that the LIRR and CNJ ran in various services. These had medium sized drivers.

Only comments so far are on a 4-6-4T, similar to what Campbell had offered as a "Lobaugh" kit. This might be closer to fruition than you might think.

Articulateds: We are working on a couple of Pennsy HCl's 2-8-8-0's, and are considering building a few "night crawlers" 2-8-8-2, using bits and pieces from the 0-6-0/2-8-0 project noted above.

DIESELS: Almost all of our early loco kits were for diesel locomotives. We note an increasing interest in this area. Basically, we could revive some of the early kits, with improvements. Just to list a few of the kits we had in the past: Baldwin Sharks, freight & passenger, Fairbank-Morse "Erie-Built," EMD E6 and E7 passenger diesels, EMD BL-2, Alco RS-1 roadswitcher, and the various "S" switchers, EMD SW1200 & SW9, EMD SDP40 & SDP45, Baldwin switchers, Baldwin "baby face" cab units, Alco FA-1 & FA-2, EMD DDA40X; well you get the idea. It has also been suggested that we look at the FT, FP7, FL9 and similar covered wagons.

With this Newsletter, we are accepting orders for a limited number of Baldwin freight sharks, the "A" unit at \$149.50 and "B" unit at \$129.95. These will have brass sprung trucks.

# ITEMS IN THE WORKS

Again, we've been hammering away in the shop.

On the projected 0-6-0, read the column entitled "0-6-0 and 2-8-0." We have decided to start accepting \$50 reservations on the 0-6-0 and 2-8-0. Driver diameter will be 48 inches on the scale version and 56" on the HiRail 0-6-0. Please indicate whether you would be interested in a "turn of the Century" or more modern version (World War I), so we can plan accordingly.

The ATSF caboose kits are in stock. Price is now \$45, less trucks, \$60 with correct Lobaugh trucks.

Vanderbilt tenders look like they'll only be in stock briefly; we do have most of the parts for the next batch, and we'll make up that batch if needed.

A new long term project is underway, a stock car kit for the 1988 National O Scale Convention. This is a development of the Athearn reefer, resulting in a car noticeably lower than the Atlas and other units which have been available from time to time. The sides and doors will be one piece styrene injection moldings, so you won't have to fiddle with all those pieces of wood. Introductory price will be \$20.95; road names have yet to be decided.

A new, outside braced box car, will be released simultaneously with the stock car. While it doesn't use the same tooling, it does use the same computer programs.

Walthers has delivered the decals for the Pennsy 60' Merchandise cars, and those kits are finally in stock.

Also done are the Pennsy E6 and G5 kits. The new CNC milling machine got a workout, cutting the tender underframes from 1/8" thick plate, milling all the necessary cross members, etc. We learned how to impress rivets in a sheet and then cut it out in a single operation; hence, the fireboxes got done. Basic delay here is that we have been generating more permanent tooling than usual and making up more of the standard Pennsy parts than usual. Does that sound like we have other Pennsy engines in mind? Yes. Pennsylvania H9s 2-8-0 kit has been added to the list with this Newsletter.

New instruction sheets for the box car kits have been prepared, eliminating the need for auxiliary sheets for the 50' cars, double door cars, etc.

Another Parts List has been generated, reflecting new parts availability and the deletion of some the older parts as inventory runs down. Current Parts List is available at \$5.00, via First Class Mail.

Please note also that we do have a variety of steam mechanisms available, and can make specials up to suit, provided we have the drivers on hand. And boy, do we have drivers on hand, including a lot of stray bits and pieces for KTH, Lobaugh, Koreans, etc. If you have specific needs, write; we might be able to help. We have about 500 pairs of drivers, outside of our standard production units.

We have reduced the steam locomotive mechanism to its basic components, and with judicious standardization, now can make up mechanisms for most 20th Century steam locos a lot more easily than in the past. The Parts List give typical prices, and this Newsletter lists current items. Now, if we could figure out how to build superstructures as easily...

All the bits and pieces are on hand for new runs of the Electromotive E8/E9 passenger diesels, and the SD/GP road switchers. We'll get to them as soon as practical.

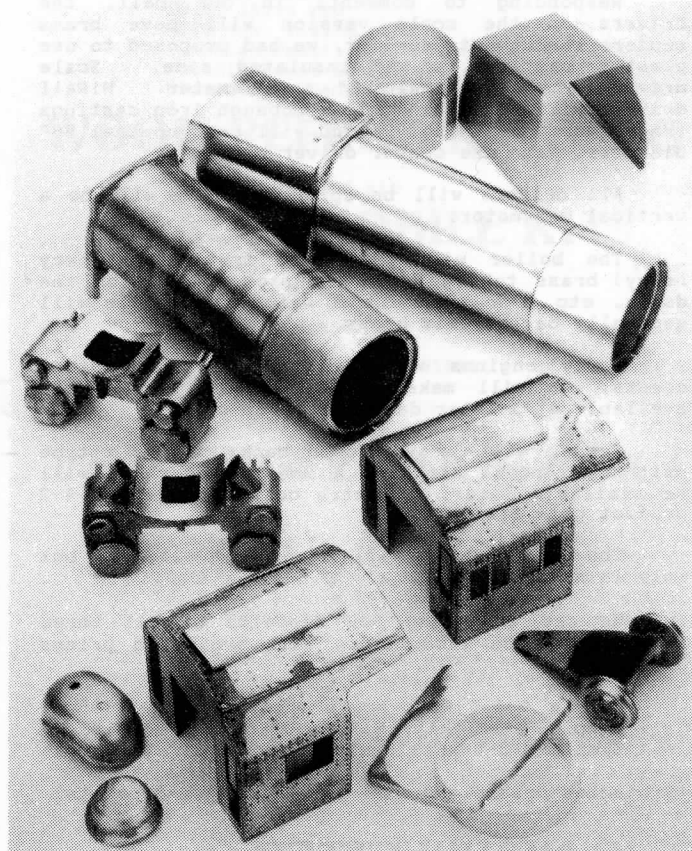
The Alco "Century" road switchers are in stock.

Also back in stock are General Electric U Boats, although these are imported Gilmaur brass kits, rather than the cast aluminum bodies we offered earlier. Their EMD SW1500 is also in stock.

We probably will be making up some tank cars for Union Carbide this Spring, and the excess will be made available through the Newsletter.

On the Williams conversions, the current run is finished, and I do not intend to schedule anything further in the near future.

We are continuing the Buddy System even though the flow of new names is slowing down. Basically, if you include one or two new names of O gaugers on your order sheet, you can take a \$1.48 discount for each off your order, even if you're simply renewing your Newsletter. Please don't count your name as being "new," though.



## ELECTROMOTIVE ROADSWITCHERS

Well, the pieces for the new kit series have gotten into the shop, but not yet made it into the kit boxes.

These kits follow our standard etched brass plus lots of castings approach, with all major components cut out and formed. Six wheel trucks are our sprung version, while the Blomberg trucks (four wheel) are the Lobaugh cast brass.

We list only a few of the variations available; one nice thing, from a modelling viewpoint, is EMD's habit of using a range of standard parts to produce almost all of their locomotive superstructures. We do have etchings on hand to make SDP45's, SDP40's, hihood GP38's, and other variations, including the DD35 and DDA40X, but those will be available only to special order.

GP38 2000hp	B-B	\$164.50
GP40 3000hp	B-B	\$167.50
Power trucks	for above, when bought with kit,	
	per truck	\$40.00
SD40 3000hp	C-C	\$169.50
SD45 3600hp	C-C	\$189.50
Power trucks	for above, when bought with kit,	
	per truck	\$47.00

## STEAM IN THE WORKS

We've had to rearrange this page, as the number of steam kits, and variations, is getting difficult to describe.

Construction of all of our present Kits is of brass, with other materials used only where engineering considerations force use of something else; Generally, axles, wheels and tires are steel, mostly nickelplated. Worm wheels are fiber, and worms are steel. Motors are complicated. Side and main rods on all engines except the 4-4-0 are nickel plated brass.

All mechanisms are sprung at the drivers, and side rods are split, as necessary.

Boilers are formed, and built-up to a limited extent; generally, we don't detail them. All major forming, bending, shearing, cutting and machining operations critical to operation and assembly have been performed. Cast brass boiler furnished on PRR M1a.

Gear boxes vary from kit to kit, although we intend to standardize on our own modification of the venerable Lobaugh gear box. The F7, G5 and E6 presently have KTH or Precision Scale gear boxes.

Can motors are used throughout, with Pittman 9512 motors used on most. The 4-4-0 and 2-6-0 use a smaller Holland can motor. The articulated mechanisms use a large Pittman 9514 motor. If double shaft motors (for flywheels) are desired, these can be substituted in 9512 applications for a \$5.00 extra charge.

All drivers except the 66" spoked and 80" and 62" BoxPox are our manufacture, using coined brass centers and nickelplated steel rims. 66" drivers and 80" & 62" BoxPox are former KTH. Drivers are generally furnished assembled, although we will furnish the old Lobaugh keyed drivers on request.

Frames for the 72" driver 4-6-2, 61" driver 2-8-2 and the 4-4-0 are cast brass (Lobaugh); others are machined brass bar stock.

Valve gear, where furnished (4-4-0 and 2-6-0 do not have this feature), consists of our standard valve gear package, with more than enough pieces to do the job. Where needed, additional special valve gear parts are included in the basic kits.

Steam chests are brass, with some built-up of lost-wax castings, some machined from solid brass, and others built-up brass. We are tending toward the built-up brass.

Please note the addition of the Pennsylvania H9s 2-8-0 to the current listing. This is an outgrowth of the E6/G5 project, which is finally done.

## NEW HAVEN 4-4-0

Furnished with 61", 66", 72" or 78" spoked drivers (please specify!)

Mechanism kit	\$135.00
Superstructure kit	\$69.50
Tender kit	\$57.50
Complete Kit	\$227.50

## MONGREL MONGUL 2-6-0

Furnished with 61", 66" or 72" drivers; this is the NH 4-4-0 kit with a 2-6-0 mechanism.

Mechanism kit	\$165.00
Superstructure kit	\$69.50
Tender kit	\$57.50
Complete kit	\$257.50

## PENNSYLVANIA G5s 4-6-0

Furnished with 66" KTH drivers, 9512 motor, high side tender

Mechanism kit	\$245.00
Superstructure kit	\$145.00
Tender kit	\$85.00
Complete kit	\$425.00

## PENNSYLVANIA E6s 4-4-2

Furnished with 80" coined drivers, 9512 motor, low side tender

Mechanism kit	\$225.00
Superstructure kit	\$145.00
Tender kit	\$85.00
Complete kit	\$415.00

## 72" DRIVER LIGHT 4-6-2

Basically, a reissue of the Lobaugh SP Pacific, with 9512 Pittman motor, coined 72" drivers, nickelplated side & main rods, square tender. Can also be furnished with 66" or 61" drivers, or Vanderbilt tender (when available)

Mechanism kit	\$250.00
Superstructure kit	\$193.25
Tender kit (square)	\$75.00
Complete kit	\$450.00
Complete kit, with Vanderbilt tender kit,	\$499.50

## 61" DRIVER MIKADO 2-8-2

This is a combination of the Lobaugh SP 4-6-2 superstructure, with a revised 2-8-4 mechanism and new drivers and gear box.

Mechanism kit	\$260.00
Superstructure kit	\$193.25
Tender kit (square)	\$75.00
Complete kit	\$465.00
Complete kit, with Vanderbilt tender kit,	\$515.50

## PENNSYLVANIA M1a 4-8-2

This has a cast brass boiler, ready for a little clean up and then adding of minor details. Mechanism has coined 72" spoked drivers and a Pittman 9512 motor; tenders not yet available.

Mechanism kit	\$300.00
Superstructure kit	\$175.00
Tender	N/A
Complete kit	N/A

## PENNSYLVANIA H9s 2-8-0

61" coined brass drivers, sharing many components with the PRR E6/G5 kits noted above. A new machined brass frame supports the sprung drivers.

Mechanism kit	\$225.00
Superstructure kit	\$145.00
Tender kit	\$ 85.00
Complete kit	\$415.00

## MILWAUKEE HIAWATHA 4-4-2

84" BoxPox drivers. Mechanism kit only, less steam chest. Includes nickel plated rods, gear box, 9512 motor; designed for use with Lionel superstructure

Mechanism kit	\$195.00
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## OTHER MECHANISMS

We do make up custom mechanisms, as listed in the Parts List. It is our practice to make up extra frames and rods, once the milling machine has been programmed properly, so we do have a few non-standard mechanisms in stock, plus the pieces that are current (non Loco Works mechanisms also listed under Odds and Ends.)

Mechanism kits include frame, motor, valve gear, side & main rods, gear box, keads and trailing trucks, cross heads and miscellaneous bits and pieces. "SHORT BLOCK" kits include frame, motor, gearbox, drivers and side rods only.

72" Driver 4-8-2 or 4-8-4	
Spoked or BoxPox drivers	
Mechanism kit	\$300.00
Short Block kit	\$220.00

80" Driver 4-6-2 or 4-6-4	
Spoked or BoxPox drivers	
Mechanism kit	\$275.00
Short Block kit	\$195.00

# PIONEER ZEPHYR

A few more of the Pioneer Zephyr trains have been made up, and sold. We will be making up the last several in a couple of months. Only six of the three car and one of the four car trains will be available.

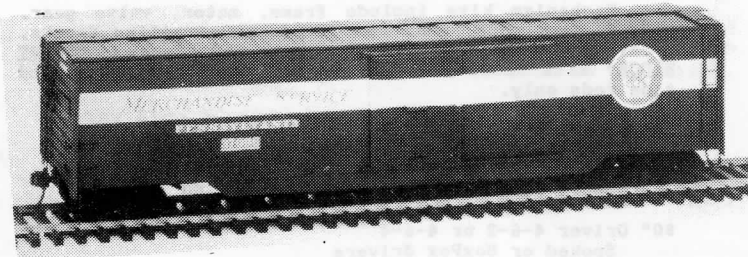
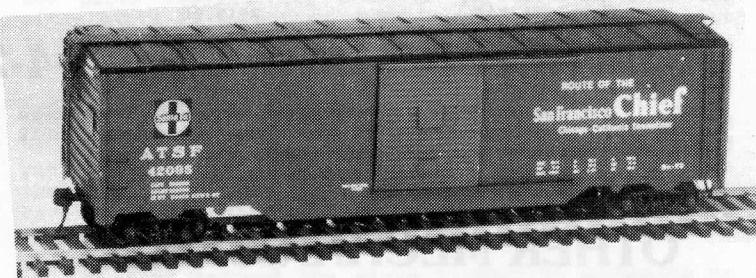
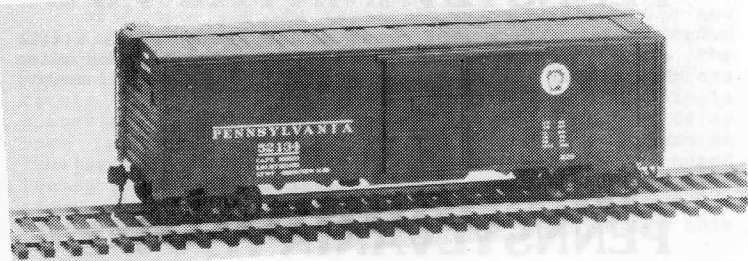
The units consist of built-up brass bodies, nickelplated to simulate stainless steel. The original Budd fluting is modelled by using etched brass.

There will be a final total of 53 of these trains built.

# ALCO CENTURY UNITS

These brass diesel kits follow our usual practice of fully etched brass superstructures, with cast brass and soft metal additions. Major components are sheared out and preformed. Kits follow the base Alco unit, without dynamic brakes, although these are easily added. Unlike EMD, whose units have a noticeable external unit, Alco locomotives show only a few cutouts in the basic hood or dynamic brake vents; these then receive simple mesh grill.

ALCO Century C628 C-C	\$165.00
ALCO Century C424 B-B	\$157.50
ALCO Century C420 low hood B-B	\$157.50
ALCO Century C420 high hood B-B	\$165.00



# PERSONAL ADS

**CUSTOM MACHINING:** Will machine your custom parts. Send sketch and SSAE. Ellis Kliever, 2744 Magnolia St., Endwell, NY 13760

**WANTED:** Photocopy article series on building DeWitt Clinton display model. Popular Mechanics or Popular Science around 1930. D Waddington, 308-D Tonset Road, Orleans, MA 02653

**WANTED:** Lobaugh AC-8 Cab Forward - Any condition. Bob Turner, 7237 Werner Avenue, San Diego, CA 92122

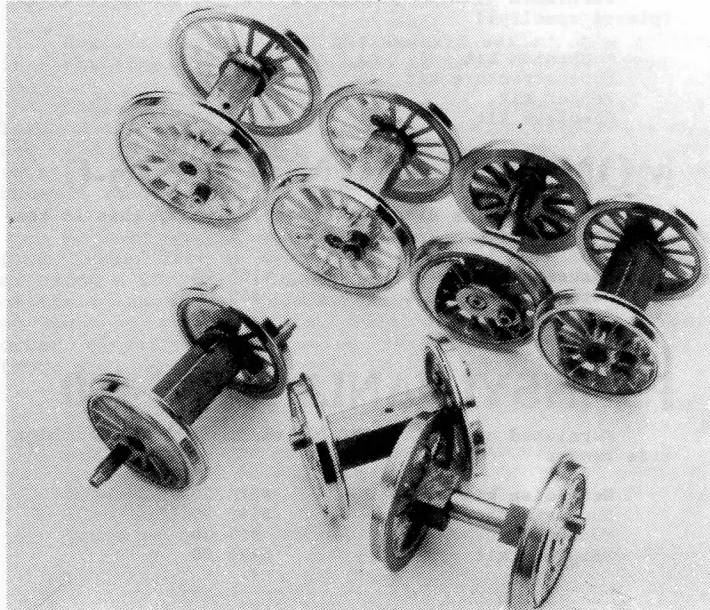
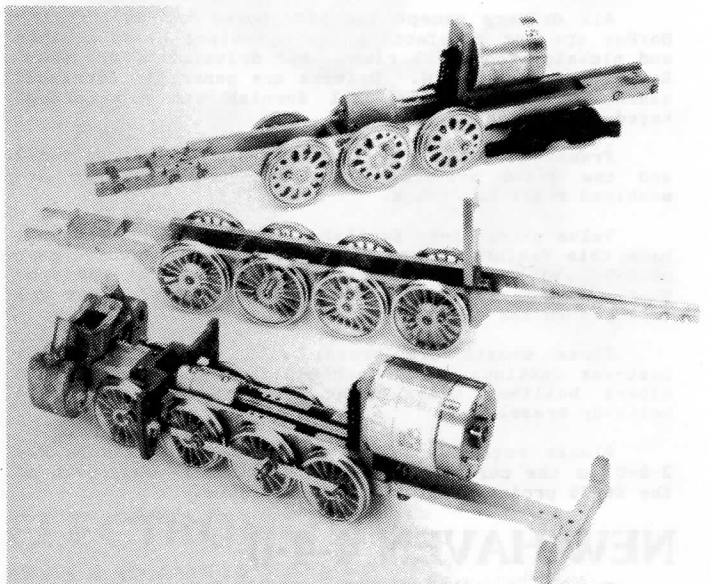
**WANTED:** Thomas parts for 0-8-0 and 2-8-0. Also Lobaugh 0-6-0, Berkshire, Greenbriar and Climax. George A. Miller, 1725 Pentridge Cove, Williamsport, PA 17701

# 48/FT - O SCALE NEWS

Larry Kotula has bought the magazine "48/FT O SCALE NEWS" from Dan Henon. The new address is:

48/FT O SCALE NEWS  
PO BOX 399  
Glen Ellyn, IL 60138

The editor will be Greg Heier. Subscriptions will remain at the same price of \$17.00/year.



## LOBAUGH TRUCK KITS

We have come up with a few more types of Lobaugh trucks. The following are generally kits; our nickel-plated wheelsets are included

#9 Leaf Spring Caboose	\$13.95
#11 Vulcan tender (4w)	\$13.95
#18 Buckeye plain bearing (6w)	\$19.95
#36 Pennsy K4 tender (4w)	\$17.95
#37 National Type B freight	\$13.95
#41 EMD freight, 40" wheels	\$15.50
#32 Commonwealth 4w streamline	\$17.95
#24 Delta 2w trailing truck	\$11.00
#25 Delta 2w lead truck	\$11.00
#21 Delta 4w trail trk, plain brg	\$12.95
#22 Delta 4w trail trk, roller br	\$12.95

## MOTORS

Motors are in reasonable supply, but we have another order in with Pitman for our standard units. We can, incidentally, order specials for you: extra long shafts, ball bearings, etc., if you want. (please order by Dec. 15, if you want a special.)

Pittman 9514, single shaft	\$37.50
Pittman 9512, single shaft	\$34.50
Pittman 9512, double shaft	\$37.50
Pittman 8212, double shaft	\$34.50
Pittman 8312, 3m/m dbl shaft	\$27.50
Texas Instrument/Holland can motor, double shaft	\$ 8.50
Sagami miniature can motor	\$ 8.50
For AC/DC motors, see Odds n Ends, page 8	

## VALVE GEAR

Our standard valve gear set, with a variety of valve gear stampings and castings, plus rivets. More pieces than you will need for a typical installation, but you will have the variety of rods we supply. Rods are nickel-plated brass stampings.

\$19.75

## DRIVERS

Our catalog lists all of the drivers, and castings that we have available, but basically the assembled drivers include 61", 72" and 78" spoked, and 78" and 84" BoxPox compatible with Lobaugh, Loco Works and Central frames, and 67" spoked compatible with USH frames. 61" can be used as direct replacement for Central plastic centered drivers, although it is best to check dimensions first, as some CLW bearings differ. We also have full spoked drivers (for electrics) available; write for details.

When ordering, please specify long or short crankpin, and counterweight size. Short crankpins include washers and retainers. Drivers can be furnished assembled, unassembled, or as kits with keyed axles.

Drivers are \$24.00/pair, three pairs for \$64, four pairs for \$80.00

## WHEELSETS

We carry in stock a wide range of wheel diameters; these wheelsets were developed originally to supply our various kits. All are steel, nickelplated, with 3/32" stub axles.

24, 27 & 30"	\$4.00/axle 6 for \$19.20
33, 36 & 40"	\$3.50/axle 6 for \$16.80
42, 45 & 48"	\$5.25/axle 6 for \$26.40

NOTE: Any wheelset style can be ordered with both wheels insulated for \$1.00 extra.

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726  
(201) - 536 - 6873

## GENERAL ELECTRIC U BOATS

Years ago, we had available aluminum castings for the General Electric U-Boats. We have received a shipment of the etched brass GILMAUR U30C, U33C, U34CH, and U36C's.

These etched brass kits have all the parts fully cut-out, with lots of fine detail; the major bends already formed. The light gauge brass is easily formed. They are supplemented by a set of high-quality white metal castings.

GILMAUR was started by three English O Scalers who model US prototype. These kits are their first venture into the US scene.

Etched brass body kit for U33C, U34CH or U36C	\$145
U30C	\$145

Soft metal truck castings \$16.50/set

## EMD SW 1500

Also produced by GILMAUR is a fine etched brass kit for the SW1500, a modern version of the 1500hp road switcher.

Etched brass body kit for SW 1500 \$125

Lobaugh brass truck sideframes \$4.50/set

## SQUARE TENDER KITS

A brass tender kit, based on Lobaugh stock parts, with several new brass details added. This is a late 1920's tender, suitable for a 4-6-2, 2-8-2 or 4-8-2, with either four wheel or six wheel trucks. Embossed rivets on the top deck and sides, all "bright dipped" to remove thirty years of California smog. Cast brass trucks sideframes, and cast brass underframe. Wheelsets are our standard nickelplated steel. Yes, there is some plastic in the kit: the insulating bushings in the underframes, and the coal in the bunker.

#301 Square tender, 4 wheel trucks	\$67.50
#303 Square tender, 6 wheel Buckeye trucks	\$75.00

## BERKSHIRE TENDER KITS

Another Lobaugh revival, this is the tender originally supplied with the C&NW 2-8-4 Berkshire. It is distinguished from the square tender above by being about three feet longer, with a curved coal bunker side. Several parts have had to be made up, including an underframe machined from 1/4" thick brass, with all holes drilled and tapped. Lobaugh equalized cast brass Buckeye trucks, with our nickelplated wheelsets are included.

#331 Berkshire tender kit, with trucks \$92.50

## VANDERBILT TENDER KIT

This is not a revival, but a new kit created to be similar to an earlier Lobaugh kit. Instead of a smooth-sided brass tube, the tank is sheet brass, with rivet detail embossed. All details are brass, including the cast brass tender frame.

Prototype is the Southern Pacific 12000 gallon coal/oil tanker used behind 4-6-2's, 2-8-2's and 4-8-2's.

#341 12000 Gallon Vanderbilt tender kit, 4 wh trucks	\$97.50
#342 Same, with 6 wheel Commonwealth trucks	\$105.00

# ODDS AND ENDS

Please note that all Odds and Ends are retail only. If you're really interested in a piece, it is best to give us a call and reserve it, as we have found that popular pieces go quickly. 201-536-6873.

**Driver Castings** Leftovers from the age of steam! Lobaugh and Athearn cast iron driver centers, some machined, some not. Useable for roundhouse junk and the like: 25 for \$15.00.

**LOBAUGH:** Cast iron spoked wheels, not machined, for 60 or 72" wheels. Fine grain cast iron that machines very nicely. 12 for \$25.00

**LOCO WORKS** Pennsylvania X-29 box car kit, etched brass and brass parts (reduced) \$35.55

**CENTRAL LOCO WORKS** General Electric U25B. Superstructure (brass) in kit form, and assembled mechanism (reduced again) \$195.00

**CHEVROLET** 1961 BelAir Four door hardtop, six cylinder automatic, just painted, runs well (full scale, not 0) \$1500.00

**REVIVAL:** When we were in Avon Lake, we sold a couple batches of reprints of New York Central diagram books. Each are well over 250 pages. Now, our source has found another batch of them:

1946 Locomotive Diagram Book, including very early diesels and a lot of steam	\$12.00
1951 Locomotive Diagram Book,, including electrics and odd diesels	\$12.00
BOTH for	\$21.00

**METAL TRUCKS:** Grab bag of metal truck sideframes and castings, some brass, mostly zamac. Five pair for \$5.00, with any other order.

**KOREAN:** Frame and side rods for 2-8-4 \$45.00; 66" spoked, boxpox or Baldwin disc drivers can be supplied for \$80 additional.

**LOBAUGH:** Brass pins. Remember how easy it used to be to find small brass pins? Very useful for all sorts of modelling jobs. We relocated a variety of sizes (well, things do get lost in the shop), usual 1/2" long, but diameters of #19, 20, 22 & 24. Packages of 100, \$3.00 with any other order, \$7.50 otherwise.

**BRASS TRUCKS:** We have found a batch of Korean Bettendorf trucks, with coined brass sideframes and nickelplated steel wheelsets; these are sprung: \$12.50/pair

**CUSTOM BRASS:** ALCO four wheel diesel trucks, sprung, with plain bearings, lost wax brass with 40" wheelsets \$42.50 pair  
without wheelsets \$30.00 pair

**SUNSET MODELS:** Superstructure for EMD GP-7, fully assembled, with box, less power and frame \$195.00  
GP38 frame & stanchions, etc, kit \$50.00

**SCALECRAFT:** Pennsylvania P70 passenger trucks, with new Loco Works wheelsets \$25.00/pr

**CUSTOM BRASS:** Tender trucks for late Pennsy tenders - eight wheel. Lost wax castings for sprung trucks, with Loco Works wheelsets \$75.00/pair

**LOBAUGH:** New, unused AC/DC motors, some in original boxes.

3/4" stack	\$24.50
1" stack	\$29.50

**K&D MOTORS:** New, unused AC/DC motors  
3/4" stack \$24.50

# NEWS

A couple of weeks ago, we were able to purchase the remainder O gauge parts stock of Custom Brass of Hicksville, New York. Custom Brass imported a wide variety of locomotives and cars over the years, and there were bits and pieces left over from many of their efforts.

Anyway, some of the stuff will be available at the Open House; some will be offered through this Newsletter; some will be listed in the Parts List, and others will find their way into our kits. Of course, I'll put a few bits and pieces away for my own use.

One piece of information I did find in the material was the source of the ribbed belts used in many of the Custom Brass/ NJ International locomotives. If you need a replacement, write. We may be able to ship from the available stock, or figure out which sizes are most in demand, and order them.

Arleen says I should fill up some space showing "genius at work." The accompanying photo shows me working with the new CNC mill.


The Post Office has increased postage rates again. This time it's to 25 cents for a First Class letter. The Newsletter is sent via First Class Mail. We have held the price of the Newsletter constant for some time, despite increases in various costs, most particularly postage. My current thinking is that we will hold the current \$5.00/year price until the last issue of this year, which will mark the 25th anniversary of Loco Works, and then decide how much the change will be.

Apropos of nothing, the body shop finally redelivered my 1969 Camaro convertible today, after having had it for almost 10 months. The paint and new fenders (four of 'em) look nice, but it's going to take a while to get all that mud out of the new carpet. Battery's also rather dead.

We usually include a note somewhere that we're always looking for trade material. I am especially interested in older technical books, particularly bound volumes of magazines in the railroad trade, foreign or domestic. This business requires finding a lot of information, and having the references on hand can be a big help. Also, being in the marine business, I am also looking for bound transactions of the Society of Naval Architects and the Royal Institution of Naval Architects.

One thing we have accumulated over the years is a pile of miscellaneous KTM and other drivers. There are about 500 pair out there, and we might be able to match your needs. Also on hand are replacement gears for the early KTM U-100/U-101 gearboxes, at \$7.50/set. Also a couple of the older design Central Loco Works gearboxes at \$25 each.

Several people have suggested that, since we have so much old tooling lying around, it might be useful to sell some to collectors. OK, dies or patterns at \$25 each; please specify Lobaugh or MiLoco. Durned things weigh so much it'll probably cost us that much to ship.



Jan A. Lorenzen



# Locomotive Workshop

## OPEN HOUSE 1982

The 1982 Locomotive Workshop OPEN HOUSE is scheduled for May 8th, 1982, from 10AM to 4PM.

As in the past seven years, the event will be on the Loco Works premises in Marlboro Township, New Jersey. We have enough room so that everyone can spread out and not get in each others' way. We will mow the field for parking, and the Flea Market will be set up between the house and the shop, under the trees.

Every year, we have had about 200 serious S and O gauge modellers show up, bring piles of "junk" and, generally, hauling other piles of "junk" home with them. Quite a bit of material has been haggled over, with pieces ranging from the smallest rivet through an occasional imported brass locomotive.

We will again have free coffee, donuts and soda pop. The lunch wagon will be back. 'Course, there's no reason you can't pack a picnic lunch, spread out a blanket and enjoy a snack in the sun.

We're making a couple of changes this year: In honor of our President's economic program, we are rolling the registration price back to 1979 price of \$4.50 for Newsletter subscribers before April 30th; \$5.50 thereafter; for non-subscribers, the price will be \$8.50. (Family members will be considered subscribers.) The other change is that we hope we have badges ready in time for the Meet, provided the molder doesn't break down again.

You are invited to simply come, and browse and talk, or to bring a station wagon full of goodies, and a card table to spread them out on. We can not provide tables or chairs, so please bring your own. Essentially, this will be a great opportunity to [1] get rid of some of the stuff piling up in the hall closet and under the layout, and [2] find some of that miscellaneous stuff you've been looking for all these years.

Several dealers and manufacturers have agreed to show and sell samples of their wares. I am encouraging them to bring small pieces, rather than big ticket items. Generally, there's a good turnover in pieces ranging in price from \$1 to \$5.

Bear in mind that we will also be trading and dealing. It will be a good time to haul along that stuff you've been meaning to trade for some time. (Incidentally, we did find a good Chevrolet 350 engine for the Camaro, so don't bother to bring one along.) On the other hand, we did pick up 400 drills of assorted sizes at Stamford, plus a pile of Baldwin Model Loco parts the week before, so you can see we're willing to deal. If you want, bring your material, spread it out to sell, and we can dicker at the close of the show

The Workshop will be open, and we'll again demonstrate some of our production techniques. The simplicity of some of them will appeal to you, and perhaps be of use in your shop.

There is one local motel, the Marlboro Motor Lodge & Restaurant, 201-536-5150 or 3015. There are others, down Route 9 toward Freehold, mostly for Freehold Raceway. Local ordinances do not permit camping on our land, but drop us a line and we'll try to get some info on local grounds to you.

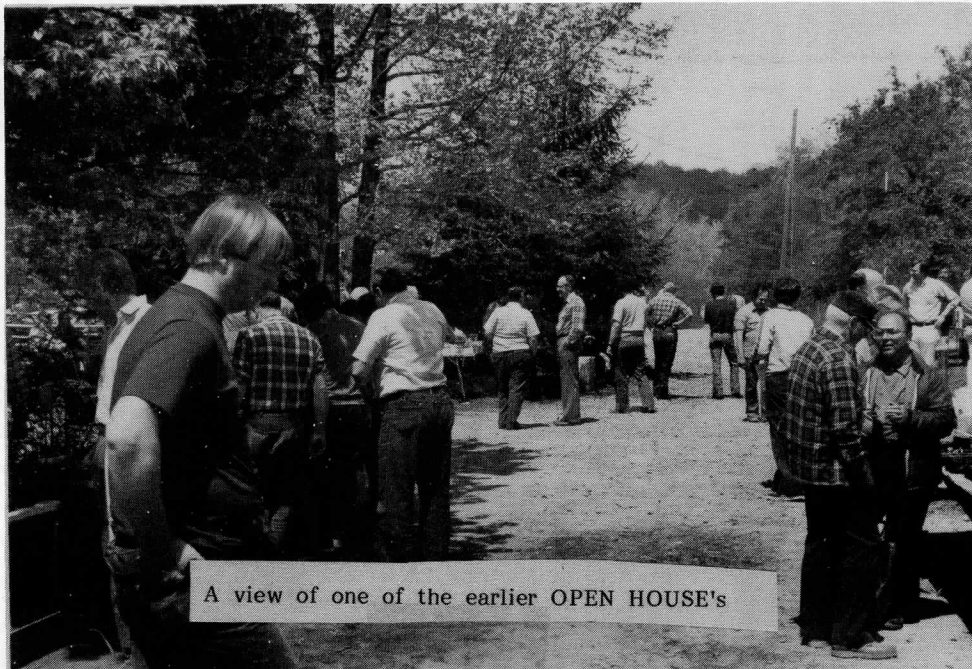
In you want instructions on how to find this place, and it can be difficult, include a note with your registration; we'll ship off a map as soon as possible.

Remember, no HO or other flea gauge material. Past offenders have been threatened with being thrown in the pond.

We have put a new roof on the garage, in case it rains. We'll keep the geese penned in. There is also a distinct possibility that there might be a few odd chicks around. If you wonder why I use the term "odd chicks," you oughta' see the rooster who is supposed to father those chicks! Never mind the two inch spurs, the bare red neck, the scraggly feathers (including the grayish white streaks where the dye must have run), the mean glint in his eye, the crowing at 3AM and all that jazz; that's all part of the "mystique" of his breeding. Since the hens (all six of them) are four different colors, this should be real fun.

Hope to see you in May!

*Jan A. Lorenzen*  
Jan A. Lorenzen



A view of one of the earlier OPEN HOUSE's

## S GAUGE NEWS

As usual, there's good news and bad news. First, we have completed a number of sets of drivers for the 4-6-0, and have received the first 28 boiler castings. If the Polaroid camera works properly, we will include a shot of some of the completed pieces (see below.)

The bad news is, that as yet, we do not have enough reservations for the S gauge B&O wagontop box car, so we are postponing it until after we finish the plastic box car kit.

What plastic box car kit? This is a 40' AAR standard riveted box car as built from the late thirties through the sixties. It is the common garden variety seen in its hundreds of thousands on all American common carriers. It can be lettered for any large American railroad (also Saudi Arabia and Panama) and many smaller lines.

The kit will consist of injection molded roof, sides, ends, floor, underframe and doors, with added details. We are trying to arrange the floor so that either scale or AF trucks and couplers may be used. Trucks, couplers and decals will not be furnished.

Our target date is the Cleveland NASG Convention in August.

Tentative price is \$15.95, or a "six pack" for \$79.95.

If you are interested, drop us a line with your thoughts as to the number of kits you might be interested in. This will not be considered an order, but will give us a better idea on how many to make initially.

## STEAM LOCOMOTIVES

As we noted, we're getting there. In response to numerous requests and complaints, we have made the boiler with the Belpaire firebox as a separate piece, allowing the modeller to build the unit with a more conventional wagontop firebox. Boilers are cast in a high tin alloy, which allows for fairly easy soldering.

Most other components are brass, including frame and miscellaneous details. Drivers have plastic centers, but crank pins are brass, with separate hold-on screws. Valve gear is nickel silver and nickel plated brass.

Power will be provided by a relatively large can motor, same as used on our O gauge diesels.

We have, incidently, components on hand to add a 62" 2-8-0 to the kit family.

Tentative price for the 4-6-0 kit, including brass details, is \$245. 2-8-0 would be similar.

We are accepting \$50 reservations.

## S GAUGE EMD SWITCHERS

These etched brass beauties are in stock.

The superstructure consists of a batch of formed brass etchings supplemented by other brass parts and a cast soft metal nose. Truck sideframe castings are supplied, including brass bearing inserts.

Power will be available. We have been able to reduce the cost of the gears and motors, so the new price of power will be below the \$105 previously noted.

SW-1, 600hp, unpowered kit	\$87.50
SW1200, 1200hp, unpowered kit	\$95.00

## ALCO FA2 ROAD UNITS

We are accepting reservations on the Alco freight units, models FA-2 and FB-2. The revised kits will have an etched brass body, with brass details and a soft metal nose. Provision will be made for our projected power truck, which will consist of a separate motor for each powered truck, both mounted in a separate frame.

The kits should be ready towards the latter half of this year. Price for dual powered A units will be below \$200; non-powered unit about \$105. B units will be about \$15 less. Both scale and hirail wheelsets will be available. We are accepting \$50 reservations on dual powered units, \$25 on unpowered units.

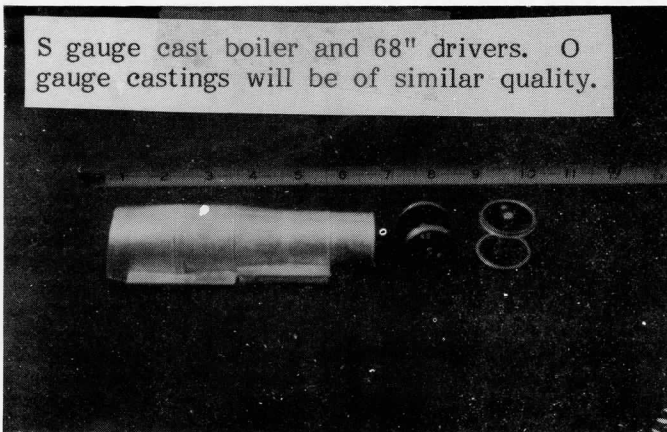
## NASG

At the Syracuse convention, speaking for a number of other manufacturers, we offered to support a coupon program which would grant discounts on the prices of kits sold to NASG members. After being accepted by a voice vote of the membership present at the NASG business meeting, this has since sunk without a trace. NASG members may take a 10% discount during April and May 1982 from our standard S gauge kit prices.

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201 - 536 - 6873

S gauge cast boiler and 68" drivers. O gauge castings will be of similar quality.



Whassat? A free car kit to the first subscriber to identify this stuff.



## 150T & 250T CRANE KITS

This series of kits is almost entirely brass; in fact, except for a very few bits, and pieces, the nickel plated steel wheelsets, and the line provided for the cables, everything is brass.

The superstructure is a mixture of formed and milled brass, brass machine engravings, turnings and stampings. The boom is assembled. Some small detail parts are brass castings; sheaves are brass turnings.

The 250T kit has brass, Buckeye, six wheel trucks and is available with either sprung (LOCO WORKS or PSC) or equalized (KEMTRON) trucks. The 150T kit has our diecast, sprung Andrews trucks.

We are accepting \$50 reservations on these kits, at the prices listed below. There will be a price increase when we put together the current run of kits.

250T Crane kit, less trucks,	\$114.50
250T Crane kit, with Kemtron trucks,	\$138.50
250T Crane kit, with sprung trucks,	\$159.50
150T Crane kit, with sprung trucks,	\$123.50

## MILWAUKEE HORIZONTAL RIB BOX CAR KITS

These kits have etched brass sides, and stamped brass roofs, ends and doors. They differ considerably in appearance from the standard AAR box car, with their horizontal ribs and unusual height. Correct transfer lettering is provided with each kit.

These kits are in very short supply.

#248 40' MILW single door box car kit, 1/t	\$39.95
#249 50' MILW double door box car kit, 1/t	\$45.95

## COVERED HOPPER KITS

These kits follow the later Pullman-Standard PS-2 standard covered hopper car, with circular roof hatches.

Kits consist primarily of formed brass parts, with a few soft metal castings. Hatches are brass plated. Hoppers are one piece brass stampings. Underframe ends are our standard soft metal casting incorporating bolster and coupler pocket to simplify construction. Roof walk is etched brass.

#223 Twin covered hopper car kit	\$26.50
#224 Triple covered hopper car kit	\$32.50
#224 Quad covered hopper car kit	\$38.95

## OLDER TANK CAR KITS

These, again, are brass car kits. In most cases, the tank body is a piece of brass tubing, embossed with rivet detail. Domes and underframe components are formed brass, with some brass details. Only unbrass is in cast AB gear and plated handrail stanchions. #236 wine tanker has a rolled brass tank, without rivets.

Cars are nominal 8000 gallon capacity, and are for the "traditional" tank car of the period 1910 to 1950; they are not extremely simple cars, but they will add variety to your collection!

#231 Single dome tank car kit	\$28.50
#232 Twin dome tank car	\$32.95
#233 Triple dome tank car kit	\$31.75
#236 Six dome wine tank car kit	\$41.50

## OPEN COAL HOPPERS

The kits consist of a series of brass stampings and pressings, and follow the basic 55ton USRA twin hopper design, with straight ribbed sides. Our standard underframe end casting and cast hoppers are provided.

This kit was designed for simplified construction in brass. With a moderate amount of skill, they can be assembled in three to six hours, excluding painting, etc.

#212 Twin open hopper kit	\$22.95
#213 Triple open hopper kit	\$28.95
#214 Quad open hopper kit	\$34.50

## CONDITIONS OF SALES

**NOTICE:** With the recent increase in postal rates, we have been forced to change a few of our terms; please read below.

1) Most items are shipped prepaid, with the exception of shipments to US postal box numbers, Canadian and other foreign addresses. For US domestic, APO/FPO and Canadian shipments requiring use of the United States Postal Service, rather than United Parcel Service, please add \$2.00 to cover additional shipping, handling and insurance costs. For other foreign shipments, please add \$12.50 per locomotive kit, and \$7.50 per car kit.

2) On ALL orders under \$15.00, please add \$3.00.

3) Reservations are accepted on a "down payment" basis only. We cannot hold something on a verbal basis, as the amount of stock and the number of pieces is limited in each case. We do try very hard to offer personal service, but unless everything is neatly recorded, things do get lost.

4) New Jersey residents must add 5% sales tax.

5) For C.O.D. Shipments, a charge of \$3.50 will be added.

6) Should an item prove to be unsatisfactory to you, it may be returned for a full refund, provided permission to obtain is obtained for us in advance.

## LETTERS

First of all, we welcome letters. We have taken a couple of steps to expedite the answering of letters, including adding some new equipment to facilitate answers.

I make a real effort to answer all mail within a week, but sometimes, it becomes very difficult. In order to help expedite replies, we ask that you divide your letter sheet into right and left halves, and write only on the left half. This way, we can answer your questions right on the right-hand side. This will often be a lot quicker than waiting until there's time to prepare a formal reply.

## POWER TRUCKS

These are our new design, with the truck swivel axis and the motor axis coincident, so that swivelling the truck results in minimum disturbance of the position of the motors. Each powered truck has an individual motor.

In order to eliminate the gearbox, which has proven the biggest source of headaches in the previous truck designs, the driven axle gear is now hobbled on the axle, ensuring that the gear is concentric with the axle. This will produce the odd result that an apparently wobbly gear will run very smoothly. Actually, with cutting the gear on the axle, we believe we are getting "run-outs" of on the order of 0.0003 inches, instead of the 0.002 to 0.003 inches we had to struggle to achieve earlier.

33", 36" and 40" wheels:	2 axle - \$37.95
	3 axle - \$45.95
	4 axle - \$55.95

30" and 48" wheels	2 axle - \$42.95
	3 axle - \$52.95
	4 axle - \$64.95

less motor, deduct \$6.00.

## WHEELSETS

Wheelsets to match the above power trucks are now in stock. All are steel, with both wheels and axles nickelplated.

30"	\$4.00/axle
33", 36" & 40"	\$3.50/axle
48"	\$5.25/axle

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

201-536-6872

## PIONEER ZEPHYR

We're getting there. We have debugged the problem with the etchings, and most are now sheared out, waiting for secondary operations. We have had to make up the basic body in three pieces, rather than the planned single piece.

The Zephyr kits will consist of etched and formed brass bodies, with the end castings soldered in place and the completed assembly nickelplated to represent stainless steel.

Our standardized power truck will be supplied for the scale versions, and a modified Lionel truck for the hirail versions. Wheels from our shop will be nickelplated.

The basic kit will consist of the three car train (cars 9900A, B & C.) The optional fourth car will be #500, added in June, 1938; #500 will not be available separately.

Three car Pioneer Zephyr kit	\$300.00
Four Car Pioneer Zephyr kit	\$390.00
Built-up three car train	\$950.00

In all cases, please specify scale or hirail.

## LITTLE JOE ELECTRICS 2-D-D-2

Brass bodies in fabrication on these. Kits will have the basic body fabricated, ready for assembly of details, and assembly of power units.

Our kit will have a brass superstructure, with some cast and etched brass parts. Engine bed will follow our usual practice of heavy soft metal castings, suitably reinforced, with sprung journals. Pantographs will be supplied. Power will be provided by a single vertical can motor in each truck.

Little Joe electric, unpowered kit	\$310.00
Little Joe electric, eight axles powered, kit	\$405.00

## GENERAL ELECTRIC U50 B-B-B-B

The prototype locomotives are almost all gone now; our supply of kits is also dwindling.

The basic kit consist of a series of large soft metal castings, with our usual level of detail, four of which interlock to make up the basic body, plus small details and truck side frames. Like many of the kits we make, this is a large unit, all of 21 inches long and four inches tall; it weighs over seven pounds, less power....

U50B superstructure kit	\$149.75
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## FAIRBANKS-MORSE B-A1A C-LINER

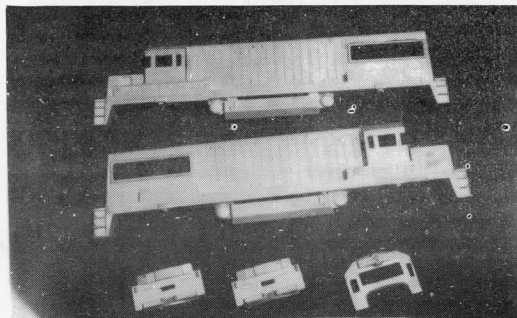
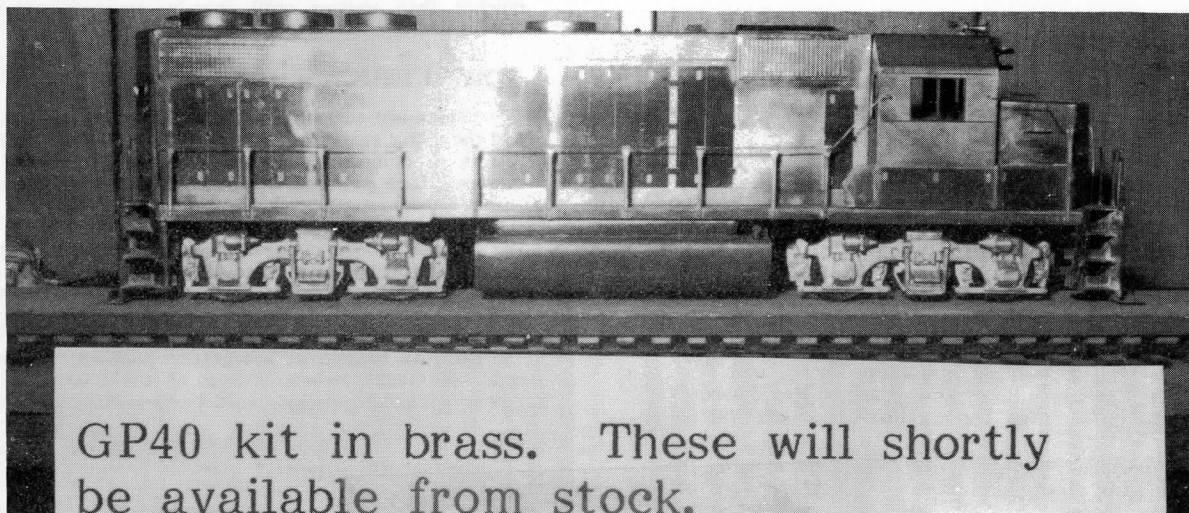
In stock, this is a conversion kit to replace the anemic AHM motor and rear power truck on the plastic C-Liner with one of our robust standard units. A sprung cast truck is provided, with nickelplated wheelsets and sprocket drive.

We also list our standard power truck kit for the front truck; this will require reuse of the plastic truck assemblies from AHM and will require more work for conversion.

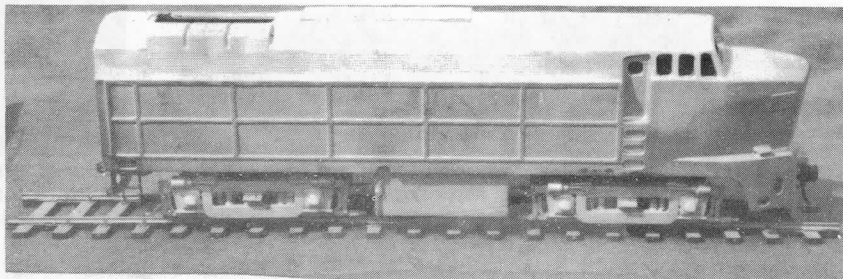
Conversion kit, with can motor, and with three powered axles	\$65.00
Our standard two axles power truck kit, for front truck	\$37.95

LOCOMOTIVE WORKSHOP  
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201-536-6873

**DON'T FORGET THE  
OPEN HOUSE IN MAY!**



Parts for U25B castings set - E44 and U33C are similar.



Aluminum Sharknose, built from Penn-Erie castings set. (SEE PG 8)

## ELECTROMOTIVE ROAD SWITCHERS

The etchings are in house for a new issue of this series of kits. We have made a number of revisions to the kits, and to the kit lineup.

The EMD roadswitcher has long been a fixture on American and Canadian railroads, and is also quite popular with modellers. It is popular with manufacturers as well, basically because of EMD's habit of rarely changing details.

Revisions to the current crop include a new floor etching, revised fan shrouds and intakes, hand-rail stanchions and one of the truck types. Kits will accept power from LOCO WORKS, All-Nation, Kemtron, Central and ATLAS.

A new addition to the lineup is the distinctive GP30, with the streamstyled hood and multitudinous curves. EMD stooped building it once they figured out what they cost. To keep the modeller sane, the shroud, including the top of the ca roof, will be a single casting.

The following prices are for the basic locomotives. Dynamic brake fittings will be available, optional, at additional cost, just like the prototype-

GP 30	2250hp	B-B	\$165.00	GP
GP 35	2500hp	B-B	\$149.75	
GP 38	2000hp	B-B	\$155.00	
GP 39	2250hp	B-B	\$157.50	
GP 40	3000hp	B-B	\$157.50	
GP 40P	3000hp	B-B (CNJ)	\$175.00	
SD 35	2500hp	C-C	\$149.75	
SD 38	2000hp	C-C	\$157.50	
SD 39	2250hp	C-C	\$159.50	
SD 40	3000hp	C-C	\$159.50	SD
SD 45	3600hp	C-C (angled rad)	\$175.00	
SDP40	3000hp	C-C	\$175.00	
SDP45	3600hp	C-C (angled rad)	\$195.00	

## ALCO SWITCHERS AND ROAD-SWITCHERS

The rest of the etchings are due on these shortly. Due to a misunderstanding between the engravers and ourselves, we received only the superstructure, but not the frame and underbody gear.

Kits consist of an etched brass superstructure and floor plate, formed as needed, with brass and soft metal dtail parts. Truck castings are included. The RS-1 will accept an Atlas F9 mechanism, so we'll toss these in at a bargain price if desired (retail only.)

ALCO RS-1 1000hp Road-switcher kit, unpow.	\$99.50
above, with Atlas mechanism	\$109.50
ALCO S-1, 600hp switcher kit, unpowered	\$99.50
S-2, 1000hp switcher kit	\$99.50
S-3, 600hp switcher kit	\$94.50
S-4, 1000hp switcher kit, unpowered	\$94.50

Note: S-1 and S-2 have Blunt trucks, others AAR type A or B.

## BALDWIN PASSENGER SHARKS

Long, long passenger units, these locomotives ran out their last miles on the New York & Long Branch, only a few miles from here.

The locomotive bodies are to be built up of double-etched brass pieces, suitably formed, with a Britannia Metal nose. Small details are brass; soft metal castings for sprung trucks are included; truck journals have brass bearings inserted.

BP20 Passenger Shark, A unit kit	\$159.50
BP20 Passenger Shark, B unit kit	\$147.50
Power unit, one truck	\$ 42.00

## BALDWIN/CNJ DOUBLE-ENDERS

Predessors of the above units, at least in the design stage, these were evolved to hopefully solve an operating problem on the New York & Long Branch, having cabs at both ends, and thereby unique in American diesel practice.

These kits have formed, etched brass bodies, with Britannia Metal noses, and brass details. Truck castings for sprung trucks are included.

CNJ Double-ender kit	\$149.75
Power truck assembly (one truck)	\$ 42.00

Page Five:

## EMD PASSENGER DIESELS E6, E7, E8 & E9

Seems as a couple of other companies are saying they'll be coming out with O gauge models of these locos. Gee, we've only been building and stocking these kits for 12 years now.

Car bodies are a single piece of formed, double-etched brass, with Britannia Metal nose. Small details are brass. Soft metal castings and brass parts are included for sprung trucks; truck journals have brass bushings inserted.

While these kits are listed together, each contains unique parts, particularly the body etchings and nose castings. Trucks are modified where needed.

EMD E6A (slophenose) passenger unit kit	\$169.50
E6B, kit	\$144.95
EMD E7A passenger unit kit	\$159.50
E7B, kit	\$144.95
EMD E8A passenger unit kit	\$149.50
E8B, kit	\$129.50
EMD E9A passnger unit kit	\$149.50
E9B, kit	\$129.50
Power truck assembly (one truck)	\$ 40.00

## FAIRBANKS-MORSE/GE "ERIE BUILTS"

We are putting another ten of these into stock, and that will be the end of them for a while.

These are the early "battleship" units designed and built just after World War II, and built by GE at Erie for Fairbanks.

Basic body is formed brass, with a smooth Britannia Metal nose. Details are brass. Two different truck types are available, one being the truck unique to these units, what we choose to call the "odd ball" or Phase IV type. The other truck is similar to the Baldwin and Alco paassenger truck of the same era, and is termed Phase V by RMC and Extra 2200 South. Massive Units.

"Erie Built" A Unit, conventional trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
"Erie Built" A Unit, oddball trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
Power truck assembly (one truck)	\$ 42.00

## GENERAL ELECTRIC U25B

Patterns at the foundry now for this upgrading of the Penn-Erie U25B models. Unlike the original aluminum castings, radiator grid will be opened out and castings will be supplied for the dynamic braking grids. The kit is arranged to receive a modified Atlas mechanism, as powering should be relatively inexpensive (see Page 8.)

Superstructure is basically a series of Britannia Metal castings, which may be soldered together. Small details are generally brass. Truck sideframes are included with the kit.

GE U25B low nose kit	\$109.50
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## FAIRBANKS-MORSE TRAINMASTER

This kit will follow our standard practice of an etched brass superstructure, with major parts sheared out and formed, and brass and soft metal details added. Truck castings are provided for sprung trucks, with brass bearings inserted in truck journals.

Kits follow the later bodies applied by Fairbanks-Morse to the 2400 and 1600hp C-C, and 1600 B-B locomotives. Somewhat over 200 locomotives were built to these designs; their distribution was pretty widespread, from Canada through the States into Mexico.

F-M "Trainmaster" superstructure kit 2400hp C-C	\$165.00
F-M "Baby Trainmaster" kit 1600hp C-C	\$165.00
F-M Roadswitcher, trucks not sprung 1600hp B-B	\$148.00
same, less trucks	\$140.00
Power unit C-C's (one truck)	\$ 40.00

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

201 - 536 - 6873

## O SCALE CONVENTION, LAFAYETTE, INDIANA

I'll say one thing: after all the complaining Vane Jones and I did about lack of advance information on the previous O National Meets, this current group has done themselves proud with the information they have sent out. Now all I have to do is figure out where to put it in the Newsletter.

First, for a good overall description of the convention, send a stamped, self-addressed envelope to Don Davis, Registration Chairman - SONC 82, 2945 Everet Street, Blue Island, IL 60406. His telephone is 312-388-3042.

The affair will be at the Holiday Inn North, Interstate 65 & State Road 43, Lafayette, Indiana 47902, Telephone 317-742-4055, June 17 through June 20th. The convention information package lists another of other motels/hotels.

There will be a large exhibition area, for manufacturers, dealers and just plain model railroaders. There will be a layout tour accessible by Amtrak passenger train. There will be clinics for both the model railroaders and the ladies. There will be a number of model contests, and a rebate of \$2 on registration if you enter a model in the contests. There will be a FREE live auction; minimum bid may be specified. Ten [10!] layout tours are scheduled, including a full scale one of Amtrak's Beach Grove shops, and another one of the L&N shops and Alcoa's private railroad. The Ladies' Tour will include a walking tour of the Clegg Botanical Gardens, a visit to a large indoor shopping mall for obvious reasons, and a stopover at the Tippecanoe Battlefield.

We have just skimmed the top of the activities available. I am sure that there will be many impromptu tours, bull sessions, and of course, good old horsetrading.

We intend to be there with a ton (2000lbs +) of stuff in the back of the Suburban.

Registration without the banquet is \$16; wives and young children would be \$5 each additional. Banquet tickets are \$10.50. Several of the tours will involve extra cost.

As we noted, the committee has much more information available, and we urge you to write for it as soon as possible.

## NASG NATIONAL CONVENTION

The NASG National Convention will be at the Cleveland Sheraton Hopkins Motel (right in the Cleveland Airport) from August 19 through August 22, 1982. We have had a few conversations with the promoters, and it sounds like it will be another great opportunity to promote the scale. For you O gaugers, please note that there will be an all-scale flea market on the 22nd.

For further information, please contact Lee McCarty, 8727 Broadview, Broadview Heights, OH 44067, Telephone 216-526-9864. I am sure a stamped, self addressed envelope would be appreciated.



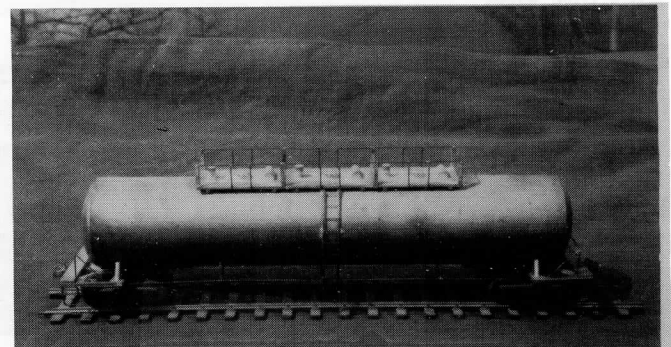
BOX 211 B 1, RFD 1  
OLD BRIDGE-ROBERTSVILLE ROAD  
ENGLISHTOWN, NEW JERSEY 07726



Brass wine car; available in kits with one, two, three and six domes (see pg 3)



Pullman Standard PS-2, available in the form of our kit #223



One of our earlier tank car kits. Would there be an interest in a plastic kit at say \$12.95?

## TAXES

This is gonna be a philosophical editorial, so maybe you might want to turn to page eight.

There seems to be a controversy raging in this country over the spending policies of our various levels of government. I use the term "seems to be" because there are one hundred newspaper articles bemoaning the tax cuts for every one examining the potential benefits. The only one of the latter I recall is from today's New York News, where they listed many of the special interests bemoaning the changes, and in the last paragraph pointed out that it's the poor, burdened taxpayer who gets the brunt of it, while also pointing out that it's the noisy special interest groups who vociferously demand their "rights."

The present trend in fiscal policies has been derisively labelled "trickle down economics." I think, though, the basic problem is that the boat is being rocked, and more than a few people are concerned that they may have to do a turn at the oars instead of being towed. Many of these people have established a profitable niche for themselves and do not wish to be exposed to the economic facts of life. I am not, by the way, referring to the "needy," by the way; I am referring, in part, to the self-appointed spokesmen who quite often appear to be making a good living by being "non-profit."

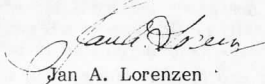
There's a dirty work - PROFIT. Somehow, the fact has been conveniently lost that a system must produce a net gain if it is to continue to prosper. In business, this is called "profit." In society it is called "net growth." This is not a constant thing; a business or a society can continue to exist for some time without showing a "profit" for every operation; indeed, there are many cases where a non-monetary gain is not shown, and the lack of a monetary profit is tolerated, or even encouraged. A society or a business gets into trouble when the total result of all operations over an extended period is not positive. Then the price of everyday operations must be met by digging into invested capital. One result of this are bigger potholes that won't get fixed and problems that don't go away. Somewhere in the late sixties this spending trend accelerated on a national scale, and somewhere in the seventies we began spending more than we produced. Another name for the result is "inflation."

One of the main engines powering the trend toward a profit is that of new ideas. But - not all new ideas are good ones, and sometimes the good ones don't work either. In a word, anything new involves "risk." A prudent investor tries to balance risk and return. Governmental tax intervention has heavily upset the conventional assessments of risk, and one of the results has been a strong diversion of available money from capital growth to paper growth. Meanwhile the economy slows down, cannot meet the needs of the populace and eventually goes downhill.

My work involves many risks, both physical and financial. I work hard, and admit to being rather irritated with specific individuals who feel they are entitled to take what I work hard for. I won't repeat what I told the New York state official who asked why I no longer worked in New York, but I do note that his base salary was higher than mine, his hours shorter, his vacation longer and his condescension quite noticeable. He became quite upset when I asked what was his contribution to society.

Let's face it; the place is a mess and we had better do some repairs before the roof caves in.

One last thing: despite the cuts, government spending is still growing. In 1980 it was about 22% of Gross National Product. In 1981, it was 23%, and it is expected to be 23-1/2% in 1982. This is despite inflation, and general growth of the economy. The average for 1960-65 was 18.8%.

  
Jan A. Lorenzen

## ONE MORE THING

If you get the impression that I am irritated by the various actions of government agencies, please consider the following:

In January, I brought my 1969 Camaro down for the mandatory state safety inspection. It is a rambunctious beast, but quiet and carefully maintained. They usually nail me for some idiotic thing, so the vehicle is gone over carefully one last time before inspection. This year, they couldn't find anything wrong with the vehicle itself, so they failed it for flaking paint on one state-supplied license plate! Four hours of my time shot to satisfy a small bureaucratic mind.

This is also the state-run installation that recently had passed a vehicle, which, upon leaving the dorrway, had its brakes fail and smash into a Ford dealership 100 feet away.

## ODDS AND ENDS

Please note that all odds and ends are retail only.

ATLAS F9 diesels	mechanisms	out of stock
	bodies	\$13.00ea
	four bodies	\$49.50
	complete	\$22.00ea

Truck castings for General Electric E60/U33C, useful for converting Williams E60 closer to prototype.

	\$16.50/set
SAGINAW tender castings for PRR G5s;	
build up into nice tender	\$37.50/set

LOCO WORKS PRR Q-1, J-1 long distance tender kit,	
brass, assembled body, brass trucks	\$150.00

Baldwin Passenger Shark kits, from our second production run, including truck castings:

Pair, A & B units	\$162.00
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LOCO WORKS E7A, painted PRR, unpowered. Trucks	
are not sprung.	\$142.50

#251 Union Carbide/Linde liquid Oxygen car kit,	
	\$28.50

Loco Works EMD F45 C-C diesel ("covered wagon") kit	\$117.50
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BALDWIN Model Loco GG1, late brass castings, complete with pantographs (long), machined and assembled brass drivers, twin can motors. Kit	\$425.00
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BALDWIN Model Loco New Haven 0350 boxcab electric, outfitted same as GG1, dual powered kit, all castings brass,	\$350.00
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BALDWIN "B-Electric" box cab electric, partially machined brass castings set, with wheels, unpowered kit,	\$65.00
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WENTZ EMD F unit or GP drive, with K&D #4 AC motor, eight wheels powered, brass sideframes	\$65.00
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Etching sets for C&O/NKP wooden caboose, in brass. Made up for one of our kits, only I haven't the time to make up a run of the kits. Our standard brass etchings, ready to cut out and build a beaut of a car:	\$12.50/set
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Early All-Nation (General Models) 4-6-2 kit, with brass boiler, and tender kit. Kit has been worked on the extent that all mechanical holes have been drilled and tapped. A rare find	\$275.00
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All-Nation brass tender castings set, for above	\$37.50
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USHobbies/KTM 63" boxpox drivers	\$12.50/axle
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## THE NEWSLETTER

The Newsletter is published about every two months, for the information and amusement of our fellow hobbyists. It is the only catalog we issue, as almost everything we make is short run production. Since most magazine advertisements require 90 day lead times, it can be hard to keep you informed about what we are up to. If it is not listed in the current Newsletter, we generally don't have it, nor have it planned for the immediate future.

The Newsletter is \$4.00/year to addresses in the United States and Canada, via First Class Mail; other foreign deliveries are \$7.50/year.

Each address label has a date code, which enables us to determine when subscriptions run out. "JO" or "KO" date codes mean this is the last issue; "MO" means you're due for renewal.

## PRECISION SCALE

By now, many of you have heard that Precision Scale suffered a bad fire over the weekend of February 22. The information we have received is that most of the damage was to the O Gauge castings supply, patterns, and dies. It appears also that much of the miscellaneous O gauge part inventory was also damaged, including possibly imported items like wheelsets. They also lost their printing press.

Difficult to say what effect this will have on parts supplies. We use a few items from them, like gearboxes and some castings, but nothing we are absolutely dependent on.

**SPECIAL NOTE:** Locomotive Workshop specializes in short run production in O and S gauges, with an occasional HO item. The NEWSLETTER is reserved for our O and S items. If a scale is not indicated, the item is O gauge.

## ITEMS IN THE WORKS

**Union Pacific 4-6-4's:** Working on the larger casting patterns (valve gear castings back from the foundry). The rivet punches have been received, and we'll be getting the final die work underway soon.

**Fairbanks-Morse Trainmasters:** The bugs are still in the system, but we should be getting these out in a couple of months.

**ALCO Century Units:** Still accepting reservations on these units. Precedence will be the C628 & similar units, then the C420, and then the C424, and similar locomotives. Work completed on a number of castings' patterns.

**Little Joe Electrics:** We are working on these, with bits and pieces all over the shop. Everything has been in the shop but me!

**EMD Roadswitchers:** Castings, etchings, outside parts and all are in the shop, waiting for the Maestro to work his magic.

**New Haven 0350 Electrics:** Checked preliminary engraving master drawings at Stamford Meet, expect final product to be ready in April, with driving bed castings due at the same time. Driver centers will be made up during the period the etchings will be prepared. We have a shop making up the tires for the drivers, and wheelsets and power will be available for our kits and as replacement for Alexander and Baldwin units. Accepting \$50 reservations, with final price in the \$350 range.

**B&O Wagontop Boxcars:** We are putting a hold on this project, while we straighten out a variety of other projects.

**ALUMINUM CASTINGS SETS:** We will be rerunning the Penn-Erie aluminum castings sets shortly; to be available will be the Baldwin freight Shark "A", the General Electric U33C, and the Pennsylvania E44 electric. Price will be about \$75/set.

