



Scaled Model

# Railroad Supply



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## Large Scale Steam and Diesel Locomotives And Rolling Stock



FOURTEENTH EDITION CATALOG







# Railroad Supply

Company



## TOPIC

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**In Memory of Carl Purinton (1898-1999)**



**Founder of Brotherhood of Live Steamers.**

*Interested in becoming a member of the International Brotherhood of Live Steamers?  
To join, contact **Daris A Nevil**, [daris@nevil.org](mailto:daris@nevil.org) or [www.ibls.org](http://www.ibls.org)*

## ***We'd like you to meet Chet Peterson***

By: W.C.F. (MODELTEC September 1984)

"Chester "Chet" Peterson grew up in the railroad town of Iowa Falls, Iowa where he graduated in 1931. He attended Ellsworth Junior College and, while playing football on that school's team in 1933, became friendly with a young sportscaster for radio station WHO, Ronald "Dutch" Reagan. Other contacts led him to his other love, flying, to enrollment at Parks Air College and on to graduation from St. Louis University in 1939.

Chet then went to work for the Vega Airplane Company located in Burbank, California, where he again crossed paths with an old acquaintance. At the Wee Kirk of the Heather on April 20, 1940, Chet and Wilma Peterson were married ... as were Ronald Reagan and Jane Wyman.

During WWII, Chet was assigned to the Lockheed Modification Base in Dallas, Texas and was involved in development of the PV-1 Ventura Reconnaissance Bomber. Chet went with the first squadrons as a flight operation instructor and saw service in the Caribbean, South America, the Aleutians and the Pacific theater.

Late in 1944, he accepted a job in Engineering Marketing with aviation industry firm, Garrett Corporation. Working late one night, he stopped for a quick dinner break at a restaurant and was asked to share his table with an older gentleman who began talking about the railroad he had in his back yard. By the end of dinner, Chet had a new friend and an invitation to Dick Jackson's home in Beverly Hills the following Sunday afternoon.

Other guests that Sunday included Walt Disney and several from Disney's studio. Chet recalls, "That afternoon, I was just sitting there, listening to them talk about their trains, trying to get the steam engines running, and all that mechanical gear just got to me!"

In 1958, Chet announced to his wife, Wilma, that he wanted to build a locomotive in the garage and finally won approval after agreeing to build a carport for her car. His beautiful 1 ½" Scale Union Pacific was completed and running in 1963 (***which is currently at Riverside Live Steamers' railroad in Hunter Park***). He joined the Los Angeles Live Steamers and was President of that club for three years.

After 26 years with Garrett he retired and formed Railroad Supply Corporation in 1970 which has grown to be one of the world's largest Live Steam supply firms. In addition to providing parts and kits and finished equipment for the hobbyists and promoting railroad park equipment (***Travel Town Railroad (RSC built and opened in 1979) Griffith Park & Southern Railroad (RSC took over in 1975), both are in Los Angeles, CA***) both were contracted out to Railroad Supply Corporation to run and maintain. Railroad Supply Corporation has provided the models and supervised construction of interior sets for the NBC-TV *Supertrain* series and other television projects. Currently the *Silver Spoons* series is their prime involvement.

It is quite obvious, then, that the Live Steam Hobby can provide many opportunities as business ventures as well as the avocational aspect that most of us experience. Chet Peterson has tasted the best of both."

**FOUNDER AND PAST PRESIDENT OF RAILROAD SUPPLY CORP, FOUNDED IN 1970**









*Michael McClure, President & Owner of Railroad Supply Company on his CP 173 4-4-0 American.*

## About Railroad Supply

Railroad Supply Corporation specializes in producing large scale steam and diesel locomotives, track and accessories. Steam locomotives we produce are the popular Central Pacific #173 - a 4-4-0 American configuration, a B&O C16a 0-4-0 Switcher modeled after #99, and the C16 0-4-0 Saddle Tank (Dock side), a 2-6-0 Baldwin and a 2-8-0 Consolidation. Along with steam locomotives, Railroad supply offers a line of "Diesel" locomotives, including the SD-35, GP 40, F7 and the smaller GE-25 Ton Industrial Switcher, all with smooth and dependable electronic drive systems.



Additionally, a wide selection of rolling stock, accessories, track materials and other parts are offered to round out the complete requirements for a fully operational railroad in 7¼" and 7½" gauge. Railroad Supply is continuing development and refinement of existing and new products with the objective of being able to offer the widest selection of parts and products available for the Live Steam hobby.







## History of Railroad Supply Corporation

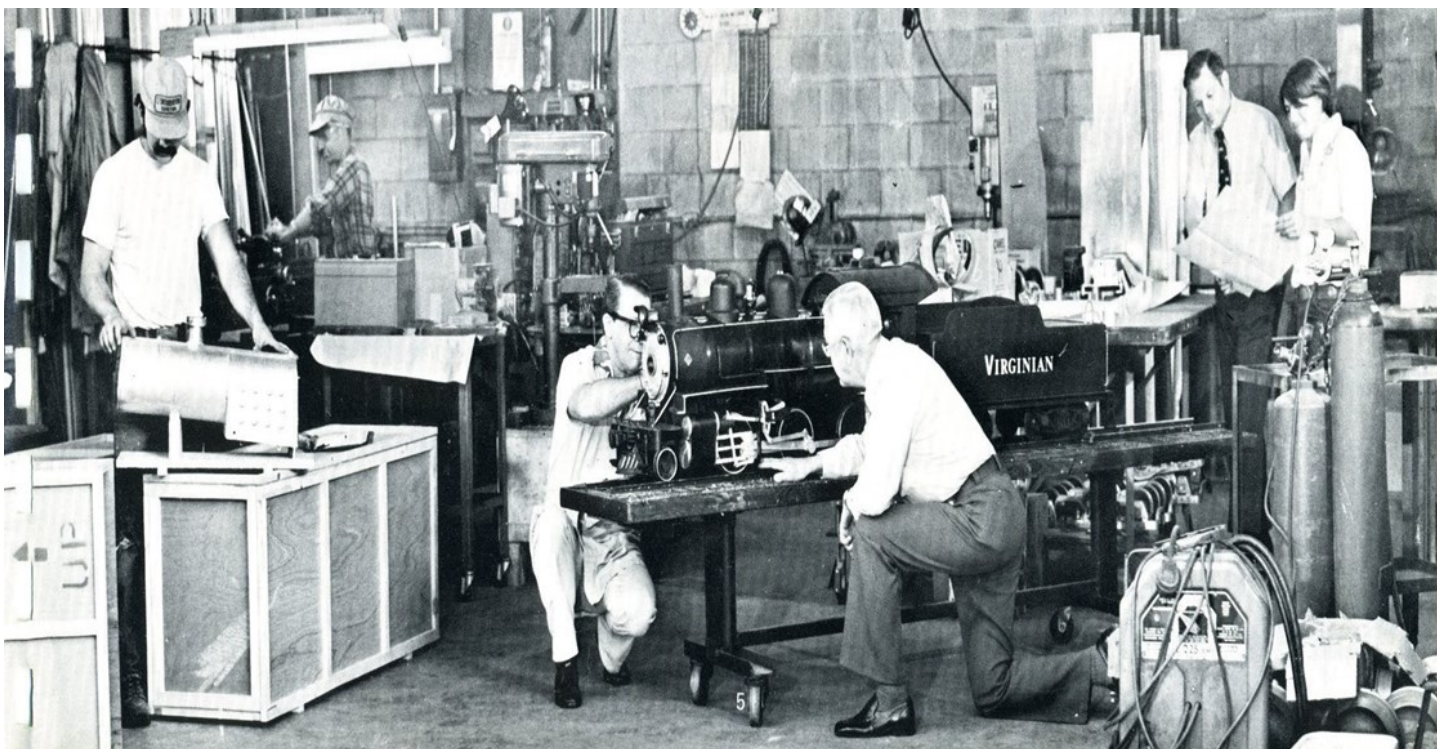


Railroad Supply Corporation has been serving the Live Steam Hobby since 1970 when the Company was founded by Chet Peterson and a number of live-steamers dedicated to the hobby. The first locomotive developed was the Central Pacific No. 173 4-4-0, the locomotive that Walt Disney has called "the most beautifully proportioned locomotive ever built." Walt must have been correct about the CP-173 because it is the most popular of our locomotive kits and has been built by live steamers throughout the world and United States.

The second steam locomotive developed was the B&O 0-4-0 which has been so popular with table top modelers. The 0-4-0 has proven very popular with live steamers who want a smaller locomotive able to operate on short radii and where space is limited. Our Baldwin 2-6-0 was developed to meet the need for a larger, branch line locomotive and uses many parts common with the 0-4-0. To further expand the choices for live steamers, we introduced the 2-8-0 Consolidation back in the mid to late 1980's. This locomotive also uses many part common with both the 0-4-0 and the 2-6-0.

Design of the USRA Heavy Mikado 2-8-2 was begun in 1981 to offer a powerful, larger locomotive for the hobby. It was our first locomotive in 1.6" scale for 7 1/2 gauge track. The first design prototype was completed in 1983 and has accumulated several years of highly satisfactory running. It is now running in Michigan and the first production prototype is running at several tracks in Southern California and adjacent states. Today the USRA Mikado has all new highly detailed pattern boards and molds along with tooling to better serve the hobby. In addition we are looking to expand the family to the USRA 2-10-2 and 4-8-2 using a lot of the same parts as the USRA Heavy Mikado 2-8-2.

Along with steam locomotives, Railroad Supply offers a line of "Diesel" locomotives, including the SD-35, GP-40, F-7 A & B and the smaller GE-25 Ton Industrial Switcher, all with a smooth dependable electric system with sound. Units can be RC or hand held remotes with working air brakes and many diesel detail parts to choose from. Additionally, a wide selection of cars, accessories, track materials and other parts are offered to round out the complete requirements for a fully operational railroad in 7 1/2" or 7 1/4" gauge. Railroad Supply is continuing development and refinement of existing and new products with the objective of being able to offer the widest selection of parts and products available for the Live Steam Hobby.



## Personnel and Philosophy

We believe that the strength of Railroad Supply is in the quality of our products and services. This is made possible by the people who serve you. With many years of cumulative experience in the Live Steam hobby, our personnel are uniquely qualified to provide you with the expertise and service that you deserve, and may need, to get the maximum enjoyment out of your hobby. To that end, our philosophy is to adhere to rigid principles of conduct in all our dealings with you.

1. To offer the highest quality of product and service possible at affordable prices, never sacrifice quality just to make a sale.
2. To deal honestly, courteously and promptly with our customers.
3. To always back up our products with a fair warranty and help our customers fix any problem that may develop with our products or technical data.
4. To offer a wide choice of Live Steam designs and products to enable our customers to build the products of their choice, whether one of our designs or a customer's "scratch" built selection.
5. To earn and deserve your continuing patronage.





## Ordering & Shipping Information

All orders should include **RRSC Number, Part Number, Item Description, Price, Quantity, and Shipping Address**. A street address must be supplied for UPS or motor freight shipments. Also, please include a telephone number where you can be contacted, if necessary, about your order and specify any special shipping instructions that may apply to your order. To estimate UPS Shipping & Handling charges to be included in your order, allow \$3.00 plus 5% of the amount of your order. Orders will be shipped only after receipt of funds unless other arrangements have been made. Orders may be placed by letter, FAX or telephone. If ordering by credit card (Master Card or VISA) please include **Credit Card type, Number, Expiration date, and your name as it appears on your Credit Card**.

Unless otherwise specified, orders are shipped via UPS when within their limits as to size and weight. Shipments weighing over 70 lbs or 108 inches length and girth combined are crated and shipped by motor freight carrier unless you request otherwise. Shipping charges will include crating and handling plus actual motor freight billing. We will estimate these costs and advise you for your remittance prior to shipment unless you have an open account or other arrangements have been made. ***Please allow 2 to 4 weeks for shipping depending on type of order some may take longer.***

Foreign orders can be shipped surface mail, airmail or air freight as specified by you.

## Terms

***All prices are subject to change without prior notice*** and will be billed at prevailing price at time of shipment. Domestic orders: payment for items ordered plus shipping and handling charges must accompany the order unless other arrangements have been made in advance.

***Foreign orders must be paid in full before shipment by money order or letter of credit in U.S. funds.*** We will notify you prior to shipment of the amount of the payment required for freight shipments to the nearest port of entry.

***Railroad Supply now accepts payment by Master Card or Visa from US residents only. There is an extra 3% charge to run the Credit Cards.***



## Designated Builder Directory

In cooperation with qualified builders and suppliers of live steam hobby services, Railroad Supply Company objective is to foster expansion of the hobby by working with and publicizing the extensive talent and diversified capability available to help newcomers as well as old timers who want to expand their participation in the hobby. Another objective is to provide a network of alternative sources with specialized capabilities and geographically situated to make it more convenient and affordable for many who otherwise might not be able to participate.

We are pleased to recommend the individuals and firms in this directory. They are well qualified in the areas briefly described for each listing and can be depended upon to render valuable assistance and service to others in the hobby. They operate their on businesses independent from Railroad Supply Company and may be contacted directly for desired products or services.

The listing below is current as of the date this catalog was published. Additions and changes from time to time may be anticipated and will be updated accordingly or as requested.

### Locomotive & Machining

#### *West Coast*

##### ***Banning Locomotive Works, LLC***

Jesse Banning  
173A Business Park Loop, Sequim, WA 98382  
Phone: (360) 477 - 4743  
Website: <http://www.banninglocomotiveworks.com>

Jesse is well known from his attention to detail when it comes to building locomotives from ¾ inch to 18 inch gauge. He has built a few Railroad Supply locomotive for a few customers out on the west coast. He has passion and enthusiasm with every project he does from using original designs to complete renovation, he can get the job done.

##### ***Ben Renard***

10267 carefree drive  
Santee, ca 9207  
Phone: (619) 933 - 2623  
Email: [benscale160@yahoo.com](mailto:benscale160@yahoo.com)

Ben is in the process of building 3 Allen models 10 wheelers which he has done all the machining himself. He has a tor-mach 770 cnc mill and an emco 120p cnc lathe as well as a decent tooled shop. Also Ben has experience in solid worlds cad/cam and can help you with making drawings or programing codes for CNC machines.



# **Designated Builder Directory**

## *Midwest*

## *East Coast*

### ***Railroad Supply Company***

Michael McClure

12 Westray DR, Nashua, NH 03062

Phone: (603) 891 - 6411

Website: <http://www.railroadsupply.com>

Mike has been building and machining locomotives even before he owned RSC. Many projects have been completed from building freight and passenger cars too electric diesel and building / complete rebuilds & painting and detailing locomotive from 3/4" to 16" Gauge. Right now he's in the process of completely rebuilding an American, building 2 new Moguls, a consolidation, 3 USRA Heavy Mikado's and USRA Mountain.

### ***Vermont Locomotive Works LLC***

Matthew J. Purdy

2964 VT RT 232, Marshfield, VT, 05658

Phone: (802) 426-2050

Cell: (603) 247-5889

E-mail: [vermontlocomotiveworks@gmail.com](mailto:vermontlocomotiveworks@gmail.com)

Matthew works in the aerospace field and is in the live steam hobby. Matt is currently constructing a Canadian Pacific G5C 4-6-2. He has a shop with CNC milling (high speed drill / tap), Manual milling and turning, Plasma cutting, MIG and stick welding capabilities, and has CMM inspection experience along with Aerospace manufacturing and quality engineer. He also is a standard gauge locomotive mechanic. He is currently preparing for an ISO 9001 audit sometime next year.

## **Designated Builder Directory**

### **Boiler Source**

#### ***Ridge Locomotive Works, LLC***

Marty Knox

PO Box 510 Freeland, MI 48623

Phone: (989) 714 - 4671

Email: [marty@ridgeboiler.com](mailto:marty@ridgeboiler.com)

Website: <http://www.ridgeboiler.com>

Marty is well known in the hobby and provides high quality boilers. He has been building boilers since 1978, and can design and build new boilers or inspect and repair you old boiler. He has made locomotive boilers for Allen Models, Little Engines and Railroad Supply too custom made Boilers.

### **Special Services**

***Contact Railroad Supply***

*Engineering Consulting & Design*

*Track and Assembly Services*

*Custom Painting & Finishing*

### **Other helpful Resources**

#### ***The Home Machinist***

<https://www.chaski.org/homemachinist/>

Building a locomotive yourself? Have a technical question? You can get support in machining and/or building by contacting the board. Joining the board is free. Once there, you can post a question in the Live Steam Forum and get replies back from other folks with knowledge to help answer your questions for those building a steam locomotive as an example.

#### ***International Brotherhood of Live Steamers***

<https://www.ibls.org>

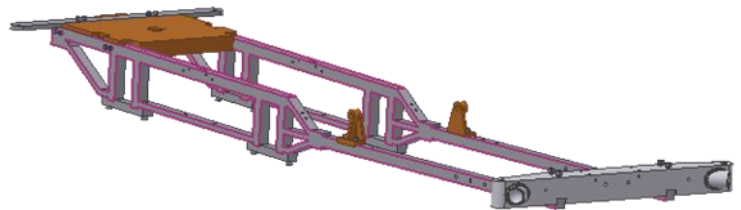
International Brotherhood of Live Steamers is another great resource tool. A lot of information about standards for the hobby are posted on here. Also People from the past to present who are well known in the hobby to Clubs listed world wide.

# GENERAL COMMENTS ON STEAM LOCOMOTIVE CONSTRUCTION

“It has been truly said if anyone has invented a machine with the solid mechanical appeal and satisfaction of a steam locomotive, he hasn’t applied for a patent yet.” (to paraphrase David P Morgan, Editor of Trains Magazine, April 1954 issue). With that as an introduction, this section presents our line of steam locomotives, grouped by family. This grouping makes it easier to see not only the straight engine kit, but also enables the “kit basher” to select the parts they want for there “one-of-a-kind” design. Included in this section is our 4-4-0 American and our 0-4-0 and 2-6-0 family.

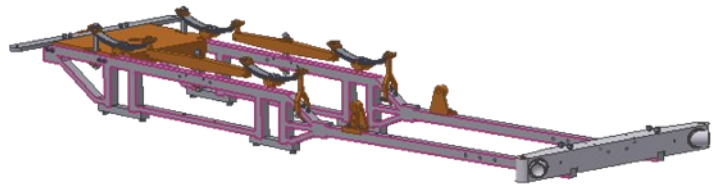
## FRAME GROUP

Side frame construction is of jig welded-steel bar stock, Blanchard ground for trueness. This method of side frame construction gives a strong, square side frame which saves countless hours of machine work as compared with other methods of side frame construction. The balance of the frame group consists of high-strength aluminum and cast iron which, after machining, are assembled to form the “BED” of the locomotive.



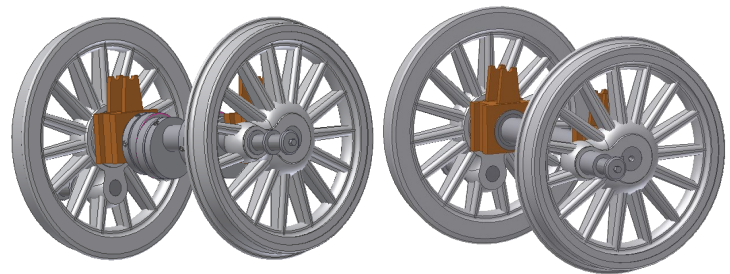
## SPRING RIGGING

The springs are spring steel, punched, formed, heat treated and assembled by us, ready for installation on your frame group. The spring rigging has been designed with full prototype equalization to ensure maximum pulling capacity and proper tracking. All small parts are cast in either high-strength aluminum or lost-wax bronze, depending on the size and complexity, for easy machining and assembly.



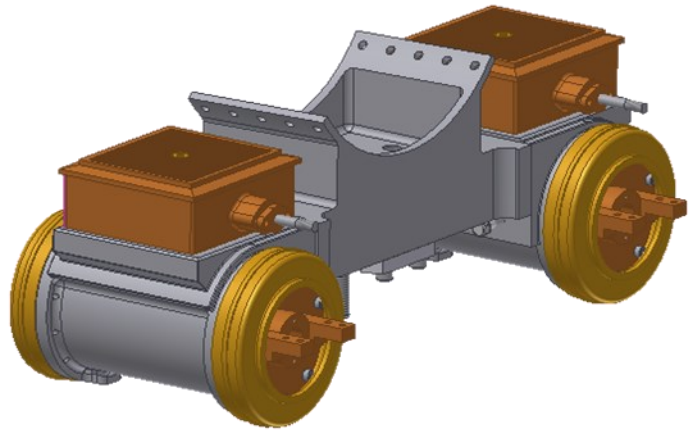
## DRIVE WHEELS

All drive wheels are cast of high quality iron for strength and ease of machining. Journal boxes are cast bronze to provide a reliable bearing surface with the side frame and needle bearing to provide free rolling. The use of Teflon rod bushings eliminates the need for having hardened and polished crankpins. Machined driver sets are shipped assembled, quartered and ready to install in the frame group.



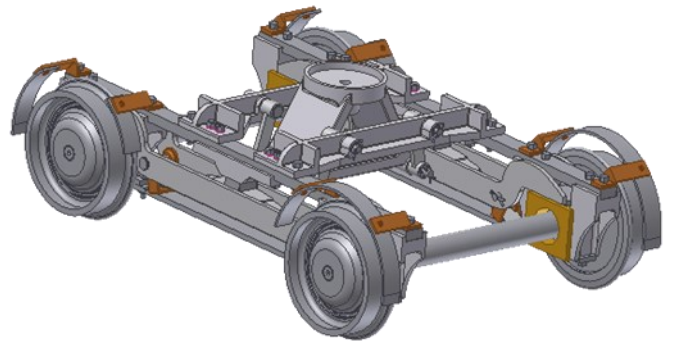
## CYLINDER GROUP

The cylinders are cast of a high-quality gray iron and feature valving to prototype practice, either slide valve or piston valve. The cylinder liner material is centrifugal cast iron for uniformity, ease of machining and excellent wear resistance. Piston and valve rings are of fine-quality “ring iron” and when properly lubricated will last almost indefinitely. Piston rod are of stainless steel. Pistons and heads are of brass and bronze to prevent corrosion.



## LEADING AND TRAILING TRUCKS

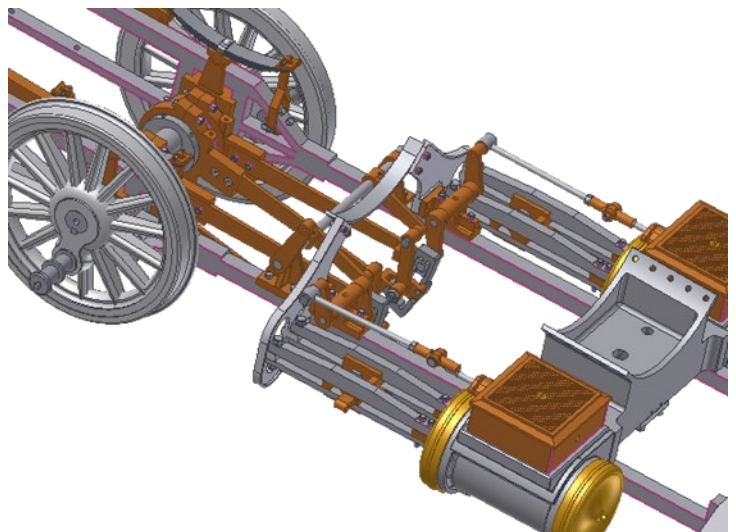
The leading and trailing trucks are constructed to function like the prototype but have been modified for greater reliability and rolling characteristics. Wheels are cast iron, journal boxes are brass and house ball bearings for reliability and rolling qualities. Springs are furnished ready to install and are designed to allow grate locomotive traction. Other parts are cast aluminum, cast brass and steel for ease of machining and strength. Our



Delta trailing truck frame is the largest single-piece, cored cast iron, in our product line and is a beautiful casting in appearance.

## VALVE GEAR AND MOTION STRUCTURE

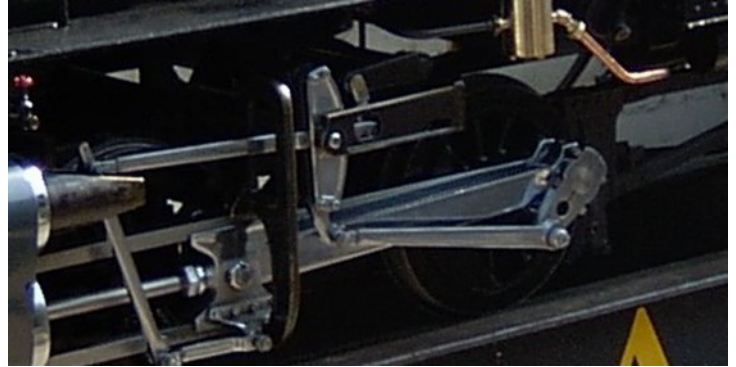
The valve gear used on our locomotives duplicate the valve gear used on the prototypes as close as reasonably possible, including the prototypical offset valve gear used on the USRA Mikado. On our smaller locomotives we utilize “lost-wax” cast bronze. We also offer a set of CNC machined steel rods for those that like steel.





## DRIVE RODS

The drive rods on all our locomotives are cast in high-strength aluminum to reduce rod pounding and to get a more “steel like” appearance. Our rods utilize bronze or Teflon bearings for long life and reliability. All rods shipped with as “after appearance” finish. The builder can fill and polish for better appearance. We will do the finish work for you at a cost.



## CABS

Our CP-173 cab is constructed of five well-detailed cast aluminum parts, featuring scribed wood planks and even nail holes. Our other cab kits use sheet aluminum NC cut and punched for greater detail. Our cabs are designed for easy assembly and outstanding looks with working windows.



