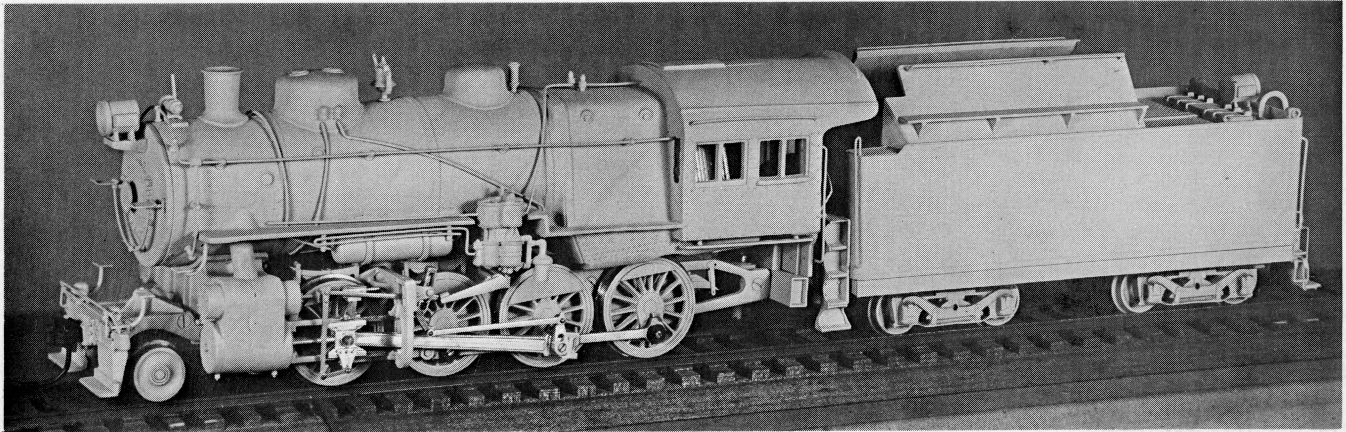


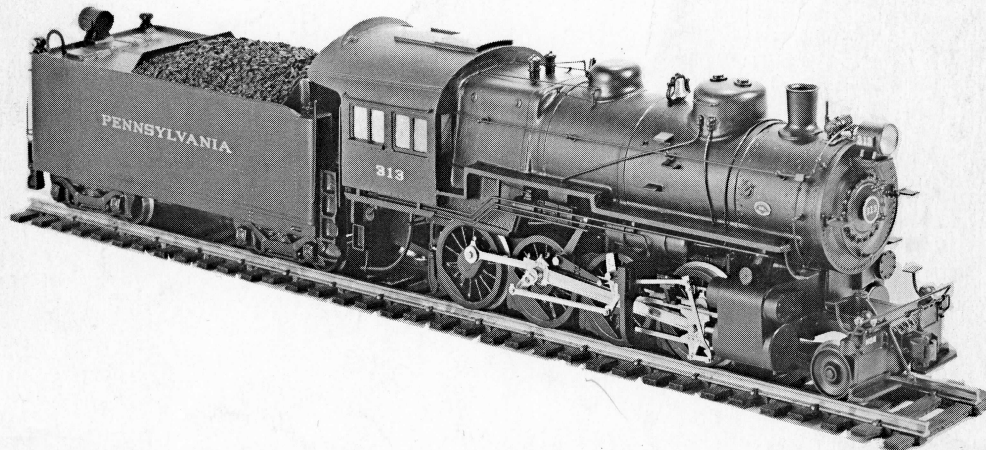
*Kadee included*

## THE CLASSIC PENNSYLVANIA H-10 CONSOLIDATION



Precision Engineered  
for a lifetime of fun

It's "O" Gauge 1/4" Scale with Central's "Prototype Look"—  
Easy assembly too!



This handsome model of the prototype, now faithfully reproduced in "O"-Gauge by Central is a masterpiece in miniature. The classic lines of the Pennsy, together with a profusion of super-detail parts and an easy-to-assemble design, produces a superior locomotive that you'll show with pride.

Although originally designed as a freight work-horse, the H-10 can authentically be used for any purpose. Compact but hefty, nostalgic yet fairly modern in the realm of steam, it's at home on a heavy drag, a peddler freight or in switching. One of the most versatile engines ever built, a locomotive of this type has an important place on every "O"-gauge locomotive roster.

### LOOK AT THESE FEATURES

Easy to build — Quiet operation —  
Built-in tractive effort — Takes short  
radius curves — Mounted and quartered  
spoked drivers insulated for 2-rail —  
Completely enclosed gear box —  
Stamped and drilled German silver valve  
gear — Powerful DC Motor — Super  
detail super-structure (a one-piece lost  
wax casting) — Many other lost wax  
casting — Detailed drawings with all  
parts keyed to instructions — Will take  
36" radius — Fully guaranteed

**Build As You Buy**

All of Central's kits are available in sections for budget buying.

## CENTRAL LOCOMOTIVE WORKS

CENTRAL LOCOMOTIVE WORKS

Pennsylvania Railroad H-10 2-8-0 kit

The Pennsy's H-10's, totalling 414 in 1947, were the last of that famous class. The first H-10 was 7001, built in 1913, and by the time the last one had dumped its fire, they had served system-wide, including Lines West, PRSL and the Long Island Railroad. At the outset they were Pennsy's principle mainline power, holding that status on some lines until the early 1920's!

CENTRAL'S kit of this classic prototype is a faithful reproduction in every way.

Two types of tenders are available --- Lines East and Lines West --- low side and high side respectively.

The H-10 is now fully sprung and comes with individual journals and not the full length as mentioned in the brochure. Valve gear is now all lost wax Nickle Silver castings and is full working. All drivers are flanged.