**NEW HAVEN EP5 RECTIFIER ELECTRIC:** We have in stock two epoxy kits for the New Haven EP5's (PC/ConRail E40's). Current price, including trucks, is \$145; add \$45 for long pantographs.

**ALCO DL109:** These epoxy kits will be back in stock in May. Price not yet set, but we will accept orders at the last published price of \$149.75, less trucks.

**O GAUGE RS-1's:** I really ought to read this Newsletter more often; the RS-1's have been in stock for six months.

**DDA40X:** We are running through the EMD roadswitcher kits; we have enough components for six DDA40X kits at \$235 each, including trucks, but not including power. Power is available separately - see page 3.

**BOX CAR DOORS:** To be available in time for the National O Scale Meet in June will be two different replacement doors for the All-Nation and Reynolds/Athearn steel box cars. These will be molded plastic doors, designed for direct replacement, with added details such as door fixture hardware, notice and designation boards and other crisp detail missing from the stamped metal doors. Price will be \$2.75/pair.

**WANTED:** We are interested in taking in miscellaneous items for trade or sale. I am in particular need of material for the convention "goodie box." We are interested in built-up locos and kits, car kits, tools & tooling, books, parts, and all the other stuff that a collector like myself acquires. If you have something, write or call, giving us an idea of what you have, and what you wish in return.

## ERNIE SNOW

Friends of Ernie Snow of Hamden, CT. will be saddened to hear of his death on February 11, 1982.

Ernie was a prolific builder of prizing winning trolley car and traction models. He also maintained a healthy interest in all phases of model railroading.

Disposal of the steam and traction models left in his estate his being handled by The Trolley Barn, 2349 Whitney Avenue, Hamden, CT 06518. A SSAE will bring a copy of the list.

## STEAM IN THE WORKS UNION PACIFIC EARLY CHALLENGERS

The mechanisms have been shipped; and no further reservations are open. There are rumors that some more drivers are on their way to us, but we are not currently inclined to build any additional locomotives.

One of the side benefits of the plastic injection molder is that we will be able to use it in the production of parts for these steamers. "Dear me!" you say, "They're gonna make it out of plastic!" Not really. It's just that the slow speed closure of the hydraulic ram on the injection molder is just fine for some of the brass stamping work involved. A conventional punch press (such as we have, also) is fine for cutting things out of sheet metal, but can be very much of a problem for forming because the speed of closure is very high. The relatively slow speed of closure, plus the 20+Ton capacity, will make it much more economical to produce some of the pieces we need (or can use.)

Locomotive boiler/superstructure and tender superstructure will be built up, ready for detailing by the modeller. Brass will be used throughout, except in necessary parts of the motors and drive, and in the steam chests.

## MILWAUKEE STREAMLINED F7 HUDSON

As with the Challengers, things are moving ahead. These locomotive kits are designed to complement the Walthers' "Hiawatha" series cars.

Drivers are in house for about half of the run, and hopefully the rest of the stuff will be showing up on schedule. These drivers are coming through Precision Scale, so I am uncertain as to how their fire will affect things. Mechanism frames are being machined as the G5s frames have showed up.

The kits are being pushed along at a rate consistent with our basic capacity of one steam locomotive kit per year. Basic locomotive and tender superstructures are assembled, ready for detailing by the modeller. As much as possible is in brass - cast, etched, formed and otherwise treated to conform to the shape and appearance of the prototype.

We are accepting \$50 reservations towards a final price in the neighborhood of \$775. This kit is retail only. The number of kits will be limited to a maximum of fifty.

## PENNSYLVANIA T-1 4-4-4-4 KIT

This kit will be similar in design to the 4-6-4 and F7 described above; it is hopefully projected for 1982 start of delivery.

We are examining whether we should go ahead with this kit, in the light of our current workload, and the pending availability of an imported model. If the project is cancelled, we will make arrangements to help you obtain some of the imported models.

## PENNSYLVANIA G5s 4-6-0 KIT

This kit will differ from our previous steam production, in that the boiler and tender will be large soft metal castings; the cab will be basically etched brass. Most other details will be brass, as will the main frame.

For us, the biggest headache in the steam kits has been the assembly of the boilers. The job itself is not overly difficult, but it is very timeconsuming, and is thereby expensive and difficult to schedule without knocking everything else out of kilter. The materials we use are easily soldered, and when the locomotive is painted, who can tell the difference? S gauge boilers turned out beautifully! See Page two for comments on S gauge boiler.

Frames were due in late January, and showed up in February. We have the drivers in house. Projected price is in the \$275 range depending on quantity produced. We are accepting \$50 reservations on the G5s and E6s kits. The S gauge version will be similar in design.

## VALVE GEAR KITS

Standard valve gear kits are in stock. Each contains a number of extra links beyond those required for a given installation, because it is far easier for us that way, rather than to try to make up a special set every time.

This adds about 10% to the out-of-pocket cost, but to attempt the custom approach could easily result in a doubling of the price, provided we could stock the pieces. The six or eight extra stampings seem to be the best solution.

Kit consists of six different sizes of stamped brass links, including a variable length link, all nickelplated, with cast brass Walschaerts links and eccentric cranks, and required rivets.



# Locomotive Workshop

## ITEMS IN THE WORKS

As you may have guessed, the General Electric U50 is in stock.

**Alco Century Series:** Work is progressing on these units. Some castings masters are done, and the etching master is in progress. Our intent is to work out the C628 series units first, then the C420 and then the C424 group. It is entirely possible that all the pieces will fit on a single etching master, in which case all of these will be available about the same time. Hopefully these will be ready this summer. We are accepting \$25 deposits on each of these kits - to include the C628, C630, C420 (hi & lo), C424, C425 and C430. We do not intend to run the Canadian units, but they should be something you can build from the basic kit.

**Fairbanks-Morse Trainmaster:** Ever notice how some things get forgotten? Between one problem and another, somehow we didn't mention the Trainmaster project in the last two Newsletters. Considering the fact that we're nearly done with the tooling, this is sorta peculiar. More details one page Four.

**"Little Joe" Electrics:** Power units well along; these units should finish up this Summer.

**Pennsylvania Q-2 4-4-6-4:** Sold out.

**Pennsylvania E6s 4-4-2 Mechanisms:** A very few pieces left. If we have the opportunity to make up some more 80" drivers, we will rerun the kits, but this will not be for a year or so.

**New Haven 0350 Electric 2-C-C-2:** Slowly getting there. Some pattern work under way. Decided to use one piece brass casting, nickelplated, for the wheels. Accepting \$50 reservations.

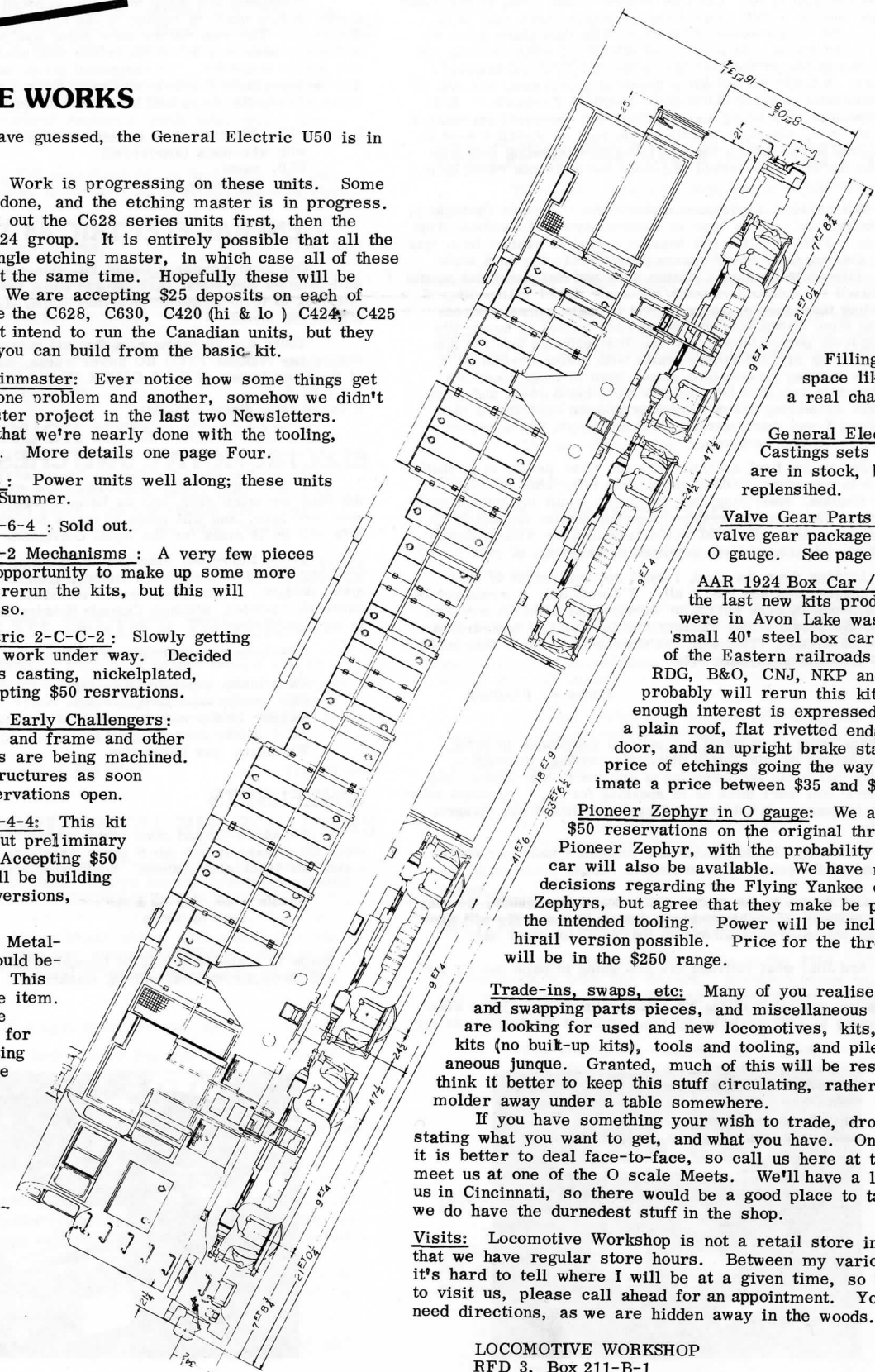
**Union Pacific 4-6-6-4 Early Challengers:** Drivers are made up, and frame and other mechanism components are being machined. We will begin superstructures as soon as practical. No reservations open.

**Pennsylvania T-1 4-4-4-4:** This kit is some time away, but preliminary work is under way. Accepting \$50 reservations. We will be building the original Baldwin versions, overholes and all.

**Milwaukee F7 4-6-4:** Metal-cutting on drivers should begin within the month. This is the longest leadtime item. This locomotive is the streamlined unit built for the Hiawatha. Accepting \$50 reservations on the kit, which will be in the \$700 range.

**PRR G5s 4-6-0:** No decisions yet; drop us a line if you're interested.

**Express Reefer:** Any interest in a kit for this?



Filling up a narrow space like this can be a real challenge!

**General Electric U33B:** Castings sets for these locos are in stock, but will not be replenished.

**Valve Gear Parts:** Standard valve gear package is in stock in O gauge. See page seven.

**AAR 1924 Box Car / X-29:** One of the last new kits produced while we were in Avon Lake was the rather 'small 40' steel box car used by many of the Eastern railroads - PRR, LNE, RDG, B&O, CNJ, NKP and others. We probably will rerun this kit in the Fall, if enough interest is expressed. These have a plain roof, flat rivetted ends, three panel door, and an upright brake staff. With the price of etchings going the way it is, I estimate a price between \$35 and \$40.

**Pioneer Zephyr in O gauge:** We are accepting \$50 reservations on the original three car Pioneer Zephyr, with the probability that the fourth car will also be available. We have made no final decisions regarding the Flying Yankee or the Twin Zephyrs, but agree that they may be possible with the intended tooling. Power will be included, with a hirail version possible. Price for the three car train will be in the \$250 range.

**Trade-ins, swaps, etc:** Many of you realise I enjoy trading and swapping parts pieces, and miscellaneous oddments. We are looking for used and new locomotives, kits, books, car kits (no built-up kits), tools and tooling, and piles of miscellaneous junkie. Granted, much of this will be resold, but I think it better to keep this stuff circulating, rather than have it mold away under a table somewhere.

If you have something your wish to trade, drop us a line, stating what you want to get, and what you have. On a lot of things it is better to deal face-to-face, so call us here at the shop, or meet us at one of the O scale Meets. We'll have a lot of stuff with us in Cincinnati, so there would be a good place to talk. Incidentally, we do have the durnedest stuff in the shop.

**Visits:** Locomotive Workshop is not a retail store in the sense that we have regular store hours. Between my various activities, it's hard to tell where I will be at a given time, so if you do want to visit us, please call ahead for an appointment. You will also need directions, as we are hidden away in the woods.

LOCOMOTIVE WORKSHOP  
RFD 3, Box 211-B-1  
ENGLISHTOWN, NJ 07726

## S-GAUGE COMMENTS

Guest Editorial: "Why Am I in S?" by James Kindraka

"Why Am I in S?" When I first read that I figured it was easy - it's because of ... no, not that... maybe... no, not that, either... gee, why am I in S???

American Flyer can't be the reason. I sold it all sometime ago and I'm still here. Can't be because I like going to my hobby shop and buying R-T-R items either. Maybe that's part of it though... I'd rather sweat and work a little than plunk down my money. Jan hit on it in a previous newsletter when he said, "S Scale today is one of the last havens for the individual builder/modeller. S Scale models are a personal expression, not one of many duplicates churned out in their identical thousands." It is the uniqueness of building and creating that 'personal expression' keeps me in S, although sometimes the part of myself I want to impart on a kit is with a hammer! An understanding wife who snatches the kit-to-be-bashed and leads me away has saved more than one project.

But personal expression means more. I could kit build in other gauges and venture have to venture beyond Milwaukee. Wait a minute - THAT'S IT!! It's because I want to venture from this area - the 'personal touch' means people too! I'm in S scale model railroading because I started here and met wonderful people who shared my enthusiasm for 3/16" scale model railroading. S is meeting those people, being invited to their homes hundreds of miles from Milwaukee, and being made to feel at home; it's learning from people 'how to do' the little projects that vex me; it's staying up til 3AM talking trains with Rollie Mercier at S Fest; it's meeting face-to-face names seen in magazines; it's learning who's behind a kit, and how much blood, sweat and tears went into its making. Jon Beveridge told me once that a nice thing about S was there weren't so many people that a person couldn't remember each one.

So, in the final analysis, it's the other people in S; that's why I'm in the gauge. Other gauges can offer kits, R-T-R, clubs, tinplate, everything; but the people I call my friends make S for me. They are the reason I look forward to meets and conventions. After all, what would modelling be without people to look at, admire, and off constructive criticism of your work?

Looking down the road, I can't see any reason to ever switch gauges; this one has it all. If I ever did, it would not be because products were scarce or service was bad. It would be because the people whose memory and friendship I treasure have quite or have gone. That and that alone would change this hobby for me faster than anything else.

James A. Kindraka

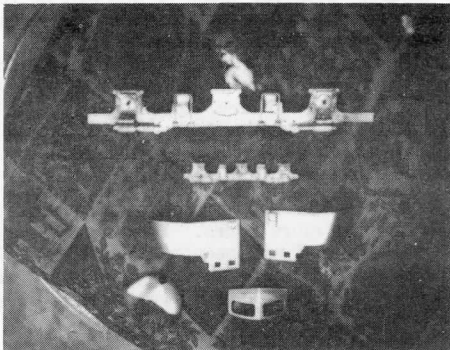
Publishers Note: It is usual for national magazines to print, after an article of this sort a disclaimer saying, in essence, "The guy that wrote the foregoing is entitled to his opinion, and us to ours; just don't think he is speaking for us," or some other elegant language. In this case, I can't see how I can disagree with Jim.

Incidentally, I didn't judge this contest; I know personally too many of the people who entered.

Our thanks to the others who entered the contest; we may publish parts of what they said, in future issues. We will also make the manuscripts available to the NASG for their use.

And Jim: what railroad are you going to paint the E7 for?

Below are some of the E7 patterns under way; large side-frame is 1/2" scale model from which S sideframe was cut.



## ELECTROMOTIVE E7 A & B IN S SCALE

As I write this, the castings for these units should be done shortly; we will have a batch of these kits with us for the NASG meeting in Milwaukee in July.

Basic body is a formed brass etching; most added details are brass, with soft metal nose and truck castings. Castings are made from new patterns (which is why it has taken us so long.)

Wheelsets are being made up, although we did burn up ninety dollars worth of tooling in the screw machine making up the axles. The material we were using was not quite consistent, and every once in a while the hollow mill would hit a hard spot, and sparks would fly. This happened twice, each time with a non-resharpenable \$45 tool; we finally figured we had enough axles. Also, the drive belt broke and disappeared (literally).

S Gauge E7A Electromotive passenger diesel kit,	
with wheelsets (unpowered)	\$99.50
E7B, same	\$89.50
E7A, dual powered kit	\$175.00

## GENERAL ELECTRIC 44 TONNER

Our most popular S Gauge kit, this consists of a set of well-detailed soft metal castings and some brass parts. These interlock to form a cute little critter which should be at home on almost any layout.

There are 26 castings in the kit; it is designed to accept one or two regaged TYCO HO power trucks, as described in one of the later issues of the S GAUGE HERALD.

S Gauge 44ton diesel body kit	\$41.95
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## ELECTROMOTIVE SWITCHES - S SCALE

Yeah, we're behind schedule. The etchings have been in the shop for some time, but we haven't been. These etchings are very nice, and will make up into a beautiful locomotive. Kits will be in stock for the NASG convention.

These follow our standard approach to brass kit design, with etched and formed brass superstructure, and brass and soft metal details. Truck castings are included. Power is not currently included, although Cascade Hobbies lists a suitable unit in its advertising.

Wheelsets are currently available.

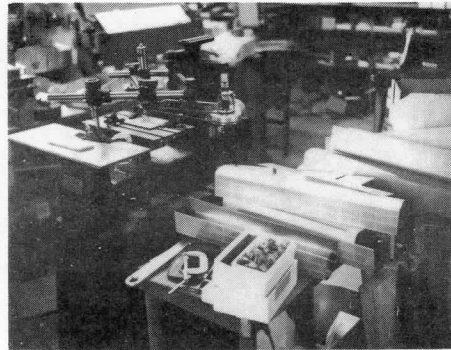
SW-1 600hp superstructure kit	\$79.50
SW8 800hp superstructure kit	\$79.50
SW1200 1200hp superstructure kit	\$79.50
TR 6 2400hp cow-and-calf kit	\$152.50
Wheelsets, per locomotive	\$10.25
(with kit)	

## WHEELSETS

Nickel silver and nickel plated wheels combined with steel axles make up into our S gauge wheelsets. Axle journals match our truck side frames. Scale wheels only are available.

Wheels - 33, 36, 42 & 48"	\$3.20/axle
four or more	\$2.60/axle

Below is snapshot of pile of formed O gauge E9 shells, and three dimensional milling machine



## 250T & 150T CRANE KITS

We've had these brass kits available for some time, but right now, they've finally gone out of stock. When we will rerun them will depend primarily on the number of reservations on hand, although we have started making some of the pieces.

These crane kits are all-brass, with fully fabricated brass booms. The superstructures are a mixture of full formed sheet brass parts, machine engravings, turnings and stampings. Small detail parts are lost wax castings; sheaves are brass turnings. Only non-brass parts are wheelsets, cabling and truck springs.

The 250 ton kit has Buckeye (Six wheel) trucks, and is available with both sprung and unsprung (Kemtron) truck kits. The 150 ton kit has four-wheel Andrews truck kits, which are diecastings. Andrews trucks are sprung.

We are accepting \$50 reservations on these kits, at the current prices listed below; there will be a price increase when we make up the kits.

250T Crane kit, less trucks	\$114.50
250T Crane kit, with Kemtron trucks	\$138.50
250T Crane kit, with Loco Works sprung Buckeye trucks	\$159.50
150T Crane kit, with Loco Works sprung Andrews trucks	\$123.50
Kemtron Buckeye truck kit	\$ 28.50

## PASSENGER TRUCK KITS - O GAUGE

Truck kits for streamlined passenger cars are in stock. These consist of soft metal castings, with brass insert bearings. Wheelsets and nickel-plated steel, and the trucks are sprung. These four wheel trucks are suitable for the Vane Jones' kits.

Kit #P-1	
Kit #P-1, single insulated	\$14.75/pr
Kit #P-1A, double insulated	\$18.75/pr

## COMMONWEALTH TENDER TRUCKS

Kits for Commonwealth six-wheel tender trucks are in stock. These are of the type which was used by the NYC under the 4-6-4 tenders; other roads used very similar types. Kits consist of soft metal castings with inserted brass bearings. Trucks are not sprung; wheelsets are nickel-plated steel.

Kit #P-3, single insulated	\$16.00/pr
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## MILWAUKEE HORIZONTAL RIB BOX CARS

We have been shipping these brass box car kits as we be-bug one of the problem dies. We're having problems making the car end stampings.

These cars have etched brass sides, and stamped brass ends, doors and roof. They are somewhat different than your standard AAR box car. Correct transfer lettering is included with the kit.

Kit #248 40' MILW single door box car kit	\$35.50
Kit #249 50' MILW double door box car kit	\$41.00

## LIQUID OXYGEN CARS - O GAUGE

Actually, the lettering supplied with the kits will allow you to produce liquid oxygen, nitrogen or argon cars.

This is a basic modern tank car kit, as modified for liquid gas service. Tank is rolled brass, castings are soft metal, and the lettering is applied as a single sheet per side. The cars are white, with green lettering and striping. Trucks are not included.

As of this writing there are only four kits in stock, as our commercial account came back and reordered, taking almost our entire remainder stock.

Kit #251 Liquid Oxygen car kit	\$25.95
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## COVERED HOPPER CAR KITS

This batch of kits is based on the later PS-2 standard covered hoppers built by Pullman Standard.

Kits consist of cut and formed brass parts, with brass plated hatches. Hoppers are one piece brass stampings. Under frame uses our standard bolster/coupler pocket casting, which vastly simplifies this aspect of carbuilding.

#223 Twin covered hopper	\$22.95
#224 Triple covered hopper	\$28.50
#225 Quadruple covered hopper	\$33.95
#227 Triple covered hopper, with long centerline hatches	\$30.50

## OLDER TANK CAR KITS

These are in stock, with the smaller cars using brass tubing instead of the rolled brass tank. This makes them easier to assemble.

Kits are all brass, except for the three small brake gear castings. Tank domes are former USHobbies' stock.

These kits are for "traditional" tank cars, as were standard from about 1910 to 1950; they are not extremely simple kits, but will add variety to your rolling stock collection.

#231 Single dome tank car kit	\$24.75
#232 Twin dome tank car kit	\$28.50
#233 Triple dome tank car kit	\$31.75
#236 Six dome wine tank car kit	\$35.95

(Note: all tanks are rivetted except #236.)

## COAL HOPPERS

A new batch of these kits should be in stock before this reaches you.

These kits consist of brass stampings and pressings, and follow the basic design of the USRA/ArA/AAR 55ton twin hopper, with straight ribbed sides. These are mostly brass, except for the underframe and hopper castings and the AB gear, which are soft metal.

This kit series was deliberately designed with simplified construction to encourage the beginner in brass. With a moderate amount of skill, they can be assembled in three to six hours, excluding painting.

#212 Twin open hopper car kit	\$19.95
#213 Triple open hopper car kit	\$24.95
#214 Quad open hopper car kit	\$29.95

we have some decal ; first come, first served, 50¢ with kit order.

## MODERN TANK CAR KITS (NEW)

These kits are a variation on the #251 LOX car, and follow modern tank car design. A rolled brass tank is provided, with cast metal end domes and underframes. A quite simple kit, offered as a sequel to the #123 series we had years ago.

#252 9000gallon modern tank car kit	\$21.75 (25')
#253 20000 gal modern tank car kit	\$23.75 (50')
#254 20000 gal triple compt. tank car kit	\$27.75 (50')
Athearn truck kit - if ordered with kit	\$ 2.00

## BRASS GONDOLAS - O GAUGE

These are brass body kits for the typical general service gondola. All pieces are brass, with the minor exception of the AB gear. Sides have separate brass side stakes, and a scribed brass floor is included.

#241 40' High side gondola kit	\$23.95
#242 40' Low side gondola kit	\$22.95
#243 50' Mill gondola kit	\$27.95
Side stakes	\$ 2.50/24

## STEAM IN THE WORKS

### Pennsylvania 4-4-2 Mechanisms

These are in stock, although only a very few pieces are left. If we have the opportunity to acquire some more 80" drivers, we will make up some more kits, but this will not be for some time, as this will be tied in with the F7, T-1 and other projects.

E6 4-4-2 conversion kit for CLW 2-8-0 \$179.50  
 Same, less pilot, and with 72" drivers  
 (B&O) \$172.50

## UNION PACIFIC EARLY CHALLENGERS:

Frames and other mechanism parts being machined. Etching master for boiler and tender will be prepared shortly; some castings in house.

No full reservations are open, but if you can come up with six sets of USHobbies L4B 69" BoxPox drivers, we will accept a reservation at \$150.

Expect final price to be in the \$700 area.

## MILWAUKEE STREAMLINED F7 4-6-4:

These locomotive kits are intended to compliment the Walthers "Hiawatha" series cars.

This batch of kits will be worked on with greater effort after the 4-6-6-4's above are further along. Basically, we feel that one steam locomotive kit per year is our present limit. Each unit is, for practical purposes, unique. This means that the carry-over from kit run to kit run is minimal, and considerable effort is needed.

The kits will be essentially brass, with the exception of the steam chests and some miscellaneous small parts. Boiler superstructures will be basically assembled, with detailing left to the modeller. Tender shell will be assembled.

We are accepting \$50 reservations on a final kit price in the \$700 area.

PLEASE NOTE THAT THESE STEAM LOCOMOTIVE KITS CAN ONLY BE SOLD TO RETAIL CUSTOMERS. WE CAN NOT AFFORD TO SELL THEM THROUGH DEALERS.

## PENNSYLVANIA T-1 4-4-4-4:

The T-1 kits are projected for 1982 delivery. Design of the kits will follow our usual steam practice, with an assembled basic boiler and tender shell.

We intend to follow the prototype of the original Baldwin engines, portholes and all. As with the Q-2, a few extra tenders will be available.

We are accepting \$50 reservations on these kits.

## 0-6-0 AND 0-4-0 DAMAGED

We are expecting shortly a shipment of damaged O scale locomotives and parts from overseas. These will be listed in the new steam parts list, due out about July 1.



## LITTLE JOE ELECTRICS 2-D-D-2

Our next electric locomotive will be the "Little Joe" electrics, as supplied by General Electric to both the Milwaukee Road and the South Shore. These were originally designed for export to the USSR, but the deepening of Cold War tensions in the late forties left GE with 20 of these big beauts on their hands. Twelve eventually were sold to the MILW, 3 to the South Shore, and 5 others went to Brasil. Few, if any, are operating today.

Our kit will have a brass superstructure, with some etched parts and cast brass parts. Engine bed will be a series of soft metal castings, suitably reinforced. Pantographs will be provided. Power will be via a vertical motor in each truck, when provided.

These are not small beasties.

Little Joe 2-D-D-2 electric, unpowered kit	\$310.00
Little Joe 2-D-D-2 electric, with four axles powered, kit	\$360.00
Little Joe 2-D-D-2 electric, with eight axles powered, kit	\$405.00

## PIONEER ZEPHYR

A firm price has not yet been set, but the engineering design is being firmed up. The kits will consist of nickelplated brass shells, with a matching nickelplated nose casting. Our plater assures us that with a brushed nickel plate, he can match the appearance of stainless steel.

The front truck will be powered, using our standard power truck arrangement. If a hi-rail kit is offered, my temptation is to use a Lionel power truck, and save a lot of engineering and headaches.

The three car train will be in the \$250 range; the fourth car will be offered. No decisions have been made regarding the "Flying Yankee" or the "Twin Zephyrs" other than that the tooling will be designed to accommodate those variations.

## GENERAL ELECTRIC U-BOATS

These are nicely made aluminum castings for the General Electric roadswitchers. A nice, simple, and inexpensive way to place some unique motive power on your pike. We are now near the end of the availability of these castings sets.

GE U33B B-B 3300/3600hp loco castings set \$72.00

## ALCO DL-109 PRE-WAR PASSENGER DIESEL

This is a set of epoxy castings for the Alco pre-war passenger diesel, designed to compete with the EMD E6. Most units were owned by the New Haven, although a few were owned by the ATSF, RI, CNW, SOU and others. While only four B units were built, we expect to have some available shortly.

This is a limited production run.

Alco DL109 A unit kit, less trucks	\$135.00
Alco DL110 B unit kit, less trucks	\$135.00
Trucks, one powered, one not	\$ 72.00

## GENERAL ELECTRIC U50 B-B-B-B

These are in stock, after a quest that goes back ten years.

The kit consists primarily of four large soft metal body castings, small details and the truck sideframe castings. This is a big locomotive, all of 83 feet long, and 16'3" high. We do have power available.

U50 Superstructure kit	\$149.50
Special two-truck power unit (one end)	\$ 53.50

## ELECTROMOTIVE ROADSWITCHERS

Etchings are expected in the near future for a re-run of our EMD road-switcher kits. Basically, these will include almost all of the initial run 645 units (GP38 through GP40, SD38 through SD45, and the SDP40 & 45.) We probably will also make available the GP35 and SD35, and possibly the GP30 (see pg 8.)

Kits will include a revised set of etchings and some castings changes. \$25 deposits being accepting on specific units.

## SURVEY FORM

Since you're gonna send this sheet in with your order, how about giving us your opinions on a few questions.

1) Would you prefer we increased the standard of detail in our kits (with an increase in price), or would you prefer we simplified the kits, with a decrease in price?

2) While we try to use brass where we can, there are areas where considerable costs savings can be achieved by substituting other materials, such as plastics. How do you feel about reducing the brass content in the lower priced kits?

3. On wheelsets, would you prefer blackened wheels, or bright (plated) wheels? The price is about the same, but the nickel plated wheels give better electrical contact.

4. We are contemplating making up dies for the NMRA standards gauges in O and S. Would you be willing to pay \$5.00 for an accurate standards gauge in stainless steel? (Two for \$9.00.)

5. Any suggestions on Newsletter format or new kits?

6. Send a Newsletter to a friend:

Name:

Address:

(ZIP)



## BALDWIN/CNJ DOUBLE-ENDERS

These kits are in stock; the locomotives represent an early attempt to meet the commuter engine problem on the New York & Long Branch, a joint Pennsy-CNJ operation. Intended to improve availability by avoidance of the turning problem at each end of short commuter runs, they ended up simply being heavy and expensive, and were not duplicated after only six locomotives were built.

Our kits follow the later three locomotives, #2002 - #2004; they ran out their lives in the intended commuter service. These represent half of the double cab commuter engines built for US service.

The kits have an etched and formed brass body and two sets of Britannia noses. Small details are brass, sprung truck kits are soft metal, with brass insert bearings.

CNJ Doble-ender kit	\$149.75
Power truck assembly (one truck)	\$42.00

## BALDWIN PASSENGER SHARKNOSE DIESELS

Oddly enough, these locomotives also ran out their mileage on the New York & Long Branch, in company with the CNJ double-enders noted above. They are the successor design to the basic Baldwin babyface passenger unit, and are also BIG units.

The locomotive bodies are built-up of double-etched brass pieces, properly formed, with a Britannia Metal nose. Small details are brass; soft metal castings for sprung trucks are included; truck journals have brass bushings inserted.

BP20 Passenger Sharknose, A unit	\$144.00
BP20 Passenger Sharknose, B unit	\$133.00
Power truck assembly (one truck)	\$42.00

## ELECTROMOTIVE PASSENGER DIESELS - E3, E4, E6, E7, E8 & E9

This series of kits is one of our older groups, constantly being modified to reflect new information and new techniques. For example, the radius at the edge of the roof has been modified to better reflect the prototype; a small detail perhaps, but one that was noticed.

Car bodies are a single pieces of double-etched 0.030" brass, properly formed. Noses are Britannia Metal; small details are brass; soft metal castings and brass parts are provided for sprung trucks; truck journals have brass bushings inserted.

While these kits are listed together, each contains unique parts, notably the differing body etchings and nose castings. Trucks are modified where needed. E3 and E4 kits are not available directly, but can be easily generated using the basic E6 kits.

EMD E6A passenger diesel kit	\$159.50
E6B kit	\$134.95
EMD E7A passenger diesel kit	\$149.50
E7B kit	\$134.95
EMD E8A passenger diesel kit	\$139.50
E8B kit	\$122.50
EMD E9A passenger diesel kit	\$139.50
E9B kit	\$122.50
Power truck assembly (one truck)	\$40.00

## "NOTABLE LOCOMOTIVES OF 1906"

We have published a reprint of the major locomotive articles and plans from the 1906 "American Engineer & Railroad Journal." An interesting group of articles at a transition point in locomotive design. 68 pages, dozens of drawings for PRR, GN, ATSF, N&W, NYC & others

\$7.00

## FAIRBANKS MORSE/GE "ERIE BUILTS"

These are the early "battleship" units designed after World War II, and built by General Electric at Erie for Fairbanks Morse.

Basic body is double-etched brass, with a smooth Britannia Metal nose. Details are brass. Two different truck types are available, one being the truck unique to these locomotives (Phase IV) and what we choose to call the "odd-ball" trucks. The other type is similar to those used by Alco and Baldwin, and used under the locomotives described as Phase V by RMC and Extra 2200 South. These are nice massive units.

"Erie Built" A unit (Phase V), conventional trucks	\$146.95
"Erie Built" B unit (Phase V)	\$134.95
"Erie Built" A unit (Phase IV), odd ball trucks	\$146.95
"Erie Built" B unit (Phase IV)	\$134.95

Power truck assembly (one truck)	\$42.00
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## BALDWIN CENTIPEDES 2-D-D-2

Until the advent of the EMD DDA40X, these were the largest locomotives built for US service. Big and ungainly, but unreliable (electrically, anyway), most were bought as premier passenger power and ended up as helper power.

They were owned by the Pennsylvania, Seaboard Air Line, and National of Mexico, and almost by the Southern Pacific.

The main body is of formed, double-etched brass, tapered at both ends, with a Britannia Metal Nose. Trucks are sprung, and power is available.

CENTIPEDE, unpowered kit	\$205.00
CENTIPEDE, 4 axles powered, kit	\$275.00
CENTIPEDE, 8 axles powered, kit	\$349.75

## FAIRBANKS-MORSE "TRAINMASTER"

This kit will follow our standard practice of an etched brass superstructure, with major parts sheared out and formed, with brass and soft metal details.

Trucks are sprung at the journals, and consist of a series of soft metal castings, with brass bearings inserted. Most small details are brass castings or stampings.

The later versions of the 1600hp C-C and B-B units followed the same appearance and detail lines as the 2400hp C-C Trainmaster, and can be built from similar kits. In all, about 200 similar units were built by Fairbanks-Morse before they left off building locomotives.

F-M "Trainmaster" superstructure kit	2400hp C-C	\$165.00
F-M "Baby Trainmaster"	1600hp C-C	\$165.00
F-M Late Version road-switcher	1600hp B-B	\$148.00
same, less trucks		\$140.00

## VERANDAH GAS TURBINE ES B-B-B-B

Another big locomotive, with a full brass superstructure, almost all of which is etch, formed, pierced and cut brass. There are one heck of a lot of louvers. Truck castings are soft metal, with brass insert bearings.

This kit is based on Union Pacific #61, as illustrated in the Second Diesel Spotter's Guide. Tender kit is formed brass, with assembled shell, plus truck kits.

Gas Turbine (Verandah) superstructure kit	\$143.50
Matching tender, kit	\$ 66.50
Gas Turbine & Tender kits	\$199.00
Special two truck power unit (one end)	\$53.00

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

(201)-536-6873

## BUILT UP ITEMS

The following is a batch of material received on consignment; it is available for immediate sale.

### Locomotives:

USHobbies GP35, rebuilt with All-Nation motor, unpainted	\$400.00
Kemtron o/ON3 Shay kit, complete	\$400.00
Loco Works E7A, painted PRR, unpowered unit	\$175.00
All-Nation F3 A&B, unpowered	\$125.00

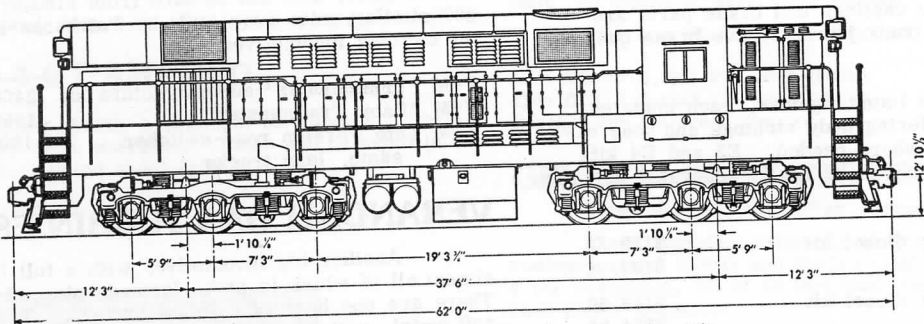
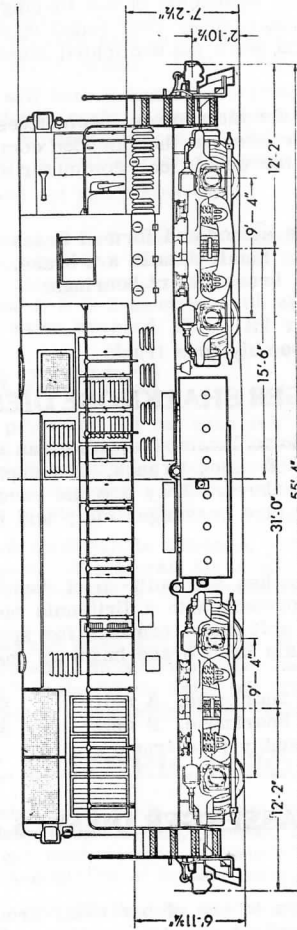
### Friight Cars:

Max Gray #251 SAL 50' Box car, single door	\$85
Max Gray #252 PRR 50' Box car, double door (both above are round roof)	\$85
Max Gray #955 PRR express reefer, steel	\$225
Max Gray #307 Union 76 chemical tank	\$125
Max Gray #101 Log Car, unpainted	\$100
USHobbies #305 Chemical tank car	\$75
USHobbies #515 Ore Car, rib side, unpainted	\$50
USHobbies #520 Ore Car, panel side, unptd	\$50
Custom Brass #627 DT&I 50' auto-box	\$85
Lobaugh 50' SP Flat Car, kit	\$55
Lobaugh CN&W double door box, kit	\$55
Lobaugh standard single dome tank car kit	\$55
Loughab 40' MILW ribbed box car kit	\$65
International single dome tank, unptd	\$50
International triple dome tank, unptd	\$55
International X29 box car, unptd (3 avail)	\$50
International stock car, unptd	\$60
USHobbies #801 PRR 4 bay hopper	\$84
Andersen gondola kit	\$25
Andersen PS70 TriLevel AutRack (2 avail)	\$40
Alco OX109 Greenville Well Flat, new	\$65
USHobbies GS4 tender, unpainted	\$135.

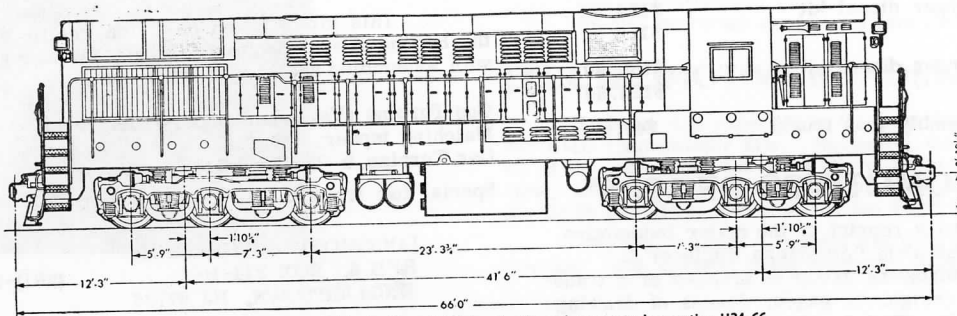
## THE 1980 OPEN HOUSE

One word for it - gorgeous! A sunny, reasonably warm/cool (take your pick) day. I guess we had 200 people, all picking their way through each others' stuff and having a nice quiet time.

The shop, was open, and was noticeably more crowded, as the effects were felt of some of the new equipment we have added. We had left the screw machine set up to make pulleys for the crane kits, and had that device cranked up a few times to show people the easy way to make some stuff (what is not noted is the four hours it took to get the pieces coming out right)



Elevation and plan of Fairbanks-Morse 1,600-hp. General service Locomotive



Side elevation of Fairbanks-Morse 2,400-hp. freight and passenger Locomotive H24-66



## CONDITIONS OF SALES

- 1) Most items are shipped postpaid, with the exceptions of US domestic to Post Office Box Numbers and Canadian, and other foreign shipments. For US domestic, APO/FPO and Canadian shipments requiring use of the mails, rather than United Parcel Service, please add \$1.50 to cover additional shipping and insurance costs. For other foreign shipments, please add \$10.50 per locomotive and \$6.00 per car kit.
- 2) On ALL orders under \$15.00, please add \$3.00.
- 3) New Jersey residents must add 5% sales tax.
- 4) Reservations are accepted on a down payment basis only. We can not "hold something" on a verbal basis, as the amount of stock and number pieces is quite limited.
- 5) For COD shipments, a charge of \$3.00 will be added.
- 6) Should an item prove to be unsatisfactory to you, it may be returned for a full refund, provided you write to us in advance, before sending the item. This statement is unconditional, except in the case where damaged kits are returned, wherein we reserve the right to charge for the damaged pieces.

## LETTERS

First, we welcome letters, as it is the primary way we have of reaching our customers, and learning of their needs. I make a real effort to answer mail within a week, but never over two weeks. In order to expedite replies, we ask that you divide your sheet into left and right halves, and write in the left half only. Where appropriate, we will answer in the right hand column, and get a reply off quicker than if a formal letter has to be composed.

On all letters, please print your name and address. It is very difficult to decypher some of the letters that come in, and particularly if the letter is an order and we can't figure out where to send it. This is a serious problem.

We did receive one letter asking that I spell out my name, as they can't read my signature: Jan A. Lorenzen.(!)

## POWER TRUCKS

These are new design, without gearboxes, but with the truck swivel corresponding with the motor axis, so that the truck turns without much change in the position of the motor within the locomotive body. The gearbox was eliminated, as it turned out to be the source of most of our problems. The axle gear is hobbled on the axle after it has been put on the axle, ensuring concentricity. The motor mount is adjustable, allowing gears to be properly meshed. Since the motor is mounted vertically, there is no need for complicated linkages to compensate for the motions of sprung axles. Drive to slave axles is via delrin chain and sprockets. Note, also, that each truck is independently powered, eliminating all the complicated universal joints, bushings and splines that contribute so much to drive headaches. Motor is included, but not sideframes.

30", 33", 36" & 40" Wheels:	2 axle - \$33.00
	3 axle - \$40.00
	4 axle - \$49.00
42" Wheels:	2 axle - \$35.00
	3 axle - \$42.00
	4 axle - \$52.00
48" Wheels:	2 axle - \$37.00
	3 axle - \$46.00
	4 axle - \$57.00

less motor, deduct \$6.00

## WHEELSETS

Wheelsets listed are now in stock. All are steel, with nickel plated wheels as noted

blackened steel 33" - \$2.50ea; 40" - \$2.90ea  
 nickelplated steel 33", 36", 40" - \$3.00/axle  
 40" - \$3.20ea; 42" - \$4.00ea; 48" - \$4.50ea



BOX 211 B 1, RFD 1  
 OLD BRIDGE-ROBERTSVILLE ROAD  
 ENGLISHTOWN, NEW JERSEY 07726

## O GAUGE TRUCK KITS

The following is a listing of available freight truck kits; available diesel locomotive truck kits are listed in our new diesel parts list (see page 8.)

The following trucks are currently available:

5'0" Archbar  
 70T Andrews  
 50T Dahlman  
 70T Roller Bearing  
 100T Roller Bearing  
 70T Bettendorf  
 50T Andrews

Blackened steel wheels: \$8.25/pr  
 Nickel-plated steel wheels: \$9.95/pr  
 Lionel/HIRail wheels: \$7.00/pr

Note: double insulated wheels can be furnished on special order.

## EMD FT FREIGHT DIESEL

Body is our standard etched brass, with Britannia Metal nose. Windshield is already cut-out. Details are brass. Trucks are not supplied, as they are readily available from All-Nation, CLW and Atlas.

Basic FT-A kit, less trucks \$96.50  
 Basic FT-B kit, less trucks \$81.95  
 Basic FT-SB kit, less trucks \$86.95  
 add, for dynamic brakes \$ 7.50

## FAIRBANKS - MORSE B-A1A C-LINER

Initial batch of kits has been shipped, and we are preparing the follow-up batch.

These are conversion kits for the AHM C-Liner, substituting a powered three-axle rear truck for the existing anemic power unit. A robust can motor is used. The prototypes were used by the Long Island, New Haven and possibly MILW.

A \$3.00 trade-in credit will be given for old trucks (each) powered or unpowered.

Conversion kit, with can motor, and with three powered axles \$60.00  
 Power truck, two axle, for front truck (standard unit) \$35.00

## PITTMAN MOTORS

A new stock has shown up, and they are available from stock. The following are current specifications:

Motor	9514	9512
Diameter	1.58"	1.58"
Body Length	2.354"	1.779"
Stall current, amps	7.48	4.72
Max Watts	142.9	56.9
Corresp HP	0.190	0.075
No Load RPM	7375	7725

Either motor would make a good direct replacement for USHobbies motors.

Pittman #9514 motor \$30.00  
 Pittman #9512 motor \$27.50

## VALVE GEAR KITS

Well, we've made up the parts, and now it's a matter of packaging.

We will shortly have available a standard valve gear package which will enable you to make up a variety of different gear trains. Rather than follow the usual practice of giving you just enough parts to make up a specific type, we are including a number of "extra" bits and pieces so as to give you some chance at variety.

This is being done for the simple reason that, while a considerable investment was needed before the first stamping was made, the unit, or incremental cost of each additional piece is quite small (relatively.) Also, the cost of making up a variety of valve gear types, and holding them in inventory is also fairly high. With the volume of business we expect, it appeared to me most economical to make up the standard kit, even though there are six or eight extra stampings in each.

Standard Walschaerts Valve Gear Kit \$19.50

## RANDOM INFORMATION

Sometimes, questions are raised in the mail which point out areas where there might be a misunderstanding on what is included in our kits. First, our kits, as a general rule, do not include wheelsets or power. This dates back to the beginnings of Loco Works, when we found that customers' requirements in this area were so diverse that there was no economical way of meeting them - two rail versus three rail, uninsulated, single insulated and double insulated, three different flange and wheel standards, blackened versus plated, steel versus brass, and on into the woods. Our decision then, as now, was to not include power or wheelsets in kits unless the wheel arrangement made it obvious that there were no other commercially available items which would suit the bill. We do make our own wheels and power units, and they are, of course, available.

We are consolidating our mailing list. If your address label reads "AO", you're reading the last Newsletter which will be sent on this subscription; please send in your \$3.00 in order to receive the next exciting issue. Labels with a "B" prefix will expire with the next issue. IMPORTANT!

Earlier this year, we started including order forms in the Newsletter; this issue includes a questionnaire on the back; we would appreciate your filling in some comments. We are particularly interested in your opinions on reducing kit cost by simplification of the kits.

I'll bury this comment here, to see if it will be noticed: We will produce a GP30, if the boys will accept a cast soft metal shroud for the horrible curves of the top of the cab back over the long hood. This can be included in the next batch of EMD road switchers. Deposit: \$25.

## ODDS AND ENDS

Note: all odds and ends are retail only.

Atlas F9	Body Shells	\$11.50
	Mechanisms	\$13.00
	Complete	\$22.00
	Special on shells: 4 for	\$41.00
Truck castings for GE U33/E60, useful for converting Williams E60 closer to prototype		\$16.50
Original AUCL HiRail Trucks, assembled and sprung, diecast, unused		\$ 5.85/pr
General Electric U20C castings set, including truck truck castings		\$21.87
USHobbies/KTM U-100 gearboxes		\$14.95
Loco Works Baldwin S-12 kit		\$85.00
Rebuilt International B&O 0-4-0; Pittman motor, UUSHobbies gearbox, tender trucks		\$125.00
MaxGray PRR C-1, painted, Kleinschmidt drive, Pittman can motor, sound cam, constant brightness headlights, directional contrbl, nice		\$575.00
Loco Works wheelsets, mostly with rusty axles	40¢ each	
	ten for	\$3.75

Note: Please add \$3.00 to all orders under \$15.00 to cover cost of handling and shipping.

## THE NEWSLETTER

This newsletter is published about every two months for the amusement and information of Loco Works' customers. It is available for \$3.00/year to US and Canadian customers; \$6.00/yr elsewhere. We use First Class and Air Mail because the information is timely, and other means of communication leave something to be desired.

## NEWSLETTER RENEWALS

Addressees with code suffix "AO" will have Newsletter cut off with this issue unless renewal of \$3.00 is received.

## EDIT ORIALS

You won't see it in the finished copy, but the typewriter just mangled the headline for this article. Fortunately, the printer will paste over it a replacement headline, in larger letters, and it hopefully will catch your eye.

Incidentally, we will have some construction tips for the next Newsletter, but before writing them, I want to talk to some people at the O Scale Convention, and get their views. We will be holding two clinics on working in brass at that Meet, incidently.

Every once in a while, someone remarks on the tyranny of a blank sheet of paper: "What can we write about today?" I guess I could write about the frustrations of trying to get the (expletive deleted) screw machine to manufacture S gauge axles, so we can finish a project or two. Somehow, I don't think you'd get very excited about the axles turning black while in the chuck, and the miscellaneous pieces of tooling turning into sparks that go shooting off to one side. Besides, I think we're going to have to make them another way - using a punch press.... and a drill press. Yes, Virginia, we'll explain that one some day - after we finish the job.

Then there's the problem of the shipment of brass parts that's somewhere between Englishtown, New Jersey and Inchon, South Korea. Of course, I haven't paid for it yet, so not to worry (much.)

The Open House went over nicely. Saturday had clear skies and temperatures in the sixties. Friday and Sunday had typical May weather. (translation: rain) There were many piles of goodies displayed, and a lot of them changed hands. John noted that some pieces appeared to have been swapped several times in the course of the day, acquiring a considerable pedigree in the process. At the end of the day, we somehow ended up with two spare coats ( a size 62 London Fog, and another) and a box of parts. By Sunday afternoon, these had all three been returned to their rightful owners. A very nice bunch of people.

Hey, we've added a three-dimensional pantograph milling machine. Hopefully, this will reduce some of the time needed to build patterns for castings. One possibility I would like to look at is enlarging HO castings to O gauge patterns. The machine has the capacity; I just wonder if it will work. One thing I am looking forward to: it's a lot quieter than the 2-D pantograph we have been using. At the moment, patternmaking is the primary bottleneck in our new kit production.

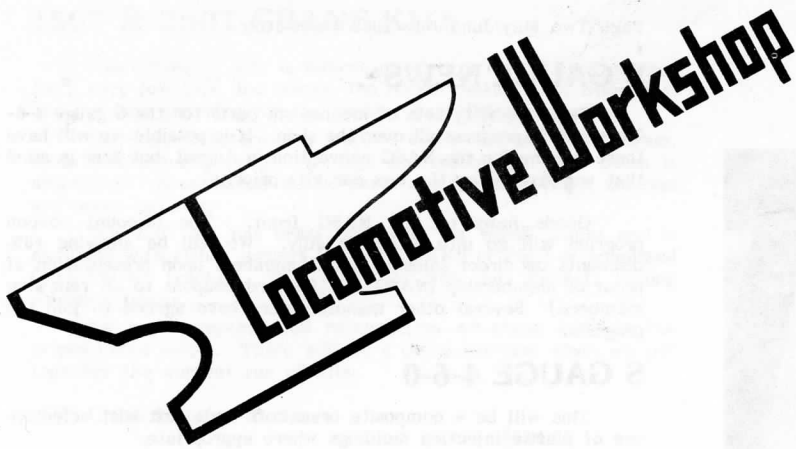
We are making some 1/2" scale couplers right now, if you have a need for these. There will also be some 1" scale couplers and wheelsets following.

A line drawn using a pencil, on brass, will often prevent solder from flowing past.

While I think of it, we try to answer all mail as quickly as possible. I would very much appreciate it if letters were written only on the left half of a sheet of paper, so we can write our reply on the right. Please include your name and address on all letters, as sometimes the envelop gets separated. I recognise that answering the mail is quite important to both you and the hobby; there are too many organisations which are not at all interested in the personal touch - particularly governmental agencies. I believe the personal touch is necessary; I also believe that someone has to accept the responsibility of running this outfit. On the other hand, anything we can do to simplify things is very much appreciated, otherwise, I'd be up to my ears in paperwork and unfinished kits. As it is, the paper piled on the floor is bad enough.

Jan A. Loveman





YOUR NEWSLETTER  
SUBSCRIPTION HAS EXPIRED  
PLEASE RENEW



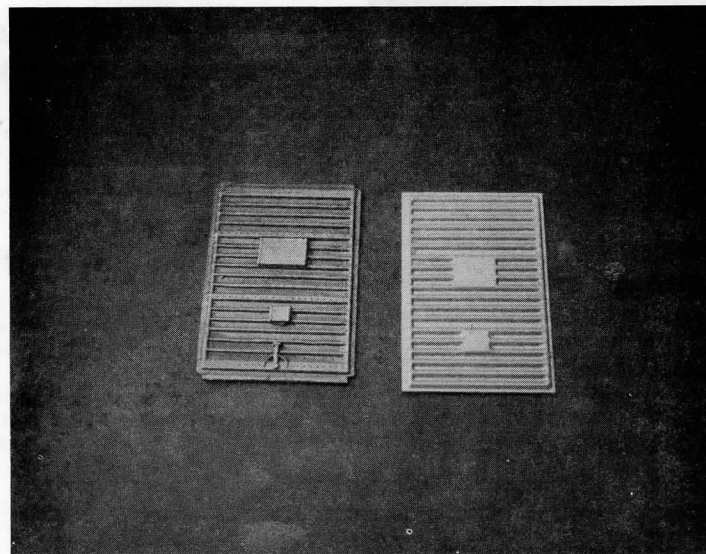
## NEW BOX CAR DOORS

Above is a snapshot of our new plastic box car door alongside one of the stamped metal ones traditionally furnished with O gauge 40' box car kits. Compare the differences:

- 1) Detailing:
  - Loco Works: crisp & sharp
  - Brand X: limited by worn metal die
- 2) Placard Boards:
  - Loco Works: separate pieces to aid detailing
  - Brand X: Stamped in, immovable
- 3) Panel proportions:
  - Loco Works: scaled from Youngstown plans
  - Brand X: no known prototype
- 4) Small details:
  - Loco Works: includes rivets, plate laps & door latch
  - Brand X: nonexistent

Doors are available at \$2.75pr - ppd  
or 10 pairs for \$25.00 ppd  
Also available is double door set for \$5.00/set ppd

3/8 X 3/16



## S GAUGE NEWS

Parts for fifty sets of mechanism parts for the S gauge 4-6-0 are now in progress all over the shop. It is possible we will have these in time for the NASG convention in August, but bear in mind that we have given the box car kits priority.

Goods news on the NASG front. The discount coupon program will go into effect in July. We will be allowing 10% discounts on direct sales to NASG members upon presentation of proof of membership (NASG will forward coupons to all renewing members.) Several other manufacturers have agreed to join the program.

### S GAUGE 4-6-0

This will be a composite brass/soft metal kit with selective use of plastic injection moldings where appropriate.

Boilers are smooth soft metal castings with large details (domes, stack, etc.) of brass. Boiler has wagontop firebox. Cab is brass. Tender is a series of soft metal castings. Drivers have stainless steel tires and styrene centers. A can motor supplies the power; due to space limitations, we have reverted to the original Japanese motors furnished with the original kit. Valve gear is nickel plated brass.

We are accepting \$50 deposits

S Gauge 4-6-0 kit	\$255.00
S Gauge 2-8-0 kit	\$265.00

### S GAUGE BOX CARS

The dies are well along; about the only thing that will stand in our way is the usual headaches with making the dies work.

Kits are styrene plastic, with crisp detail. Ladders, hand grabs, and roof walk are separate pieces, so that a kit may be built to various eras. The dies include various doors and ends, and sides so that we can produce a variety of kits by moving parts around. At the moment, we cannot be specific as to the types of ends/doors in each kit, as the initial makeup will depend on the relative part availability, as determined by the practical working of the dies. It has been our experience that some parts of molding dies work better than others, and until we get our inventory under control, we will only offer a basic kit.

S gauge 40' box car, single door, rivetted sides,	
single kit	\$16.95
"six pack"	\$79.95
S gauge 40' wooden box car, single door.	
single kit:	\$15.95
"six pack"	\$74.95

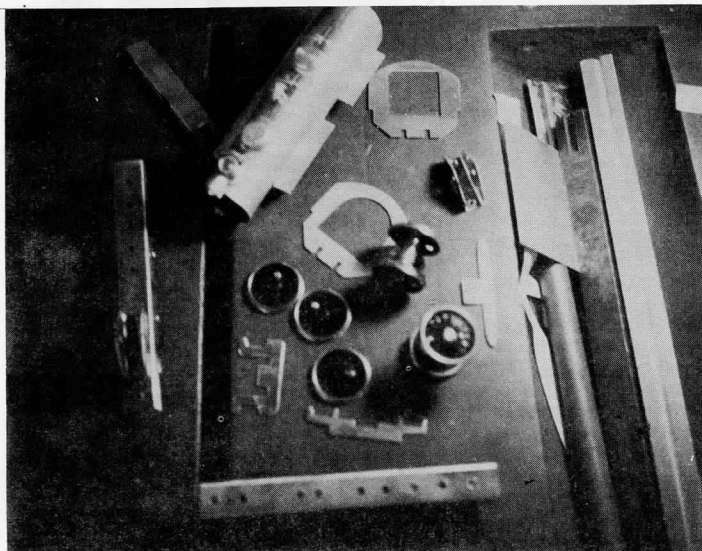
### SANDUSKY/KEMTRON CASTINGS

We have acquired the stock, patterns and dies of the former Kemtron S gauge line, as modified by Howard Sandusky.

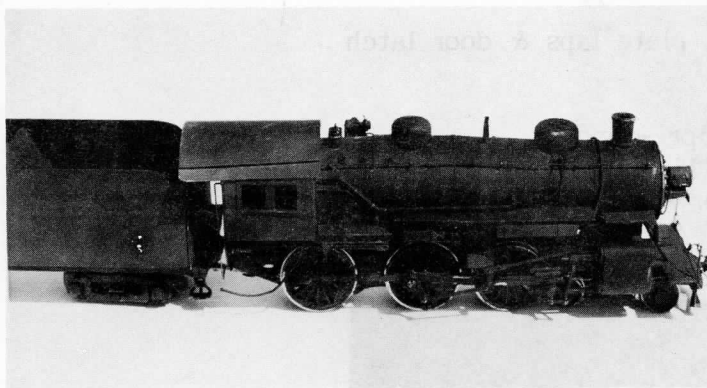
As those of you who were at the Open House understand, the stuff is here, but sorting it out is another proposition altogether. Forward a stamped, self addressed envelop for a price list (due in August.)

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

201 - 536 - 6873



Piles and bits and pieces of some of the parts already fabricated for the S gauge 4-6-0 kit.



Shot of earlier version of our 4-6-0 kit, as built by Jim Kindraka

## 150T & 250T CRANE KITS

This series of kits is almost entirely brass; in fact, except for a very few bits, and pieces, the nickel plated steel wheelsets, and the line provided for the cables, everything is brass.

The superstructure is a mixture of formed and milled brass, brass machine engravings, turnings and stampings. The boom is assembled. Some small detail parts are brass castings; sheaves are brass turnings.

The 250T kit has brass, Buckeye, six wheel trucks and is available with either sprungs (LOCO WORKS or PSC) or equalized (KEMTRON) trucks. The 150T kit has our diecast, sprung Andrews trucks.

We are accepting \$50 reservations on these kits, at the prices listed below. There will be a price increase when we put together the current run of kits.

250T Crane kit, less trucks,	\$114.50
250T Crane kit, with Kemtron trucks,	\$138.50
250T Crane kit, with sprung trucks,	\$159.50
150T Crane kit, with sprung trucks,	\$123.50

## MILWAUKEE HORIZONTAL RIB BOX CAR KITS

These kits have etched brass sides, and stamped brass roofs, ends and doors. They differ considerably in appearance from the standard AAR box car, with their horizontal ribs and unusual height. Correct transfer lettering is provided with each kit.

These kits are in very short supply.

#248 40' MILW single door box car kit, 1/t	\$39.95
#249 50' MILW double door box car kit, 1/t	\$45.95

## COVERED HOPPER KITS

These kits follow the later Pullman-Standard PS-2 standard covered hopper car, with circular roof hatches.

Kits consist primarily of formed brass parts, with a few soft metal castings. Hatches are brass plated. Hoppers are one piece brass stampings. Underframe ends are our standard soft metal casting incorporating bolster and coupler pocket to simplify construction. Roof walk is etched brass.

#223 Twin covered hopper car kit	\$26.50
#224 Triple covered hopper car kit	\$32.50
#224 Quad covered hopper car kit	\$38.95

## OLDER TANK CAR KITS

These, again, are brass car kits. In most cases, the tank body is a piece of brass tubing, embossed with rivet detail. Domes and underframe components are formed brass, with some brass details. Only unbrass is in cast AB gear and plated handrail stanchions. #236 wine tanker has a rolled brass tank, without rivets.

Cars are nominal 8000 gallon capacity, and are for the "traditional" tank car of the period 1910 to 1950; they are not extremely simple cars, but they will add variety to your collection!

#231 Single dome tank car kit	\$28.50
#232 Twin dome tank car	\$32.95
#233 Triple dome tank car kit	\$31.75
#236 Six dome wine tank car kit	\$41.50

## OPEN COAL HOPPERS

The kits consist of a series of brass stampings and pressings, and follow the basic 55ton USRA twin hopper design, with straight ribbed sides. Our standard underframe end casting and cast hoppers are provided.

This kit was designed for simplified construction in brass. With a moderate amount of skill, they can be assembled in three to six hours, excluding painting, etc.

#212 Twin open hopper kit	\$22.95
#213 Triple open hopper kit	\$28.95
#214 Quad open hopper kit	\$34.50

## CONDITIONS OF SALES

NOTICE: With the recent increase in postal rates, we have been forced to change a few of our terms; please read below.

- Most items are shipped prepaid, with the exception of shipments to US postal box numbers, Canadian and other foreign addresses. For US domestic, APO/FPO and Canadian shipments requiring use of the United States Postal Service, rather than United Parcel Service, please add \$2.00 to cover additional shipping, handling and insurance costs. For other foreign shipments, please add \$12.50 per locomotive kit, and \$7.50 per car kit.
- On ALL orders under \$15.00, please add \$3.00.
- Reservations are accepted on a "down payment" basis only. We cannot hold something on a verbal basis, as the amount of stock and the number of pieces is limited in each case. We do try very hard to offer personal service, but unless everything is neatly recorded, things do get lost.
- New Jersey residents must add 5% sales tax.
- For C.O.D. Shipments, a charge of \$3.50 will be added.
- Should an item prove to be unsatisfactory to you, it may be returned for a full refund, provided permission to return is obtained for us in advance.

## LETTERS

First of all, we welcome letters. We have taken a couple of steps to expedite the answering of letters, including adding some new equipment to facilitate answers.

I make a real effort to answer all mail within a week, but sometimes, it becomes very difficult. In order to help expedite replies, we ask that you divide your letter sheet into right and left halves, and write only on the left half. This way, we can answer your questions right on the right-hand side. This will often be a lot quicker than waiting until there's time to prepare a formal reply.

## POWER TRUCKS

These are our new design, with the truck swivel axis and the motor axis coincident, so that swivelling the truck results in minimum disturbance of the position of the motors. Each powered truck has an individual motor.

In order to eliminate the gearbox, which has proven the biggest source of headaches in the previous truck designs, the driven axle gear is now hobbled on the axle, ensuring that the gear is concentric with the axle. This will produce the odd result that an apparently wobbly gear will run very smoothly. Actually, with cutting the gear on the axle, we believe we are getting "run-outs" of on the order of 0.0003 inches, instead of the 0.002 to 0.003 inches we had to struggle to achieve earlier.

33", 36" and 40" wheels:	2 axle -	\$37.95
	3 axle -	\$45.95
	4 axle -	\$55.95

30" and 48" wheels	2 axle -	\$42.95
	3 axle -	\$52.95
	4 axle -	\$64.95

less motor, deduct \$6.00.

## WHEELSETS

Wheelsets to match the above power trucks are now in stock. All are steel, with both wheels and axles nickelplated.

30"	\$4.00/axle
33", 36" & 40"	\$3.50/axle
48"	\$5.25/axle

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

201-536-6877

## PIONEER ZEPHYR

We're getting there. We have debugged the problem with the etchings, and most are now sheared out waiting for secondary operations. We have had to make up the basic body in three pieces, rather than the planned single piece.

The Zephyr kits will consist of etched and formed brass bodies, with the end castings soldered in place and the completed assembly nickelplated to represent stainless steel.

Our standardized power truck will be supplied for the scale versions, and a modified Lionel truck for the hirail versions. Wheels from our shop will be nickelplated.

The basic kit will consist of the three car train (cars 9900A, B & C.) The optional fourth car will be #500, added in June, 1938; #500 will not be available separately.

Three car Pioneer Zephyr kit	\$300.00
Four Car Pioneer Zephyr kit	\$390.00
Built-up three car train	\$950.00

In all cases, please specify scale or hirail.

## LITTLE JOE ELECTRICS 2-D-D-2

Brass bodies in fabrication on these. Kits will have the basic body fabricated, ready for assembly of details, and assembly of power units.

Our kit will have a brass superstructure, with some cast and etched brass parts. Engine bed will follow our usual practice of heavy soft metal castings, suitably reinforced, with sprung journals. Pantographs will be supplied. Power will be provided by a single vertical can motor in each truck.

Little Joe electric, unpowered kit	\$310.00
Little Joe electric, eight axles powered, kit	\$405.00

## GENERAL ELECTRIC U50 B-B-B-B

The prototype locomotives are almost all gone now; our supply of kits is also dwindling.

The basic kit consist of a series of large soft metal castings, with our usual level of detail, four of which interlock to make up the basic body, plus small details and truck side frames. Like many of the kits we make, this is a large unit, all of 21 inches long and four inches tall; it weighs over seven pounds, less power....

U50B superstructure kit	\$149.75
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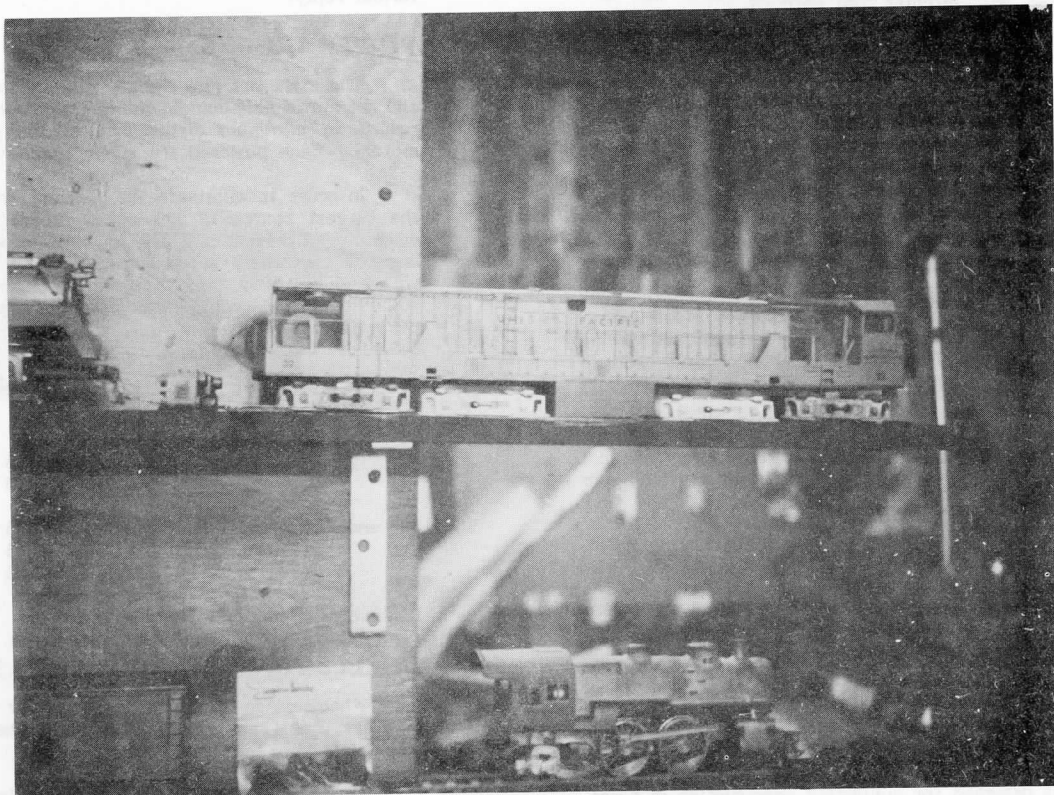
## FAIRBANKS-MORSE B-A1A C-LINER

In stock, this is a conversion kit to replace the anemic AHM motor and rear power truck on the plastic C-Liner with one of our robust standard units. A sprung cast truck is provided, with nickelplated wheelsets and sprocket drive.