## LOCOMOTIVE BRAKE SYSTEM

The CP-173 was originally built without locomotive brakes, but Central Pacific added brakes at a later date for safety reasons. In order that the CP-173 may be modeled with brakes, we have developed a locomotive brake kit which may be added as an accessory during construction. The CP-173 brake features many “lost-wax” castings for appearance and operate identically to the prototype. Our other locomotives feature brakes as a part of the locomotive section and are designed to represent the prototype brake rigging used. The Mikado features a fully link equalized system just like the prototype, except that due to the proportionally lower weight of the model, only one brake cylinder is necessary. These brake systems are designed for cab operation and are certainly a requirement for safe operation.

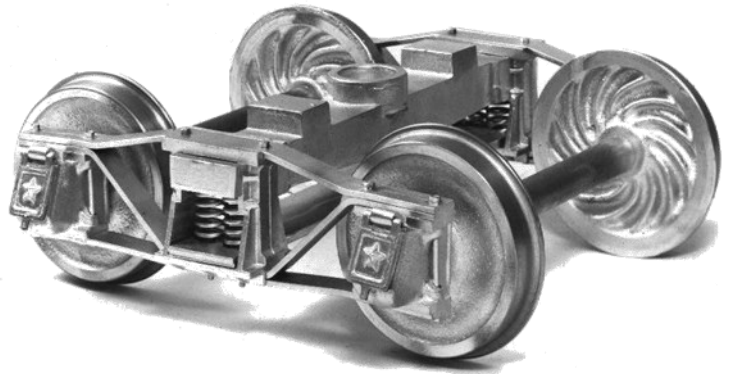


## Boilers

Our CP-173 boiler design uses copper only due to the unusual “wagon-top” shape of the boiler. Boiler designs for our other locomotives allow for steel or copper as desired. The larger Mikado boiler is designed for steel only due to the extra costs and complexity of constructing large diameter copper boilers. We have a list of DESIGNATED BUILDERS for boilers, they can be contacted directly when you are ready for your boiler. We will continue to accept orders for boilers, at your option. However, this will add to the cost as it is necessary for us to apply a markup for our costs of handling the order and procurement.

## TENDER TRUCKS

All of our tenders are equipped with trucks designed to match the prototype. The CP- 173 Tender trucks are a unique Arch Bar design that was used by the Central Pacific under the CP-173 tender as well as other Central Pacific Locomotives. The deluxe Arch Bar truck used under the 0-4-0 and 2-6-0 tenders are of a design commonly used under many Baldwin built tenders. The 70-ton Andrews tender trucks used under the USRA



Heavy Mikado are a design used exclusively under many freight locomotive tenders of that era. All RRSC tender trucks may be equipped with brakes per prototype, with the exception of the CP-173. All RRSC trucks ride on ball bearings for the best rolling qualities and reliability.

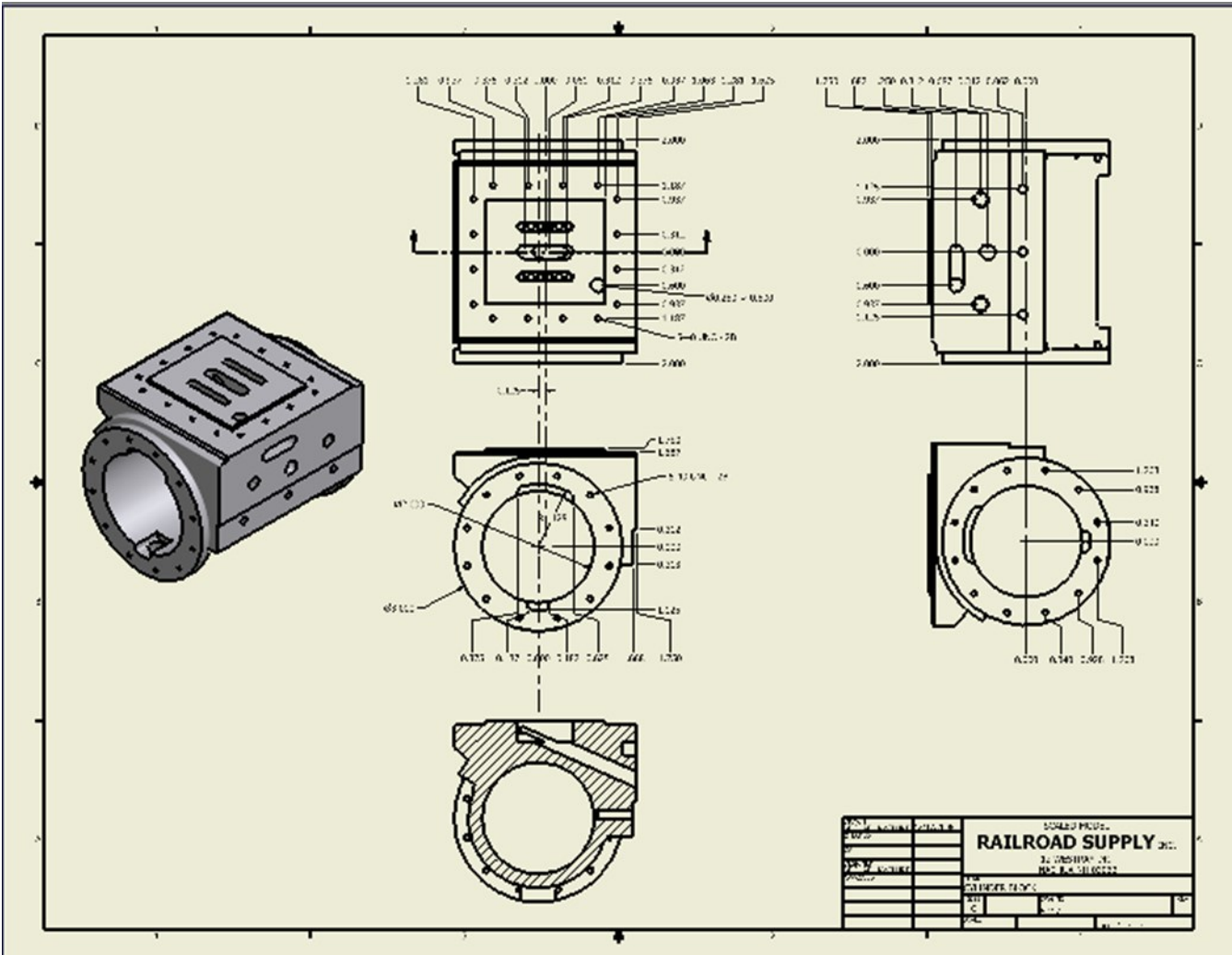
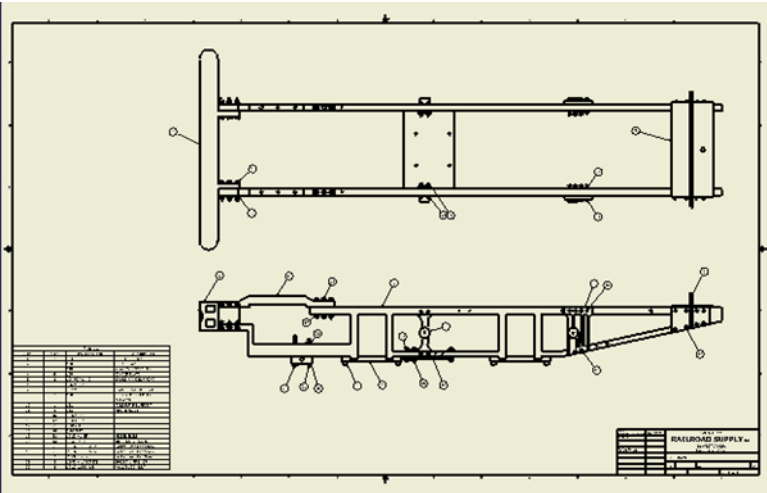
## Tender frame and tank

Our tender tanks are of one piece fiber- glass construction with all rivet detail molded in. This Type of construction was chosen because of the strength of fiber-glass, corrosion resistance and the cost of constructing brass tanks. The tender frames are steel welled for strength and feature integral bolsters and king-pins. The tender floor are sheet steel for maximum support.



# Drawings

We are particularly proud of our engineering drawings. These drawings are set up in sections with all prints necessary for the machining and assembly of each locomotive section. We recommend the builder purchase the drawing set before the start of the project. This will give the builder a opportunity to choose the parts RRSC should machine for them, and to those who may wish to use our parts and castings for “custom building”. Our print sections are carefully planned to lead the builder step by step from one section to the next until the entire locomotive project is completed. ELEVATION prints are furnished upon request.





## Diesel Locomotives

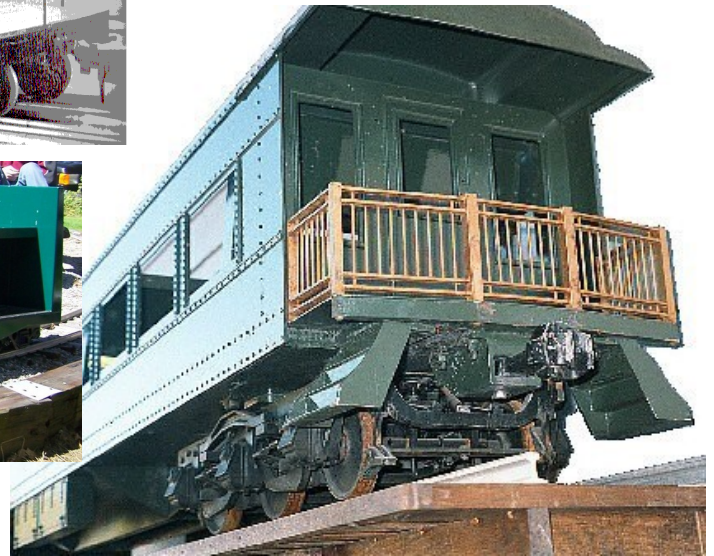
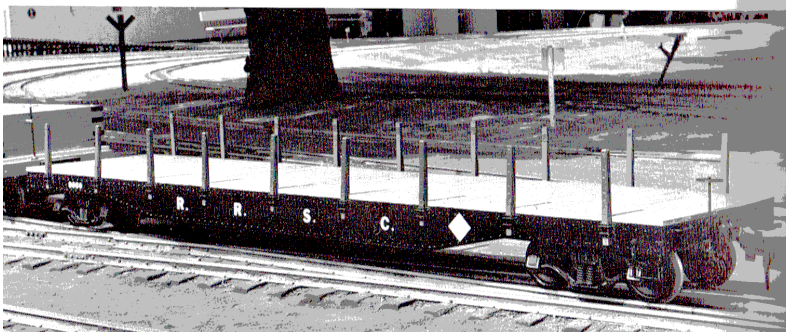
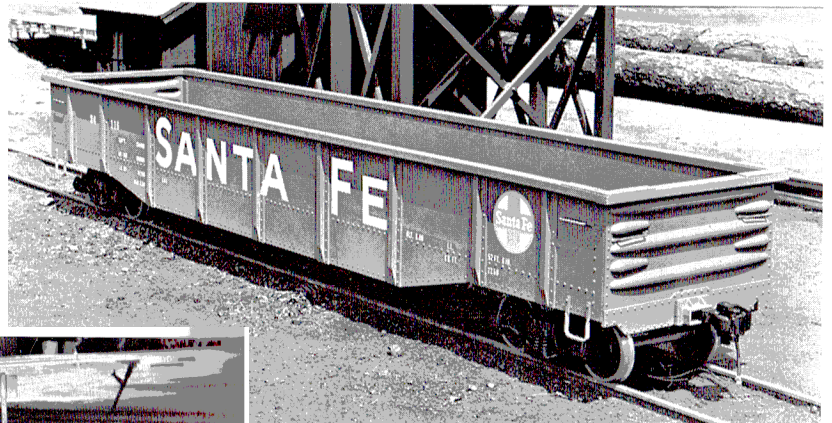
All RRSC diesel prototype locomotives are powered by 24V DC or 48V DC, this eliminates the noise and vibration of the gas engine. All locomotives have a programmable sound system, on-board charging system and dynamic braking. The GP and SD locomotives also have air brakes. With the custom made control board and hand held throttle we can customize the lights and options. This is not yet set up as KIT, but with the right builder we will try. Our diesel body shells are one-piece fiber-glass moldings with detail such as doors and hinges. With the accessories and other fiberglass parts the builder can model all GP & SD prototypes.





## Rolling Stock

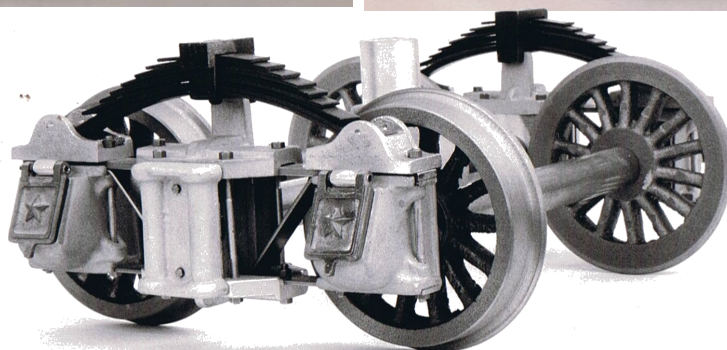
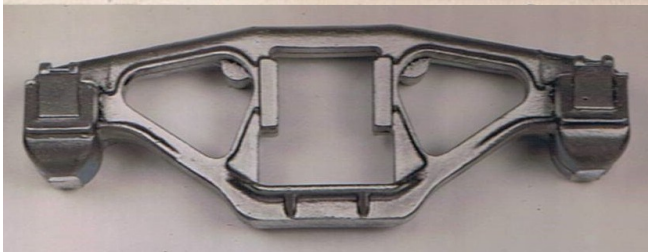
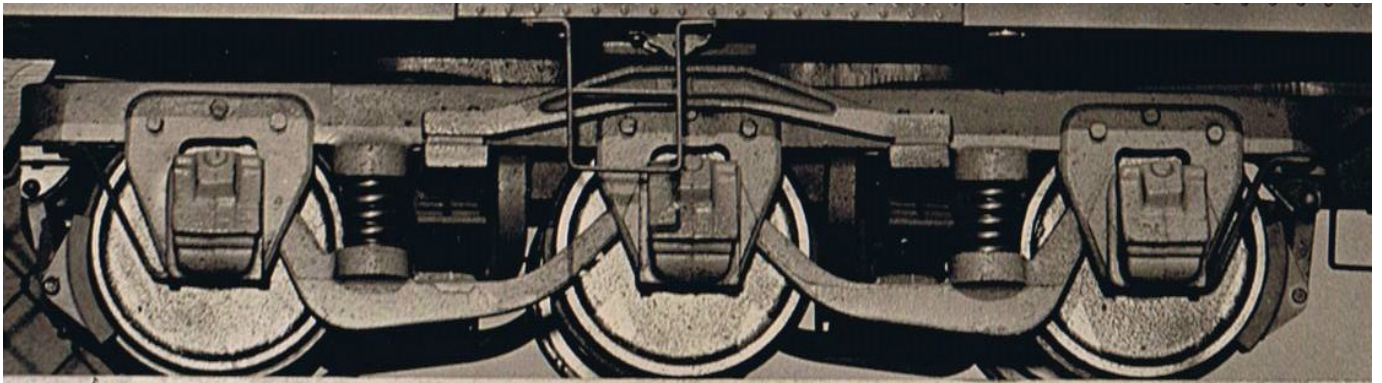
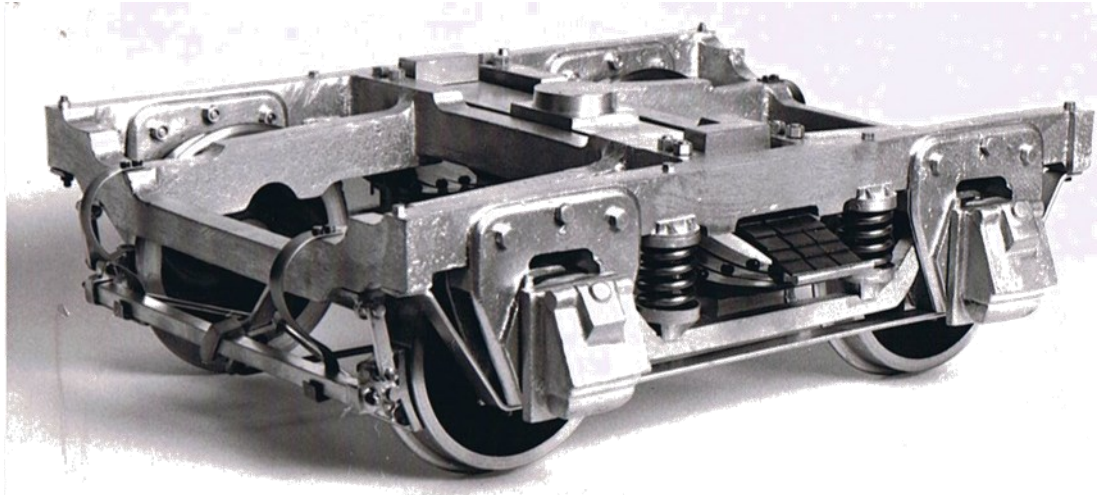
In keeping with our line of finely detailed steam and diesel locomotives, we offer our line of riding and “show cars” which are designed to complement the appearance of any locomotive and provide a handsome train that anyone would be proud to own. Our riding cars are constructed of lightweight, high-strength aluminum casting and sheets for durability, built on a fiber-glass sheathed plywood floor for flexibility. Our flat cars and wood gondola feature hardwood deck planking for more authentic appearance. RRSC riding cars are designed and constructed to provide years of reliable, hard service use.





# Trucks

All RRSC truck are designed to give years of trouble-free operation, yet closely reflect the image of the prototype. All wheels are high-quality cast iron, frames are high-strength cast aluminum and equipped with ball bearings for reduced maintenance. All trucks are future full equalization and springing.





# LOCOMOTIVE CP-173

## HISTORICAL NOTES

In the winter of 1867-68, following the acquisition of the Western Pacific by the Central Pacific, Western Pacific locomotives A through J were shipped to Sacramento. These ten engines were assembled and put in running order in the shops, then stored in the dead line at Sacramento. In the summer of 1868 they were turned over to Central Pacific. Western Pacific locomotive H was built by J. A. Norris of Lancaster Pennsylvania, in 1864. Its construction number was 13, and it was delivered with 66" drivers, 16 1/2" x 24" cylinders, and weighed 66,250 pounds.

Engine H was renumbered C. P.-173 and named Sonoma. As C. P.-173, this engine was involved in the first bad passenger train accident on the Central Pacific. On the morning of November 14, 1869, No. 173, the Atherton, at Alameda Junction. Both locomotives were heavily damaged and taken to Sacramento on four flat cars and stored.

On May 18, 1872, the wreck No. 173 was taken into the shops for rebuilding by Andrew Jackson Stevens, Master Mechanic of Sacramento Shops. The boiler and parts of the chassis were salvageable. Stevens decided to use the rebuilding of this engine to develop the designs for a new locomotive. This "new" engine was completed in November 1872. As rebuilt No. 173 had 54" drivers. Later enlarged to 57" with thicker tires, 17" x 24" cylinders and weighed approximately 74,000 pounds.

After rebuilding, No. 173 spent most of its life in service on Northern California trains. The engine proved to be good design, and Central Pacific management ordered Stevens to build 12 new engines like it. The first, 2nd No. 55, was completed June 30, 1873 and the twelfth, 2nd No. 167, was completed in February 1874. One of these 12 engines, Virginia & Truckee No. 18, the Dayton, survives and is now on display at Promontory, Utah. The C.P.-173 was finally scrapped in 1901.



# CENTRAL PACIFIC No. 173 LOCOMOTIVE SPECIFICATIONS

Overall Length Locomotive.....	511 1/2"
Overall Length Tender.....	33"
Overall Length Engine & tender.....	80 1/2"
Overall Width Engine.....	13"
Overall Width Tender.....	14"
Overall Height to top of Stack.....	23"
Overall Height to top of Cab.....	18"
Overall Height to top of Tender.....	12"
Capacity of Boiler Running Level.....	1.4 gal.
Capacity of Tender.....	6 gal.
Fuel.....	wood, coal, propane
Valve Gear.....	Stephenson Slide
Lead Truck Wheel Diameter.....	3"
Tender Wheel Diameter.....	3 1/2"
Driver Wheel Diameter.....	7"
Working Pressure.....	125 psi
Cylinder Bore & Stroke.....	1 1/2 X 3"
Valve Stroke.....	.237"
Locomotive Weight.....	260 lbs wet
Tender Weight.....	140 lbs wet
Weight on Drivers.....	200 lbs
Tractive Effort (drawbar pull).....	55 lbs
Minimum Track Radius.....	25 ft.

## DRAWINGS

CP-173 DWG SET	Complete set of construction prints	\$ 390.00
CP-173	Erection prints	\$ 55.00

# Central Pacific NO. 173 Parts List

## Section 1 Frame group

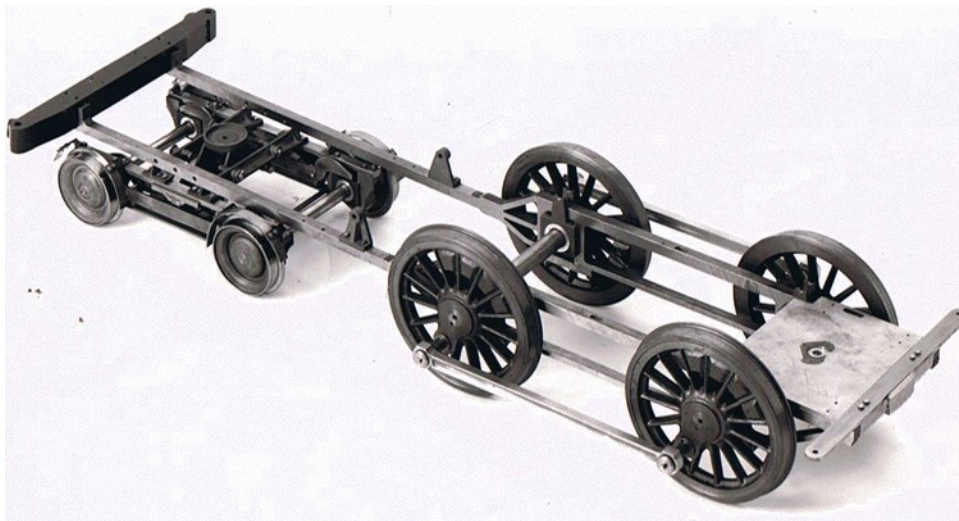
Part No.	Description	Req.
D-5000	Main Side Frame, Welded Steel Assy.	2
C-5002	Pilot Beam, Cast Aluminum	1
C-5007	Footplate, Cast Iron	1
A-5010	Pillow Block, Cast Aluminum	2
B-5102-2	Drawbar Pocket Cover, Cast Brass	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 1 Parts	
	Section 1 Machining	

The frame group is the foundation of a locomotive and should be rugged, square and true. Our main side frames are jig-welded, Blanchard ground steel for strength and reduced machining. Assembly of these frames with the pilot beam and footplate casting assures a square, rugged base.

## Section 2 Drive Wheel group

Part No.	Description	Req.
B-5011	Drive Wheel 56" dia., Cast Iron	4
B-5014	Journal Box, Cast Iron	4
X-1216	Driver Bearing, Teflon	4
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 2 Parts	
	Section 2 Machining	

The drive wheels are cast grey iron, journal boxes are bronze, with the balance of the section of free-machining steel. Care must be taken in quartering the crankpins so that the locomotive can be time "square." Machined sections are shipped as assembled sets ready to install in your frame group.