200.00

Penn. H-10	2-8-0	Complete kit	\$214.75 Lines East
			218.75 Lines West

The H-10 is also available in sections as follows:

Section 1		65.00
Section 2		50.00
Section 3		76.00
Section 4	Lines East	44.00
Section 4	Lines West	49.50

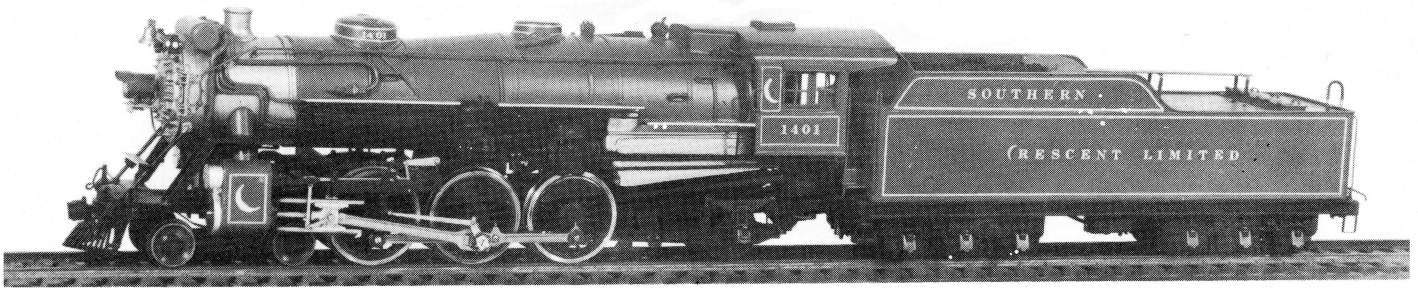
All orders are postpaid in U.S. and Canada.

\*\*\*\*\*

Central proudly presents the famous Southern beauty that pulled the Crescent Limited – It is generally agreed these handsome iron horses rank among the most beautiful of all time. The classic lines of the Ps4, together with a profusion of super-detail parts and an easy-to-assemble design, produce a superior locomotive that you'll show with pride.

**SOUTHERN  
RAILWAY  
PS4 4-6-2**

It's "O" gauge, 1/4"  
scale with Central's  
"Prototype Look"  
Easy assembly too.



Originally designed as a passenger locomotive, with the coming of diesels, Pacifics were pressed into freight and switching service. One of the most versatile engines ever built, a locomotive of this type has an important place on every "O" gauge locomotive roster.



Although our model is of the Southern Railway PS4, the locomotive is a basic USRA Pacific and can be adapted to many other roads.

#### LOOK AT THESE FEATURES

Easy to build -- Noiseless operation -- Mounted and quartered drivers with steel tires -- Individual, lubrication-free journals -- Completely enclosed gearbox -- Stamped and drilled Nickel Silver valve gear -- Sprung drivers -- Nickel Silver side and main rods -- Assembled built-up type superstructure and cab -- Working cab windows -- Assembled engraved tender body -- Highly detailed lost wax brass castings -- Well detailed tender trucks -- Interesting assembly with all parts keyed to well written instructions.

## CENTRAL LOCOMOTIVE WORKS

NOTICE

Originally the planned cut-off date for Ps4 reservations was to be December 31, 1978 but because the ad was rather late, it is only fair to keep reservations open for a bit longer.

As was stated in our status report sent to those already holding reservations, we can only give you a ball-park figure at this date as to the exact price of the kit as prices are changed by vendors without notice. We are quite sure it won't be less than \$350.00 and no more than \$400.00, but again, we can't be sure. From past history of CLW, you KNOW that we'll produce it at the very best price we can!

There are roughly 270 pieces that go into the Ps4, not to mention all the screws and various parts of assemblies. At this writing, all components that we cannot make in our shop are being ordered. It is a bit too early to state any firm delivery date but as we get firmed-up delivery schedules from vendors, we'll issue another status report to those who have reservations.

A \$75.00 deposit per kit, is required with your reservation, so if you want to be the proud owner of one of these Southern beauties, send in your reservation promptly as they will be closed by February 21, 1979.

PLEASE NOTE:

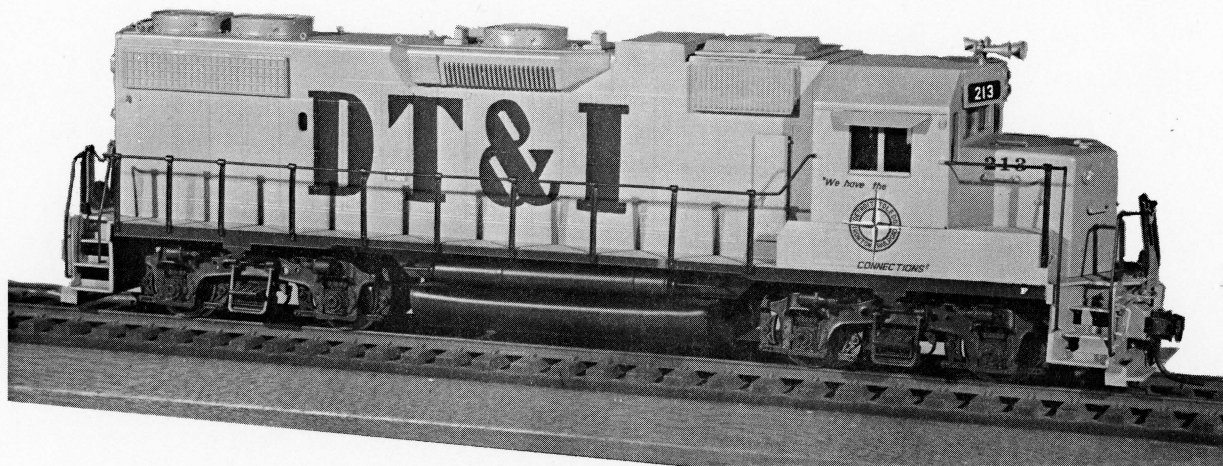
The Ps4 kit will not be a stock item --- therefore, no reservation, no kit!!!!!!

?

LIST 400.00

# CENTRAL LOCOMOTIVE WORKS

EMD GP-38-2 3000 HP  
DIESEL LOCOMOTIVE  
Crafted by CENTRAL  
Finest Quality In O Gauge Scale



CENTRAL'S reproduction of this most popular prototype diesel is outstanding with its wealth of detail, superb quality and precision performance. A number of new castings for details peculiar to the GP-38-2 make this model stand out from the rest of the EMD line.