We also list our standard power truck kit for the front truck; this will require reuse of the plastic truck assemblies from AHM and will require more work for conversion.

Conversion kit, with can motor, and with three powered axles	\$65.00
Our standard two axles power truck kit, for front truck	\$37.95

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726  
201-536-6873



U50B and friends on the display shelf. About five of these are left, along with three new kits for the E6s 4-4-2 conversion below.

## ELECTROMOTIVE ROADSWITCHES

A fair sampling of these kits is on the shelves.

The EMD roadswitcher has long been a fixture on American railroads, production having outstripped all other competitors. Fortunately for the model rail, EMD has heavily standardized its superstructure components, so that a wide range of differing models can be made by shuffling a limited number of basic components. Our revisions to our current crop of kits include a new main floor etching, new fan shroud castings, and new handrailstanchions. Kits will accept power from Loco Works, All-Nation, Central and ATLAS.

We are still having troubles with the GP30, so this is not yet current.

GP30 B-B	\$165.00
GP35 B-B	\$149.75
GP38 B-B	\$155.00
GP39 B-B	\$157.50
GP40 B-B	\$157.50
GP40P (CNJ) B-B	\$175.00
SD35 C-C	\$149.75
SD38 C-C	\$157.50
SD39 C-C	\$159.50
SD40 C-C	\$159.50
SD45 C-C (ang. rad.)	\$175.00
SDP40 C-C	\$175.00
SDP45 C-C	\$195.00

## ALCO SWITCHERS & ROAD SWITCHERS

A new batch of these popular kits is in stock. Because Atlas units are no longer available, we can no longer supply these units as power.

Kits consist of fully etched brass superstructures, except for hood ends, which are soft metal castings. Truck castings are included, as appropriate to the unit ordered.

ALCO RS-1 road-switcher, superstructure kit	\$99.50
ALCO S-1, 600hp switcher, same	\$99.50
ALCO S-2, 1000hp same	\$99.50
ALCO S-3 600hp same	\$94.50
ALCO S-4, 1000hp same	\$94.50

Note: S-1 & S-2 have Blunt trucks, others AAR

## ALCO CENTURY UNITS

We are expecting the etchings shortly, so it looks like we can start publishing prices. Kits are our usual etched brass superstructure with brass and soft metal details. Kits are designed to be the Alco base unit, without dynamic brakes.

ALCO Century C628 C-C	\$165.00
ALCO Century C630 C-C	\$165.00
ALCO Century C424 B-B	\$157.50
ALCO Century C425 B-B	\$157.50
ALCO Century C430 B-B	\$165.00
ALCO Century C420 low hood B-B	tba
ALCO Century C420 hihood B-B	tba

## ALCO DL109 PREWAR PASS UNIT

These are being run on a custom basis; if you have a specific prototype (ATSF, GM&O, SOU, early or late NH, CNW, etc.) tell us, and we will try to match the kit to your needs.

Kits consist of a set of large epoxy castings with soft metal details. A difficult unit to build in metal, the epoxy makes it easier.

DL109 "A" unit, less trucks	\$149.75
DL110 "B" Unit, less trucks	\$149.75
pair trucks, one powered	\$ 72.00

## BALDWIN/CNJ DOUBLE-ENDER

Unique in American railroad practice these 2000hp units were built for use on the New York & Long Branch Railroad. Having the cabs on both ends was supposed to help utilization, but merely resulted in an over weight and overly expensive unit. Two kits only left at this writing, and they will be the end.

CNJ Double-ender Kit, brass	\$149.75
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Page Five:

## EMD PASSENGER DIESELS E6, E7, E8 & E9

Seems as a couple of other companies are saying they'll be coming out with O gauge models of these locos. Gee, we've only been building and stocking these kits for 12 years now.

Car bodies are a single piece of formed, double-etched brass, with Britannia Metal nose. Small details are brass. Soft metal castings and brass parts are included for sprung trucks; truck journals have brass bushings inserted.

While these kits are listed together, each contains unique parts, particularly the body etchings and nose castings. Trucks are modified where needed.

EMD E6A (slophenose) passenger unit kit	\$169.50
E6B, kit	\$144.95
EMD E7A passenger unit kit	\$159.50
E7B, kit	\$144.95
EMD E8A passenger unit kit	\$149.50
E8B, kit	\$129.50
EMD E9A passenger unit kit	\$149.50
E9B, kit	\$129.50
Power truck assembly (one truck)	\$ 40.00

## FAIRBANKS-MORSE/GE "ERIE BUILTS"

We are putting another ten of these into stock, and that will be the end of them for a while.

These are the early "battleship" units designed and built just after World War II, and built by GE at Erie for Fairbanks.

Basic body is formed brass, with a smooth Britannia Metal nose. Details are brass. Two different truck types are available, one being the truck unique to these units, what we choose to call the "odd ball" or Phase IV type. The other truck is similar to the Baldwin and Alco passenger truck of the same era, and is termed Phase V by RMC and Extra 2200 South. Massive Units.

"Erie Built" A Unit, conventional trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
"Erie Built" A Unit, oddball trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
Power truck assembly (one truck)	\$ 42.00

## GENERAL ELECTRIC U25B

Patterns at the foundry now for this upgrading of the Penn-Erie U25B models. Unlike the original aluminum castings, radiator grid will be opened out and castings will be supplied for the dynamic braking grids. The kit is arranged to receive a modified Atlas mechanism, as powering should be relatively inexpensive (see Page 8.)

Superstructure is basically a series of Britannia Metal castings, which may be soldered together. Small details are generally brass. Truck sideframes are included with the kit.

GE U25B low nose kit	\$109.50
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## FAIRBANKS-MORSE TRAINMASTER

This kit will follow our standard practice of an etched brass superstructure, with major parts sheared out and formed, and brass and soft metal details added. Truck castings are provided for sprung trucks, with brass bearings inserted in truck journals.

Kits follow the later bodies applied by Fairbanks-Morse to the 2400 and 1600hp C-C, and 1600 B-B locomotives. Somewhat over 200 locomotives were built to these designs; their distribution was pretty widespread, from Canada through the States into Mexico.

F-M "Trainmaster" superstructure kit 2400hp C-C	\$165.00
F-M "Baby Trainmaster" kit 1600hp C-C	\$165.00
F-M Roadswitcher, trucks not sprung 1600hp B-B	\$148.00
same, less trucks	\$140.00
Power unit C-C's (one truck)	\$ 40.00

## LOCOMOTIVE WORKSHOP

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## NASG NATIONAL CONVENTION

The NASG National Convention will be at the Cleveland Sheraton-Hopkins Motel (right in the Cleveland Airport) from August 19 through August 22. Sunday, the 22nd will be an all gauge flea market; we will come loaded for the O gauge bears as well as S gauge.

The NASG conventions of the past have been pleasant, with lots of good will and enjoyment; this looks like it will continue the habit, what with a steam train ride, boat rides on the scenic Cuyahoga River, shopping at the ethnic West Side Market, rapid transit, etc., not to mention lots of trains and layouts.

For further information, please contact Lee McCarty, 8727 Broadview, Broadview Heights, Ohio 44067; telephone is 216 - 526 - 9864. I am sure a self-addressed, stamped envelop will be appreciated.

## O SCALE CONVENTION, LAFAYETTE, INDIANA

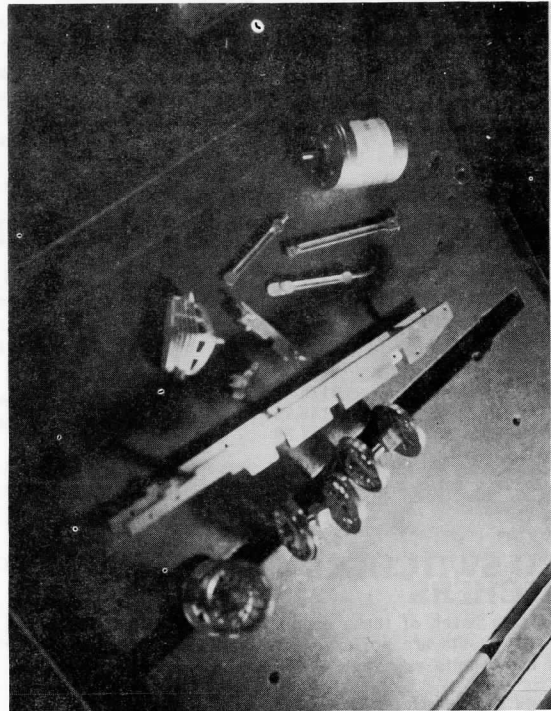
A real nice blast. The three of us had to leave early, so we don't know where the convention will be next year, but they're gonna' have to try hard to come up to this year's standard.

Official attendance was 630, spread out over much of rural Indiana, including displays in the halls, various rooms and the swimming pool. We would have stayed longer, but with one guy just out of the hospital, another a commuter to New York, and me due in Jacksonville, FL on Tuesday (after getting back from Portland, OR.) we took off early. We made to an awful motel in Dayton before giving up for the day.

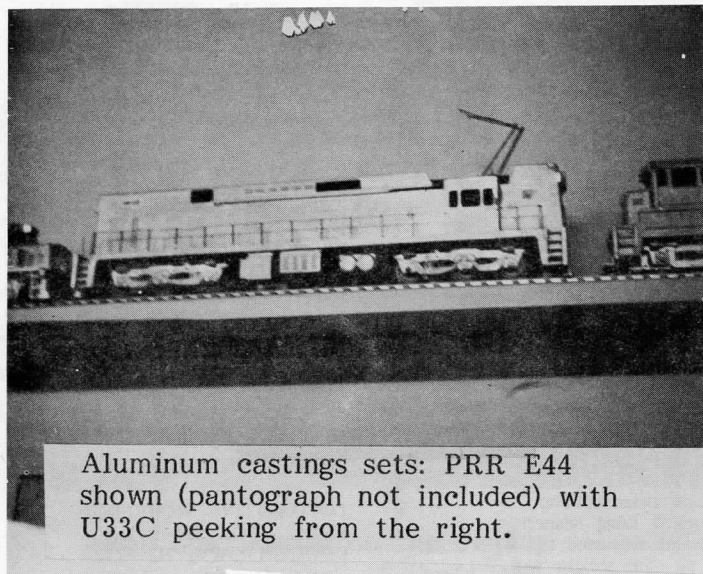
My heartiest congratulations to our hosts for a job well done!

## NEWARK O GAUGE CLUB

Last month, we received notice that the Newark O Gauge Club will be vacating its present premises in August after quite a few years. This was one of the largest remaining three rail layouts, although a considerable amount of two rail was also available. I understand that the official "last run" was in early June, and that now they're engaged in the melancholy task of tearing everything down and finding new quarters. This was, incidently, one of the few clubs I know of that could still be reached by trolley car. The Newark subway ran just behind the building.



Progress on the O gauge G5s; above are some of the custom parts for the O gauge kit. Not shown are valve gear, steam chests, drive parts, and other items which are made up from in-house standard pieces.



Aluminum castings sets: PRR E44 shown (pantograph not included) with U33C peeking from the right.



## STEAM IN THE WORKS

### UNION PACIFIC EARLY CHALLENGERS:

We are moving on these again, as we shortly expect to have all of the detail castings. This amounts to over a hundred pieces on each engine, so this represents quite a milestone.

Locomotive boiler/superstructure and tender superstructure will be built up of brass, ready for detailing by the modeller.

Surprise! Somehow we overlooked one mechanism kit in the shop, so one additional reservation is available at \$375.00.

### MILWAUKEE STREAMLINED F7

#### HUDSON:

We're getting there. Drivers are in house for about half the run, with the rest coming in from KTM of Japan shortly.

Once all of the drivers are in, we will proceed with the frames and mechanisms.

We are accepting \$50 reservations towards a final price in the area of \$775. The kit is available at retail only; the number of kits will be held below fifty.

### PENNSYLVANIA T-1 4-4-4-4-

This kit will be similar to the 4-6-6-4 and 4-6-4 above in design.

We are examining whether we should proceed with this kit, in light of our current workload and the pending availability of an imported model. If the project is cancelled we will make arrangements to obtain several of the imports.

### PENNSYLVANIA G5s 4-6-0:

There is progress, finally. The side and main rod castings have been received, and we will machine these shortly. We had held up on the preparation of the boiler and steam chest masters because of the fire at Precision Scale, although the tender masters are about done.

These kits will vary from our previous steam practice in that the superstructures will be large, high quality soft metal castings. Brass is nice, but the costs are high, and this looks like an acceptable compromise.

Projected price is in the \$275 range, with \$50 reservations being accepted. We probably will call the reservations in September.

### PENNSYLVANIA E6s 4-4-2:

Three mechanism kits to convert the Central Loco H10s 2-8-0 to the E6s 4-4-2 will be available from stock about July 10th, at \$179.50.

### VALVE GEAR KITS:

These are our standard valve gear kits, with a variety of extra links and pieces to permit modification to a variety of prototypes. Extra nickel plated brass links are included, plus several special links which may be drill to one of four different lengths (all other links are already drilled.)

Kit consists of six different sizes of stamped brass links, including the variable length link, plus cast Walschaerts links and eccentric cranks, plus required rivets:

Standard Valve Gear Kit \$19.75

## MOTORS

We have a variety on hand, mostly new Pittmans made specially for us. #9514 is a large can motor with a stall current of about eleven amps; #9512 is slightly smaller, with stall around six amps. "Holland" motors are smaller, with stall current of three amps. All are about 8000 RPM. 95xx series motors make good direct replacement for KTM.

Pittman 9512, single shaft	\$31.50
Pittman 9512, double shaft	\$34.50
Pittman 9514, single shaft	\$34.50
Pittman 9514, double shaft	\$37.50
"Holland" can motor, double	\$ 7.50

## ODDS AND ENDS

ease note that all odds and ends are retail only.

ATLAS F9 diesels NO LONGER AVAILABLE

Truck castings for General Electric E60/U33C, useful for converting Williams E60 closer to prototype.

LOCO WORKS PRR Q-1, J-1 long distance tender kit, brass, assembled body, brass trucks	\$16.50set \$150.00
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#251 Union Carbide/Linde liquid Oxygen car kit, \$28.50

WENTZ EMD F unit or GP drive, with K&D #4 AC motor, eight wheels powered, brass sideframes \$65.00

Etching sets for C&O/NKP wooden caboose, in brass. Made up for one of our kits, only I haven't the time to make up a run of the kits. Our standard brass etchings, ready to cut out and build a beaut of a car: \$12.50/set

WALTHERS "TWIN CITIES HIAWATHA" 12 passenger car kits, in original boxes, 1/t \$325.00

LOCO WORKS Pennsy Q-2 kit, missing some small castings, but mechanism complete, brass boiler and tender. We only made 28 of these. \$575.00

KTM Motors: We have a variety of "new" KTM motors pulled from imported engines being rebuilt by a master machinist. Run enough to break them in, but that's all.

Steam loco motors	\$12.00
Smaller steam motor	\$ 9.50

## THE NEWSLETTER

The Newsletter is published about every two months, for the information and amusement of our fellow hobbyists.

It is the only catalog we issue, as almost everything we make is short run production. Since most magazine advertisements require 90 day lead times, it can be hard to keep you informed about what we are up to. If it is not listed in the current Newsletter, we generally don't have it, nor have it planned for the immediate future.

The Newsletter is \$4.00/year to addresses in the United States and Canada, via First Class Mail; other foreign deliveries are \$7.50/year.

Each address label has a date code, which enables us to determine when subscriptions run out. "MO" or "LO" date codes mean this is the last issue; "NO" means you're due for renewal.

LOCOMOTIVE WORKSHOP  
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## LAST MINUTE CHANGE

We have acquired a big pile of damaged brass locos in varying states of disrepair. It will take a little while to plow through the bits and pieces and figure out what is what and what belongs to what. A large stamped envelop will bring a copy of the list when we manage to work one up. There are about twenty units involved, all steam.

**SPECIAL NOTE:** Locomotive Workshop specializes in short run production in O and S gauges, with an occasional HO item. The NEWSLETTER is reserved for our O and S items. If a scale is not indicated, the item is O gauge.

## ITEMS IN THE WORKS:

**Union Pacific 4-6-6-4's:** We have arranged with Precision to make use of the castings available from the Sunset early Challenger. Castings should be inhouse during July/August. This is, admittedly, a short cut for us, but it will get the kits out a heck of a lot faster.

**ALCO Century Units:** Still accepting reservations on these units. C628/C424 etchings are due from the engraver in mid July; we will finish working out C420 engraving master shortly.

**Little Joe Electrics:** We are working on these, with bits and pieces all over the shop. Everything has been in the shop but me!

**EMD Roadswitchers:** In stock.

**New Haven 0350 Electrics:** Checked preliminary engraving master drawings at Stamford Meet, expected final product to be ready in April, but didn't make it. Driving bed castings are about ready. More driver centers will be made up during the period the etchings will be prepared, although we have a good pile of brass castings on hand. We have the tires for the drivers, and wheelsets and power will be available for our kits and as replacement for Alexander and Baldwin units. Accepting \$50 reservations, with final price in the \$350 range.

**B&O Wagontop Boxcars:** We are putting a hold on this project, while we straighten out a variety of other projects.

**ALUMINUM CASTINGS SETS:** We will be rerunning the Penn-Erie aluminum castings sets shortly; to be available will be the Baldwin freight Shark "A", the General Electric U33C, and the Pennsylvania E44 electric. Price will be about \$85/set.

**NEW HAVEN EP5 RECTIFIER ELECTRIC:** We have had a few in stock; more are expected as our supplier gets the bugs out of the molds. Current price, including trucks, is \$145; add \$45 for long pantographs.

**ALCO DL109:** These epoxy kits are made by the same supplier as the New Haven EP5. They are in and out of stock. Price set at \$149.75, less trucks.

**O GAUGE RS-1's:** I really ought to read this Newsletter more often; the RS-1's have been in stock for nine months.

**DDA40X:** We are running through more of the EMD road-switcher kits; we have enough components for five DDA40X kits at \$235 each, including trucks, but not including power. Power is available separately - see page 3.

**BOX CAR DOORS:** These are in stock.

**MORE BOX CAR DOORS:** At the LaFayette O Gauge meet, several people asked whether we had doors/kits available to convert the Atlas plug door box to a sliding door car. Interesting question. The current answer is, "No, but we could make up such a kit, if the interest is there." price would be roughly \$6.50 for one kit, or three for \$15.

**WANTED:** We are interested in taking in miscellaneous items for trade or sale. I am in particular need of material for the convention "goodie box." We are interested in built-up locos and kits, car kits, tools & tooling, books, parts, and all the other stuff that a collector like myself acquires. If you have something, write or call, giving us an idea of what you have, and what you wish in return.

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## OTHER ITEMS IN THE WORKS

As usual, we're into a variety of projects.

**S Gauge Box Car Kit:** Etching masters about done for the doors, ends and sides. The dies will include three different doors, two different ends, and two different sides, all for a 10'0" box car. Two doors will be metal - Youngstown and Superior, and one wooden type. The two ends will be a Youngstown and probably a Pullman. The car sides will both be single door, but one will be rivetted steel and the other will be double sheathed wood (planked.) The car bodies will be multipiece, meaning details can moved around at will.

**HO ELEVATED RAILWAY** We will have available either Chicago or Boston lattice EI structure in plastic, in HO. Decision will hinge on detail problems.

## THIS PLACE IS A ZOO!

It's not an original statement, but as Arleen says, it certainly applies here.

At last count, we had (in order of seniority) four cats, 1 (mercifully) gerbil, six geese, twenty two chickens and two dachshunds. The day begins with a cock crow, followed by a salvo of yells, meows, barks, honks, squawks and cackles as everyone else tells him to go back to sleep.

The back yard is beginning to show the effects of having the birds there. What was once a scraggly and sickly cover of tired grass is now quite lush, liberally sprinkled with feathers.

Actually, the birds are pets, and their intended main job is clearing the underbrush inside their moveable run. The first year's crop did very well, reducing tangles of brush and weeds to bare dirt in a matter of weeks. They are good scratchers, but the chicks are diggers; I expect to catch them in their escape tunnel any day now.

This scratching and digging has a two-fold effect; humus and droppings are plowed into the dirt where they do the most good, and a lot of glass and metal from the previous owner is dug up. Every three weeks, another garbage can load of plumbing fittings, shingles and broken bottles is hauled off.

The dachshunds are named Hans and Fritz, after the Katzenjammer Kids. Each is 25 pounds of exuberance in which life is pursued at a gallop, followed by heavy sleep. Try getting six geese down to the pond with a pair of "helpers" like them some time.

The cats, believe it or not, are relaxed. The two eldest went out to Ohio with us in 1969, and returned in 1973. Sir Alfred of Pine Barren goes about his gentlemanly ways, unperturbed by the ebb and flow (more like "crash and wheeze") of life around him. Mean Mary Jean hasn't fallen off the roof recently, but is a lot cleaner now. Every morning, when she comes in for breakfast, she is attacked by two dachshunds with wet and friendly tongues.

Lest you think we have only domesticated animals, there's more. I have had deer jump over my car when leaving early in the morning. Mallards are regular visitors to our pond. Box and snapping turtles are at constant hazard when mowing the lawn. Then there's the time our niece carted off a batch of toads, which her mother found in the car a few days later. I guess "found" isn't the right word, since it was August.

The evenings bring their own peculiarities. We have a resident marimba band consisting of crickets, cicadas and tree frogs, punctuated by an occasional mourning dove. Trouble is, they often get out of step and the result can only be described as chaotic. The noise will occasionally reach the point where they will frighten each other into silence.

Speaking of fright, we also have screech owls. Their favorite habit is to make truly alarming sounds in the middle of the night. They sound as if someone is rending them limb from limb. Everyone seems to be getting used to them, but one side effect is that they too often wake up that darned rooster.....

The "zoo" brings with it a certain amount of work, but it's worth it. After a rough day, and there are too many of them, it can be very relaxing to watch the animals. It also has its amusing moments, as when our two pound bantam rooster makes amorous advances toward a seven pound hen.

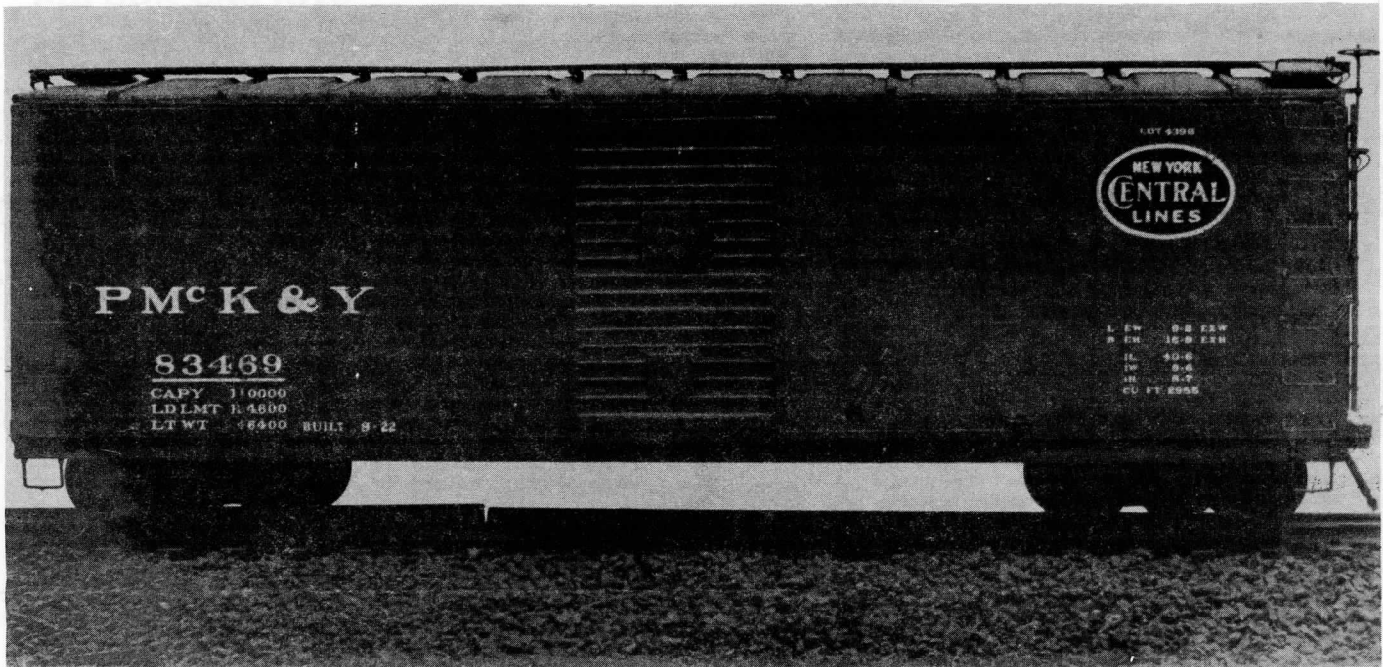
  
J. A. Lorenzen

## END OF THE LINE

We have been offering all-metal car kits in O gauge for about 15 years. These were originally generated to provide starting points for hobbyists wishing to learn more about building in brass. They required time out of proportion to their selling prices, but I considered them useful to our overall kit line.

Still, times change, and we have to change with them. My workload is getting more intense, and I have to cut back somewhere. In addition, much of the tooling is about worn out.

We have therefore decided to discontinue all metal car kits. There is a small stock of each of the listed kits, but when they are gone, they will not be replaced.



Above is the first of our S Gauge 40' box car kits, as assembled by Don Thompson. Don has modified the car by cutting off the "dragon's teeth" at the bottoms of the sides, and using individual rungs instead of the one piece ladder.

Available variations will include Superior panel door instead of Youngstown door illustrated, all wood car, and Dreadnought and improved Dreadnought ends. Car could also be built without roofwalk, and with shorter ladders to represent more modern car

## S GAUGE STEAMERS

These kits are of composite brass/soft metal construction, with plastic injection moldings used where necessary. Frame is brass.

The boilers are large smooth soft metal castings with brass details added. The superstructure can therefore be built up to suit the modeller's whims. We have changed direction on the tender, and bought a batch of brass tender kits from Claud Wade. An import Sagami can motor provides the muscle to propel these little monsters down the rails.

Currently, only pieces not fabricated on the 4-6-0 are the cabs and steam chests. We are waiting on the plater to deliver the nickel plated valve gear and rods.

Because we understand there have been difficulties with the early drivers (when the kit was made in Minneapolis) we are offering an exchange service. A set of three drivers is available at \$65 without trade-in, \$35 with trade-in of old drivers.

The original kit was reviewed by Frank Titman in a recent issue of *Railroad Model Craftsman*. Essentially, we have retained the basic mechanism, but completely redesigned the superstructure, drivers, and other elements.

We are still accepting \$50 reservations.

S Gauge 4-6-0 kit	\$225.00
S Gauge 2-8-0 kit	\$265.00

After January 1, 1983, prices as follows:

4-6-0 kit	\$279.50
2-8-0 kit	\$289.50

## S GAUGE BOX CARS

They say a picture is worth a thousand words, so please look at Page One. Don Thompson built this one up from pre-production components. Other units could be seen at the NASG convention in August, where I had one model each from the 1920's, 1930's, 1940's and 1950's, each version of the kit reflecting development of the box car, with changes in roofwalk, doors, ends and other details.

These kits are styrene plastic, but details are added separately, so, again the modeller can build to suit his whims, and the needs of the prototype to be followed.

Kits are less trucks and couplers. Train Stuff Andrews truck kits are available at \$5.95/pair.

S Gauge 40' Steel Box Car, rivets	
single kit	\$16.95
"six pack"	\$79.95

S Gauge 40' double sheathed wooden box car	
single kit	\$15.95
"six pack"	\$74.95

## AVAILABLE S GAUGE BRASS PARTS

former Kemtron/Sandusky Line

Ma & Pa Castings:	
#9 Headlight	\$1.50
#21 Tender/Caboose Steps	4/\$1.50
#22 Smoke Stack	\$1.35
#24 Cab Hatch	2/\$1.00
#25 Switcher Poling Poles	2/\$1.00
#30 Generator	\$1.50
#31 Smokebox Front	\$1.50
#32 Steam Dome	\$1.20
#33 Sand Dome	\$1.20
#36 Smokebox Wrappers	\$1.50
#45 Frame Spacer	\$0.50
#46 Rear Frame Spacer	\$0.50
#47 Water Hatch, tender	\$0.90
#71 Brake Cylinders, loco/tender	2/\$1.00
#101 Air Compressor, single	\$1.00
#102 Generator	\$1.10
#104 Archbar truck sideframes	4/\$2.50

other parts

#200 Steam Dome, USRA	\$1.20
#201 Smoke Stack, USRA	\$1.50
#517 Caboose smoke stacks	4/\$1.50
#518 EMD sideframes, less journals	4/\$4.50

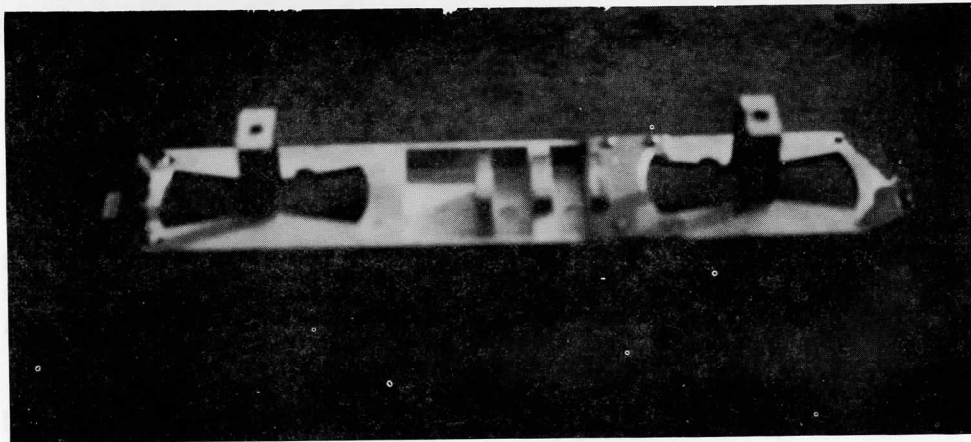
(see page Three for ordering info.)

## ENHORNING POWER UNITS

Available very shortly is a conversion frame to put the new American Models FP7 S gauge power units into the Enhorning shell. This conversion casting mates up with both sets of parts and makes it possible to use all those Enhorning F shells you've been hoarding all these years.

Conversion frame	\$15.00
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FRAME IS ALSO USEABLE UNDER OUR FA UNITS!



Frame for conversion of American Scale Models FP7 to F7 (Enhorning shell.)

## 150T & 250T CRANE KITS

This series of kits is almost entirely brass; in fact, except for a very few bits, and pieces, the nickel plated steel wheelsets, and the line provided for the cables, everything is brass.

The superstructure is a mixture of formed and milled brass, brass machine engravings, turnings and stampings. The boom is assembled. Some small detail parts are brass castings; sheaves are brass turnings.

The 250T kit has brass, Buckeye, six wheel trucks and is available with either sprung (LOCO WORKS or PSC) or equalized (KEMTRON) trucks. The 150T kit has our diecast, sprung Andrews trucks.

We are accepting \$50 reservations on these kits, at the prices listed below. There will be a price increase when we put together the current run of kits.

250T Crane kit, less trucks,	\$114.50
250T Crane kit, with Kemtron trucks,	\$138.50
250T Crane kit, with sprung trucks,	\$159.50
150T Crane kit, with sprung trucks,	\$123.50

## MILWAUKEE HORIZONTAL RIB BOX CAR KITS

These kits have etched brass sides, and stamped brass roofs, ends and doors. They differ considerably in appearance from the standard AAR box car, with their horizontal ribs and unusual height. Correct transfer lettering is provided with each kit.

These kits are in very short supply.

#248 40' MILW single door box car kit, 1/t	\$39.95
#249 50' MILW double door box car kit, 1/t	\$45.95

## COVERED HOPPER KITS

These kits follow the later Pullman-Standard PS-2 standard covered hopper car, with circular roof hatches.

Kits consist primarily of formed brass parts, with a few soft metal castings. Hatches are brass plated. Hoppers are one piece brass stampings. Underframe ends are our standard soft metal casting incorporating bolster and coupler pocket to simplify construction. Roof walk is etched brass.

#223 Twin covered hopper car kit	\$26.50
#224 Triple covered hopper car kit	\$32.50
#224 Quad covered hopper car kit	\$38.95

## OLDER TANK CAR KITS

These, again, are brass car kits. In most cases, the tank body is a piece of brass tubing, embossed with rivet detail. Domes and underframe components are formed brass, with some brass details. Only unbrass is in cast AB gear and plated handrail stanchions. #236 wine tanker has a rolled brass tank, without rivets.

Cars are nominal 8000 gallon capacity, and are for the "traditional" tank car of the period 1910 to 1950; they are not extremely simple cars, but they will add variety to your collection!

#231 Single dome tank car kit	\$28.50
#232 Twin dome tank car	\$32.95
#233 Triple dome tank car kit	\$31.75
#236 Six dome wine tank car kit	\$41.50

## OPEN COAL HOPPERS

The kits consist of a series of brass stampings and pressings, and follow the basic 55ton USRA twin hopper design, with straight ribbed sides. Our standard underframe end casting and cast hoppers are provided.

This kit was designed for simplified construction in brass. With a moderate amount of skill, they can be assembled in three to six hours, excluding painting, etc.

#212 Twin open hopper kit	\$22.95
#213 Triple open hopper kit	\$28.95
#214 Quad open hopper kit	\$34.50

## CONDITIONS OF SALES

NOTICE: With the recent increase in postal rates, we have been forced to change a few of our terms; please read below.

1) Most items are shipped prepaid, with the exception of shipments to US postal box numbers, Canadian and other foreign addresses. For US domestic, APO/FPO and Canadian shipments requiring use of the United States Postal Service, rather than United Parcel Service, please add \$2.00 to cover additional shipping, handling and insurance costs. For other foreign shipments, please add \$12.50 per locomotive kit, and \$7.50 per car kit.

2) On ALL orders under \$15.00, please add \$3.00.

3) Reservations are accepted on a "down payment" basis only. We cannot hold something on a verbal basis, as the amount of stock and the number of pieces is limited in each case. We do try very hard to offer personal service, but unless everything is neatly recorded, things do get lost.

4) New Jersey residents must add 5% sales tax.

5) For C.O.D. Shipments, a charge of \$3.50 will be added.

6) Should an item prove to be unsatisfactory to you, it may be returned for a full refund, provided permission to return is obtained for us in advance.

## LETTERS

First of all, we welcome letters. We have taken a couple of steps to expedite the answering of letters, including adding some new equipment to facilitate answers.

I make a real effort to answer all mail within a week, but sometimes, it becomes very difficult. In order to help expedite replies, we ask that you divide your letter sheet into right and left halves, and write only on the left half. This way, we can answer your questions right on the right-hand side. This will often be a lot quicker than waiting until there's time to prepare a formal reply.

## POWER TRUCKS

These are our new design, with the truck swivel axis and the motor axis coincident, so that swivelling the truck results in minimum disturbance of the position of the motors. Each powered truck has an individual motor.

In order to eliminate the gearbox, which has proven the biggest source of headaches in the previous truck designs, the driven axle gear is now hobbled on the axle, ensuring that the gear is concentric with the axle. This will produce the odd result that an apparently wobbly gear will run very smoothly. Actually, with cutting the gear on the axle, we believe we are getting "run-outs" of on the order of 0.0003 inches, instead of the 0.002 to 0.003 inches we had to struggle to achieve earlier.

33", 36" and 40" wheels:	2 axle - \$37.95
	3 axle - \$45.95
	4 axle - \$55.95

30" and 48" wheels	2 axle - \$42.95
	3 axle - \$52.95
	4 axle - \$64.95

less motor, deduct \$6.00.

## WHEELSETS

Wheelsets to match the above power trucks are now in stock. All are steel, with both wheels and axles nickelplated.

30"	\$4.00/axle
33", 36" & 40"	\$3.50/axle
48"	\$5.25/axle

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## PIONEER ZEPHYR

We're getting there. We have debugged the problem with the etchings, and most are now sheared out, waiting for secondary operations. We have had to make up the basic body in three pieces, rather than the planned single piece.

The Zephyr kits will consist of etched and formed brass bodies, with the end castings soldered in place and the completed assembly nickelplated to represent stainless steel.

Our standardized power truck will be supplied for the scale versions, and a modified Lionel truck for the hirail versions. Wheels from our shop will be nickelplated.

The basic kit will consist of the three car train (cars 9900A, B & C.) The optional fourth car will be #500, added in June, 1938; #500 will not be available separately.

Three car Pioneer Zephyr kit	\$300.00
Four Car Pioneer Zephyr kit	\$390.00
Built-up three car train	\$950.00

In all cases, please specify scale or hirail.

## LITTLE JOE ELECTRICS 2-D-D-2

Brass bodies in fabrication on these. Kits will have the basic body fabricated, ready for assembly of details, and assembly of power units.

Our kit will have a brass superstructure, with some cast and etched brass parts. Engine bed will follow our usual practice of heavy soft metal castings, suitably reinforced, with sprung journals. Pantographs will be supplied. Power will be provided by a single vertical can motor in each truck.

Little Joe electric, unpowered kit	\$310.00
Little Joe electric, eight axles powered, kit	\$405.00

## LAST RUN

You may have noticed some blank spots in this Newsletter, where previous issues had carried notices of the availability of several exotic kits. We do specialize in short runs, and inevitably, kits go out of stock.

The following are of our standard design, etched brass kits, with truck castings, and are the last pieces on hand. Most are superstructure kits, except for the Baldwin Centipedes, which are only available as dual powered kits:

Baldwin freight sharks (1 each)	
RF16A 1600hp	\$110.00
DR4-4-15 "A"	\$105.00
same, "B" unit	\$ 95.00
Baldwin Centipedes (two left)	
dual powered 2-D-D-2 monsters	\$395.00
Baldwin/CNJ double-ender, passenger diesel (one left)	\$149.75
Baldwin passenger "Shark" "A" unit, one left	\$149.75
EMD E7A, single etched, with brass nose (one left)	\$130.00
EMD E9A, double etched, with brass nose, one left	\$165.00
Baldwin center cab transfer diesel, brass French sand castings, less trucks, but a sweet looking kit	\$150.00

## GENERAL ELECTRIC U50 B-B-B-B

The prototype locomotives are almost all gone now; our supply of kits is also dwindling.

The basic kit consist of a series of large soft metal castings, with our usual level of detail, four of which interlock to make up the basic body, plus small details and truck side frames. Like many of the kits we make, this is a large unit, all of 21 inches long and four inches tall; it weighs over seven pounds, less power....

U50B superstructure kit	\$149.75
-------------------------	----------

## FAIRBANKS-MORSE B-A1A C-LINER

In stock, this is a conversion kit to replace the anemic AHM motor and rear power truck on the plastic C-Liner with one of our robust standard units. A sprung cast truck is provided, with nickelplated wheelsets and sprocket drive.

We also list our standard power truck kit for the front truck; this will require reuse of the plastic truck assemblies from AHM and will require more work for conversion.

Conversion kit, with can motor, and with three powered axles	\$65.00
Our standard two axles power truck kit, for front truck	\$37.95

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
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201-536-6873

## ALUMINUM CASTINGS SETS

At long last, the latest shipment of aluminum castings sets has been received.

These are high quality castings, requiring little finishing to build the basic bodies of models of the prototypes listed. Small details are not included with the sets; horns and hand rail posts are generally available.

Sets are designed to be expoxied together, using household two part adhesive. Some people bake the units in a low oven to enhance the bond, but we don't, and the units we assembled 12 years ago are still in one piece.

Sets include major body parts, plus castings for trucks. Journal bearings are included. Trucks are not sprung.

Baldwin RF-16 "Shark"	\$89.50
GE U33C C-C	\$89.50
PRR/GE E44 electric	\$89.50

Note: U33C may be built up to U30C or U36C, and with a little extra work, to the -7 Series. E44 body is easily converted to the Virginian/New Haven/PC E33.

## FOR THE LADIES

Handmade 25" Raggedy Ann and Andy Dolls. Embroidered face and heart, hand washable, non-allergenic 100% polyester filling. \$25 per doll, plus \$1.50 for postage and handling. Please allow 3-4 weeks for delivery. Noel Laub, RD#2, Box 144, Gillett, Pennsylvania 16925.

## ELECTROMOTIVE ROADSWITCHES

A fair sampling of these kits is on the shelves.

The EMD roadswitcher has long been a fixture on American railroads, production having outstripped all other competitors. Fortunately for the model rail, EMD has heavily standardized its superstructure components, so that a wide range of differing models can be made by shuffling a limited number of basic components. Our revisions to our current crop of kits include a new main floor etching, new fan shroud castings, and new handrailstanchions. Kits will accept power from Loco Works, All-Nation, Central and ATLAS.

We are still having troubles with the GP30, so this is not yet current.

GP30 B-B	\$165.00
GP35 B-B	\$149.75
GP38 B-B	\$155.00
GP39 B-B	\$157.50
GP40 B-B	\$157.50
GP40P (CNJ) B-B	\$175.00
SD35 C-C	\$149.75
SD38 C-C	\$157.50
SD39 C-C	\$159.50
SD40 C-C	\$159.50
SD45 C-C (ang. rad.)	\$175.00
SDP40 C-C	\$175.00
SDP45 C-C	\$195.00

## ALCO SWITCHERS & ROAD SWITCHERS

A new batch of these popular kits is in stock. Because Atlas units are no longer available, we can no longer supply these units as power.

Kits consist of fully etched brass superstructures, except for hood ends, which are soft metal castings. Truck castings are included, as appropriate to the unit ordered.

ALCO RS-1 road-switcher, superstructure kit	\$99.50
ALCO S-1, 600hp switcher, same	\$99.50
ALCO S-2, 1000hp same	\$99.50
ALCO S-3 600hp same	\$94.50
ALCO S-4, 1000hp same	\$94.50

Note: S-1 & S-2 have Blunt trucks, others AAR

## ALCO CENTURY UNITS

We are expecting the etchings shortly, so it looks like we can start publishing prices. Kits are our usual etched brass superstructure with brass and soft metal details. Kits are designed to be the Alco base unit, without dynamic brakes.

ALCO Century C628 C-C	\$165.00
ALCO Century C630 C-C	\$165.00
ALCO Century C424 B-B	\$157.50
ALCO Century C425 B-B	\$157.50
ALCO Century C430 B-B	\$165.00
ALCO Century C420 low hood B-B	tba
ALCO Century C420 hihood B-B	tba

## ALCO DL109 PREWAR PASS UNIT

These are being run on a custom basis; if you have a specific prototype (ATSF, GM&O, SOU, early or late NH, CNW, etc.) tell us, and we will try to match the kit to your needs.

Kits consist of a set of large epoxy castings with soft metal details. A difficult unit to build in metal, the epoxy makes it easier.

DL109 "A" unit, less trucks	\$149.75
DL110 "B" Unit, less trucks	\$149.75
pair trucks, one powered	\$ 72.00

Page Five:

## EMD PASSENGER DIESELS E6, E7, E8 & E9

Seems as a couple of other companies are saying they'll be coming out with O gauge models of these locos. Gee, we've only been building and stocking these kits for 12 years now.

Car bodies are a single piece of formed, double-etched brass, with Britannia Metal nose. Small details are brass. Soft metal castings and brass parts are included for sprung trucks; truck journals have brass bushings inserted.

While these kits are listed together, each contains unique parts, particularly the body etchings and nose castings. Trucks are modified where needed.

EMD E6A (slopenose) passenger unit kit	\$169.50
E6B, kit	\$144.95
EMD E7A passenger unit kit	\$159.50
E7B, kit	\$144.95
EMD E8A passenger unit kit	\$149.50
E8B, kit	\$129.50
EMD E9A passenger unit kit	\$149.50
E9B, kit	\$129.50
Power truck assembly (one truck)	\$ 40.00

## FAIRBANKS-MORSE/GE "ERIE BUILTS"

We are putting another ten of these into stock, and that will be the end of them for a while.

These are the early "battleship" units designed and built just after World War II, and built by GE at Erie for Fairbanks.

Basic body is formed brass, with a smooth Britannia Metal nose. Details are brass. Two different truck types are available, one being the truck unique to these units, what we choose to call the "odd ball" or Phase IV type. The other truck is similar to the Baldwin and Alco passenger truck of the same era, and is termed Phase V by RMC and Extra 2200 South. Massive Units.

"Erie Built" A Unit, conventional trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
"Erie Built" A Unit, oddball trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
Power truck assembly (one truck)	\$ 42.00

## GENERAL ELECTRIC U25B

Patterns at the foundry now for this upgrading of the Penn-Erie U25B models. Unlike the original aluminum castings, radiator grid will be opened out and castings will be supplied for the dynamic braking grids. The kit is arranged to receive a modified Atlas mechanism, as powering should be relatively inexpensive (see Page 8.)

Superstructure is basically a series of Britannia Metal castings, which may be soldered together. Small details are generally brass. Truck sideframes are included with the kit.

GE U25B low nose kit	\$109.50
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## TINYTOOLS

Elsewhere on this page are a pair of illustrations of a tool line we are very seriously thinking of handling. Essentially they are an upgraded version of the venerable Dremel® Tool line, with some interesting features.

The basic TinyTool® unit is a variable speed (to 11000RPM) motor unit with a variety of interchangeable heads. We have a set in the shop, and although I am still learning to use it, it has already earned its way.

The power unit is an external transformer/rectifier, with controls for speed and direction. An ON/OFF switch is mounted on the motor unit. Unlike some other units, vibration is minimal; three hours use in polishing a mold did not bother my hands (I use both left and right hands.) A variety of cutters comes with the package illustrated; I was using standard dental bits.

The reversing feature is nice in that you can get a lot more use out of rotary brushes. These always bend back so their life is limited. With the reversing feature, you can equalize the wear.

The combination of speed and direction control allows adjustment for optimum machining/grinding/sanding, etc. Sometimes, you've got to get up in that little corner, and it can be difficult to keep the cutter in the right position. The problems may still be there, but you have a somewhat better opportunity to control the situation. The two accessory heads illustrated are a reciprocating saw or filer, and an orbiting sander. Chucks are large enough to take most jewelers' files, so you can use the unit to reduce the labor of cutting out windows and the like. Stroke speed is variable over a wide range.

These tools are imported from West Germany.

The outfit illustrated retails for about \$225, including the case and accessories. A stamped #10 envelope will bring further information.

The Workshop contains a fair variety of machine tools; this is the first batch of useable small power tools I've seen which simplify some of the fussy hand work.

## GENERAL ELECTRIC U25B

On Page five, we say "Patterns are now at the foundry..." There is a revision: castings are now in the shop after a five month wait. This kit is based on the original aluminum castings supplied by Penn-Erie (who make those mentioned above) and works out into a nice unit. Model follows prototype as pictured on page GE-165 of the "Second Diesel Spotter's Guide."

## E.P. ALEXANDER

As a number of you are aware, we bought E.P. Alexander's workshop in late summer.

Just to clarify matters, we did precisely that - we bought the workshop, and some miscellaneous stuff which was on hand. We did not buy any of the patterns for his kits, especially the GG1; these went elsewhere. In the miscellaneous stuff, there were some castings and other bits and pieces, but enough to merit special mention or listing. What we have sorted out will make its way into our convention "junque" box.

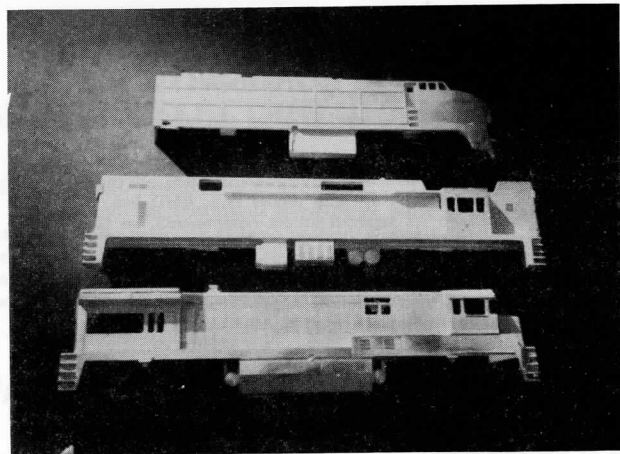
Basically, I was looking for small tools, and this is what we bought. I have found we go through an amazing amount of such material each year in the form of drills, taps, files and other cutters.

On the other hand, if you're a woodworker, there is a fine selection of cabinetmaker's tools. These are fine tools, with wooden handles that fit very nicely in one's hand. Available are flat and curved chisels, incising awls, picture frame planes, flat planes, corner clamps, augers and a variety of specialist's tools. If you're interested, give me a call or write, and we can dick.

## BOX CAR DOORS:

In stock are replacement doors for Athearn/Reynolds and All Nation 40' box cars. There are plastic injection moldings with separate placard boards and crisp details. See last Newsletter for photograph.

single pair           \$ 2.75  
10 pairs, boxed       \$25.00



Aluminum castings currently available:  
Baldwin RF16A "Shark"  
Pennsy/GE E44 electric  
General Electric U33C





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## ODDS AND ENDS

Please note that all odds and ends are retail only.

ATLAS F9 diesels NO LONGER AVAILABLE

Truck castings for General Electric E60/U33C, useful for converting Williams E60 closer to prototype.

LOCO WORKS PRR Q-1, J-1 long distance tender kit, brass, assembled body, brass trucks \$16.50/set  
\$125.00

#251 Union Carbide/Linde liquid Oxygen car kit, \$28.50

WENTZ EMD F unit or GP drive, with K&D #4 AC motor, eight wheels powered, brass sideframes \$49.00

Etching sets for C&O/NKP wooden caboose, in brass. Made up for one of our kits, only I haven't the time to make up a run of the kits. Our standard brass etchings, ready to cut out and build a beaut of a car: \$12.50/set

### BALL BEARINGS:

We have several batches of small ball bearings suitable for model use. These are priced at \$3.00 each, considerably less than local suppliers are quoting: following sizes are on hand:

I.D. / O.D. / Width  
3/16 / 1/2 / 5/32  
1/8 / 5/16 / 3/32 (shouldered)  
1/8 / 3/8 / 5/32  
1/4 / 5/8 / 3/16  
1/4 / 3/4 / 1/4  
1/8 / 5/16 / 3/32  
3/16 / 7/16 / 1/4

PRECISION SCALE SP 2-8-0. Imported brass model of 1890/1900 period. Original retail price in \$800 area. This particular engine was singled in the Precision fire. Locomotive basically OK, except for discoloration; tender needs work. Excellent detail. Durned thing runs! \$275.00

LIONEL motor driven whistle units for tender \$14.75

LOCO WORKS Early (single etched) E7 kits:  
A unit kit \$105  
B unit kit \$ 95

Blueprints: For the detail enthusiast. About fifty LIMA Locomotive blueprints for a USRA 0-8-0. Scads of details for the collector or whatever. Many good enough to be framed, but they are large. \$65.00

Steel & Aluminum rail, etc: We have a prize collection of unused steel and aluminum rail and accessories, plus used and unused TruScale roadbed. The stuff is too expensive to ship, but free to whoever wants to carry it away from the shop.

English "Bullhead" rail, steel. About 150 feet, plus about 500 cast chairs. \$20 + \$8 shipping

Cast iron surface plate, used \$25 + \$15 shipping

## THE NEWSLETTER

The Newsletter is published about every two months, for the information and amusement of our fellow hobbyists. It is the only catalog we issue, as almost everything we make is short run production. Since most magazine advertisements require 90 day lead times, it can be hard to keep you informed about what we are up to. If it is not listed in the current Newsletter, we generally don't have it, nor have it planned for the immediate future.

The Newsletter is \$4.00/year to addresses in the United States and Canada, via First Class Mail; other foreign deliveries are \$7.50/year.

Each address label has a date code, which enables us to determine when subscriptions run out. "NO" date codes mean this is the last issue; "PO" means you're due for renewal.

LOCOMOTIVE WORKSHOP  
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## STEAM IN THE WORKS UNION PACIFIC EARLY CHALLENGERS:

I talked to Precision Scale today about castings situation. They are in the process of filling a castings order for a batch of imported diesels, and then will get at the order we had placed for the 4-6-6-4 castings. Right now they are about 40 days behind schedule.

Locomotive boiler/superstructure and tender superstructure will be built up of brass, ready for detailing by the modeller.

Surprise! Somehow we overlooked one mechanism kit in the shop, so one additional reservation is available at \$375.00.

## MILWAUKEE STREAMLINED F7 HUDSON:

We're getting there. Drivers are in house for about half the run, with the rest coming in from KTM of Japan shortly.

Once all of the drivers are in, we will proceed with the frames and mechanisms.

We are accepting \$50 reservations towards a final price in the area of \$775. The kit is available at retail only; the number of kits will be held below fifty.

## PENNSYLVANIA T-1 4-4-4-4

This kit will be similar to the 4-6-6-4 and 4-6-4 above in design.

We are examining whether we should proceed with this kit, in light of our current workload and the pending availability of an imported model. If the project is cancelled we will make arrangements to obtain several of the imports.

## PENNSYLVANIA G5s 4-6-0

There is progress, finally. The side and main rod castings have been received, and we will machine these shortly. We had held up on the preparation of the boiler and steam chest masters because of the fire at Precision Scale, although the tender masters are about done.

These kits will vary from our previous steam practice in that the superstructures will be large, high quality soft metal castings. Brass is nice, but the costs are high, and this looks like an acceptable compromise.

Projected price is in the \$275 range, with \$50 reservations being accepted. We probably will call the reservations in December.

## PENNSYLVANIA E6s 4-4-2

Two mechanism kits to convert the Central Loco H10s 2-8-0 to the E6s 4-4-2 on hand now, at \$179.50.

## VALVE GEAR KITS:

These are our standard valve gear kits, with a variety of extra links and pieces to permit modification to a variety of prototypes. Extra nickel plated brass links are included, plus several special links which may be drill to one of four different length (all other links are already drilled).

Kit consists of six different sizes of stamped brass links, including the variable length link, plus cast Walschaerts links and eccentric cranks, plus required rivets:

Standard Valve Gear Kit \$19.75

## MOTORS

We have a variety on hand, mostly new Pittmans made specially for us. #9514 is a large can motor with a stall current of about eleven amps; #9512 is slightly smaller, with stall around six amps. "Holland" motors are smaller, with stall current of three amps. All are about 8000 RPM. 95xx series motors make good direct replacement for KTM and USHobbies.

Pittman 9512, single shaft	\$31.50
Pittman 9512, double shaft	\$34.50
Pittman 9514, single shaft	\$34.50
Pittman 9514, double shaft	\$37.50
"Holland" can motor, double	\$ 7.50
Kemtron/Precision open frame motors	\$ 4.50ea
	(five for \$17.50)
AC motors, our choice	\$ 4.50

**SPECIAL NOTE:** Locomotive Workshop specializes in short run production in O and S gauges, with an occasional HO item. The NEWSLETTER is reserved for our O and S items. If a scale is not indicated, the item is O gauge.

## ITEMS IN THE WORKS

**ALCO Century Units:** Still accepting reservations on these units. C628/C424 etchings are in house; we will finish working out C420 engraving master shortly.

A problem has shown up on the C628 masters; the cab front was drawn at the wrong angle. We will correct this by making up a lost wax pattern to the correct shape, and provide the cab front with windows cut out and added details.

**Little Joe Electrics:** We are working on these, with bits and pieces all over the shop. Everything has been in the shop but me!

**EMD Roadswitchers:** In stock.

**New Haven 0350 Electrics:** Checked final engraving master drawings a few weeks ago; master at the photo shop now. Driving bed castings are ready; we have assembled the first drive to check out dimensions and glitches. More driver centers will be made up during the period the etchings will be prepared, although we have a good pile of brass castings on hand. We have the tires for the drivers, and wheelsets and power will be available for our kits and as replacement for Alexander and Baldwin units. Accepting \$50 reservations, with final price in the \$350 range.

**B&O Wagontop Boxcars:** We are putting a hold on this project, while we straighten out a variety of other projects.

**ALUMINUM CASTINGS SETS:** in stock

**NEW HAVEN EP5 RECTIFIERS:** These kits are in the pipeline, with uniots being delivered as they arrive. This is a set of epoxy castings for the first successful rectifier units; soft metal truck castings are included. Current price, including truck castings, is \$145; add \$45 for correct long pantographs.

**ALCO DL109:** These epoxy kits for the prewar Alco A&B passenger units are in and out of stock. Price set at \$149.75, less trucks.

**DDA40X:** We are running through more of the EMD road-switcher kits; we have enough components for five DDA40X kits at \$235 each, including trucks, but not including power. Power is available separately - see page 3.

**BOX CAR DOORS:** These are in stock.

**WANTED:** We are interested in taking in miscellaneous items for trade or sale. I am in particular need of material for the convention "goodie box." We are interested in built-up locos and kits, car kits, tools & tooling, books, parts, and all the other stuff that a collector like myself acquires. If you have something, write or call, giving us an idea of what you have, and what you wish in return.

**O GAUGE BOX CAR:** With the general drop off in quality of available wood box car kits, we are considering making up a plastic box car kit. The basic design would be the USRA 40' double sheathed car, which also formed the basis for many refrigerator cars. It would be a simple, six piece car body, with etails to be added separately. The styrene we use takes paint nicely, with no fuzz. Price would be in the \$20 range, less trucks and couplers. We would also like some advice on whether you would prefer unpainted or painted kits; painted sides would add about \$4 to the basic kit price.

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## THOUGHTS WHILE RUNNING A PLASTIC MOLDER

We're changing some things here in the Workshop, and it occurred to me, while trying to get the #3%@1\$ plastic molder to work, that there are many parallels between our problems and those of our country as well.

We're going through a transition period. In the last couple of years, we have progressed toward more and more use of plastic, as opposed to brass. Our quality kits will continue to be built in brass, but we have found many areas where plastic works better. In the engineering models needed to support my consulting work, for example, a clear acrylic plastic model makes it a heck of a lot easier to explain the mechanics of failure of a structure; it literally becomes crystal clear to people who can not read a structural plan.

On the model side, plastic car kits seem to be an economical approach. Once the preliminary work is done, kits can be produced at reasonable cost. Of course, that "preliminary work" is quite expensive, and requires a fairly large number of units to amortize over.

We have had to learn new skills, and make other adjustments. Machining plastic can appear to be quite easy, until the stuff melts on to the cutter. Pieces do tend to shatter. The molder itself required, and will require, a lot of patience and learning. For best operation, everything must be at "optimum temperature," whatever the heck that is. It can mean that one piece will require 450°F and the next 465°F. That relatively small difference can mean the difference between a 1/2% reject rate and 40%; it takes some experimentation (and cussing!) I'm learning, and each time things get a little easier.

Of course, the theme for the whole project was set by the machine itself. I bought it from a guy whose basic description of the machine was, "It don't work too good." After tinkering for three weeks, and causing a number of neighborhood "brownouts," the durned thing now works - usually.

Our country is in the same sort of changing period, with less knowledge of how things work than I had with the plastic molder. We are adjusting away from a philosophy which was trying to tell us that "less is better." We are adjusting to changes in government intervention in all facets of our lives. We are adjusting to scares caused by self-appointed spokesmen for and against all sorts of causes (an important highway project in this state is being held up in part because it will pass through a stand of birch trees which are twenty miles north of the normal habitat of the species...) We are adjusting to a reawakening of our importance in the world. We are adjusting to even more confusing changes in the tax regulations (tentative: subject to revision and misinterpretation.)

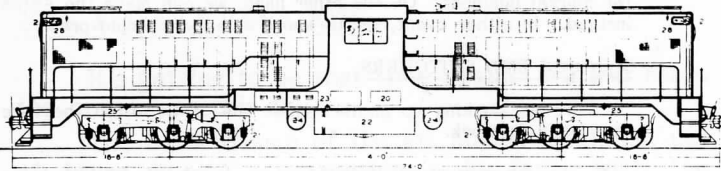
On the other hand, change is normal in life. I have just finished reading (again) a semi-scholarly history of the United States, entitled, "The Big Change 1900-1950," published in 1951. A peculiar thing - people were complaining about change then, and about many of the same things we fret about today. Life was easier then, of course, since most of us here were then of an age where the biggest headache was whether we would have to stay after school or not.

A couple of years ago, Chevy had a series of commercials that had America in love with "Baseball, Hot Dogs and Chevrolet." Baseball has changed, with much of the "sports" news filled with the fighting between the management and players representatives' lawyers. Hot Dogs are now supposed to be full of all sorts of things which could be harmful to your health. And Chevrolet is producing vehicles which are marvels of compromises with regulations, but not a heck of a lot of fun to drive. (I'm not putting Chevrolet down; I have an '83 on order, replacing the Camaro, which came to a disastrous end on the New Jersey Turnpike.) All this will eventually pass, particularly since the doomsayers will find other things to worry about, and those of us who work can back to making a living again.

If we don't learn and grow, our lives start to decline. In a way, I enjoy figuring out ways to outfit the activist regulators, using their own regulations. Their faces turn very interesting colors, and occasionally a few of them realise how ridiculous their developed positions are. Many of them can't and won't grow; it is up to the rest of us to grow around and above them. That is a meaningful change.

J. A. Lorenzen

We have just received Catalog #4 from Precision Scale, all three quarters of an inch of it, listing Precision, former Kemtron and various imported bits and pieces. A must for the scratch builder. It is available from Precision Scale at \$12.00 plus \$1.50 postage.



Baldwin Lima-Hamilton 2,400-Hp. Road Transfer Locomotive Model RT-624



## ITEMS IN THE WORKS

**Baldwin Freight Sharks:** Found a batch of parts sitting on the shelf, so we'll be able to make up a few more DR-4-4-15's shortly. Brass superstructure with brass details and Britannia Metal nose, and sprung trucks. Price will be about \$109.50 for the A units and \$99.50 for the B units, less power.

**Union Pacific 4-6-4's:** Mechanisms have been shipped, and we're working on other bits and pieces. Aside from forgetting to put driver springs in some of the kits, things seem to have gone smoothly.

Working on the larger casting patterns (valve gear castings back from the foundry). The rivet punches are finally in the machinist's schedule, so we'll be properly able to schedule the superstructures.

**Fairbanks-Morse Trainmasters:** Etching work underway; we should be getting these out in a couple of months.

**ALCO Century Units:** Still accepting reservations on these units. Precedence will be the C628 & similar units, then the C420, and then the C424, and similar locomotives. Work completed on a number of castings' patterns.

**General Electric U25B's:** Expected any day now, as things get rolling again. See page five.

**Little Joe Electrics:** We are working on these, with bits and pieces all over the shop.

**New Haven 0350 Electrics:** Expected engraving master to be ready in April, with driving bed castings to follow. Lost wax castings for drivers will be made up during the period the etchings will be prepared. We have found a shop willing to make the driver tires. Accepting \$50 reservations, with final price in the \$350 range.

**O Standards Gauge:** We blew the schedule on this one; a die will be made up later this year.

**Pioneer Zephyr:** Should be shipping shortly. See Page Four.

**B&O Wagontop Boxcars:** We are accepting \$25 reservations on this kit. The O gauge version will be stamped and embossed brass; S will probably be etched. Price on O gauge around \$50, S around \$35; \$20 deposit will hold.

**PRR G5s 4-6-0:** This looks like it will be produced by us in both S and O; we are accepting \$50 reservations. Finally starting to make sense out of the piles of stuff on hand for the S gauge model, and will get things rolling this Fall.

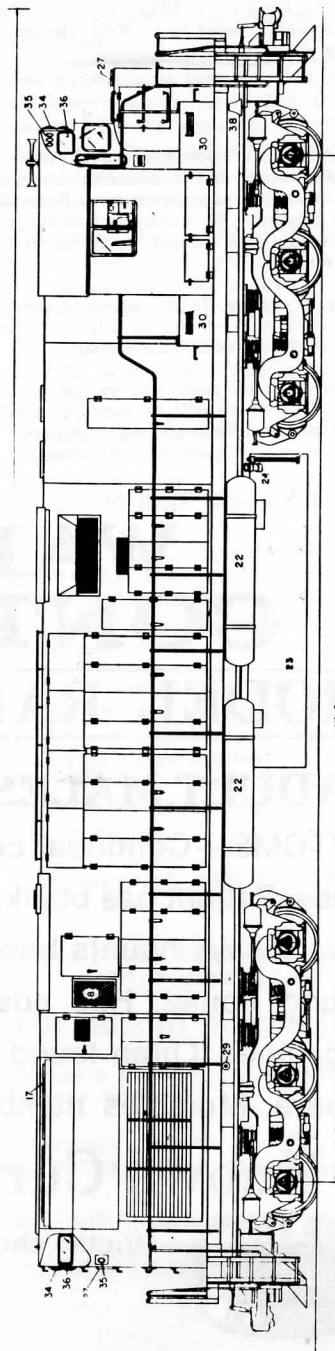
We have decided to make both the G5s and E6s in O gauge, as the two kits will use so many similar and identical components.

**PRR E6s 4-4-2:** We have on hand four kits to convert the CLW 2-8-0 to the Pennsy 4-4-2. These are available at \$179.50 each.

**BALDWIN RT-620:** We have on hand some beautiful brass castings for the Baldwin center cab transfer diesel, as supplied to the Sante Fe and Pennsylvania, Bessemer & Lake Erie, EJ&E and others. These can be reproduced as a soft metal kit. Since this animal is unlike anything else which has been available, we thought you might be interested. No reservations being taken at this time, but a card or note in a letter would be helpful.

**Electromotive BL-2:** We made 'em years ago, and it looks like the interest might be there to run them again. These are soft metal castings kits designed to be used with an Atlas mechanism (or Lionel). Project new price in the area of \$99.50. Accepting \$25 reservations.

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726  
201 - 536 - 6873



ALCO Century 628

## S GAUGE NEWS

### STEAM LOCOMOTIVES

OK, the pieces seem to have shown up, and I've figured out what goes where; so we can start to think intelligently about the S gauge steam loco kits.

The first kit on the agenda will be a modified Pennsylvania G5s 4-6-0 kit. I say "modified" because we will arrange the kit so that the appearance can be altered easily. The boilers will be cast soft metal, so that new details can easily soldered on, and thick enough so that things like the Belpaire firebox may be easily filed off. At least two cab wrappers will be supplied, so that changing the cab will be easy.

Power will be a large can motor, geared for a reasonable top speed. We have some requests for hi-rail flanges; all we can say that if there is a sufficient demand, we will make kits with the larger tires and flanges - but we gotta know about it.

Upon analysis, I feel we can make up a 4-4-0 kit at the same time, with little tooling change. The decision to go ahead will depend on demand.

The estimated price on the 4-6-0 kit is \$245; the 4-4-0 \$235. We are accepting \$50 (refundable) deposits. Kits should be reasonably simple to assemble.

### DIESEL POWER TRUCKS

One outcome of the NASG convention was our decision to offer a series of S gauge power trucks and assemblies, similar in design to our O gauge units. The first production run will be for a complete power unit for the Enhorning F7 shells, both hi-rail and scale. Power will be a variety of can motors, matched to the requirements of the locomotives.

Estimated price for the F7 power, (eight wheels powered) with trucks and frame, will be \$105; built-up will be a little higher. Other kit adaptations will be added as conditions permit.