## Central Pacific NO. 173 Parts List

### Section 3 Spring Rigging Group

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
B-5027-1	Front spring hanger, cast brass	2
B-5027-2	Center spring hanger, cast brass	4
B-5028-1	Spring binder plate, cast brass	8
B-5028-3	Pillow block, cast brass	2
B-5028-4	Binder plate, cast brass	6
B-5030	Equalizer beam, cast brass	2
A-5031	Spring assembly, formed steel	4
	Standard materials kit	1
	Standard hardware kit	1
	Section 3 parts	
	Section 3 machined	

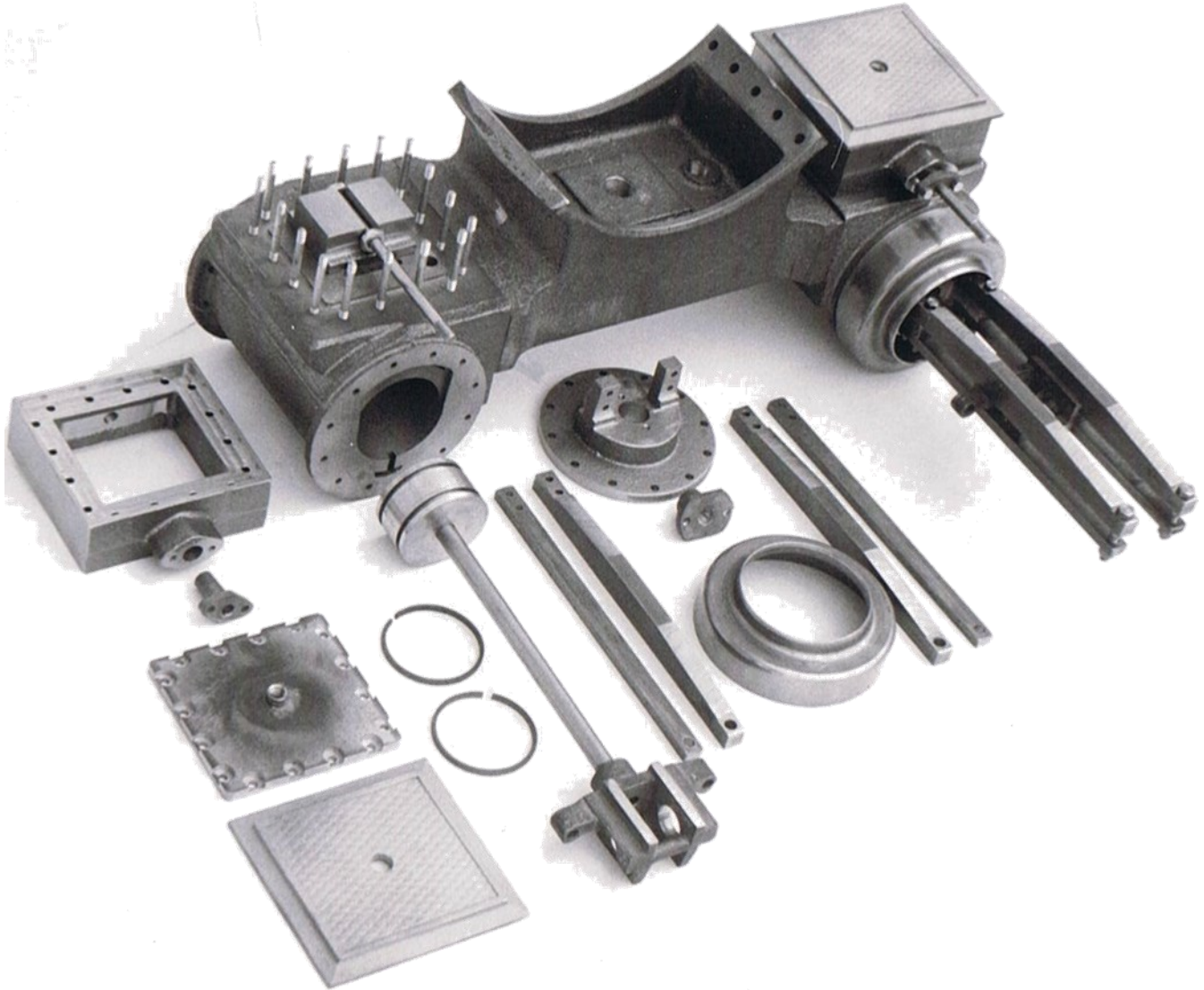
The leaf spring assemblies, always a fabrication problem, are furnished ready to install. "Lost-wax" equalizer beams, spring hanger, and other small parts make up the balance of this section and eliminate the need for heavy machining. Just a little drilling and filling are all that is needed to complete the spring rigging.

### Section 4A Cylinder Group No. 1

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
C-5017	Cylinder, cast iron	2
B-5019	Saddle, cast iron	1
A-5022	Cylinder liner, cast iron	2
A-5023	Cylinder head, front, cast brass	2
A-5024	Cylinder head, rear, cast brass	2
A-5025	Cylinder cover, front, cast brass	2
A-5026	Cylinder cover, rear, cast brass	2
A-5049	Center plate, cast aluminum	1
A-5052	Valve chest, cast brass	2
A-5053	Valve chest cover, cast brass	2
A-5055	Valve stem bushing, cast brass	2
A-5056	Slide valve, cast brass	2
	Standard materials kit	1
	Assorted hardware kit	1
	Section 4A parts	
	Section 4A machined	

The cylinder and saddle are three-piece assemble like the prototype. The cylinder are cast iron, the liners are centrifugal cast iron for uniformity. The balance of the section cast bronze and stainless steel. Passages are milled and drilled in the cylinders and saddle to avoid plugged and over sized passages.

## Central Pacific NO. 173 Parts List



### Section 4B Cylinder Group No. 2

Part No.	Description	Req.
A-5070-1	Crosshead, right, cast brass	1
A-5070-2	Crosshead, left, cast brass	1
A-5072	Piston rod bushing, cast brass	2
A-5081-1	Piston ring, iron 1.5 OD X .093 W	4
B-5134	Crosshead yoke, right & left, cast brass	2
	Standard materials kit	1
	Assorted hardware kit	1
	Section 4B parts	
	Section 4B machined	

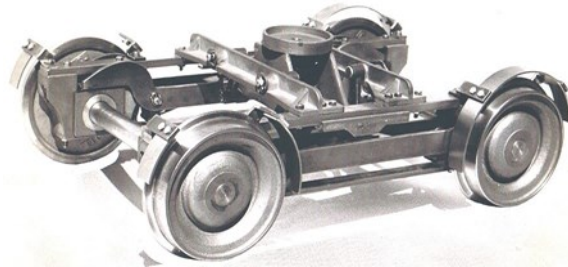
The second cylinder group finishes off the cylinder assemble and features "lost-wax" brass castings as well as piston rings made from a special ring iron for grater flexibility and long life. This section begins to add the elements of song and motion which have delighted the live steamer for so long.

## Central Pacific NO. 173 Parts List

### Section 5 Pilot and Pilot Truck

Part No.	Description	Req.
A-5036	Pilot wheel, cast iron	4
A-5038	Swing center, cast aluminum	1
A-5039	Swing link, cast bronze	4
B-5040-2	Fender bracket, right, cast bronze	4
B-5040-3	Fender bracket, left, cast bronze	4
B-5040-5	Spring shackle, cast bronze	4
B-5041	Spring bearing member, cast aluminum	2
B-5042	Spring center plate, cast aluminum	2
A-5046	Pedestal, cast aluminum	8
B-5048	Spring assemble, formed steel	2
C-5062	pilot, cast aluminum or iron	1
A-5085	Drawbar pocket, cast bronze	1
A-5088	drawbar latch, cast bronze	1
X-1604	Bearing, sealed ball	4
	Standard materials kit	1
	Assorted hardware kit	1
	Section 5 parts	
	Section 5 machined	

The pilot assembly supports the front of the locomotive and leads it into curves and through switches. Our CP-173 pilot truck id constructed like the prototype but with a few modifications to allow for operation on tighter radius curves.



### Section 6 Valve Gear

Part No.	Description	Req.
A-5059-1	Swivel, frame, cast bronze	2
A-5059-2	Swivel, male, cast bronze	2
A-5135	rocker box, cast bronze	2
A-5137	Link blade, cast bronze	4
A-5141	link saddle	2
B-5144-2	Rocker arm, upper, cast bronze	2
B-5144-3	Rocker arm, lower, cast bronze	2
B-5144-6	lifting link, cast bronze	2
B-5144-7	Tumbling shaft arm, cast bronze	3
	Standard materials kit	1
	Standard hardware kit	1
	Section 6 parts	
	Section 6 machined	

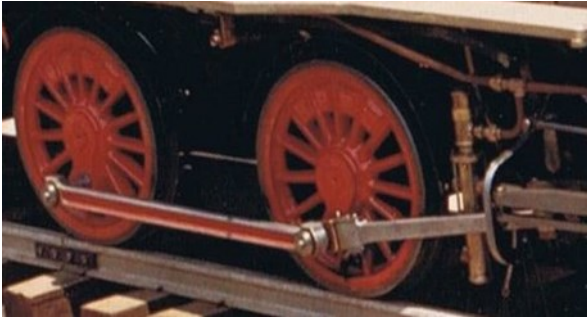
This section includes valve gear, valve rods, eccentrics, links, and all other parts necessary to complete the valve motion. Here again, most of the critical parts are "lost wax," which makes the assembly more enjoyable and helps to ensure a smooth-running locomotive.



## Central Pacific NO. 173 Parts List

### Section 7 Drive Rods

Part No.	Description	Req.
B-5069	Side rod, cast aluminum	2
B-5074-2	Half brass, square, cast bronze	6
B-5074-3	Half brass, round, cast bronze	2
B-5074-8	Main rod, cast aluminum	2
X-0812	Side rod bear, Teflon	4
	Standard materials kit	1
	Assorted hardware kit	1
	Section 7 parts	
	Section 7 machined	



The drive rod group features aircraft alloy cast aluminum rods for strength and a "steel-like" appearance when polished. Teflon bearings are used for ease of maintenance and superior wear resistance. With the drive rod installed, the locomotive valves may be set and run on air.

### Section 8 Smokebox, Cab and Accessories

Part No.	Description	Req.
A-5089-1	Smoke box brace, right, cast bronze	1
A-5089-2	Smoke box brace, left, cast bronze	1
D-5117	Cab kit, cast aluminum	1
A-5118	Steam manifold, cast bronze	1
C-5120	Smoke box shell and ring, steel	1
A-5121	Smoke stack, steel	1
A-5124	Latch, smoke box door, cast bronze	1
B-5125	Number plate, cast bronze	1
B-5130	Smoke box front, cast aluminum	1
A-5131	Ring, smoke box front, aluminum	1
A-5147	Petticoat-flares, steel	1
C-5154	Reverse stand kit, cast bronze	1
B-5155	Fire door kit, cast bronze	1
	Standard materials kit	1
	Assorted hardware kit	1
	Section 8 parts	
	Section 8 machined	

With the installation of the smoke box, stack and cab, the locomotive is starting to take on a more finished appearance. The next step is the installation of the boiler and boiler accessories.

## Central Pacific NO. 173 Parts List

### Section 9 Boiler Accessories Group

Part No.	Description	Req.
A-5004	Boiler lag, fire wall insulation	1
A-5115	Boiler step. Cast bronze	2
C-5149-3	Steam dome cap. Cast bronze	1
C-5149-4	Dome capital, cast bronze	2
C-5149-5	Steam dome base, cast bronze	1
C-5149-6	Sand dome base, cast bronze	1
C-5149-7	Sand dome lid, cast bronze	1
C-5149-9	Sand dome barrel, brass	1
C-5149-9	Steam dome barrel, brass	1
C-5150	Cab bass, cast aluminum	2
C-5151-1	Running board, right, cast aluminum	1
C-5151-2	Running board, left, cast aluminum	1
C-5152-3	Side plate, sheet steel	2
C-5152-5	Spring cover, left, formed steel	1
C-5152-6	Spring cover, right, formed steel	1
C-5152-7	Ash pan assembly, steel	1
C-5167	Throttle parts kit, brass and steel	1
	Standard materials kit	1
	Assorted hardware kit	1
	Section 9 parts	
	Section 9 machined	

The boiler accessories group completes the installation of the boiler with the exception of the plumbing. The section features many "lost wax" castings for a better overall appearance and starts to "dress up" the locomotive. Now is a good time to add accessories which enhance the appearance of your locomotive and to finish the painting and detain.

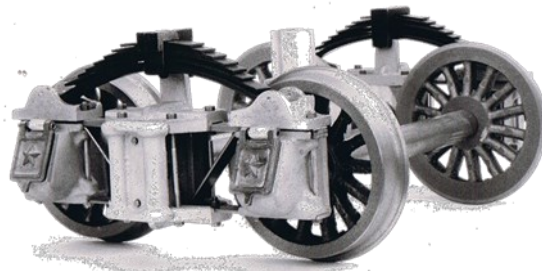


## Central Pacific NO. 173 Parts List

### Section 10 Tender Truck Group

Part No.	Description	Req.
B-5097-1	Spring assembly, front, formed steel	2
B-5097-2	Spring assembly , rear, formed steel	2
A-5098	Clamp, side frame, upper, cast aluminum	4
A-5099	Clamp, side frame, lower, cast aluminum	4
B-5100-2	Center bearing, cast aluminum	4
A-5105	Bolster cover, cast aluminum	4
A-5110	Journal box, cast aluminum	8
A-5114	Spring chair, cast aluminum	8
A-5107	Lower bar, steel	4
A-5108	Middle bar, formed steel	4
A-5109	Upper bar, formed steel	4
A-5142	Tender wheel, spoked, cast iron	8
D-8000-9	Lid, journal box, cast bronze	8
X-1604	Bearing sealed ball	8
	Standard materials kit	1
	Assorted hardware kit	1
	Section 10 parts	
	Section 10 machined	

The CP-173 tender trucks were a unique arch bar used by Central Pacific under the CP-173 tender as well as other Central Pacific tenders and have an appearance all their own. We have copied the prototype truck as closely as possible in keeping with the high degree of authenticity of our CP-173 locomotive model.



### Section 11 Tender Frame and Tank Group

Part No.	Description	Req.
A-5077	Tender floor, steel	1
D-5078	Tender frame, steel	1
D-5080	Tender tank, fiberglass	1
D-5110-1	Tender step, cast aluminum	2
D-5110-2	Grab iron, formed steel	2
D-5110-4	End sill, cast aluminum	1
D-5110-6	Water leg cover, sheet aluminum	1
D-5110-8	Tender water fitting	3
	Standard materials kit	1
	Assorted hardware kit	1
	Section 11 parts	
	Section 11 machined	

Our molded-fiberglass tender tank has received an excellent reception. All rivet patterns are molded into the tank and, when painted, it takes close inspection to differentiate from the all-brass tender tanks formerly supplied. With the constantly rising brass and labor costs, the fiberglass tank has been the best means for providing a strong, cost-effective tender tank that is impervious to corrosion and inhibits algae growth.



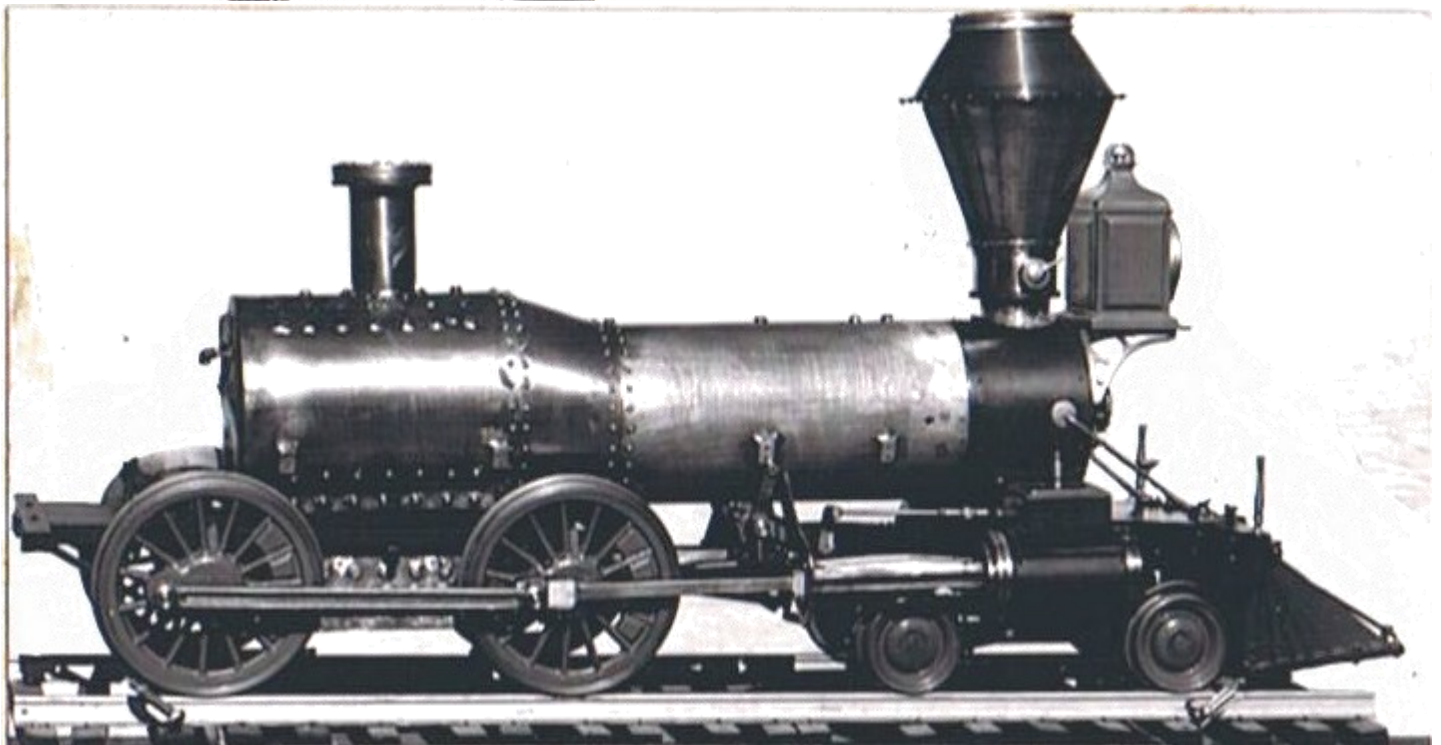
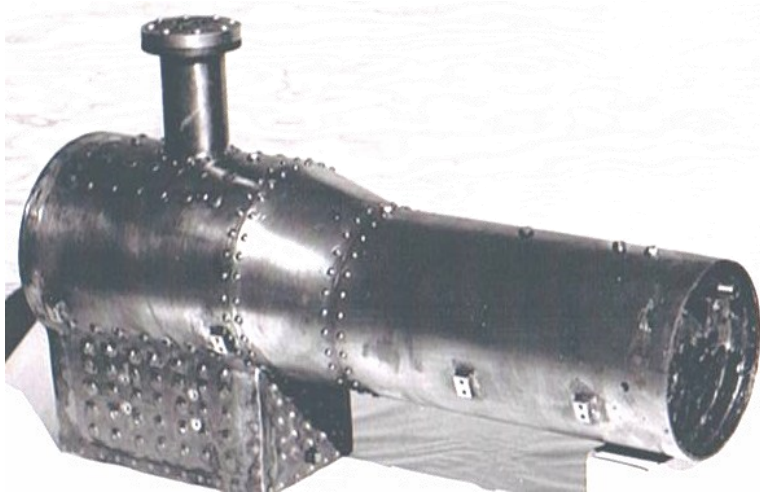
## Central Pacific NO. 173 Parts List

### Section 12 Copper or Steel Boiler

Part No.	Description	Req.
D-5156	Boiler Assembly	1

#### *Price on Request*

A boiler is the heart of the locomotive. Construction of a boiler is an involved process which is better left with skilled boilermakers. Some states have required licensing of boilers which requires careful documentation of all aspects of the boiler construction. **Railroad Supply Corporation** encourages its builders to deal directly with a **Qualified Boilermaker** to assure that the boiler meets all functional and safety specifications that are required in your state. This can also save you money in that you can avoid our handling cost. However, if you prefer, we will still supply your boiler. Allow adequate lead time in placing your order, whether you order from a boilermaker or Railroad Supply.



# Central Pacific NO. 173 Parts List

## Accessories Group

Part No.	Description	Req.
B-1500	Top mounted bell kit	1
B-5033	Dummy whistle kit	1
C-5091	Pilot deck	1
A-5093	Pilot beam flag stand	2
C-5123	Diamond stack assembly kit, brass	1
D-5126	Headlight kit	1
A-5128	Cab step and column, cast bronze	2
D-5146	Crosshead pump kit	2
D-5156A	Crosshead pump, finished RTR	
B-5153	Handrail stanchions & cap kit	1
A-5157	Steam chest oiler (dummy)	2
C-8002	AAR Automatic coupler	1
A-9210	Ro-braced water glass	1
A-9242	Drifter valve	2
D-9790	Tender hand pump kit	1
D-9790A	Tender hand pump, finished RTR	
C-5164	Locomotive brake kit	1
C-5164A	Locomotive brake, finished RTR	
A-5166	Brake control stand kit	1
A-7079	Brake valve, air or steam	1

Most Builders reach their peak when the time comes to detail out their locomotives. This is what gives an engine its personality. While some of the accessories listed above are necessary for completion and operation of the engine, others will make it substantially more attractive and authentic. The Accessories Group column are those which are used on all RRSC Ready-to-Run and standard kit locomotives. In general, most builders will install most of the accessories listed, depending upon the level of detail desired.





**Jeff McNown's Railroad Supply 4-4-0 American. Built by Mr. Harris in the Late 70's.**



**Chris Smith's Railroad Supply 4-4-0 American. Photos by Mike Masee.**





**Nick Edward's Railroad Supply 4-4-0 American. Photo by Bob Hornsby.**



**Newly built and completed Railroad Supply 4-4-0 American. Built by Railroad Supply. Photo by Stephen McClure.**



## NOTES



## BALTIMORE & OHIO 0-4-0, C-16a & SWITCHER



One of the most popular locomotives in HO and O gauge was the B&O 0-4-0 switcher. Because of this popularity, we have modeled the C-16a tender version in 1 1/2" scale. The choice of this particular 0-4-0 allows the modeler to alter the detailing of his locomotive to suit the particular prototype he wishes to model, without having too many detail variations, as B&O 0-4-0 was typical of many 0-4-0s used around the country. Our 0-4-0 is close in appearance and detail to the B&O 0-4-0, yet simply constructed for years of reliable, trouble-free operation. A great deal of effort has been put into the design of parts to simplify assembly and, insofar as possible, eliminate complex machining operations to make construction and operation more enjoyable.





## BALDWIN 2-6-0 MOGUL & 2-8-0 CONSOLIDATION



As was done by Baldwin, we used our 0-4-0 as the basis for our 2-6-0 Mogul. We have now used the 2-6-0 as the basis for our 2-8-0 Consolidation. The late Don Marshall built three pre-production Consolidation for us. Of the three today Number 97 resides in Texas owned by Nick Edwards son Loren, Number 40 resides in New Hampshire owned by Tom Glod. Fortunately, due to the high number of parts common with the 2-6-0, cost of engineering and tooling for the 2-8-0 was minimized. In line with our policy of offering the widest possible range of products from which to choose, we are pleased to be able to extend our line of steam locomotives to include the consolidation.



# BALDWIN FAMILY LOCOMOTIVE SPECIFICATIONS

B&O C-16A	BALDWIN	BALDWIN
0-4-0 SWITCHER	2-6-0	2-8-0

Overall Length Locomotive.....	51 1/2"		
Overall Length Tender.....	33"		
Overall Length Engine & tender.....	80"	88"	88"
Overall Width Engine.....	15"	15"	15"
Overall Width Tender.....	14"	14"	14"
Overall Height to top of Stack.....	23"		
Overall Height to top of Cab.....	18"		
Overall Height to top of Tender.....	12"		
Capacity of Boiler Running Level.....			
Capacity of Tender.....	5 Gal.	8 Gal.	8 Gal.
Fuel.....		coal, propane, oil.....	
Valve Gear.....		Walschaerts.....	
Lead Truck Wheel Diameter.....		3"	3"
Tender Wheel Diameter.....	4 1/8"	4"	4"
Driver Wheel Diameter.....	6"	6 3/8"	6 3/8"
Working Pressure.....		125 psi	
Cylinder Bore & Stroke.....	1 5/8 X 3"	1 5/8 X 3"	1 3/4 X 3"
Valve Stroke.....	23 7/8"		
Locomotive Weight.....	270 lbs wet	330 lbs dry	
Tender Weight.....			
Weight on Drivers.....			
Tractive Effort (drawbar pull).....	65 lbs	72 lbs.....	90 lbs
Minimum Track Radius.....	15 ft.	30 ft.	35 ft.

## DRAWINGS

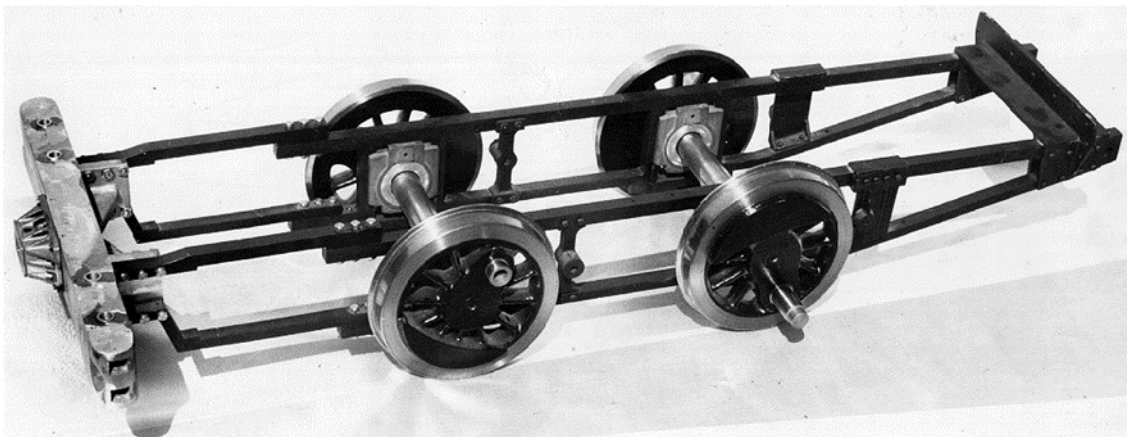
B&O 0-4-0	Complete set of construction prints	\$ 320.00
	Erection prints	\$ 55.00
2-6-0 Mogul	Complete set of construction prints	\$ 350.00
	Erection prints	\$ 55.00
2-8-0 Consolidation	Complete set of construction prints	\$ 350.00
	Erection prints	\$ 55.00

# Baldwin Family Parts List

## Section 1 Frame Group

Part No.	Description	0-4-0	2-6-0	2-8-0
X-103	Main side frame, steel	2		
X-213	Main side frame, steel		2	
X-302	Main side frame			2
A-100	Pedestal binder, steel	4	6	8
A-104	Brake hanger, front, cast aluminum	2	4	
A-106	Brake hanger, left rear, cast iron 1	1	1	
A-107	Brake hanger, right rear, cast iron	1	1	1
C-110	Rear cross member, steel	1	1	1
B-132	Top frame horn, steel	2		
B-212	Top frame horn, steel		2	2
C-148/c-303	Pilot beam, cast aluminum	1	1	1
	Assorted hardware kit	1	1	1

The frame group features side frames that are jig-welded, Blanchard ground for strength and reduced machining. Assembly of these frames with the pilot beam and rear cross member produces a square, rugged foundation for the locomotive.