## LOOK AT THESE FEATURES

- Highly detailed brass engravings — All castings are lost wax brass.
- Equalized drive — Powerful, quiet running, exceptional tractive effort, assembled individual gearboxes.
- Enclosed gearboxes are lubrication-free, powered with CENTRAL'S exclusive DC motor with skewed gearboxes.
- Detailed drawings with parts keyed to instructions.
- Available with or without dynamic brakes and high or low nose version.

EMD GP-38-2 2000 HP Diesel Locomotive

The Gp-38's appear to be destined to be the most popular single locomotive since the old stand-by, the GP-9, of which more than 3400 were built. Virtually every major railroad in the U.S. and Canada operate the GP-38's and they are becoming increasingly popular with short lines and industrials.

EMD began production of the GP-38 in January 1966 and it remained in production through December 1971 when it was replaced in the EMD catalog with the DASH 2 line. This new "line" featured the latest in electrical controls and components and higher over-all reliability. Although there were some changes in the external configuration, the GP-38-2 carried the same basic prime mover as the earlier GP-38.

The CENTRAL LOCOMOTIVE WORKS' GP-38-2 accurately depicts one of the more recent variants, with prototypically closely-placed cooling fans, short, single section radiator grill, etc. This locomotive is also available with, or without, dynamic brakes; high or low short hood and with the excellent CLW drive, or non-powered. This locomotive will be at home on any size layout and in any kind of service.

High nose version is same price.

Kit may be purchased complete or in two sections.

SECTION 1 contains complete chassis and trucks which are a masterpiece in lost wax brass castings but designed for easy assembly. It features CENTRAL'S exclusive, enclosed, lubrication-free assembled gearboxes powered by CENTRAL'S well-known, skewed armature, powerful DC motor. Trucks are fully sprung. Motor is cushioned in rubber and insulated from frame and trucks.

SECTION 2 contains complete superstructure. Floor, long hood section, etc, are beautifully etched brass. All castings are lost wax brass. All castings are spot-marked for locating respective details. Engraved parts are cut out and only need finish-filing to etched guide lines. Well detailed drawings, with all parts keyed to instructions, make assembly of this model a very enjoyable project!

GP-38-2	Complete kit, dual power	<del>\$191.75</del> <sup>180.00</sup>
GP-38-2	Complete kit, no power	155.75
Section 1	Dual power	99.75
Section 1	Less power	64.45
Section 2	Superstructure	99.75
Complete kit less dynamic brakes		174.00

All orders postpaid in U.S. and Canada.

# CENTRAL LOCOMOTIVE WORKS

EMD GP-40 3000 HP  
DIESEL LOCOMOTIVE  
CRAFTED BY CENTRAL  
FINEST QUALITY IN O GAUGE SCALE



Central's superb quality, wealth of detail and precision performance is again in evidence in this GP-40 kit as it takes its place among the finest O Gauge kits made.



## LOOK AT THESE FEATURES

Highly detailed brass engravings — All lost wax castings, Sprung Trucks, both EMD and Alco available.

Equalized Drive — Powerful, quiet running, exceptional tractive effort, assembled individual gearboxes.

Enclosed Gearboxes are lubrication free, powered with Central's exclusive DC Motor with skewed armature.

Detailed drawings with parts shown keyed to instructions.

CENTRAL LOCOMOTIVE WORKS

GP-40 Diesel Locomotive

A powerful new Geep -- the GP-40 -- was introduced in 1966 by the Electro-Motive Division of General Motors Corp.. It is rated at 3000 HP and is three feet longer than its predecessor, the GP-35. Equipped with dynamic brakes, it appears even longer!

CENTRAL'S continuing effort to bring to O gauge modelers, authentic reproductions of the prototype, is again in evidence in this kit for the GP-40. Chassis is separate so that superstructure can be permanently mounted to floor so that no gaps show on finished model.

High nose version is available at same price.

Kit may be purchased as complete or in two sections.

SECTION 1 contains the complete chassis. Trucks are made of lost wax brass, fully sprung and are a masterpiece in themselves but designed for easy assembly. It features CENTRAL'S exclusive enclosed, lubrication-free gearboxes, powered by CENTRAL'S well-known, skewed armature, powerful DC motor. Motor is cushioned in rubber and insulated from chassis and trucks.

SECTION 2 contains complete superstructure. Floor, long hood section, etc, are beautifully etched brass. All castings are lost wax brass and are spot marked for locating respective details. Headlight box is cast open so that light may be installed. Engraved parts are cut out and only need finish-filing to etched guide lines. Well detailed drawings, with all parts keyed to instructions, provide the modeler with a most enjoyable assembly project. Dynamic brake housing castings are included in kit.