As with the O gauge units, driven gears will be cut on the axles, ensuring concentricity. One motor will be used per truck, eliminating all the odd shafts and universals necessary to power a conventional unit. They are reasonably quiet and will coast.

### ELECTROMOTIVE E7 IN S GAUGE

These are out of stock; we will make another run as soon as the market demands. On the other hand, we can make the E9/E8 instead. In either event, let us know which you would prefer.

### S GAUGE EMD SWITCHERS

We are making up another short run of these, so they are essentially in stock.

The superstructure consists of a batch of formed brass etchings, supplemented by other brass parts and a cast soft metal nose. Trucks have brass bearings added.

As we note to the left, we will have power available for these kits in the future, with a cost of about \$105, all wheels powered, or about \$60 with one truck powered.

SW-1, 600hp, unpowered kit	\$87.50
SW8, 800hp, unpowered kit	\$93.50
SW1200, unpowered kit	\$95.00
Extra etchings for "calf"	\$12.00

### GENERAL ELECTRIC 44 TONNER

This kit was originally designed to use a modified HO power truck, in order to produce a simple locomotive kit.

With the next run, we will make available a regauged TYCO power truck, to get around the last headaches in building the kit.

The basic kit consists of a series of interlocking soft metal castings, with brass details. It is a cute little critter, and has the distinction of having sold more units than any other recent S gauge loco kit.

GE 44 Tonner, unpowered kit	\$49.50
same, powered kit	\$79.50

### ALCO FA2 ROAD UNITS

Quite a number of people have asked about rerunning the FA-2 road diesel, both A & B units. If you want one or more units, send us a letter or post card stating how many you want. If the demand appears sufficient, we'll try to have units available by the Spring. Oh yes, the F7 power trucks will fit nicely.

# WARNING! CONTAGIOUS

## MODEL RAILROAD DISEASE

### ADULT MALES VERY SUSCEPTIBLE

**SYMPTOMS**—Continual complaint as to need for a constructive hobby. Patient has blank expression, sometimes deaf to kid and wife. Always haunts basement, attic or garage. Won't do work around house. Has nose in model railroad catalogues and magazines. Often found wandering around railroad shops with camera. Mumbles numbers such as 4-6 2.

## No Known Cure — Disease Not Fatal



Victim should operate model trains often as possible.

*Loco Motive*

Dept. Public Health

250T & 150T CRANE KITS

It's getting to be that time again. We will rerun the crane kits this fall.

The basic design of the kit makes maximum use of brass in its construction. In fact, with the exception of the wheelsets, a few small bits and pieces, and the line provided for the cables, everything is brass.

The superstructure is a mixture of formed and milled brass parts, machine engravings, turnings and stampings. The boom is assembled. Small detail parts are brass castings; sheaves are brass turnings.

The 250T kit has brass Buckeye, six wheel trucks, and is available with both sprung (LOCO WORKS or PRECISION) and equalized (KEMTRON) kits. The 150T kit has our sprung, diecast Andrews trucks.

We are accepting \$50 reservations on these kits, at the prices listed below. There will be a price increase when we make up the kits.

250T Crane kit, less trucks	\$114.50
250T Crane kit, with Kemtron trucks	\$138.50
250T Crane kit, with sprung trucks	\$159.50
150T Cranes kit, with sprung Andrews trucks	\$123.50

PASSENGER TRUCK KITS - O GAUGE

These truck kits were designed for the postwar streamlined passenger cars. Kits consist of soft metal castings with brass insert bearings. Wheelsets are nickelplated steel. Trucks are sprung. These four wheel trucks are suitable for the Vane Jones' kits.

Kit #P-1, single insulated	\$14.75/pr
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MILWAUKEE HORIZONTAL RIB BOX CARS

These cars have etched brass sides, and stamped brass ends, doors, and roofs. They are somewhat different from your standard AAR box car, with their distinctive horizontal ribs, and considerable height. Correct transfer lettering is provided with each kit.

#248 40' MILW single door box, kit, 1/t	\$39.95
#249 50' MILW double door box, kit, 1/t	\$45.95

Item #248A Built-up 40' box car, with LW all-metal trucks \$92.50

LOCOMOTIVE WORKSHOP

RFD 3, BOX 211-B-1

ENGLISHTOWN, NEW JERSEY 07726

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**PITTMAN MOTORS**

We now have on hand five different Pittman can motors, of various sizes, shapes and shaft dimensions (see photo, page six.)

The 9514 motor is a large unit (about .11 hp) with a 5/32 shaft, and 7500 RPM. The 9512 is similar, with about 0.07hp. The 8514 motor is also about 0.07hp, but with a diameter of 1.21 inches (9514 series are about 1.5".) All are good USH replacements

Pittman 9514, single shaft	\$34.50
Pittman 9514, double shaft	\$37.50
Pittman 9512, single shaft	\$31.50
Pittman 9512, double shaft	\$34.50
Pittman 8514, double shaft, ball bearings, (for USH diesels)	\$34.50
Small Holland can motor (not Pittman)	\$ 7.50

**VALVE GEAR KITS**

Standard valve gear packages are in stock, with a couple of extra pieces in each set to allow some flexibility in applications.

Our problem is that there are many different configuration of steam locomotives, and while it is certainly quite possible to come up with the specific combinations for each of these configurations, the stocking headache would be monumental. We have elected to make up a basic kit for valve gear, and then throw in several extra pieces to provide flexibility.

This adds about 10% to the kit cost, but to attempt the custom approach would result in a doubling of the cost - provided we could stock the pieces. The six or eight extra stampings seem to be the best solution.

Kit consists of six different sizes of stamped valve gear motion, with cast Walschaerts links, eccentric cranks and required rivets.

Standard Walschaerts Valve Gear Kit	\$19.50
-------------------------------------	---------

**FAIRBANKS-MORSE B-A1A C-LINER**

In stock again, this provides a conversion kit to replace the anemic AHM motor and rear power truck on the plastic C-Liner with a standard robust unit. A sprung cast truck is provided, with nickel-plated wheelsets, can motor and sprocket drive.

The prototypes were used on the Long Island, and the New Haven, and unusual in having a two axle truck at one end and a three axle truck at the rear - just like the FL9's, except several years earlier.

A \$3.00 credit will be given for each AHM diesel truck traded in on the kit.

Conversion kit, with can motor, and with three powered axles	\$65.00
Power truck, with can motor, for front truck (standard kit)	\$35.00

**O GAUGE FREIGHT TRUCKS**

We have a variety of freight truck kits available for use with our car kits.

Currently available are 70T roller bearing, 100T roller bearing, 70T Andrews, 70T Bettendorf and 5'0" archbar.

Kit, with nickelplated wheels	\$9.95pr
Kit, with blackened steel wheels	\$8.25pr
Kit, with Lionel wheels	\$7.00pr

## STEAM IN THE WORKS

### UNION PACIFIC EARLY CHALLENGERS

The mechanisms have been shipped; and no further reservations are open. There are rumors that some more drivers are on their way to us, but we are not currently inclined to build any additional locomotives.

A fair number of the casting patterns are at the various foundries, and the screw machine outfit has promised to deliver the rivet punches "one of these days."

Locomotive boiler/superstructure and tender superstructure will be built up, ready for detailing by the modeller. Brass will be used throughout, except in necessary parts of the motors and drive, and in the steam chests.

### MILWAUKEE STREAMLINED F7 HUDSON

As with the Challengers, things are moving ahead. These locomotive kits are designed to complement the Walthers' "Hiawatha" series cars.

Drivers are in house for about half of the run, and hopefully the rest of the stuff will be showing up on schedule.

The kits are being pushed along at a rate consistent with our basic capacity of one steam locomotive kit per year. Basic locomotive and tender superstructures are assembled, ready for detailing by the modeller. As much as possible is in brass - cast, etched, formed and otherwise treated to conform to the shape and appearance of the prototype.

We are accepting \$50 reservations towards a final price in the neighborhood of \$775. This kit is retail only. The number of kits will be limited to a maximum of fifty.

### PENNSYLVANIA T-1 4-4-4-4 KIT

This kit will be similar in design to the 4-6-6-4 and F7 described above; it is projected for 1982 delivery.

We intend to follow, as a prototype, the original Baldwin engines, sharp prow, portholes and all.

We are accepting \$50 reservations on these kits.

### PENNSYLVANIA LONG DISTANCE TENDERS

Three of these kits remain in stock. While these were built with our Q-2 production, the prototypes were used behind the J-1's, I-1's and M-1's as well.

The basic brass tender body is assembled. The modeller will have to assemble the sprung brass eight wheel trucks, add the brakeman's cabin and other details. A variety of brass lost wax castings are including, most made especially for this kit.

PRR Long Distance tender kit \$150.00  
(PRICE REDUCED)

### PENNSYLVANIA G5s 4-6-0 KIT

This kit will differ from our previous steam production, in that the boiler and tender will be large soft metal castings; the cab will be basically etched brass. Most other details will be brass, as will the main frame.

For us, the biggest headache in the steam kits has been the assembly of the boilers. The job itself is not overly difficult, but it is very timeconsuming, and is thereby expensive and difficult to schedule without knocking everything else out of kilter. The materials we use are easily soldered, and when the locomotive is painted, who can tell the difference? (For the sticklers, we can arrange to have your completed boiler brass plated, after you've finished assembly.)

Projected price is in the \$275 range depending on quantity produced. We are accepting \$50 reservations on the G5s and E6s kits. The S gauge version will be similar in design.

LOCOMOTIVE WORKSHOP  
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## PIONEER ZEPHYR

We're getting there. Etchings turned out to have some problems, and we have had to modify them to get what we want. Then there's been the general problem that everything has been in the shop except me... The few pieces we've made up look good, and we'll try to get this animal on the (rail)road as soon as possible.

The Zephyr kits will consist of etched and formed brass bodies, with the end castings soldered in place and the whole shebang nickel-plated to simulate stainless steel

Our standardized power truck will be supplied for the scale versions; hi-rail versions will have a Lionel truck, if we can get a proper supply, otherwise, we will use our truck with hi-rail wheels. Wheels from our shop will be nickel-plated.

The basic kit will consist of the three car train (cars 9900A, B & C.) An option will be the addition of car #500, added in June 1938. The kit for #500 will not be available separately.

Because of the differences in nose contour, the Flying Yankee, and Twin Zephyrs will not be available at this time.

Three car Pioneer Zephyr kit	\$300.00
Four car Pioneer Zephyr kit	\$390.00
Built-up three car train, rtr	\$950.00

In all cases, please specify scale or hi-rail.

## LITTLE JOE ELECTRICS 2-D-D-2

Brass bodies in fabrication on these. Kits will have basic body fabricated, ready for assembly of details, and assembly of power units.

Our kit will have a brass superstructure, with some etched brass and cast brass parts. Engine bed will be our usual practice of soft metal castings, suitably reinforced, with sprung journals. Pantographs will be supplied. Power will be provided by a vertical motor in each truck.

These are not small beasts.

Little Joe electric, 2-D-D-2, unpowered kit	\$310.00
Little Joe electric, 2-D-D-2, eight axles powered, kit	\$405.00

These units saw service on the Milwaukee, and one or two are still running on the South Shore.

## ALCO DL-109 PreWar PASSENGER DIESEL

These are the Otto Kuhler styled units built by Alco to compete with the EMD E6 passenger units. Most units were owned by the New Haven, but the rest ranged over much of the country, ending up on such diverse roads as the Sante Fe, Southern, Rock Island, CNW and, I think, GM&O.

This is a very limited run, with the sets of epoxy castings being delivered as they arrive here.

Alco DL109 A unit kit, less trucks	\$149.75
Alco DL110 B unit kit, less trucks	\$149.75
Trucks, one powered, one not	\$ 72.00

## GENERAL ELECTRIC U50 B-B-B-B

We just shipped one of these to the Union Pacific, by the way, for their display collection.

This basic kit consists of a series of soft metal castings, four of which make up the basic body, plus small details and truck sideframes. Like many of the other pieces we make, this is a large locomotive, all of 21 inches long and over four inches tall.

Oh yes, the kit weight is around seven pounds.....

U50B superstructure kit	\$149.50
Special two truck power unit (one end)	\$ 57.50

## ELECTROMOTIVE ROAD SWITCHERS

The etchings are in house for a new issue of this series of kits. We have made a number of revisions to the kits, and to the kit lineup.

The EMD roadswitcher has long been a fixture on American and Canadian railroads, and is also quite popular with modellers. It is popular with manufacturers as well, basically because of EMD's habit of rarely changing details.

Revisions to the current crop include a new floor etching, revised fan shrouds and intakes, hand-rail stanchions and one of the truck types. Kits will accept power from LOCO WORKS, All-Nation, Kemtron, Central and ATLAS.

A new addition to the lineup is the distinctive GP30, with the streamstyled hood and multitudinous curves. EMD stooped building it once they figured out what they cost. To keep the modeller sane, the shroud, including the top of the ca roof, will be a single casting.

The following prices are for the basic locomotives. Dynamic brake fittings will be available, optional, at additional cost, just like the prototype-

GP 30	2250hp	B-B	\$165.00	GP
GP 35	2500hp	B-B	\$149.75	
GP 38	2000hp	B-B	\$155.00	
GP 39	2250hp	B-B	\$157.50	
GP 40	3000hp	B-B	\$157.50	
GP 40P	3000hp	B-B (CNJ)	\$175.00	
SD 35	2500hp	C-C	\$149.75	
SD 38	2000hp	C-C	\$157.50	
SD 39	2250hp	C-C	\$159.50	
SD 40	3000hp	C-C	\$159.50	SD
SD 45	3600hp	C-C (angled rad)	\$175.00	
SDP40	3000hp	C-C	\$175.00	
SDP45	3600hp	C-C (angled rad)	\$195.00	

## ALCO SWITCHERS AND ROAD-SWITCHERS

The rest of the etchings are due on these shortly. Due to a misunderstanding between the engravers and ourselves, we received only the superstructure, but not the frame and underbody gear.

Kits consist of an etched brass superstructure and floor plate, formed as needed, with brass and soft metal detail parts. Truck castings are included. The RS-1 will accept an Atlas F9 mechanism, so we'll toss these in at a bargain price if desired (retail only.)

ALCO RS-1 1000hp Road-switcher kit, unpow.	\$99.50
above, with Atlas mechanism	\$109.50
ALCO S-1, 600hp switcher kit, unpowered	\$99.50
S-2, 1000hp switcher kit	\$99.50
S-3, 600hp switcher kit	\$94.50
S-4, 1000hp switcher kit, unpowered	\$94.50

Note: S-1 and S-2 have Blunt trucks, others AAR type A or B.

## BALDWIN PASSENGER SHARKS

Long, long passenger units, these locomotives ran out their last miles on the New York & Long Branch, only a few miles from here.

The locomotive bodies are to be built up of double-etched brass pieces, suitably formed, with a Britannia Metal nose. Small details are brass; soft metal castings for sprung trucks are included; truck journals have brass bearings inserted.

BP20 Passenger Shark, A unit kit	\$159.50
BP20 Passenger Shark, B unit kit	\$147.50
Power unit, one truck	\$ 42.00

## BALDWIN/CNJ DOUBLE-ENDERS

Predessors of the above units, at least in the design stage, these were evolved to hopefully solve an operating problem on the New York & Long Branch, having cabs at both ends, and thereby unique in American diesel practice.

These kits have formed, etched brass bodies, with Britannia Metal noses, and brass details. Truck castings for sprung trucks are included.

CNJ Double-ender kit	\$149.75
Power truck assembly (one truck)	\$ 42.00

Page Five:

## EMD PASSENGER DIESELS E6, E7, E8 & E9

Seems as a couple of other companies are saying they'll be coming out with O gauge models of these locos. Gee, we've only been building and stocking these kits for 12 years now.

Car bodies are a single piece of formed, double-etched brass, with Britannia Metal nose. Small details are brass. Soft metal castings and brass parts are included for sprung trucks; truck journals have brass bushings inserted.

While these kits are listed together, each contains unique parts, particularly the body etchings and nose castings. Trucks are modified where needed.

EMD E6A (slopenose) passenger unit kit	\$169.50
E6B, kit	\$144.95
EMD E7A passenger unit kit	\$159.50
E7B, kit	\$144.95
EMD E8A passenger unit kit	\$149.50
E8B, kit	\$129.50
EMD E9A passenger unit kit	\$149.50
E9B, kit	\$129.50
Power truck assembly (one truck)	\$ 40.00

## FAIRBANKS-MORSE/GE "ERIE BUILTS"

We are putting another ten of these into stock, and that will be the end of them for a while.

These are the early "battleship" units designed and built just after World War II, and built by GE at Erie for Fairbanks.

Basic body is formed brass, with a smooth Britannia Metal nose. Details are brass. Two different truck types are available, one being the truck unique to these units, what we choose to call the "odd ball" or Phase IV type. The other truck is similar to the Baldwin and Alco passenger truck of the same era, and is termed Phase V by RMC and Extra 2200 South. **Massive Units.**

"Erie Built" A Unit, conventional trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
"Erie Built" A Unit, oddball trucks	\$146.95
"Erie Built" B Unit, same	\$134.95
Power truck assembly (one truck)	\$ 42.00

## GENERAL ELECTRIC U25B

Patterns at the foundry now for this upgrading of the Penn-Erie U25B models. Unlike the original aluminum castings, radiator grid will be opened out and castings will be supplied for the dynamic braking grids. The kit is arranged to receive a modified Atlas mechanism, as powering should be relatively inexpensive (see Page 8.)

Superstructure is basically a series of Britannia Metal castings, which may be soldered together. Small details are generally brass. Truck sideframes are included with the kit.

GE U25B low nose kit	\$109.50
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## FAIRBANKS-MORSE TRAINMASTER

This kit will follow our standard practice of an etched brass superstructure, with major parts sheared out and formed, and brass and soft metal details added. Truck castings are provided for sprung trucks, with brass bearings inserted in truck journals.

Kits follow the later bodies applied by Fairbanks-Morse to the 2400 and 1600hp C-C, and 1600 B-B locomotives. Somewhat over 200 locomotives were built to these designs; their distribution was pretty widespread, from Canada through the States into Mexico.

F-M "Trainmaster" superstructure kit 2400hp C-C	\$165.00
F-M "Baby Trainmaster" kit 1600hp C-C	\$165.00
F-M Roadswitcher, trucks not sprung 1600hp B-B	\$148.00
same, less trucks	\$140.00
Power unit C-C's (one truck)	\$ 40.00

LOCOMOTIVE WORKSHOP  
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ENGLISHTOWN, NJ 07726

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As for the Ladies Program at OCON-HBG-81, Friday, August 28 will be spent touring the numerous craft shops and antique shops in the area. Saturday, August 29 will be "outlet shopping" either in Reading or York, both which have numerous factory outlets for everything from clothing to china.

We're trying something new this year. An auction will be held after the banquet. So bring stuff you want to get rid of. We suggest that you keep it to lower cost items (no \$500 brass engines), so that no one is disappointed in either not selling a piece or in getting too low a price.

So - reserve August 28, 29 and 30 and come to OCON-HBG-81. Price is same as last year - \$10.00 registration (wife and kiddies under 12 free); banquet \$10 each.) Registration beginning at 9:00 AM Friday the 28th. For more information call (after 6PM) or write (SAE please):

George Eschbach  
1225 Bridge Street  
New Cumberland, PA 17070  
(717) 774-6068

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### NORTH JERSEY SHOW

The Model Engineers Railroad Club of North Jersey has announced its show schedule for later this year. The Model Railroad is "O" Scale, two rail. The location is 569 High Mountain Road, North Haledon, NJ 07508. Admission is \$0.50 for children and \$1.00 for adults. The show schedule is as follows:

November,	Friday 27	7 - 10PM
	Saturday 28	2 - 5 PM
	Sunday 29	2 - 6 PM
December	Friday 4	7 - 10PM
	Saturday 5	2 - 5PM
	Sunday 6	2 - 6PM
December	Friday 11	7 - 10PM
	Saturday 12	2 - 5PM
	Sunday 13	2 - 6PM

For further information, call Fred Groslinger at (201) 835-3883.

The following has been received for the Harrisburg Meet:

OCON-HBG-81  
August 28, 29, 30, 1981

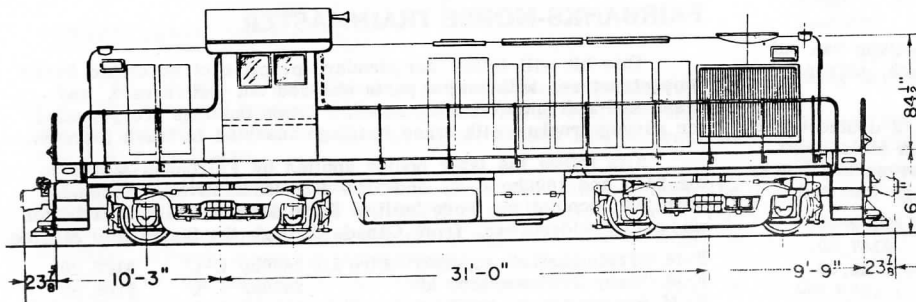
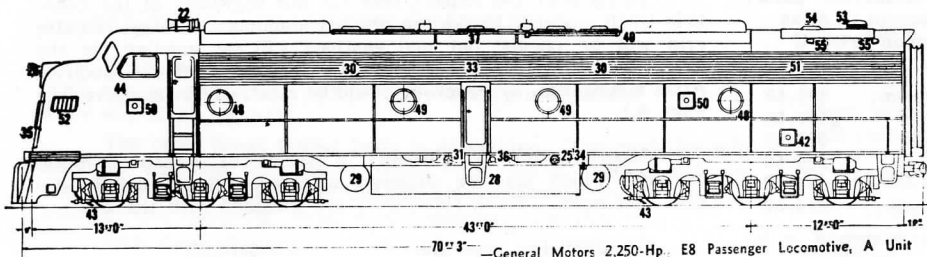
OCON-HBG-81 equals a place to see new products, a place to learn, a place to exhibit, a place to trade, a place to visit layouts and a place to renew acquaintances. And that's what O Conference Harrisburg 1981 is all about!

This year we'll have several unique clinics. How about information on Swiss Cog Railways - OCON-HBG-81 has it. Or (for you narrow gaugers) information on Eastern Logging Operations - Ben Kline, author and historian, will be at OCON-HBG-81. Care to learn more about working with brass - "Blacksmith" Lorenzen (Ed. Note: It's really not a "black" art!) will discuss working with and joining brass. And for you Quality Craft and Ambroid kit builders, Bob Weaver of Quality Craft/Weaver Hopper fame will hold a question and answer session.

Layout tours will again feature local layouts. Chic Siebert's traction layout has a new division. More buildings and scenery have been added to George Eschbach's Bald Eagle and Northern. Box Keyser's layout will be open this year, and a special treat, the Reading Club featuring O and Live Steam will be open Sunday afternoon for those of you driving East on the way home. And of course, Ken Woormer and Don Godshall will also have their layouts open again.

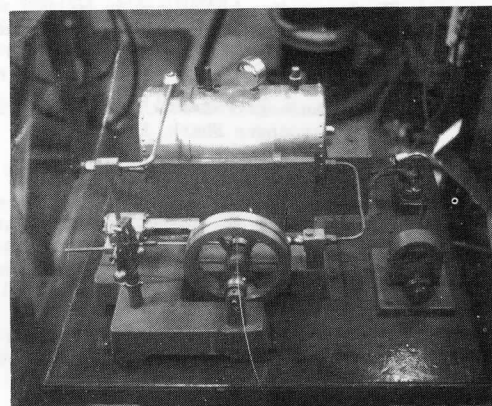
The trading pits should again do a lively business. In fact, we'll have twice as much space for trading this year.

Operating layouts this year will include the Harrisburg Modules enlarged and augmented (hopefully) by modules from Pittsburgh. Phil Thomson's ON<sub>3</sub> Modules should again be on display.



### OWN YOUR OWN STEAM POWER PLANT!

To the right is a photograph of a steam power plant we have available. Includes an electrically fired boiler, reciprocating steam engine with governor and feed pump, driving an electric generator, which in turn lights a miniature light. Ideal to supplement your stable of electrically powered steam locomotives, or provide your wife with a party conversation piece.





## CONDITIONS OF SALES

NOTICE: With the recent increase in postal rates, we have been forced to change a few of our terms; please read below.

1] Most items are shipped prepaid, with the exception of shipments to US postal box numbers, Canadian and other foreign addresses. For US domestic, APO/FPO and Canadian shipments requiring use of the United States Postal Service, rather than United Parcel Service, please add \$2.00 to cover additional shipping, handling and insurance costs. For other foreign shipments, please add \$12.50 per locomotive kit, and \$7.50 per car kit.

2] On ALL orders under \$15.00, please add \$3.00.

3] Reservations are accepted on a "down payment" basis only. We cannot hold something on a verbal basis, as the amount of stock and the number of pieces is limited in each case. We do try very hard to offer personal service, but unless everything is neatly recorded, things do get lost.

4] New Jersey residents must add 5% sales tax.

5] For C.O.D. Shipments, a charge of \$3.50 will be added.

6] Should an item prove to be unsatisfactory to you, it may be returned for a full refund, provided permission to return is obtained for us in advance.

## LETTERS

First of all, we welcome letters. We have taken a couple of steps to expedite the answering of letters, including adding some new equipment to facilitate answers.

I make a real effort to answer all mail within a week, but sometimes, it becomes very difficult. In order to help expedite replies, we ask that you divide your letter sheet into right and left halves, and write only on the left half. This way, we can answer your questions right on the right-hand side. This will often be a lot quicker than waiting until there's time to prepare a formal reply.

## POWER TRUCKS

These are our new design, with the truck swivel axis and the motor axis coincident, so that swivelling the truck results in minimum disturbance of the position of the motors. Each powered truck has an individual motor.

In order to eliminate the gearbox, which has proven the biggest source of headaches in the previous truck designs, the driven axle gear is now hobbled on the axle, ensuring that the gear is concentric with the axle. This will produce the odd result that an apparently wobbly gear will run very smoothly. Actually, with cutting the gear on the axle, we believe we are getting "run-outs" of on the order of 0.0003 inches, instead of the 0.002 to 0.003 inches we had to struggle to achieve earlier.

33", 36" and 40" wheels: 2 axle - \$37.95  
3 axle - \$45.95  
4 axle - \$55.95

30" and 48" wheels 2 axle - \$42.95  
3 axle - \$52.95  
4 axle - \$64.95

less motor, deduct \$6.00.

## WHEELSETS

Wheelsets to match the above power trucks are now in stock. All are steel, with both wheels and axles nickelplated.

30" \$4.00/axle  
33", 36" & 40" \$3.50/axle  
48" \$5.25/axle

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726 201-536-6873

## COVERED HOPPER KITS (PS-2)

This batch of kits is based on the later PS-2 standard covered hoppers (conventional arrangement) built by Pullman Standard.

Kits consist of cut and formed brass parts, with brass plated hatches. Hoppers are one piece brass stampings. Underframe uses our standard coupler pocket/bolster casting, which vastly simplifies this aspect of kit building.

#223 Twin covered hopper	\$26.50
#224 Triple covered hopper kit	\$32.50
#225 Quad covered hopper kit	\$38.95
#227 Triple covered hopper kit, with long centerline hatches	\$34.95

## POSTWAR COVERED HOPPERS

This will be our next group of new car kits, covering the late forties type of car, with rectangular hatches, some rivetted construction, and the distinctive cut-out in the sides, between the two internal hoppers. In later designs, this notch was eliminated.

The kits will cover a variety of detail changes, including the arrangement of the side ribs, and the location and number of roof hatches. Since these are early design cars, only the twin hopper cars will be offered.

Projected price of the kits is \$27.95; projected price of the builtup cars is \$92.50. Quantities of the builtup cars will be no more than fifty of a given type.

## OLDER TANK CAR KITS

These again, are brass car kits. We have modified the design to use a piece of brass tubing for the tanks of all but car #236, which continues to use a rolled brass tank. The use of tubing should simplify car construction considerably, inasmuch as all holes, for domes and handrail posts, have been predrilled. It is also a fairly rigid structure.

These kits are for the "traditional" cars built between about 1910 and 1950; they are not extremely simple cars, but should add variety to your collection.

Cars are 8000 gallon nominal capacity.

#231 Single dome tank car kit	\$28.50
#232 Twin dome tank car kit	\$32.95
#233 Triple dome tank car kit	\$31.75
#236 Six dome wine tank car kit	\$41.50

(Note: all tanks have rivets, except #236.)

## OPEN COAL HOPPERS

These kits consist of a series of brass stampings and pressings, and follow the basic design of the USRA-ARA/AAR 55ton twin hopper, with straight ribbed sides. Our standard underframe end/coupler pocket castings, and hopper castings are provided.

This kit was deliberately designed with a simplified construction to encourage the beginner in brass. With a moderate amount of skill, they can be assembled in three to six hours, excluding painting.

#212 Twin open hopper kit	\$22.95
#213 Triple open hopper kit	\$28.95
#214 Quadruple open hopper kit	\$34.50

## BRASS GONDOLAS (O GAUGE)

These are brass body kits for the typical general service gondola. All pieces are brass, with the minor exceptions of the AB gear. Sides have separate side stakes, and a scribed brass floor is included.

#241 40' High side gondola kit	\$27.50
#242 40' Low side gondola kit	\$26.50
#243 50' High side gondola kit	\$32.50

**ODDS AND ENDS**

Please note that all odds and ends are retail only.

ATLAS F9 diesels	mechanisms	\$14.00ea
	bodies	\$13.00ea
	complete	\$22.00ea
Truck castings for General Electric E60/U33C, useful for converting Williams E60 closer to prototype.		\$16.50set
Original AUCL HiRail trucks, assembled, sprung, diecast, Dahlman only		\$5.65/pr.
SAGINAW tender castings for PRR G5s;		
build up into nice tender		\$37.50/set
KTM U-100 steam loco gear box, w/brass driver gear,		
new		\$19.50
KTM U-101 steam loco gear box, w/brass driver gear,		
new		\$19.50
LOCO WORKS PRR Q-1, J-1 long distance tender kit, brass, assembled body, brass trucks		\$150.00
BOOKS: all are new, with plastic dust cover, unless otherwise noted.		
"The Overland Limited," Beebe (plain)		\$7.00
"Steam in the Sixties," Ziel & Foster		\$10.00
"Farewell to Steam," Plowden		\$7.50.

Baldwin Passenger Shark kits, from our second production run, including truck castings:

Single A unit, unpowered	\$ 97.00
Pair, A & B units, from same run	\$180.00

RHEOSTATS: Famous Bob Peare lever action, direct reversing rheostats, designed for both O and S motors (not HO!) A-10 for O gauge, A-20 for S gauge:

Rheostats, both scales	each, \$13.50
	2 for \$24.00

(above rheostats available to dealers)

LOCO WORKS E7A, painted PRR, unpowered. Trucks are not sprung. \$175.00

Adams ATSF Mike boiler, brass \$75.00

#251 Union Carbide/Linde liquid Oxygen car kits, three on hand \$28.50

Wheelsets: we have a reasonable supply of blackened steel 33" wheelsets, available only in batches of 10:  
10 for \$25.00

Thomas 0-4-0, appears original and complete, \$85.00

International 4-6-2, with tender. Modified to resemble Reading Pacific, less motor \$75.00

Six coupled mechanism, with valve gear and steam chest, no motor, smooth. Needs frame extensions, suitable for 4-6-2 or 4-6-4

\$40.00

**THE NEWSLETTER**

The Newsletter is published about every two months, for the information and amusement of our fellow hobbyists. It is the only catalog we issue, as almost everything we make is short run production. Since most magazine advertisements require 90 day lead times, this is the only simple way to keep you informed about what we are up to. If it is not listed in the current Newsletter, we generally don't have it, nor have it planned for the immediate future.

The Newsletter is \$4.00/year to addresses in the United States and Canada, via First Class Mail; other foreign deliveries are \$7.50/year.

Each address label has a date code, which enables us to determine when subscriptions run out. "FO" date codes mean this is the last issue; "GO" means you're due for renewal.

I'm writing this between the O National and the NASG Conventions, so what better topic to discuss than that of running a meet?

I should note one thing at the start: there are as many ways of running a meet as there are people in the hobby. I started to write, "attending the meets," but I realised there are people who actively boycott meets they don't think they're going to like.

So, first thing to do is to look at the people you have available to work on your meet, and decide what kind of meet will appeal to them. No point in organising a party if you aren't going to enjoy it. Some people are strong on layout visits; others want lots of clinics; some want room for flea markets (or auctions.) The "fan trip" attracts many. 'Course, there's always the banquet, the contests, the bull sessions and the empty soda machines. In order to forestall rebellion on the home front, there must be a LADIES' PROGRAM.

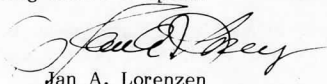
"Fine," you say, we did all that and nobody came. Preparation before a meet is often more important than running the meet itself. Publicity must be preplanned and available. The magazines are generally very willing to augment your publicity efforts if you provide them with proper information (writeup and photos) far enough in advance - six months is a bare minimum. Most conventions have a publicity flyer, but that flyer can not possibly answer all questions which might come up; have a reliable means of answering mail and phone questions. If you can, slant your publicity to attract the different specialist groups within the hobby.

In arranging your schedule, don't set up things so that many popular features are in conflicting time slots; if necessary repeat really popular items. Things won't be as crowded, and you won't end up irritating as many people. An example of this was the Manufacturers' Exhibit was handled at the National NMRA shows for a number of years; the hours were such that not only could the exhibitors not have any rest during the days of the show, they couldn't attend many of the other scheduled events. Things finally came to a head at Dearborn, where many of the exhibitors finally said they would no longer participate if they would continue to be treated in that fashion (PS: I gave up about three years earlier, for the same reasons.)

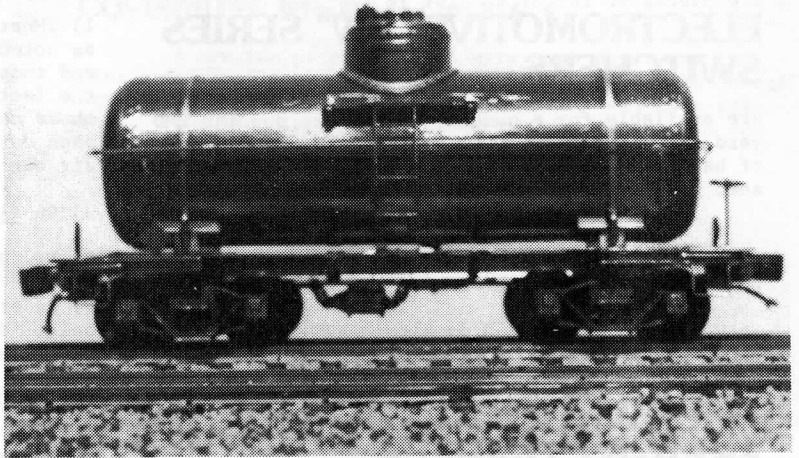
If you can, have a gimmick that people will remember. I guess Ladies' Mud Wrestling would be a good one, but care must be taken not to irritate people.

Provisions must be made for exceptions. Peoples' needs differ, and if you can response to those differing needs, memories of your show will be a lot fonder. A kiddie banquet will relieve the parents of some anxiety (although you may have to arrange for special care of a waitress or two later.) Souvenir badges appear to attract a lot attention (we're bringing 'em back next year.) Some conventions have tried a "mystery trip," something I haven't seen recently. Sometimes, provisions have to be made for meetings of special groups - there is usually a Manufacturers Meeting at the NASG convention. Since the modular layout appears to be gaining in popularity, space should be set aside for that, and publicity provided. A topic involving considerable discussion is whether the public should be invited (THAT'S a hot topic, and I suggest you make your own decision.) Sometimes a NAME can be invited to give the banquet talk, and make sure it's a talk, not a speech. Movies are often a favorite, but I also remember the boat trip on the Ohio River where they were showing railroad films in the main cabin throughout the voyage. Contests take all shapes and forms, although I think we in O and S have special problems and should apply our own rules. Contests can include both model and photographic exhibits, as well as a "show and tell" for the ladies.

This only covers a few of the ideas and problems, but bear in mind that a show can founder for many reasons, most of which should be looked at long before it opens.

  
Jan A. Lorenzen

**LOCOMOTIVE WORKSHOP**  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726  
201 - 536 - 6873



## ITEMS IN THE WORKS

Before I forget, we did not discontinue the O gauge EMD switchers, Baldwin freight sharks or the EMD FT diesels in the last Newsletter; we simply forgot to list them.

**Fairbanks-Morse Trainmaster:** The etching master is still in the process of being prepared. For a small group of locomotives, there certainly are quite a few radically different versions.

Complicating the situation is my decision to try and generate the Baby Trainmasters at the same time. We should be ready to move into the metal cutting stage by the end of the summer. Accepting \$50 reservations on these engines.

**Alco CENTURY series:** Reservations are slowly coming on this series of engines. Problem is not as difficult as with the FM's or Baldwins, but there are a number of annoying variations between types. We started by accepting \$25 reservations on the C424, C425, C430, C628, C630; we think we have a way to make up the C420. A specific reservation may be put against one or more types, but please place one reservation for each kit you wish to reserve.

**Alco DL109:** We are still negotiating with a builder of these bodies in epoxy. I have one for myself in the shop and we will be trying hard to obtain more. Price will be in the \$120 range.

**Milwaukee "Little Joe" Electric (also CSS&SB)**  
As we noted in the last Newsletter, a little schedule slippage here, as we have been trying to get caught up in other areas. This will follow the Baldwin Centipede in design; the kit will include power. Accepting \$50 reservations.

**New Haven 0350 Electrics:** We have determined that we can again move ahead on these precursors to the G61. Again accepting \$50 reservations on powered versions of this kit.

**EMD Roadswitchers:** We will run a new batch of these modern diesels about the beginning of the year, with some new pieces. These will not be the current EMD units, but the original 645 engined versions: GP40, GP38, SD40, SD45, SD38, SDP45, SDP40, etc. Kits will be our standard etched brass with brass details. Very large castings will be soft metal. We are accepting \$25 reservations on specific kits.

**Wheelsets:** Wheels are in house and being fabricated into wheelsets. We are discontinuing the blackened wheels, and moving entirely over into nickel plated. To avoid in-house confusion, single insulated sets will have nickel-plated axles, and double insulated wheelsets will have blackened axles. We think this is a simple way to correct an inventory imbalance.

## STEAM IN THE WORKS

I had forgotten how complicated building a model steam locomotive can get, and it is taking a little longer on the Q-2's than I had hoped - but they are being completed and have been leaving the shop.

**Union Pacific Early Challengers:** We have started preliminary metal cutting on these kits. The number is strictly limited by the number of drivers on hand, and will be about fifteen. One reservation slot is left, and we will take two "second buy" options. The "second buy" is used if there is a cancellation, and involves a deposit of \$25, refundable. The sole remaining reservation is \$100.

Locomotives will be almost entirely brass, in kit form.

**Pennsylvania E6 4-4-2 Mechanisms:** These are being prepared to convert CLW H10s 2-8-0 kits to the famous Atlantic. Kit includes frame, motor, drive, drivers, valve gear, trucks, pilot, steam chest & misc. parts. Cutting metal on these.

**New Projects:** We have a trio proposed for the future. The Milwaukee streamlined F7 Hudson, the Pennsylvania T-1 4-4-4-4, and the Boston & Albany Berkshire. The setup is simple; the order in which we will build the kits will depend on the number of reservations received for each.

Like the Pennsy Q-2's these kits will have built-up superstructures, modeller to complete detailing. Kits will be complete locomotives, excluding couplers, paint, etc.

We are accepting \$50 reservations on these beautities-to-be. Price on all kits will be in the range of \$650 (in 1978 dollars). As of this writing, the F7 is indisputedly in the lead, with the T-1 following.

**PIONEER ZEPHYR:** This, of course, is not a locomotive but a train. We are still niggling away at the engineering on this built-up unit. At present, the design is for plated brass built-up bodies, to simulate stainless steel. This means a price in the \$1000 range. I am inclining to a Britannia Metal casting for the engine casing and nose, as we can get no assurances on either delivery or quality on a brass casting of this size. Meanwhile, we are not accepting reservations as yet, but send a post card if you're interested.

**SPECIAL NOTE:** We expect to have a small automatic screw machine working shortly, suitable for parts such as pulley sheaves, third rail supports, axles, pantograph insulators, etc. We would be interested in inquiries on short pieces suitable for this machine.

Fortunately, we have this page available to list all the pieces we forgot to list in the last Newsletter.

## ELECTROMOTIVE "SW" SERIES SWITCHERS

Single etched brass superstructure kits are available for a number of the more popular EMD yard switchers. They follow our standard construction of basically brass superstructure, with brass and soft metal details.

Truck castings are included, with brass insert bearings for extended life. Cow-and-calf units are also available.

SW-1, 600hp body kit	\$85.00
SW-1200 1200 hp	\$85.00
TR 6 1600hp cow-and-calf	\$175.00

## BALDWIN SHARKNOSE FREIGHT DIESELS

These are the familiar Sharknose diesels, as operated by the NYC, Pennsylvania, D&H, B&O and others. Kits have double-etched brass bodies, with Britannia metal cast noses. Trucks are sprung; details are brass.

BLW RF-16 Sharks (NYC, D&H, MOC, PRR, B&O)	
A unit kit	\$89.50
B unit kit	\$74.50
BLW DR-4-4-1500 Sharks (B&O, PRR, EJ&E)	
A unit kit	\$88.50
B unit kit	\$73.50

These are superstructure kits.

## EMD FT FREIGHT DIESEL

These kits will be run in the Fall, everything being now ready for them.

Body is our standard double-etched brass, with Britannia metal nose. Windshield is already cut out. Details are brass. Trucks are not normally supplied, as they are readily available from Kemtron, All-Nation, Atlas and Central.

Basic FT-A kit, less trucks	\$96.50
Basic FT-B kit, less trucks	\$81.95
Basic FT-SB kit, less trucks	\$86.95
add, for dynamic brakes	\$ 7.50
Atlas F9 mechanism	\$12.50

## FAIRBANKS-MORSE B-A1A C-LINER

The bugs are slowly getting out of the system, and we will be shipping these kits shortly.

These are conversion kits for the AHM C-Liner, substituting a powered three-axle rear truck for the existing anemic power unit. A robust Pittman motor is used. The prototypes were used by the Long Island, Canadian National, New Haven and possibly the Milwaukee. We will, incidently, give a \$3.00 tradein credit on old trucks, by the way

Conversion kit, C Liner, with Pittman 8212 motor, and with 3 powered axles	\$52.50
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## BRASS GONDOLAS - O GAUGE

These kits are almost all brass, with the exception of the AB gear. Sides have separate side stakes; a scribed brass floor is provided.

#241	40' High side gondola kit	\$22.95
#242	40' Low side gondola kit	\$21.95
#243	52' Mill gondola kit	\$26.95

New brass ends (dreadnought) are in this batch.

## CONDITIONS OF SALES

- 1) Most items are shipped postpaid, with exceptions as noted. Please add \$1.50 for Canadian shipments and those to postal box numbers - this is to cover the fact that we can not use United Parcel Service in those cases.. For overseas shipment, add \$2.50 for each car kit, and \$8.50 for each locomotive kit for air parcel post.
- 2) On all orders under \$10.00, add \$2.00
- 3) New Jersey residents must add 5% sales tax.
- 4) Reservations are accepted on a down payment basis only. We can not "hold something" on a verbal basis as the amount of stock and number of pieces is limited
- 5) For COD shipments, a \$2.00 charge will be added.

## LETTERS

In order to expedite replies to mail, I would appreciate it if you would divide the sheet in half vertically, and write only in the half on the left. This way, I can dash off a reply in the right half and get it out quickly, instead of waiting until there is time for a formal reply.

On all letters, please print your name and address. Some people persist in scribbling a signature only, and then leaving for us to figure out from the whom has come, and where the material should go. It is becoming a serious problem.

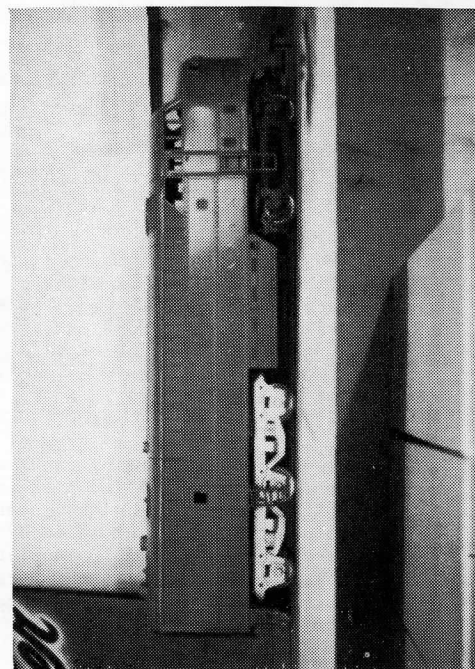
## PITTMAN MOTORS

We have good supplies of two sizes of the excellent Pittman can motors. #9514 is suitable as a direct replacement for the USHobbies motors, having about the same shaft size and about the same RPM. They are considerably stronger, though.

Pittman #9514, single shaft	\$26.50
double shaft	\$29.50
Pittman #8212, double shaft	\$ 6.00

## POWER TRUCKS

We're getting close, and should have these in stock for the next Newsletter



We got the camera fixed - shot of C-Line locomotive with A1A rear truck.

## 250T & 150T CRANE KITS-O GAUGE

After a short spell of being in stock, the crane kits are out of stock again. We will rerun them sometime this summer. In order to ensure your getting one, we would suggest that you place a \$25 deposit; this will put you on the list when we make them.

These kits are all brass, with full fabricated booms. The superstructure is a mixture of formed sheet brass parts, machine engravings and turnings. Small detail parts are lost wax castings; sheaves are brass turnings. Only non-brass parts are cables and wheelsets, and springs in trucks.

All major parts are preformed, as is normal with all of our brass kits.

For those of you with a smaller layout, we are also offering a 150T crane, using our diecast Andrews trucks, instead of the brass Buckeyes on the 250T crane. Note that Kemtron Buckeye trucks are not sprung.

250Ton Crane kit, less trucks	\$104.50
250Ton Crane kit, with Kemtron Buckeye truck kit	\$124.50
250Ton Crane kit, with Loco Works sprung Buckeye truck kit	\$144.50
150Ton crane kit, with Loco Works sprung Andrews truck kit	\$110.00

## PASSENGER TRUCK KITS

Streamlined passenger truck kits are in stock; we are still working on the heavyweight truck. Both kits are for four wheel trucks, and both are sprung and equalized.

Kit #P-1 is a modern four wheel passenger truck kit, suitable for use with the Vane Jones streamlined cars \$14.75/pr

Kit #P-2 is designed to be used under heavyweight equipment \$14.75/pr

## MILWAUKEE HORIZONTAL RIB BOX CARS

With the general squeeze on our time since the beginning of the year, we have decided to redesign this kit series to use etched brass sides, rather than stamped brass. Basically the problem is one of getting around to doing the necessary die work; it is faster and easier to have the etchings made, although the out-of-pocket cost is higher.

Kit #248 40' MILW single door box car kit \$32.50

Kit #249 50' MILW double door box car kit \$37.50

Correct transfer lettering is supplied.

## LIQUID OXYGEN CARS

Also revised is the liquid oxygen car, with a plastic tank instead of a brass tank. These are modern cars, white with green stripe and lettering. Castings are soft metal, and Athearn trucks are included. Lettering is included.

Kit #251 Liquid Oxygen Car kit \$24.50

## BRASS BOX CARS

These are modified Athearn box car kits, with brass sides and details. Kadec couplers and Athearn trucks are included.

Kit #252 40' Box Car kit \$19.95

Kit #253 50' Single Door Box Car kit \$37.50

(#253 has etched brass sides)

## COVERED HOPPERS-O GAUGE

A new run of these brass kits will soon be available. Kits consist of cut and formed brass parts, with brass plated latches. Roof walk is etched. Hoppers are one-piece stampings. Prototype is Pullman-Standard PS-2, latter part run

#223 Twin covered hopper	\$20.95
#224 Triple covered hopper	\$25.95
#225 Quad covered hopper	\$30.95

to be available:

#226 Earlier twin hopper with rectangular hatches	\$20.95
#227 Modern triple covered hopper with long center hatches	\$27.95

## OLDER TANK CAR KITS-O GAUGE

A new batch of these popular kits is in stock (placed there this morning). The lineup has been revised to reflect the use of brass tubing, instead of rolled brass shells, for the single dome cars.

These are for the "traditional" tank cars, as built during the period 1910 to 1950. They are not extremely simple kits, but will furnish you with variety on your layout. Kits are all brass, except for AB gear.

Proportions are good, and they will furnish good contrasts in a roster made up primarily of house cars.

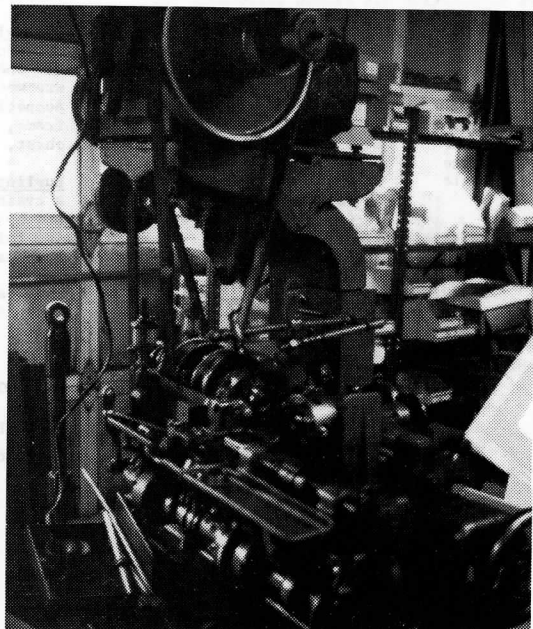
#231 10000 gallon single dome kit	\$22.50
#232 10000 gallon twin dome kit	\$25.95
#233 10000 gallon triple dome kit	\$28.95
#236 six dome wine tank car kit	\$34.95

(Note: all tanks have rivetted ends, except #236 with welded tank.)

## COAL HOPPERS-O GAUGE

These kits have brass superstructures, with brass sides and side stakes, ends, ladders and small details. Underframes are made up of a combination of brass channel and soft metal castings. Those castings are used for the really difficult hopper assemblies and the underframe ends. Kits should go together in three to five hours.

#212 Twin Open Hopper kit	\$18.95
#213 Triple Open Hopper kit	\$23.45
#214 Quad Open Hopper kit	\$27.95



## MORE ITEMS IN THE WORKS

**Milwaukee "Little Joe" Electrics:** A little schedule slip-page here, as we have been trying to get caught up in other areas. This will follow the Baldwin Centipede kit in design; power will be available for this 2-D-D-2 electric. Accepting \$50 reservations.

**New Haven 0350 Electrics:** This project suffered a near fatal blow when the owner of the patterns we had intended to use passed away. I am recastings our plans, and hope to be able to say shortly whether we will be going ahead with this project.

**Alco Century Series:** We are accepting \$25 reservations on this complicated group, limiting present reservations to the C424, C425, C430, C-628 and C-630. A reservation may be placed against a specific engine, or a group. Remember, the basic purpose of the reservation system is to provide an accurate method of voting. Too many people express interest in something that might be done, but lose interest once it is done.

**Alco DL109:** Believe it or not, I have a production engine in the shop. We are currently negotiating with the maker of these quality plastic castings to handle the units as a dealer. Price will be in the \$120 range. Reservations by card only, because nothing is finalized yet.

If you're looking for the progress report on the Centipede, Centennial and Double-Ender diesels, please look to your right; we've got 'em listed with a price and other info.

## BRASS TENDERS FOR PENNSY Q-2 M-1, I-1

We have in stock several extra tender kits for the Pennsy Q-2. The original tenders eventually found their way behind 2-10-0's and 4-8-2's after the Q-2's were withdrawn from service. The J-1 2-10-4 tenders are similar, but not identical.

These kits have fully built-up superstructure, needing addition of lost wax details and dog house to complete. Brass eight wheel tender trucks are included; these are sprung.

Kit Q2-4 Tender kits \$165.00



BOX 211 B 1, RFD 1  
OLD BRIDGE-ROBERTSVILLE ROAD  
ENGLISHTOWN, NEW JERSEY 07726

## WHEELSETS:

Nickel-plated wheels are expected momentarily; we have the nickel-plated axles. These are to be replacements for imported wheelsets whose plating has worn through.

blackened steel:		nickel plated	
WH-330 33"	\$2.00/axle	WH-301 30"	\$3.00/axle
WH-360 36"	\$2.40/axle	WH-331 33"	\$3.00/axle
WH-400 40"	\$2.40/axle	WH-361 36"	\$3.00/axle
WH-480 48"	\$3.00/axle	WH-401 40"	\$3.00/axle
		WH-421 42"	\$4.00/axle
		WH-451 45"	\$4.50/axle

brass spoked wheelsets also available

33" through 40" \$5.50/axle  
42, 45 and 50" \$6.50/axle  
castings for above: \$3.00/axle

## ITEMS IN THE WORKS

**Fairbanks-Morse Trainmaster:** The etching master has been started on the Trainmasters. We are currently comparing the various prototypes to arrive at the final version, or versions we will make up.

**Fairbanks-Morse Baby Trainmaster and other road switchers**  
In the course of researching the Trainmaster, it looks like we will be also able to make up a few of the other FM diesels offered over the same period as the Trainmaster. Write with your preferences.

## NEW STEAM PROJECTS:

Pennsylvania T-1 4-4-4-4  
Milwaukee F7 streamlined 4-6-4  
Boston & Albany Alb 2-8-4

Judging from modeller response, we goofed in the last issue in where we placed our announcement on the above engines. Not only did we carefully hide our steam engine plans, but we called out the wrong class in one case.

As we have explained, we have found it difficult to judge which of these engines were most in demand by hobbyists so we decided to put it to a vote. The engine received the highest number of deposits would be scheduled first, runner-up second, etc.

Like the Pennsy Q-2's, which are substantially delivered, these kits will have built-up brass superstructures; detailing to be completed by the modeller. Kits will be for the complete locomotive, excepting, of course, paint, decals, and similar material.

The number of pieces will be limited in each case; about 25 each for the B&A Berk and the MILW Hudson, and 50 for the T-1. That 4-4-4-4 will be available in both rigid and articulated frame versions.

We are accepting \$50 reservations (refundable) on these beauties-to-be. Price in all kits will be in the \$650 range, in 1978 dollars.

As of this writing, the MILW Hudson is indisputedly in the lead. Some people have put a single deposit on two different kits; this is acceptable.

## OTHER ITEMS IN THE WORKS

**Union Pacific 4-6-6-4 Early Challengers:** This limited group is about sold out. A limited run of fifteen or so pieces, in kit form. Boiler and tender will be fabricated, with detailing up to the modeller. The units are basically brass, with brass detail parts; drivers are the last of my USHobbies' supply. Price in the \$700 range. \$100 deposit.

**Pennsylvania E6 4-4-2 mechanism:** Only five spots left open here for the 22 sets of conversion kits we are making up to fit the CLW H10s boiler & tender. Metal is being cut on these as we will try to finish these before the end of the summer. Accepting \$50 on the total kit price of \$165. Kit includes frame, motor, rods, valve gear, pilot, pilot truck, steam chest, trail truck & misc. parts.

**Burlington "Pioneer Zephyr."** This is not a locomotive, but a train. This appears to have captured the hearts of some of the modellers and collectors. The only way I can see making this model, is with a fully built-up car body set, and then having the pieces nickel-plated to simulate stainless steel. This means a price in the \$1000 range. There are a few features we haven't figured out yet, and we will not be accepting reservations until they are straightened out. Meanwhile, we are collecting fan mail (translation: send us a post card.)

LOCOMOTIVE WORKSHOP  
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201-536-6873

## BALDWIN/CNJ DOUBLE-ENDER

We're about complete on the only double cab diesels built for America there were a few early experimental ones most were for switching, and the one which might have been termed a "road long.")

These kits have an etched and two sets of Britannia metal cabs. Truck castings (sprung) are soft metal bearings. Prototype is CNJ #2004.

CNJ Double-ender kit (AA?)  
same, less truck kits

## BALDWIN CENTIPEDES

Now, this is an engine to remember a maintenance man does remember the mighty Pennsy, the far-flung (W Seaboard Air Line, and the exotic N ordered and cancelled by the South should be long-remembered. Our kit build any of the three prototype road

The main body shell (taper formed, etched brass, with a Britan are sprung, and since this has a ur wheelsets and/or power are provided

This is definitely not recommended for short-radius curves.

CENTIPEDE 2-D-D-2, unpowered  
CENTIPEDE, four axles powered  
CENTIPEDE, eight axles powered

Tell your HO friends we may have a

## UNION PACIFIC CENTIENNIAL

The pieces are slowly coming this massive beastie. We have made etching of 0.030 brass, and several revised.

Basically, we are now waiting and the truck castings, and then we kit into the production schedule. entirely etched, formed brass, with details. Trucks, hood end and sand castings are for sprung units - and Like all UP engines, this

DDA40X, unpowered kit

## ALUMINUM CASTINGS

These are excellent quality aluminum, we never know what we will have them. Currently available sets have about the same, but availability u

General Electric U3B B-B  
General Electric 65T B-B (AMTRAC)  
General Electric U20C C-C

## ALUMINUM FREIGHT SHARPS

Made by the same source as one of our most popular items (An very nicely. Baldwin RF-16 Shark

## NOTABLE LOCOMOTIVES

We have published a reprint of articles from Railway Mechanical Engineer dozens of plans and photos.

## LE-ENDERS

on these unique locomotives, the  
for American road service (Yes,  
mentals build with two cabs, but  
the only Baldwin experimental  
"road engine" did not last very

etched and formed body shell, with  
cabs. Other details are brass;  
soft metal with brass insert  
#2004.

(AA?) \$135.00  
ck kits \$110.00

ne to remember, and I guess many  
ber their foibles. Operated by  
lung (well, North & South, anyway),  
xotic Nationales de Mexico, and  
Southern Pacific, these locomotive  
Our kit contains the pieces to  
type roads.

(tapered at both ends) is of  
Britannia metal nose. Trucks  
as a unique wheel arrangement,  
provided. Details are brass.

ot recommended for operation on

mpowered kit \$185.00  
s powered, kit \$250.00  
es powered, kit \$315.00

have an H0 kit for this in the Fall.

## ENNIALS-DDA40X

y coming together for a rerun on  
ive made up a new, modified floor  
several other details have been

ow waiting on lost-wax castings,  
then we will be able to put the  
odule. Superstructure is almost  
s, with formed and cast brass  
and sandboxes are soft metal. Truck  
s - and massive units they are.  
this is a big one.

it \$195.00

## GS SETS-GE LOCOMOTIVES

quality castings, but being alum-  
will have and when we will get  
sets have prices against them; others  
ility unknown.

AMTRAC) \$55.00  
\$39.50  
\$32.80

## SHARKS

urce as above, and continuing to be  
ms (An Atlas or Lionel chassis fits  
Sharknose.

\$55.00

## ES OF 1906

reprint of a group of locomotive  
ical Engineer of 1906. 68 pages,  
\$9.00

## VERANDAH GAS TURBINE KITS B-B-B-B

These kits are now in stock, having been completed  
between struggling with some 1½" scale freight truck models  
for an engineering customer.

These kits are single-etched brass, with lay-overs to  
achieve the required depth of doors and louvers. There are  
a heck of a lot of louvers. Body is brass with brass details.  
A new nose has been created for this run, as the Union  
Pacific itself (no less) came up with the corrected inform-  
ation (they have one in their museum, now.) Trucks are soft  
metal castings, with brass insert bearings.

Locomotive superstructure kit \$129.50  
same, less truck castings \$113.50  
Tender kit \$ 60.00

## ELECTROMOTIVE E9 PASSENGER DIESELS

Waiting on some lost wax castings for these units.  
The kits consist of a double-etched brass shell, with a  
Britannia Metal nose. Details are brass. Trucks are sprung,  
consisting of a batch of soft metal castings and brass details

E8 Passenger "A" Unit body kit \$119.95  
E8 Passenger "B" Unit body kit \$104.95  
E9 Passenger "A" Unit body kit \$119.95  
E9 Passenger "B" Unit body kit \$104.95

## FAIRBANKS-MORSE "ERIE-BUILTS"

Finally getting these units on the shelves. They  
feature our standard double-etched brass body shells, with a  
Britannia Metal nose. That nose, incidently, is one of our  
better efforts. With a nice brass master, and a limited num-  
ber of pieces, the finish is peach-bottom smooth.

Basic body is brass, with brass details. Truck cast-  
ings are soft metal, fully sprung in the case of the convent-  
ional trucks, equalized in the case of the "odd-ball" All  
bearings have brass inserts for long life.

The kits are available in two basic versions. One  
has "conventional" trucks, similar to those used on contempt-  
ary Alco and Baldwin units, and the other, the "odd-ball"  
truck used only on some of the Erie-Builts.

"Erie-Built" A Unit kit, conventional trucks \$139.95  
B Unit kit, conventional trucks \$129.95  
"Erie-Built" A Unit kit, "odd-ball" trucks \$139.95  
B Unit kit, "odd-ball" trucks \$129.95

Versions are Types IV and V, per RMC article.

## ELECTROMOTIVE E6 and E7 PASSENGER DIESELS

Back in stock are our new versions of this long-time  
favorite. Kits now have a double-etched brass shell, replac-  
ing our earlier single etched kit. The radius at the roof  
eaves has been modified to better reflect the prototype.

Basic body is brass, with brass details. Nose is a  
pair of Britannia metal castings. Truck castings are provided  
for fully sprung units, featuring the unusual journal details  
of the prototype. Brass bearings are inserted, of course.

E6 Passenger "A" Unit body kit \$139.95  
E6 Passenger "B" Unit body kit \$119.95  
E7 Passenger "A" Unit body kit \$129.95  
E7 Passenger "B" Unit body kit \$119.95

shell engraving only: \$95.00 (former)

## WE GOOFED!

I thought that would catch your eye. An indisputable  
fact is that we do occasionally goof in filling an order or in  
getting something out on time. Whenever something is organised  
there is an opportunity for things to become disorganised.

We suggest, that after a reasonable period, say three  
or four weeks, you do not receive your order from us, that you  
check back with us. Sometimes, we've made a mistake in house.  
Sometimes, we don't have the piece, and have backordered while  
the deficiency is made up. But sometimes, we can't figure out  
what was ordered, by whom it was ordered, or whatever.

It is simply amazing how many times we get a letter  
which can be barely decyphered. No return address, or a scrawl  
that would make my grammar school teachers cringe. If a  
personal check is enclosed, we have a fighting chance; maybe  
the address is printed on the check. Sometimes, we can get an  
address from the envelop. Sometimes, all we can do is put  
everything aside until, some time later, the writer calls to  
find out what is going on.

PLEASE - print your name and address on the letter.  
This will solve 90% of these problems. After all, how many of  
you can figure out how to spell my name from my signature?

## 0-8-0's O GAUGE

We have bought, and are acraping for parts, fifty  
(50) AHM 0-8-0's.

Some of the remainder parts are available, but only  
in batches large enough to make it economical for us to ship.  
All batches are in groups of five locomotive sets.

We have removed the metal parts only, leaving the  
basic locomotive complete, including details. This leaves  
plenty of pieces for cross-kitting, roundhouse back shop static  
models, and sundry other uses you should be able to cook up.

Tender plastic parts (5 sets) \$22.00  
Locomotive plastic parts (5 sets) \$22.00  
Both of above (5 sets) \$37.00

## BALDWIN PASSENGER SHARKNOSE DIESELS

These kits will be rerun as soon as response indicates  
we should.

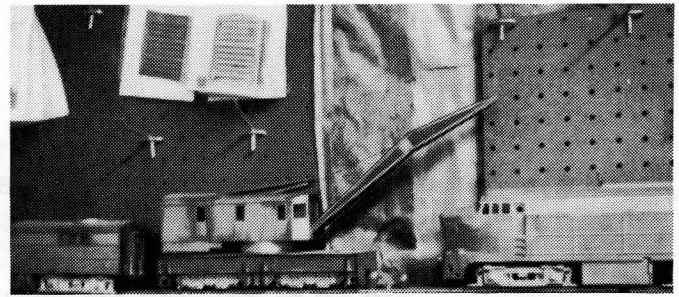
These are BIG units. we had always had the impression  
that the E units and the Erie-Builts were big. When you put  
this Sharknose beside either one, they look puny by compari-  
son.

The locomotive bodies are built-up of several etched  
brass plates, properly formed, with a Britannia Metal nose.  
Truck castings are provided for sprung trucks; brass bearings  
are provided. Basic construction is of double-etched brass,  
with brass details, except as already noted.

BP20 Passenger Shark body kit A Unit \$129.95  
B Unit \$119.95



BOX 211 B 1, RFD 1  
OLD BRIDGE-ROBERTSVILLE ROAD  
ENGLISHTOWN, NEW JERSEY 07726



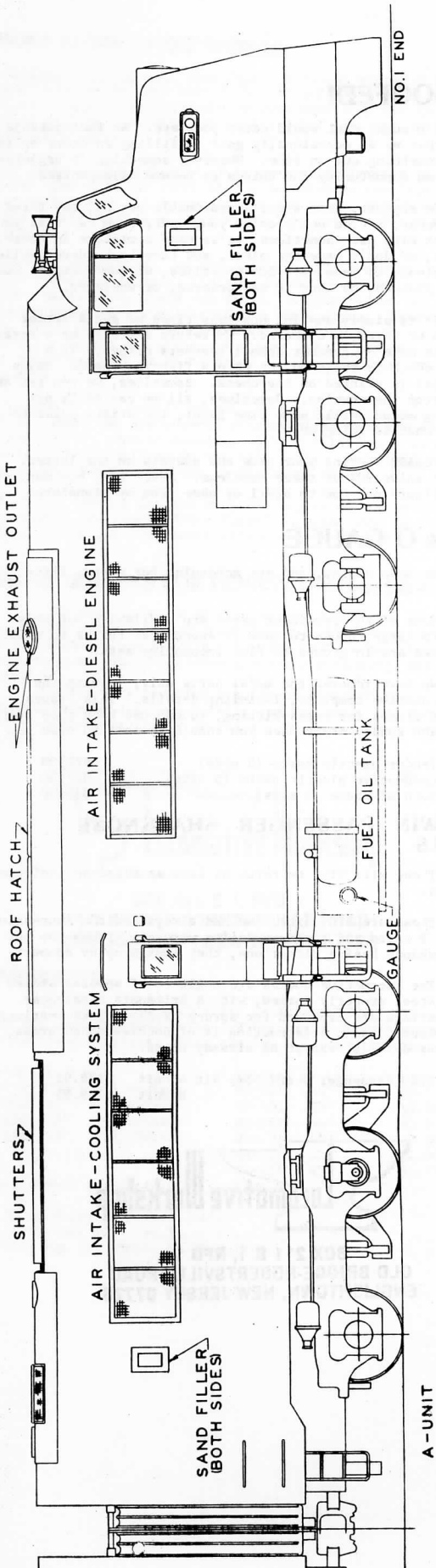
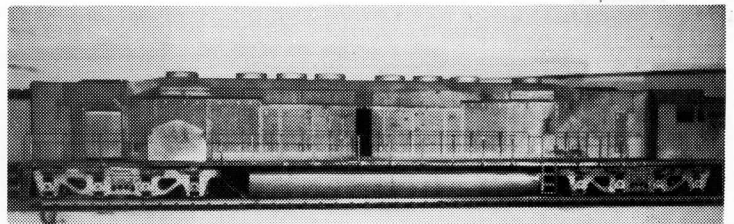
Preproduction crane (ready again this summer) and cast aluminum Baldwin shark



This started to be a shot of the Erie Built with odd ball trucks, but the passenger shark is there, the BL-2, CNJ double-ender, SW-1, RF-16B, small tank car and brass caboose.



Above is our younger son machining gears, and below is a bashful DDA40X



Mystery engine - First letter to correctly identify it will be a warded a \$25 credit.



## S GAUGE COMMENTS

RAILCON '79 will be the site of the NASG 1979 Convention. Officially, the NASG will be participating as part of the overall Railcon program, along with various other organizations representing O gaugers, N gaugers and other scales. The basic program will be for the MidEastern Region of NMRA.

In order to cater a little more to the needs of the S gaugers attending the convention, several additional programs have been set up outside the nominal convention schedule to continue the traditionally friendly atmosphere of past S gauge get-togethers.