## Section 2 Drive Wheel Group

Part No.	Description	0-4-0	2-6-0	2-8-0
C-111	Journal box, cast iron	4	6	8
B-115-1	48" drive wheel, cast iron	2		
B-115-2	48" drive wheel, cast iron	2		
B-239-1	51" drive wheel, cast iron		2	2
B-239-2	51" drive wheel, cast iron		4	2
B-239-3	51" drive wheel, cast iron			4
X-1603	Bearing, sealed ball	4	6	8
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The drive wheel section will get you rolling. Care must be taken in quartering the crankpins so that the locomotive can be timed "square." Machined sections are shipped as assembled sets, ready to install in your frame group.



# Baldwin Family Parts List

## Section 3 Cylinder Group No. 1

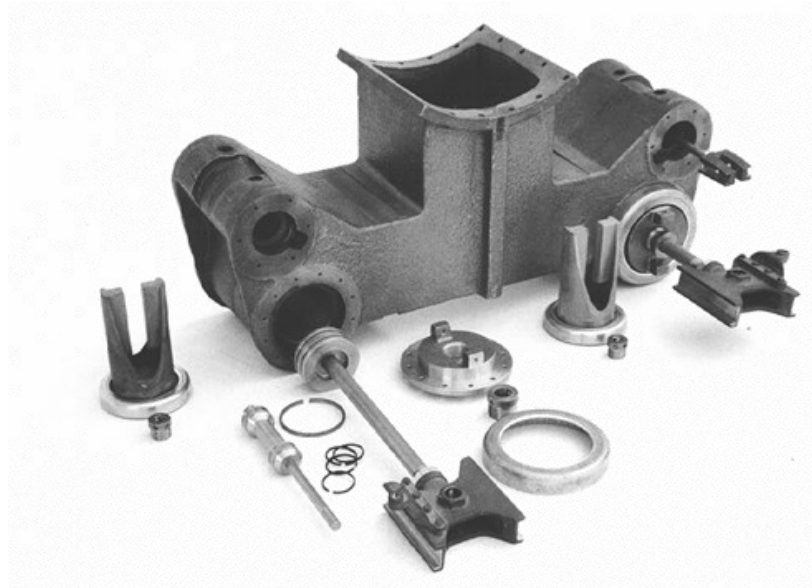
Part No.	Description	0-4-0	2-6-0	2-8-0
D-118	Cylinder block, cast iron	1	1	1
B-154-1	Liner, steam chest, iron	2	2	2
B-154-2	Liner, cylinder, iron	2	2	2
A-195-1	Piston ring, 1.625 x .093	4	4	
A-195-2	Piston ring 1.75 x .093			4
A-198-1	Valve ring .750 x .063	8	8	8
C-203	Cylinder piping and hardware set	1	1	1
A-243	Cylinder bottom plate, steel		1	1
B-246	Saddle riser, cast aluminum		1	1
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The cylinder block is cast in grey iron. We do the machining on a jig bore to ensure accurate alignment. The liners are centrifugal cast iron for uniformity and are pressed into the cylinder block if the section is ordered machined.

## Section 4 Cylinder Group No. 2

Part No.	Description	0-4-0	2-6-0	2-8-0
X-120	Cylinder wrapper, sheet steel	2	2	2
C-130-1	Cylinder head, rear, cast bronze	2	2	2
C-130-2	Cylinder head, front, cast bronze	2	2	2
C-130-3	Valve head, rear, cast bronze	2	2	2
C-130-4	Valve head, front, cast bronze	2	2	2
D-131-8	Valve crosshead, Cast bronze	2	2	2
D-131-10	Crosshead, right, cast bronze	1	1	1
D-131-11	Crosshead, left, cast bronze	1	1	1
B-196-1	Cylinder cover, front	2	2	2
B-196-2	Cylinder cover, rear	2	2	2
B-196-3	Valve cover, front	2	2	2
B-196-4	Valve cover, rear	2	2	2
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The second cylinder group finishes off the cylinder assembly and features "lost-wax" castings, brass cylinder heads, and spun-aluminum cylinder head covers.

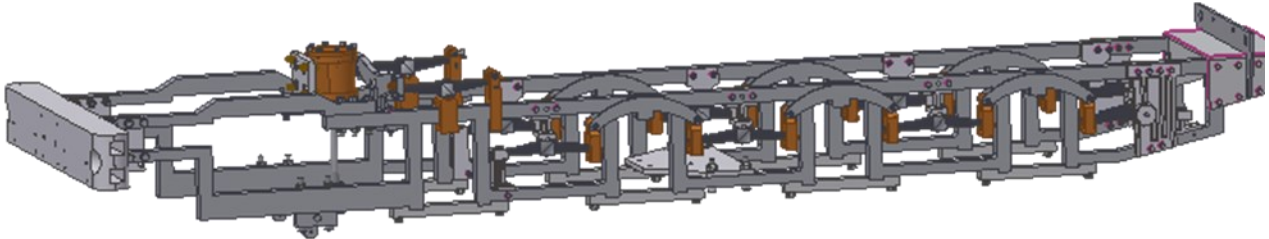


# Baldwin Family Parts List

## Section 5 Spring Rigging Group

Part No.	Description	0-4-0	2-6-0	2-8-0
D-122	Axle water pump kit	1	1	1
D-161-1	Equalizer beam, cast aluminum	1	1	1
D-161-3	Support, equalizer beam	1	1	1
D-161-4	Hanger, front spring, cast bronze	2	2	2
D-161-5	Hanger, rear spring, cast bronze	4	8	12
D-161-6	Saddle, front spring, cast bronze	2	2	2
D-161-8	Spring assembly, front	2	2	6
D-161-9	Spring assembly, middle	2	2	2
D-161-10	Spring assembly, rear	2	2	2
C-215	Spring assembly, center		2	
D-161-14	Bracket, middle spring	2	2	
D-161-15	Bracket, right rear	1	1	
D-161-16	Bracket, left rear	1	1	
D-161-17	Fulcrum	2	4	6
D-161-18	Fulcrum, rear	2	2	
D-313-6	Fulcrum, left rear			1
D-313-7	Fulcrum, right rear			1
B-219	Coupler pocket, cast aluminum	1	1	1
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The leaf spring assemblies are furnished ready to install. "Lost-wax" spring hangers, aluminum brackets and fulcrums, and steel equalizer beams finish off the spring rigging group. The axle pump is furnished with this section so that it may be installed while it is easy to do so.

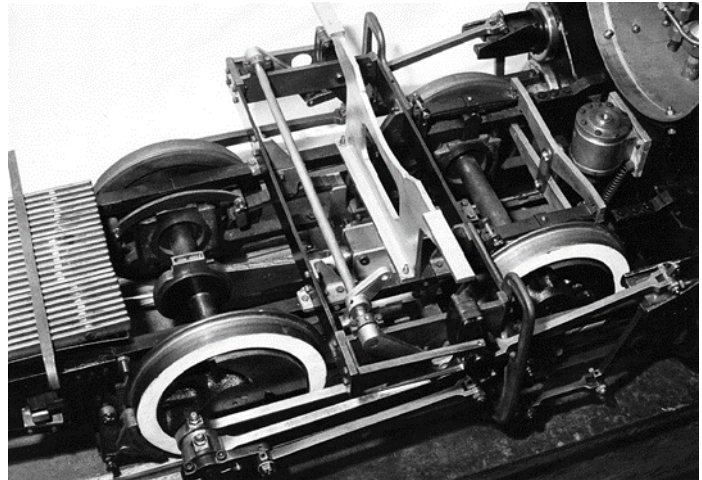
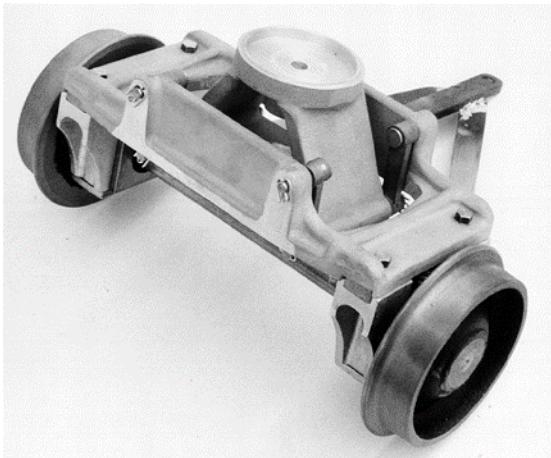


# Baldwin Family Parts List

## Section 5A Pilot Truck Group

Part No.	Description	0-4-0	2-6-0	2-8-0
C-229	Swing bearing member		1	1
B-232	Pilot deck, steel		1	1
A-233	Cylinder cap, spun aluminum		1	1
B-236	Frame support, steel fab.		1	1
A-244	Pedestal, cast aluminum		4	4
A-5036	Pilot wheel, cast iron		2	2
A-5038	Swing center, cast aluminum		1	1
A-5039	Swing link, cast bronze		4	4
X-1604	Bearing, sealed ball		2	2
	Standard materials kit		1	1
	Assorted hardware kit		1	1

The pilot truck assembly helps support the front of the locomotive and leads it into curves and switches. Our BALDWIN pilot truck is patterned after the early style pilot truck which was sprung rather than equalized and used on a great number of branchline locomotives around the turn of the century.



## Section 6 Motion Structure Group

Part No.	Description	0-4-0	2-6-0	2-8-0
A-117-1	Bracket, link support, left	2	2	2
A-117-2	Bracket, link support, right	2	2	2
A-123-1	Link support, right, cast bronze	1	1	1
A-123-2	Cap, link support, cast bronze	2	2	2
A-124	Link support, left, cast bronze	1	1	1
A-125	Guide yoke, right, cast bronze	1	1	1
A-126	Guide yoke, left, cast bronze	1	1	1
D-193	Brake cylinder kit	1	1	1
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

This section adds the valve gear support which, if carefully done, ensures smooth locomotive operation. The motion structure group features a large number of "lost-wax" bronze castings to improve the external appearance of the locomotive as well as starting the locomotive brake rigging.

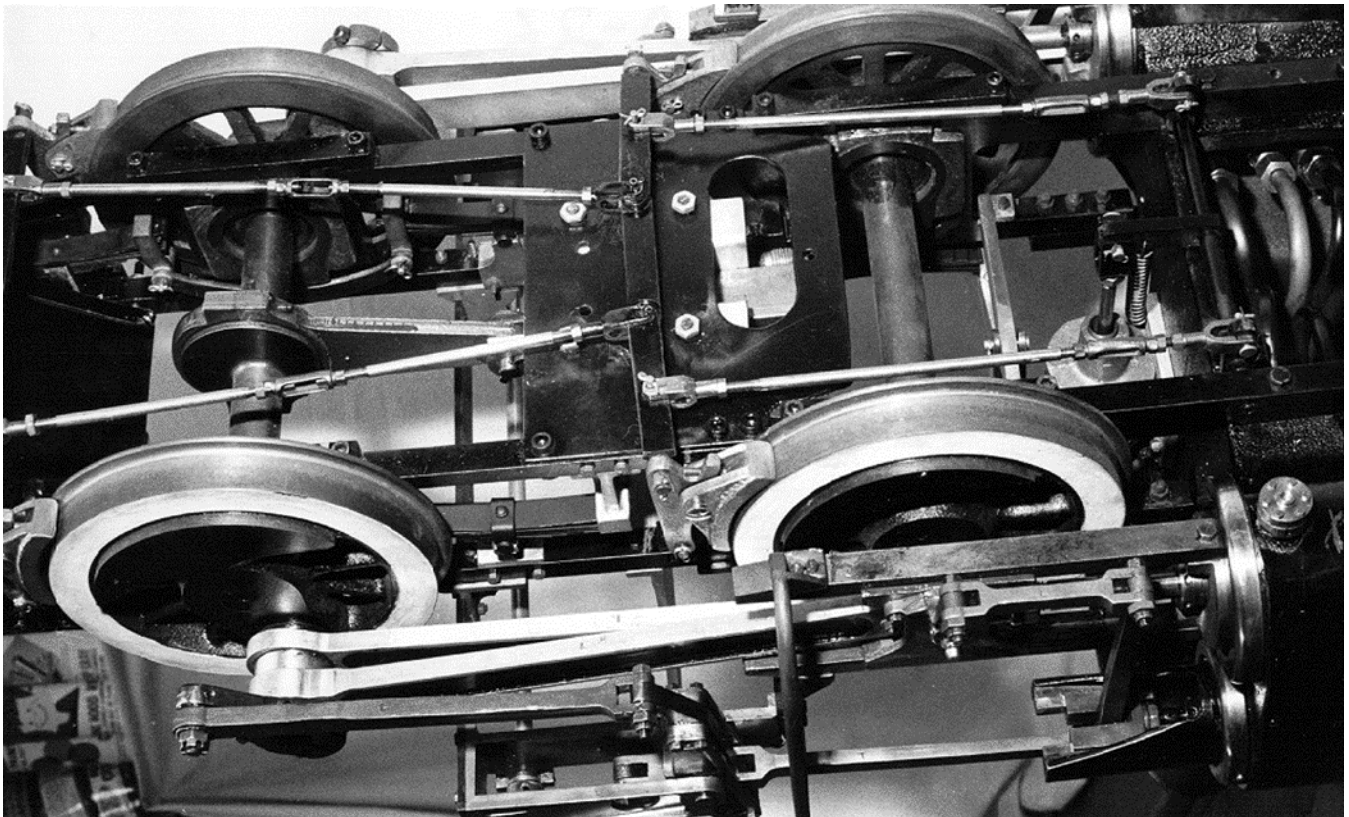


# Baldwin Family Parts List

## Section 7 Drive Rods and Brake Group

Part No.	Description	0-4-0	2-6-0	2-8-0
C-156-1	Lever, tumbling shaft, long	2	2	2
C-156-3	Lever, tumbling shaft, short	1	1	1
C-158-1	Main rod, cast aluminum	2	2	
C-158-2	Side rod, cast aluminum	2	4	
C-321-1	Main rod, CNC aluminum			2
C-321-2	Side rod set, CNC aluminum			1
D-194-17	Brake shoe hanger, cast bronze	4	6	2
D-323-9	Brake shoe hanger			6
D-194-18	Brake shoe, cast bronze	4	6	8
A-5059-2	Swivel, male, cast bronze	1	1	1
A-8045-6	Clevis, cast bronze	9	13	4
A-8128	Turnbuckle	4	6	
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The Drive Rods group features aircraft cast aluminum rods for strength and “steel-like” appearance when polished. With the drive rods and brake rigging installed, the locomotive is starting to look like a locomotive.



# Baldwin Family Parts List

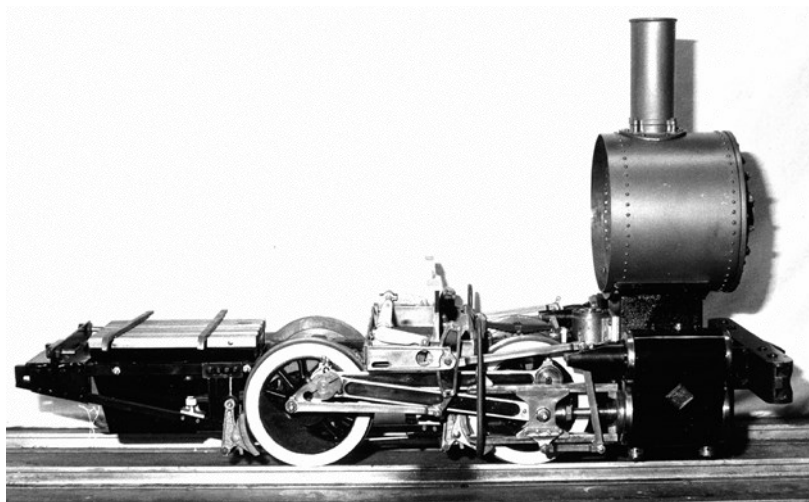
## Section 8 Valve Gear Group

Part No.	Description	0-4-0	2-6-0	2-8-0
C-137-1	Link, CNC steel	2	2	
B-325	Link, CNC steel			2
C-137-2	Link trunnion, CNC steel	4	4	4
B-153-1	Eccentric crank, CNC steel	2	2	
B-353	Eccentric crank, CNC steel			2
D-155-2	Lifting link, cast bronze	2	2	2
D-155-3	Radius rod, cast bronze	2	2	2
D-155-4	Eccentric rod, cast bronze	2	2	
D-340	Eccentric rod			2
D-155-5	Union link, cast bronze	2	2	2
D-155-6	Combination lever, CNC steel	2	2	2
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The valve gear group features a large number of “lost-wax” castings for a better appearance. With this group installed, the engine may have it’s valves set and run on air.

## Section 9 Smokebox Group

Part No.	Description	0-4-0	2-6-0	2-8-0
D-159-1	Smoke box shell, steel tube	1	1	1
D-159-2	Smoke box front, cast aluminum	1	1	1
D-159-3	Smoke stack base, cast bronze	1	1	1
D-159-4	Smoke stack, cast iron	1	1	1
D-157-1	Smoke box manifold	1	1	1
A-273-98	Number plate, cast bonze (# 98,99 specify)	1	1	1
A-181	Petticoat, steel	1	1	1
A-5171	Exhaust nozzle	1	1	1
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1



## Baldwin Family Parts List

### Section 10 Boiler Accessories Group

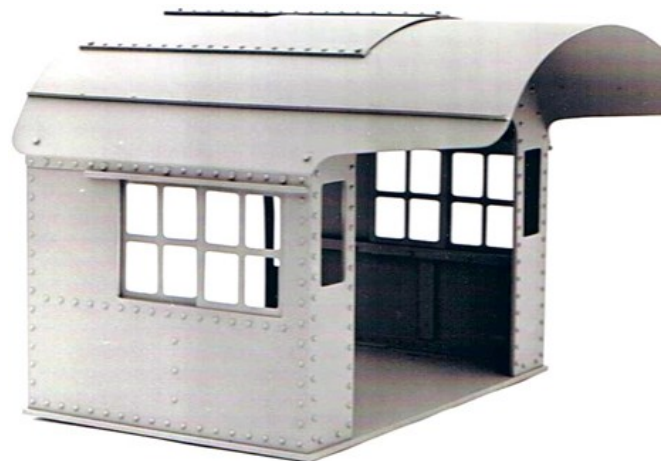
Part No.	Description	0-4-0	2-6-0	2-8-0
D-162-1	Sand dome, cast iron	1	1	1
D-162-2	Cover, steam dome. Cast iron	1	1	1
D-163-3	Lid, sand dome, cast bronze	1	1	1
C-163-3	Trap door, hopper, steel	1		
C-163-4	Ash pan hopper, steel	1		
C-163-5	Ash pan, steel		1	
C-375-4	Ash pan, steel			1
C-171-1	Expansion knee, cast iron	1	1	1
A-5059-2	Swivel, mail, cast bronze	1	1	1
A-5167-3	Clevis, cast bronze	1	1	1
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The boiler accessories group completes the installation of the boiler with the exception of the plumbing. Now is a good time to start adding those accessories which enhance the appearance of the locomotive and start the finish painting and detailing of your locomotive.

### Section 11 Baldwin Cab Group

Part No.	Description	0-4-0	2-6-0	2-8-0
D-170	Baldwin cab kit	1	1	1

Our Baldwin cab kit is constructed of sheet aluminum with all shearing, punching and forming provided. All rivet lines on the external panels are punched, this will aid in drilling of rivet and bolt holes. As an aid to those wishing to use our cab kit on a different locomotive, the cab front and floor are furnished with the boiler opening uncut.





# Baldwin Family Parts List

## Section 11 Cab Accessories

Part No.	Description	0-4-0	2-6-0	2-8-0
C-170-26	Arm, dummy reverses,	1	1	1
C-170-27	Reach rod	1	1	1
C-170-28	Crosshead, dummy reverses	1	1	1
A-5059-1	Swivel, female	1	1	1
A-5059-2	Swivel, male	2	2	2
C-5154	Reverses stand kit	1	1	1
B-5155	Firedoor Kit	1	1	1
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The Cab Accessories group completes the installation of the cab components except for the cab plumbing fittings which, when completed, ready the locomotive for its first "steam-up."

## Section 13 Tender Frame and Tank

Part No.	Description	0-4-0	2-6-0	2-8-0
D-165	Tender tank, sloped back, fiberglass	1		
D-166	Tender floor-sheet steel	1		
B-176-1	Cab apron, sheet aluminum	1	1	1
D-180-1	Tender frame, steel	1		
D-180-2	Tender frame, steel		1	1
C-211-1	Tender water fitting, brass	3	3	3
C-211-2	Water fill cover	1		
C-2115	Water leg cover	1		
C-211-6	Cab apron spacer	1	1	1
C-211-7	Water fill cap	1		
D-250	Tender floor, steel		1	1
D252	Tender tank, fiberglass		1	1
D-254-2	Grab iron, brass		4	4
D-254-3	Tender step	2	4	4
D-254-4	Water hatch cover		1	1
D-254-5	Tender ladder, steel		1	1
D-254-6	Water leg cover		1	1
D-254-7	Water fill cover		1	1
C-8011	Drawbar pocket	1	1	1
	Standard materials kit	1		
	Standard materials kit		1	1
	Assorted hardware kit	1		
	Assorted hardware kit		1	1

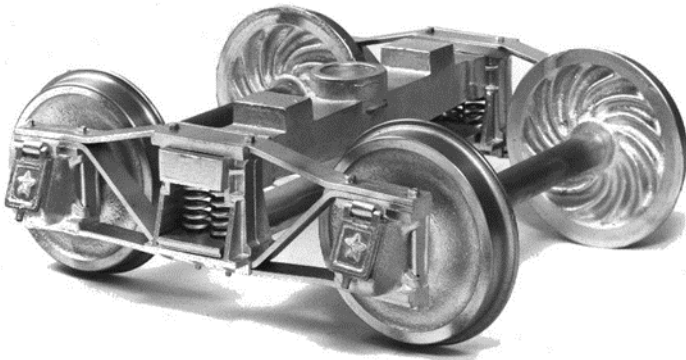
Our tender frame are welded steel with a bolt on sheet floor for maximum tender tank support. The tender tanks are fiberglass construction with rivet patterns molded in and are exceptionally strong while inhibiting the corrosion and growth common to metal tender tanks.

# Baldwin Family Parts List

## Section 14 Tender Truck

Part No.	Description	0-4-0	2-6-0	2-8-0
D-8000-2	Wheel, fluted, cast iron	8	8	8
D-8000-3	Bolster, cast aluminum	2	2	2
D-8000-7	Column, cast aluminum	4	4	4
D-8000-8	Journal box, cast aluminum	8	8	8
D-8000-9	Journal box lid, cast bronze	8	8	8
D-8084	Spring assembly, formed steel	4	4	4
D-8012-7	Coil spring, steel	16	16	16
X-1604	Bearing, sealed ball	8	8	8
	Standard materials kit	1	1	1
	Assorted hardware kit	1	1	1

The trucks for our Baldwin tenders are our Deluxe Arch Bar truck featuring separate braces, journal boxes and lids. The leaf springs are modeled after the ones used on the prototype, coil springs are optional. Some Baldwin locomotives used Andrews type trucks which we have in cast iron.



## Section 15 Boiler

Part No.	Description	0-4-0	2-6-0	2-8-0
	Boiler Assembly			

***Price on Request***

A boiler is the heart of the locomotive. Construction of a boiler is an involved process which is better left with skilled boilermakers. Some states have required licensing of boilers which requires careful documentation of all aspects of the boiler construction. **Railroad Supply Corporation** encourages its builders to deal directly with a **Qualified Boilermaker** to assure that the boiler meets all functional and safety specifications that are required in your state. This can also save you money in that you can avoid our handling cost. However, if you prefer, we will still supply your boiler. Allow adequate lead time in placing your order, whether you order from a boilermaker or Railroad Supply.

# Baldwin Family Parts List

## Accessories Group

Part No.	Description	Req.
B-1500	Top-mounted bell kit	1
B-1501	Front mounted bell	1
B-1500 rd	Dummy ringer for bell	1
D-9601	Automatic bell ringer	1
B-178-2	Handrail stanchion	A/R
A-179-3	Footboard set (0-4-0)	2
A-193	Uncoupling lever bracket	8
B-5155	Standard fire door kit	1
C-8002	AAR automatic coupler	1
A-9240	Automatic cylinder cock	4
A-7079	Three-way brake valve	1
B-9400	Westinghouse brake stand	1
D9790	Tender hand pump kit	1
D-9790-a	R.T.R. hand pump	1
D-190	Fire pan, oil burner	1
A-9300	Steam ejector, Vacuum brake	1
A-9810	oil burner nozzle, single	1

Most builders reach their peak when the time comes to detail out their locomotives. This is what give an engine its personality. While some of the accessories listed are necessary for the completion and operation of the engine, others will make is substantially more attractive and authentic. The Accessories Group column are those which are used on RRSC Ready-to-Run and standard kit locomotives. In general, most builders will install most of the accessories listed, depending upon the level of detail desired.





Railroad Supply 0-4-0 Saddle Tank engine.



Ken Jackson's Railroad Supply 0-4-0 Slope Back engine. Engine being ran by Stephen McClure.