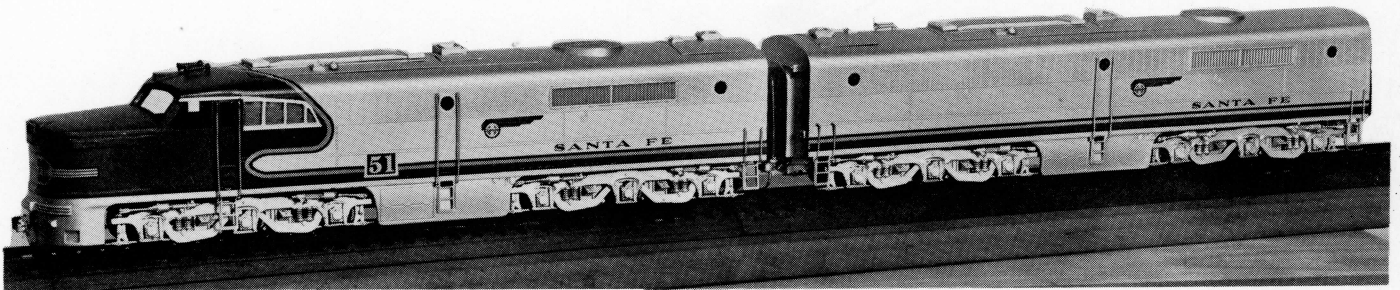
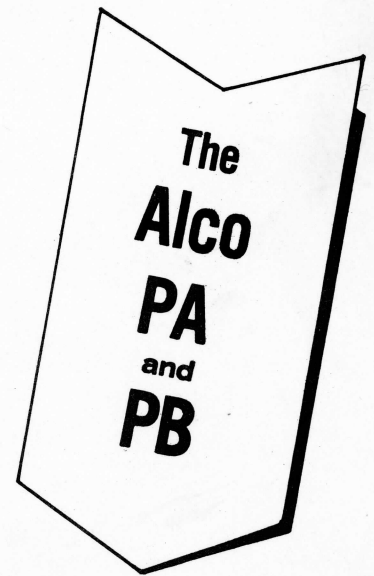
GP-40	Complete kit, dual power	<del>\$199.75</del>
GP-40	Complete kit, less power	153.75
Section 1	Dual power	99.75
Section 1	No power	64.45
Section 2	Superstructure	98.00

All orders are postpaid in U.S. and Canada.



# CENTRAL LOCOMOTIVE WORKS

proudly presents its well known model  
of America's most beloved  
diesel locomotive



Here is a diesel you will recognize instantly! There is no mistaking a PA's flat face, gridded headlight, long nose and big feet. Alco PA's were termed "big" by anyone who came in contact with the beasts. Their esthetic qualities belie their true size. Their proportions are impressive rather than their dimensions.

Flared-in skirts over fuel and air tanks, long horizontal grillwork along the top of the carbody sides, and the famed long nose, give the PA's a large, powerful and brawny look.

The PA was essentially a passenger engine, as its model designation implies; but it was at home on tonnage as well as varnish.

The prototype brutes are almost gone now so preserve the memory of these famous locomotives by having a couple on your layout.

Available in two sections—Section 1 is the complete chassis with DC motor. Section 2 is the complete superstructure. Well detailed drawings, keyed to instructions, make construction a real pleasure.

## LOOK AT THESE FEATURES —

The body is masterfully done in sharply detailed etched brass. It is of one-piece construction and is already formed ready for assembly. The nose is a one-piece lost wax casting, as are all the detailing parts. The massive 6 wheel trucks are fully sprung and are also made of lost wax castings. 45 degree number boards are optional and can be used in place of the standard cast-on type. The model is powered by CENTRAL'S precision-made, enclosed, long-life transmission.

# CENTRAL LOCOMOTIVE WORKS

CENTRAL LOCOMOTIVE WORKS

ALCO 2000 HP PASSENGER DIESEL

The Alco 2000 HP passenger diesel locomotive is truly the ultimate in diesel power. Its massive but sleek appearance bespeaks of built-in power. Its quiet, smooth operation will make it king of the pike!

SECTION 1 comprises the complete chassis. Included is the dual power chassis kit which we humbly affirm to be the finest drive obtainable. The 6 wheel trucks are truly a masterpiece of lost wax castings, and are fully sprung but designed for ease of assembly. Gearboxes are enclosed for smooth, quiet and long-life operation that is unequalled. Gearbox design permits dual power in "A" unit as well as in "B" unit with room to spare. CENTRAL'S new Dyna-Torque DC motor with skewed armature, provides the power and is cushioned in rubber. All necessary parts to complete the chassis are included. Well detailed drawings with all parts keyed to instructions make assembly a real joy.

SECTION 2 contains the superstructure. The body is one-piece photo-engraving in brass, already formed, ready to add details. Roof is clearly marked where each part is to be mounted, which makes construction a pleasure. All details are either engravings or lost wax castings to give you the highest quality diesel ever made! The headlight frame is also a lost wax casting, with detail, made in Nickle Silver to simulate stainless steel. The nose and end castings are also lost wax brass. Even the exhaust fan is furnished as a separate part, and can be installed on a small motor and made to operate if the builder should wish to. The roof details that are castings have threaded studs which permit installing with nuts, and without soldering.

Although the soldering of the nose and end castings to the engraved body is not too difficult, still a small torch must be used. For those who prefer to have this operation factory-assembled, charge for "A" unit is \$6.00 and \$4.50 for the "B" unit.

The Alcos are available in both "A" and "B" units. For budget-buying, they are available in sections. Prices are as follows:

"A" UNIT	Complete kit, dual power	200	\$212.70
	Complete kit, less power		176.70
	Section 1, dual power		120.00
	Section 1, less power		84.00
	Section 2		99.00
"B" UNIT	Complete kit, dual power	187	206.70
	Complete kit, less power		170.70
	Section 1, dual power		120.00
	Section 1, less power		84.00
	Section 2		94.00

# CENTRAL LOCOMOTIVE WORKS

presents the U-25B diesel that  
put General Electric into the  
full-time locomotive business.