Many of the S gauge manufacturers will be displaying in a common booth to demonstrate the range of products and services available in Scale S. If you are interested in participating, please contact Don Thompson of Train Stuff, or J. A. Lorenzen of Loco Works.

Several S gauge layouts in the area will be open to visits. Since not all are on the schedules of the convention bus trips, some private arrangements for transportation will have to be made. An exception will be Jerry Viemeister's layout on Long Island. The layout is basically accessible from Princeton by rail, allowing S gaugers to travel via AMTRAK, ConRail and the Long Island RR to see this fine layout. Alternatively, you can also travel part of the way via the PATH System and the New York City and Newark subways. As somebody has remarked (several times), the only time they ride a bus is at model railroad conventions; this will be a chance to ride the trains and see quite a bit of the rail operations in the New York-New Jersey area. This visit is scheduled for Saturday, August 4th.

Jerry's layout serves as the focus of the activities of the Long Island S Scale Modeller's Association. The layout, in Valley Stream, is about 24' by 30', with about 150 feet of handlaid Code 83, 70 and 55 track in place. Scenery is described as "in progress," which means that most of it is in, but some has been removed for one or another project.

The layout is interesting in that it combines standard gauge, traction and SN3. Operation is basically "point to point," although a reversing loop is planned for shows.

Several ladies' outings have been planned in Princeton, including walking and auto tours of the historical areas. There are quite a number of interesting shops in Princeton, and information on their whereabouts will be available from some experienced shoppers; these will include places not in your or dinary Shoppers' Mall.

A picnic for NASG members will be held in Englishtown on Sunday, August 5th. This site was selected because it is close to the famous Englishtown Auction and Flea Market and also happens to be on the Locomotive Workshop property. The swimming pool will be open, and there will be lots of grass and sunand shade. Space for an S gauge Flea Market will be available. Please contact NASG or Arleen Lorenzen of Loco Works, in advance, if you plan to attend the picnic.

There will be quite a few people at Princet for this meet and let's make the S gaugers the most active group there.

## NEW S GAUGE KIT

We will have complete S gauge kits for the Electromotive E7 passenger diesel in the fall. This will include the etched brass bodies standard to our practice, a cast nose, and cast trucks. If power does not seem to be forthcoming from any other source, we will furnish both powered and unpowered kits.

Currently the formed body etching is available, and separate kits will be available to convert etchings to complete locomotives. I expect that the price of the complete body kit will be in the \$90 area, and that power (two trucks) will run about \$60 additional.

Formed etching (only) for E7A or E7B  
(specify) \$40.00

## GENERAL ELECTRIC 44 TONNER

Our most popular S gauge kit, this consists of a set of well-detailed soft metal castings and some brass parts. These interlock to form a cute little critter which will be at home on almost any layout.

The kit has 26 castings; it is designed to accomodate either one or two regauged TYCO HO power trucks, as described in the S GAUGE HERALD.

GE 44 tonner, S gauge body kit \$37.50

## ELECTROMOTIVE SWITCHERS - S GAUGE

These follow our standard kit design, with etched brass superstructures and some brass and soft metal details. Truck castings are included. Power is not included, although Cascade Hobbies has a power unit advertised.

SW-1 only is in current stock, others will be run this summer.

SW-1 600hp body kit	\$62.50
SW 8 800hp body kit	\$67.50
SW1200 1200hp body kit	\$67.50
TR 6 cow and calf	\$127.50

## ALCO SWITCHERS AND ROADSWITCHERS

These are in process of being revised, but will be rerun in the Fall. Superstructures are almost entirely etched brass, with some small soft metal castings. New version will be designed to accept a new power truck. This group of engines can be used on any model railroad dating from the early '40's to the present.

S3 Alco 600hp switcher body kit	\$55.00
S4 Alco 1000hp	\$55.00
RS-1 Alco roadswitcher body kit	\$59.50

## PROPOSED S GAUGE KITS

Baldwin/CNJ 2000hp double ender  
2-8-0 conversion for Rex 0-6-0  
EMD FT  
Milwaukee horizontal rib box car

LOCOMOTIVE WORKSHOP  
BOX 211-B-1, RFD 3  
ENGLISHTOWN, NJ 07726

201 - 536 - 6873

## OPEN HOUSE - 1979

This year's Open House was marked by 150 people and 1.5 inches of rain. After five years, we finally got caught by the weather.

This year's drawing winners have been notified, and again, it was a clean sweep for non-Jerseyites. Winners were:

Charlie Costa - Ohio  
Jerry Smith - Baltimore, MD  
John Markey - Long Island  
Frank Thomson - Philadelphia

Come to think of it, the last New Jersey winner had managed to win two years in a row.....

## ODDS AND ENDS

Note: Odds and ends are retail only.

Atlas F9 Bodies \$11.00  
Mechanisms \$12.50  
Complete \$20.00

ADAMS Bronze diesel castings sets, includes roof, nose, ends, tanks and trucks

E7A Unit \$55.00  
E7B Unit \$45.00  
E3 or E6 A Unit \$60.00  
E6B Unit \$45.00

AHM Plastic 0-8-0 kits - see page five

Castings for Lionel Trainmaster trucks \$16.50

Reynolds/Athearn freight car kits, including trucks and Kadee couplers. Our choice of road names, all different in each group.

Reefers \$11.50ea, 5 for \$53.50  
40' Box Cars \$12.00ea, 5 for \$58.50  
50' Automobile cars \$12.75ea, 3 for \$37.50

Quality Craft PRR 2 Bay Hopper kit \$6.50  
Quality Craft PRR N6B caboose kit \$6.50

Ambroid NKP Composite Hopper kit \$6.00  
five for \$27.50

Wheelsets - 33" OK, but with a little rust on the axles, so we can't use 'em  
nickel-plated wheels \$1.25/axle  
steel \$1.00/axle  
ten for \$7.50 - steel  
ten for \$9.50 - plated

remember if total order is under \$10.00, add \$2.00 for shipping and handling.

New steam parts list - due 7/15/79 \$1.50

## THE NEWSLETTER

This newsletter is published about every two months or so by Locomotive Workshop. It is available for \$2.00/year to US, Canadian and Mexican customers. Other foreign countries, it is \$5.00/yr as we have to use Air Mail. We mail via First Class Mail, as much of the information is timely, and other avenues leave much to be desired.

LOCOMOTIVE WORKSHOP  
RFD 3, Box 211-B-1  
ENGLISHTOWN, NJ 07726

201 - 536 - 6873

## HOW DID WE EVER GET IN THIS MESS, ANYWAY

No, I'm not referring to the condition of this typewriter, which is probably, after over ten years, grinding its way through its last Newsletter. For the last year or so, small pieces have been falling out of the bottom, and despite an engineering education and a general familiarity with machinery, I can't figure what's missing. We've decided to replace it before something fatal occurs.

One of our earliest editorials stated that Loco Works was founded out of irritation. After reading about all the goodies once available in the hobby, I found they, in too many cases, could no longer be bought. Consequently, I made up what I needed, found a few friends who wanted the same thing, made a few more, and somehow the whole thing got out of hand.

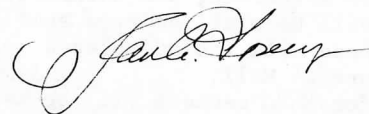
We started out with a lathe (in pieces), a small brake (6"), a vertical miller, and a propane torch, in an upstairs room in our home in Baldwin, New York. Today, we are considerably better equipped, with three pieces of machinery bought since the Open House, including an automatic Brown & Sharpe screw machine. We have also run out of room in the shop, and we will be spending a good part of the summer moving and rearranging things.

One thing I hope to do next week is rent an oxy-acetylene cutting torch and remove that 10' by 5' by 5/8" thick steel plate on the floor. Too heavy to move easily, I have been falling over it for six years.

We started out with a cast twin hopper kit, complete with decals, and the US Post Office. At last count, we had produced over 75 different loco kits in HO, S and O. Car kits? I have lost count.

Building a business out of a hobby can be a trying experience. One problem I seem to have liked is that of a new hobby. At the moment, we are restoring Chevy's, sorting my father-in-law's stamp collection, looking for more science fiction pieces, and trying to keep the lawn mowed. Things were simpler when this was a hobby.

As I asked in the beginning, "How did we get in this mess, anyway?" I think the proper answer is, "Willingly." There has always been the horizon beckoning, and we've continued to move toward it, picking up new techniques and generating new products. It's a heck of a lot of fun.



## ED WATSON

I am saddened to report that Ed Watson, of Alloway, New Jersey passed away in our parking area during the Open House. Despite strenuous efforts by Jerry Viemeister and Jay Silvermann, Ed succumbed to a massive heart attack. I understand that Jerry and Jay worked for over fifteen minutes in a pouring rain storm until relieved by the local First Aid Squad.

## HILL COUNTRY TRAIN SHOP

I understand that the assets of Hill Country Train Shop of New Braunfels, Texas have been seized and sold by their bank under a foreclosure action. These were the people who were going to produce and sell brass locomotives at prices one-third to one-half those of their competition. I understand that they did deliver one locomotive.



EMD MILW E9 A&B  
George Hout



### OPEN HOUSE - 1979

The 1979 Locomotive Workshop Open House is scheduled for May 12, 1979, from 10AM to 5 PM.

As in the past FOUR years, the event is going to be on the Loco Works premises in Marlboro Township, New Jersey. We have enough room for everyone to spread out and not get in each other's way. The boys will mow the field out front for parking and the Flea Market will be set up between the house and the shop, under the trees.

Last year, we had over 200 serious O and S scale modellers show up, bringing piles of "junk" and, generally, hauling other piles of "junk" home. Quite a range of material was haggled over; the theme remains, "Bring your junk and take someone else's home!"

We will again provide free coffee, donuts and soda pop. The lunch wagon will be back, only this time, I think they'll believe us and bring a full truck (They made two trips last year.)

There will be two changes from last year. We are reluctantly discontinuing the model display, as it has gotten too big for us to handle properly. It has always given me the jiggers to see all that nice stuff sitting out there.

The other change is in the registration fee. Rather than ban non-subscribers, we have decided to let them pay a slightly higher fee. The registration fee for subscribers and immediate family members remains at \$4.50; others will be \$7.00.

You are invited to simply come and browse and talk, or bring your station wagon full of goodies and a card table to sell from. We can not provide tables, so please bring your own. Essentially, this will be a great opportunity to 1) get rid of some of that miscellaneous stuff stored under the layout (and in the bedroom closet) and 2) find some of that miscellaneous stuff you've been looking for all these years.

Several dealers and manufacturers have agreed to show up with samplings of their stocks. I am encouraging them to bring small pieces, rather than the big ticket items.

The Workshop will be open, and we'll again demonstrate some of our production techniques. The simplicity of some of them, I am sure, will appeal to you - and be of use in your shop.

We will arrange to ultrasonically clean some of your brass pieces, if you let us know ahead of time. Unless I find we can change it, there will have to be a limit of two pieces per person. There are some instructions and preparations to be made, so write beforehand.

There is one local motel, the Marlboro Motor Lodge & Restaurant, 201-536-5150 or 3015. They are just south of us. Local ordinances do not permit camping on our land, but drop us a line, and we'll try to get you some info on local grounds.

Hope to see you in May!

#####

REGISTRATION FORM - 1979 LOCOMOTIVE WORKSHOP OPEN HOUSE

Reg Number J/F

NAMES \_\_\_\_\_

ADDRESS \_\_\_\_\_

Registrations \_\_\_\_\_ Newsletter subscribers @ \$4.50 \_\_\_\_\_  
 \_\_\_\_\_ Non-subscriber @ \$7.00 \_\_\_\_\_

Note: First 150 registrations will receive cast metal identification badge  
 Note: Acknowledgement will not be sent unless this box is checked

# GOLDEN GATE NATIONAL O SCALE CONVENTION

The following info has been received regarding the National O Scale Meet for June 13 thru June 17, 1979:

"We of the Bay Area O Scalars invite you to attend the 1979 National O Scale Convention. We have worked long and hard to put together an event you will not want to miss. There will be the usual Manufacturer/Dealer/Seller display, clinics, tours, contests, tug-o-war, auction, operating O, On-3 and traction layouts at the hotel, movies, layout tours--both club and private, shopping for the ladies close-by at the Hillside Shopping Center. Door prizes galore and a Rallette Hospitality room, plus craft sessions. San Mateo is about 17 miles south of San Francisco, the city by the Golden Gate. There is a whale of a lot to see here on the Pacific Coast--so why not make this convention a part of your vacation and really "live it up!"

"Manufacturers/Dealers/Sellers: Tables are limited (about 80), so do not take more than you really need. You may be asked to share part of yours if you do not need a whole one. First come, first served. California has a 6% sales tax which is strictly enforced. A temporary blanket permit has been obtained by Jerry White (at no cost to you). You must record your sales on a slip and collect the tax. This (tax) must be turned over to Jerry at the close of the meeting. He will do the necessary paperwork and remit the tax money to the State Board of Equalization. We do not want a repeat of the Dearborn "raid" so we request that you cooperate cheerfully.

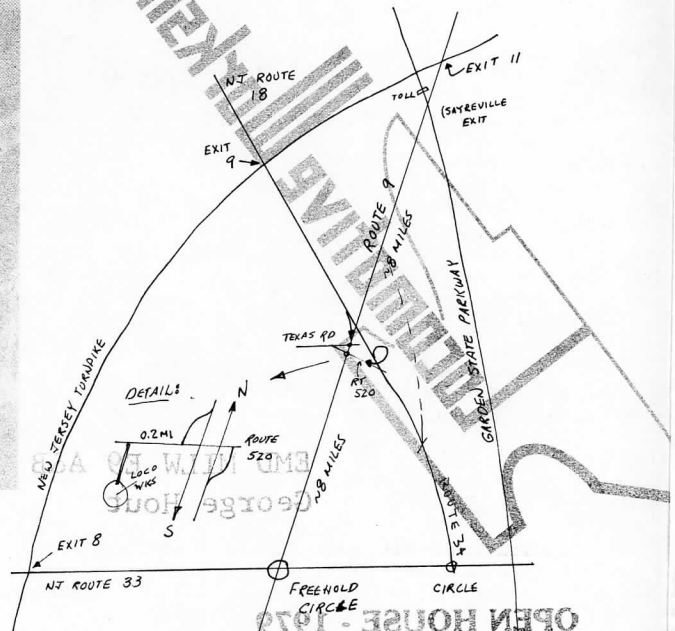
"CLINCS - there will be about ten clinics, including a participation clinic, building a tank car from a kit. The kits will be made up in advance of the clinic, but you must sign up for the clinic in advance. Clinic sponsored by the Santa Clara Valley O Scalars.

There are tours and contests galore. Since space is limited here, please contact Jerry White, 460 Olive Street, Menlo Park, CA 94025, or Bob Dupont, 600 Maple Street, San Mateo, CA 94402 for further information.

Speaking from personal experience, these guys put on a great show, and I hope to see many of you there

**SAN MATEO: JUNE 13 thru June 17, 1979**  
NATIONAL O SCALE CONVENTION  
Non-Flea Gauge FLEA MARKET  
CLINCS  
LAYOUTS \* TOURS  
RALETTE ACTIVITIES  
CONTESTS  
Good Fellowship!

# HOW TO GET TO LOCO WORKS



NOTE: ROUTE 520 vs. 2ND LIGHT SOUTH OF RT. 18. EXIT: "OLD BRIDGE - ROBERTSVILLE ROAD"

## CONDITIONS OF SALES

- 1) Most items are shipped postpaid, with exceptions as noted. Please add \$1.50 on Canadian shipments, and those to POST OFFICE box numbers. For overseas shipments, add \$2.50 for each car kit and \$8.50 for each locomotive kit for air parcel post.
- 2) On all orders under \$10.00, add \$2.00.
- 3) New Jersey residents must add 5% sales tax.
- 4) Reservations are accepted on a down payment basis only. We can not "hold something" as the amount of stock and number of pieces is limited.
- 5) For COD shipments, a \$2.00 charge will be added.

## LETTERS

In order to expedite replies to mail, I would appreciate it if you would divide the sheet in half vertically, and write only in the left column. This way I can dash off a quick reply in in the righthand column, instead of waiting until there is time for a formal reply.

**PLEASE PRINT YOUR NAME AND ADDRESS ON ALL MAIL.**

Since this is the back of the Open House registration form, it's also a good place to place our Annual Survey. We may be able to supply our customers with a good inexpensive jewelers' saw (for cutting brass, etc.) Would you want one?

Scale \_\_\_\_\_ Any particular era or railroad? \_\_\_\_\_

What do you like least in the hobby (please don't discuss personalities) \_\_\_\_\_

Are you an NMRA member? \_\_\_\_\_ Former? \_\_\_\_\_

What type of freight car kit would you like to see offered in your scale? \_\_\_\_\_

Are you looking for a specific diesel or steam locomotive kit? \_\_\_\_\_ Please send a Newsletter to a friend: \_\_\_\_\_

Note: First 150 registrations will receive cast metal identification badge.  
Note: Acknowledgement will not be sent unless this box is checked.  
LOCOMOTIVE WORKSHOP, RFD 3, BOX 211-B-1, ENGLISH TOWN, NJ 07726  
201-236-8873

## 250T & 150T CRANE KITS-O GAUGE

After a short spell of being in stock, the crane kits are out of stock again. We will rerun them sometime this summer. In order to ensure your getting one, we would suggest that you place a \$25 deposit; this will put you on the list when we make them.

These kits are all brass, with full fabricated booms. The superstructure is a mixture of formed sheet brass parts, machine engravings and turnings. Small detail parts are lost wax castings; sheaves are brass turnings. Only non-brass parts are cables and wheelsets, and springs in trucks.

All major parts are preformed, as is normal with all of our brass kits.

For those of you with a smaller layout, we are also offering a 150T crane, using our diecast Andrews trucks, instead of the brass Buckeyes on the 250T crane. Note that Kemtron Buckeye trucks are not sprung.

250Ton Crane kit, less trucks	\$104.50
250Ton Crane kit, with Kemtron Buckeye truck kit	\$124.50
250Ton Crane kit, with Loco Works sprung Buckeye truck kit	\$144.50
150Ton crane kit, with Loco Works sprung Andrews truck kit	\$110.00

## PASSENGER TRUCK KITS

Streamlined passenger truck kits are in stock; we are still working on the heavyweight truck. Both kits are for four wheel trucks, and both are sprung and equalized.

Kit #P-1 is a modern four wheel passenger truck kit, suitable for use with the Vane Jones streamlined cars \$14.75/pr

Kit #P-2 is designed to be used under heavy-weight equipment \$14.75/pr

## MILWAUKEE HORIZONTAL RIB BOX CARS

With the general squeeze on our time since the beginning of the year, we have decided to redesign this kit series to use etched brass sides, rather than stamped brass. Basically the problem is one of getting around to doing the necessary die work; it is faster and easier to have the etchings made, although the out-of-pocket cost is higher.

Kit #248 40' MILW single door box car kit \$32.50

Kit #249 50' MILW double door box car kit \$37.50

Correct transfer lettering is supplied.

## LIQUID OXYGEN CARS

Also revised is the liquid oxygen car, with a plastic tank instead of a brass tank. These are modern cars, white with green stripe and lettering. Castings are soft metal, and Athearn trucks are included. Lettering is included.

Kit #251 Liquid Oxygen Car kit \$24.50

## BRASS BOX CARS

These are modified Athearn box car kits, with brass sides and details. Kadee couplers and Athearn trucks are included.

Kit #252 40' Box Car kit \$19.95

Kit #253 50' Single Door Box Car kit \$37.50

(#253 has etched brass sides)

## COVERED HOPPERS-O GAUGE

A new run of these brass kits will soon be available. Kits consist of cut and formed brass parts, with brass plated latches. Roof walk is etched. Hoppers are one-piece stampings. Prototype is Pullman-Standard PS-2, latter part run

#223 Twin covered hopper	\$20.95
#224 Triple covered hopper	\$25.95
#225 Quad covered hopper	\$30.95

to be available:

#226 Earlier twin hopper with rectangular hatches	\$20.95
#227 Modern triple covered hopper with long center hatches	\$27.95

## OLDER TANK CAR KITS-O GAUGE

A new batch of these popular kits is in stock (placed there this morning. The lineup has been revised to reflect the use of brass tubing, instead of rolled brass shells, for the single dome cars.

These are for the "traditional" tank cars, as built during the period 1910 to 1950. They are not extremely simple kits, but will furnish you with variety on your layout. Kits are all brass, except for AB gear.

Proportions are good, and they will furnish good contrasts in a roster made up primarily of house cars.

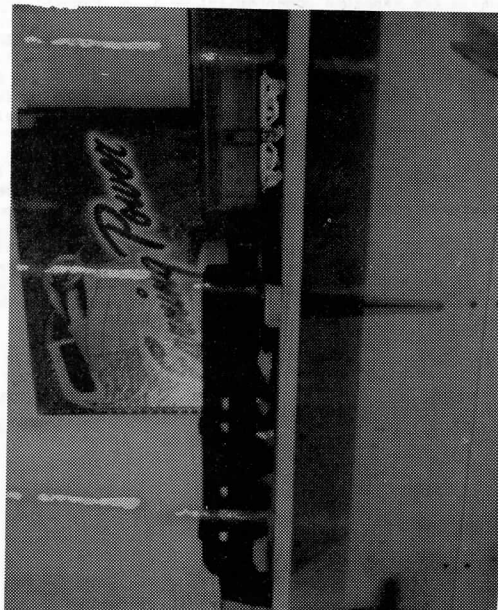
#231 10000 gallon single dome kit	\$22.50
#232 10000 gallon twin dome kit	\$25.95
#233 10000 gallon triple dome kit	\$28.95
#236 six dome wine tank car kit	\$34.95

(Note: all tanks have rivetted ends, except #236 with welded tank.)

## COAL HOPPERS-O GAUGE

These kits have brass superstructures, with brass sides and side stakes, ends, ladders and small details. Underframes are made up of a combination of brass channel and soft metal castings. Those castings are used for the really difficult hopper assemblies and the underframe ends. Kits should go together in three to five hours.

#212 Twin Open Hopper kit	\$18.95
#213 Triple Open Hopper kit	\$23.45
#214 Quad Open Hopper kit	\$27.95



Four photo of Alco DL109 and Fairbanks-Morse B-ALA C Liner

## MORE ITEMS IN THE WORKS

**Milwaukee "Little Joe" Electrics:** A little schedule slip-page here, as we have been trying to get caught up in other areas. This will follow the Baldwin Centipede kit in design; power will be available for this 2-D-D-2 electric. Accepting \$50 reservations.

**New Haven 0350 Electrics:** This project suffered a near fatal blow when the owner of the patterns we had intended to use passed away. I am recasting our plans, and hope to be able to say shortly whether we will be going ahead with this project.

**Alco Century Series:** We are accepting \$25 reservations on this complicated group, limiting present reservations to the C424, C425, C430, C-628 and C-630. A reservation may be placed against a specific engine, or a group. Remember, the basic purpose of the reservation system is to provide an accurate method of voting. Too many people express interest in something that might be done, but lose interest once it is done.

**Alco DL109:** Believe it or not, I have a production engine in the shop. We are currently negotiating with the maker of these quality plastic castings to handle the units as a dealer. Price will be in the \$120 range. Reservations by card only, because nothing is finalized yet.

If you're looking for the progress report on the Centipede, Centennial and Double-Ender diesels, please look to your right; we've got 'em listed with a price and other info.

## BRASS TENDERS FOR PENNSY Q-2 M-1, I-1

We have in stock several extra tender kits for the Pennsy Q-2. The original tenders eventually found their way behind 2-10-0's and 4-8-2's after the Q-2's were withdrawn from service. The J-1 2-10-4 tenders are similar, but not identical.

These kits have fully built-up superstructure, needing addition of lost wax details and dog house to complete. Brass eight wheel tender trucks are included; these are sprung.

Kit Q2-4 Tender kits \$165.00

## ALCO SWITCHER AND ROAD SWITCHER-O GAUGE

We are in process of redrawing the RS-1 and Alco S-1 and S-4 engraving masters. We have two extra sets of the old superstructure etchings. No trucks or detail parts are provided.

RS-1 or S-4 etchings sets \$25.00

## WHEELSETS:

Nickel-plated wheels are expected momentarily; we have the nickel-plated axles. These are to be replacements for imported wheelsets whose plating has worn through.

blackened steel:		nickel plated	
WH-330 33"	\$2.00/axle	WH-301 30"	\$3.00/axle
WH-360 36"	\$2.40/axle	WH-331 33"	\$3.00/axle
WH-400 40"	\$2.40/axle	WH-361 36"	\$3.00/axle
WH-480 48"	\$3.00/axle	WH-401 40"	\$3.00/axle
		WH-421 42"	\$4.00/axle
		WH-451 45"	\$4.50/axle

brass spoked wheelsets also available

33" through 40" \$5.50/axle  
42, 45 and 50" \$6.50/axle  
castings for above: \$3.00/axle

## ITEMS IN THE WORKS

**Fairbanks-Morse Trainmaster:** The etching master has been started on the Trainmasters. We are currently comparing the various prototypes to arrive at the final version, or versions we will make up.

**Fairbanks-Morse Baby Trainmaster and other road switchers**  
In the course of researching the Trainmaster, it looks like we will be also able to make up a few of the other FM diesels offered over the same period as the Trainmaster. Write with your preferences.

## NEW STEAM PROJECTS:

Pennsylvania T-1 4-4-4-4  
Milwaukee F7 streamlined 4-6-4  
Boston & Albany Alb 2-8-4

Judging from modeller response, we goofed in the last issue in where we placed our announcement on the above engines. Not only did we carefully hide our steam engine plans, but we called out the wrong class in one case.

As we have explained, we have found it difficult to judge which of these engines were most in demand by hobbyists, so we decided to put it to a vote. The engine received the highest number of deposits would be scheduled first, runner-up second, etc.

Like the Pennsy Q-2's, which are substantially delivered, these kits will have built-up brass superstructures; detailing to be completed by the modeller. Kits will be for the complete locomotive, excepting, of course, paint, decals, and similar material.

The number of pieces will be limited in each case; about 25 each for the B&A Berk and the MILW Hudson, and 50 for the T-1. That 4-4-4-4 will be available in both rigid and articulated frame versions.

We are accepting \$50 reservations (refundable) on these beauties-to-be. Price in all kits will be in the \$650 range, in 1978 dollars.

As of this writing, the MILW Hudson is indisputedly in the lead. Some people have put a single deposit on two different kits; this is acceptable.

## OTHER ITEMS IN THE WORKS

**Union Pacific 4-6-6-4 Early Challengers:** This limited group is about sold out. A limited run of fifteen or so pieces, in kit form. Boiler and tender will be fabricated, with detailing up to the modeller. The units are basically brass, with brass detail parts; drivers are the last of my USHobbies' supply. Price in the \$700 range. \$100 deposit.

**Pennsylvania E6 4-4-2 mechanism:** Only five spots left open here for the 22 sets of conversion kits we are making up to fit the CLW H10s boiler & tender. Metal is being cut on these are we will try to finish these before the end of the summer. Accepting \$50 on the total kit price of \$165. Kit includes frame, motor, rods, valve gear, pilot, pilot truck, steam chest, trail truck & misc. parts.

**Burlington "Pioneer Zephyr.":** This is not a locomotive, but a train. This appears to have captured the hearts of some of the modellers and collectors. The only way I can see making this model, is with a fully built-up car body set, and then having the pieces nickel-plated to simulate stainless steel. This means a price in the \$1000 range. There are a few features we haven't figured out yet, and we will not be accepting reservations until they are straightened out. Meanwhile, we are collecting fan mail (translation: send us a post card.)

LOCOMOTIVE WORKSHOP  
RFD 3, BOX 211-B-1  
ENGLISHTOWN, NJ 07726  
201-536-6873

## BALDWIN/CNJ DOUBLE-ENDER

We're about complete on the only double cab diesels built for America there were a few early experimental most were for switching, and the one which might have been termed a "road long.)

These kits have an etched and two sets of Britannia metal cabs. Truck castings (sprung) are soft metal bearings. Prototype is CNJ #2004.

CNJ Double-ender kit (AA?)  
same, less truck kits

## BALDWIN CENTIPEDES

Now, this is an engine to remember a maintenance man does remember the the mighty Pennsy, the far-flung (W Seaboard Air Line, and the exotic M ordered and cancelled by the South should be long-remembered. Our kit build any of the three prototype ro

The main body shell (tapered) formed, etched brass, with a Britannia sprung, and since this has a ur wheelsets and/or power are provided

This is definitely not recommended for short-radius curves.

CENTIPEDE 2-D-D-2, unpowered  
CENTIPEDE, four axles powered  
CENTIPEDE, eight axles powered

Tell your HO friends we may have a

## UNION PACIFIC CENTIENNA

The pieces are slowly coming together this massive beastie. We have made etching of 0.030 brass, and several revised.

Basically, we are now waiting for the truck castings, and then we kit into the production schedule. The entire etched, formed brass, with details. Trucks, hood end and sand castings are for sprung units - and Like all UP engines, this

DDA40X, unpowered kit

## ALUMINUM CASTINGS

These are excellent quality aluminum, we never know what we will have them. Currently available sets have about the same, but availability u

General Electric U33B B-B  
General Electric 65T B-B (AMTRAC)  
General Electric U20C C-C

## ALUMINUM FREIGHT SHAR

Made by the same source as one of our most popular items (An very nicely. Baldwin RF-16 Shark

## NOTABLE LOCOMOTIVES OF

We have published a reprint of articles from *Railway Mechanical Engineering* dozens of plans and photos.

## BLE-ENDERS

on these unique locomotives, the  
 it for American road service (Yes,  
 rimentals build with two cabs, but  
 d the only Baldwin experimental  
 d a "road engine" did not last very

etched and formed body shell, with  
 cabs. Other details are brass;  
 soft metal with brass insert  
 #2004.

t (AA?) \$135.00  
 truck kits \$110.00

S

ine to remember, and I guess many  
 mber their foibles. Operated by  
 flung (well, North & South, anyway)  
 exotic Nationales de Mexico, and  
 e Southern Pacific, these locomotive  
 Our kit contains the pieces to  
 otype roads.

(tapered at both ends) is of  
 a Britannia metal nose. Trucks  
 has a unique wheel arrangement,  
 provided. Details are brass.

not recommended for operation on

unpowered kit \$185.00  
 es powered, kit \$250.00  
 les powered, kit \$315.00

have an HO kit for this in the Fall.

## ENNIALS-DDA40X

ly coming together for a rerun on  
 ave made up a new, modified floor  
 several other details have been

ow waiting on lost-wax castings,  
 then we will be able to put the  
 edule. Superstructure is almost  
 ss, with formed and cast brass  
 and sandboxes are soft metal. Truc  
 ts - and massive units they are.  
 , this is a big one.

kit \$195.00

## GS SETS-GE LOCOMOTIVES

t quality castings, but being alum-  
 e will have and when we will get  
 sets have prices against them; other  
 ility unknown.

B \$55.00  
 (AMTRAC) \$39.50  
 \$32.80

## SHARKS

ource as above, and continuing to be  
 ems (An Atlas or Lionel chassis fits  
 5 Sharknose.

\$55.00

## ES OF 1906

reprint of a group of locomotive  
 ical Engineer of 1906. 68 pages,  
 \$9.00

## VERANDAH GAS TURBINE KITS B-B-B-B

These kits are now in stock, having been completed  
 between struggling with some 1½" scale freight truck models  
 for an engineering customer.

These kits are single-etched brass, with lay-overs to  
 achieve the required depth of doors and louvers. There are  
 a heck of a lot of louvers. Body is brass with brass details.  
 A new nose has been created for this run, as the Union  
 Pacific itself (no less) came up with the corrected inform-  
 ation (they have one in their museum, now.) Trucks are soft  
 metal castings, with brass insert bearings.

Locomotive superstructure kit \$129.50  
 same, less truck castings \$113.50  
 Tender kit \$60.00

## ELECTROMOTIVE E9 PASSENGER DIESELS

Waiting on some lost wax castings for these units.  
 The kits consist of a double-etched brass shell, with a  
 Britannia Metal nose. Details are brass. Trucks are sprung,  
 consisting of a batch of soft metal castings and brass details

E8 Passenger "A" Unit body kit \$119.95  
 E8 "B" Unit body kit \$104.95  
 E9 Passenger "A" Unit body kit \$119.95  
 E9 "B" Unit body kit \$104.95

## FAIRBANKS-MORSE "ERIE-BUILTS"

Finally getting these units on the shelves. They  
 feature our standard double-etched brass body shells, with a  
 Britannia Metal nose. That nose, incidently, is one of our  
 better efforts. With a nice brass master, and a limited num-  
 ber of pieces, the finish is peach-bottom smooth.

Basic body is brass, with brass details. Truck cast-  
 ings are soft metal, fully sprung in the case of the convent-  
 ional trucks, equalized in the case of the "odd-ball" All  
 bearings have brass inserts for long life.

The kits are available in two basic versions. One  
 has "conventional" trucks, similar to those used on contempt-  
 ary Alco and Baldwin units, and the other, the "odd-ball"  
 truck used only on some of the Erie-Built.

"Erie-Built" A Unit kit, conventional trucks \$139.95  
 B Unit kit, conventional trucks \$129.95  
 "Erie-Built" A Unit kit, "odd-ball" trucks \$139.95  
 B Unit kit, "odd-ball" trucks \$129.95

Versions are Types IV and V, per RMC article.

## ELECTROMOTIVE E6 and E7 PASSENGER DIESELS

Back in stock are our new versions of this long-time  
 favorite. Kits now have a double-etched brass shell, replac-  
 ing our earlier single etched kit. The radius at the roof  
 eaves has been modified to better reflect the prototype.

Basic body is brass, with brass details. Nose is a  
 pair of Britannia metal castings. Truck castings are provided  
 for fully sprung units, featuring the unusual journal details  
 of the prototype. Brass bearings are inserted, of course.

E6 Passenger "A" Unit body kit \$139.95  
 E6 Passenger "B" Unit body kit \$119.95  
 E7 Passenger "A" Unit body kit \$129.95  
 E7 Passenger "B" Unit body kit \$119.95

shell engraving only: \$95.00 (formed)

## WE GOOFED!

I thought that would catch your eye. An indisputable  
 fact is that we do occasionally goof in filling an order or in  
 getting something out on time. Whenever something is organized  
 there is an opportunity for things to become disorganized.

We suggest, that after a reasonable period, say three  
 or four weeks, you do not receive your order from us, that you  
 check back with us. Sometimes, we've made a mistake in house.  
 Sometimes, we don't have the piece, and have backordered while  
 the deficiency is made up. But sometimes, we can't figure out  
 what was ordered, by whom it was ordered, or whatever.

It is simply amazing how many times we get a letter  
 which can be barely decyphered. No return address, or a scrawl  
 that would make my grammar school teachers cringe. If a  
 personal check is enclosed, we have a fighting chance; maybe  
 the address is printed on the check. Sometimes, we can get an  
 address from the envelop. Sometimes, all we can do is put  
 everything aside until, some time later, the writer calls to  
 find out what is going on.

PLEASE - print your name and address on the letter.  
 This will solve 90% of these problems. After all, how many of  
 you can figure out how to spell my name from my signature?

## 0-8-0's O GAUGE

We have bought, and are acraping for parts, fifty  
 (50) AHM 0-8-0's.

Some of the remainder parts are available, but only  
 in batches large enough to make it economical for us to ship.  
 All batches are in groups of five locomotive sets.

We have removed the metal parts only, leaving the  
 basic locomotive complete, including details. This leaves  
 plenty of pieces for cross-kitting, roundhouse back shop stati-  
 models, and sundry other uses you should be able to cook up.

Tender plastic parts (5 sets) \$22.00  
 Locomotive plastic parts (5 sets) \$22.00  
 Both of above (5 sets) \$37.00

## BALDWIN PASSENGER SHARKNOSE DIESELS

These kits will be rerun as soon as response indicates  
 we should.

These are BIG units. We had always had the impression  
 that the E units and the Erie-Built were big. When you put  
 this Sharknose beside either one, they look puny by compari-  
 sion.

The locomotive bodies are built-up of several etched  
 brass plates, properly formed, with a Britannia Metal nose.  
 Truck castings are provided for sprung trucks; brass bearings  
 are provided. Basic construction is of double-etched brass,  
 with brass details, except as already noted.

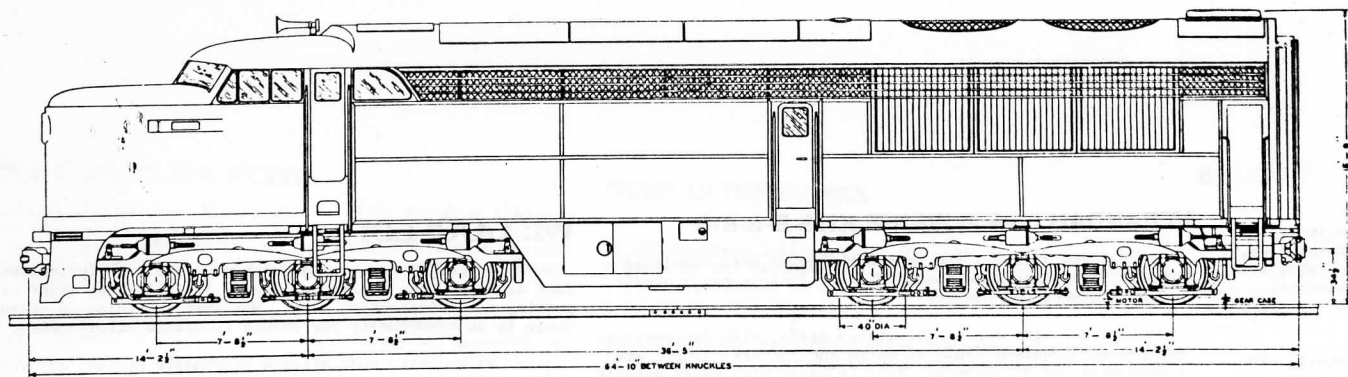
BF20 Passenger Shark body kit A Unit \$129.95  
 B Unit \$119.95

## ALCO FREIGHT CAB UNITS

We have four of these left. They will not be run  
 again for at least four years.

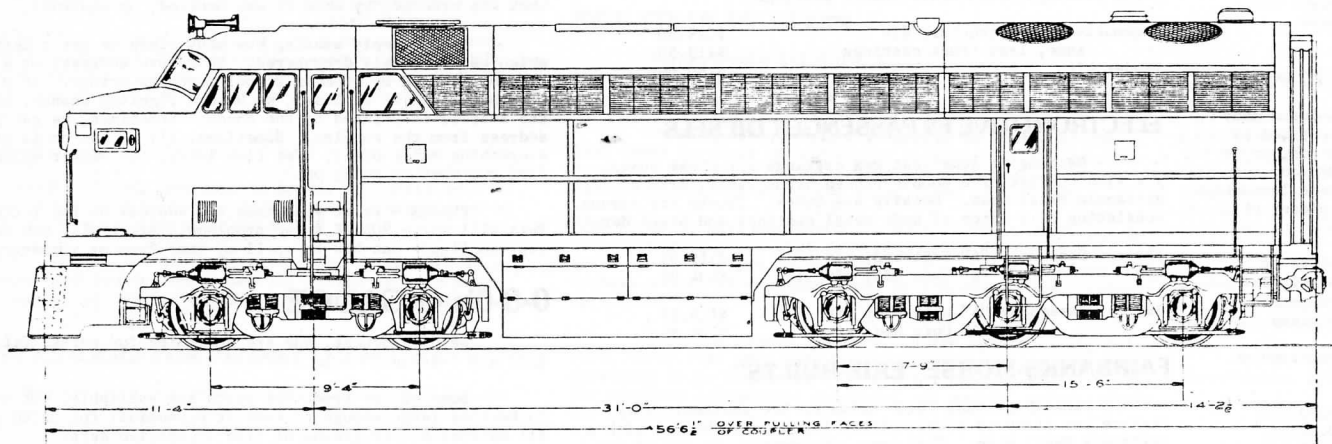
Body shell is double etched brass, with bronze nose  
 casting. Details are brass; truck castings are soft metal.

ALCO FA-2 "A" Unit body kit \$79.50  
 ALCO FB-2 "B" Unit body kit \$64.50



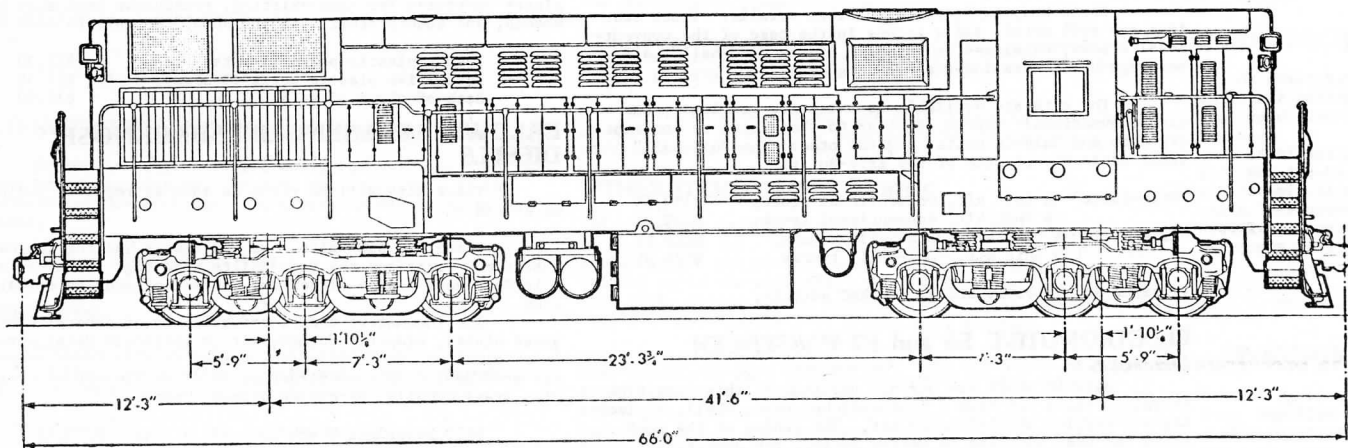
Fairbanks-Morse 2,000-hp. road locomotive—A unit

"ERIE BUILT"

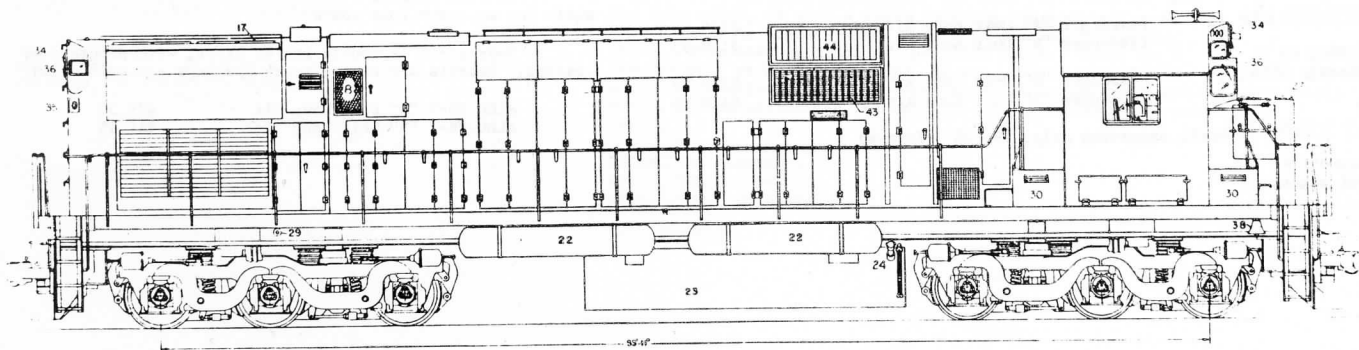


Side elevation of Fairbanks-Morse 2,400-hp. freight and passenger Locomotive H24-66

"C-LINER"



"TRANSMITTER"





# S GAUGE COMMENTS

As I write the first draft of this, some miles above the Appalachians, the thought crosses my mind that I should cook up a more attractive title for this column. Somehow, "1/64 Thoughts" and "Swinging with S Gauge" don't seem to fit the bill. Any comments?

I should like to express one thought which is rarely mentioned by S scale enthusiasts. For many, entry into the gauge was facilitated by the availability of reliable, cheap American Flyer equipment. Because of this, many writers have looked toward a revival of the American Flyer line as a boon to the scale.

I don't agree. S Scale today is one of the last havens for the individual builder/modeller. It is unique in that a reasonable amount of material is available to assist the modeller past the really difficult problems of starting in the scale. On the other hand, very little is commercially available ready-to-run.

What does this mean? As a builder, it means that after I spend a lot of blood, sweat, tears, time and money (and cuss words) crafting a model, I will not be undercut by Thumb-Fingers Harry who has spent a leisurely hour at the local hobby shop achieving the same result, but by buying the model. This was the primary reason I personally left HO.

Take a careful look at the beautiful photographs in both Railroad Model Craftsman and Model Railroader. How many of the models depicted in those scenes were built by the owners? You will find that most of the scenes show an artful arrangement of commercial models, with little basic construction by the owners. When you see an S gauge scene, you know the man has put a lot of himself into it.

S Scale models may be, on the whole, a little less refined, but they are a personal expression, not one of many duplicates churned out in their identical thousands.

That's what S Scale means to me - a personal expression. Something a factory product can only hope to approach.

\* \* \* \* \*

Regarding the Princeton Meet, we will be open to NASG members during one day of the Meet. Since it will be early August, the swimming pool will be open. Picnic, anybody?

## ELECTROMOTIVE SWITCHERS: S GAUGE

Still, another batch of switchers has made its way through the production process and off to its new owners. We have had some problems keeping this animal in stock, which does say something about the growth of the scale.

Currently, only the SW-1 is in stock; the others will be returned to stock as soon as we can have another batch of etchings made up.

The kits are our standard etched brass, with brass details. Hood-end, air tanks and trucks are soft metal. Power is not included, although Cascade Hobbies, (Beveridge) has a companion unit advertised.

- SW-1 600hp kit \$62.50
- SW 8 800hp kit \$67.50
- SW1200 1200hp kit \$67.60
- TR6 cow and calf kit \$127.50
- Truck castings \$4.50/set

LOCOMOTIVE WORKSHOP  
BOX 211-B-1, RFD 3  
ENGLISHTOWN, NEW JERSEY 07726

201 - 536 - 6873

## S GAUGE EMD E7 PASSENGER DIESEL

The etchings are in stock for this passenger unit. We have yet decided whether to produce the entire kit. Don Thompson (Train Stuff) and we have been discussing the problems, but have not yet been able to cure all the problems, so only the body etching is currently available.

These are single etched brass, formed to proper contour, using the Enhorning nose (not supplied). With a little work, a unique S scale locomotive can be produced.

Etching only for E7A or E7B (specify) \$40.00

## S GAUGE ALCO SWITCHERS

Now that we have the proper trucks in stock, we can also offer the Alco S-3 and S-4 switchers in brass in S. These were originally drawn up with the RS-1, and use almost identical etchings.

- S Gauge Alco S-3 660hp Switcher body kit \$55.00
- S Gauge Alco S4 1000hp Switcher body kit \$55.00

One of these days, I'll spell switcher right.

## GENERAL ELECTRIC 44 TONNER

Our most popular S gauge kit, this consists of a set of well-details soft metal castings and some brass parts. These interlock to form a cute little critter which will be at home on almost any layout.

The kit consists of 26 castings, and is designed to take a regauged TYCO power truck, as described in the S GAUGE HERALD.

GE 44 tonner, S gauge, body kit \$37.50

## S GAUGE RS-1 ROAD SWITCHER

A new batch of kits is on the shelf. With the exception of the hood end castings, this locomotive is built-up almost entirely of etched brass. Trucks are soft metal, as usual. This specific model will be discontinued when present stock runs out, as we intend to redraw the masters, but this may take some time.

This locomotive has appeared on a number of magazine covers.

- Alco RS-1 1000hp road switcher kit \$57.50
- extra truck castings sets \$4.50

## S GAUGE ALCO ROAD UNIT

This has been sold out, and is discontinued.

## THE NEWSTLETTER

This Newsletter is published about every two months by Locomotive Workshop. It is available at \$2.00 per year to U.S., Canadian and Mexican customers. Other foreign countries it is \$2.00, because we have to pay for postage. This is the first class, as much as possible, and other avenues leave much to be desired.



BOX 211 B 1, RFD 3  
OLD BRIDGE-ROBERTSVILLE ROAD  
ENGLISHTOWN, NEW JERSEY 07726

NEWARK MODEL RAILROAD CLUB  
337 North Fifth St.  
Newark, NJ  
April 22, 23, 24 and May 4th  
Friday 7:30PM to 10:00PM; Sunday 1:00PM to 2:00PM

## ODDS AND ENDS

All odds and ends are retail only

ATLAS F9 Bodies	\$11.00
Mechanisms	\$12.50
Complete	\$20.00

AHM Plastic 0-6-OT r-t-r, good base for scratchbuilding	\$12.50
--	---------

ADAMS Bronze Diesel castings sets, includes roof, ends, tanks and trucks

E7B/E6B	\$45.00
F3A - includes Loco Works nose and bronze side castings, no trucks	\$45.00

Baldwin Model Locomotive Works-built up units;

F3 A&B Set, both K&D powered	\$140.00
F3 A-B-B-A Set, all powered	\$250.00

AHM 0-8-0 Plastic sets - see page Five

Reynolds/Athearn freight car kits, including trucks and couplers. Our choice of road names, all different in each set of five:

Reefers	5 for \$53.50
40' Box Cars	5 for \$58.50
50' Auto Box Cars	3 for \$37.50

These are new kits.

## FAIRBANKS-MORSE B-A1A C-LINER

This project has had its share of unusual problems. First, the Polaroid broke while I was trying to photograph the model, and now my wholesaler says he can't get anymore C-Liners.

We will shortly have a kit available for conversion of existing C-Liners to the B-A1A configuration, as operated by NYC, LI, New Haven and Canadian National (two new road names there.) The rear truck will be converted to a three axle version, delivering power somewhat more robustly than the original drive. We will give a \$3.00 for trade-in of the old trucks, by the way.

Conversion kit, C-Liner, with Pittman 8212 motor, with three axle powered truck

\$52.50

## THE NEWSLETTER

This Newsletter is published about every two months by Locomotive Workshop. It is available at \$2.00/year to U.S. Canadian and Mexican customers. Other foreign countries it is \$5.00, because we have to use Air Mail. We mail via First Class, as much of the information is timely, and other avenues leave much to be desired.

ANNUAL SPRING SHOW

NEWARK MODEL RAILROAD CLUB  
337 North Fifth St.  
Newark, NJ

April 22, 27, 29 and May 6th.  
Friday 7:30PM to 10:00PM; Sunday 1:00PM to 5:00PM

## AN ELEPHANT PAINTED TUSCAN RED!!!

Those of you who have been at Loco Works are probably aware that we have almost as many Chevrolets on the property as brass locomotives. Not really, but sometimes it seems that way.

What, you ask, has this got to do with an elephant painted tuscan red? Well, courtesy of our local Chevrolet dealer, we receive each month a slickpaper newsletter called "Friends," which is a combination of Chevy news and articles of varying degrees of seriousness.

This month, there is an article on Altoona, Pa., with a variety of anecdotes true and otherwise about that city and its railroad, the Standard Railroad of the World. All of this leads up to an account of how, in the summer of '34, a local elephant showed up for a parade wearing a coat of Pennsy red paint and decorated to resemble a Pennsy caboose. His howdah had become a cupola, with black painted windows; lanterns hung from his tusks; black painted handgrips ran across his backside, and his feet were painted to resemble wheels.

I know we shouldn't do it, but we'll send a free car kit to the modeller sending in a photo of a model elephant so decorated, and publish it.

You know, this could be an incongruous as the outhouse on wheels that we developed as a meet symbol for the Golden Crescent Convention in Elyria Ohio; the outhouse being painted gold and the crescent being on the door..... We had fifteen entries in that contest.

Now what would be the PRR loco class for the elephant? A7e, I guess.


And besides, who says we always have to have

serious editorials? We could be doing something serious like describing the exploding box car built for the M.I.T. model railroad in Cambridge while I was a member. Being M.I.T., nothing simple like a spring loaded car would do; they used fulminate of mercury; when that car blew up, the results were quite serious. It blew a hole through the layout.

Speaking of M.I.T., there was a traction related episode before I got there. It seems that the Boston Elevated ran a street car line on Massachusetts Avenue right in front of Tech. One day, a young person boarded, made some fuss with the motorman, and finally was directed off the car. The motorman went to advance the controller, but the car wouldn't move, finally blowing the breakers. Upon alighting from the trolley to check for problems, the motorman found several wheels welded to the rails with thermite.... I understood it was necessary to remove both the car and the rails before the line was open again.

Back to trolleys and Chevrolets. Our elder son was pleasantly surprised upon opening the book "The Dream Machine," an opus on the American automobile. There on Page 307 is a photo of a 1963 four door Chevrolet and a trolley car. The 1963 is a car he drives almost everyday, and we can identify it as a four-door Biscayne with 235 cid 6 cylinder engine. The trolley car has us stumped. It is a static display, with Brill trucks, and is numbered 506. Fenders are peculiar. He'd like to build one for his collection, but we can't figure out what it is. Any ideas?

How did they keep the lanterns on the elephant?





One of our BL-2 kits in O scale, as built by Russ Kress of the Newark Model Railroad Club

# Locomotive Workshop

## NEW ITEMS

**ELECTROMOTIVE E6/E7 UNITS** The E7's should be out of the shop by the time you get this. The E6's might be, depending on whether castings get here.

**EMD SWITCHERS** Still waiting on the O gauge etchings and a few small parts for the last part of the second run for gauge. Etchings for third S gauge run have been ordered.

**PASSENGER SHARKS** Second run sold out; we will make the third run as soon as practical.

**Q-2 4-4-6-4** Deliveries have begun on boiler and tender assemblies. Possibility that one or two built-up locomotives will be available.

## ITEMS IN THE WORKS

**FAIRBANKS MORSE ERIE-BUILTS** Etching master should be at the etcher shortly; casting masters are complete

**BALDWIN/CNJ BABYFACE DOUBLE/ENDER** Still struggling with the design of a flexible master to permit us to make the whole gamut of Baldwin Babyfaces. CNJ unit well in hand; we are accepting \$25 reservations.

**FAIRBANKS MORSE TRAINMASTER** Due to be drawn after

the CNJ double-ender. Accepting \$50 reservations on this brass-bodied beauty.

**BALDWIN CENTIPEDE** These 2-D-D-2 diesels were owned by Pennsy, Seaboard and NdeM. They were also rumored to have been on order for Southern Pacific. Because of the unusual wheel arrangement, we will be making this available with power, with price in the \$250 range. Accepting \$50 reservations.

**EMD DDA40X 'CENTENNIAL' DIESEL** We will rerun this in 1979, with new parts. Accepting \$50 reservations.

**LITTLE JOE 2-D-D-2 ELECTRICS** We are accepting \$50 reservations on this Milwaukee Road and South Shore electric.

**UNION PACIFIC EARLY 4-6-6-4 CHALLENGER** We are now accepting \$100 reservations on these kits, complete and almost all brass (axles & motor). Price of the kit will be in the \$600 range.

**PENNSYLVANIA E3 AND E6 MECHANISM** We are accepting \$50 reservations on the \$165 mechanisms to convert the CLW 2-8-0 boiler and tender to an E6 Atlantic. Includes motor & drive, valve gear, frame, pilot & truck. We note that there is interest in boilers & superstructures for the PRR E2/E3/E5/E7 4-4-2's. We can make them, but would appreciate your opinions.

## THE NEWSLETTER

Locomotive Workshop publishes this newsletter about every two months for the education and amusement of its customers (Well, that's what it says in the manual.)

The Newsletter is \$2.00/year to United States and Canadian customers, \$5.00 elsewhere. We mail via First Class Mail, as much of the information is dated, and all other approaches leave much to be desired.

We will notify when your Newsletter runs out. Up until now, we have not been able to spare the time to do this on a regular basis.

## CONDITIONS OF SALES

1) Most items are shipped postpaid, exceptions are noted. Please add \$1.50 for Canadian shipments (see note on page 6) and those to Post Office Box numbers. Other foreign countries should add sufficient postage for either surface or air mail; assume one KG per kit. We might note that "Small Package Air Mail" has quite attractive rates.

2) On ALL orders under \$10.00, add \$2.00

3) New Jersey residents must add 5% sales tax.

4) Reservations are accepted on a down payment basis only. We can not "hold something" as the amount of stock and number of pieces is restricted in all cases.

5) For COD shipments, a \$2.00 charge will be added.

## LETTERS

In order to expedite replies to mail, I would appreciate it if you would write only in the left column, leaving room for a reply in the right column. This way, I can comment directly on your letter and get the reply out immediately after opening the mail; otherwise, an answer will have to wait until we can find the time to sit down and type a formal reply.

Also, please include your name and address.

We get several letters a month with only a scribbled figure out the address from the check or other info, but sometimes not. Result; someone doesn't get what he wants.

## MILWAUKEE HORIZONTAL RIB BOX CAR

Our next car kit will be actually be two: the 40' and 50' MILW welded cars with horizontal ribs pressed in the sides.

A limited number of these all-brass kits (except for AB underfloor castings) will be made up. Bodies as designed to be assembled by soldering and to rival any of the Japanese imports.

Kit #248 40' Milwaukee single door box car kit \$32.50

Kit #249 50' Milwaukee double door box car kit \$37.50

Item #250 Built-up 50' car Retail Only \$137.50

## LIQUID OXYGEN CARS

One of our commercial clients has asked for some 1/4" scale display models of its liquid oxygen tank cars. These are modern cars, white with green stripe and lettering. Price, including roller bearing trucks and decals would be in \$20 range.

If there are people interested, we'll make up some extra sets.

## COVERED HOPPERS - O GAUGE

These kits have all-brass superstructures with the exception of the underframe ends and the brass plated roof hatches. Roof walk is etched brass and hoppers are brass stampings. Prototype is Pullman-Standard PS-2, latter part run.

#223	Twin Covered Hopper	\$20.95
#224	Triple Covered Hopper	\$25.95
#225	Quad Covered Hopper	\$30.95

to be available shortly:

#226	Early twin covered hopper with rectangular hatches	\$20.95
#227	Modern triple covered hopper w/long center hatches	26.95

We will add a rivetted side hopper, if we ever get the rivet dies working properly.

## OLDER TANK CAR KITS - O GAUGE

We have in stock a series of kits for the older "traditional" tank cars, as built during the period 1910 to 1950. They are not extremely simple kits, but will furnish some additional variety on your layouts.

Kits are all brass, except for the AB gear.

Proportions are good, and they will furnish good contrast to a roster made up primarily of house cars.

#230	6000 gallon single dome	\$20.95
#231	10000 gallon single dome	\$22.50
#232	10000 gallon twin dome	\$25.95
#233	10000 gallon triple dome	\$28.95
#234	6000 gallon twin dome	\$24.50
#236	10000 gallon six dome wine tank car	\$34.95

(note: all tanks have rivetted tanks, except #236 with welded tank.)

## COAL HOPPERS - O GAUGE

These kits have brass superstructures, with brass side stakes, sides, ends, ladders, slope sheets and small details. Underframes are made up of brass and some soft metal castings. These castings are used for the really difficult hoppers and bolster ends. It should go together in three to five hours.

#212	Twin Open Hopper	\$18.95
#213	Triple Open Hopper	\$23.45
#214	Quad Open Hopper	\$27.95

## BRASS GONDOLAS - GAUGE

Again, these kits are almost all brass, with the exception of the AB gear. These follow the brass hoppers in design with separate brass side stakes. Car floor is brass scribed to simulate wood.

#241	40' High Side Gondola Kit	\$20.95
#242	40' Low Side Gondola Kit	\$19.95
#243	52' Mill Gondola Kit	\$25.95

Also, available is a 65'6" mill gondola, whenever we get around to making the lost wax castings for the drop ends.



BOX 211 B 1, RFD 1  
OLD BRIDGE-ROBERTSVILLE ROAD  
ENGLISHTOWN, NEW JERSEY 07726

## 250 TON & 150 TON CRANES O GAUGE

The first batches of 250 T crane kits have been shipped. Additional kits are shipped as available.

These kits are all brass, with fully fabricated booms. Superstructure is a mixture of brass stampings and machine engravings. Small detail parts are lost wax brass castings. Sheaves are brass trunings. Only non-brass parts are the sheave pins (steel), wheelsets (steel) and running rigging (dacron and Nylon).

All major parts are pre-formed. Some cutting will be necessary, but we have taken care of the difficult operations. None of the castings are soft metal, we made this one almost all brass.

For those of you with a smaller railroad, we are introducing the 150 T crane, with four axle trucks. The trucks are our heavy-duty Andrews, which are die cast. All other details are very similar to the 250 T crane.

250 Ton Crane Kit, less trucks	\$104.50
250 Ton Crane Kit, with Kemtron Buckeye truck kit	\$124.50
250 Ton Crane Kit, with Loco Works sprung Buckeye truck kit	\$144.50
150 Ton Crane Kit, less trucks	\$102.50
150 Ton Crane Kit, with Andrews sprung trucks	\$106.75

## PASSENGER CAR TRUCK-KITS

It looks like we finally got the bugs out of the passenger car truck kits.

Kit #P-1 is the modern variety; a four wheel truck that is fully sprung and equalized. Suitable for Vane Jones new cars.

Kit #P-2 is an older style, as used under the classical cars of the twenties and thirties.

Both truck kits are essentially all metal, and both included wheel sets.

Modern four wheel passenger truck kit sprung and equalized (P-1)	\$14.75/pr.
Older style (for heavyweights) four wheel kit (P-2)	\$14.75/pr.
both are O Gauge	

## ON 3 FREIGHT TRUCKS

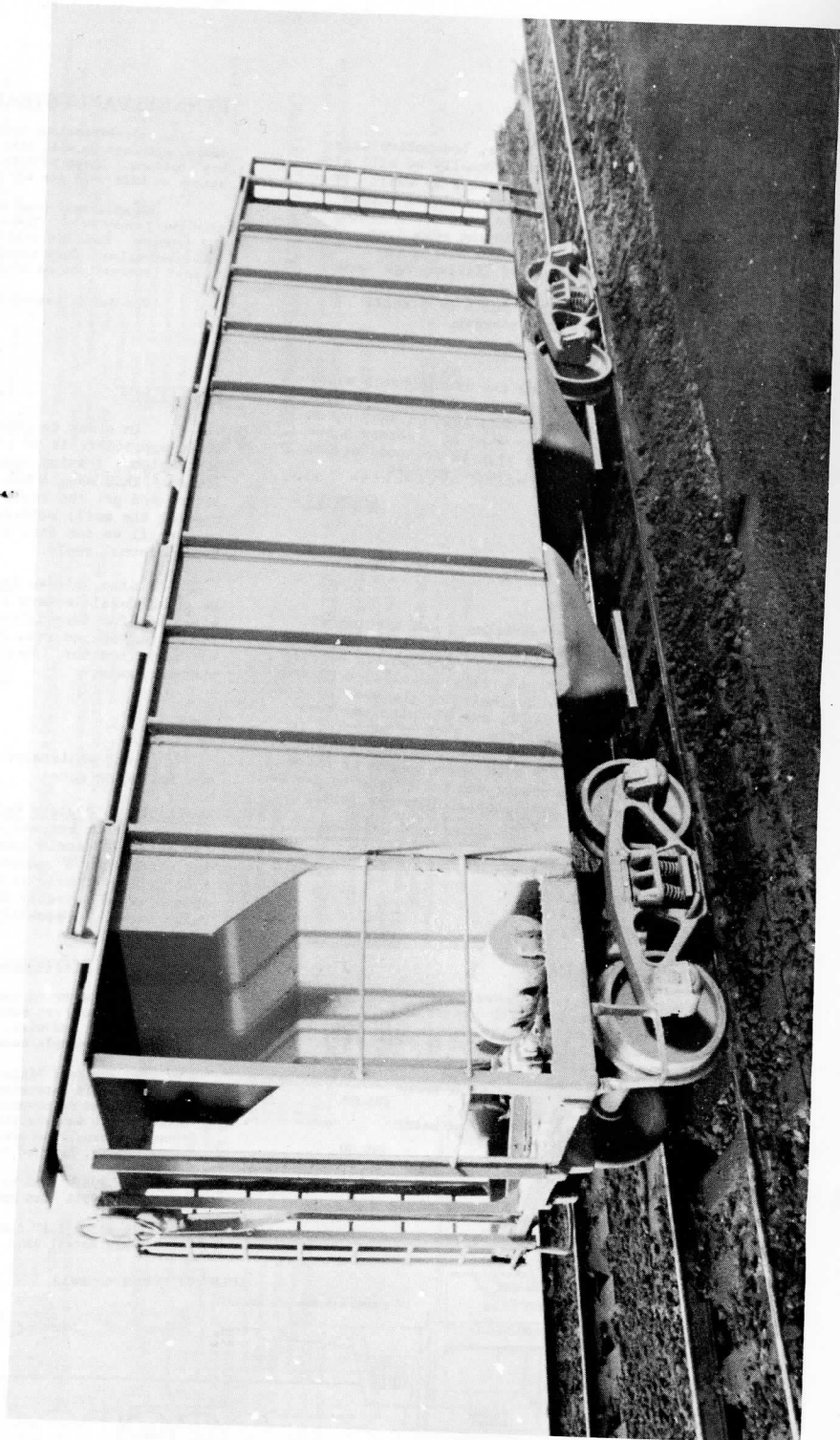
We have a good stock of USHobbies U-68 brass ON3 trucks. These might eventually find their way under an EBT brass hopper kit, but meanwhile they are available at \$6.00/pr.

## BUCKEYE TRUCKS

Sprung brass Buckeye truck kits for the 250T crane are in open stock. These are made from all-new patterns and are of proto-type construction. Current batch will have blackened steel wheels, or nickel plated.

Kemtron Buckeye trucks are in stock, with brass or steel wheelsets.

Sprung Buckeye Truck Kit, plain journals	\$40.00
Kemtron Buckeye Truck Kit, specify brass or steel wheels.	\$20.00



#223 Covered Hopper Kit.  
Model and photograph by  
Vic Roseman

# AVAILABLE FREIGHT LOCOMOTIVES

Our usual kit consists of single and double cut all major cuts made and painted. On a typical kit, such as the body has been sheared and etched to match the nose cast the proper car body width indicated in the etched metal and such. The fuel tank fashion pieces between it from brass plate, or supplied car body ends are etching.

The FT nose, as diesels except the FA's is from a brass master. The two halves and can be read 40 lead solder. In fact, propane torch. The melt is a few hundred degrees so that, with due care, sand

Details are generally castings are used for air are machined from brass. and stampings are provided.

In most cases, the ed. While of soft metal brass are supplied in all sprung trucks, we normally fore putting them in the

The following kits are available:

Basic FT-A kit, less truck  
Basic FT-B kit, less truck  
add for dynamic

Alco RS-1 Road Switcher

Alco FA-2 1600hp Road Di  
Alco FB-2 1600hp Road Di  
deduct for deleting truck  
(note FA-2 and FB-2 i

Baldwin RF-16 A Unit  
Baldwin RF-16 B Unit

Baldwin 4-4-1500 A Unit  
Baldwin 4-4-1500 B Unit  
(these are Sharknose ve  
works. Special price ge

EMD BL-2 "Branch Line"  
(unlike other kits, thi  
metal castings. It is d  
Atlas power unit.)

Not a diesel, but of ve

Union Pacific/General E  
Locomotive kit  
Tender kit

NOTE: In all cases, the  
with truck castings, bu

## IN THE WORKS

Fairbanks Morse Trainm  
deposits on this brass

EMD/UP DDA40X: We are  
monster and are accep  
also be available

Baldwin "Babyface" die  
which might help us b  
one was unique; this

## WANTED

We will accept in trade, locomotive kits, brass parts, books and tools. Usually we will also accept locomotives and machine parts as well. If you have something to trade, write with a simple description of what you wish to trade, and wants. I am particularly interested in the magazines "Railway Mechanical Engineer" and the British "Engineering." Some issues of "Railway Age" are of use.

If you have tooling for O or S scale equipment, this is also of interest.

Several people have asked us about the models produced by Hill Country Train Shop in MO, S and O scales. We have no idea of the quality, and would like to hear from anyone who has had dealings with them, particularly on custom locomotives. The deals sound almost too good to be true.

## TEXAS

## NEW PARTS LIST

We have in preparation a new listing of available steam parts, mostly material we have picked up over the years. There have been two big batches acquired in the last month, plus miscellanea picked up in trades since the beginning of the year.