Photo taken by: Unknown





**Railroad Supply 2-6-0 Mogul.**



**Jimi Smith's Railroad Supply 2-6-0 Mogul.**

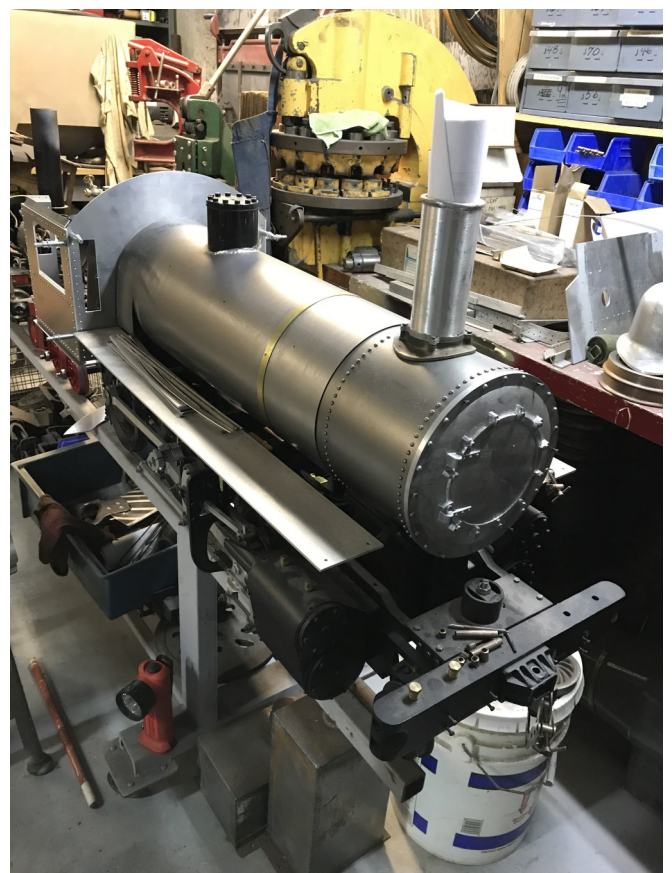
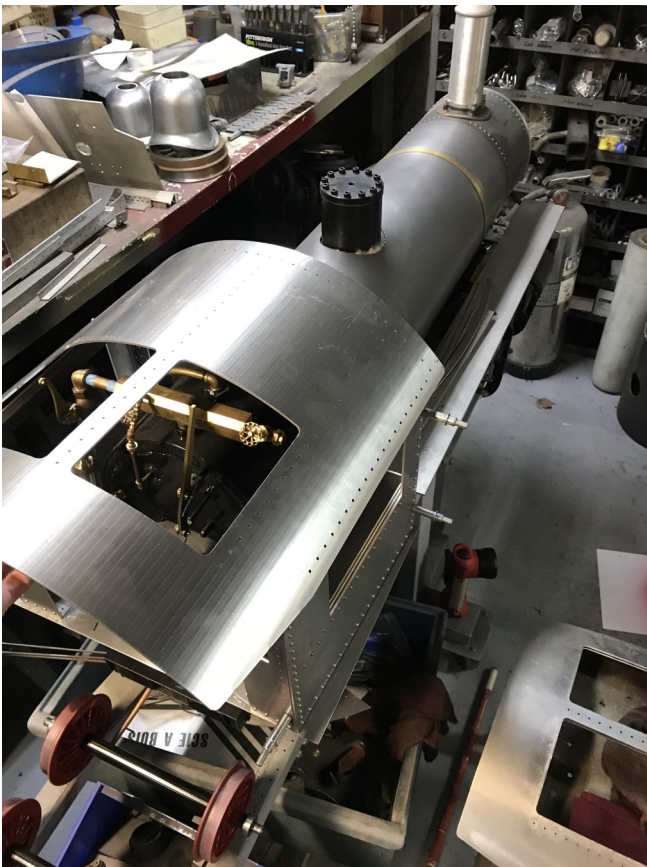
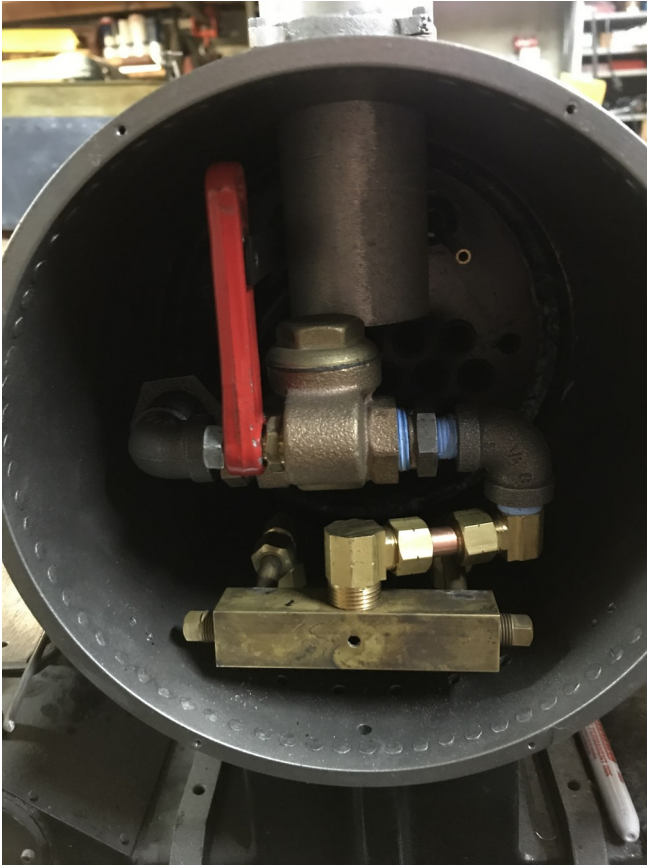
**Photo taken by: Unknown**





James Ravetto's Railroad Supply 2-6-0 Mogul being built at the Railroad Supply shop.

Photo taken by: Stephen McClure





Nick Edward's Railroad Supply 2-8-0 .

Photo taken by: Unknown



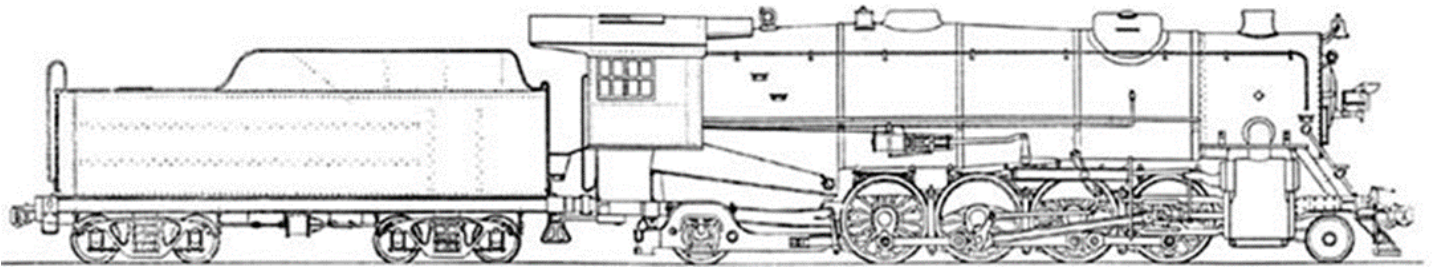
Jay Carsman's Railroad Supply 2-8-0 .

Photo Taken by: Jay Carsman



## NOTES

## USRA Heavy Mikado



The United States Railroad Administration (USRA) was a government established committee of railroad operators, Equipment builders and government officials, whose purpose was to coordinate the operations of American railroads during the First World War. In addition to operations, the USRA was to oversee the design of a series of "standard" locomotives and rolling stock which made use of common components in order to make efficient use of strategic materials. One of the most commonly used USRA design was the 2-8-2 Mikado series of which some 2,250 light and heavy Mikado's were built for use on American railroads.

The USRA heavy Mikado was constructed for railroads which needed a locomotive with greater Tractive force than the light Mikado and whose rail and roadbed was capable of handling the heavier axle loading of the heavy Mikado. The USRA heavy Mikado utilized the same running gear as the light Mikado with stiffer springs and larger cylinder. The heavy Mikado's boiler was of the same length as the light Mikado but was 10 inches larger in diameter in order to provide extra weight and steaming capacity for the 27 x 32-inch cylinders. With the exception of the boiler, boiler accessories and smoke box, the USRA heavy Mikado was identical to the light Mikado and used the cab, tender, and other miscellaneous fittings as all other USRA-designed locomotives.

USRA heavy Mikado's were used by a large number of railroads in all areas of the country, and many railroads had Mikado's of similar design and construction to the USRA design. Almost 1,000 heavy Mikado's and copies were built and served on 23 railroads (new). Railroads purchasing USRA heavy Mikado's are listed below (abbreviated).

AGS	CNOTP	L&N	NKP	P&WV	W of A
A&WP	ERIE	MILW	OMAHA	SLSF	W&LE
CNJ	FW&D	MONON	P&LE	SLB&M	WP
CB&O	GN	MP	PMCK&Y	SOU	



# USRA HEAVY MIKADO LOCOMOTIVE SPECIFICATIONS

Overall Length Locomotive over the Cab.....	82 1/2"
Overall Length Tender.....	53"
Overall Length Engine & tender.....	132 1/2"
Overall Width Engine.....	16 3/4"
Overall Width Tender.....	16 1/4"
Overall Height to top of Stack.....	24"
Overall Height to top of Cab.....	23 1/2"
Overall Height to top of Tender.....	20"
Capacity of Boiler Running Level.....	8.1 gal.
Capacity of Tender.....	21 gal.
Fuel.....	oil, coal, propane
Valve Gear.....	Walschaert
Piston Lead Truck Wheel Diameter.....	4 3/8"
Tender Wheel Diameter.....	4 3/8"
Trailing Truck Wheel Diameter.....	5 3/4"
Driver Wheel Diameter.....	8 3/8"
Working Pressure.....	125 psi
Cylinder Bore & Stroke.....	2 2/8" x 4"
Valve Stroke.....	15/16"
Locomotive Weight.....	900 lbs wet
Tender Weight.....	400 lbs wet
Weight on Drivers.....	640 lbs
Tractive Effort (drawbar pull).....	170 lbs
Minimum Track Radius.....	40 ft.

## DRAWINGS

USRA 2-8-2 Heavy Mikado	Complete set of construction prints	\$ 400.00
	Erection prints	\$ 55.00

The Railroad Supply Corporation USRA heavy Mikado is scaled to the larger 1.6" scale which for 7 1/2 track gauge and provides a larger, heavier locomotive at little additional cost to the builder. They heavy Mikado can be constructed for operation on either 7 1/4" or 7 1/2"-gauge track and can be fired on coal or diesel fuel. The boiler is all steel construction and steams freely, allowing ample steam for pulling heavy trains and operating accessories. As we continue to finish making new pattern boards and tooling for the Mikado, we will looking to expand the USRA family to include style of trailing and pilot trucks along with type of motion structure and valve gear the builder chooses to use. Also we will be adding a USRA 4-8-2 Mountain to the our family in the near future.

# USRA Heavy Mikado Parts List

## Section 1 Frame Group

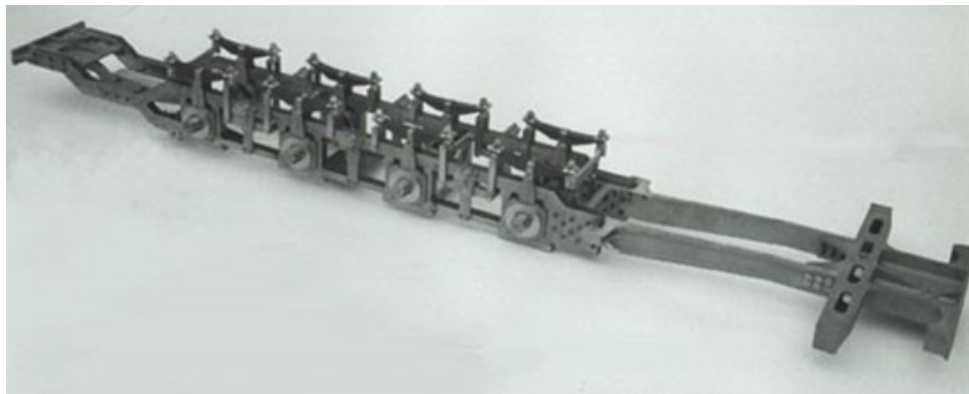
Part No.	Description	Req.
X-2002-1	Main Side Frame, Right	1
X-2002-2	Main Side Frame, Left	1
C-2004	Bumper Bracket	1
B-2005	Crosstie Side Frame	2
D-2009-1	Side Rail, Cradle, Right	1
D-2009-2	Side Rail, Cradle, Left	1
D-2009-3	Spreader, Cradle	1
D-2009-5	Tailpiece, Cradle	1
D-2009-6	Bracket, Brake Hanger, Right	1
D-2009-7	Bracket, Brake Hanger, Left	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 1 Part	
	Section 1 Machining	

The frame group features jig-welded, Blanchard ground, steel main side frames for strength and reduced machining. The cradle and other castings are in cast iron for high strength and ease of machining. The cradle is cast in several pieces to ease machining and reduce casting costs and yet maintain the look of the prototype cradle.

## Section 2 Spring Rigging Group

Part No.	Description	Req.
C-2011	Spring Assy.— Formed Steel	8
C-2012-1	Equalizer, Pilot Truck	1
C-2012-2	Equalizer Fulcrum	1
B-2014-1	Cross Equalizer, Front	1
B-2014-2	Cross Equalizer, Rear	1
A-2015	Spring Saddle	8
C-2016-1	Equalizer Fulcrum, Front & Rear	4
C-2016-2	Equalizer Fulcrum, Middle	2
C-2016-3	Spring Equalizer	4
C-2017-1	Spring Hanger, Middle	12
C-2017-2	Spring Hanger, Front & Rear	4
C-2017-3	Spring Lug	16
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 2 Part	
	Section 2 Machining	

The leaf spring assemblies are furnished ready to install, with all punching, forming, and heat treating done by us. The section features turnbuckle adjustment to the pilot and trailing trucks and full prototypical equalization with the pilot and trailing trucks.



# USRA Heavy Mikado Parts List

## Section 3 Drive Wheels

Part No.	Description	Req.
D-2020-1	63 " Drive Wheel Heavy	2
D-2020-2	63 " Drive Wheel Medium	2
D-2020-3	63 " Drive Wheel Light	4
C-2021	Journal Box	8
C-2021	BEARING	8
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 3 Part	
	Section 3 Machining	

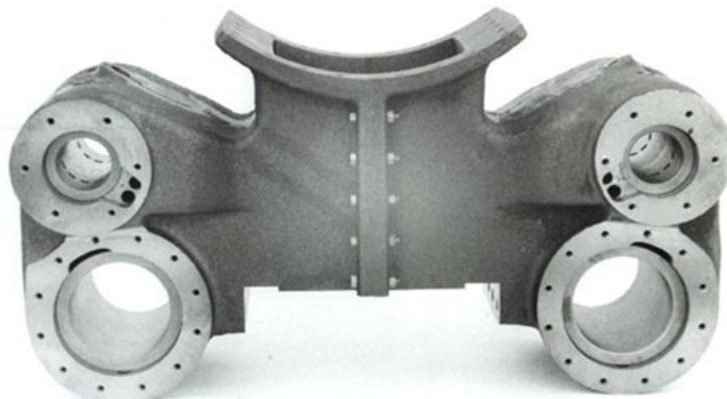


The drive wheels are grey cast iron, journal boxes are cast brass with the remaining section of free-machining steel. Care must be taken in quartering the crankpins so that the locomotive can be timed "square." Machined sections are shipped as assembled sets ready to install in your side frame assembly.

## Section 4 Cylinder Group No. 1

Part No.	Description	Req.
X-2026	Cylinder/Saddle	2
B-2027	Cylinder Liner	2
B-2028	Valve Chest Liner	2
B-2029-1	Piston Ring 2.375 D X .125 W	4
B-2030-1	Valve Ring, 1.25 D X .093 W	8
C-2031	Cylinder Piping & Hardware Set	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 4 Part	
	Section 4 Machining	

The cylinder and saddle are grey cast iron for easy machining and are cast in halves per prototype practice. The liners are centrifugal cast iron for uniformity and are pressed in and aligned on machined sections. The piston and valve rings are a special "ring iron" for flexibility and long life. Passages are drilled to avoid plugged "cast-in" cores and the exhaust plumbing is designed for easy installation and service.





## USRA Heavy Mikado Parts List

### Section 5 Cylinder Group No. 2

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
D-2033-1	Cylinder Head, Rear	2
D-2033-2	Cylinder Head, Front	2
D-2033-3	Valve Head, Rear	2
D-2033-4	Valve Head, Front	2
D-2033-5	Packing Gland, Piston Rod	2
D-2033-6	Packing Gland, Valve Stem	2
C-2034-1	Cylinder Cover, Rear	2
C-2034-2	Cylinder Cover, Front	2
C-2034-3	Valve Cover, Rear	2
C-2034-4	Valve Cover, Front	2
C-2035-1	Crosshead, Piston	2
C-2036	Cylinder Wrapper	2
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 5 Part	
	Section 5 Machining	

The second cylinder group finishes off the cylinder assembly and features cast-brass cylinder heads and cross-heads. The cylinder head covers are spun 16-gauge aluminum and are easily removable for access to the cylinder heads and packing glands.

### Section 6 Pilot & Pilot Truck

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
A-193	Bracket, Uncoupling Lever	4
B-2038	Pilot Wheel	2
B-2039	Journal Box	2
C-2041	Truck Frame	1
A-2042	Pedestal	4
B-2045	Swing Bolster	1
A-2046	Heart Link	4
D-2047	Pilot Beam	1
D-2048	Coupler Pocket	1
D-2049-1	Pilot, Boiler Tube	1
D-2050-7	Flag Standard (NEW CASTING)	2
D-2050-1	Pilot Deck	1
B-2039	BEARING Sealed Ball Z99-3L03	2
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 6 Part	
	Section 6 Machining	

The pilot truck assembly is fully equalized and features heart links rather than rockers. The prototype rockers were prone to misalignment and undesired disassembly if derailed and so were eliminated on our model. The boiler tube pilot is cast to avoid the awkward and tedious job of construction a real tube pilot. The pilot is available in fine-grain aluminum or medium-grain steel (at no additional cost).

# USRA Heavy Mikado Parts List

## Section 7 Delta Trailing Truck

Part No.	Description	Req.
C-2017-3	Spring Lug	4
X-2052	Truck Frame	1
A-2053	Pedestal Binder	2
C-2054-1	Journal Box	2
C-2054-2	Lid, Journal Box	2
C-2055	Wheel, 12 Spoke, 43"	2
C-2057	Spring Assy	2
B-2059	Equalizer Beam	2
C-2060-1	Rocker	2
C-2060-4	Rocker Base	2
C-2060-5	Rocker Guide	2
C-2054	BEARING - Sealed Ball Z99-3L03	2
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 7 Part	
	Section 7 Machining	

The Delta trailing truck was chosen for use on our USRA heavy Mikado instead of the original Cole trailing truck as it is more stable and requires less maintenance than the Cole design. Prototype locomotives were usually converted to the Delta trailing truck during subsequent shopping's. The truck frame is the largest single-piece cast iron we offer, and is fully cored and exceptionally strong. The truck is fully equalized and uses rockers modified from prototype to allow use on 40-foot radius curves.



## Section 8 Motion Structure

Part No.	Description	Req.
B-2063-1	Bracket, Guide Yoke, Right	1
B-2063-2	Bracket, Guide Yoke, Left	1
B-2063-3	Bracket, Link Support, Right	1
B-2063-4	Bracket, Link Support, Left	1
C-2066	Guide Yoke, Crosshead	2
C-2068-1	Link Support, Right	2
C-2068-2	Link Support, Left	2
C-2068-3	Pillow Block	2
C-2068-4	Bushing	4
D-2069	Axle Water Pump Kit, w/Hardware	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 8 Part	
	Section 8 Machining	

The motion structure provides the foundation of mounting the valve gear and features bushed link supports for long life. This section completes the mounting of the piston crossheads. The double ram axle water pump provides adequate water supply for most running conditions but may be augmented by the use of injectors for heavy trains or grades.

# USRA Heavy Mikado Parts List

## Section 9 Locomotive Brakes

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
D-2071	Brake Cylinder Kit w/Hardware	1
B-2072-1	Brake Shoe Hanger, Right	3
B-2072-2	Brake Shoe Hanger, Left	3
B-2073-1	Brake Shoe Hanger, Right Rear	1
B-2073-2	Brake Shoe Hanger, Left Rear	1
A-2074	Brake Shoe, Finished	8
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 9 Part	
	Section 9 Machining	

The locomotive brakes section features fully link-equalized rigging per prototype. This type of brake rigging is self adjusting for conditions of nominal wear, and we have added a take-up yoke, should more adjustment be needed. This type of rigging simplifies adjustment of locomotive brakes and makes for easier maintenance.

## Section 10 Drive Rods

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
C-2080	Main rod– cast alum	2
C-2080-1	Side rod, front/rear– cast alum	2
C-2080-2	Side rod, front/rear– cast alum	2
C-2080-3	Side rod, intermediate– cast alum	2
X-0003	Rod Bearing– Teflon CJS- 0812	2
X-0004	Rod Bearing– Teflon CJS– 1216	6
X-0005	Rod Bearing– Teflon CJS 1616	4
	Standard materials kit	1
	Assorted hardware kit	1
	Section 10 Part	
	Section 10 Machining	

The drive rod group features aircraft alloy cast-aluminum rods for strength and “looks” when polished. Teflon bearings are used for ease of maintenance and superior wear resistance. The side rods are knuckled per prototype with modified knuckle pins for easier assembly and maintenance.



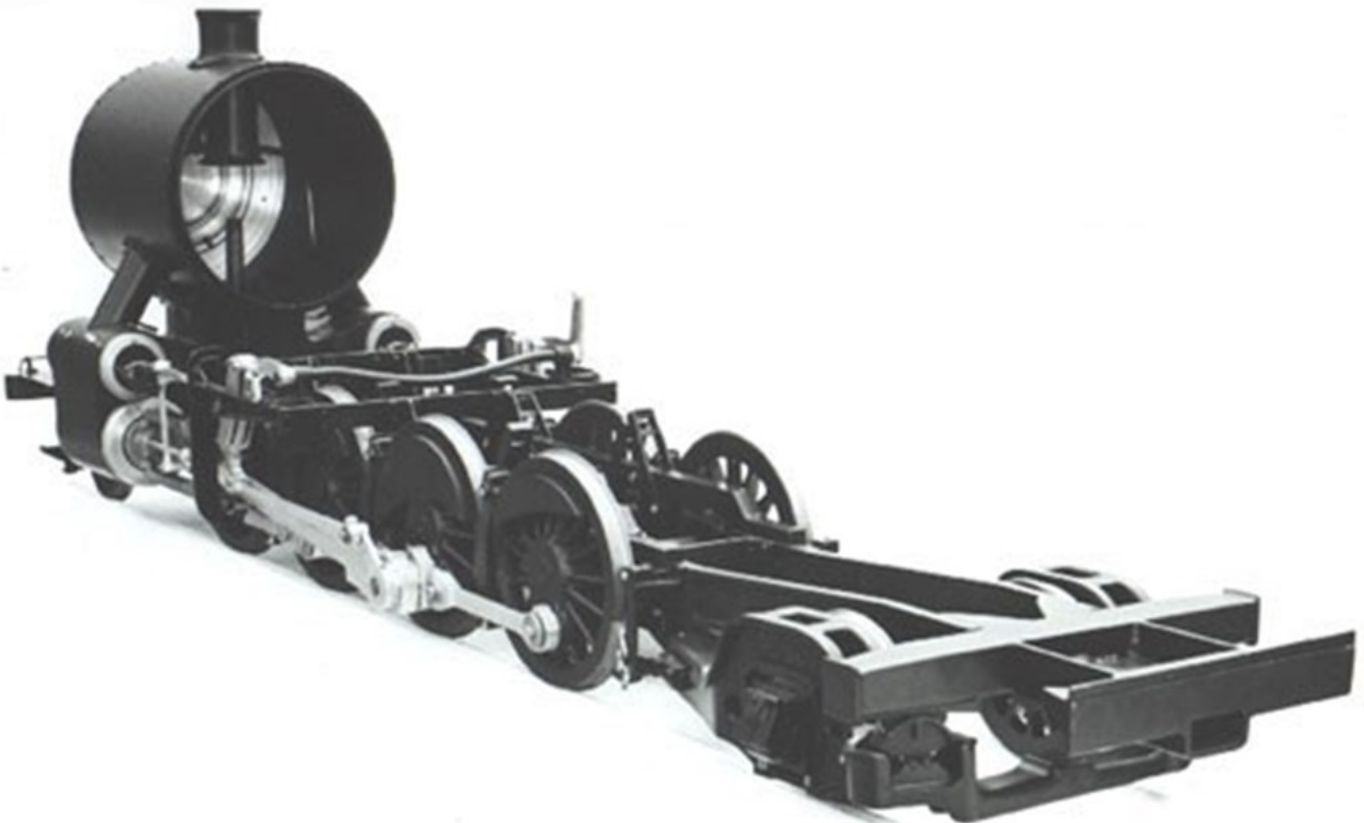


# USRA Heavy Mikado Parts List

## Section 11 Valve Gear

Part No.	Description	Req.
C-2084-1	Link - Cast Brass	2
C-2084-2	Link Trunnion - Cast Brass	4
C-2085-2	Lever, Tumbling Shaft, Right	1
C-2085-3	Lever, Tumbling Shaft, Left	1
B-2086-1	Eccentric Crank	2
D-2087-1	Eccentric Rod, Right	1
D-2087-2	Eccentric Rod, Left	1
D-2087-3	Radius Rod, Right	1
D-2087-4	Radius Rod, Left	1
D-2087-5	Combination Lever	2
D-2087-6	Union Link, Right	1
D-2087-7	Union Link, Left	1
D-2087-8	Lifting Link, Right	1
D-2087-9	Lifting Link, Left	1
D-2087-13	Bushing, Brnz, 1/4 IDx5/16 ODx3/8 SS810-6	8
D-2087-14	Bushing Brnz, 7/16 IDx9/16 ODx3/8 SS1418-6	4
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 11 Part	
	Section 11 Machining	

The valve gear section is one of the more critical portions of the locomotive, and care should be taken in machining and timing to ensure a "square" locomotive. The rods are bushed cast aluminum for "looks" and feature offset rods just like the prototype. Easy-to-read timing instructions are provided to aid in timing the locomotive.