GE U-25B  
2500 HP  
LOCOMOTIVE

*Not made*



## LOOK AT THESE FEATURES---

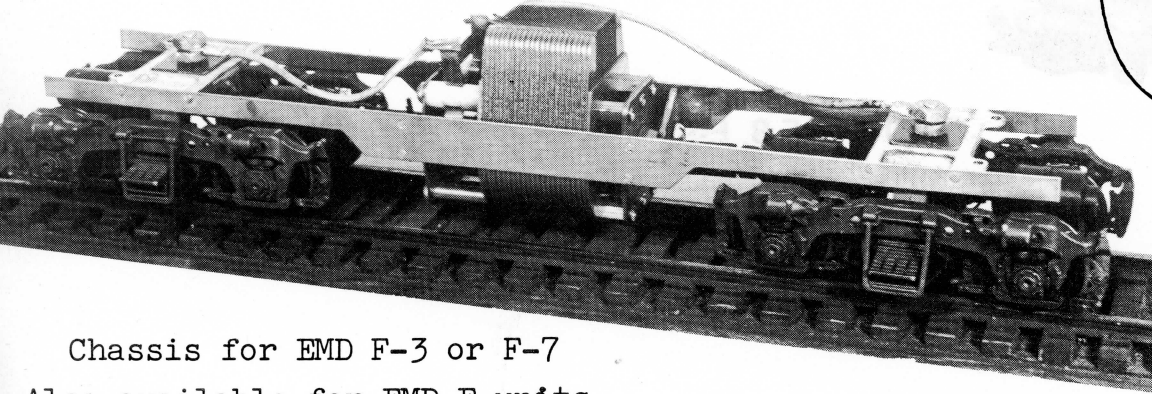
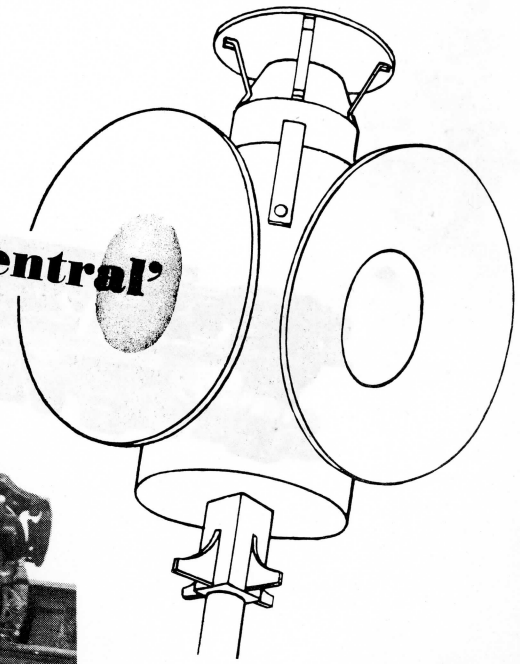
The body is composed of highly detailed etched brass. All castings are lost wax brass - nose is one-piece. Trucks are completely sprung - journals made in bearing bronze. Working cab windows. Powerful DC motor with skewed armature for top performance. Enclosed gearboxes. Self-telescoping universal joints. Direct drive chassis. Well written instructions and clear drawings.



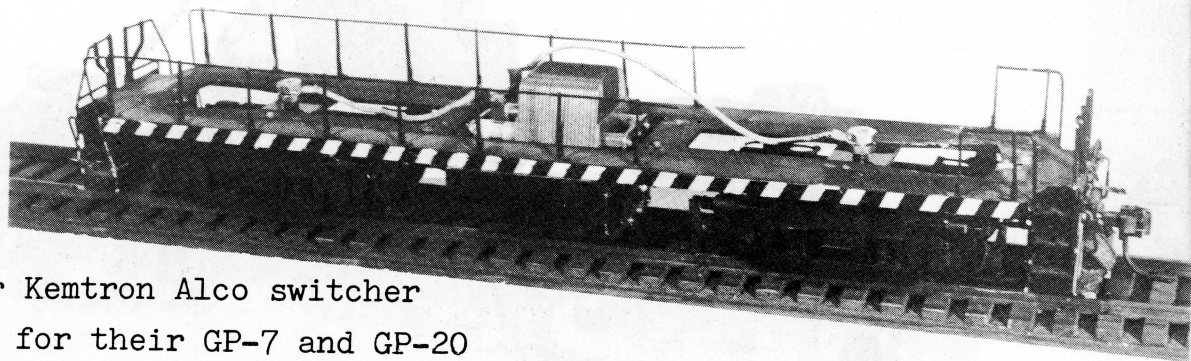
Available in two sections--- Section 1 is complete chassis with DC motor. Section 2 is complete superstructure. Well detailed drawings, keyed to instructions.