New list is \$1.50, and will include some USHobbies' parts and drivers. Bulk of material is brass.

This is also a good place to ask if there are any particular products you would like to see us handle for resale - small tools, lost wax parts, screws, etc.

LOCOMOTIVE WORKSHOP  
RFD 1, BOX 211-B-1  
ENGLISHTOWN, NJ 07726

201 - 536 - 6873

## BOILERS O-GAUGE

Built-up boilers for several classes of USRA engines are available. These consist of built-up etched brass boilers, with cab, domes, stack and running boards. Boilers are built to order, so variations are possible.

- USRA 2-8-2/4-6-2 (Specify light or heavy boiler & cab) \$85.00
- USRA 2-10-2/4-8-2 (Specify light or heavy boiler & cab) \$90.00
- Retail Only

## PENNSYLVANIA STEAM (AND TENDERS)

All reservations on the Q-2 kits have been taken, although we will take only two more \$25 "second buy" options. These will be available only if reservations on kits 1-25 are not taken.

We will make some extra tenders, as used behind the Pennsy M1's. These will be identical to the Q-2 tenders. Each kit will be \$160; we will accept a \$50 reservation. Only enough tender kits will be made to meet reservations on hand when we build the bodies.

The Q-2 is essentially #1 in the shop right now.

## LETTERS

In order to expedite replies to mail, I would appreciate it if you would write only in the left column, leaving room for a reply in the right column. This way, I can comment directly on your letter and get the reply out immediately after opening the mail; otherwise, an answer will have to wait until we can find the time to sit down and type a formal reply.

Also, please include your name and address. We get several letters a month with only a scribbled signature for identification. Sometimes, we can figure out the address from the check or other info, but sometimes not. Result: someone doesn't get what he wants.

## ATLAS

Our wholesaler has asked us to include the following note:

Available to Dealers Only: Will quote special low prices on your request, written on your letterhead, for Atlas "O" scale locomotives, ready-to-run rolling stock and "O" gauge flex track. Rail is Code 158; rail by itself is not available. Dealers should write directly to Bev-Bel Corporation, 39 Union Avenue, Cresskill, NJ 07626

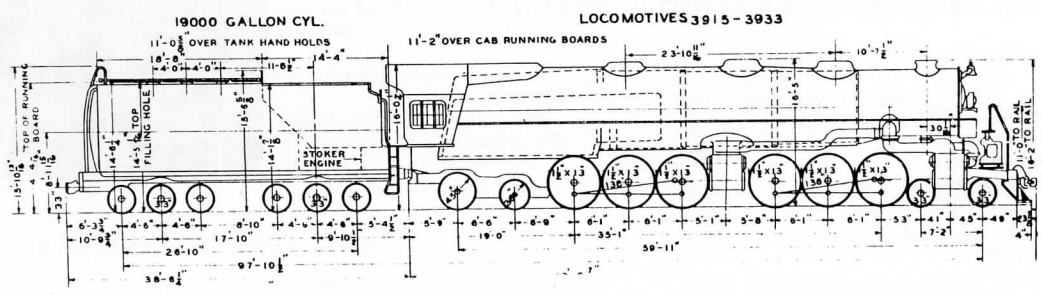
## PITTMAN MOTORS

The response to the offering of the Pittman can motors has been surprisingly strong. We have ordered more, and will, with this batch, solve a problem many people commented on.

The standard Pittman production motor has a single shaft extension. We enquired about changing this, and discovered that the "premium" for double shaft was surprisingly small, if we ordered enough motors. The premium is steep for two or three motors, but not so bad for fifty.

- Pittman: #9514 Can Motor, single shaft \$25.00
- #9514 Can Motor, double shaft \$27.50

#9514 is about 1.6" diameter, 2.4" long. All motors are retail only.



# EIGHT DIESEL

kit construction involves the  
 double etched brass shells, with  
 and pieces formed where needed.  
 such as the FT, this means that  
 reared out, the roof contour form-  
 casting, and the sides bent to  
 width. Window cutouts are in-  
 dented metal, as are handgrab location  
 tank has been formed, and the  
 then it and the body either cut  
 supplied as an etching. The  
 etchings.

as is the case with all of the  
 's is a soft metal casting, made  
 These are generally cast in  
 be readily soldered with 60 tin  
 fact, I usually do this with a  
 melting point of the nose casting  
 grees above that of the solder,  
 are, soldering is not difficult.  
 e generally brass. Lost wax  
 or air horns and such, and steps  
 brass. Stacks are usually machined  
 provided for louvers.

ses, trucks are sprung or equaliz-  
 metal, replacable bearings of  
 in all cases. In the case of  
 ormally machine the bearings be-  
 n the kits.

are available in 0 GAUGE:

s trucks	\$96.50
s trucks	\$81.95
dynamic brakes	\$ 7.50
cher	\$82.50
oad Diesel	\$79.50
oad Diesel	\$64.50
s trucks	\$ 6.00
FB-2 in very short supply)	
it	\$89.50
it	\$74.50

Unit (special) \$81.50  
 Unit (special) \$66.50  
 se version; "babyface" in the  
 ice good 'til 9/28/78)

ine" Unit, less trks \$58.50  
 , this is built up of soft  
 is designed to accept the

of very similar construction:

ral Electric Veranda gas-turbine	
re kit	\$129.50
t	\$ 50.00

, these are superstructure kits,  
 s, but without power.

CS

rainmaster - accepting \$50  
 brass bodied kit

e are planning another run on this  
 accepting \$50 deposits. DD35 will  
 e

" diesels: We are working on desig  
 us build these rare beasts. Each  
 this poses some unique problems.

## ALUMINUM CASTINGS SETS FOR GENERAL ELECTRIC U BOATS

A new shipment of this fine group of cast-ings has been received. They are excellently and finely detailed and are, in many ways equal in appearance to the finest brass models.

They are sand castings but the surface appearance is such that very little cleanup is necessary. Locomotives are cast in halves, easily epoxied together. Small details (not supplied) are then added, and aside from powering, the engine is ready for service.

These sets have been powered by many different makes of mechanisms, including Lionel and Atlas.

A simple, inexpensive way to put distinctive power (All 0 Gauge)	
General Electric U33B/U36B	\$55.00
General Electric U36C/U33C	\$55.00
General Electric U25C	\$58.00
General Electric E44/E50 elec.	\$59.50
General Electric 65T	\$39.50
General Electric U20C	\$55.00
U33 series may be built as U30 or U36, also, U33B may be modified to U23B or U18B.	

## ALUMINUM SHARKNOSE CASTING

Made by the same source as the above units, and continuing to be one of our most popular kits.

ALUMINUM RP - 16 "A" Unit Set \$55.00

## BALDWIN PASSENGER SHARKNOSE DIESELS

These kits are, as usual, have a double-etched brass body, with a cast nose. Brass details and soft metal truck castings are included. We have combined the best features of the plans available to us (ranging from a 1/6 scale PRR blueprint to diagram book sketches) to arrive at an accurate representation of engines 5772 through 5783

RP 20 Passenger Shark "A" Unit body kit \$119.95  
 "B" Unit body kit \$110.50  
 delete truck castings (less) \$ 12.00

## E8 AND E9 EMD PASSENGER DIESELS

We have another run of these kits, they don't seem fated to stay in stock very long.

The kits consist of a double-etched brass body shell, with a bell metal nose. Details are brass, and sprung truck kits in soft metal and brass are included. These animals assemble fairly easily.

E9 Passenger A Unit	\$119.95
E9 Passenger B Unit	\$104.95
E8 Passenger A Unit	\$119.95
E8 Passenger B Unit	\$104.95

## E7 AND E6 EMD PASSENGER DIESELS

The E7 and E6 units also have the double etched brass body shell construction used in the E8 and E9 kits, modified, of course, to reflect the differences in the prototypes. The nose castings Bell Metal, again with appropriate changes.

Trucks are not quite identical with the E8/E9, as different journals are involved, but the basic design is the same.

E7 Passenger A Unit	\$119.95
E7 Passenger B Unit	\$104.95
E6 Passenger A Unit	\$134.95
E6 Passenger B Unit	\$104.95

## FAIRBANKS - MORSE "ERIE BUILTS"

These superstructure kits will have an all-brass superstructure, similar to our E units and Baldwin Sharks. Body will be formed, and will be double etched where needed.

Truck castings will be bell metal, and will be available in the two basic forms that this model was delivered with. The conventional trucks are very similar to the Alco & Baldwin passenger units.

"Erie Built" A Unit, conventional trks	\$119.95
B Unit, conventional trks	\$109.95
"Erie Built A Unit, odd-ball trks	\$129.95
B Unit, odd-ball trks	\$119.95

## 0 GAUGE POWER TRUCKS

In response to the many people who have ask we are working on a new power truck set-up, to replace the units we had to discontinue when USHobbies discontinued their parts business. These are designed for a vertical motor mount, with motor shaft and truck swivel in the same axis. Our usual variety of wheel diameters and wheel arrangements will be available.

## 0 GAUGE EMD SWITCHERS

Those of you at the SONC get-togethers saw the first preproduction SW-1 switcher in 0 gauge. This series of kits has been prepared concurrently with the S gauge switchers described in the next column. Etchings are on order, and the kits should be shipping sometime in August.

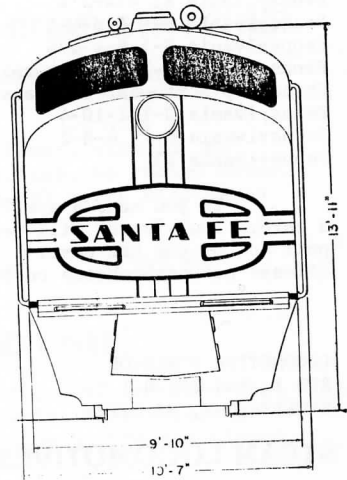
The kits are our standard etched brass superstructure with a soft metal nose casting and other details of brass. Trucks are soft metal castings. Power is available from CLM and All-Wation. The cow-and-calf will also be available - in correct form.

SW-1 600hp kit	\$77.50
SW 8 900hp kit	\$77.50
SW1200 1200hp kit	\$82.50
TR 6 cow and calf kit	\$155.00

## ALCO ROAD-SWITCHERS & SWITCHERS

A new batch of these 0 gauge engines is in stock, in kit form. Superstructures are almost entirely etched, formed brass, with a new hood end casting in soft metal. Trucks are soft metal, with brass bearings.

ALCO RS-1 road switcher kit (0 gauge)	\$82.50
ALCO S-1 600hp switcher kit	\$77.50
ALCO S-2 1000hp switcher kit	\$75.00
ALCO S-3 600hp switcher kit	\$75.00
ALCO S-4 1000hp switcher kit	\$ 4.50ea.



## SUGGESTIONS FOR KITS

Cards, one or more, have been received for the following suggestions for kits. They are listed in no particular order. If you are interested drop us a card or cards so that we can assess possible demand.

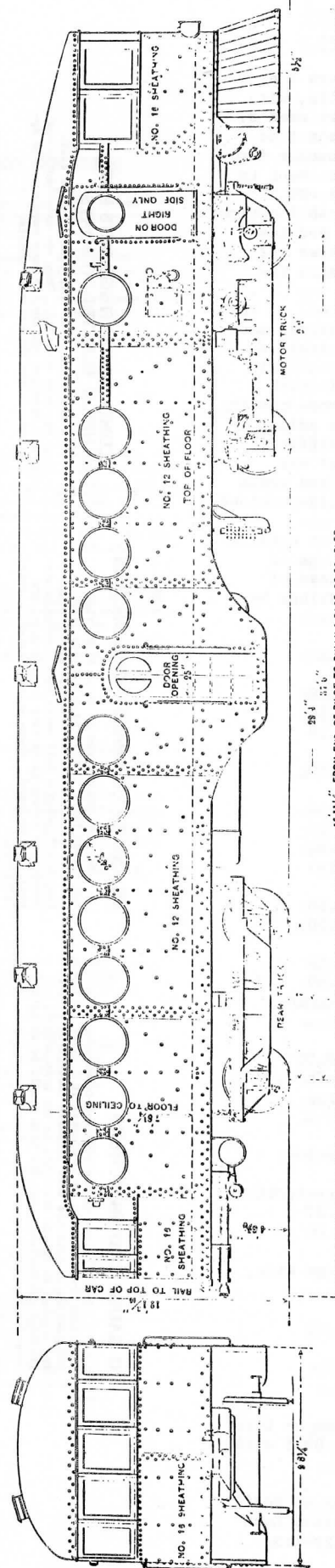
Pennsylvania T-1 4-4-4-4  
 General Electric 44 tonner in brass  
 B&A/IC 2-8-4 by Lima  
 Alco 4-6-6-4 SP&S/NP  
 Fairbanks Morse H-16-44  
 General Electric U50C  
 Electromotive FP45  
 Pioneer Zephyr  
 small basic 2-8-0 or 4-4-0  
 Pennsylvania P5a Box cab electric or streamlined  
 Baldwin Westinghouse 60T steeple cab  
 B & O 0-4-0  
 Milwaukee Class "A" 4-4-2  
 Milwaukee Class F7 streamlined 4-6-4  
 Cheseapeake & Ohio K2 or K3 2-8-2  
 Baltimore & Ohio S-1 2-10-2  
 Baltimore & Ohio F-7 (president) 4-6-2  
 ALCO "Century" series diesels  
 Krauss-Maffei diesel hydraulics  
 General Electric super turbines (UP 1-30)  
 ALCO Century C855 B-B-B-B  
 Baldwin AS 616 road switcher  
 Ma & Pa 0-6-0  
 New York Central J-1 or J-2 4-6-4  
 New York Central D-1a 4-6-6 tank engine  
 New York Central L-3a 4-8-2  
 Boston & Albany 2-6-6-T tank engine  
 Chicago & North Western E-4 streamlined 4-6-4  
 Baldwin VO 660 switcher  
 Electromotive SD7 or SD 9  
 Milwaukee class K 2-6-2  
 Milwaukee class M2 2-6-0  
 Milwaukee class D-1 0-8-0  
 Milwaukee class I 0-6-0  
 ALCO DL 109  
 Milwaukee class C 2-8-0  
 Milwaukee class L 2-8-2  
 Milwaukee class G 4-6-0  
 Milwaukee class H8 4-4-0  
 Milwaukee class F 4-6-2's  
 Milwaukee class S 4-8-4's  
 Milwaukee class N 2-6-6-2's  
 Pennsylvania E3 4-4-2's  
 Pennsylvania Q-1 4-6-4-4  
 Pennsylvania S-1 6-4-4-6  
 Pennsylvania S-2 6-8-6 turbine  
 Chicago & Northwestern class H 4-8-4  
 Pennsylvania J-1 2-10-4  
 Pennsylvania M-1 4-8-2  
 Pennsylvania K5

If you have a specific interest, drop us a card. Your "vote" will help determine what we pull out of the hat next.  
 (Please put each choice on a separate card)

LOCOMOTIVE WORKSHOP  
 RFD 1, Box 211-B-1  
 ENGLISHTOWN, NJ 07726

## STEAM LOCOMOTIVES

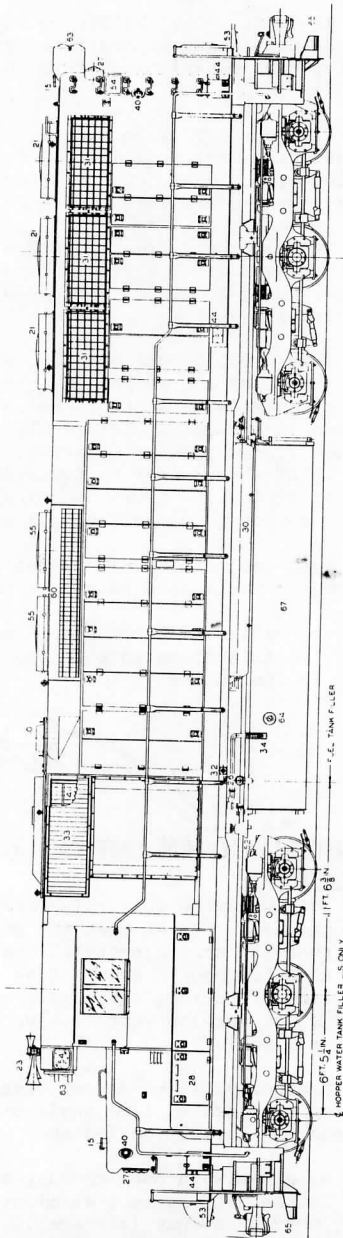
We get frequent requests for boilers, etc. for various steam locomotives. While producing them is certainly within the range of our abilities, the big hang-up is in finding the time for assembly. What would your reaction be to the availability of formed etchings for assembly into boilers, etc. This would take advantage of our ability to make unique components and the fact that you wouldn't have to pay for our labor.....



ELEVATIONS OF GASOLINE MOTOR CAR NO. 7.—UNION PACIFIC R. R. CO.



SD45 - We may be making up some in O gauge soon again, and also in S gauge for marketing through Beveridge



## ELECTROMOTIVE SWITCHERS: S GAUGE

Another batch of switchers has been shipped, and I intend to work over the next batch of etchings as soon as this Newsletter is complete.

A variety of kits is available, including the SW-1, SW-8 and SW-1200, spanning the entire era of the most familiar EMD switchers. With this Newsletter, we are also making available the cow-and-calf sets which EMD produced sporadically. Aside from this, both hood lengths are available, both cab types and both hood notches. Plain journal trucks are available separately also.

The kits are our standard etched brass, with brass and soft metal details. Power is not supplied, although truck castings are included. A power unit is available from Cascade Hobbies (Beveridge)

SW-1 600hp kit	\$62.50
SW-8 800hp kit	\$67.50
SW1200 1200hp kit	\$67.50
TR 6 cow and calf kit	\$127.50
Truck castings	\$ 4.50/set

## S GAUGE EMD E7 PASSENGER DIESEL

Several of my S gauge acquaintances have prevailed on me to make available etchings for the E7 passenger diesel, using the same originals as for the O gauge unit. OK, we will.

These will be single etched brass plates for the E7. Using the Enhorning nose, an excellent 3/16" replica of these engines can be built.

Flat etching only for E7	\$25.00
Same, cut and formed A or B	\$40.00

no details, other than in the etching will be supplied.

## S GAUGE ALCO SWITCHERS

Now that we have the trucks in stock, we can also offer the Alco S-3 and S-4 switchers, in brass in S scale. These were originally drawn up with the RS-1 and use almost an identical set of etchings. Trucks are the same as provided with the EMD switchers.

S gauge Alco S-3 600hp switcher kit	\$55.00
S gauge Alco S-4 1000hp switcher kit	\$55.00

## S GAUGE GENERAL ELECTRIC 44 TONNER

Our most popular S gauge Kit, this consists of a set of well detailed soft metal castings which interlock to form a cute little critter which will be at home on almost any layout.

The kit consists of 26 castings, with brass parts to complete. The kit is designed to take a regauged TYCO power truck, as described in a recent issue of S GAUGE HERALD.

GE 44 Tonner Kit, S Gauge	\$37.50
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## S GAUGE ALCO RS-1 ROAD SWITCHER

New etchings for this brass locomotive are in house.

The complete superstructure, with the exception of the hood end castings, is etched brass, with brass details. Soft metal truck sideframes are included.

ALCO RS-1 1000hp S Gauge Kit	\$57.50
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## S GAUGE ALCO ROAD UNIT

The final run of the Alco FA-2 and FB-2 road units is about ready in S scale. The noses are of composite construction, but the bodies are etched brass.

These kits will make a nice match for your AF PA units; power is available from Beveridge.

This is a superstructure kit, with soft metal truck sideframes included.

ALCO FA-2 1600hp A Unit Kit	\$54.50
ALCO FB-2 1600hp B Unit Kit	\$42.50

## THE S GAUGE HERALD

### ODDS AND ENDS

These are largely one-of-a-kind, and retail only.

ATLAS F9 Bodies	\$9.00
F9 Mechanisms	\$14.50
Complete F9	\$20.00
AMM plastic 0-6-0 (good source of steam parts)	\$12.50
Loco Works 250T crane, built from one of our kits	\$250.00
Aluminum castings set - General Electric U20C, includes truck castings	\$40.50
USHobbies 70" Box Fox drivers-set of 4	\$39.00
FM Trainmaster - Lionel power trucks converted to two rail-both powered	\$70.00/pr
FM Trainmaster - truck castings	\$14.50 set
USHobbies U-68 ON3 trucks, brass	\$6.00/pr
Loco Works 0-10-0 superstructure kit - engine & tender, brass	\$45.00
Loco Works steam parts list (7pgs)	\$1.50
Small Dutch can motors	\$4.00
Bob Peare Hi-Rail #6 switch kits (we have four)	\$4.50 ea
Walthers articulated gas electric kit	\$14.00
<b>S GAUGE ODDS AND ENDS</b>	
Loco Works 0-10-0 superstructure kit - engine tender, brass	\$40.00
Aluminum castings set for GE U20C - can be used for S	\$40.50

0 Gauge Special: Passenger truck grab bag: 5 pair for \$12.50 (Walthers, A/N, etc.)  
 0 Gauge freight car grab bag: \$5.00 each, or \$3.00 with any other order. These are parts which keep surfacing from the old Train Craft line.

### METRIC SCREWS:

I think we have truned up a source of the small metric screws like those used in the imports. With USHobbies gone, there doesn't seem to be any other source. If you're interested, drop us a line and we'll see if we can lay in a stock.

### THAT #\$\$%&\* CONTEST

Actually it wasn't as bad as all that, just that the number of items picked up was rather high. Basic to the problem was the consideration as to what constituted a "typographical error." Obviously, strike-overs, misspelled words, missing punctuation, etc., should be included, but what about fuzzy letters? Locomotive model designations also gave a lot of trouble, many people not realizing that EMD, for example, is not very consistent in its use of hyphens and spaces. A big headache appears to be that the correction fluid we used last time doesn't work.....

Anyway, Dean Borso of Garden City, Mich., tabulated 185 items, of which I accepted 172, so he has the \$50 credit.

By the way, if you glance at your Webster's, you would be amazed at the variety of spellings accepted for many common words.

As is probably obvious to anyone reading this Newsletter, Loco Works concentrates primarily on 1/2" scale kits, with occasional forays to 3/16" scale or S gauge.

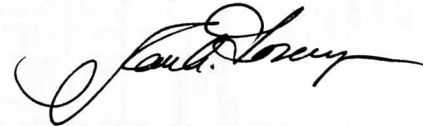
I am personally interested mostly in 0 gauge, with occasional excursions into almost everythingelse. Earlier today, for example, I delivered 15 plastic truck (tractor and trailer) models in 1/43 scale.

Anyway, the S Gauge Herald will cease publication at the end of this year. I am sure there are many good reasons for this, and can appreciate those I have heard and discussed.

Some problems are created, and perhaps we can smooth some of the effects of those problems. We will set aside some space in every other Newsletter outside news on S Scale. This could include NASG announcements, new product releases, meet notices, and other material which might be ignored by the more formal publications. We're not going to be able to seek this, so your cooperation will be needed.

Swap ads, etc. would be too unwieldy, especially since we would also have to carry 0 gauge ads.

So, Wally and Frank should be thanked for their many contributions to the hobby, and we wish them well in the future.



### A GENERAL COMMENT ON THE NEWSLETTER

When we write this thing every two months or so, we quite often forget that the scales we work in are not those of the majority of model railroaders. We have had a few people assume that our products are H0 scale, and of course, there have been the inevitable confusions between what we have available in either 0 or S scale.

Basically, if we do not mention scale, we are writing of 0 scale, 1/48 scale or 1/2" scale. S scale items are clearly called out.

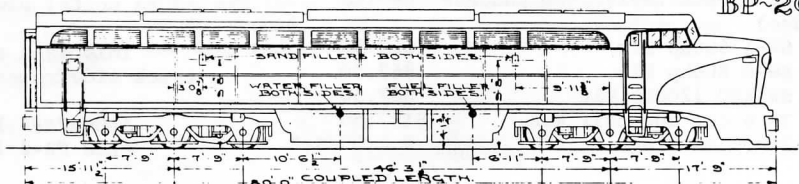
We are always open to suggestions, and will at least listen. Of course, we might not do anything about it, but the avenue is there....

As several people informed certain parties endeavouring to offer H0 at our Open House, we are devoted to the larger scales. These people also hinted strongly that our pond was the proper place for the flea gauge material. Since those people were also built to a larger scale, the hint was taken.....

We are slowly building up a stock of misc. material in 0 scale. This is the reason for the parts list. We have taken S gauge material in trade, but it has consistently been snapped up before a formal offering was made. Current parts list is available at \$1.50.



BOX 211 B 1, RFD 1  
 OLD BRIDGE-ROBERTSVILLE ROAD  
 ENGLISHTOWN, NEW JERSEY 07726



BP-20

ON GETTING THINGS DONE The Summer is over, and it's time to get on to the more serious things - like when shall we close down the pool and where shall we pile the leaves this year. At least, with the advent of cooler weather, the shop will be somewhat more comfortable.

It's odd how some things can be finished off so easily, and others seem to drag on forever. The boys and I started a bunch of tank car kits in the middle of a week, and piled up the completed kits by Sunday. The project before that killed five weeks and resulted in a much smaller pile of boxes.

A couple of friends have remarked that the photos in this Newsletter rarely show completed models. The reason for this is that I rarely have the time to complete them. I have an SDP45 which has been gradually growing together, and an 0-10-0 I started in 1966... Another reason for this is, unlike getting kits out, I have no obligation to finish the engines. It's nice to have something that doesn't entail an obligation.

This is a diverse business, and rather difficult to plan out very far ahead. Over the years, we have built up an inventory which does simplify planning, so if nothing else, there's always something which can be done. That way, if there is an outside delay, time is not lost waiting on one piece. I can swap places in the schedule so that eventually we come out even.

Which reminds me, we're about out of boxes again.

POLICY ON SHIPPING: All items listed are shipped free of delivery charges, except as noted below. For deliveries to a Post Office Box Number, or to Canada, add \$1.00 per item to cover additional shipping costs. Other foreign addresses must have sufficient additional postage included to cover overseas Air Mail or Surface Mail - figure each kit weighs one kilogram. On RFD deliveries, please add some street description so that United Parcel Service can find you.

NEWSLETTER We mail a Newsletter every two months to customers on our mailing list. It has news of Loco Works' products, plans, general information, some questions on future projects, and occasional grumbling.

We specialize in making short runs of model railroad kits and parts, basically all metal 0 and S scale engines and cars. Because of the short fuse on most items, it is impractical to use normal avenues of advertising; hence, we've set up the Newsletter.

Cost is \$1.00/year, to cover cost of mailing. If postage rates go up, as they probably will, we will have to increase the rate. Overseas rate is \$5.00/yr.

CURRENT PROJECTS: The Alco FA-2 and FB-2 etchings arrived this week; we had unusual problems getting the double etch to work properly, but the results look well worth the headaches.

The preproduction freight Sharks are well on the way. As discussed elsewhere in this issue, figuring out which engine to build is an interesting exercise.

The miscellaneous EMD roadswitchers are making their way to our shelves. We had ordered exhaust stacks from a new source, and their delivery turned out to be about as we predicted (though not as soon as they predicted.)

Gas Turbines are scattered all over the shop at the moment. This is the last stage preliminary to placing the kits in the boxes. We have added some more pieces to the kit this go round. Only sixteen units this time.

Steam is moving ahead. We are tackling each piece as it comes up. This time we have a variety of siderods available. If we can get to the pattern, we'll have 48" drivers with lost wax centers by the end of the year. The rest is easy, aside from finding motors.

The S gauge FT and E7 diesels aren't doing too well. As this is being written, the odds do not seem favorable.

Alco Century Series Progress is slow on the etching master. It is probable that the first engine will be the 424/425/430 group, with the 628/630 close behind. The 415 and 855 are a somewhat different case.

Passenger trucks remain an enigma. Past experience has shown that passenger equipment sells very slowly. On the other hand, there are significant gaps in parts availability. We'll continue to work on the question, albeit not very hard.

WRECKING CRANE The pieces are falling into place. It is apparent that this a very popular piece. So much so, that we've a minor problem.

We bought a batch of Buckeye trucks from Kemtron last year in anticipation of their sale and this kit going ahead. Well, the number of current reservation is about the same as the number of pairs of trucks on hand.

The Kemtron trucks are equalized brass, but not sprung. We can prepare a set of patterns for a sprung Buckeye trucks, so that later kits will have sprung trucks. Alternatively, we can give you, the buyer, an option.

This kit will an all-metal kit for a 250 ton railroad wrecking crane. The basic unit will be formed, etched brass, with lost wax brass and soft metal castings, and machined brass parts to complete.

We are accepting \$25 reservations, aiming toward delivery in March.

250 Ton Crane kit, less trucks	\$82.50
250 Ton Crane kit, with Kemtron trucks	\$92.50
250 Ton Crane kit, with sprung brass trucks	\$102.50

ALCO ROAD FREIGHT UNITS These kits should be available in 0 gauge shortly. We have just received the etchings, so fabrication will be started shortly. I am putting together the first A & B pair to find the "bugs."

These kits follow the FA-2 prototype, rather than the FA-1 model previously available in 0 gauge. This means the units are 53'6" long instead of 51'6", and many obvious details are different - the fan is much further forward; fuel tank is arranged differently. On a casual glance basis, they look the same, but set 'em side-by-side and the differences stand out. Sorta' like the 1949 Oldsmobile and Chevrolet.

These bodies are double etched, with two levels on top and sides. Bolt heads stand out on side batens and roof hatches. Details are brass, with a cast nose. Truck sideframes are soft metal.

0 Gauge Alco FA-2 "A" Unit kit	\$69.50
0 Gauge Alco FB-2 "B" Unit kit	\$54.50

S SCALE ALCOS These are similar to the 0 gauge kits, except that bodies are single etched. Both the FA-2 series and the RS-1 road-switcher are available.

S Gauge Alco FA-2 "A" Unit kit	\$49.50
S Gauge Alco FB-2 "B" Unit kit	\$37.50
S Gauge Alco RS-1 road-switcher	\$49.50

Note to Canadian fans - FA-2 units can be built up as FPA-4 (251 engine) units.

CLEVELAND UNION TERMINAL ELECTRICS These kits are getting there. Wheelsets are madeup, with most of the gearing in place. The new gearboxes are still under development.

These kits will have a brass superstructure, with brass details. Pantographs will be brass, and will be sprung. Truck castings will be soft metal, with inserted brass bearings in the individually sprung journals. All wheels are sprung; drive to the steel wheels is via delrin chain and sprockets.

Kits follow Cleveland, rather than New York City prototype, although a conversion should be comparatively simple.

CUT Electric, single power	\$195
CUT Electric, double power	\$235
CUT Electric, unpowered	\$165

ON VISITING LOCO WORKS We don't try to function as a hobby shop, but visitors are generally welcome if they telephone ahead (we're in the book.) Weekends are best, although some evenings are possible.

We have an unusual collection of junkie and other material, so perhaps we can help you out of a modelling bind.

LOCOMOTIVE WORKSHOP, BOX 211-B-1, RFD 1  
ENGLISHTOWN, NEW JERSEY 07726  
201-536-6873

**CABOOSE KITS - BRASS** The original batch of brass caboose kits is about gone, so that we have been looking into making up some new items. We had selected the Pennsylvania Nd wooden caboose, in both its four wheel and eight wheel versions. This, incidentally, was the first caboose built in any quantity with a steel underframe.

I understand that there might be a wooden kit version of this on the market. If this does appear to conflict strongly with our proposed kit, our kit will be withdrawn. No point in both of us making the same thing unless there is a real need. So, get those orders in!

These kits will be our usual standard etched and formed brass, and promise to make up into a nice little caboose.

#200 PRR O Gauge 4 wheel caboose, with trucks	\$26.50
#201 PRR O Gauge 8 wheel caboose, with trucks	\$27.50
less trucks	\$24.50

Still a few of the earlier cabooses left:

#186 O Gauge C&O/NKP wooden caboose kit, in brass, less trucks	\$29.95
with trucks	\$32.95
#187 S Gauge W&LE/NKP steel cupola caboose kit in brass, less trucks	\$22.95
#188 S Gauge NKP/N&W bay window caboose kit in brass, less trucks	\$22.95

**BRASS BOX CARS IN O GAUGE:** The 1924 AAR box car kit in brass is currently not in stock. This small steel box car (about a foot lower than most cars) can be rerun if there is sufficient interest.

**BRASS HOPPER KITS:** These should be in stock by the time the Newsletter reaches you. The twin hopper is based on the many USRA 55 ton hoppers built during and shortly after the First World War. Superstructures are all brass, but the difficult underframe is a soft metal casting.

This approach will greatly simplify kit construction and bring the center of gravity down to improve the tracking ability of the cars.

The triple hopper is based on the USRA triple hopper, which was planned, but not built. Plans are in the Car Builders' Cyclopedia. The quad hopper is not prototypical, but included to give the opportunity for some variety in cars.

In appearance, the cars are steel, with outside stakes. Rivet detail is present on the sides and on the side stakes. The finished car will rival the USHobbies cars in details and appearance.

#202 Brass twin hopper kit, less trucks	\$19.95
with trucks	\$22.95
#202A five car kit, less trucks	\$89.95
with trucks	\$104.95
#203 Brass triple hopper kit, less trucks	\$24.95
with trucks	\$27.95
#204 Brass quadruple hopper kit, less trucks	\$29.95
with trucks	\$32.95

**FREIGHT CAR GRAB BAG:** The grab bag was cleaned out last time; we'll have to see if we can scrouge up some more cars for the next Newsletter. Any objection to AHM and Atlas cars?

**NOTE ON THAT PENNSY ELECTRIC:** It looks like we'll be coming up with at least the PRR P5a box cab electric in the next year or two. This is a good basic unit to start with, as it leads well into the other box cab units and the streamlined P5a. Meanwhile, let us think the project through; we'd welcome any suggestions you'd care to make.

LOCOMOTIVE WORKSHOP, BOX 211 B 1, RFD 1  
ENGLISHTOWN, NEW JERSEY 07726  
201-536-6873

**Fall is here; can model railroading be far behind?**

We have found over the years that the months of September and October are our slowest. Usually this gives us a chance to catch up on miscellaneous projects, do some advance planning and think about the coming year. On the other hand, it is nice to have the good ole' cash flow keep up to snuff.

So, we're gonna' have another sale. This will be a little different, in that it will require a small amount of effort on your part.

We will give a 10% discount on every retail order, up to \$10.00 on a \$100 order, if you include the name of another S or O gauger with your order. Include two names, and the discount will apply up to \$200. We'll have to limit it to two names.

We feel this will be a simple way to expand our contacts with potential customers.

This will apply only to orders paid in full, and is good until Election Day. Please include full name and mailing address of your nominee.

**NEW FROM THE LOCO WORKS:** The siderod die has arrived. We are now able to supply steam locomotive siderods for any center-to-center dimension between 7/8" and 1-3/4", suitable for O and S gauges. These are single rods, for use between adjacent pairs of drivers; several pairs are used for engines with three or more pairs of drivers. Crankpin diameters are 1/8".

Distances greater than 1-3/4" can be supplied, but this will require some cleaning up of the bar connecting the journals, as the die is not able to trim the center fully with the distance exceeding 1-3/4".

Stamped from 0.030" brass, the price is \$2.50 per pair.

We will be using these rods in the O gauge 0-6-0 and 2-8-0.

**ACE ROLLER BEARING TRUCKS:** We still have a reasonable supply of the Ace 70 ton roller bearing trucks, but future supply is problematical. Better get 'em while they're still available!

ACE 70 Ton roller bearing truck kits, with rotating spinners ( O gauge ) \$5.00/pair

**S GAUGE NEW DIESEL PROJECT:** So far the interest shown in the possibility of bringing out the E7 or FT diesels in S gauge has been disappointing.

Basically, the deal is this: We will build either the FT freight diesel or the E7 passenger diesel as our next S gauge kit, if we receive enough reservation by September 30, 1975. Either, but not both (at least not now). To simplify things, we'll make the reservation fee for both engines the same, even though the E7 will be a slightly more expensive project.

Beveridge says he'll have power available for either unit.

Reservations for the A units will be \$15 each, and the B units, \$10 each. Please specify FT or E7 or either when ordering.

Anticipated prices are as follows:

S Gauge FT freight A unit	\$52.50
S Gauge FT freight B unit	\$39.50
S Gauge FT freight SB unit	\$39.50
S Gauge E7 passenger A unit	\$64.50
S Gauge E7 passenger B unit	\$51.50

These will be etched brass bodied engines, with brass details. Trucks and nose will be soft metal castings. If we receive enough paid reservations by September 30, 1975, we will deliver units by February 29, 1976. You may cancel reservation at any time, and deposit money will be refunded.

**O GAUGE E UNITS** These are presently out of stock, aiming toward an upgrading around the end of the year. The revised E7 will be first; we anticipate using a new double etched body and new equalized trucks.

Don't forget the Open House in May, 1976! The theme will again be: "Bring your junk and take someone else home."

O GAUGE BL-2: This new cast kit is coming along, and should be near schedule.

This is a model of the locomotive which FMD offered in counter to the Alco and Baldwin road-switchers, and eventually abandoned in favor of the famous GP-7.

The BL-2 in O gauge will be a soft metal casting suitable for mounting over a Lionel or Atlas mechanism, although All-Nation trucks will be supplied with the basic kit.

We are aiming for shipment by October 15, 1975.

O Gauge BL-2 kit	\$52.50
less trucks	\$43.50

O GAUGE BRASS BALDWIN SHARKNOSES We have received the initial shipment of brass nose castings for this group of engines. The rest of the parts are now in work, so the pretty (?) little (?) things should be in stock in about two months.

These kits will follow the design of our EMD E units, with a formed, double etched brass body, with brass details. Trucks will be equalized. The freight unit will be similar in appearance to the aluminum castings sets we offer, but of a different Baldwin model. The differences sound small, but can make a distinctly different impression.

The passenger units will follow the later PRR passenger units. (Yes, I know there is supposed to be only one production run, but there are three different noses, for example. Trust Baldwin to do something of this nature.)

Brass Freight "A" Unit	\$77.50
Brass Freight "B" Unit	\$57.50
Brass Passenger "A" Unit	\$92.50

We are accepting \$25 reservations on these units.

\*\*\*\* \* We unnerstan that we were wonse being consittered for a award fore the Xcellenz of hour editoriaall content and speling. Wunner weher they went? \*

UNION PACIFIC VERANDAH GAS TURBINES (O GAUGE): These big monsters are back in stock. These kits have two pairs of four axle trucks. The prototypes were turned back on General Electric U-50's, which engines are themselves about at the end of the road.

The kits have a formed, etched superstructure, with added brass details. Truck castings are soft metal.

O GAUGE Gas Turbine kit	\$75.00
less trucks	\$66.00

BALDWIN SWITCHERS IN O GAUGE: These switchers will be in stock around the beginning of October. Superstructures are etched brass, with brass and soft metal details. Truck castings are included.

Baldwin S-12 1200hp Switcher	\$59.50
Baldwin S- 8 800hp Switcher	\$57.50
Baldwin RS-12 Road-switcher	\$69.50

Note RS-12 will be delayed one month after others.

UNION PACIFIC U50 B-B-B-B CASTINGS: A very few of these castings sets (6-10) may be available by the end of the year. First come, first served. \$85.00 Similar in construction to the U33 series units.

LOCOMOTIVE WORKSHOP, BOX 211-B-1, RFD 1  
ENGLISHTOWN, NEW JERSEY 07726  
201-536-6873

ELECTROMOTIVE ROADSWITCHERS: The first DDA40X's have been delivered, and we're working on putting a greater variety of these kits in stock.

The following engines are available from stock:

GP 38	2000hp B-B	\$83.50
GP40	3000hp B-B	\$85.00
SD 38	2000hp C-C	\$88.50
SD 40	3000hp C-C	\$90.00
SD 45	3600hp C-C (slope rad.)	\$100.00
SDP40	3000hp C-C	\$95.00
SDP45	3600hp C-C (slope rad.)	\$110.00
DDA40X	6600hp D-D (Batch #2)	\$165.00

There are a number of variations available on these engines, including the -2 and -T2 versions. Consult July/August Newsletter for prices.

Options	GP	SD	DD
High Nose	no charge	no charge	N/A
Snoot	\$7.50	\$7.50	N/A
Snow Package	\$5.00	\$5.00	\$8.00
Dynamic Brake	\$11.25	\$14.00	incl.
Wheelsets 40",set	\$4.00	\$6.00	\$8.00
42",set	\$6.00	\$9.00	\$12.00
Power truck, ea	\$15.25	\$19.25	\$23.75
Delete trucks	-\$9.00	-\$9.00	-\$15.00

Note wheelsets not needed for truck when power truck components are ordered.

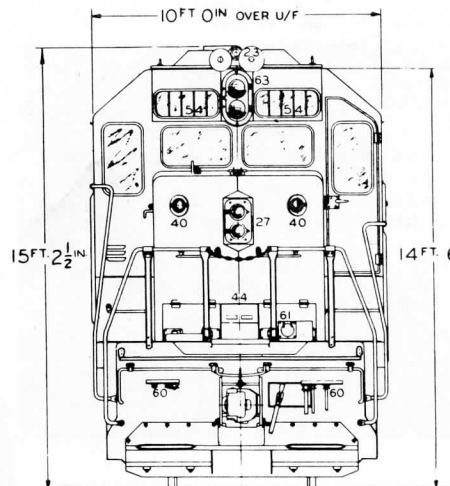
These kits have generally all brass superstructures with formed etched hoods and cabs, and added details in brass, except that high hood ends are soft metal castings, as are trucks. Handrail stanchions are formed brass, as are truck bearings.

O GAUGE ALUMINUM CASTINGS SETS: We have a fair supply of these again.

These are very nice aluminum castings of various General Electric diesels and the venerated Baldwin Sharknose. Though sand castings, surfaces are generally quite smooth, requiring minimal cleanup. Kits they're not - small details are not included, although the amount of material required is small - horns, handrails and some screening. With a little epoxy and surprisingly little time, though, you can have an unusual engine on the track.

We recommend these sets to beginners - there ain't too much to go wrong on. The basic engines are fairly resistant to damage; this is important if there are pets or children, or both, loose around the house, or if your trackwork has some small quirks. Ever seen a brass engine that's taken a dive? I've repaired too many. (Granted, even once is too many, but the number I've seen is much higher.)

General Electric U33/U36B B-B set	\$45.00
General Electric U33/U36C C-C set	\$45.00
General Electric E44/E50 electric	\$49.50
Baldwin Sharknose "A" Unit set	\$45.00
General Electric 65ton center cab set	\$27.50



EMD  
GP40  
OR  
SD40

S GAUGE GENERAL ELECTRIC 44 TONNER DIESEL SWITCHER KIT  
This is our most recent S gauge kit, designed to be the least expensive scale S gauge engine on the market. The prototype is the later version of the popular GE engine.

If you subscribe to Extra 2200 South, "The Locomotive Newsmagazine," you might note that the March/April 1975 issue has quite a lot of detail on these little monsters. Our kit seems to be what they call a "Phase II" engine.

The kit consists of 26 soft metal castings that nest together to form the basic body, with brass parts to complete. The engine is designed to use a modified TYCO power truck with widened gauge. I understand that the modified TYCO unit is available commercially.

S Gauge GE 44 tonner kit \$32.50

O GAUGE FREIGHT TRUCK KITS These are in stock, although only 33" steel wheels are available at the moment. We normally offer a 36" wheel option, but our supply of these wheelsets is so low (73pr) that we can't really offer the option right now.

Truck kits are all metal. These are heavy trucks, and should help keep car centers of gravity low. Trucks weigh about three times that of a plastic truck.

Bettendorf truck kit	\$3.75/pr
Dahlman truck kit	\$3.75/pr
Andrews truck kit	\$3.75/pr
5'0" Archbar truck kit	\$3.75/pr
ACE roller bearing truck kit, with rotating spinners	\$5.00/pr

NOTE In response to popular demand, we will make available an archBRA truck in O scale; please state whether "extra support," "cross your heart," or "hidden wonder" style appeals to you.

ALL METAL O GAUGE TANK CAR KITS: These are simple modern tank car kits with brass tanks and soft metal cast attachments. We had a little delay on these this month as I decided to upgrade the end bell stampings to simplify soldering. Only trouble is, while the added operation worked great in smoothing the edges of the stamping, the original die used to form the bell (the step before the new operation) refused to function and we had a heck of a time making end bells. Finally fixed that, and the kits are back on the shelves.

Incidentally, we've decided to extend the ACE truck special through Election Day. For each tank car kit ordered before then, ACE roller bearing truck kits will be supplied at \$4.25/pr (#189 qualifies for two pairs at this price.)

#132 20000 gallon single compartment	\$11.95
#133 10000 gallon single compartment	\$11.95
#135 25000 gallon single compartment	\$12.95
#189 42500 gallon single compartment (includes span bolsters)	\$24.95
#191 20000 gallon double compartment	\$13.75
#192 25000 gallon double compartment	\$14.75
#193 25000 gallon triple compartment	\$15.95
#194 25000 gallon quint. compartment	\$18.95
#195 20000 gallon triple compartment	\$14.95
#196 real beer can conversion kit	\$ 9.45

Kit #196 will accept an actual beer can (full or empty) and convert it into a colorful car for your layout. If can is full, suggest using heavyduty trucks, with careful attention paid to your guests.....

LOCOMOTIVE WORKSHOP, BOX 211-B-1, RFD 1  
ROUTE 520, Robertsville-Old Bridge Road  
ENGLISH TOWN, NEW JERSEY 07726  
201 - 536 - 6873

STEAM There's some progress on these projects.

As noted on Page Two, we have the siderods well in hand. If you've ever built a steamer from the ground up, you know this piece is the key to the best performance of an engine. It is also a difficult piece to make.

We will have a price on these projects at the end of the year, and will accept cash reservations then.

The O Gauge 0-6-0 is to be a typical turn of the Century machine. Simple, robust, inexpensive, and seemingly lasting forever. Drivers are 48" Valve gear is inside, so the kit is easier. As much as possible will be brass, including an etched brass boiler and tender. Frame will be fully machined; driver tires and wheels are steel.

The 2-8-0 will be similar, with an extended frame and a different tender.

Anyway, the 0-6-0 and 2-8-0 in O gauge are firmly on the agenda, and getting closer to fruition. Like the CUT and DDA40X, many new pieces are involved, and it takes time to get everything done.

CHESAPEAKE & OHIO 0-10-0's: We have superstructure kits for this big engine and its tender in stock in O and S gauges. The kits consist of the formed and etched brass boiler parts and tender body, and formed and cut-out cab. We will make up frames and siderods to order; specify axle bore when ordering.

O Gauge superstructure kit	\$42.50
S Gauge superstructure kit	\$40.00
O Gauge frame, with siderods	\$45.00
S Gauge frame, with siderods	\$45.00

We do have some HO parts left over from the production run for the C&O Historical Society.

O GAUGE STEAM LOCOMOTIVE DRIVERS We have a goodly stock of machined cast iron 70" drivers, suitable for 3/16" axle.

70" Cast Iron Drivers, wheels only \$5.50 pr

O GAUGE BRASS SHARKNOSES: We have a nice big pile of brass nose castings for these units. Work has started on the rest of the kits.

The freight Sharks will be the DR-4-4-1500, which differs in many details from the RF-16, which engine we offer in cast aluminum. We have been building up the pre-production units, in order to establish the problems and the differences.

Everytime I work on a Baldwin engine, I find the biggest headache is to establish a base engine to work around. For example, in the 1950/52 Locomotive Cyclopedia, there are publicity shots of Shark freight units on pages 110, 121 and 269. All show four unit engines, two sets being Pennsy. Two are DR-4-4-1500, one is an RF15 (yes, RF15). All three have different numberboards...and headlights...and fuel tanks.... Drive you up a wall. Both PRR sets have the five line striping - yeh, it differs too.

Brass Freight "B" Unit	\$57.50
Brass Freight "A" Unit	\$77.50
Brass Passenger "A" Unit	\$92.50

We are accepting \$25 reservations per engine.

WANTED: Railroad Technical Literature. Having a voracious appetite for the mechanical details of locomotives and other railroad rolling, we like to pick up new material as it becomes available. We are interested in the technical magazines, textbooks, locomotive parts catalogs, instruction books and the like.

MORE ON SHARKNOSES On page 319 of that same Cyclopedia is another four unit PRR Shark, this time an RF-16. Numberboards are the same as the RF15 (page 110), but five stripe paint job is different, as well as other details. I should mention that there's a picture of a passenger Shark (only A&B) on page 2 - more changes. Also, photos of the B&O's units (original and ex-EJ&E) show still different differences.

ODDS AND ENDS:

We've accumulated a bunch of stuff, please note that the discount does not apply and that all

MAX GRAY DuPont chemical Tank  
MAX GRAY Single dome tank car  
for Jones & Laughlin

GENERAL MODELS/ALL-NATION 4-  
with cast boiler. Tender is or Pearce. Mechanism has been rest of the kit. Very nice aluminum tender is \$225. Re

ALL NATION 4-6-0 All brass boiler and tender. Has new important parts are present some small pieces (screws?) presently available.

AHM Fairbanks-Morse C LINER

AHM CASEY JONES 4-6-0 (assembled)

AHM GENOA 4-4-0 (assembled)

RIVAROSSI GERMAN DIESEL #21

RIVAROSSI GERMAN COACHES  
interior detailed and

ALL NATION F3 A&B, Built-up AC/DC motors, unpainted

ATLAS CARS We picked up so Scale equipped cars: scale auto couplers (will make first and second choice special, our choice group of three std. cars)

ATLAS F9's Bodies Mechanisms

ATLAS INDUSTRIAL SWITCHER

WALTHERS "waffle side" box

SOUTHERN PACIFIC HEAVYWEIGHT  
Train of five Waltthers with six wheel trucks and unpainted. Two Pullmans, dir. All are 80 feet long except

"LOCOMOTIVES IN MY LIFE", photographs by noted photographer published, and can be supplied

MAX GRAY SAND/WATER TOWER  
tank of rivetted construction quite mint, painted black

NEW YORK CENTRAL DIAGRAM BOOK  
1944 (mostly steam)  
1954 (diesel & electric) both editions

NOTE TO NEW JERSEY RESIDENTS  
to collect 5% sales tax on within the State of New Jersey tax to your order when received

DEALERS PLEASE NOTE: Circulation have forced us to revise our Government regulation (tape) require that we have file for dealers.

LOCOMOTIVE WORKSHOP, RFD 1  
ENGLISH TOWN, NEW JERSEY  
201-536-6873

WE ACCEPT TRADE-INS!

bunch of goodies again;  
 count mentioned on page 2  
 all sales are for retail only.  
 Tank Car, very nice \$75  
 Tank car, 6000 gallon, painted  
 \$50

ON 4-6-2 All brass and bronze  
 er is brass, as made by Hines  
 been assembled, but not the  
 nice. Present kit price with  
 Reduced to \$175.50

brass semi-kit, with brass  
 never been painted. All  
 ment, but it is possible that  
 s?) are missing. Kit not  
 \$130.50

ENERS PRR or ATSF \$19.50  
 assembled)(new) \$43.50  
 ed)(new) \$92.50  
 #216-011-7 (new) \$35.00  
 full scale length,  
 and lighted (new) \$47.50  
 t-up, both units powered,  
 nted \$175.50

o some since writing page 2:  
 scale flanges, and Atlas  
 mate to KaDee); specify  
 choices \$9.50ea  
 choice five for \$40  
 cars \$15

\$9.75  
 \$14.00  
 \$7.50  
 box car kit \$14.00

WEIGHT PASSENGER CARS  
 ners cars, built up and painted  
 and underbody detail, nicely  
 diner, RPO and observation.  
 cept RPO. \$225

, by Don Wood. 320 pages of  
 otographer Don Wood. Just  
 plied signed by the author  
 \$22.50

ER This is a tall cylindrical  
 uction. This piece is not  
 ck \$15

M BOOK REPRINTS  
 ) \$5.95  
 etric) \$3.95  
 \$8.95

MENTS: We are required by law  
 on all material delivered  
 Jersey. Please add the sales  
 remitting.

ircumstances beyond our control  
 e our terms to dealers. Please  
 our current terms.  
 ions (read: bureaucratic red  
 ave specific information on

O 1, BOX 211-B-1,  
 RSEY 07726

More Odds N' Ends

ETCHED BRASS ANTI-SKID PLATE We have a small supply  
 of etched sheets, etched 0.006" on 0.030" brass  
 suitable for O or S loco walks, screens and the like  
 \$3.00 ea or 2/\$5.00

LOBAUGH 40' BRASS BOX CAR KIT, with trucks, ATSF  
 \$40.00

identally, we have quite a supply of brass Lobaugh  
 car parts - write with specific requests and we'll  
 try to help you out.

AMBROID PRR X 23 Box Car Kit \$16.00

ATHEARN RI Aluminum Box Car Kit (not in original  
 box) \$15.00

extra doors for above 60¢/pr

0-6-0 DISASTER: We kid you not. This is not a  
 complete engine, nor is it put together very well.  
 We are sure it would not run, even if it had a  
 motor. Disassembled drivers (about twice as many  
 as the engine should have) appear to be Lionel  
 based. No returns. \$10

WESTBROOK Have two kits for 40' - 50Ton box cars  
 GM&O and Seaboard \$15 ea

U.S.HOBBIES L&N Berkshire Tender trucks - sprung  
 Buckeyes \$25/pr.

LOCO WORKS EMD Roadswitcher Parts. We're starting  
 to accumulate odd parts from our roadswitcher kits  
 as overruns are made on some pieces, and kits are  
 cannibalized to make other kits. Not all pieces  
 are available, but maybe we can help out on a  
 scratchbuilding project.

\*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

NOTE TO NEW YORK AREA RESIDENTS We today received  
 the "O" Scale Model Railroad Show notice of the  
 Newark Model Railroad Club, 337-5th Street off  
 Park, Newark New Jersey. This is their 10th  
 Anniversary Show - November 7 & 14, 7:30-10PM,  
 and November 9 & 16, 2:30-6PM. A nice bunch of  
 guys and a low-pressure show. Can be reached via  
 the Newark Subway. We will probably drop in on one  
 of the Sundays, as we did last year.

\*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

NATIONAL O GAUGERS? Several people have asked us  
 whether it mightn't be a good idea for the O gauge  
 fraternity to join together in some sort of nation-  
 al organisation, ala NASG (National Association of  
 S Gaugers.) Sounds like a good way to start some  
 arguments, but let us know how you feel, and we'll  
 pass the comments on.

THE 1976 OPEN HOUSE We will hold another "Open  
 House" on May 8, 1976.

Like this year's event, we intend the next one  
 to be a general 'get-together' for serious O and S  
 gaugers to get together and swap equipment, exper-  
 iences and lies. We had well over 100 people here  
 last time, and a lot of things changed hands.

The Workshop will be open. We'll demonstrate  
 some of the methods we use to make kits and parts.  
 We'll also show off some of the new kits in work, and  
 the junkie I've accumulated over the years.

We will provide coffee, doughnuts and soda pop  
 again. If enough of you ask for it, we'll arrange  
 for sandwiches and other edibles to be available.

A much larger area will be made available for  
 model display this time, about triple. There will be  
 prizes, if we can figure out a simple way for judging.

Best of all, we have the space to set up a good-  
 sized flea market. Bring your junkie and a table to  
 spread things out on. Last May the durnest things  
 were offered - including the locomotive whistle my  
 wife bought for the dining room. - and all indications  
 are that next May we'll have an even wider variety.

HO TANK CAR KITS These are all metal kits for modern  
 tank cars, similar in design to our O gauge kits.  
 With minor changes, they can be built up for S gauge.  
 Tanks and end bells, and some details are brass;  
 castings are soft metal.

#197 20000 gallon, single compartment \$9.50  
 #198 25000 gallon, triple comp. \$10.50  
 #199 25000 gallon, qunituple \$11.50  
 for S gauge, specify "S" and add \$1.00 (we'll chnage  
 out ladders and such.)

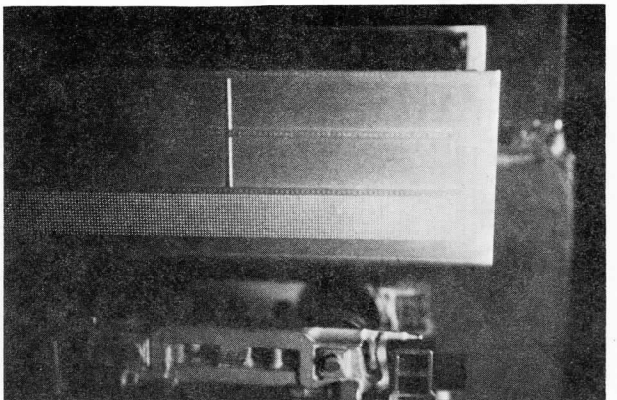
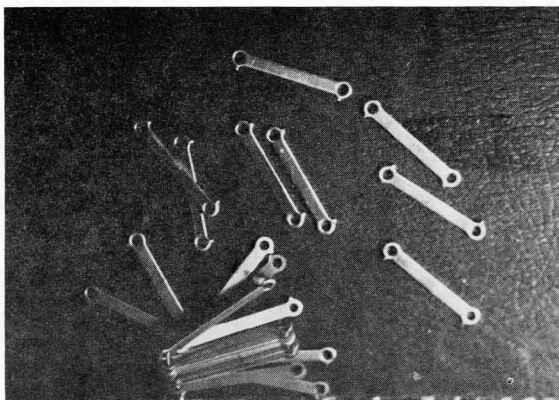
NOTE TO NEW JERSEY RESIDENTS We are required by law  
 to collect sales taxes on all material delivered to  
 addresses in the state. Please add the sales tax to  
 your order when sending it in.

MYSTERY LOCOMOTIVE This feature is back. A \$25  
 credit to the first reader who correctly identifies  
 the prototype by mail. To make allowance for the  
 transit time, we are correcting times for reply by  
 time zone (Pacific zone has 3 days more, Mountain  
 2 days, Central 1 day and Eastern 0.) This should  
 make things fairer.

WHERE'S THE EDITORIAL?  
 no time this time (no news is good news?)

*Paul Frey*

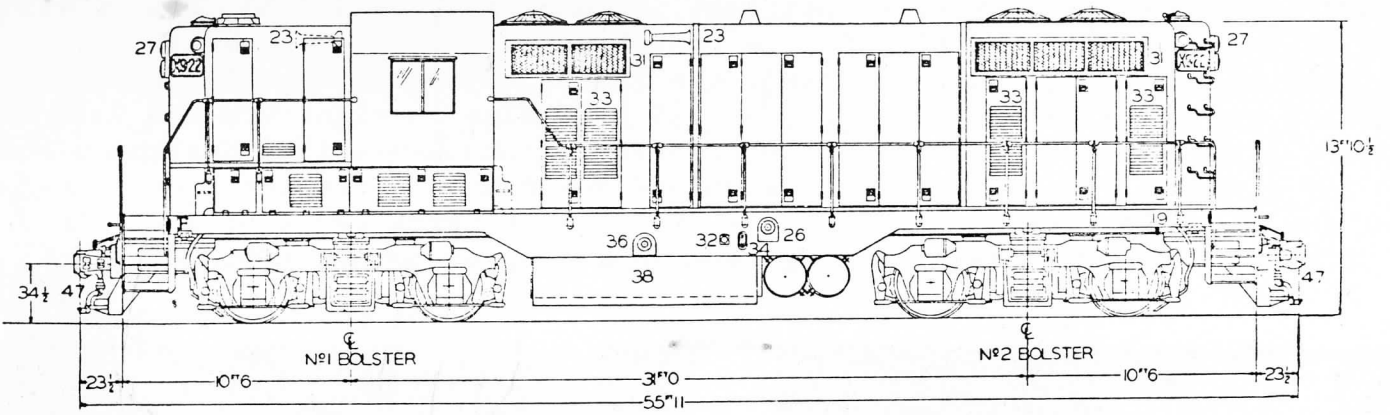
Photograph to the left shows a scattering of siderods  
 made by the new die; the righthand one shows some of  
 the detail on the double etched O gauge Alco FA-2



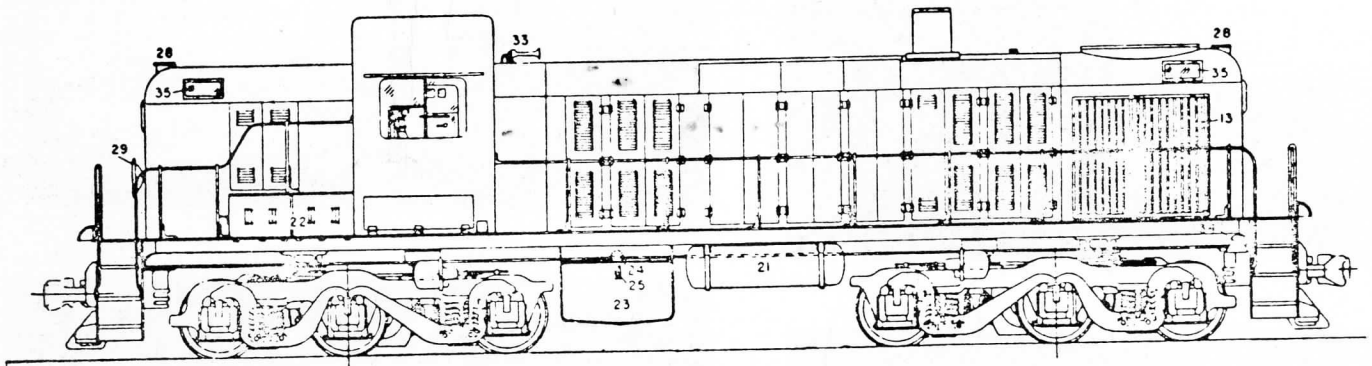




# COMPETITORS OF 1950

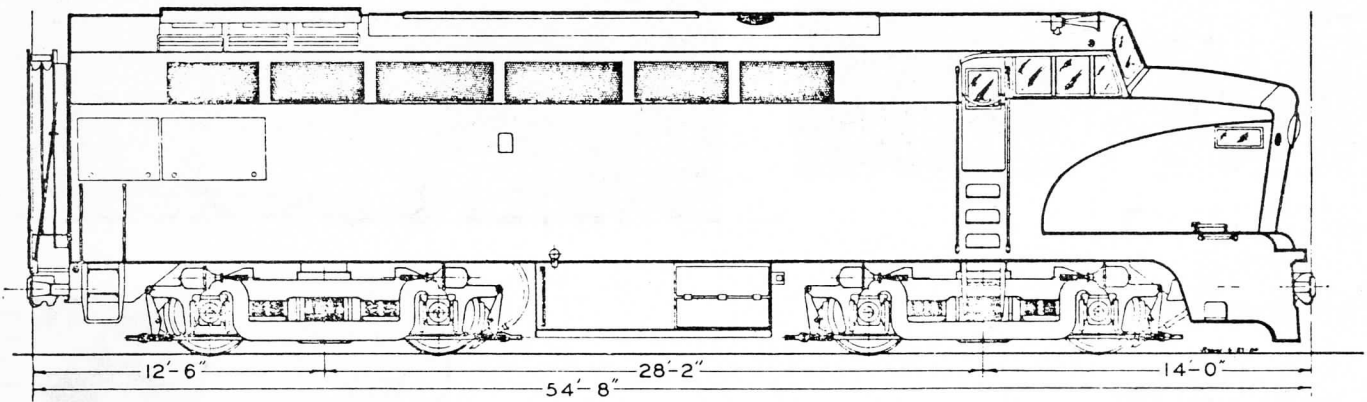


General Motors 1,500-Hp. GP-7 Road Switching Locomotive



Alco-G.E. 1,600-Hp. Road Switching Locomotive (Six Motors)

**BALDWIN RF-16**

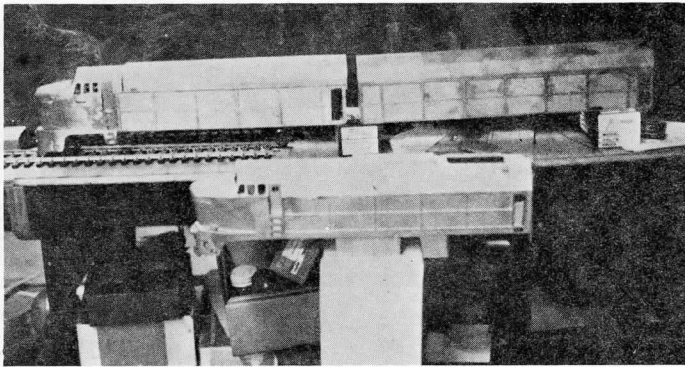
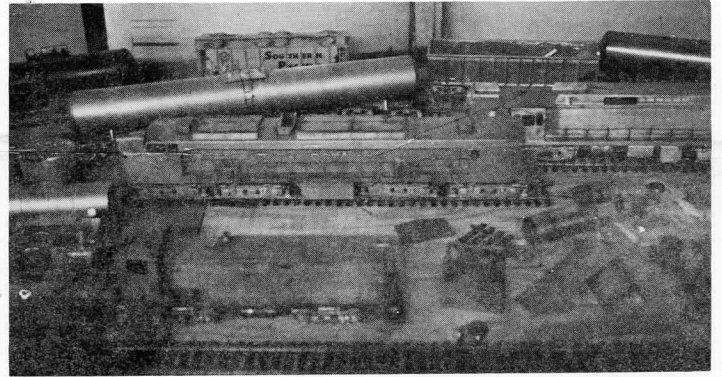
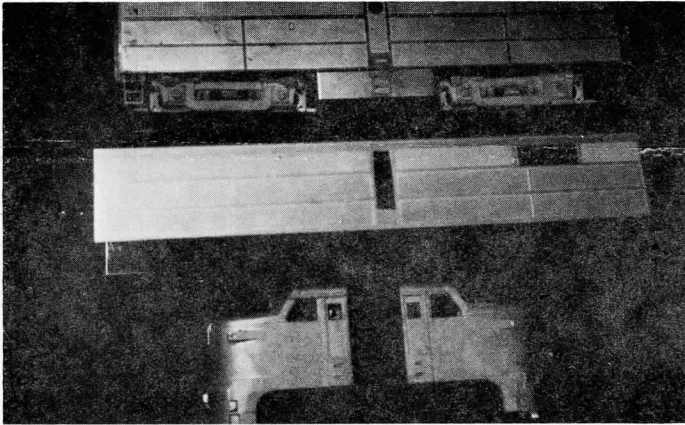


Alco-G.E. 1,600-Hp. Dual-Purpose Locomotive—A Unit

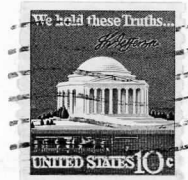
**FA-2**



Page eight . A few extra random shots taken last night. Top left photo compares the Alco FB-1 with the Alco FB-2. Note the somewhat longer etching for the FB-2 and the differing radiator shutter position. O Gauge FA-2 is \$69.50, FB-2 \$54.50; S Gauge FA-2 is \$49.50, FB-2 \$37.50. To the right is a view of several kits - UP Gas Turbine \$75.00; Baldwin S-12 switcher \$59.50, #189 42500 gallon tank car \$24.95, and the E44 aluminum castings set \$49.50. Also in sight are the 0-10-0 and some older kits. Bottom left shows the pre-production DR-4-4-1500 Sharknose A&B \$77.50 for A and \$57.50 for B and the aluminum RF-16 \$45. Last snapshot shows some of the miscellaneous stock on hand - trucks, car parts and whatizit. An O gauge SDP45 with dynamic brakes can be seen in the upper corner (\$110.00)



BOX 211 B 1, RFD 1  
 OLD BRIDGE-ROBERTSVILLE ROAD  
 ENGLISHTOWN, NEW JERSEY 07726



ALL NATION LINE  
 23 W 546 ST CHARLES  
 WHEATON IL 60187

THE "NEW LOOK" No, that's not us.

Ever notice how a great many establishments suddenly start pushing a "new look" when they feel they're losing their charisma (and Customers)? Certainly that's often true of model railroad manufacturers and dealers.

I firmly believe that the only way to run a business, and to keep running a business, is to try as hard as practical to keep the customers happy. This does not mean giving in on every complaint, but it does mean listening to the problem and, if there is a legitimate problem, doing our darnedest to solve it. On the other hand, some problems are not solvable on this end, and if pushed, we'll tell you so. (bluntly)

Which brings me to my point. If you have a problem with one of our products, I want to hear of it. Too often, a small headache is ignored until it expands itself all out of proportion - witness New York City.