# USRA Heavy Mikado Parts List

## Section 12 Smokebox Group

Part No.	Description	Req.
D-2090	Smoke box Shell- Rolled Steel	1
C-2091	Smoke box Front	1
C-2092-1	Smokestack	1
C-2092-2	Petticoat - Flared Steel	1
B-2098-1	Bracket, Headlight	1
C-2099-1	Hinge, Butt, Upper	1
C-2099-2	Hinge, Hasp, Upper	1
C-2099-3	Hinge, Butt, Lower	1
C-2099-4	Hinge, Hasp, Lower	1
C-2100-4	Step, Smoke box, Front	1
C-2100-5	Step, Smoke box, Right	1
C-2114-1	Handrail Stanchion - Cast Zinc 19/32	5
C-2114-6	Handrail Stanchion - Cast Zinc 1-3/8	2
A-5059-2	Swivel, Male - Cast Brass	1
C-9252	Smoke box Throttle Assembly	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 12 Part	
	Section 12 Machining	

The smoke box group finishes off the locomotive chassis and prepares the chassis for mounting the boiler. Now is a good time to add the bell, head- light, class lamps, etc., and start detailing the locomotive.

## Section 13 Boiler

Part No.	Description	Req
X-2103	Boiler - Welded Steel	1

### *Price on Request*

A boiler is the heart of the locomotive. Construction of a boiler is an involved process which is better left with skilled boilermakers. Some states have required licensing of boilers which requires careful documentation of all aspects of the boiler construction. **Railroad Supply Corporation** encourages its builders to deal directly with a **Qualified Boilermaker** to assure that the boiler meets all functional and safety specifications that are required in your state. This can also save you money in that you can avoid our handling cost. However, if you prefer, we will still supply your boiler. Allow adequate lead time in placing your order, whether you order from a boilermaker or Railroad Supply.

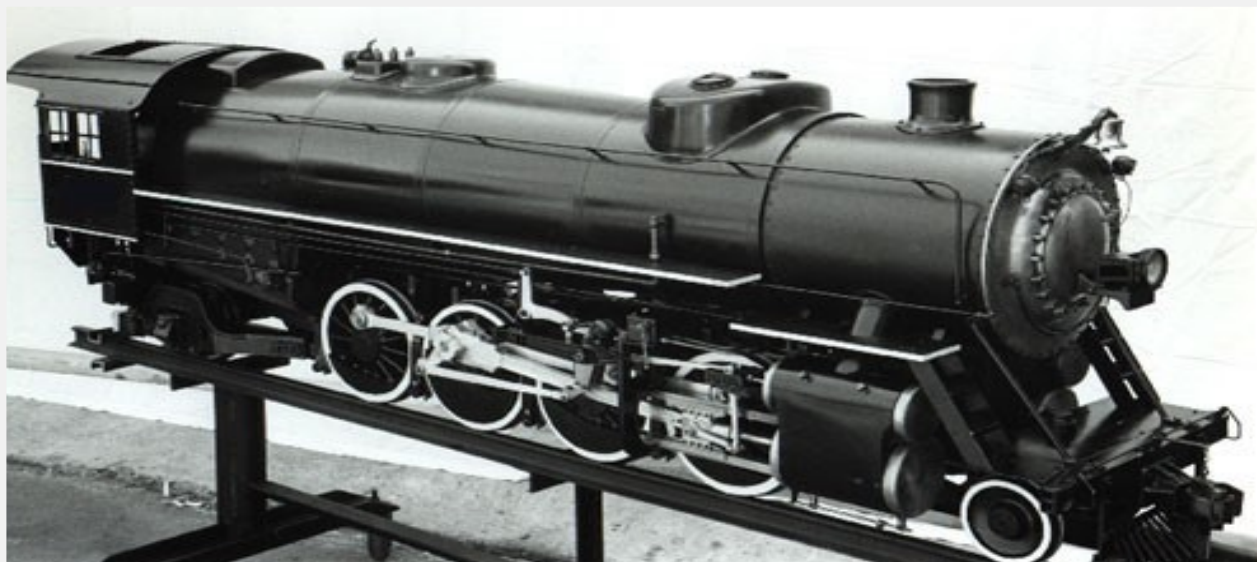


# USRA Heavy Mikado Parts List

## Section 14 Boiler Accessories Group

Part No.	Description	Req.
D-2106	Boiler Lagging	3
B-2109	Steam Dome Casting	1
C-2110-1	Sand Box Casting	1
C-2110-2	Grab Iron	2
A-2111	Lid, Sand Box	2
B-2112	Safety Valve Shroud	1
C-2113	Turret Casing	1
C-2114-1	Handrail Stanchion - Cast Zinc 19/32	2
C-2114-2	Handrail Stanchion - Cast Zinc 43/64	2
C-2114-3	Handrail Stanchion - Cast Zinc 27/32	2
C-2114-4	Handrail Stanchion - Cast Zinc 1-1/64	2
C-2114-5	Handrail Stanchion - Cast Zinc 1-5/32	4
D-2115	Grate frame, Welded Stl Assy (Coal Fired)	1
D-2115-5	Ashpan Hopper, Welded Steel (Coal Fired)	1
D-2115-6	Dump Door, Welded Steel (Coal Fired)	1
D-2116	Firepan, Welded Steel Assy (Oil Fired)	1
A-2117-1	Boiler Steps, Upper	4
A-2117-2	Boiler Steps, Lower	2
A-9812	Dual Oil Burner Assy (Oil Fired)	1
D-2107-1	Boiler Jacket, 1st Course	1
D-2107-2	Boiler Jacket, 2nd Course	1
D-2107-3	Boiler Jacket, 3rd Course	1
D-2107-4	Boiler Jacket, 4th Course	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 14 Part	
	Section 14 Machining	

The boiler accessories group completes the boiler installation and plumbing can begin. Two versions of the boiler accessories group can be provided. Please indicate oil or coal firing preference when ordering this section



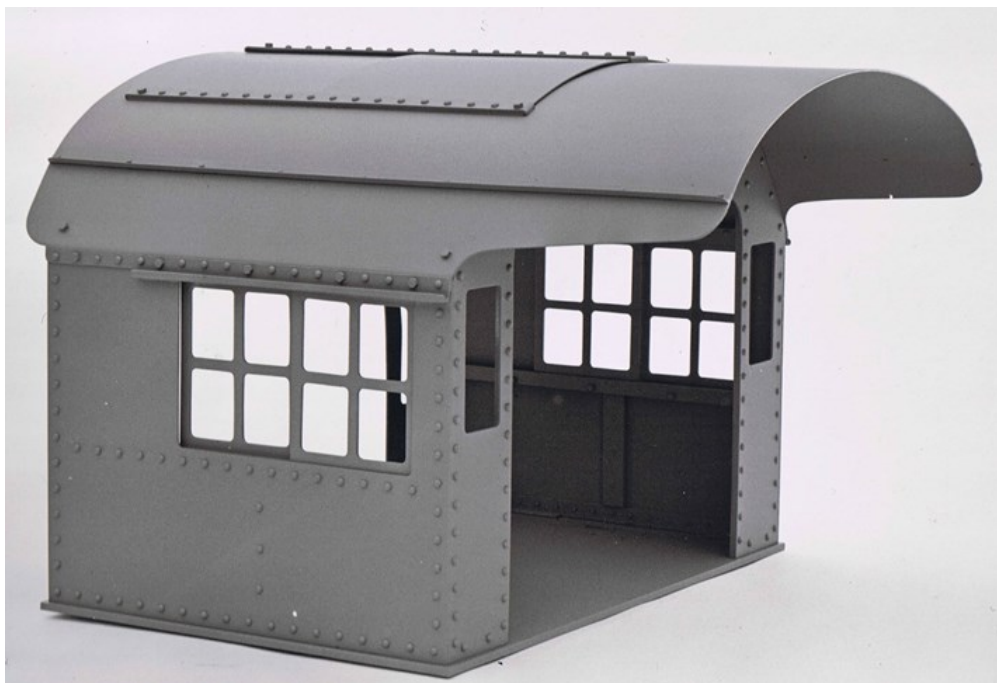


# USRA Heavy Mikado Parts List

## Section 15

Part No.	Description	Req.
X-2123	USAR Cab Kit - Formed Aluminum	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 15 Part	
	Section 15 Machining	

Our USAR cab kit is constructed of sheet aluminum, with all shearing, punching, and forming provided. All rivet lines on the external panel are transfer-punched as an aid to drilling, rivet, and bolting. As an aid to those wishing to use our cab kit on a different locomotive, the cab front and floor are furnished with the boiler openings uncut



## Section 16 Cab Accessories

Part No.	Description	Req.
C-2128	Reverse Stand Kit w/Hardware	1
C-2129	Dummy Power Reverse Kit	1
C-2131	Fire door Kit w/Hardware	1
A-5059-1	Swivel, Female	3
A-5059-2	Swivel, Male	3
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 16 Part	
	Section 16 Machining	

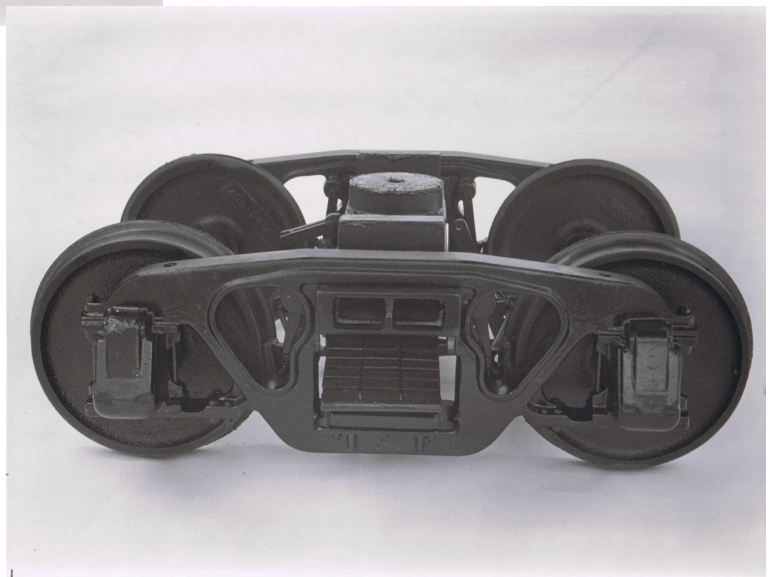
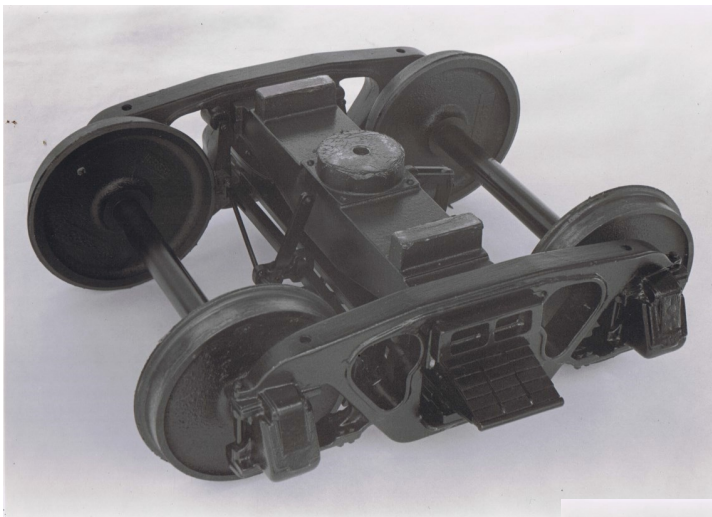
The Cab Accessories Section features the Alco Type K dummy power reverse that many USAR Mikado's had as original equipment. Future plans include the Alco Type G long-frame power reverse common to more modern locomotives. This section completes the locomotive except for the plumbing and detailing accessories; all that remains is the tender for completion of the locomotive.

# USRA Heavy Mikado Parts List

## Section 17 Tender Trucks

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
D-2134-1	Side Fr, Andwers, 70 - Ton	4
D-2134-2	Truck Bolster	2
D-2134-3	Wheel, 33" Plain Black	8
D-2134-6	Spring Assy - Formed Steel	4
X-0006	Bearing- Sealed Balls Nice 1604	8
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 17 Part	
	Section 17 Machining	

The tender trucks used on our USAR Heavy Mikado are the Andrews 70-Ton, 4-wheel design used under most USAR Mikado tenders and have provisions for installation of optional vacuum brakes. The triple-leaf springs used on this truck are shipped assembled ready to install and provide for good support and riding qualities under a fairly wide load range.



# USRA Heavy Mikado Parts List

## Section 18 Tender Frame & Tank Group

Part No.	Description	Req.
A-193	Bracket, Uncoupling Lever	4
X-2137	Tender Frame & Floor - Welded Steel	1
X-2138	Tender Tank - Molded Fiberglass	1
D-2139	Front Sill	1
D-2140	End Sill	1
C-2141	Water Hatch Cover	1
C-2143-1	Tender Step, Front	2
C-2144-1	Grab Iron, Front, Formed Steel	2
C-2144-2	Grab Iron, Rear, Formed Steel	3
C-2144-3	Grab Iron, Hatch & End Sill, Formed Steel	4
C-2144-4	Tender Ladder - Brazed Steel	1
C-2146-4	Tender Deck Step	2
D-254-1	Tender Water Fitting	3
D-254-6	Water Leg Cover	2
D-2146-1	Tender Deck - Hardwood	1
D-2146-2	Tender Deck - Sheet Steel	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 18 Part	
	Section 18 Machining	

The tender frame is an exceptionally strong welded channel and angle iron frame with the floor welded on to provide additional strength. The tender frame is of new design to allow for easier plumbing. The fiberglass tender tank has molded in rivet detail, and the kit includes grab irons, steps, ect to detail out the section, eve an optional radial buffer. Our new steel tanks will replace the fiberglass tanks and will be pre punched with all the rivet hole in it.





**Larry Kirchner's Railroad Supply USRA 2-8-2 Heavy Mikado.**

**Photos from: Adam Pinales**







Larry Kirchner's Railroad Supply  
USRA 2-8-2 Heavy Mikado.

Photo from: Adam Pinales



Larry Kirchner's Railroad Supply USRA 2-8-2 Heavy Mikado.

Photo from: Chris Cheely



**Nick Edward's Railroad Supply USRA 2-8-2 Heavy Mikado.**

**Photo from: Stephen McClure**



**Chet Peterson's Railroad Supply USRA 2-8-2 Heavy Mikado. The Engine is now owned by Randy Sutherland**

**Photo from: RSC Library**





FRISCO  
**ST. LOUIS-SAN FRANCISCO #4158**  
USRA 2-8-2 HEAVY MIKADO  
A 1926 copy of the 1917, World War I design  
Drawings & Parts - Railroad Supply Corp.  
Owner-BUILDER Art Reiter, Atascadero, CA



## NOTES

# GP / SD LOCOMOTIVE SPECIFICATIONS

Overall Length Locomotive.....	103"
Overall Width Engine.....	17 1/2"
Overall Height .....	25 1/4"
Engine Type.....	48 volt. Electric
Weight — GP-40.....	600 LBS.
Tractive Effort — GP-40.....	145 LBS.
Weight — SD-35.....	650 LBS.
Tractive Effort — SD-35.....	155 LBS.
Minimum Track Radius.....	32 FT.
Track Gauge.....	7 1/4 or 7 1/2"
Body Shell Option.....	Low or new High Nose

## DRAWINGS

GP / SD DWG	Complete set of construction prints	\$ 215.00
	Erection prints	\$
GP Low Nose	Ready-To Run Base Price	\$ 16,000.00
GP High Nose	Ready-To Run Base Price	\$ 18,000.00
SD Low Nose	Ready-To Run Base Price	\$ 18,000.00
SD High Nose	Ready-To Run Base Price	\$ 20,000.00

All RRSC diesel prototype locomotives are powered by 24V DC or 48V DC, this eliminates the noise and vibration of the gas engine. All locomotives have a programmable sound system, on-board charging system and dynamic braking. The GP and SD locomotives also have air brakes. With the custom made control board and hand held throttle we can customize the lights and options. This is not yet set up as KIT, but with the right builder we will try. Our diesel body shells are one-piece fiber-glass moldings Low Nose or High Nose with detail such as doors and hinges. With the accessories and other fiberglass parts the builder can model all GP & SD prototypes.









## GP / SD Parts List

### Section 1 Frame Group

Part No.	Description	Req.
C-1123-1	Main Frame, Steel Welded	1
C-1123-7	Handrail Post, Short formed steel	18
C-1123-8	Handrail Post, long, Formed steel	8
C-1123	Hand railing	1 set
C-1123-10	Footstep, Cast Brass	2
C-8002	Automatic Coupler	2
C-1128-1	Body Shell, Molded Fiberglass Low or High Nose	1
C-1128-2	Belly Fuel Tank, GP	2
C-1128-3	Belly Fuel Tank, SD	2
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 1 Part	
	Section 1 Machining	

This is the BASE of the Locomotive. From here the builder has the option of selecting from the list of DETAIL parts to complete their custom locomotive.



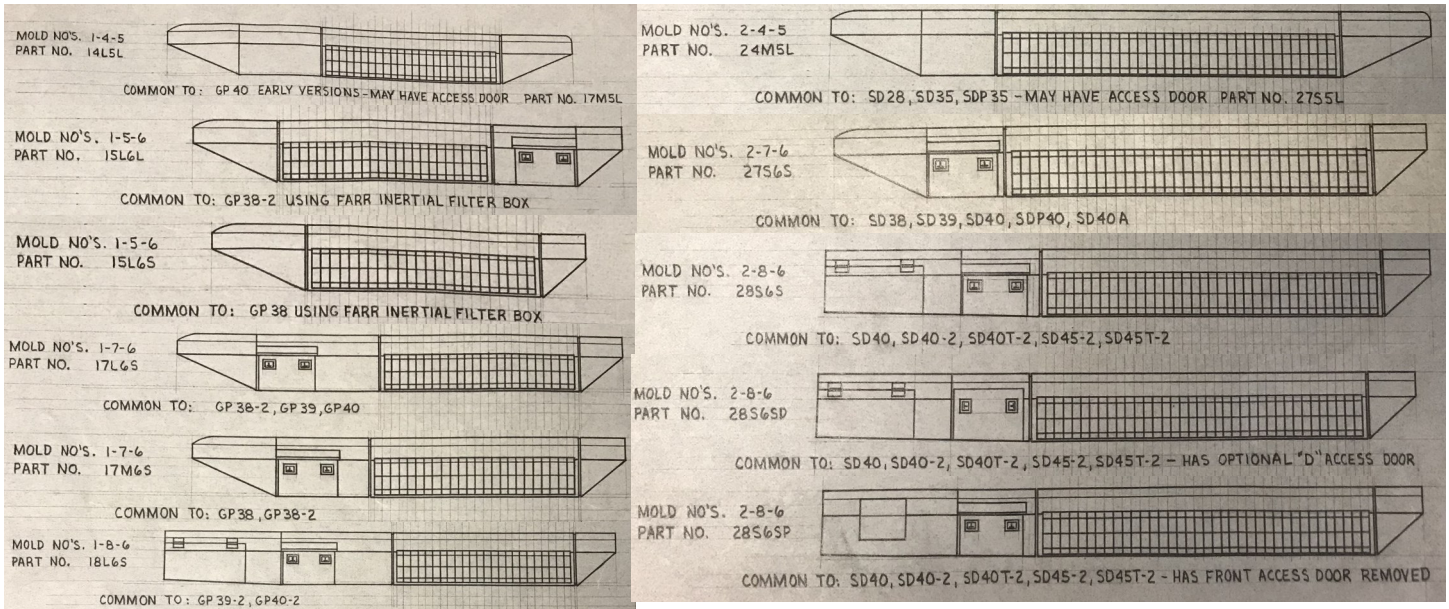
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**DIESEL LOCOMOTIVES ARE BUILT READY TO RUN ONLY**

# GP / SD Parts List

## Section 2 Body Group

<u>Item</u>	<u>Description</u>	<u>Req.</u>
1128-1-D	FIBERGLASS BODY SHELL GP / SD (LOW NOSE)	
	<b>WITH NO ADD ONS</b>	
1128-1-D	FIBERGLASS BODY SHELL GP / SD (HIGH NOSE)	
	<b>WITH NO ADD ONS</b>	
	<b>OPTIONAL DYNAMIC BRAKE BLISTER</b>	
1129-1	CENTER SHROUD GP	
1129-2	CENTER SHROUD SD	
1129-4	FRONT SHROUD GP / SD (4M & 4L)	
1129-5	REAR SHROUD GP / SD (5L)	
1129-6	REAR SHROUD GP / SD (6S & 6L)	
1129-7	FRONT SHROUD GP / SD (7S, 7M & 7L)	
1129-8	FRONT SHROUD GP / SD (8S & 8L)	



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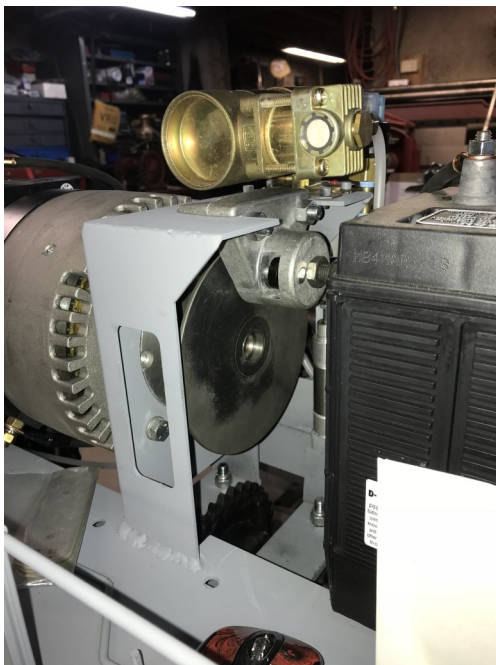
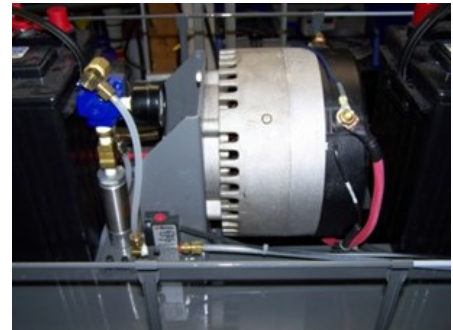
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## GP / SD Parts List

### Section 3 Power Train Group

Part No.	Description	Req.
E-Teck 48V DC,	18 HP Electric motor	1
C-1124-11	Drive Shaft, Steel	2
C-1124-12	5/8" u-joint	2
C-1124-13	3/4" u-joint	2
C-1124-17	Main Drive Shaft	1
C-1124-14	Pillow Block NP-12	2
C-1124-15	Mechanical Brake Caliper	1
C-1124-16	6" Caliper, Brake Disc	1
C-1124-18	Sprocket, #40 X 36	1
C-1124-19	Sprocket # 40 X 11	1
C-1124-20	#40 Roller Chain	1
C-1124-21	Solenoid Air Valve	1
C-1124-22	Air Cylinder	1
C-1124-23	Air Regulator	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section Part	
	Section 2 Machining	



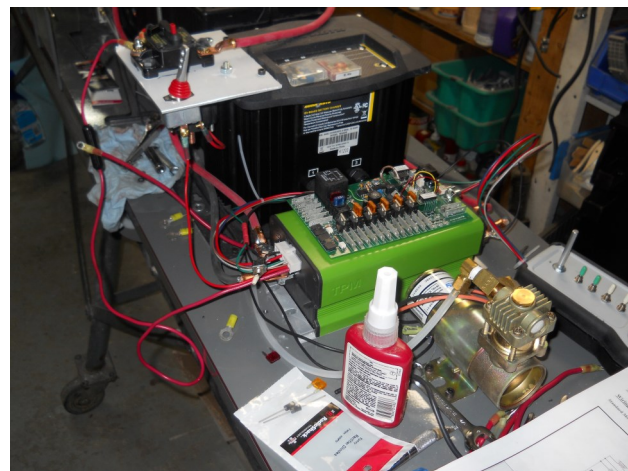
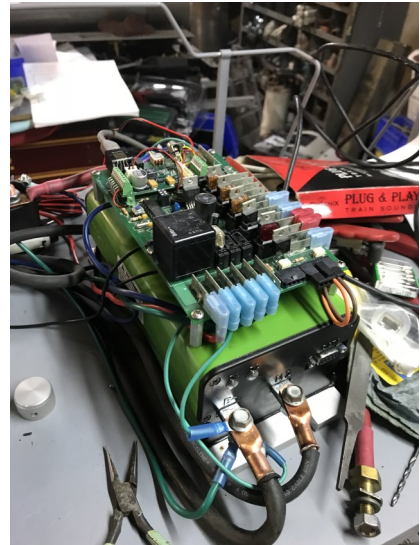
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## GP / SD Parts List

### Section 4 Controls & Electrical Group

Part No.	Description	Req.
Battery	12V Deep cycle	4
C-1125-1	Motor Control Unit	1
C-1125-2	Hand Held Throttle	1
C-1125-3	Main Power Control Board	1
C-1125-4	Battery Charger	1
C-1125-5	Air Compressor	1
C-1125-6	Circuit Breaker	1
C-1125-7	Cat-5 Cable, 5'	1
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 4 Part	
	Section 4 Machining	