**THE NEW DIESEL DRIVE**  
CRAFTED BY CENTRAL

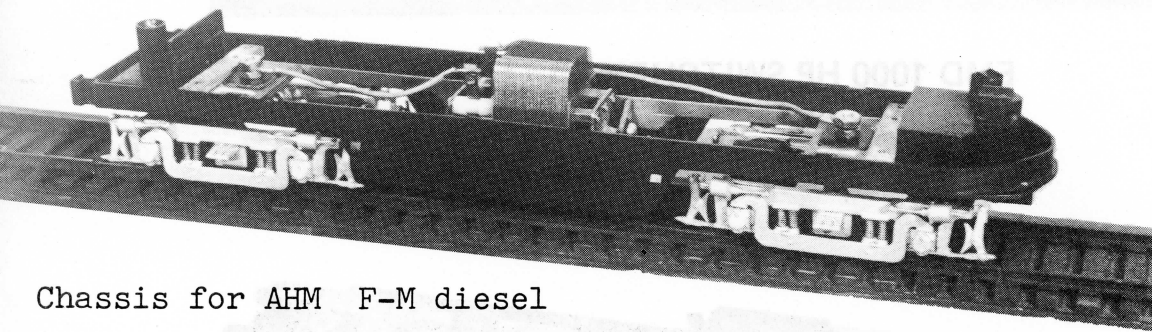
*the big switch is to 'Central'*



Chassis for EMD F-3 or F-7  
Also available for EMD E units

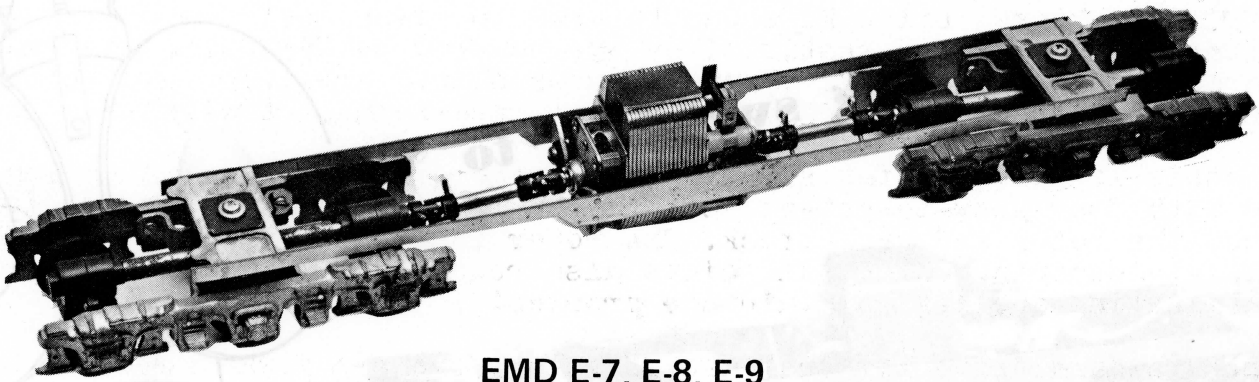


Chassis for Kemtron Alco switcher  
Also available for their GP-7 and GP-20

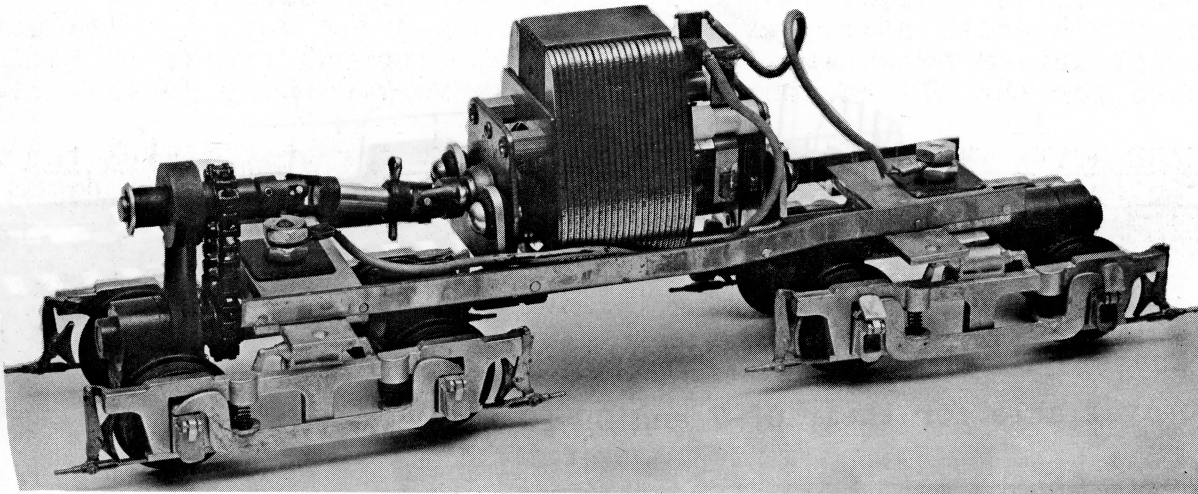


Chassis for AHM F-M diesel

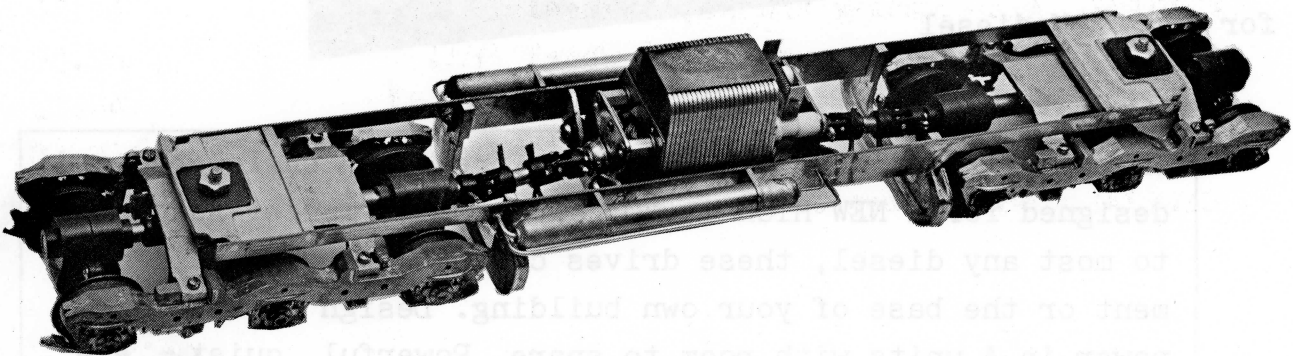
The new Direct Drive by CENTRAL is precision engineered and designed for a NEW HIGH in "O" gauge performance. Adaptable to most any diesel, these drives can be used as a replacement or the base of your own building. Design permits dual power in A units with room to spare. Powerful, quiet, exceptional tractive effort. Detailed drawings with all parts keyed to instructions. Enclosed gearboxes.



**EMD E-7, E-8, E-9**



**EMD 1000 HP SWITCHER**



**SD-40**

CENTRAL LOCOMOTIVE WORKS  
DEPENDABLE POWER FOR DIESELS

CENTRAL'S Diesel Drive Kits can be used to power most any diesel --- either imported or domestic. They are powered by CENTRAL'S new Dyna-Torque DC motor with its already-famous skewed armature, and feature enclosed gearboxes, which are the most free-running available.

Chassis is designed for simple, but rugged construction and is mounted with four easy-to-get-at screws. The frame is completely insulated from the motor and each truck. The motor is cushioned in rubber. The self-telescoping universal joints also require no lubrication, thus eliminating another maintenance problem!!!

The standard drive kit includes DC motor, chassis frame members, Body bolsters, motor brackets, universal joints, coupling shafts, gearboxes, sleeves and all necessary parts to complete the drive unit. The 6 wheel kits also include two pair of idler wheels. No wire or truck sideframes are included. All drawing are keyed to instructions.

The Drives for the Kemtron units are slightly different in that they do not use the frame members, using instead, floor furnished with kit.