If you're short a spring in a truck kit, let us know.

**POLICY ON SHIPPING:** Our prices generally include shipping charges. The only exception is a \$1.00 charge added wherever we must use the Post Office to ship your kit to you in the United States and Canada. Thus shipments to Post Office Box Numbers (not RFD) and Canadian orders must have the dollar added. On other foreign orders, add enough postage to cover air or surface mail, assuming one kilogram per kit.

**NEWSLETTER:** Effective immediately, the Newsletter costs \$2.00/year, due to the increase in postal rates. Overseas rate is \$5.00/year.

We mail a Newsletter every two months to customers on our mailing list. It contains news of our products, asks questions for opinions on future problems, and lists plans, miscellanea. When the spirit moves me, it also contains smatterings of philosophy.

Loco Works specializes in short runs of scale model railroad products, kits and parts. We concentrate on O and S scale engines and cars. Because of the short fuse on most items, it is impractical to use normal avenues of advertising, hence the writing of the Newsletter.

**CURRENT PROJECTS** We cutting a lot of brass in the shop these days, but there still are a number of new projects on the line.

**Baldwin Sharknoses** are getting there; we found a way to add the later Sharks to the engraving master, so now there are six freight Sharks listed, not including the Alco re-engined versions which are possible conversions. We are also listing the passenger B unit - I think I have a way of making it.

**Steam** We have added machined frames for three different steam locomotives, including a 2-10-4 frame to make use of some of the Central Loco parts for the C&O T-1 2-10-4.

**Alco Century Series** Same comment as last time. Progress is slow on the etching master. It is probably that the first engine will be the C424/C425/C430 group, followed by the C628/C630. The C636 and C420 are in there somewhere. C415 and C855 are not high on the list.

**Hoppers** Some variations are possible; see notes on Page 2.

**B&O Wagontop Boxcar** Funny thing, I have received three letters on this while writing this page. It certainly is within our capabilities, and hasn't been available for a long time. I think International had the last version. Give us your thoughts.

## OPEN HOUSE

We have scheduled another Open House for 1976. Incidentally, we are close by one of the early battlefields of the Revolution. This was the scene of one of the significant victories over the British.

Anyway, it looks like we'll have a goodly mob of friendly O and S gaugers together for a swap and sell session in May. More details will be printed as we get closer. As it was last year, we have some hefty volunteers for tossing errant HO gaugers in our pond.....

## NOTICE

In checking over the comments from the last Newsletter, we have developed the strong suspicion that a great many were either delivered late, or not at all. We mailed the Sep/Oct Newsletter on Oct. 4. You should have received your copy within a week, as we use First Class Mail.

If you did not receive a copy, or if it was received later than the 11th of October, we would very much like to hear of it. If we receive enough comments to justify it, we will take the matter up with the Postal Authorities, for whatever good it will do.

## NOTICE

**WRECKING CRANE:** As explained in the last Newsletter, we have a minor problem here, as the number of projected reservations will probably exceed the number of Kemtron brass Buckeye trucks we were able to gather up. We have an answer, however.

The Kemtron trucks are equalized, but not sprung, brass. We can supply a set of patterns for a sprung brass Buckeye truck, and supply these castings with the later proportion of the crane production run. Alternatively, we can give, the buyer, the option of buying the kit with either truck kit.

This kit will be an all-metal kit for a 250 ton railroad wrecking crane. The basic unit will be formed, etched brass, with lost wax brass and soft metal castings and machined brass fittings to complete.

We are accepting \$25 reservations, aiming toward delivery in March, 1976.

250 Ton Crane Kit, less trucks	\$82.50
250 Ton Crane kit, with Kemtron trucks	\$92.50
250 Ton Crane Kit, with sprung brass trucks	\$102.50

**ALCO ROAD FREIGHT UNITS:** These kits should be available before the end of the year. Basic bodies are double etched 0.030" brass, with bolt heads standing out from the rest of the body along the hatch edges and along the side battens.

These kits follow the later FA-2 prototype, rather than the FA-1. This means the units are 53'6" long, rather than 51'6", radiator is in a different location fuel tanks are shaped differently, and a dual service (freight and passenger) unit can be built up.

These bodies are double etched brass, with brass details, and a brass nose casting. Truck sideframes are soft metal.

O Gauge Alco FA-2 "A" Road Unit kit	\$69.50
O Gauge Alco FB-2 "B" Road Unit kit	\$54.50
delete trucks	\$ 4.50

**Note:** If the demand exists, we will build up ten (only A & B sets of these engines, all wheels powered, ready for paint. per set \$575.00

**S GAUGE ALCOS** These are similar to the O gauge units described above, except that the bodies are single etched, and a composite brass/soft metal nose is provided for the kits.

S GAUGE Alco FA-2 "A" Road Unit kit	\$49.50
S Gauge Alco FB-2 "B" Road Unit kit	\$37.50

Also available is the 1000hp road switcher, the RS-1 S Gauge Alco RS-1, road switcher kit \$49.50

Power units for the S scale engines are stocked by Jon Beveridge.

**THAT PENNSY ELECTRIC** I won't say the project is "GO," but it sure looks like we'll be generating a kit for the Pennsylvania Railroad's P5 2-C-2 electric, the box cab version. This would allow a really good start on the Olc, Bl, L6, and P5a (modified), the latter would be the streamlined version. We do, of course, welcome any comments you would care to make.

LOCOMOTIVE WORKSHOP, ROUTE 520

RFD 1, BOX 211-B-1

ENGLISHTOWN, NEW JERSEY 07726

201 - 536 - 6873 (we're in the book)

ND

NOTICE!

FA-2

Note

P5a

**CABOOSE KITS - BRASS** We have been able to verify that the Pennsylvania 4 wheel Ndcaboose is available as a wooden kit; therefore, we have withdrawn our projected brass kit.

In its place, we are substituting an International Car Co. New Haven caboose. This is the familiar four window, steel cupola'd type. Very similar cabin cars were built for many railroads. Construction is our standard brass construction, with etched brass sides and roof, plus additional etched brass details. All major forming operations will be made.

We are offering only the O gauge version at present.

- #205 New Haven steel caboose kit \$29.95
- same, with trucks \$32.95

We still have a few S gauge caboose kits left. These are also all brass.

- #187 S Gauge W&LE/NKP steel cupola caboose kit, less trucks \$22.95
- #188 S Gauge NKP/N&W steel bay window caboose kit, less trucks \$22.95



**BRASS HOPPER CAR KITS IN O GAUGE:** These brass kits are in stock. Construction is relatively simple. Underframe is built-up from soft metal castings which nest together to form a rigid base for the car. Hopper end sheets of brass nest into the underframe. The end sheet consists of the hopper slope sheet, the car end and the top angle, all in one piece. The sides, with the side stakes added, then nest against the end sheet and the underframe to form the basic car, ready for final details. The kit may be epoxied together.

By way of comparison, these should involve about 1/3 to 1/2 the work required to assemble the old Arvid Andersen or RailCraft cars.

The twin hopper follows the USRA 55 ton car built during and after World War I. The triple follows the USRA designed, but not built, car. The quad is thrown in to give you the opportunity for some variety.

- #202 Brass Twin Hopper kit, 1/trks \$19.95
- same, with trucks \$22.95
- #202A Five Car kit, less trucks \$89.95
- same, with trucks \$104.95
- #203 Brass Triple Hopper Kit, 1/trk \$24.95
- same, with trucks \$27.95
- #204 Brass Quad Hopper kit, 1/trk \$29.95
- same, with trucks \$32.95

Since a few of you have asked, we can make available some variations. A peaked end hopper has been proposed - this can be done. A panel side hopper is possible for the twin hopper version. Offset side hopper may require additional work. Also possible is a six hopper wood chip car, such as we offered built-up years ago.

**STEAM LOCOMOTIVE SIDERODS:** We are now able to supply steam locomotive siderods for any center-to-center dimension between 7/8" and 1-3/4". Distances larger than 1-3/4" can be supplied, but this will require some slight clean-up, as our die will not trim the entire center distance. These rods are straight. Journals are reamed for 1/8" crank pin. Each rod connects two bearings.

Custom side rods \$2.50/pr

**ON VISITING LOCO WORKS** We don't try to function as a hobby shop, but visitors are welcome if they telephone ahead of time (we're in the book.) Weekends are best, although some weekday evenings are possible.

We have a large collection of miscellaneous odds and ends, brass, kits, and other unusual items - perhaps we can help you out of a modelling bind.

**ELECTION DAY DISCOUNT EXTENDED**

In the last Newsletter, we mentioned that we were offering a 10% discount to those of you who sent in the name of another S or O gauger with your order.

The response was such that we felt we should extend the offer until December 15.

Basically, the arrangement is this: We will give a 10% discount on every retail order, up to \$10.00 on a \$100 order, if you include the name and address of another S or O gauger with your order. Include two names, and the discount will apply up to \$200. We'll have to limit it to two names per order.

We feel this will be a simple way to expand our contacts with potential customers.

Please include full name and mailing address of your nominee.

**DISCOUNT!**

**NEW STEAM FROM THE LOCO WORKS:** We have had some steam locomotive mainframes made up for use with USHobbies drivers and our siderods. The first three are admittedly an experiment, but one that you may find use for.

**4-4-0 Main frame** For use with 50 to 63" drivers; dimensions follow Baldwin stock practice of 1915.  
Frame and rods \$37.50

**0-10-0 Main frame** For use with Loco Works C&O super-structure kit.  
Frame and rods \$45.00

**2-10-4 Main Frame** For use with Central Loco Works C&O T-1 parts (etchings and miscellaneous parts have been advertised for some time), or to build Pennsy J-1. Wheel centers expanded slightly to permit use of USHobbies drivers  
Frame and rods \$62.50

Note: can also be supplied for use with All-Nation drivers

**ACE ROLLER BEARING TRUCKS IN O GAUGE:** Our supply is dwindling, and we don't know when we'll be able to get more of these fine, all-metal trucks. They follow 70 ton practice and have rotating bearing spinners.

70 ton O gauge truck kits \$5.00/pr.

**S GAUGE NEW DIESEL PROJECT:** Sorry to say, this project has died for lack of interest. There will be no new Loco Works diesel for S gauge in early 1976.

How about some smooth-sided streamlined passenger cars?

**O Gauge ELECTROMOTIVE E UNITS** The demand appears to be building up on these units again. With the next NEWSLETTER we will publish new prices for these units. Contrary to what was written in the last issue, we will probably re-issue the E9 first, simply because it is closest to being ready.

How about an E6 in O gauge?

**E6?**

**COMMENT ON KITS NOT PRESENTLY LISTED:** It's rather difficult to keep all of our kits in stock at any given time, so we try to schedule in a practical fashion, guessing at when something will come back into demand. Each car and engine has its own cycle; none appear to follow a reasonable pattern.

You can help on this by requesting that we rerun items. Both the Baldwin switcher and the gas turbines have been rerun because of the continuing pleas of a dedicated group. The RS-1 will be run again, along with the E's for the same reason.

So, if you don't see it, or read of it, write! We try real hard to pay attention to our customers.

**Trade-ins Accepted**

LOCOMOTIVE WORKSHOP, ROUTE 520  
RFD 1, BOX 211-B-1  
ENGLISHTOWN, NEW JERSEY 07726  
201-536-6873

**Brass Steam**

O GAUGE BL-2: As some of you are aware, we had problems, basically caused by the grandson of the pattern maker. A wooden pattern smashes so nicely....

As this is being written, a new pattern is expected momentarily, and we will bend every effort to get these kits out.

This is a model of the locomotive which EMD initially offered as an answer to the Alco and Baldwin roadswitchers, and which it eventually dropped in favor of the extremely successful GP-7. Some say it looks a lot like a Borden milk car...

Our kit consists basically of a single major casting to which details are added. This soft metal casting is basically designed to be used in conjunction with Linonel or Atlas power trucks, to help get some variety on the road in a hurry.

O GAUGE BL-2 Kit \$52.50  
 same, less trucks **BL-2** \$43.50

O GAUGE BRASS SHARKNOSE DIESELS: Much of the research is complete on these engines, and we feel justified in offering the three varieties of the freight units. These are the 1500hp DR-4-4-1500, the so-called RF-15 and the RF-16, of 1600hp. There are detail differences, some of which only the Pennsy nuts will notice.

We are accepting \$25 reservations on these units.

**Sharks**  
 DR-4-4-1500 A unit \$77.50  
 B unit \$57.50  
 RF 15 A unit \$79.50  
 B unit \$59.50  
 RF 16 A unit \$87.50  
 B unit \$67.50

Conversion can be made to the Alco re-engined units, if desired.

Bodies on all of the Sharks will be double etched brass, but in three pieces, due to the deep step at the top of the side panelling.

The passenger units will also be available, but no price on the B unit yet, as we will have to have some forming work done outside.

Baldwin Passenger "Shark" \$92.50 "A"  
 Baldwin Passenger "B" Unit - to be determined

MORE O GAUGE BALDWINS: There are switchers all over Loco Works at the moment, all of them Baldwins. Superstructures, end steps, fuel tank, and a host of other details are brass. Truck sideframes are soft metal, with brass bushings supplied.

We have decided to withdraw the 1200hp road-switcher because of lack of interest.

O Gauge Baldwin S-12 switcher \$59.50  
 O Gauge Baldwin S-8 switcher \$57.50  
 delete trucks \$ 4.50

O GAUGE UNION PACIFIC VERANDAH GAS TURBINES:

These monsters are back in stock, now with formed pilot and other added details. We also have available the castings for the tender trucks, although not the tender itself.

The engine kit is our standard etched and formed brass, with added brass details and soft metal truck sideframe castings.

O Gauge Gas Turbine kit \$75.00  
 add set of tender truck castings  
 (Commonwealth) \$7.50  
 delete engine truck castings \$9.00

Any interest in the original smooth sided gas turbines?

LOCOMOTIVE WORKSHOP, ROUTE 520  
 BOX 211 - B - 1, RFD 1  
 ENGLISHTOWN, NEW JERSEY 07726  
 201 - 536 - 6873

STILL MORE STEAM FROM THE LOCO WORKS: In addition to the steam locomotive frames listed on page 2, we can also supply brass frames (machined from bar) for the various AHM plastic engines. It has been suggested that the one to begin with is the Indiana Harbor Belt 0-8-0, as this is a popular engine for conversions.

Machined brass 0-8-0 frame for AHM engine \$35.00  
 Machined brass 2-8-0 frame for AHM engine \$37.50

HYDRAULIC PRESS BRAKE: In the October 1975 issue of "Popular Mechanics," there is a short article on building a press brake suitable for many model rail-roading projects. Since I intend to build a similar unit for the Loco Works, with an 18" working length instead of 7", perhaps a few of you would be interested in buying some sets of pieces for your own shops.

Price will be less than the cost of a loco kit, and might be a useful addition to your shop.

CLEVELAND UNION TERMINAL ELECTRIC: At the risk of repeating ourselves, we can state that these kits are getting there. Wheelsets are made up, and some more of the mechanical parts are on hand.

A source for pantograph insulators has been located in Western Germany. We are trying to purchase a batch of gearboxes from USHobbies. Motors are on hand, and will be Pittman DC86's.

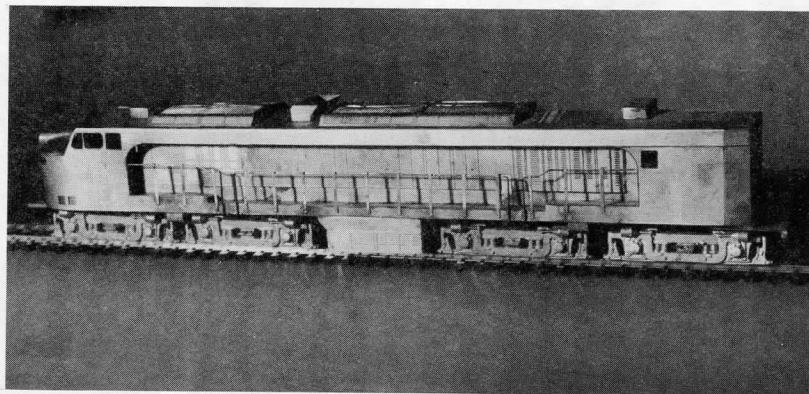
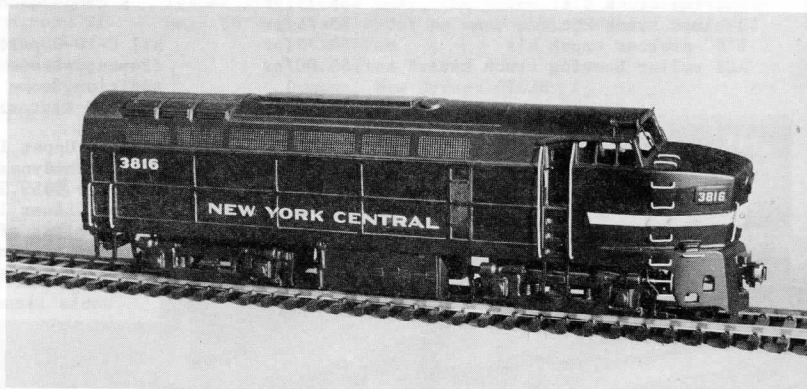
The superstructure will be brass, made up of formed brass etchings and stampings, augmented by castings. The mechanism will have steel wheels, centrally driven by plastic chain and sprockets. Sideframes will be soft metal castings, with sprung journals, each with a brass insert for extended wear.

Kits will follow Cleveland, rather than New York City, prototype, although a conversion should be comparatively simple. After all, GE was able to do it at Erie.

CUT Electric, single power \$195  
 CUT Electric, double power \$235  
 CUT Electric, unpowered \$165

PHOTOS Upper of the shots shows an aluminum RF-16, as built up for NYC prototype by Don Rippey of Indianapolis.

Lower photo shows a rear quarter view of the Verandah Gas Turbine kit. A front quarter view is shown on the back page.



**ELECTROMOTIVE ROADSWITCHERS:** We have developed a group of kits to cover a wide gamut of current EMD diesels. Rather than take up a lot of space in this Newsletter with the variations possible, we'll list a few of the units, and if they're not what you're looking for, drop us a line.

These kits are for the brass superstructure and basic trucks for each engine. Superstructures are of formed, etched brass, with brass details, except that high hood ends are soft metal castings. Truck sideframes are also soft metal. All trucks now are equalized, with DD and SD trucks also being sprung at the journals.

Cabs, hoods and other major pieces are formed.

GP 38	2000hp	B-B	\$83.50
GP 39	2300hp	B-B	\$85.00
GP 40	3000hp	B-B	\$85.00
SD 38	2000hp	C-C	\$88.50
SD 40	3000hp	C-C	\$90.00
SD 45	3600hp	C-C (sloped rad.)	\$100.00
SDP40	3000hp	C-C	\$95.00
SDP45	3600hp	C-C (slope rad.)	\$110.00
DDA40X	6600hp	D-D (second run)	\$165.00

as stated, also available are GP40P, SD 45-T2, DD35 and a number of other variations.

Options	GP	SD	DD
High Nose	no charge	no charge	N/A
Snoot	\$7.50	\$7.50	N/A
Snow Package	\$5.00	\$5.00	N/A
Dynamic Brake	\$11.25	\$14.00	incl.
Wheels set 40"	\$4.00	\$6.00	\$8.00
42"	\$6.00	\$9.00	\$12.00
Power truck, ea	15.25	\$19.25	\$23.75
Delete trucks	-9.00	-\$9.00	-\$15.00

Note: wheelsets not included in basic kits, but not needed when power truck components are ordered for each truck.

**O GAUGE FREIGHT TRUCK KITS:** These are all metal freight trucks with steel wheels and excellent weight for improved tracking and car center of gravity.

All trucks are sprung.

Bettendorf truck kit	\$3.75/pr
Andrews truck kit	\$3.75/pr
Dahlman truck kit	\$3.75/pr
5'0" Archbar truck kit	\$3.75/pr
ACE roller bearing truck kit	\$5.00/pr

**UNION PACIFIC U50 B-B-B-B CASTINGS:** A very few of these castings sets (6-10) may be available by the end of the year. First come, first served. \$85.00 Similar in construction to the aluminum castings sets described below.

**O GAUGE ALUMINUM CASTINGS SETS:** These are very nicely detailed aluminum castings sets for various locomotives. They are sand castings, but the surface finish is such that very little clean up is necessary.

We recommend these sets to beginners - there ain't too much to go wrong on, and the castings go together quite simply. Details can be added to the extent you desire.

This is a simple, inexpensive way to get an unusual engine on the track. Quite a few have been "powered by Lionel", and Atlas has had its share also.

General Electric U33B/U36B	B-B set	\$45.00
General Electric U33C/U36C	C-C set	\$45.00
General Electric E44/E50	electric, set	\$49.50
Baldwin RF-16 Sharknose	"A"	\$45.00
General Electric 65ton	diesel	\$27.50

**S GAUGE GENERAL ELECTRIC 44 TONNER:** This is our most recent S gauge kit, designed to be the least expensive S Scale diesel kit available. The prototype is a later version of this popular GE locomotive.

\*The kit consists of 26 soft metal castings that nest together to form the basic body, with brass parts to complete. The engine is designed to use a modified TYCO truck with widened gauge. I understand that this truck is available commercially.

S Gauge General Electric 44 tonner kit \$32.50

**CHESAPEAKE & OHIO 0-10-0's:** We have superstructure kits available for this engine in S and O gauges. The dimensions are similar to that of the New York Central M-1b 0-10-0, built at about the same time.

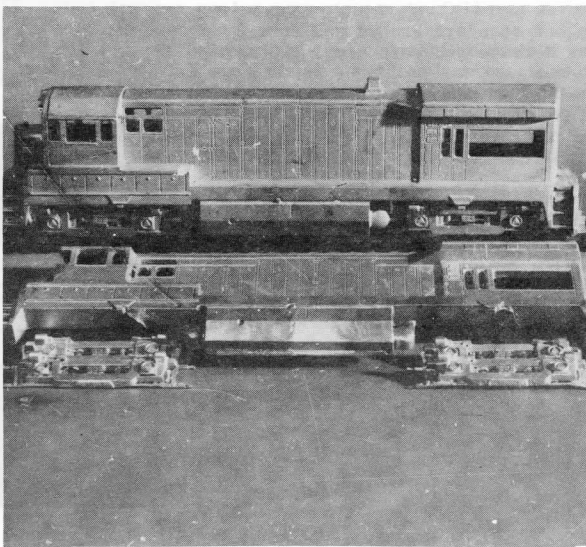
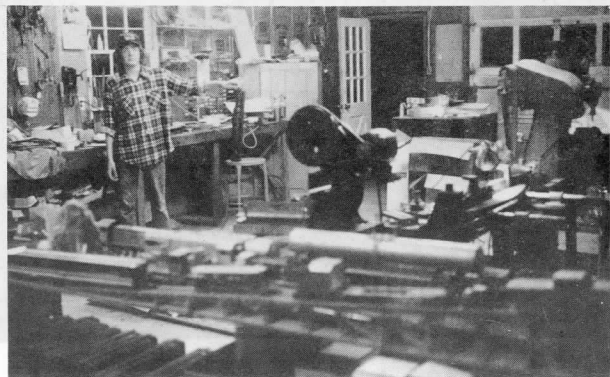
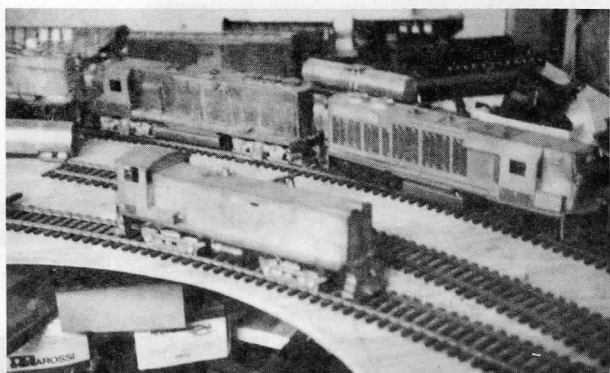
Kits consist of formed boiler and cab, tender body and material for cab ends (cut out), valve gear hanger and boiler walks. Boiler and tender are etched brass, with integral boiler bands, and spotted locations for handrail stanchions, boiler fittings, etc.

Available separately are frames and siderods. I guess we might eventually have a complete engine....

O Gauge Superstructure Kit	\$42.50
S Gauge Superstructure Kit	\$40.00
O Gauge machined frame with siderods	\$45.00
S Gauge machined frame, with siderods	\$45.00

All 0-10-0 parts listed are brass. When ordering frames, please specify axle bores. We do have, in addition, some HO parts left over from the run for the C&O Historical Society.

**PHOTOS** Upper left photo shows a high nose GP38 (\$83.50) GP40 with dynamic brake (\$96.25) and the Baldwin S-12 switcher (\$59.50). Background is some miscellaneous scrap. Lower left photo shows our son, the artist, in the midst of the shop. The figure below is of an aluminum castings set, specifically the U33B. This set of castings has not been cleaned up (\$45.)



**ODDS AND ENDS**

We've another batch. These are miscellaneous pieces there, and perhaps they are looking for. Discount on P Retail only.

**AHM FAIRBANKS-MORSE C-LINER** around for a long time, but which might make them of

Stock C-Liner, ATSF or PRR Same, but repainted for ro obviously, we can't typical repainted unit for exact quote

C-Liner converted for AC o third rail. Will run but not tubular Lion

Dummy C-liner Spare Power truck Junker for conversions to

**ATLAS F9's.** Stock Bodies repainted body - add mechanism

**AHM ASSEMBLED CASEY JONES**

**AHM ASSEMBLED GENOA 4-4-0**

**RIVAROSSI GERMAN DIESEL #2**

**RIVAROSSI GERMAN COACHES** f detailed interior an

**SPECIAL -** Both coaches and

**ALL NATION F3 A&B:** All me with AC/DC motors, u

**ATLAS CARS:** Converted for scale flanges and sc f

**SOUTHERN PACIFIC HEAVYWEIG**

Train of five Walthe painted with six wheel tru Nicely painted. Two Pullm observation. All 80' exce

**NEW HAVEN HEAVYWEIGHT PASS**

Three Walthers or JC ed with six wheel trucks an Observation and diner have Baggage has working doors.

**BOOKS** Climax Engine Catalo

"Locomotives in My 1 photographs by Don Wood, s NYC Diagram Book Rep

1954 edition both 1944 and 1957 LOCOMOTIVE CYC 1966 LOCO & CAR CYC

**BRASS ANTI-SKID PLATE** We

etched brass plates, etche approximately 2-3/4" by 10 locomotive walks, screens \$3.00

**LOBAUGH PICKEL CAR** A rare

is complete. This is the seen.

**AMBROID X23** (Pennsy wooden

**INTERNATIONAL "DOCKSIDER"**

h of stuff ready to go.  
pieces picked up here and  
include something you're  
Page 2 does not apply.

NER DIESELS These have been  
but now we've a few wrinkles  
' greater interest to you.

RR \$16.50  
roadname of your choice -  
t quote exactly, but a  
unit will run \$30. Write

operation from center  
run on Super O or Gargraves  
Lionel track \$35.00

to B units \$10.00  
\$10.00  
\$10.00

\$ 9.75  
add about \$15  
\$14.00

ES (new) \$42.75

0 (new) \$83.25

#216-011-7 (new) \$31.50

E full scale length  
and lights (new) \$42.75 ea

and engine \$110.00

metal, both units powered  
, unpainted \$160.00

for scale operation, with  
scale couplers -  
five for \$37.50

EIGHT PASSENGER CARS  
thers cars, built up and paint-  
trucks and underbody detail.  
llmans, diner, RPO and  
cept RPO. \$200 set

PASSENGER CARS  
JC cars, built up and paint-  
s and underbody detail.  
ave complete interior; RPO/  
rs. All 80' \$65 set

atalog reprint \$3.50  
My Life," 320 pages of  
, sale priced \$19.95  
e Reprints 1944 \$ 5.95  
ion \$ 3.95  
and 1954 \$ 8.95  
CYCLOPEDIA Write  
CYCLOPEDIA Write

We have a small supply of  
ched 0.006" on 0.030" brass,  
y 10". Suitable for O or S  
ens and the like.  
3.00 each or 2/\$5.00

are one - kit is started, but  
the only of these that we've  
\$22.50 with Lob trucks

oden car) Kit \$16.00

ER" 0-4-0T, brass \$75.00

MORE ODDS AND ENDS

Passenger Cars. A friend of mine decided to  
look through several batches of boxes he had picked  
up years ago and found them filled with passenger  
cars, many more than he would ever be able to use.  
So we've got a pile of them listed this time.  
Condition varies, so we have sorted them by gen-  
eral state of repair.

- Group 1-Cars in excellent condition
- 70' RPO New Haven, 6w trucks \$20
  - 80' Diner New Haven, 6w trucks \$25
  - 80' Observation, NH, 6w trucks \$20
  - 80' Pullman, ACL, 6w trks-beautiful! \$40
  - 80' Chair car, CNJ, 6w trks, arch roof \$25
  - 80' Diner NRName, 6w trks, \$25
  - 80' Pullman, 6wheel trucks, arch roof \$25
- Group 2-Metal sided cars in good condition
- 80' Stream Obs, 4 wheel trucks \$20
  - 80' Mod. Coach, 4 w trks \$10
  - 80' Coach NRName, 6 w trks \$15
  - 80' Obs, Green Hill RR, 6w trks \$12
  - 80' Pullman, brass sides, 6w trks \$15
  - 80' Coach, brass sides, 6w trks \$15
  - 80' Coach, NRName, 4 w trks \$12
- Group 3-Card sides cars in good condition
- 70' Combine, ERIE, 4 w trks \$13
  - 60' Baggage/RPO Green Hill RR, 4w trks \$13
  - 80' Coach, PRR 1/trks \$10
  - 80' Pullman 1/trks \$ 8
  - 60' Baggage, PRR 1/trks \$ 8
  - 60' Baggage, PRR 4w trks \$13
  - 80' Obs, Pullman, 6w trks \$13
  - 70' Obs, Pullman, 6w trks \$10
  - 80' Pullman, 6w trks \$10

Group 4 - Parts Cars - may be bought with any  
other purchase only

- Group A Eight cars, incl 3 metal sides \$19
- Group B Six cars, \$19

above cars have interiors and other details  
that are salvageable. Sides are damaged  
All cars listed are heavyweight type unless  
otherwise noted,

Gas Electric An excellent companion piece to  
the 0-6-0 listed below. Apparently AC/3 rail.  
Vaguely follows PRR/Brill prototype. Construc-  
tion basically sound, but obvious that builder  
was vague on details. Drive should delight a  
mechanical engineer. \$15

0-6-0 Disaster Reduced for quick sale. This  
is not a complete engine, nor is it put together  
very well. We are sure it would not run, even if  
it had a motor. Disassembled drivers (about  
twice as half as many as the engine should have)  
appear to be Lionel based. \$9

S GAUGE CARS: These are old, "new" American  
Flyer cars with knuckle couplers

- #921 CB&Q Hopper \$7.00
- #928 New Haven flat, with load \$7.00
- without load \$4.50
- #944 Crane \$8.00

also some misc cars - write

Walthers Passenger Car Kits: We have a few  
Walthers full scale length kits, with metal sides.  
Boxes are a bit crumbly, but basic kits are intact.  
\$15 ea

Circus Cars:

- Wardie Jay Circus Stock Car Kit \$12
- 80' Aluminum Circus Flats \$12 each

Atlas Cars, with scale couplers and flanges

- Cabooses \$6.50 ea
- Others-gond., box, reefer \$7.00

If in doubt...  
TELEPHONE  
201-536-6873

YOU GOTTA' HAVE HEART, OR,  
VIEWS FROM THE MODELLERS' SIDE

Now I understand why, as Shipping and Mailing  
Department, I receive some of our kits back in perfect,  
virtually untouched condition. They have not been  
touched, or any attempts whatsoever made to assemble  
them. The possible, reasonable, cause is SHEER FRIGHT....  
Fright at the magnitude of the job ahead for a novice  
builder, or, more exactly, for someone with less than  
a bulldog grip on a set of plans with a GOOD picture  
of the finished product.

I became nearly a gibbering idiot this past week  
when I opened a sealed kit for a modern doll house  
kitchen for my daughter's intended Christmas present.  
The picture, in color, on the outside was exactly what  
I was looking for. The printed blurb stated - "Easy  
to Assemble," "You and Your Child Can...." Who is  
this "You" they were speaking about, Mrs. Einstein or  
Wonder Woman?

After sitting down for a few moments, and letting  
the faint feeling pass, I took stock of the situation.  
Separately, the parts I needed, in ready-made state,  
would price the kitchen furniture in the realm of a  
new refrigerator-freezer for MY house. In kit form, I  
could save oodles of cash for other presents, and paint  
the little things in the exact colors left from the  
human-size kitchen remodelling.

The whole matter boiled down to whether or not I  
had the guts, or heart, to attempt a project I hadn't  
tried before. The directions were clear enough. The  
hardware seemed all in order. I have painted five (5)  
life-size houses; what could it take to do up these  
little ones?

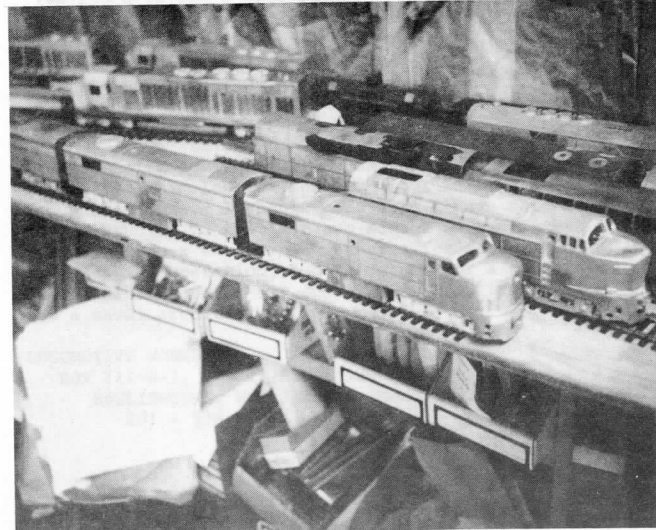
You gotta have heart....or start somewhere, if you  
want something special.

*Arleen D. Lorenzen*  
Arleen D. Lorenzen

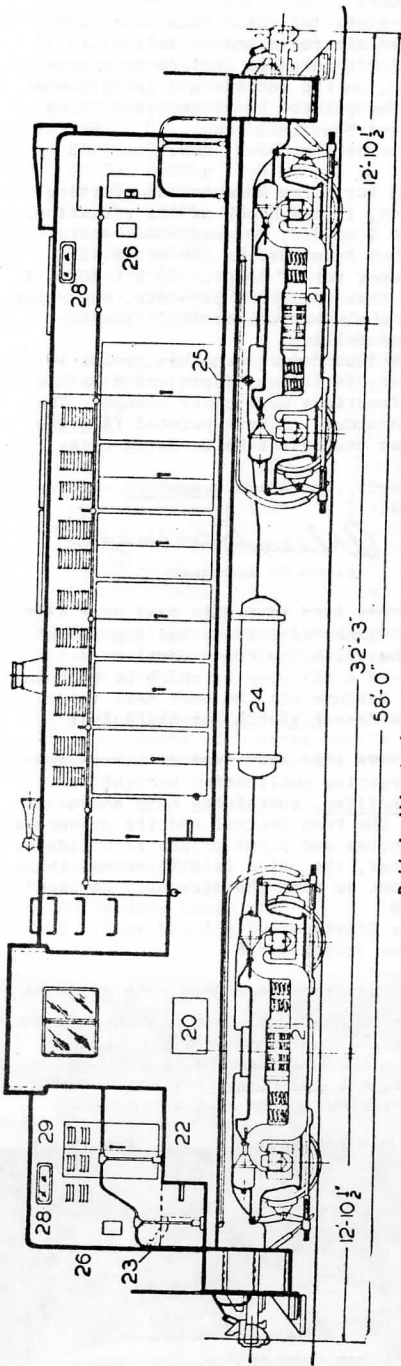
\*\*\*\* \*\* MYSTERY LOCOMOTIVE: Winner last issue was Reg Hearn  
of Seattle, Washington, with the Great Northern W-1  
Electric. Reg received a \$25 credit, which he took in  
tank car kits. This feature will be back next issue;  
I was unable to get a decent sketch for the animal I  
had in mind.....

\*\*\*\* \*\* "PC RAILFAN" A interesting publication brought to  
our attention is PC Railfan, containing many oddsmets  
of information about the Penn Central and its predecess  
or railroads, plus photos and plans of use to builders.  
Issued six times a year, the price is \$12; normal issue  
has: 36 pages and about as many photographs. Contact?  
PC RAILFAN  
133 Dulles Drive  
Dumont, New Jersey 07628

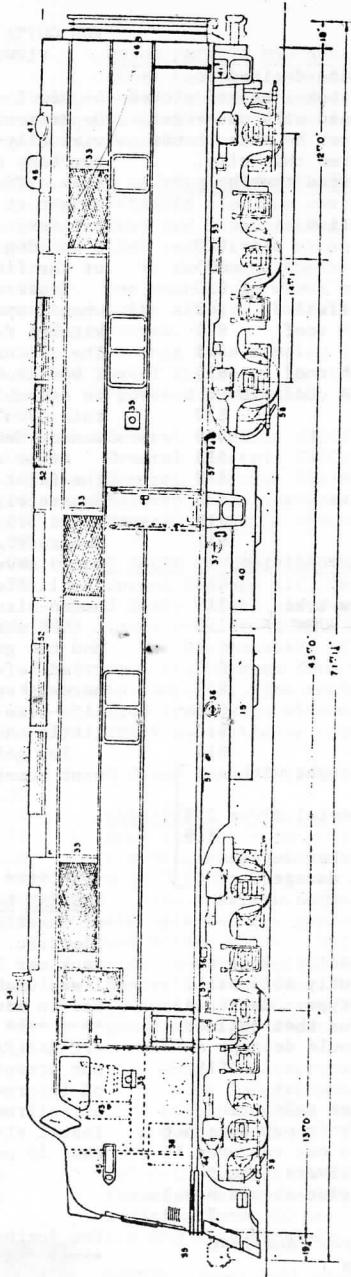
for further information  
\*\*\*\* \*\* The Alcos are coming. Below are shown an Alco FA-2/FB  
pair (\$69.50 and \$54.50 in O gauge and \$49.50 and  
\$37.50 in S gauge.) Also available fully built-up at  
\$575 for an A/B pair, all wheels powered - and that's  
in either S or O. Aluminum Shark also shown (\$45.)



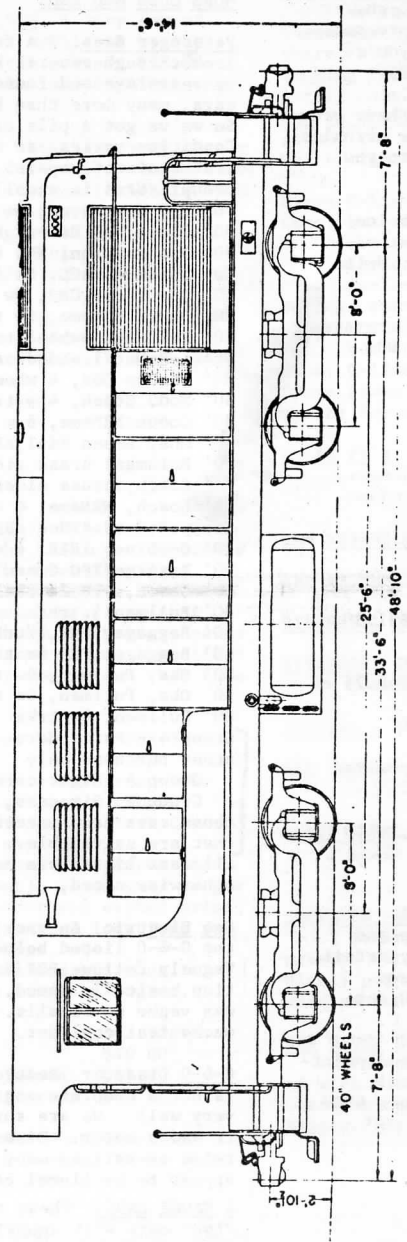




Baldwin-Westinghouse 1,200-Hp. Road Switching Locomotive

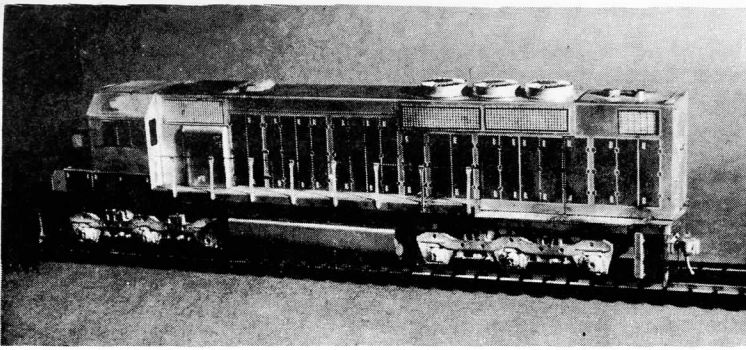


General Motors E-7 Passenger Locomotive

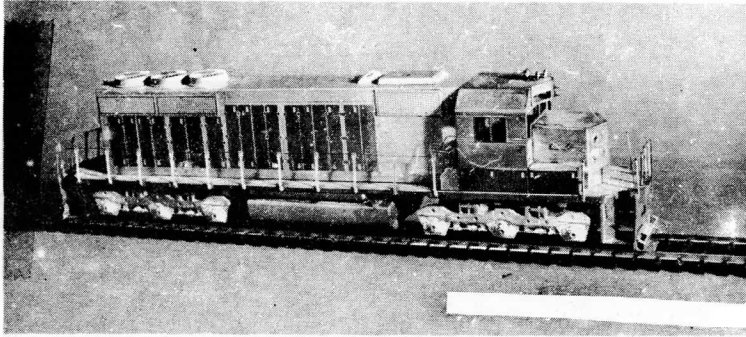


Fairbanks-Morse, 1,200-Hp. Switching Locomotive.

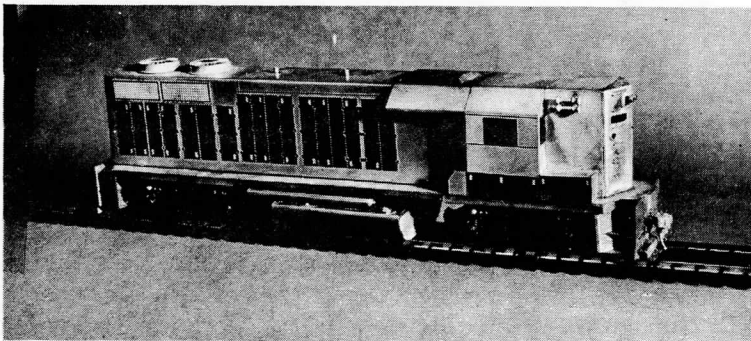




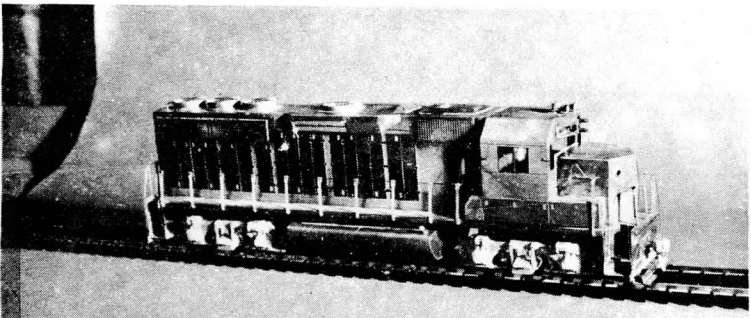
Electromotive SDP40



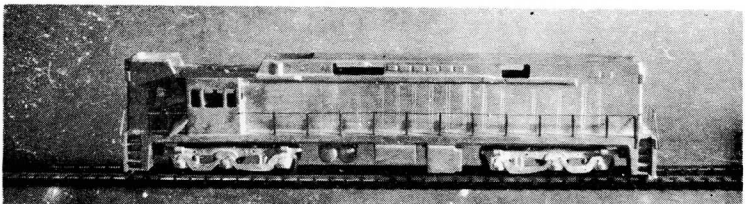
Electromotive SD40



Electromotive GP38 with hi-nose



Electromotive GP with dynamic brake



GE/PRR E44 Electric

THE 1976 OPEN HOUSE We will hold another Open House on May 8, 1976.

Like this year's get-together, we intend the meet to be an event for the serious O and S gauger. We have invited, and received acceptances, from several dealers who have agreed to clean out their back shelves and cart the stuff along. We are limiting these guys to one carload at a time, and a couple indicated that might be difficult for them...

Bring your own stuff, and a card table - or picnic table-to spread it out on. Specifically, haul out some of that stuff you tucked away for the time you would find a use for it - I think you'll find this will be the time.

Our intent is to help keep down the cost of model railroading. From what I have seen, the emphasis at most meets is to see how much money can be turned over. Yet, particularly when you're a builder, it's more fun to gather up a batch of pieces and make something worthwhile out of it. We all collect junk, and now that I have space for it, I guess I'm gonna be one of the worst (somehow, "biggest" isn't quite the word), but regardless of how much is in the shop, I find it necessary to make substitutes for things that once were available. Yet, when cleaning up the remains of an estate sale, it's amazing how often I find the mate to a piece I've been looking for.

The Open House is intended to facilitate this swapping. The motto was, and remains, "Bring your junk and take someone else's home!"

We will provide coffee, donuts and soda pop again. We can arrange for a lunch wagon if there seems to be a need.

The ladies are welcome. We are in a country setting, and they can sit and talk, or make forays into the (shopping) countryside. There's room for the kids to play. Mrs. Lorenzen can supply more details.

The Workshop will be open, and this time I'll set up a few more pieces to show how we make this stuff. A lot of our ideas should be useful in your shop.

Yes, there'll be free brass on the floor again.

ALL METAL O GAUGE TANK CAR KITS These are simple, all metal modern tank car kits with brass tanks and soft metal cast attachments. As mentioned last time, we have added a few refinements to the kits.

These cars are available in a variety of lengths and numbers of compartments. The basic design is simple, but a fair amount of detailing can be done if you wish to take the time. Otherwise, it is a simple way to get some variety on a layout. Cars can be built up for use with Lionel.

#132	20000	gallon	single	compartment	\$11.95
#133	10000	gallon	single	compartment	\$11.95
#135	25000	gallon	single	compartment	\$12.95
#189	42500	gallon	single	compartment	
			including	span bolsters	\$24.95
#191	20000	gallon	double	compartment	\$13.75
#192	25000	gallon	double	compartment	\$14.75
#1993	25000	gallon	triple	compartment	\$15.95
#194	25000	gallon	quintuple	compartment	\$18.95
#195	20000	triple	compartment		\$14.95
#196		real beer	can	conversion kit	\$ 9.45
#196A		soda pop	can	conversion kit, for	
			"dry"	states	\$ 9.46

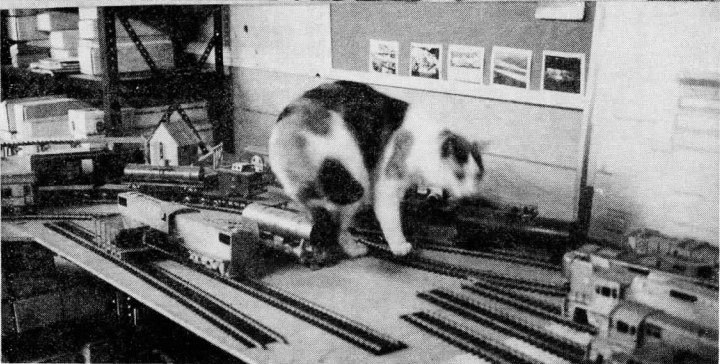
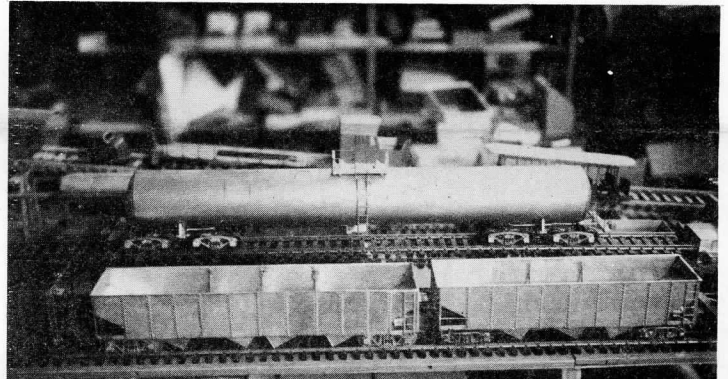
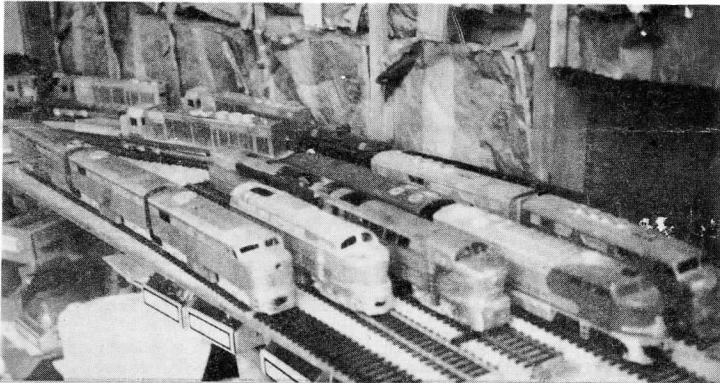
WANTED Railroad Technical Books, including magazines Basically, I am looking for technical information, and photographs. I should note that I have made two design studies in the last two months on real locomotives - one a woodburning steamer for a South American logging operation, and the other for a miniature diesel electric for a dry dock..... Peculiar work for a naval architect.

LOCOMOTIVE WORKSHOP  
 BOX 211-B-1, RFD 1, ROUTE 520  
 ENGLISHTOWN, NEW JESREY  
 201 - 536 -6873

Page Eight: The top left photo is one that has been tempted for a long time. It may very well be unique in O gauge because of the motive power displayed. In the foreground are three Loco Works' Alcos: FA-2 \$69.50, FB-2 \$54.50 (both also available in S scale at \$49.50 and \$37.50) and FB-1 (not presently available). The second engine is an aluminum Sharknose at \$45, while the third row has a brass A & B sharknose pair (see page 3). The fourth row has an AHM C-Liner pair: the A unit is a stock piece (\$16.50), while the B unit is something cooked up in the shop. The fifth row is a pair of F3's available from Wheaton, IL. Eventually, I hope to paint all units in correct PRR colors, like the Atlas F9 pair.

The top right photograph shows a few of the new car kits - at top is a #189 tank car at \$24.95, less trucks and below are a quad hopper kit \$29.95 1/t and a triple hopper kit at \$24.95 1/t. The twin model had not been completed in time for the photo. Bottom left shows "Nutzy" inspecting some O gauge at close range; she manages to wander through the shop without causing damage. On the other hand "Mean Maryjean" is a positive menace to anything with wheels...

The last snap shot shows a gathering of General Electric engines, with the E44 (\$49.50), U33B (\$45) and gas turbine (\$75) visible. To the far left is the New Haven EP5 electric I never get to finish.

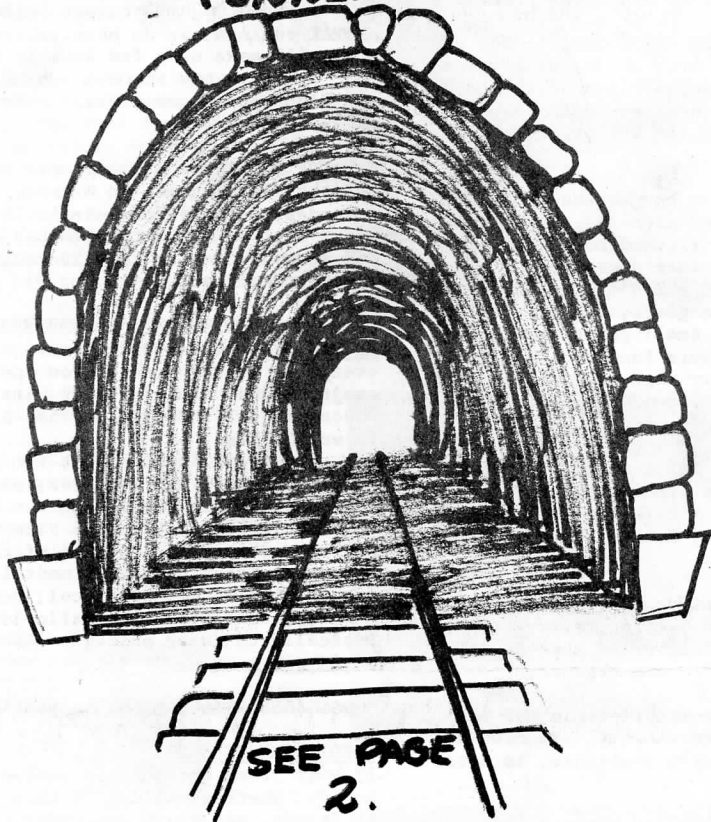


BOX 211 B 1, RFD 1  
 OLD BRIDGE-ROBERTSVILLE ROAD  
 ENGLISHTOWN, NEW JERSEY 07726



ALL NATION LINE  
 23 W 546 ST CHARLES  
 WHEATON IL 60187

THE LIGHT AT  
THE END OF THE  
TUNNEL



SEE PAGE  
2.

WHERE WERE WE?

This is the first Newsletter in several months; there were a few problems to get unravelled, and I didn't feel it was appropriate to issue a Newsletter until we had some answers.

Also, United Parcel Service is on strike in this area, and it has snarled up our delivery practices. We are using the Post Office and bus package express now, and will continue to do so until the strike is settled.

We have had serious problems with getting materials from our suppliers. The last batch of etchings were delayed almost two months beyond the scheduled date. Soft metal castings were a little slow, but neither brass or aluminum castings have yet been delivered. We are working off inventory in some areas. Sheet and bar brass proved unexpectedly difficult, but that situation has been corrected.

In addition, there also was the summer doldrums, and the necessity for building a new office for Loco Works; we have outgrown our present quarters.

Anyway, there are strong signs that things are back to normal. Kits are going back on the shelves, after waiting for one or another part, and we can all relax a little - but only a little.

#####

New Items: The CUT bodies are being fabricated, now that etchings finally showed up. Seems the original brass for this batch got lost, and then after the new material showed up, the etchings were shipped, to get lost in the nether regions of the UPS strike. Small castings showed up yesterday.

Power trucks & Gears: We have bought the ANDECO line of HO gear boxes (traction and diesel). This quality line was designed to meet high standards for trolley use, replacing all sorts of other domestic and imported power trucks. BUT - for the S and O gauger, it now permits us to cut our own gears, removing a big headache of the past. These small gears are individually cut and have full pressure faces so that relatively small gears have very high performance ability. We should have this in order around the beginning of the year.

WORK CARS: We have arranged for a special run of wooden work cars to match the brass crane. The boom car or a basic work car body kit is available from V. A. Klein, 4680 Easley Road, Golden, Col 80401. Each kit is \$9.00, postpaid.

CRANE This kit is in fabrication now, and should be finished shortly. We will be calling reservations soon. Basic kit will have black nylon sheaves, although brass will be available upon request.

BL-2: The new brass patterns are finished and delivery of castings is promised shortly. We have decided to make a built-up version available, as noted elsewhere in the Newsletter.

SD-24, SD9, SD-7, etc: Any interest fellas?

O Gauge RS-1: New etchings are in the works.

S Gauge We have made new runs of the three current S gauge locomotive kits. No new items from us, but we have supplied 4-6-2 boilers to S Scale Loco & Supply and doors for the Railbox box cars from %c#@ Models.

Miscellaneous Electrics: Some odds and ends are in the works. In response to requests, yes, we can make up the Pennsy B-1 electric switcher on short notice. Pantographs will be available separately.

SHARKNOSES: Etchings are in the works.

LOCOMOTIVE WORKSHOP  
BOX 211-B-1, RFD 1  
ENGLISHTOWN, NJ 07726

REGARDING THE PRR Q-2, SP CAB FORWARD & such

In the last Newsletter, we mentioned that we had found a source for lost wax castings for a number of basic parts for several different O gauge steam locomotives. The supplier is G. W. Model Engineering, 140 Lewis Road No. 4, San José, CA95111.

The engine which seems to offer the best case for construction, considering what parts are generally available, and what we can produce, is the Pennsylvania Q-2 4-4-6-4. We can furnish the boiler and tender shells, steam chests, frame and machined rods, and other odds-and-ends.

The Southern Pacific cab forwards are also a good candidate group.

Costs? My guess is that the Q-2 boiler, with skyline casing, and tender shell, would be on the order of \$175, provided we get ten orders, altogether. The Cab Forward would be about \$75 higher, although this would depend on the class. A set of frames and road would run about \$80 for the 4-4-6-4 and \$100 for the 4-8-8-2.

I would appreciate your comments.

AMTRAK SDP40F: Ten sheet brass - simple - bodies for the AMTRAK's first purpose built diesel locomotive are available at \$49.50 each. These utilize some dies and parts left over from the DDA40X run.

Incidentally, if you are building the other GE AMTRAK engines, we do have patterns for the trucks, and we'll make up a few sets if the demand is voiced.

Finally, how about a run of the new AMTRAK B-B light passenger diesels - to mount over the Atlas F-9 mechanism?

O GAUGE BOILERS: Etchings are in house for boilers for the USRA engines in O gauge. We will make up, to order, boilers for 4-6-2's, 4-8-2's, 2-8-2's and 2-10-2's, complete with cab and running boards and domes. Cost in the \$50 range. Not available through dealers.

#####  
NEWSLETTER: Loco Works issues a Newsletter about every two months to keep you up-to-date on our many projects and kits. We list kits, gripes, requests, miscellaneous information, and anything else we feel is worthwhile.

We specialize in short run production of all-metal kits in O and S scales, although occasional runs are made in other gauges. Most kits are brass, although softer metals and aluminum are used where they are suitable. Because of the short runs and the specialized nature of most items, conventional advertising is not practical; hence the Newsletter.

The Newsletter is available at \$2.00/year, basically to cover postage. Overseas postage is \$5.00 per year.

#####

CONDITIONS OF SALE:

- 1) Most items are shipped postpaid; exceptions are noted. Where a mailing is to a Post Office Box, or to Canada, add \$1.00 per order to cover extra postage and costs of packaging. Other foreign orders should include sufficient postage to cover surface or air mail; figure one kilogram per kit.
- 2) On orders under \$10.00, add \$2.00.
- 3) New Jersey orders must include 5% sales tax.
- 4) Reservations on new kits will be accepted on a down payment basis.
- 5) For COD delivery, a \$2.00 charge will be added.
- 6) Layaways should include a 1/3 deposit, with remainder within six months.

The Long Lived BL-2 Project: Illustrated to the right are two sets of patterns for the O gauge BL-2. One is wood, and unsuccessful; the other (#4) is in brass.

Orders taken on the original offering (one piece body) will be shipped with the basic body assembled; this applies only to orders in hand. New orders will receive a body kit, requiring assembly of several castings.

Also being offered for the first time is a built-up version of the BL-2, using an Atlas F-9 chassis. We would offer a version for Lionel operation, except that we have no assured source of Lionel mechanisms; we will make custom deals on this, however.

Castings are soft metal, rubber mold.

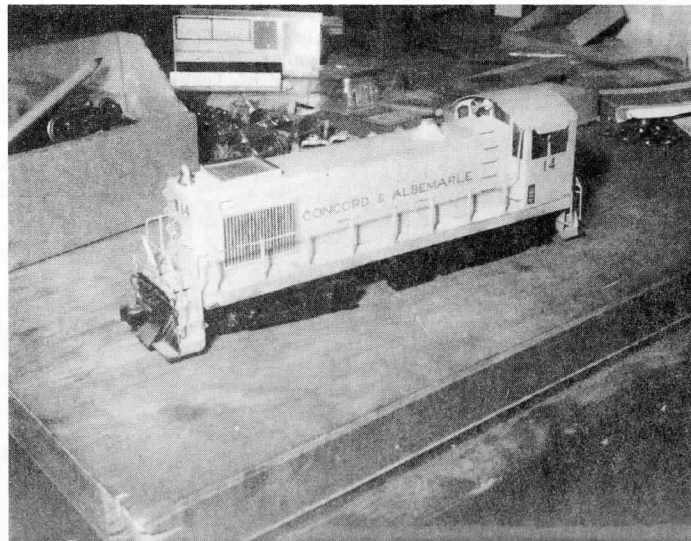
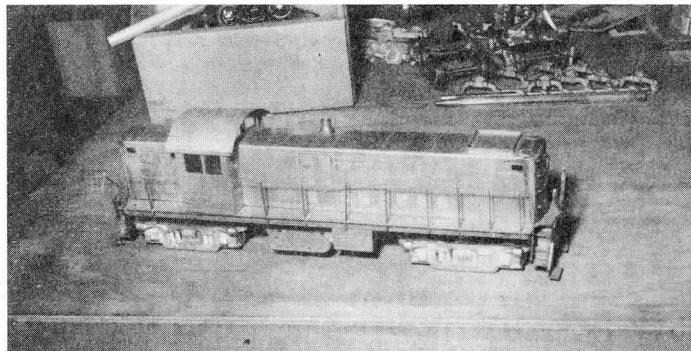
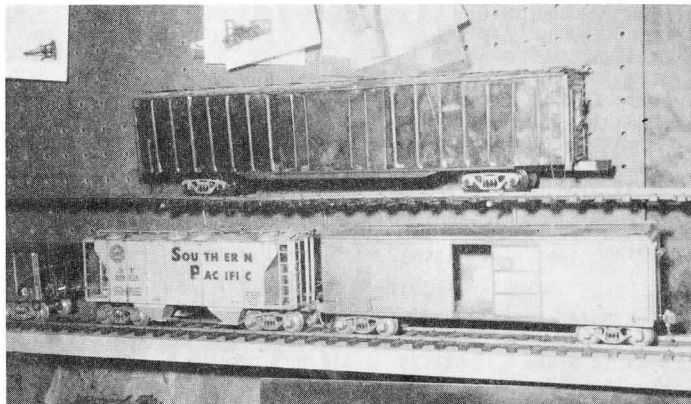
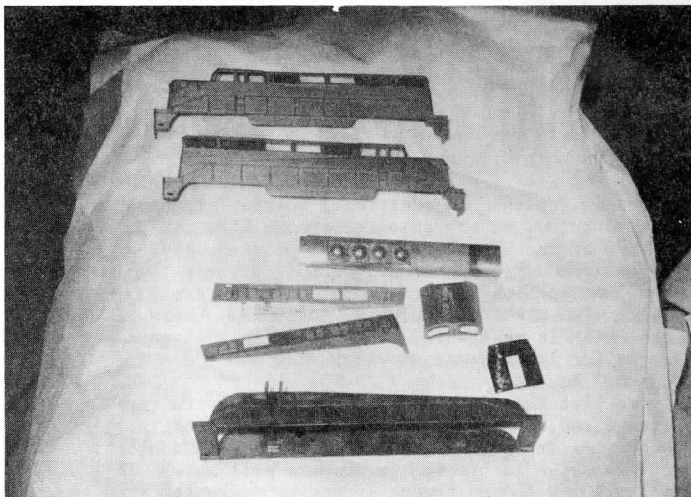
- BL-2 body kit, less trucks \$43.50
- BL-2 body kit, with A/N truck kits \$52.50
- BL-2 built-up, with Atlas power \$100

ALCO RS-1, S-4, S-2, etc: To the right also are photos of the Alco RS-1 road switcher and S-4 switcher, built from our kits. We are accepting \$25 reservations on these now, with the final price on the RS-1 in the \$80 range, and the others in the \$75 range. Superstructures are entirely etched brass; except for the new hood end castings, which are soft metal.

Reissue of Car Kits: We also illustrate three cars we manufactured in the past and might make available again if there is a demand. The PS-2 covered hopper would be available in twin or triple versions - virtually all brass, with a price comparable to our open hoppers. The Pennsy X-29 box car, or 1924 AAR standard box car was offered when we were Ohio, and would probably be in the \$25 range if offered today. The 60' single sheathed brass box car was built when we were in South Jersey; a kit today would be in the \$35 range.

CAR SIDES: We have a fair number of cardboard car sides available, as shown below. It is entirely possible that we will have complete kits and a wider range of sides available after the first of the year.

PASSENGER CAR TRUCKS Judging from the mail on the subject, many of the O gauge fraternity are looking for a good, sprung 4 wheel passenger car truck. If a sufficient number of firm requests are received by the end of the year, we will prepare patterns for Spring delivery. Price will be in the \$12 range.



# EMD R/S

**ELECTROMOTIVE ROADSWITCHERS** We have developed a group of parts and accessories to cover a wide range of EMD roadswitchers. As additional to the "standard" kits listed below, we are able to make up kits for quite a few of the units EMD has made up since 1960. Some of you are aware of the GP30 I built from a GP40 kit, but engines like the DD35 and DD35A are available, also GP40P and SD40-T2, SDL39 and others. Even the DD45M is available - that being an SD45 on D-D trucks for meter gauge service. How about one for your ON3 layout?

These kits include the basic brass superstructure with etched cab, hoods and floor, with brass details. High hood ends are soft metal castings, as this would be very expensive in brass. Trucks are soft metal castings with SD and DD trucks sprung at journals, and all truck equalized.

Cabs, hoods and other major pieces are formed.

GP38	2000hp	B-B	\$83.50
GP39	2300hp	B-B	\$85.00
GP40	3000hp	B-B	\$85.00
SD38	2000hp	C-C	\$88.50
SD39	2300hp	C-C	\$90.00
SD40	3000hp	C-C	\$90.00
SDP40	3000hp	C-C	\$95.00
SD45	3600hp	C-C (sloped rad.)	\$100.00
SDP45	3600hp	C-C (sloped rad.)	\$110.00
SD45-2	3600hp	C-C	\$100.00
DAA40X	6600hp	D-D	\$165.00
DD35B	(not stock item)		\$150.00

Options	GP	SD	DD
High Nose	no charge		N/A
Snow Package	\$5.00	\$5.00	N/A
Dynamic Brake	\$11.25	\$14.00	incl
Wheels, 40"set	\$ 6.00	\$ 9.00	\$12.00
42"set	\$ 8.00	\$12.00	\$16.00
Power truck,ea	\$16.25	\$21.25	\$26.75
Delete trucks	-\$ 9.00	-\$ 9.00	-\$15.00

Note: Wheelsets not included in kits, but not needed when power trucks are ordered for each truck. Motors not included with power truck components.

**DIESEL TRUCK CASTINGS** We occasionally get requests for sets of the truck castings included with our diesel kits. Since the truck kit price is higher than the credit for removal from the kits (shipping, handling, etc.) we figure we had better list the various trucks and their individual prices (all 0 ga.)

EMD later SD truck, sprung	\$13.50 set
EMD later DD truck, sprung	\$22.50 set
EMD/Alco switcher trucks (AAR-A)	\$ 6.75 set
Alco road freight truck castings	\$ 9.00 set

**PANTOGRAPHS** Coincident with the completion of the availability of the CUT electric kit, we will also have General Electric pantographs. These are the very long type used in many road electric locomotives. We will also try to make up the single-arm units used on later engines, such as the Pennsy E44's. Per unit price will depend on the number of inquiries. They will be all brass, and assembled.

**AHM LOCOMOTIVES AVAILABLE:**

Fairbanks-Morse C-Liners	\$18.50
spare motor for above	\$10.00
dummy unit	\$10.00
AHM Plymouth Switchers	\$12.50
Assembled 0-8-0 (new)	\$54.50
Assembled 4-6-0 (new)	\$35.00

we have some parts for these units.

**POWER TRUCKS - 0 Gauge** Mechanical drive components are available for various styles of diesel and heavy electric power trucks. Included is a gearbox, gear mounted on axle, sprockets mounted on all axles, and chain. All kits are for one truck only and do not include motor.

wheel size	33",36",40"	42", 48"
Two Axle kit	\$16.25	\$18.25
Three Axle kit	\$21.25	\$24.25
Four Axle kit	\$26.75	\$30.75
extra chain - 45¢/inch		

36, 40 and 42" normally in stock; rest made up to order. We also can supply limited amounts of 30" trucks, and also tinplate, using diecast wheels. Scale wheels are all steel - 30" through 48"

## 0-10-0

**CHESAPEAKE & OHIO 0-10-0's:** We still have in stock a very limited number of brass superstructure kits for the C&O boiler and tender; frame is also available in 0 gauge. Kits consist of a formed boiler and cab, and etched tender shell. Cab ends are cut to proper shape and size, as is the valve gear hanger. Etched wheel material and some small parts are also included.