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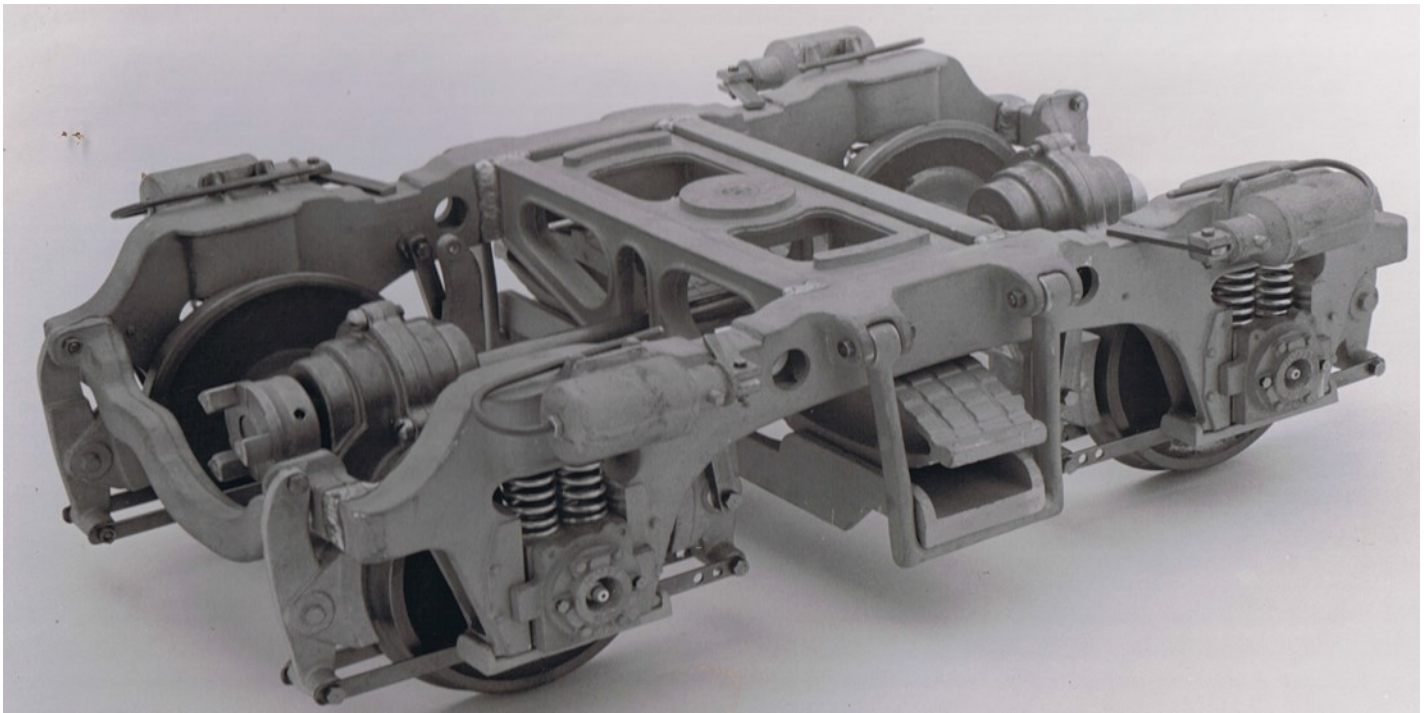
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## GP / SD Parts List

### Section 5 Blomberg Truck Frame Group

Part No.	Description	Req.
D-1201-1	Truck Frame, Welded	2
D-1201-2	Truck Bolster	2
D-1201-3	Spring Plank	2
D-1201-4	Spring Hanger Support	4
D-1201-5	Pedestal Binder	8
D-1201-6	Leaf spring, Dummy	4
D-1201-7	Journal Box	8
D-1201-8	Journal Box Cover	8
1612	Bearing	8
R1212	Inner race	8
864	Spring	16
D-1201-9	Brake Cyl, Dummy-- Cast Alum	8
D-1201-12	Brake Shoe & Hanger, Right-- Cast Alum	8
D-1201-13	Brake Shoe & Hanger, Left-- Cast Alum	8
D-1201-14	Brake Beam	16
X-0032	Gearbox 2:1, LH-Tol-O-Matic 0317	4
B-1015	Drive Wheel, 5"	8
C-1201-17	Axle 3/4" x 10 5/8"	4
C-1201-18	Drive Shaft 5/8" x 19"	2
D-1201-19	Drive Shaft Collar 5/8"	4
D-1201-20	Drive Shaft Collar 3/4"	8
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 4 Part	
	Section 4 Machining	

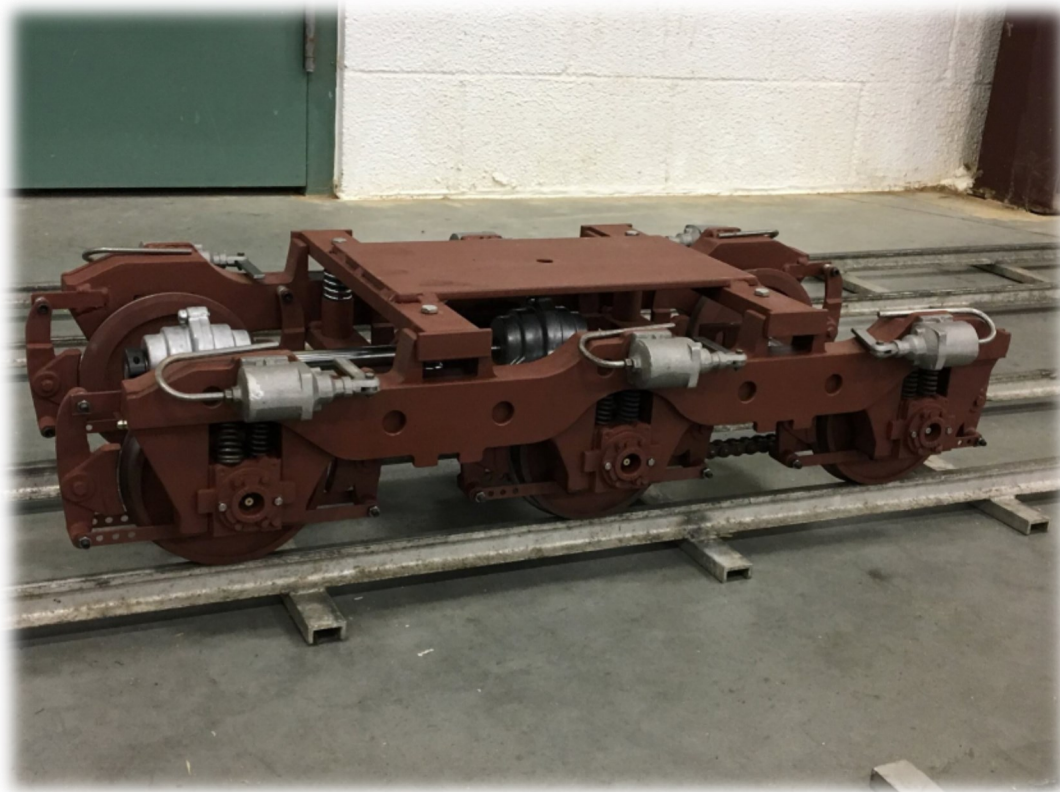




## GP / SD Parts List

### Section 6 Flexicoil Truck Frame Group

<b>Part No.</b>	<b>Description</b>	<b>Req.</b>
D-1213-1	Truck Frame, Welded	2
D-1213-2	Truck Bolster	2
C-1213-3	Pedestal Binder	12
C-1213-4	Spring Plank	12
D-1213-6	Spring Spacer	8
C-1213-7	Tensioner Pad	2
D-1201-7	Journal Box	12
D-1201-8	Journal Box Cover	12
1612	Bearing	12
IR1212	Inner race	12
828	Spring	8
D-8012	Spring	32
D-1201-9	Brake Cyl, Dummy– Cast Alum	12
D-1201-12	Brake Shoe & Hanger, Right– Cast Alum	12
D-1201-13	Brake Shoe & Hanger, Left– Cast Alum	12
D-1201-14	Brake Beam	24
X-0032	Gearbox 2:1, LH-Tol-O-Matic 0317	4
B-1015	Drive Wheel, 5"	12
C-1201-17	Axle 3/4" x 10 5/8"	6
C-1213-10	Drive Shaft 5/8" x 15"	2
D-1201-19	Drive Shaft Collar 5/8"	4
D-1201-20	Drive Shaft Collar 3/4"	8
C-1213-11	Sprocket, #40 X 16	4
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 5 Part	
	Section 5 Machining	

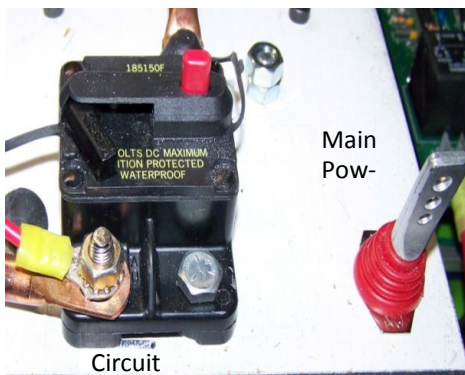


## GP / SD Parts List

### Gasoline to Electric Upgrade Parts.

This section is to help you convert your Railroad Supply Gasoline GP / SD unit over to a 48 volt electric Locomotive. Most of the components listed below are on our ready-to-run electric diesel locomotives.

Part No.	Description	Req.
1123-23	E-TECH MOTOR MOUNT	
E-TECK 48V D	18 HP ELECTRIC MOTOR	
1124-11	SQ DRIVE SHAFT	
1124-12	5/8" UNIVERSAL JOINT W/KEYWAY	
1124-13	3/4" UNIVERSAL JOINT, DRIVE SHAFT	
1124-14	PILLOW BLOCK	
1124-15	MECHANICAL BRAKE CALIPER	
1124-16	6" CALIPER BRAKE DISC	
1124-17-C	MAIN DRIVE SHAFT	
1124-18-C	SPROCKET, #40 X 36	
1124-19-C	SPROCKET, #40 X 11	
1124-20-C	#40 ROLLER CHAIN	
1124-21-C	SOLENOID AIR VALVE	
1124-22-C	AIR CYLINDER	
1124-23-C	AIR REGULATOR	
BATTERY	12 V DEEP CYCLE BAT	
1125-1-C	MOTOR CONTROL UNIT	
1125-2-C	HAND HELD THROTTLE	
1125-3-C	MAIN POWER CONTROL BOARD	
1125-4-C	BATTERY CHARGER	
1125-5-C	AIR COMPRESSOR	
1125-6-C	CIRCUIT BREAKER	
1125-7-C	CAT-5-CABLE, 5'	



Battery

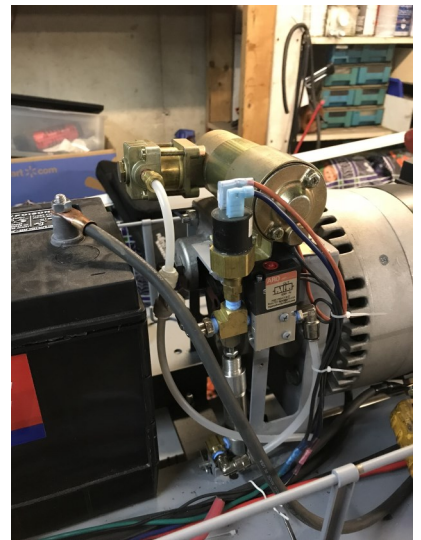
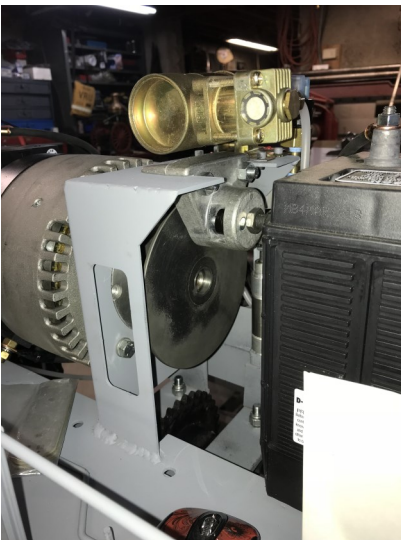
Motor con-





## Gasoline to Electric Upgrade Photos.

Few photos of our new all Electric 4<sup>TH</sup> Generation set of Diesels.





### Railroad Supply GP-40



### Railroad Supply SD-35



### Larry Kirchner's Railroad Supply Western Maryland SD-35.

Photo from: Chris Cheely





# F7 A & B UNIT LOCOMOTIVE SPECIFICATIONS

## F7 "A" UNIT

Overall Length Locomotive.....80"  
 Overall Width Engine.....17"  
 Overall Height .....25 1/2"  
 Engine Type.....48 volt. Electric  
 Weight — .....500 LBS.  
 Tractive Effort — ..... 145 LBS.

## F7 "B" UNIT

Overall Length Locomotive.....74"  
 Overall Width Engine.....17"  
 Overall Height .....25 1/2"  
 Engine Type.....48 volt. Electric  
 Weight — .....500 LBS.  
 Tractive Effort — ..... 145 LBS.  
 Minimum Track Radius.....25 FT.  
 Track Gauge.....7 1/4 or 7 1/2"

F7 "A" UNIT  
 F7 "B" UNIT

Ready-To Run Base Price  
 Ready-To Run Base Price

\$ 16,000  
 \$ 16,000



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# GE 25 TONNER LOCOMOTIVE SPECIFICATIONS

Overall Length Locomotive.....34"  
Overall Width Engine.....17"  
Overall Height .....25 1/2"  
Engine Type.....24 volt. Electric  
Weight — GE-25.....250 LBS.  
Tractive Effort — GE-25.....80 LBS.  
Minimum Track Radius.....16 FT.  
Track Gauge.....7 1/4 or 7 1/2"

## DRAWINGS

GE 25 Toner

Complete set of construction prints

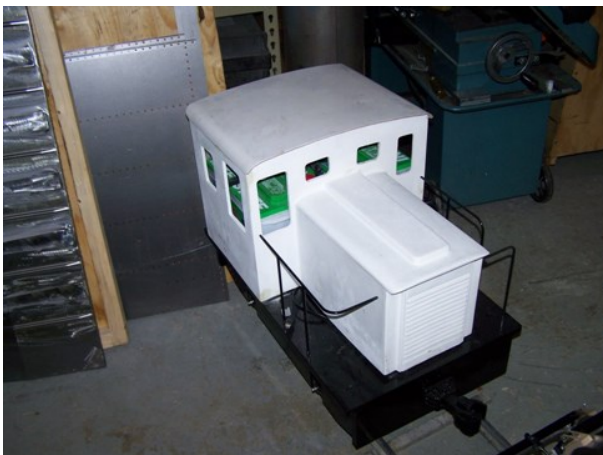
\$ 75.00





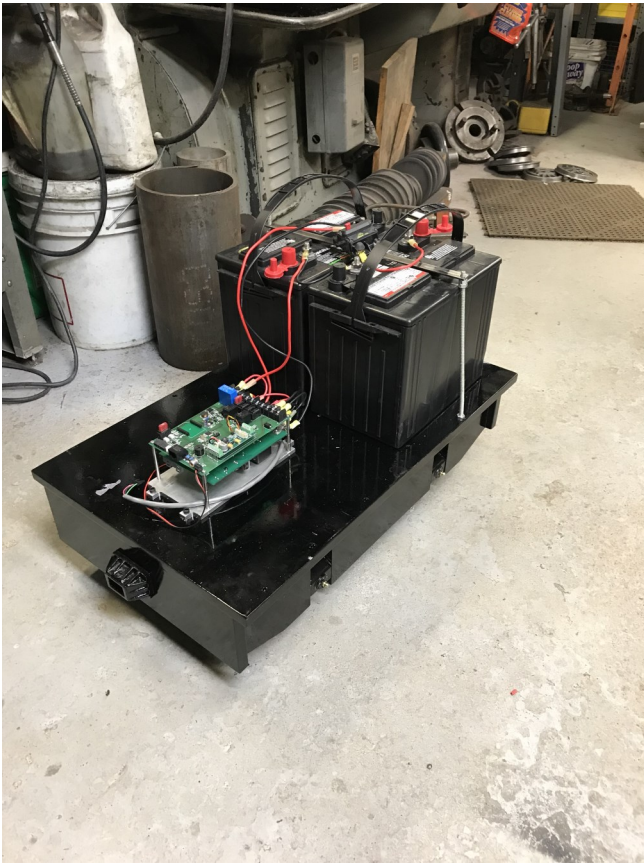
## GE 25 Tonner Parts List

Part No.	Description	Req.
D-1004	Chassis, Frame, Welded Steel	1
C-1007-3	Journal Box - Cast Alum	4
ELECTRICAL	2 Electrical power axel W/5"	1
	Wheels, Power Control Assy.	
	Phoenix Sound system w/ Speaker	
4QD PRO120	4 QD Controller 24 Volt	1
12 Volt Battery	12 Volt Battery	2
C-1003-1	Body Shell - Molded Fiberglass	1
C-1003-2	Louver - Cast Zinc	4
C-1007-8	Chassis Ladder - Cast Alum	2
C-1008-2	Handrail, Left Side - Formed Steel	1
C-1008-3	Handrail, Left Front - Formed Steel	1
C-1008-4	Handrail, Right Side - Formed Steel	1
C-1008-5	Handrail, Door - Formed Steel	2
C-1008-6	Body Hold-Down Bracket - Alum	4
C-1025-2	Dummy Coupler - Cast Alum	2
C-219	Coupler Pocket - Cast Alum	2
	Standard Materials Kit	1
	Assorted Hardware Kit	1
	Section 1 Part	
	Section 1 Machining	



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## NOTES

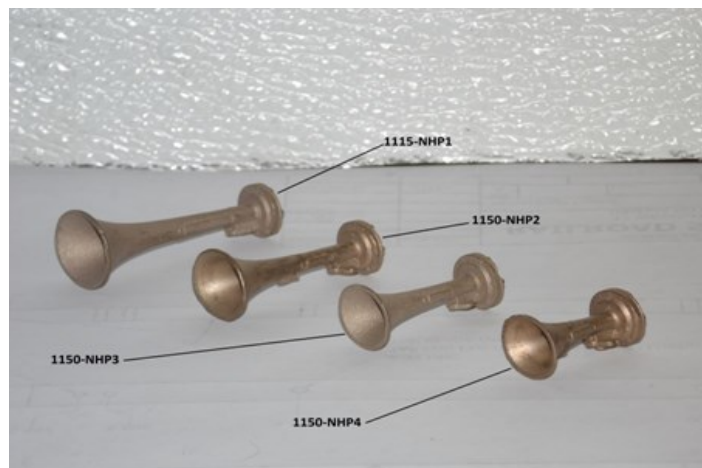


## Diesel Detail Parts

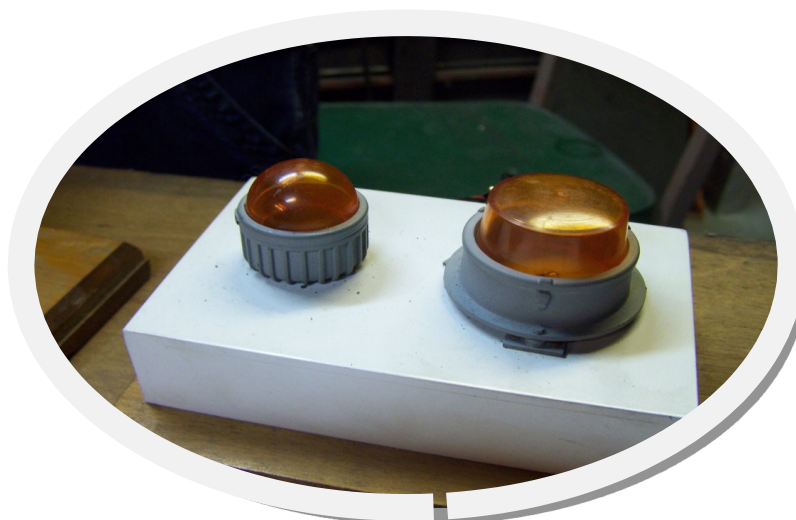
### Leslie Horns



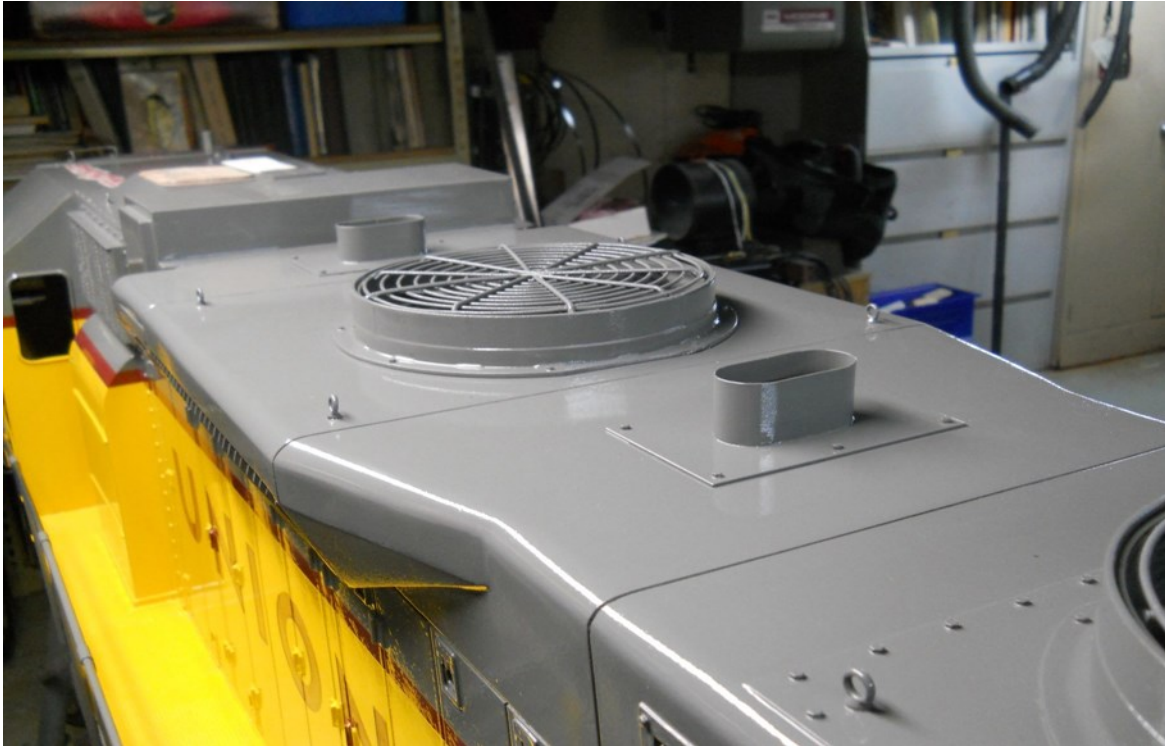
### Nathan Horns



### Warning Flashers



## Diesel Detail Parts





## Diesel Detail Parts





# Diesel Detail Parts List

## Body Shell Detail Parts

48" Cooling Fan Housing (1140-C8)



48" Dynamic Fan Housing (1140-D8)



48" Dynamic Fan Housing (1140-D8)



Dummy 8 Blade Cooling Fan (1140-CF)



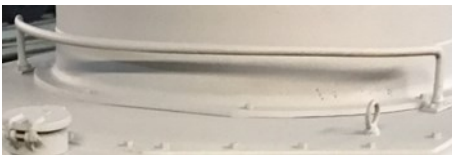
Grab Iron (1170-E)



Dust Bin Grill (1135-G)



Top Grab Iron (1170-T)



Walkway Step (1184-ST)



Number Board Molding (1176-NB)



Step Light Housing (1184-L)



Small Eye Loop (1174-S)



Large Eye Loop (1174-L)



# Diesel Detail Parts List

## Antenna's // Diesel Bells

Sinclair Excalibur Ant. (1152-SE)



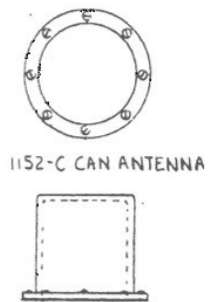
Sinclair 450 Antenna (1152-450)



Whip Antenna Base (1152-WT)



Can Antenna (1152-C)



Firecracker Antenna (1152-F)



Top Mount Switcher Bell (1156-SW)



Top Mount Diesel Bell (1156-T)



Front Mount Bell (1156-F)



Side Mount Diesel Bell (1156-S)



Underframe Mount Diesel Bell (1156-U)



# Diesel Detail Parts List

## Head Lights // Warning Lights

EMD Headlight (1172-E)



EMD Headlight Lens Shield



EMD Headlight Lens w/o Shield



Pyle Gyalite Lens Case, No Shield



Pyle Gyalite Lens Case, W/Shield



Pyle Gyalite Recessed Case (1172-RC)



Pyle Gyalite Extended Case (1172-GE)



Mars Warning Light (1172-MW)



Warning Flasher (1168-WCH)



Prime 8911 Warning Flasher (1168-PL)



Prime 8901 Warning Flasher (1168-PT)





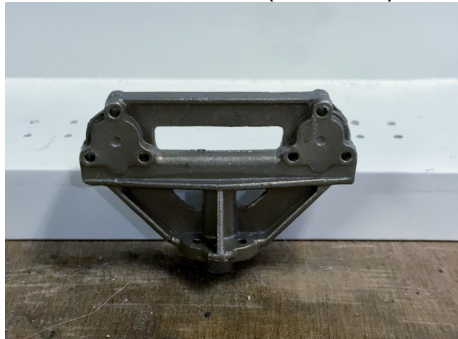
# Diesel Detail Parts List

## Leslie Horns

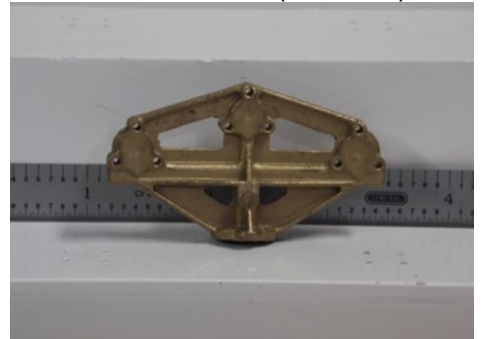
Leslie Horn Frame (1150-LF1)