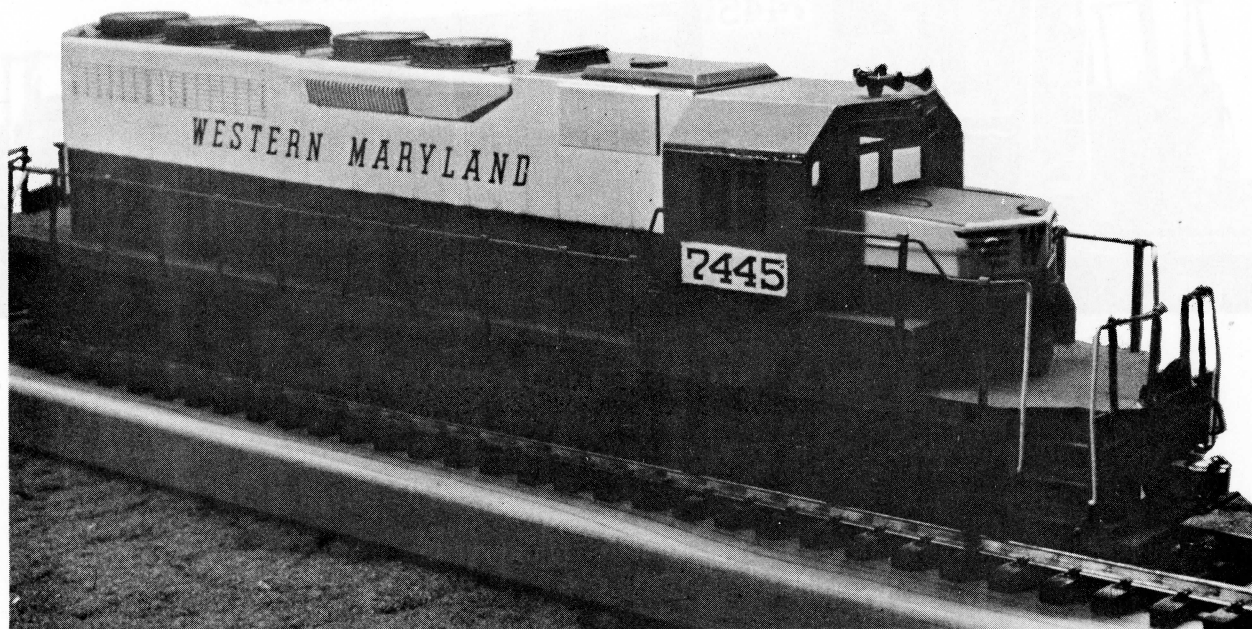
The AHM drive includes two special bolsters for mounting to plastic floor. A special combination price on this drive and also the drive for the All Nation switchers include CENTRAL'S sprung trucks if desired. The trucks for the All Nation switchers have full-working journal lids.

PLEASE NOTE: When ordering, please specify for what diesel the drive is intended so correct components can be included, without extra correspondence and delays.

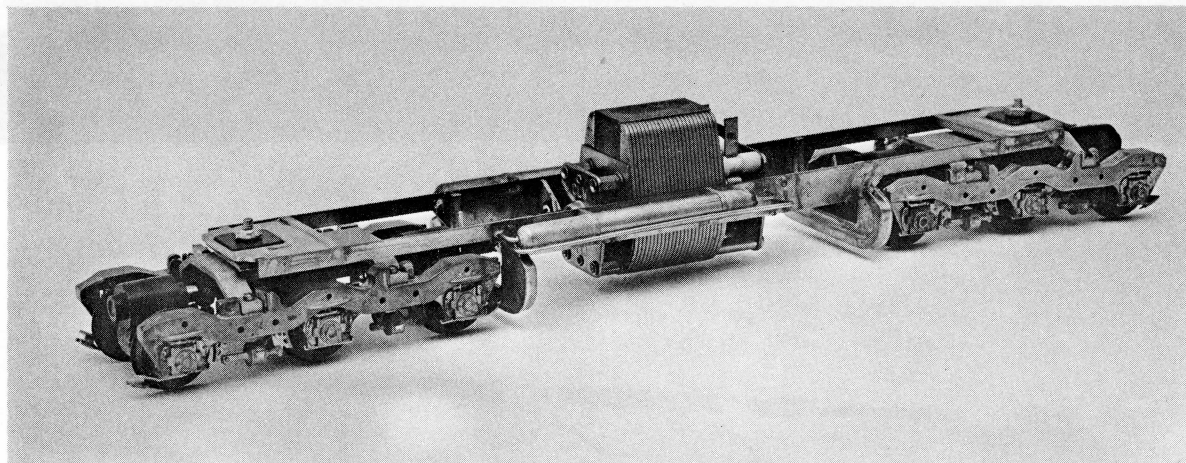
Standard 4 wheel drive kit	\$58.95
Standard 6 wheel drive kit	63.75
Drive kit for Kemtron diesels, 4 wheel	56.50
Drive kit for Kemtron diesels, 6 wheel	59.75
Drive kit for AHM, 4 wheel	59.75
with CENTRAL trucks	91.50
Drive kit for A.N. switcher	53.50
with CENTRAL trucks	78.50
Drive kit for SD-40, SD-45, all axles powered	127.70
includes 1½" motor	
CENTRAL EMD sprung trucks, 4 wheel	36.00
CENTRAL Alco sprung trucks, 4 wheel	34.50
CENTRAL Alco sprung trucks, 6 wheel (PA)	62.50
CENTRAL Alco sprung trucks, 6 wheel (RS-5)	44.75
CENTRAL EMD sprung trucks, 6 wheel, SD-40, etc	69.00
CENTRAL EMD sprung trucks, 6 wheel, SD-45-2	76.50

## CENTRAL LOCOMOTIVE WORKS

EMD SD - 40 3000 HP  
DIESEL LOCOMOTIVE  
CRAFTED BY CENTRAL  
FINEST QUALITY IN O GAUGE SCALE



Another fine diesel of the EMD line takes its place with the other CENTRAL kits of superb quality, wealth of detail and precision performance. This one is unique with its wide "observation platforms" and large 4000 gallon fuel tank.



### LOOK AT THESE FEATURES

Highly detailed brass engravings — All lost wax castings, Sprung EMD Flexicoil Trucks. All axles powered.