C&O 0-10-0 superstruct kit, 0 gage	\$42.50
machine brass frame for above	\$45.00
C&O 0-10-0 superstruct. kit, S gage	\$40.00

**LOCOMOTIVE WORKSHOP**  
BOX 211 - B -1, RFD 1  
ENGLISHTOWN, NEW JERSEY 07726  
201-536-6873

**CAR SIDES** We have on hand about 100 different card car sides of many different prototypes. Let us know your needs - \$2/pr; 10 pair for \$15.00

**ON VISITING LOCO WORKS:** While we don't try to function as a hobby shop, we have found that we do have on hand many miscellaneous pieces of interest to the serious modeller. We might have that odd part you're missing - we certainly have many odd parts.

If you wish to stop by, we ask that you call ahead, as our hours are erratic. Our telephone number is 201 - 536 - 6873, and we are listed in the book.

**CLUB SHOWS, NOTICES, ETC.** We will make space in the Newsletter available to publicise get-togethers of the O and S gauge fraternities, extending up to a full page if the meet is important enough.

If you want the publicity, have the secretary drop us a line to work things out. We mail every two months to over 1100 serious O and S scale modellers. There is no charge - this is one of our ways of furthering the hobby.

**LOCOMOTIVE WORKSHOP**  
BOX 211-B-1, RFD 1  
ENGLISHTOWN, NJ 07726

**Baldwin Brass Sharknose Diesels:** We are still accepting \$25 deposits on the various Baldwin sharknoses, which will be available in brass from the Loco Works shortly.

Superstructures are brass, with cast brass noses and etched brass bodies. Trucks are sprung, built up of soft metal castings.

\$25 deposits are being accepted for the following kits:

DR-4-4-1500 A Unit	\$77.50
B unit	\$57.50
RF-15 A Unit	\$79.50
B Unit	\$59.50
RF-16 A Unit	\$87.50
B Unit	\$67.50

Conversions can also be made to the Alco re-engined versions, if desired.

Baldwin passenger "Shark" A unit \$92.50

**UNION PACIFIC GAS TURBINES:** As of this writing, there are no kits for these units available. We are considering making a new run, but for the smooth-side (early) version.

Let us know whether you're interested in this version - we'll probably cook up the tender for the unit at the same time. Incidentally, some of those tenders were converted from UP 9000 series engines -

**CLEVELAND UNION TERMINAL ELECTRIC**

We should receive the body etchings shortly, and we'll finish deliveries on the orders in hand.

Bodies are etched brass, with brass details. Underframe is built up from nicely detailed softmetal castings, with all wheels sprung and equalized. Floating journals all have brass insert bearings.

CUT Electric Kit, 0 gauge, unpowered	\$165.00
CUT Electric Kit, single power	\$205.00
CUT Electric Kit, double power	\$255.00

These engine have a 2-C-C-2 wheel arrangement, and are the direct ancestors of the NH engines and the famed Pennsy GG-1.

# NH 0350

The response on the New Haven 0350 proposal has been such that we feel justified in accepting \$50 reservations on this future kit.

We expect that this engine will lead into making several other New Haven electrics, including some of the double cab streamlined versions.

Construction will follow that of the CUT kit, except that drivers will be castings with steel tires instead of solid steel. Most visible parts will be brass.

Delivery will be sometime in 1978; price will depend on the number of responses.

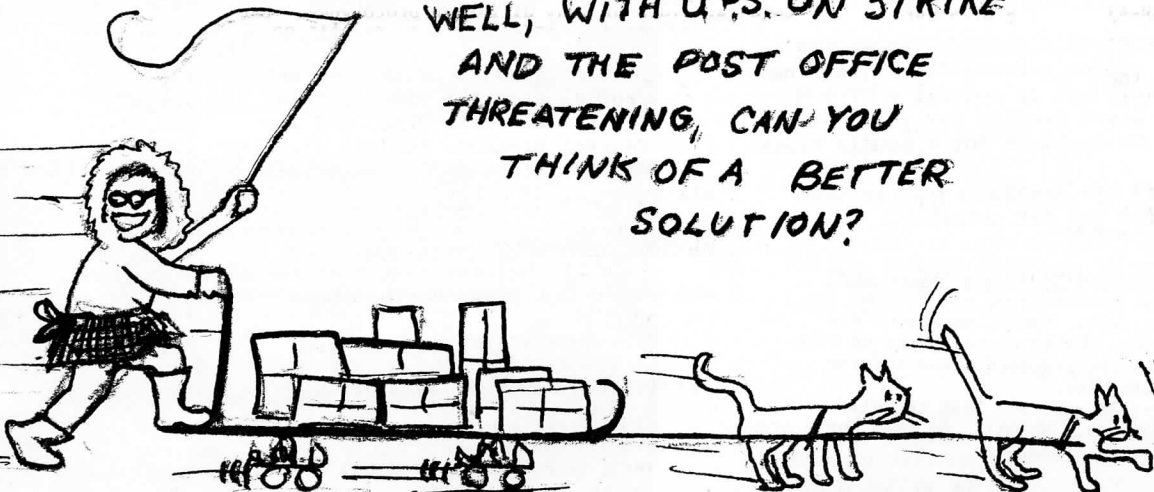
# RS-1

We will rerun the RS-1 and associated kits at the end of the summer, with a price in the \$80 range. The "associated kits" will include the Alco S-1, S-2 S-3 and S-4, as surveys indicate that there is a strong interest in that area.

We are accepting \$25 deposits on these kits, which will consist of an etched brass superstructure will associated brass detail parts. The hood ends will be soft metal castings incorporating much improved detail; we found that this piece gave the modellers the biggest headaches.

The Blunt truck will be available on the S-1 and S-3. (All above applies to 0 gauge.)

WELL, WITH U.P.S. ON STRIKE  
AND THE POST OFFICE  
THREATENING, CAN YOU  
THINK OF A BETTER  
SOLUTION?



*Jan K. Lorenzen*



# S GAUGE

I figure that may be I'll attract your attention better, if we put all of the S gauge material in one place.

**ALCO ROAD FREIGHTERS:** We are in process of making another run of the Alco FA-2 and FB-2 1600hp road freighters in S gauge. These are basically brass kits with a composite nose construction.

Bodies are etched brass, with soft metal trucks. Power trucks are available from Jon Beverage. B Unit is our simplest S gauge brass kit.

ALCO FA-2 1600hp S Gauge Kit \$49.50  
 ALCO FB-2 1600hp S Gauge Kit \$37.50

**ALCO ROAD SWITCHERS:** The S gauge RS-1 kit will be back in stock this summer, with a modified hood end to simplify construction. Almost the entire superstructure of this neautiful engine is etched brass.

ALCO RS-1 1000hp S Gauge Kit \$49.50

**GENERAL ELECTRIC 44 TON DIESEL ELECTRIC** Our most popular S gauge kit, this is a set of soft metal castings which build up quite easily into a cute little critter which will be at home on any layout.

The kit consists of 26 soft metal castings that nest together to form the basic body, with brass parts to complete. The engine is designed to take a modified TYCO power truck, the conversion of which is outlined in an article in a recent issue of the S Gauge Herald.

GE 44 Ton Switcher Kit \$37.50

**CABOOSE CLOSE-OUT:** The inventory of Caboose kits is very low, so we guess the best thing to do is to drop the price and finish off the inventory.

**CABOOSES NO LONGER AVAILABLE  
 EXISTING ORDERS WILL BE FILLED  
 NO NEW ONES CAN BE ACCEPTED**

W/MCP base \$18.50  
 MKW cupola \$18.50  
 SAE short end etchings \$12.50 (2only)

**NEW S GAUGE PROJECT:** We haven't got one, so we invite your comments. I would prefer a brass diesel, but how about a soft metal castings set to convert a TYCO HO power truck to a single truck trolley for your main street line. Two could be combined for a double truck car.

And if you O gaugers are reading this, we have the same thing in mind for the AHM switcher.....

**TRADEINS, SWAPS AND OTHER WAYS TO GET PRICES DOWN**  
 We do accept tradeins. Basically we are looking for locomotives and parts, kits, books, magazines and miscellanea of interest. Write or telephone us with what you have in mind, the proposed trade and the material you are looking for.

Our number is 201 - 536 - 6873. Best to call after 8 PM and on weekends. We will pay cash for some items, but prefer to trade.

**FOUND:** some cast hopper car sides - \$2.00 pair with any other order of Loco Works kits. These were made by Selley and include peaked ends. Ribbed side twin hopper, and we haven't very many of them.

Peaked ends only - 50c/pair, with any other order

# ALCO FA-2

The Alco FA-2 and FB-2 are available in S and O scales. We published some views of the S scale versions in past Newsletters and also a few of the O version as well.

We are shipping the O scale version; these have all brass superstructures, with a cast brass nose. Bodies are double etched brass, with a 0.030" base thick and etches of 0.005 and 0.003." Bolt heads are raised above the hatches and side battens. A fairly simple kit that makes up into a nice little unit that once was a common sight on many American and Canadian rail lines (and also Brazil and others.)

O Gauge Alco FA-2 1600hp "A" Unit \$69.50  
 O Gauge Alco FB-2 1600hp "B" Unit \$54.50  
 delete trucks \$ 6.00 (less)

# S12

**BALDWIN SWITCHERS** Baldwin S-8 and S-12 switchers are in stock. These were the last locomotives delivered by BLH before they closed down in the late '50's.

Kits are our standard etched brass superstructures, with brass details. Truck castings are soft metal, with brass insert bearings. Cab and long hood are formed.

This engine will provide some variety on your layout - seems no one besides us has produced any of the Baldwins in the recent past.

O Gauge Baldwin S-12 switcher \$59.50  
 O Gauge Baldwin S-8 switcher \$57.50  
 delete truck castings \$ 4.50

# GE

**ALUMINUM CASTINGS SETS FOR GENERAL ELECTRIC U-BOATS**

These are very nicely detailed and smooth aluminum castings. They are sand castings, but the surface finish is such that very little cleanup is necessary for completion.

Locomotives are generally cast in halves, easily epoxied together. Small details are added, and the engine is ready for trucks and paint. Truck castings are included.

These kits have been powered by most of the available mechanisms, including All Nation, CLW, Lionel, Loco Works and "homemade." A simple, inexpensive way to get new motive power on your road.

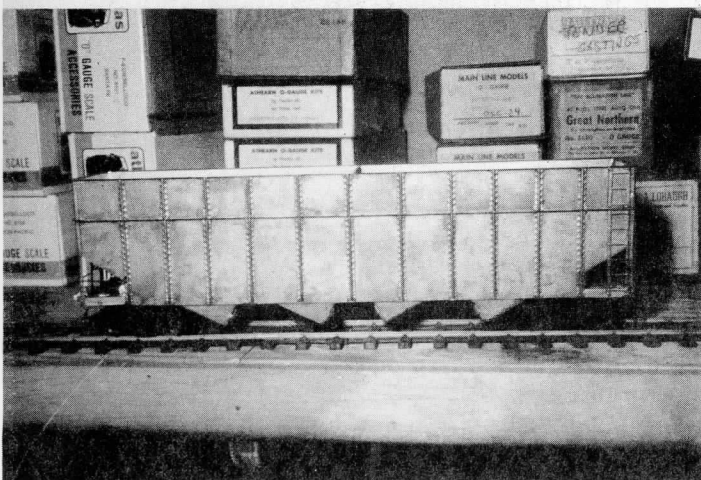
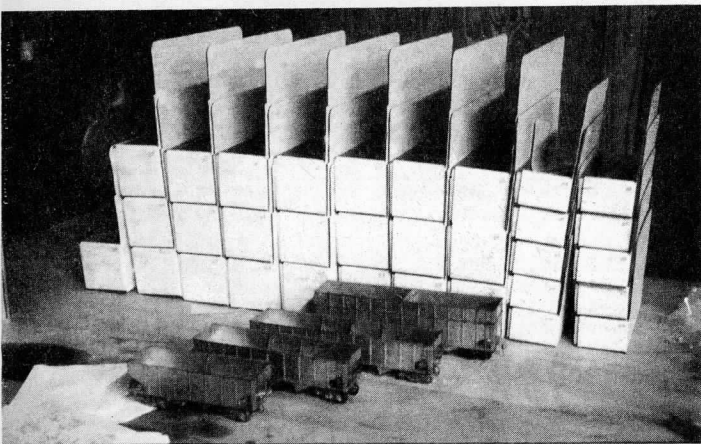
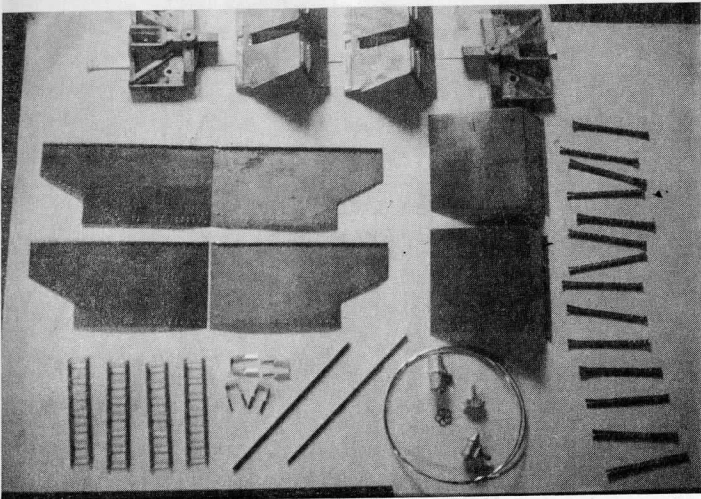
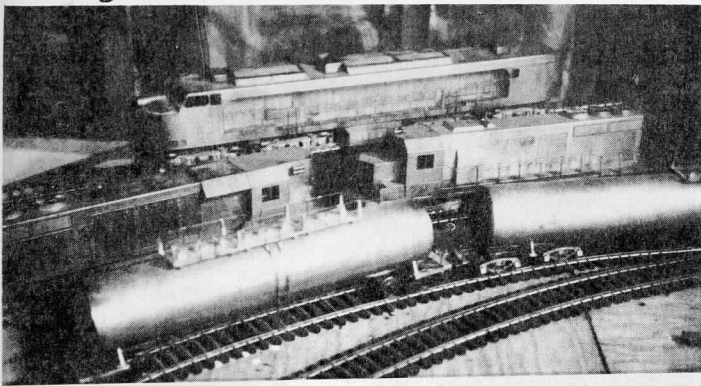
General Electric U33B B-B set \$45.00  
 General Electric U33C C-C set \$45.00  
 General Electric U25C C-C set \$45.00  
 General Electric E44/E50 electric \$49.50  
 General Electric 65 ton switcher \$27.50  
 all O gauge, of course.

**ALUMINUM SHARKNOSE CASTINGS:**

Made by the same source as the GE units above, and one of our most popular items.

Aluminum RF-16 A' Unit set \$45.00

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# CAR KITS

**TANK CAR KITS** To the left are illustrated a pair of our tank cars, together with a pair of EMD road switchers and a gas turbine.

The tank cars are simple, all metal modern tank car kits, with a brass tank and end bells, and soft metal attachments. As with the prototype cars, full advantage has been taken of parts commonality to make up a variety of cars at minimum cost.

The basic design is simple, but there are many variations in service - just look at any train.

|      |                                                                |                    |
|------|----------------------------------------------------------------|--------------------|
| #132 | 20000 gallon single compartment                                | \$11.95            |
| #135 | 25000 gallon single compartment                                | \$12.95            |
| #133 | 10000 gallon single compartment                                | \$11.95            |
| #189 | <del>42500 gallon single compartment, with span bolsters</del> | <del>\$24.95</del> |
|      | (note: only six left!) - gone                                  |                    |
| #191 | 20000 gallon double compartment                                | \$13.75            |
| #192 | 25000 gallon double compartment                                | \$14.75            |
| #193 | 25000 gallon triple compartment                                | \$15.95            |
| #194 | 25000 gallon quint. compartment                                | \$18.95            |
| #195 | 20000 gallon triple compartment                                | \$14.95            |
| #196 | real beer can conversion kit                                   | \$ 9.45            |

Note: Kits 193 and 189 illustrated at left.

**O gauge Truck Kits:** These are all-metal freight truck kits with steel wheels for excellent weight, good tracking and low center of gravity. While plastic trucks may seem to roll better, these metal trucks, we feel, contribute to better overall train and car performance.

|                               |           |
|-------------------------------|-----------|
| Bettendorf truck kit          | \$3.75/pr |
| Andrews truck kit             | \$3.75/pr |
| Dahlman truck kit             | \$3.75/pr |
| Archbra truck kit             | \$3.75/pr |
| Clasp Brake truck kit         | \$3.75/pr |
| Roller Bearing truck kit, 70T | \$5.00/pr |

# HOPPERS

We have revised the hopper lineup, to increase the variety available.

**USRA Twin Hopper**, with rivetted sides and side stakes. This is an all-metal O gauge version of the WW 1 hopper, of 55ton capacity. Sides, ends and upper superstructure are brass, underframe is made up of simple soft metal castings for easier assembly. These should go together in three or four hours.

|                      |         |
|----------------------|---------|
| #202 Twin hopper kit | \$19.95 |
| same, with truck kit | \$22.95 |

**Newer hoppers**, with welded sides and rivetted side stakes, similar in construction to the above, but with a lower price.

|                                    |         |
|------------------------------------|---------|
| #212 Twin hopper kit               | \$17.95 |
| #213 Triple hopper kit             | \$22.45 |
| #214 Quad hopper kit               | \$26.95 |
| add \$3.00 to each for truck kits. |         |

To the left is shown the parts for a typical kit (#202), together with some hoppers sitting in front of a batch of kits waiting for instructions (they were being printed.)

Also shown is the #207 wood chip hopper, which is an extended side quad hopper. Kit is \$33.95.

Not shown is the #206 wood chip hopper, which has six hoppers, available at \$34.95; the extended side version, kit #216, is available at \$44.95. A lot of money, but a lot of kit and a lot of car. Roller bearing truck kits are \$4.50 when ordered with hopper car kits.

**New Truck Kits: Bettendorf "T" \$3.75/pr**  
**lightweight Andrews \$3.75/pr**

NOV/DEC NEWSLETTER

ODDS AND ENDS:

All-Nation Long Distance Tender - cast aluminum in excellent detail, with brass truck castings \$35.00

Adams cast brass large semi-Vanderbilt tender castings set \$35.00

LOCO WORKS tender etchings - 11 small tenders on one sheet - special this Newsletter \$29.50

American Model Works (Alexander) cast aluminum reefer \$13.50

Main Line Stock Car Kits: 36' Frisco \$10.95  
36" CM&O \$10.95

Graceline Coupler Kits 75¢ pair

Atlas F9 bodies \$12.00  
F9 mechanisms \$18.00

Brass Anti-Skid Plates - two in package, each about 2-3/4" by 10" by 0.030" \$5.00

Drivers - 70" English, cast iron, less axle \$6.50/pair

Castings set - E3/E6 diesel - roof, floor, nose, end bulkhead and truck sides, brass \$37.50

Sante Fe 2-10-2 or 4-8-2 cast brass boiler - real nice. Includes cab, domes, and walks \$29.50

LOCO WORKS S4 diesel switcher, built-up, with detail and single All-Nation drive \$135

Walthers Signal Bridge \$5.00

LOCO WORKS Truck castings for Commonwealth six-wheel tender trucks \$4.50/set

Castings Set Reading 0-4-0 camelback. Miscellaneous castings for frame, rods, domes, steam chest, etc. A nice start, brass \$14.00

STEAM LOCOMOTIVE, treatise on the design of the steam locomotive, by Ralph Johnson, Chief Engineer of Baldwin, 1942 \$15.00

0 Gauge Plastic Automobiles - our choice - 25¢ each

Brass Car ends - 40' Box \$1.25/pr  
40' Reefer \$1.25/pr  
50' Auto \$1.50/pr  
same, steel \$0.75/pr

Etchings for small Narrow gauge steamer \$8.00

Tender for Casey Jones 4-6-0 \$5.75

Valve Gear - International-brass \$2.25/set

Odds and Ends are retail only.

LOCOMOTIVE WORKSHOP  
Box 211-B-1, RFD 1  
ENGLISHTOWN, NJ 07726

201 - 536 -6873

CONSTRUCTION TIPS:

Judging from your comments, about the most severe problem faced by the modeller in brass is that of soldering.

Soldering is an inherently simple operation, provided some elementary precautions are taken:

1) Brass must be clean. This means that all oxide, scale, paint, dust and other material must be removed from the surfaces to be joined. Some common materials which may be present in the shop which can cause problems are oils (fingerprints!) and pencil lead. In point of fact, I occasionally use a pencil line on brass to prevent solder from flowing out of an area.

Brass may be cleaned by various methods. Some fine emery can be used to get down to bare metal. A modeller's knife can be used to scrape down to bare metal. If you have one, an ultrasonic cleaner will do a beautiful job, if you have the proper solution; I use L&R #222 Non-Ammoniated Cleaner. A wire brush will sometimes do the trick, but the brush must be sharp and new, not loaded with other material, and must not be pressed so hard as to burn the surface of the brass.

2) Joints must fit tight. The two pieces to be joined must be in actual contact, with a maximum gap of less than 0.015" (1/64"). Solder can be used to fill large gaps, be the joint is unreliable.

Don't spring pieces together. This puts a tensile load on the joint which will eventually fail. If necessary, make your joint, and then go back and resolder some of the other joints in the area to permit the slight movements which will "unload" the sprung joint.

3) Use lap joints wherever possible. Compared with brass, solder is a lousy structural material. A lap joint will put considerably less stress on the solder than a butt joint and is also easier to make.

4) Use enough heat to flow the solder into place. We have all seen jobs where solder was puttied into place. Not only is this unsightly, but there is no way of checking the structural integrity of the joint. And usually, in a puttied joint, that integrity does not exist.

5) Remove burrs from the edges of the brass. Oddly enough, these burrs do impede the making of a good joint. Round edges wherever practical.

6) Use a good grade of solder and soldering paste. The good stuff is expensive, but since you will have to use far less to do a neat job, the actual cost is lower. I am currently using 1/16" wire, 60 tin/ 40 lead solder (available from Radio Shack) and NoKorOde soldering paste. 50/50 and 40/60 solder are cheaper, but are not as well suited to quality model work.

ELECTROMOTIVE PASSENGER E UNITS

We are now accepting \$25 reservations on the famous, and now fast-disappearing EMD "E" Units. Etchings are about to go in the works; new truck patterns are complete for a new, sprung truck. Bodies are double etched 0.030" brass.

E9 Passenger "A" Unit \$89.50  
E9 Passenger "B" Unit \$74.50  
E8 Passenger "A" Unit \$89.50  
E8 Passenger "B" Unit \$74.50  
E7 Passenger "A" Unit \$89.50  
E7 Passenger "B" Unit \$74.50

Power is also available.

# Locomotive Workshop

## NEW ITEMS

### 150 & 250 CRANES

The first batch of 250T cranes has been shipped, and debut of the second batch is near. We are fabricating 40 of the 250T and ten of the 150T in this batch.

### BALDWIN SHARKS

Freight sharks are in stock in brass and aluminum. In the last Newsletter we forgot to mention the prices.

Passenger sharks are in an advanced state of fabrication, and with any luck, we will have a phot of a completed one in this Newsletter.

### E6/E7 PASSENGER UNITS

If all goes well, these should be in stock at about the time we mail the next Newsletter.

### ELECTROMOTIVE SW SWITCHERS

These also should be in stock in time for the next Newsletter in both S and O scales. We are offering three basic kits - SW1, SW8 and SW1200, which cover the basic variations in cab and hood details.

### FAIRBANKS-MORSE "ERIE BUILTS"

These units are in the production schedule, with double-etched superstructures and brass details. Trucks will be sodt metal castings, although we should point out that the trucks on the bulk of the units are identical to those on the PA.

### BABY FACE BALDWINS

With this Newsletter we will begin accepting

\$25 reservations on the CNJ "double-ender" baby face Baldwin. These are the 2000 series locomotives which were the only domestic US diesels with two cabs of recent production.

### FAIRBANKS-MORSE TRAINMASTER

This is an engine which really seems to have tickled the fancy of the modellers, as we have had more requests for its construction than any other prototype. One reason for this, of course, is that it does pose some difficult problems. We had held off on this unit because we had not felt solutions were in hand for some of those. We are accepting \$50 deposits on this kit. (0 gauge)

### ELECTROMOTIVE FT'S

This is the engine that actually dethroned steam on the railroads of the US. As a kit, it poses few problems that have not been solved before. We are accepting \$25 deposits on these kits. Note that there are three basic bodies - A, B, and SB.

### STEAM

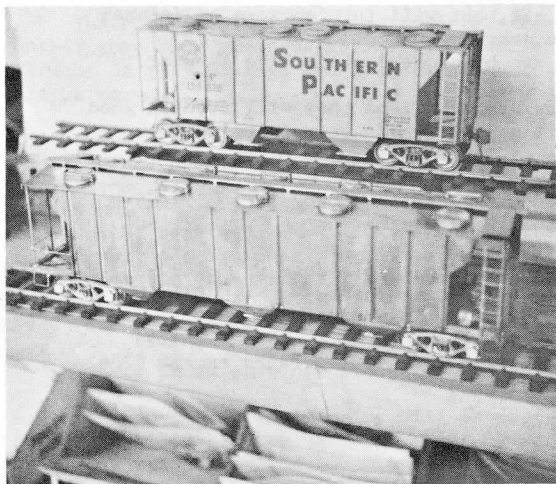
First driver castings are in, so that's one problem behind us. The follow-up to the Pennsy Q-2 will be either a batch of 4-6-6-4's or the B&A/IC 2-8-4.

Virtually all of the US 4-6-6-4's have almost identical mechanical proportions, so a single basic mechanism will suit all of them. All had BoxFox drivers, except one or two of the Baldwin classes. All had drivers in the 68" to 70" class. Even the 4-8-8-4's essentially fall into this group. Initially mechanisms only will be available. Letter only for reservation (limited to 25 sets.)

The Boston & Albany 2-8-4's were the original "super power" locomotives, and were closely followed by the Illinois Central engines. Again, letter only for reservation.

### GAS TURBINES

Almost forgot to mention that we will be re-running the Verandah gas turbines in the Spring. Kit is \$125.



As some of the longer-term subscribers may have noted, we are making more improvements to this Newsletter.

One change, made in November of last year, may not be as readily apparent. We bought the subscriber list of the USHobbies' newsletter, as that organisation was liquidating. We did mail to all listed on that list a complimentary copy of the Loco Works' Newsletter shortly after.

As can always be a problem, when anything is made, we did make two mistakes in the last Newsletter. One was that we forgot to mention that the Baldwin brass freight Sharknose kits were in stock, and the other was that we omitted to note that the subscription to the Newsletter is \$2.00/year, for an issue every two months (or so).

We are examining a few other possibilities, such as permitting advertising by other manufacturers in these pages. This item is being held in abeyance because we can not increase the number of pages in the Newsletter because we will exceed our weight limits, meaning added postage.

We will improve the photography. My one-handed juggling with the Polaroid just doesn't seem to do the job anymore.

Back to the other subject in the headline. The exit of USHobbies has left a gap in the parts situation which will be difficult to fill. We do make lots of bits and pieces, some of which are available separately, and we will expand this as circumstances permit. Drivers are coming, as are gearboxes and castings for steam locomotives. Some mechanisms will be available: 4-6-6-4, 4-6-2 and 2-8-4, for example are on the schedule.

We do intend to take a leaf from the book of the past, and will make lost wax castings from your patterns. If the pattern is suitable for our use, we will make an offer of a number of castings in exchange for use of the pattern. The following are in production: 63" drivers (three patterns), BL-2 feedheater, driver bearings, three types of trailing truck, and sprung brass Buckeyes.

A new edition of our parts list is available for \$1.50 (refundable.)

Incidentally, until the gearbox situation resolves itself, our power trucks will not be available. Replacements for the USHobbies U-100 and U-476 gearboxes are being worked on, but not all problems are solved.

Finally, all Loco Works manufactured wheelsets will be nickel plated from now on, identical to the USHobbies use in Locomotives. We're doing it for the same reason. No matter what the treatment, bright steel will rust and tarnish within a fairly short period. The cost of nickel plating is nominal, compared with other costs. Truck kits will continue to have steel wheels until we run out.

So, have a good New Year, and let's hope there'll be lots of model railroading in that year.

@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@@

**CONDITIONS OF SALES**

- 1) Most items are shipped postpaid; exceptions are noted. Please add \$1.50 for Canadian shipments and those to Post Office Box Numbers. Other foreign countries should add sufficient postage for either surface or Air Mail; assume one KG per kit.
- 2) On all orders under \$10.00, add \$2.00.
- 3) New Jersey residents must add 5% Sales Tax.
- 4) Reservations will be accepted only on a down payment basis.
- 5) For C.O.D. shipments, a \$2.00 charge will be added.

**O GAUGE FREIGHT TRUCK KITS**

These are all-metal truck kits with steel wheels. All are sprung. A good heavy truck for improved tracking.

We are phasing out the use of unplated steel wheels for the 2 rail trucks and will use nickel-plated wheels in all new 2 rail production. This seems to be the only simple way to avoid the staining which appears inevitable during storage. Granted, the prototype wheels also rust, but somehow, it doesn't look right under a shiny brass model.

The following sideframes are available:

- Andrews (40T)
- Andrews (70T)
- 5'0" Archbar
- Dahlman-Bettendorf
- Clasp Brake

|                                      |           |
|--------------------------------------|-----------|
| Two rail, unplated steel             | \$4.25/pr |
| Two rail, plated wheels              | \$5.25/pr |
| Lionel/hi-rail                       | \$4.25/pr |
| add \$1.00 to above for leaf springs |           |

Bettendorf "T" will be rerun as soon as we figure out how to keep the sideframe casting from wrapping around the drill when machining the journals.

**ONS FREIGHT TRUCKS**

We have a good stock of USHobbies U-68 brass ON3 freight trucks. These may eventually end up in a batch of EBT hopper kits, but meanwhile they are available at \$6.00/pr.

**COVERED HOPPERS - O GAUGE**

These kits have all-brass Superstructures with the exception of the underframe ends and the AB gear. Roof walks are etched brass; hoppers and hatches are stampings. Prototype is Pullman-Standard PS-2,

|      |                       |         |
|------|-----------------------|---------|
| #223 | Twin Covered Hopper   | \$19.95 |
| #224 | Triple Covered Hopper | \$24.95 |
| #225 | Quad Covered Hopper   | \$29.95 |

**OLDER TANK CAR KITS (O GAUGE)**

We have in stock a series of kits for the older "traditional" tank cars, as built during the period 1910 to 1950. They are not as extremely simple kit, but will furnish some additional variety on your layout.

Kits are brass, except for the AB gear.

Proportions are good, and they will furnish good contrast to a roster made up primarily of house cars.

|      |                                   |         |
|------|-----------------------------------|---------|
| #230 | 6000 Gallon single dome           | \$19.95 |
| #231 | 10000 Gallon single dome          | \$21.50 |
| #232 | 10000 Gallon twin dome            | \$24.95 |
| #233 | 10000 Gallon triple dome          | \$27.95 |
| #234 | 6000 Gallon twin dome             | \$23.50 |
| #236 | 10000 Gallon six dome wine tanker | \$34.95 |

(note: all cars have rivetted tanks except #236 with welded tank.)

## PASSENGER CAR TRUCK KITS

Two passenger truck kits will be available very soon. Both are sprung and are all-metal. Kit #P-1 is the modern variety; a four wheeler suitable for Vane Jones' streamlined cars. P-2 is a four wheel heavyweight pattern.

|                                                                                             |         |
|---------------------------------------------------------------------------------------------|---------|
| Modern four wheel passenger truck kit sprung and equalized (#P-1)                           | \$12.00 |
| Older style (for heavyweights) four wheel passenger truck kits, sprung and equalized (#P-2) | \$12.00 |

## WOOD CHIP HOPPERS:

Same construction as coal hoppers, except that sides are extended 3'9" for carriage of wood chips.

|                                |         |
|--------------------------------|---------|
| #222 Twin wood chip hopper kit | \$22.95 |
| #207 Quad wood chip hopper kit | \$33.95 |

## COAL HOPPERS:

Brass superstructures, with brass side stakes, sides, ends, ladders and slope sheet. Underframes are made up of brass and several soft metal castings. Kits should go together in three to five hours.

|                           |         |
|---------------------------|---------|
| #212 Twin hopper kit      | \$17.95 |
| #213 Triple hopper kit    | \$22.45 |
| #214 Quadruple hopper kit | \$26.95 |

## BRASS GONDOLAS - O GAUGE

We have available a batch of kits for brass gondolas, in three versions. These follow the brass hoppers in design, with pressed brass side ribs being soldered to pressed brass sides.

|                                |         |
|--------------------------------|---------|
| #241 40' high side gondola kit | \$19.95 |
| #242 40' low side gondola kit  | \$18.95 |
| #243 52' mill gondola kit      | \$24.95 |

Also available is a 55'6" mill gondola, with drop ends, at \$34.95 (kit #244). It will be a while yet as we have to use a lost wax casting for the ends.

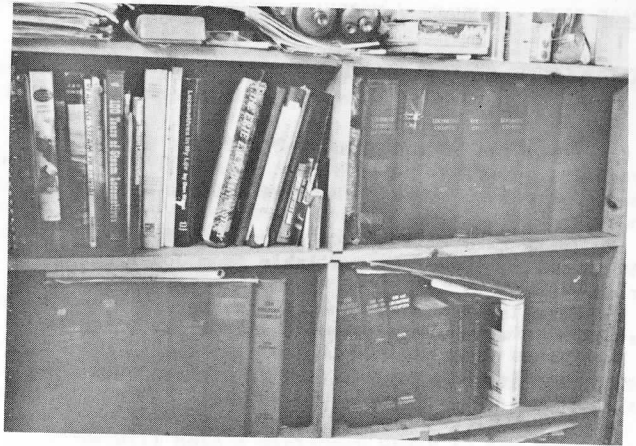
## BALDWIN PASSENGER SHARKNOSE DIESELS

These monsters are nearly complete. As noted, they have given us some real headaches, as none of the drawings and few of the photographs agree.

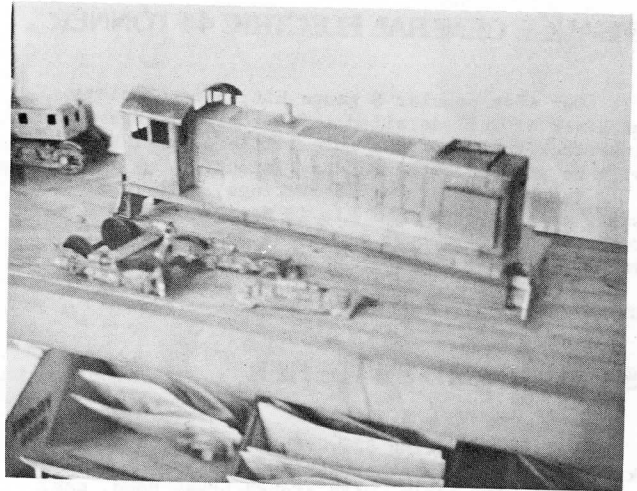
These kits are, as usual, have a double-etched brass body, with a cast nose. Brass details and soft metal truck castings are included. We have combined the best features of the plans available to us (ranging from a 1/6 scale PRR blueprint to diagram book sketches) to arrive at an accurate representation of engines 5772 through 5783

|                                        |          |
|----------------------------------------|----------|
| BP20 Passenger Shark "A" Unit body kit | \$119.95 |
| "B" Unit body kit                      | \$110.50 |
| delete truck castings (less)           |          |

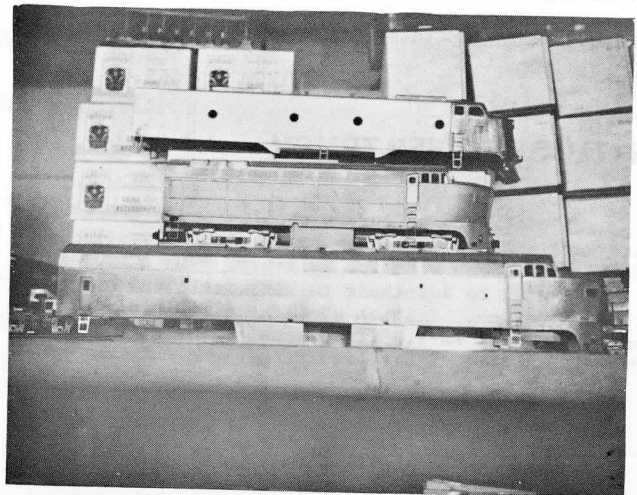
A limited number of these units will be available built-up at \$475 for an "A" unit, \$425 for a "B" unit, dual powered.



Above: A small section of our reference library showing 12 Loco Buidler's & lo Carbuilders' Cyclopedia, among other things. Below: this S1 replaces our display RS-1; eventually, it will get done.



Below: Comparison of the E9A, RF-16 freight Shark and the BP20 passenger Shark. Some big beast!



## S GAUGE ALCO ROAD FREIGHTERS

A new run of the Alco FA-2 and FB-2 1600hp road freighters is available in S gauge. The bodies are formed brass etchings, with a composite nose.

These kits will make a nice match for the AF PA units. Power is available from Jon Breckenridge.

Details are brass, and cast metal truck sideframes with brass insert bushings are included

|                              |         |
|------------------------------|---------|
| ALCO FA-2 1600hp S gauge kit | \$49.50 |
| ALCO FB-2 1600hp S gauge kit | \$37.50 |

## S GAUGE ALCO ROAD SWITCHER

Stock on this kit is low; this will exhaust our current stock of parts, and the next run definitely will show an increase in price, when we get around to making them. Kit is basically etched brass.

|                              |         |
|------------------------------|---------|
| ALCO RS-1 1000hp S Gauge kit | \$49.50 |
|------------------------------|---------|

## S GAUGE GENERAL ELECTRIC 44 TONNER

Our most popular S gauge kit, this consists of a set of well-detailed soft metal castings which interlock to build up a cute little critter which will be at home on almost any layout.

The kit consists of 26 castings, with brass parts to complete. The kit is designed to take a regauged TYCO F9 power truck, as described in a recent issue of the S GAUGE HERALD

|                          |         |
|--------------------------|---------|
| GE 44 Tonner Kit S Gauge | \$37.50 |
|--------------------------|---------|

## S GAUGE EMD SWITCHER

We are accepting \$25. reservations on a new kit for the EMD Switcher series. This will be an all-metal kit, again, with etched brass hood, cab, frame etc., and soft metal and brass castings to complete.

We are designing the kit so as to be able to build any of the EMD switcher variations between the SW-1 (1939) and SW-1200 (1960), including the cow-and-calf versions. Each kit will be for one locomotive, but we will be able to generate a range of kits from one basic set of parts. Kit will be brass superstructure and soft metal truck casting

|                            |        |         |
|----------------------------|--------|---------|
| EMD Switcher Kit (S scale) | SW1    | \$60.00 |
|                            | SW9    | \$60.00 |
|                            | SW1200 | \$65.00 |

## S GAUGE POWER TRUCK

An outgrowth of our HO trolley power truck project, a new quiet power truck will be available in S, coincident with the switcher.

It will be adaptable to both scale and hi-rail operation. Initial wheel base will suit the switcher, with FA-2/F9 truck available later. Price will be in \$55 to \$60 range.

## ALUMINUM CASTINGS SETS FOR GENERAL ELECTRIC U BOATS

A new shipment of this fine group of castings has been received. They are excellently and finely detailed and are, in many ways equal in appearance to the finest brass models.

They are sand castings but the surface appearance is such that very little cleanup is necessary. Locomotives are cast in halves, easily epoxied together. Small details (not supplied) are then added, and aside from powering, the engine is ready for service.

These sets have been powered by many different makes of mechanisms, including Lionel and Atlas. A simple, inexpensive way to put distinctive power on your road

|                                |         |
|--------------------------------|---------|
| (All O Gauge)                  |         |
| General Electric U33B/U36B     | \$55.00 |
| General Electric U36C/U33C     | \$55.00 |
| General Electric U25C          | \$58.00 |
| General Electric E44/E50 elec. | \$59.50 |
| General Electric 65T           | \$39.50 |
| General Electric U20C          | \$55.00 |

U33 series may be built as U30 or U36, also, U33B may be modified to U23B or U18B.

## ALUMINUM SHARKNOSE CASTING

Made by the same source as the above units, and continuing to be one of our most popular kits.

|                               |         |
|-------------------------------|---------|
| ALUMINUM RF - 16 "A" Unit Set | \$55.00 |
|-------------------------------|---------|

## ALCO ROAD LOCOMOTIVES FA-2 & FB-2

The 1600 Alco cab units are available both in S and O gauges. The O gauge version has a cast bronze nose and a double etched brass body. This means that the bolt heads are visible on the side battens and on the road hatches at a level distinct from that of the battens and the hatches.

This is a fairly simple kit that makes up into a unit which once enjoyed popularity on both US and Canadian roads, but which is now only found on one Canadian line and the Long Island RR (!) I think the Mexican and Brazilian and possibly the Pakistani units are still running.

|                                |         |
|--------------------------------|---------|
| O Gauge Alco FA-2 "A" Unit Kit | \$69.50 |
| O Gauge Alco FB-2 "B" Unit Kit | \$54.50 |
| delete trucks (less)           | \$ 6.00 |

PLEASE Three or four times a month we receive mail return addresses on the letter. If the envelope (often also without return address) gets seperated from the order, it is very difficult to figure out where to ship the stuff. Please print your name and address plainly on every order.

## BASS CABOOSES

We have in stock our brass #186 wooden prototype caboose, as used by the C&O and Nickel Plate. Real cute little animals, with superstructure of etched and formed brass.

|                                           |         |
|-------------------------------------------|---------|
| #186 C&O/NKP wooden caboose kit, in brass | \$34.95 |
|-------------------------------------------|---------|

# OPEN HOUSE - 1978

This is the fourth year that Locomotive Workshop will sponsor an Open House for the serious O and S scale modeller.

This Open House is scheduled for Saturday, May 13, 1978, from 10:00 AM until 5:30PM on the Loco Works' premises in Marlboro Township, NJ. (that's the Village of Robertsville, but Englishtown Post Office.)

We have quite a bit of room for everyone to spread out, and not get in each other's way. The boys will mow the field out front for parking, and the Flea Market tables will be set up between the house and the shop, under the trees.

Since well over 225 people showed up in 1977, we feel it will be necessary to restrict entrance to Newsletter subscribers. Part and parcel of this decision is our reaction to the acts of a few "uninvited guests." For your protection, and ours, we feel we should stay with the people we know.


The theme, as has become usual, is, "Bring your junkie and take someone else's home." From what we have seen, the interest lies in trading and swapping useful scale material, not object d'art with gorgeous price tags.

You are invited to simply come and browse, or bring your own table with a station wagon full of goodies. We can not provide tables, so please bring your own. Essentially, this will be an opportunity to (1) Get rid of some of that miscellaneous stuff under the layout (and in your wife's hall closet), and (2) find that miscellaneous material you have been looking for all these years.

There is one local motel, the Marlboro Motor Lodge & Restaurant, 201-536-5150 & 3015, just south of us.

A new identification & registration badge will be provided for the first 200 registrants. A model display will be available for registrant's display models. We suggest you letter up a card explaining your little gem.

Hope to see you in May!



P.S.: We'll provide free coffee, donuts & soda pop as usual.

# A NOTE ON VISITS

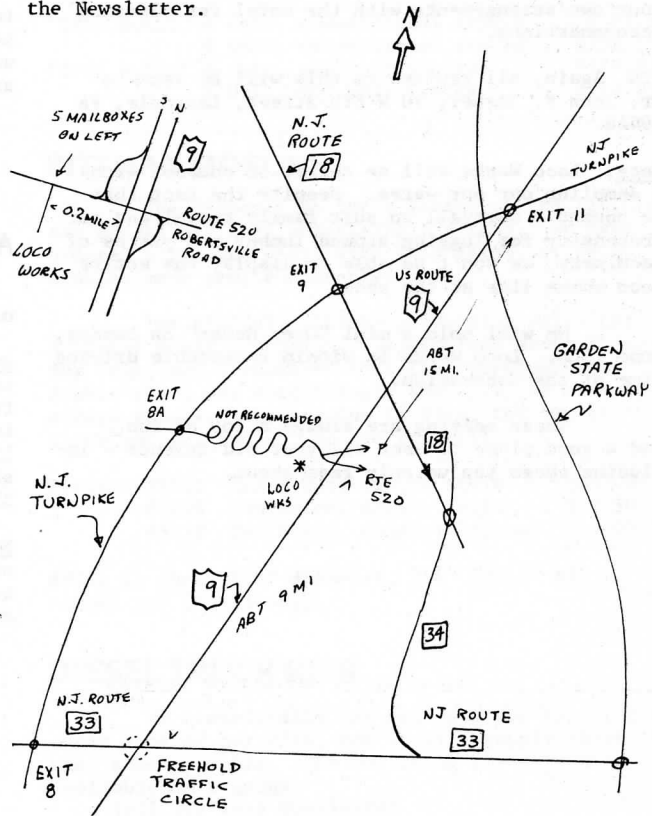
First we will be at both the NASG and O gauge National Conventions this Spring. We will bring along a reasonable selection of goodies.

If you wish to visit us, please call beforehand. We are listed in the book. Our hours are irregular, as we do not function as a hobby shop. If you don't have a Monmouth County book, our telephone number is 201-536-6873.

We do accept trade-ins. We are generally interested in scale equipment. Locomotives in any condition are of interest, as are parts, books, tools and general hardware. Cars in kit form are useable, but we are not set up to handle used cars, although we will occasionally take in a brass car or two.

We will hold a Mini-Open House on the Sunday after the O Gauge National Convention in Valley Forge. The meeting site is about 1 1/2 hours drive from here over reasonable roads.

We do have one of the largest O gauge parts collections on the East Coast, plus piles of miscellaneous material we never get around to listing in the Newsletter.



## REGISTRATION FORM - 1978 LOCOMOTIVE WORKSHOP

NAME (S) \_\_\_\_\_ (please print)

ADDRESS \_\_\_\_\_

Registrations \_\_\_\_\_ @ \$7.00 (without model) \_\_\_\_\_  
 \_\_\_\_\_ @ \$4.50 (with model) \_\_\_\_\_

Note: Acknowledgement will not be sent unless this box is checked

LOCOMOTIVE WORKSHOP, BOX 211-B-1, RFD 1, ENGLISHTOWN, NEW JERSEY 07726

Registration Number J/F



# NATIONAL SCALE "O" CONVENTION '78

The following is quoted from the manufacture information letter received late last year:

"It is with pleasure that we invite you to King of Prussia, Pennsylvania, June 9th, 10th and 11th, for the 1978 Scale "O" National Convention. This is an annual convention, and it is the intent of the Philadelphia O Gaugers to make this meeting the most outstanding ever presented.

"The meeting has been booked at the Holiday Inn located in King of Prussia, Pa, which offers the convenience of shopping for the ladies at the King of Prussia Mall and ease of travel to any part of the greater Philadelphia metropolitan area.

"Manufacturer's setup will start at 10:00 AM Friday June 9th. The room will be 57' by 80' and an aisle separation will be maintained between the manufacturers and individual sellers.

"Room rates at the Holiday Inn will be \$28.00 for singles and \$34.00 for twins or doubles. There is ample parking available. The Holiday Inn has blocked 200 rooms for us that will be held until two weeks before the meet. You are expected to make your own arrangements with the motel for sleeping accommodations.

"PS Again, all replies to this will be sent to Mr. John F. Breuer, 40 W 8th Street, Lansdale, PA 19446.

**Note:** Loco Works will be there, of course, with a sampling our our wares. Despite the fact that we bought a Carryall to suit family travel and our propensity for lugging around lumber and pieces of machinery, we won't be able to display the entire Loco Works line at the show.

We will hold a mini "Open House" on Sunday, June 11th. Loco Works is within reasonable driving time of the Convention.

These meeting are always a lot of fun, and a good place to meet all your old friends - including those you've only read about.

## NEWS OF NOTE

A new eatery, "Victoria Station, " has opened up at the crossroads of Route 18 and Rues Lane, East Brunswick, just north of here.

Designed to look like an English train station, the decor features rolling stock rebuilt to incorporate the seating.

Food is tasty, adequate in portion (scaled to your taste) and served by a young, friendly and solicitous staff.

Come early, as crowds gather later in the dinner hour.

A long toot of the whistle for this one.

## KEMTRON

A few people asked us if Kemtron had gone out of business with USHobbies, particularly since the Post Office had returned mail to them, marked "Addressee Unknown."

Kemtron is alive and well. We know this for sure as we received a big shipment (and a big bill) from them this week. They have moved recently which explains the Post Office problem, but they are no longer connected with USHobbies.

Their present address is:  
KEMTRON CORPORATION  
PO BOX 360  
WALNUT, CA 91789

## ATLAS

Our wholesaler asked us to include this note:

**Available to Dealers Only:** Will quote special low prices on your request, written on your letterhead, for Atlas "O" Scale locomotives, ready to run rolling stock, and "O" Gauge Flex Track. Rail is Code 158. Rail by itself is not available. Dealers should write directly to Bev-Bel Corporation, 39 Union Avenue, Cresskill, NJ 07626

**Modellers & Clubs:** If you are looking for quantities of Atlas (dozen or more pieces), we (Loco Works) quote to you on that material. Track is a particularly good buy, but awkward to ship in small quantity,

Do you have a dealer in your area who stocks scale O or S gauge material?

What is your favorite prototype?

What parts do you think your scale needs most?

What kits do you think the scale needs most?

GAUGE? Any narrow gauge or traction?

**SURVEY:** Since this is the back of the Open House registration form, we figured it might be a good place to ask a few questions.

Please send a Newsletter to a friend:

What is your opinion of nickel plated versus natural steel (rusting) wheelsets and driver tires

What do you like least in the hobby (please don't discuss prices or personalities).

What do you like least in the hobby (please don't discuss prices or personalities).

**BL-2 EMD ROAD SWITCHER - O GAUGE**

This kit consists of seven well-detailed and defined Britannia metal castings which interlock to form a strong body. Miscellaneous details are brass. We recommend that the body be epoxied together.

This kit is designed to accept either Lionel power trucks or a modified Atlas mechanism.

|                                       |         |
|---------------------------------------|---------|
| BL-2 Body Kit, less trucks            | \$58.50 |
| BL-2 Body Kit, with All Nation trucks | \$69.50 |

**BOILERS - O GAUGE**

Built-up boilers for several classes of USRA engines are available. These consist of built-up etched brass boilers, with cab, domes, stack and running boards. Boilers are built to order, so variations are possible.

|                                                         |         |
|---------------------------------------------------------|---------|
| USRA 2-8-2/4-6-2 (Specify light or heavy boiler & cab)  | \$85.00 |
| USRA 2-10-2/4-8-2 (Specify light or heavy boiler & cab) |         |
| Retail Only                                             | \$90.00 |

**E8 AND E9 EMD PASSENGER DIESELS**

We have scheduled another run of these kits, they don't seem fated to stay in stock very long.

The kits consist of a double-etched brass body shell, with a bell metal nose. Details are brass, and sprung truck kits in soft metal and brass are included. These animals assemble fairly easily.

|                     |          |
|---------------------|----------|
| E9 Passenger A Unit | \$119.95 |
| E9 Passenger B Unit | \$104.95 |
| E8 Passenger A Unit | \$119.95 |
| E8 Passenger B Unit | \$104.95 |

**E7 AND E6 EMD PASSENGER DIESELS**

The E7 and E6 units will also have the double etched brass body shell construction used in the E8 and E9 kits, modified, of course, to reflect the differences in the prototypes. The nose castings will also be Bell Metal, again with appropriate changes.

Trucks are not quite identical with the E8/E9, as different journals are involved, but the basic design is the same.

|                     |          |
|---------------------|----------|
| E7 Passenger A Unit | \$119.95 |
| E7 Passenger B Unit | \$104.95 |
| E6 Passenger A Unit | \$134.95 |
| E6 Passenger B Unit | \$104.95 |

**NEW HAVEN 0350 ELECTRICS 2-C-C-2**

Just a reminder that we are accepting \$50 reservations on kits for the NH 0350 electrics, to be similar in construction to our CUT kit.

LOCOMOTIVE WORKSHOP  
Box 211-B-1, RFD 1  
ENGLISHTOWN, NJ 07726

**CLEVELAND UNION TERMINAL ELECTRICS**

All full CUT kits have been sold. Two "Parts Sets" remain. "Parts sets include all specialty parts manufactured for this kit, and permit assembly, eventually of a full locomotive.

By way of example, the 48" main drivers are included, but not the 36" engine truck wheelsets. 36" wheelsets are normally available.

|               |          |
|---------------|----------|
| CUT Parts Set | \$145.00 |
|---------------|----------|

Note on Pantographs: We have not forgotten to ship these; we just haven't finished making them.

**FAIRBANKS-MORSE "ERIE BUILTS"**

These superstructure kits will have an all-brass superstructure, similar to our E units and Baldwin Sharks. Body will be formed, and will be double etched where needed.

Truck castings will be bell metal, and will be available in the two basic forms that this model was delivered with. The conventional trucks are very similar to the Alco & Baldwin passenger units.

|                                          |          |
|------------------------------------------|----------|
| "Erie Built" A Unit, conventional trucks | \$119.95 |
| B Unit, conventional trucks              | \$109.95 |
| "Erie Built" A Unit, odd-ball trucks     | \$129.95 |
| B Unit, odd-ball trucks                  | \$119.95 |

**PITTMAN MOTORS**

The response to the offering of the Pittman can motors has been surprisingly strong. We have ordered more, and will, with this batch, solve a problem many people commented on.

The standard Pittman production motor has a single shaft extension. We enquired about changing this, and discovered that the "premium" for double shaft was surprisingly small, if we ordered enough motors. The premium is steep for two or three motors, but not so bad for fifty.

|                                       |         |
|---------------------------------------|---------|
| Pittman #9514 Can Motor, single shaft | \$25.00 |
| #9514 Can Motor, double shaft         | \$27.50 |
| #8212 Can Motor, double (surplus)     | \$ 4.00 |

#9514 is about 1.6" diameter, 2.4" long. All motors are retail only.

**DIESEL TRUCK KITS**

We occasionally get requests for the trucks under some of our kits, and we will supply these when stock permits. The following are currently available in O gauge:

(all are less wheelsets)

|                                |             |
|--------------------------------|-------------|
| Alco "Blunt" switcher truck    | \$10.50/set |
| EMD later SD truck, sprung     | \$13.50/set |
| EMD later DD truck, sprung     | \$22.50/set |
| AAR switcher truck, sideframes | \$ 6.75/set |
| BALDWIN RF-16 truck, sprung    | \$16.50/set |

**ALCO ROAD-SWITCHERS & SWITCHERS**

A new batch of these O gauge engines is in stock, in kit form. Superstructures are almost entirely etched, formed brass, with a new hood end casting in soft metal. Trucks are soft metal.

|                                       |            |
|---------------------------------------|------------|
| Alco RS-1 road switcher kit (O gauge) | \$82.50    |
| Alco S-1 600hp switcher kit           | \$77.50    |
| Alco S-2 1000hp switcher kit          | \$77.50    |
| Alco S-3 660hp switcher kit           | \$75.00    |
| Alco S-4 1000hp switcher kit          | \$75.00    |
| hood end castings                     | \$ 4.50 ea |

# TRAIN CRAFT KITS

These kits are made up of various sections of the former Westbrook, Vicount, Train Craft, Bob Peare and North Jersey Car Company lines. We do not intend to release all of these, but will add items from time to time.

Kit construction is basically wooden, with soft metal castings added. Some sides are cardboard (flats, gondolas, reefers, box cars) and others are wood (caboose, work cars). We have a decent stock of kits at the moment, but because of diversity, please list second choice in case we're out of stock.

We have decided to issue the freight cars as grouped kits, rather than singly, as the cost of handling a single kit is very high in comparison to the price of each kit.

## FLAT CARS

Four road names available: L&N, C&NW, B&O and a side with dimensional data, but no road name. Cars are 42' long and black. Basic construction is wood, with printed card sides and platform. Stake pockets are brass.

Four car kit (all names) \$19.50  
(for trucks, see page 2)

## GONDOLAS

These are 42' cars with high sides. Four road names available: B&O, T&P, CofGa, ERIE. Basic construction is wood, with card sides and brass side stakes.

Four car kit (all names) \$22.50  
(for trucks, see page 2)

## BOX CARS

These are 40' and 34' double sheathed box cars of the period just before WW I. Printed card sides are available for NH (34'), SP and NP. Doors and slides included. Basic construction is wood, with card sides, brass roof ribs, etc.

Three Car Kit \$18.75  
Five Car Kit \$27.50  
(for trucks, see page 2)

## WOOD SHEATHED REEFERS

These are typical 40' wood sheathed refrigerated cars, covering the period 1910-1935. More than a few are still in service. Basic construction is wood, with printed card sides, cast ice hatches, brass roof ribs, brass hardware, etc. Sides available are Swift (several numbers) BORDEN, Morrell, Crazy Crystals, Pluto Water, Armour, FGEX, Burlington, MDT, and blank white, orange, yellow and gray. All sides scribed.

Three car kit (our choice road \$18.75  
Five car kit names) \$27.50

Three car kit (your choice road \$21.75  
Five car kit names) \$30.50  
(for trucks, see page 2)

TRAIN CRAFT kits are distributed by

LOCOMOTIVE WORKSHOP  
BOX 211-B-1, RFD 1  
ENGLISHTOWN, NJ 07726

Special deals available for clubs and dealers

## CABOOSES

We have been able to make up most of the caboose kits, but a shortage of castings has caused a fair amount of mischief recently. To get around this, we gave both foundries an identical order. They, in turn, gave identical offers as to delivery (in two weeks), so we should be in good shape one way or another shortly.

Caboose kits have plywood sides, with wooden basic bodies. Cupola kits are a combination of plastic moldings and wood. Windows and end platforms are soft metal castings. Lots of variety here.

kit 0511 Eight window, round roof, centered cupola - Eastern roads

kit 0503 Side door caboose, flat roof, six windows, cupola, no end platforms

kit 0504 4 window transfer caboose (cabin on a raft), no cupola

kit 0505 arch roof, 4 windows/side, cupola

kit 0506 NYC rider car, no cupola, used in passenger train service

kit 0507 8 window transfer caboose (full length) no cupola, flat roof

kit 0508 4 window caboose, with flat roof and centered cupola

kit 0509 6 window caboose, flat roof, cupola slightly offset

kit 0510 6 window caboose, arch roof, cupola nearer one end.

All kits are \$8.50 each, less trucks (see page two for trucks)

We will custom pack - minimum order five kits for \$42.50, ten for \$65.00 (retail only)

## WORK CARS

Work car kits are almost all wood, with exception of roof walk and door and window castings, hardware, etc. Boom car is self-explanatory; basic work car includes four car doors and six windows, with blank sides so you can make up your own arrangements. Extra windows available at \$2.50/doz, when ordered with kit.

kit 0401 Basic Work Car kit \$9.00  
kit 0402 Boom Car kit \$9.00  
five for \$34.95  
(see page two for trucks)

## STEEL BOX CAR SIDES

Our choice printed and embossed card sides at \$2.50/doz.

Please note that all orders under \$10 must include \$2.00 for shipping and handling.

## 250 TON & 150 TON CRANES O GAUGE

The first batch of 250 T crane kits have been shipped.

These kits are all brass, with fully fabricated booms. Superstructure is a mixture of brass stampings and machine engravings. Small detail parts are lost wax brass castings. Sheaves are brass trunings. Only non-brass parts are the sheave pins (steel), wheelsets (steel) and running rigging (dacron & nylon).

All major parts are pre-formed. Some cutting will be necessary, but we have taken care of the difficult operations. None of the castings are soft metal, we made this one almost all brass.

For those of you with a smaller railroad, we are introducing the 150 T crane, with four axle trucks. The trucks are our heavy-duty Andrews, which are die cast. All other details are very similar to the 250 T crane.

|                                                             |          |
|-------------------------------------------------------------|----------|
| 250 Ton crane kit, less trucks                              | \$104.50 |
| 250 Ton crane kit, with Kemtron Buckeye truck kit           | \$124.50 |
| 250 Ton crane kit, with Loco Works sprung Buckeye truck kit | \$129.50 |
| 150 Ton crane kit, less trucks                              | \$102.50 |
| 150 Ton crane kit, with Andrews sprung trucks               | \$106.75 |
| Loco Works sprung Buckeye trucks, brass kit                 | \$ 25.00 |

## PENNSYLVANIA Q-2 4-4-6-4

There are two reservations left for the 25 Q-2 kits.

Details are in previous Newsletters. This is a basically brass kit for a massive steam loco.

Section One consists of the boiler shell, with skyline casing and cab, etc., and tender shell, all formed and soldered brass. Some detailing is required by the builder. \$175.00

Section Two consists of the detail castings, as supplied by GM Engineering and Loco Works. This includes boiler and chassis details, trucks, etc. \$85.00

Section Three consist of the mechanical parts, including motors, valve gear, drivers, gearboxes, etc. Drivers are USHobbies. Motors are Pittman 9514.

This section will be available either as a rigid frame, or articulated.

|                                    |          |
|------------------------------------|----------|
| Kit Q-2/3A Twin motor, rigid mech  | \$350.00 |
| Kit Q-2/3C Twin motor, articulated | \$375.00 |

Q-2 is offered retail only.

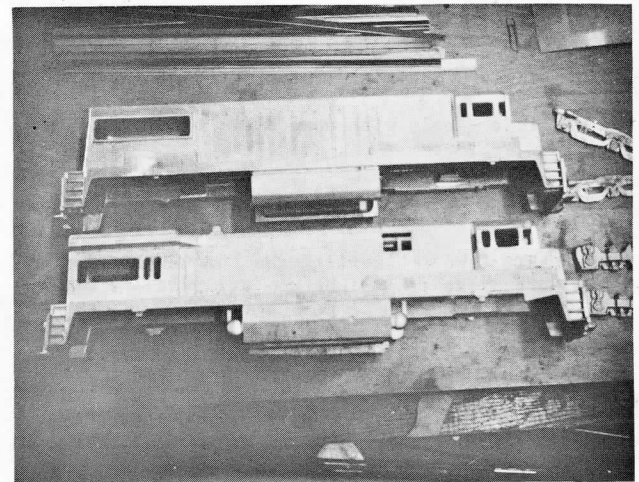
## ALCO 4-6-6-4

Almost all of the Alco Challengers have almost identical mechanical dimensions, and BoxPox drivers. We need to know what would be the preferred prototype. Haven't we seen enough UP 4-6-6-4? How about Northern Pacific, Delaware & Hudson, Western Pacific, SP&S, Western Maryland, Clinchfield or Denver & Rio Grande?

Kit price will be under \$800.



A shipment of lost wax parts - three styles of 63" drivers, BL-2 feed heaters, smoke box fronts, Pennsy pilots & driver journals.



Above: Comparison of U25C (upper) and U33C body castings. Below: A few of our earlier kits about to be revived: SDP45 passenger unit, S gauge RS-1, BL-2 castings ste, and Verandah gas turbine.



**ODDS & ENDS RETAIL ONLY, O GAUGE UNLESS NOTED**

These pieces are basically material taken in trade, or surplus to our immediate needs. we suggest that a telephone reservation be used, as all are in limited supply. our telephone number is 201- 536 - 6873.

|                                                                                                                             |                                                   |               |
|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|---------------|
| Ambriod Air-Slide Hopper                                                                                                    | 0-11                                              | \$9.00        |
| Graceline working coupler kits                                                                                              |                                                   | \$0.60/pr     |
| ATLAS F9 Bodies                                                                                                             |                                                   | \$11.00       |
| Mechanisms                                                                                                                  |                                                   | \$13.50       |
| Complete                                                                                                                    |                                                   | \$22.50       |
| Baldwin Model Loco Works E7B castings                                                                                       |                                                   |               |
| set - aluminum                                                                                                              |                                                   | \$15.00       |
| Street Car plastic castings - two ends,                                                                                     |                                                   |               |
| two sides only                                                                                                              |                                                   | \$6.50        |
| Pittman can motors #8212, 4500rpm                                                                                           |                                                   | \$4.00        |
| Kemtron RS-2 brass kit                                                                                                      |                                                   | \$175.00      |
| Lobaugh C&NW 2-8-4 kit                                                                                                      |                                                   | \$450.00      |
| Carbuilders' Cyclopedias                                                                                                    | 1928                                              | \$45.00       |
|                                                                                                                             | 1940                                              | \$45.00       |
| AMT trailer bodies, kits                                                                                                    | 5/                                                | \$12.00       |
| AHM specials - only with some other order                                                                                   |                                                   |               |
| C - Liner                                                                                                                   |                                                   | \$11.00       |
| 0-6-0 steamer                                                                                                               |                                                   | \$11.00       |
| Industrial switcher                                                                                                         |                                                   | \$ 5.00       |
|                                                                                                                             | (add \$2.00 for shipping if nothing else ordered) |               |
| STEAM PARTS - We have revised the Dorazio/Lorenzen steam parts list to include new arrivals and other parts. List is \$1.50 |                                                   |               |
| Passenger car Clerestory roofs                                                                                              | 80'                                               | 5/\$7.50      |
| ATLAS Diesel Switcher (6w)                                                                                                  |                                                   | \$6.95        |
|                                                                                                                             | (add \$2.00 if ordered separately)                |               |
| ATLAS switches (about #3), manual                                                                                           |                                                   | \$3.50 ea L&R |

**BALDWIN FREIGHT SHARK DIESELS**

The Baldwin freight Sharknose diesels are in stock, in brass, and in three different basic units, also A&B.

The current kits have a bell metal nose, with etched brass car body, double etched for maximum detail. Small castings are brass, and sprung truck sideframes of soft metal are provided.

The following kits are available: (O gauge)

|               |        |          |
|---------------|--------|----------|
| DR 4-4-1500   | A Unit | \$89.50  |
|               | B Unit | \$74.50  |
| Rf-15         | A Unit | \$89.50  |
|               | B Unit | \$74.50  |
| RF-16         | A Unit | \$89.50  |
|               | B Unit | \$74.50  |
| delete trucks |        | - \$9.00 |

Aluminum Shark castings listed on Page Four.

LOCOMOTIVE WORKSHOP  
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**DEALER VS. MANUFACTURER: WHOSE FIGHT**

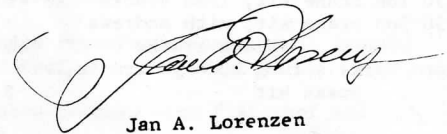
A long time ago, an article was placed in 48 To The Foot entitled "Dealer Vs. Manufacturer." I reacted to the first one with a little steam, naively assuming that things could be put to rights with a little application of factual material.

My basic gripes with the now seemingly endless series of articles include the tendency to make sweeping indictments of all manufacturers for the real or imagined sins of the few, and the fact that the author chose to remain anonymous. If the pieces are read carefully, it is often found that the bases for the charges often lie in the distant past, or they may lie in writer's opinion, as a "dealer", that he is entitled to the "profits" we make from selling kits.

I am fed up.

I said in my first comments that someone making comments should have the courtesy to put his name to the comments, and not hide behind a pseudonym.

Therefore, I challenge this author to a public debate at the 1978 O Scale Meet. He can wear a black hood, if he wishes. If this is not acceptable, I suggest he shut up, or get his facts straight.



Jan A. Lorenzen

**POSTSCRIPT**

One of the increasing headaches in the shop is where to store completed stock. At the beginning of last year, I instituted a policy of building more kits than previously - nine months' supply instead of three. Since then, we have twice added steel shelving for storage.

As of this writing, we have in stock approximately 175 locomotive kits and 200 car kits. This is a little low, as we also let things run down a little towards the end of the year for tax reasons.

How many dealers carry this large a stock of O and S gauge?

**A FEW LAST THOUGHTS FROM THE MAILBAG**

Several people have asked for a rerun of the SD45 and SDP45 kits, and also the Canadian "wide nose" SD40 and GP38. One party has, in addition, asked for high-hood SD45 and another the CNJ GP40P.

We have patterns for all of these, but will only rerun them if there is sufficient response. The DDA40X might also be rerun at the same time. We would want to revise some patterns beforehand.

Forgot to mention that the SW-1 in O gauge would be \$75.00.