Equalized Drive — Powerful, quiet running, exceptional tractive effort, assembled individual gearboxes.

Enclosed Gearboxes are lubrication free, powered with Central's exclusive DC Motor with skewed armature.

Detailed drawings with parts shown keyed to instructions.



Detailed drawings with parts keyed to instructions.



CENTRAL LOCOMOTIVE WORKS

EMD SD-40

3000 H.P.

DIESEL LOCOMOTIVE

The SD-40 was among the new line of EMD diesels that were introduced in 1966. It is a combination of the GP-40 body on an SD-45 frame. Production trends soon became evident--the SD-40 jumped out in front in sales, reacting to the industry's enthusiasm for 6 wheel units.

CENTRAL'S authentic reproduction of this unique diesel with its wide "observation" platforms makes it a "must" for every modeler's pike.

High nose version is also available at same price.

Kit may be purchased complete or in two sections.

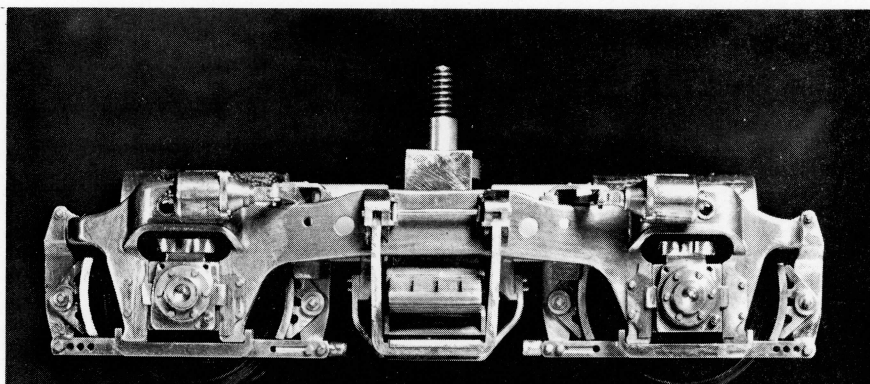
SECTION 1 contains complete chassis and trucks that are very well detailed with brake rigging and sanders. It features CENTRAL'S exclusive, enclosed, lubrication-free gearboxes powered by CENTRAL'S well known powerful, skewed armature DC motor. Trucks are fully sprung lost wax brass and faithfully reproduced from the prototype. They feature journals cast in bearing bronze for long life. Motor is cushioned in rubber and insulated from frame and trucks. All axles are powered.

SECTION 2 contains the complete superstructure. Floor, long hood section, etc, are beautifully engraved brass. All castings are lost wax brass. All castings are spot marked for locating respective details. Headlight box is cast open so that lights may be installed. Engraved parts are cut out and only finish-filing to etched guide lines is needed. Well detailed drawings, keyed to instructions, provide the modeler with a most enjoyable assembly project.

SD-40	Complete kit, dual power	\$238.50	210.
SD-40	Complete kit, less power	188.80	
Section 1	Dual power	139.50	
Section 1	Less power	89.70	
Section 2	Superstructure	117.75	

All orders are postpaid in U.S. and Canada.

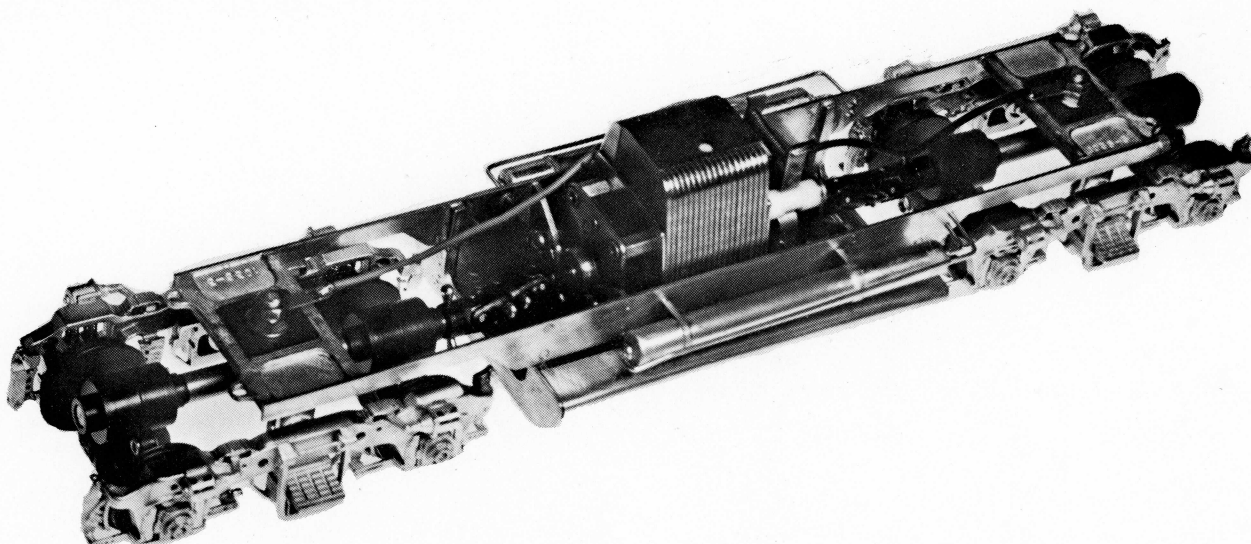
A new high in precision engineering.  
Crafted by Central.  
EMD GP-35 2500HP  
Diesel Locomotive.  
Finest quality in O gauge scale.



Central's superb quality, wealth of detail and precision performance is again in evidence in this GP-35 kit as it takes its place among the finest O gauge kits ever made.

**LOOK AT THESE FEATURES . . . .**

highly detailed brass engravings — All lost wax castings — Sprung trucks, both EMD and Alco types available — Equalized drive — Powerful, quiet running — Exceptional tractive effort — Assembled individual gearboxes — Working ramps for MU operation — Detailed drawings with all parts shown keyed to instructions.



**CENTRAL LOCOMOTIVE WORKS**