Leslie Horn Frame (1150-LF2T)



Leslie Horn Frame (1150-LF3T)



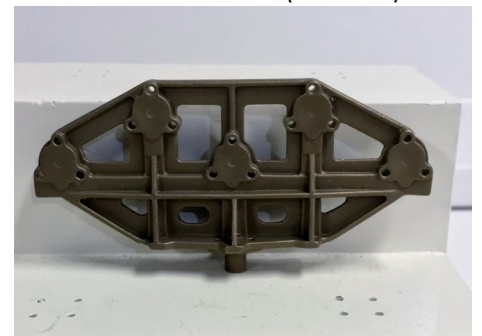
Leslie Horn Frame (1150-LF3L)



Leslie Horn Frame (1150-LF3S)



Leslie Horn Frame (1150-LF5)



Leslie Horn #55 (1150-LH55)



Leslie Horn #44 (1150-LH44)



Leslie Horn #37 (1150-LH37)



Leslie Horn #31 (1150-LH31)



Leslie Horn #25 (1150-LH1)



# Diesel Detail Parts List

## Leslie Horn Cap's // Nathan Horn's

Leslie Horn Cap (1150-HC1)



Leslie Horn Cap (1150-HC2)



Leslie Horn Cap (1150-HC3)



Nathan Horn Frame (1150-NPFT)



Nathan Horn (1150-NPH1)



Nathan Horn (1150-NPH2)



Nathan Horn (1150-NPH3)



Nathan Horn (1150-NPH4)



Nathan Horn (1150-NPH5)



## Diesel Detail Parts List

### Air Chime Horn's

Air Chime Frame 3 Low (1150-AF3L)



Air Chime Frame 5 Low (1150-AF5L)

Air Chime Horn #1 (1150-AH1)



Air Chime Horn #2 (1150-AH2)



Air Chime Horn #3 (1150-AH3)



Air Chime Horn #4 (1150-AH4)



Air Chime #5 (1150-AH-5)





# Diesel Detail Parts List

## Door Detail Parts // MU Box // Sand Box's // Cab Detail Parts

Hood Door Latch (1164-RDL)



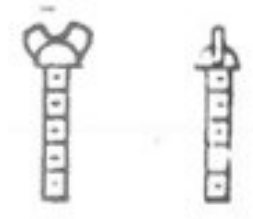
Door Latch (1164-DL)



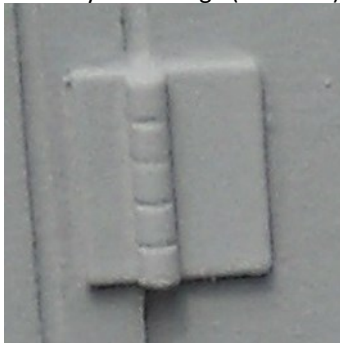
Door Handle (1164-DH)



Wing Screw (1164-WN)



Dummy Door Hinge (1164-RH)



Latch Handle Retainer (1164-R)



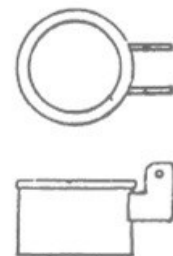
Diesel MU Box W/Cover (1178-MU)



Short Sand Filler W/Cover (1180-SFS)



Tall Sand Filler W/Cover (1180-SFT)



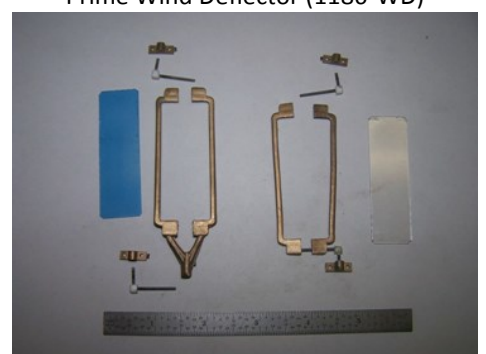
Cab Vent (1160-CV)



Prime Cab Vent (1160-PV)



Prime Wind Deflector (1186-WD)



# Diesel Detail Parts List

## Brake Parts // Intake Parts

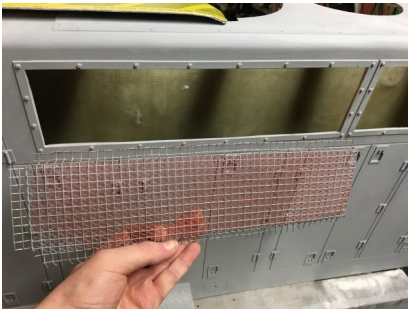
Brake Ratchet Kit (1158-R)



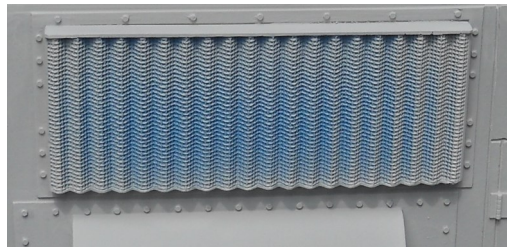
20" Brake Wheel (1158-P20)



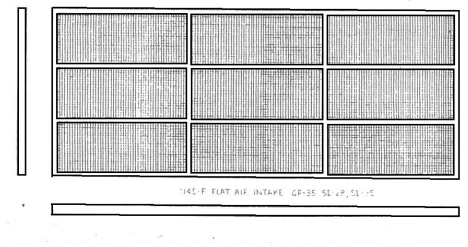
Wire Grill Radiator (1145-RG)



Pleated Air Intake (GP's) (1145-P)



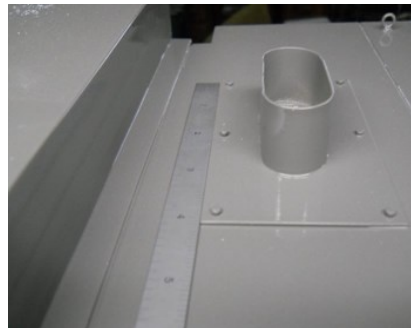
Flat Air Intake (SD's) (1145-F)



Exhaust Stack



Exhaust Stack, Non-Turbo, GP/SD



## Diesel Detail Parts List

Part No.	Description
1135-G	Dustbin Grill
1140-C8	48" Cooling Fan Housing
1140-CF	Dummy 8 Bladed Cooling Fan
1140-DF10	Dummy 10 Bladed Cooling Fan
1140-D8	48" Dynamic Fan Housing
1140-WG	Wire Grill 48"
1150-AF3L	Frame, Air Chime, 3 Chime
1150-AF5L	Frame, Air Chime, 5 Chime
1150-AH1	Air Chime Horn - 2 1/4" Long
1150-AH2	Air Chime Horn - 1 3/4" Long
1150-AH3	Air Chime Horn - 1 3/8" Long
1150-AH4	Air Chime Horn - 1 1/8" Long
1150-AH5	Air Chime Horn - 1" Long
1150-HC1	Leslie Horn Cap - Spiked
1150-HC2	Leslie Horn Cap - Scalloped
1150-HC3	Leslie Horn Cap - Round
1150-LF1	Frame, Leslie, Single Chime Frame
1150-LF2	Frame, Leslie, 2 Chime Frame
1150-LF3L	Frame, Leslie, 3 Chime Frame-Low
1150-LF3S	Frame, Leslie, 3 Chime Frame-Slant
1150-LF3T	Frame, Leslie, 3 Chime Frame-Tall
1150-LF5	Frame, Leslie, 5 Chime Frame
1150-LH1	Leslie Horn #25 - 2 3/4" Long
1150-LH31	Leslie Horn #31 - 2 1/4" Long
1150-LH37	Leslie Horn #37- 1 3/4" Long
1150-LH44	Leslie Horn #44 - 1 5/8" Long
1150-LH55	Leslie Horn #55- 1 1/4" Long
1150-NPFT	Frame, Nathen Horn
1150-NPH1	Nathen Horn #1 - 2 5/8" Long
1150-NPH2	Nathen Horn #2 - 2 1/4" Long
1150-NPH3	Nathen Horn #3 - 1 7/8" Long
1150-NPH4	Nathen Horn #4 - 1 5/8" Long
1150-NPH5	Nathen Horn #5 - 1 1/4" Long
1150-NPHC	Nathen Frame Cap
1152-450	Sinclair 450 Antenna
1152-SE	Sinclair Antenna
1152-C	Can Antenna
1152-F	Firecracker Antenna
1152-GPB	Ground Plane Antenna Base
1152-WT	Whip Antenna
1156-S	Side Mount Bell
1156-SW	Top Mount Bell, "A" Frame
1156-T	Top Mount Bell, Tripod Mount
1156-U	Under Frame Mount Bell



## Diesel Detail Parts List

Part No.	Description
1158-MP	Brake Cover
1158-P20	Brake Wheel
1158-P22	Brake Wheel
1158-R	Brake Ratchet
1160-CV	Cab Vent Rectangular
1160-PV	Cab Vent Prime Round
1162-W	Class Lamp
1164-DH	Door Handle
1164-DL	Door Latch
1164-R	Latch Handel Retainer
1166-S	Exhaust Stack
1168-PL	Prime 8911 Warning Flasher
1168-PT	Prime 8901 Warning Flasher
1168-WCH	Warning Flasher
1170-E	Grab Iron
1170-T	Top Grab Iron
1172-E	EMD Head Light
1172-F	EMD Head Light Lens Bezel
1172-S	EMD Head Light Lens Bezel, Shielded
1172-GE	Pyle Granite, Extended Case
1172-LC	Pyle Granite, Lens Case (Door)
1172-LCS	Pyle Granite, Lens Case W/Shield (Door)
1172-LF	Pyle Gyalite, Recessed Case
1172-MW	Mars Warning Light
1174-L	Lift Eye, Large
1174-S	Lift Eye, Small
1176-NB	Number Board
1178-MU	MU Box and Cover
1180-SFS	Short Sand Filler W/Cover
1180-SFT	Tall Sand Filler W/Cover
1184-L	Step Light
1184-ST	Walkway Step
1186-WD	Wind Deflector (Pair)
	Exhaust Stack
	Exhaust Stack, Non-Turbo, GP/SD

# NOTES

## Rolling Stock



In keeping with our line of finely detailed steam and diesel locomotives, we offer our line of riding cars which are designed to complement the appearance of any locomotive and provide a handsome train that anyone would be proud to own. Our riding cars are constructed of lightweight, high-strength aluminum castings and sheet for ruggedness and built around fiberglass sheathed plywood floor for flexibility. Our flat cars and wood gondola feature hardwood deck planking for more authentic appearance. RRSC riding cars are designed and constructed to provide years of reliable, hard service use.



# Rolling Stock

## D-8061 - Metal Gondola

This car is a standard for hauling passengers, designed for easy assembly, yet built for years of heavy-duty service. Sides are 1/8-inch aluminum plate; ends and ribs are cast aluminum, with 3/4-inch fiberglass sheathed plywood floor for durability. The sides are finished precut to size and shape, and are available in 48-ft. (6ft.), 44-ft. (5-ft, 6-in.), and 40-ft. (5- ft.) lengths. The 48-ft. and 44-ft. sides are shaped as shown in the photograph or straight-sided (along the bottom. The 40-foot car side is straight side only. Kits priced less trucks and couplers.

### Parts List - 48-FT. Metal Gondola Kit

Part No.	Description	Req.
C-8011	Coupler Pocket - Cast Alum	2
B-8046	Bolster, Car Body - Cast Alum	2
A-8055	Grab Iron - Formed Steel	8
D-8061-1	Car Side - Alum Plate	2
D-8061-2	Gondola End - Cast Alum	2
D-8061-3	Car Floor - Glassed Plywood	1
D-8061-4	Floor Angle - Alum	2
D-8061-7	Tope-Edge Channel - Alum	2
A-8062	Hat Section (Rib) - Cast Alum	16
A-8095	Stirrup Step - Formed Steel	4
	Assorted Hardware Kit	1
D-8061-48	48-ft. Metal Gondola	
D-8061-44	44-ft. Metal Gondola	
D-8061-40	40-ft. Metal Gondola	



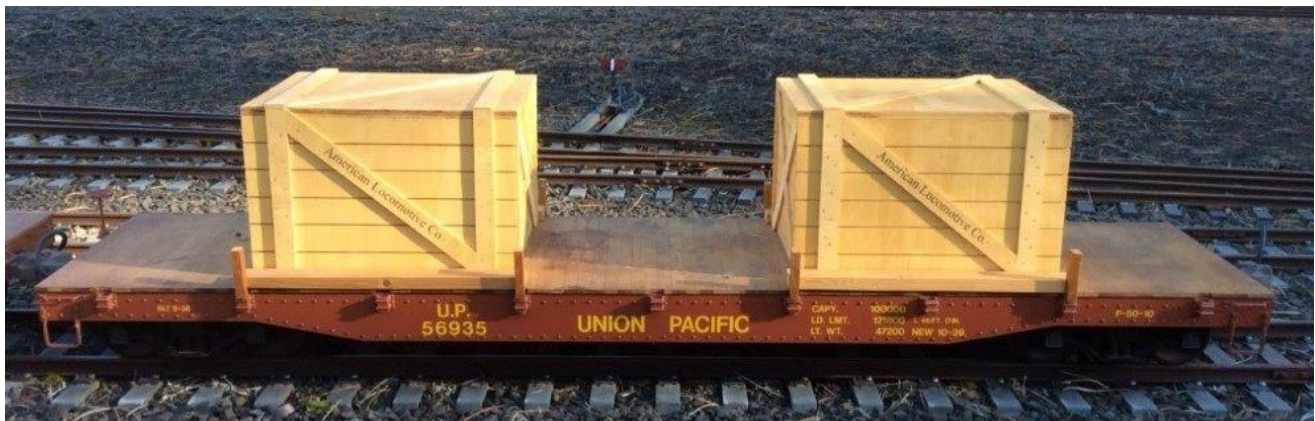
# Rolling Stock

## D-8065 - Metal Flat Car

This car is a must for hauling almost any type of load and really breaks up the monotony of a train of gondolas. Sides are precut 1/8-inch aluminum plate, and the floor planking is hardwood, precut to size and bonded to a 3/4-inch plywood subfloor.

### Parts List - 48-FT. Metal Flat Car Kit

Part No.	Description	Req.
C-8011	Coupler Pocket - Cast Alum	2
A-8025	Stake Pocket – Cast Alum	18
A-8046	Bolster, Car Body - Cast Alum	2
A-8055	Grab Iron - Formed Steel	8
D-8065-1	Car Side - Alum Plate	2
D-8065-2	Car End - Alum Plate	2
D-8065-3	Car Floor - Resined Plywood	2
D-8065-4	Floor Angle - Alum	2
D-8065-5	Corner Angle - Alum	4
D-8065-6	Side Bottom Angle - Alum	2
D-8065-7	End Bottom Angle - Alum	4
D-8065-8	Brake Stand Brkt - Alum	1
D-8065-9	Brake Staff - Steel	1
D-8065-10	Deck Planking Kit - Hardwood	1
A-8095	Stirrup Step - Formed Steel	4
A-9401	Brake Wheel Kit—Cast Brass (Less Mtl. Plate)	1
	Assorted Hardware Kit	1
D-8065-54	54-ft. Metal Flat car	
D-8065-48	48-ft. Metal Flat car	
D-8065-44	44-ft. Metal Flat car	
D-8065-40	40-ft. Metal Flat car	



## Rolling Stock

### D-8020-G - 40 FT. Old-Fashioned Wooden Gondola

Here is an authentic replica of the old workhorse. This railroad car could be seen on every freight train and siding in America. The car is a real showpiece. No detail has been omitted and the kit is complete. Jig-welded steel frame, planking is finished-dimension hardwood cut to length, and all hardware such as stake pockets, queen posts, turnbuckles, rods, corner irons, steps, nuts, bolts, etc. is included - even brake wheel set. Also offered as an old-time flat car without sides.

#### Parts List - 40-FT. Old-Fashioned Wooden Gondola Kit

Part No.	Description	Req.
A-8014	End Sill - Hardwood	2
D-8020-1	Buffer - Alum	2
D-8020-2	Car Frame - Welded Alum	1
D-8020-3	Truss Rod - Steel	8
D-8020-4	Buffer Strap - Steel	2
A-8021	Corner Brkt - Formed Steel	16
B-2022-1	Side Plank - Hardwood	6
B-2022-2	End Plank - Hardwood	6
B-8023	Stake - Cast Alum	16
D-8024-1	Deck Planking Kit - Hardwood	1
D-8024-2	Subfloor - Plywood	1
A-8025	Stake Pocket - Cast Alum	16
A-8026	Queen Post - Cast Alum	8
A-8055	Grab Iron - Formed Steel	8
A-8095	Stirrup step - Formed Steel	4
A-8128	Turnbuckle - Cast Brass	4
	Assorted Hardware Kit	1
D-8020-G	40-ft. Wood Gondola	
D-8020-FC	40-ft. Wood Flat Car (Less Side and End Planks, Corner Brackets and Stakes)	





## Rolling Stock

### D-8050 - Pulpwood Car ( T Riding Car)

This T car here is used to haul your Passengers. The car comes in 6 FT, 7 FT, & 8 FT lengths, the center piece is removable so you can stack other cars to transport or turn your car in to a load carrying telephone poles or loads of lumber. This car only comes ready to run, less trucks and couplers.

### Parts List - RTR Pulpwood Car

Part No.	Description
D-8060-64	64-ft. Pulpwood Car (T Riding Car)
D-8050-56	56-ft. Pulpwood Car (T Riding Car)
D-8050-48	48-ft. Pulpwood Car (T Riding Car)



## Rolling Stock

New kits coming fall 2019

### PS-2 Covered Hopper Kit



### ARA (X-29) 40' Steel Box Car Kit





# Rolling Stock

## 1 1/2"-Scale Standard Heavyweight Passenger Car

Our cars represent "Top of the Line" in passenger equipment for 1 1/2-inch-scale trains. For several decades these cars were standard luxury equipment on crack trains such as the 20th Century Limited, Portland Rose, City of San Francisco, and many others. A string of these beautifully detailed cars is the last word in realism on a scale railroad. The basic design is soundly engineered to ensure straightforward assembly, trouble-free operation, and years of hard use. Because of the six-wheel equalized trucks and low center of gravity, they roll with a solid stability not found in most riding cars.



Realism comes naturally to all the heavyweight standard passenger cars. They are rugged and beautiful yet relatively simple to assemble. The 1 1/2-inch-scale, 10-foot (80-foot) long cars carry four adults comfortably, yet roll easily on ball-bearing trucks and will negotiate a 25-foot-radius curve. The type of car and window pattern is a customer option. Body kits come complete with all parts, including coupler pockets and body bolsters, fiber glassed wood floor, and all necessary hardware items. A complete set assembly drawings is furnished. Optional extras are Couplers, vestibule diaphragms, and seats. The cars are available in 8 FOOT, 9 FOOT, and 10 FOOT. The cars weigh out at approximately 250 lbs. They will carry 1,000 lbs. each. These beautiful cars are one of a kind. 95% metal minus the fiberglass wood floor.

Primary construction consists of a plywood fiberglass-reinforced floor. To this are assembled cast ends, steps, tool boxes, coupler pockets, and bolsters. The sides are 1/8-inc aluminum plate, with windows punched, and overall dimensions to exact size to assure smooth assembly. Top-side rail and window trim is extrusion-attached with rivets. Sides are riveted to the floor flange, and end castings are riveted in place at either end. The entire interior may now be painted and the cushioned seat assemblies installed. The car body is now finished and ready for painting.



## Rolling Stock

### 1 1/2"-Scale Standard Heavyweight Passenger Car

Part No.	Description
C-8030K	Baggage Car Kit
C-8031K	Railway Post Office Car Kit
C-8032K	Chair Car Kit
C-8033K	Pullman Car Kit
C-8034K	Dining Car Kit
C-8035K	Club Car Kit
C-8036K	Observation Car Kit ( w/ Railing)

All kits bodies furnished less trucks, couplers, seats, seat frames, vestibule diaphragms and painting.

## DRAWINGS

Complete set of construction prints

\$ 80.00



# Rolling Stock

## 1 1/2"-Scale Standard Heavyweight Passenger Car

C-8030K

Baggage Car Kit



C-8031K

Railway Post Office Car Kit



C-8032K

Chair Car Kit



C-8033K

Pullman Car Kit



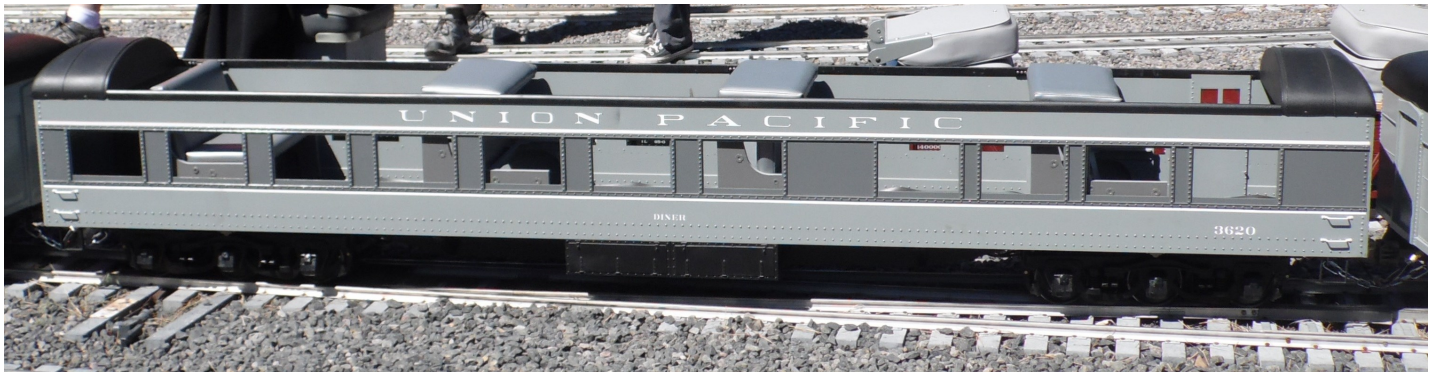


# Rolling Stock

## 1 1/2"-Scale Standard Heavyweight Passenger Car

C-8034K

Dining Car Kit



C-8035K

Club Car Kit



C-8036K

Observation Car Kit (w/ Railing)





## Rolling Stock

### 1 1/2"-Scale Standard Heavyweight Passenger Car Parts List

Part No.	Description
D-8037	Car Side, Sheared/Punched - Alum Plate
D-8038	Roof End, Clerestory - Cast Alum
D-8039	Roof End, Monitor - Cast Alum
D-8040-1	Car End - Cast Alum
D-8040-2	Car Floor, 10 Ft. - Glassed Plywood
D-8040-3	Car Floor, 9 Ft. - Glassed Plywood
D-8040-4	Car Floor, 8 Ft. - Glassed Plywood
D-8040-5	Passenger Car Door - Cast Alum
D-8040-6	Baggage Door Large - Cast Alum
D-8040-7	Baggage Door Small- Cast Alum
D-8040-8	Tool Box Face - Cast Alum
D-8040-9	Passenger Car Step - Cast Alum
D-8040-10	Baggage Door Step - Formed Steel
D-8040-11	Baggage Car Step - Formed Steel
D-8040-12	Floor Angle - Alum
D-8040-13	Side Trim Strip - Alum Extrusion
D-8040-14	Vert Window Trim Strip - Alum Extrusion
D-8040-15	Car Body Bolster - Cast Alum
D-8040-16	Coupler Pocket - Cast Alum
D-8040-17	Side Support Roller - Steel
D-8040-18	Center Sill, 10 Ft. Car - Wood
D-8040-19	Center Sill, 9 Ft. Car - Wood
D-8040-20	Center Sill, 8 Ft. Car - Wood
D-8040-21	Gusset, Center Sill - Wood
D-8040-22	Spacer, Center Sill - Wood
D-8040-23	Side Rail, Car Top - Alum Extrusion
D-8040-24	Cross Brace - Alum Angle
D-8040-25	Bracket, Cross Brace - Alum Angle
D-8040-26	End Sill, Observation - Hardwood
D-8040-27	Car End, Observation - Cast Alum
D-8040-28	Angle, Observation Car End - Alum
D-8040-29	Observation Platform - Alum Plate
D-8040-30	Observation Railing - Br. Steel Assy
D-8040-31	Shim, Side to End - Alum
	Assorted Hardware Kit - Baggage & RPO
	Assorted Hardware Kit - Other Cars



Railroad Supply Heavy Weight Pullmans Built and Owned by Dean Willoughy. Photos by Dean Welloughy.





Railroad Supply Heavy Weight Pullmans being built and Owned by Bill Wilson of Canada. Photos by Bill Wilson.





Railroad Supply Heavy Weight Pullmans being built and Owned by Bill Wilson of Canada. Photos by Bill Wilson.







## NOTES



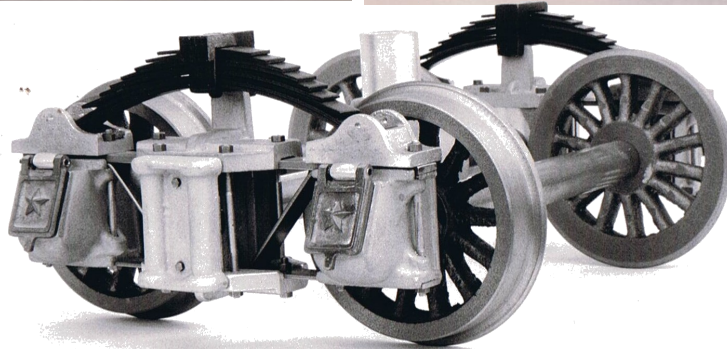
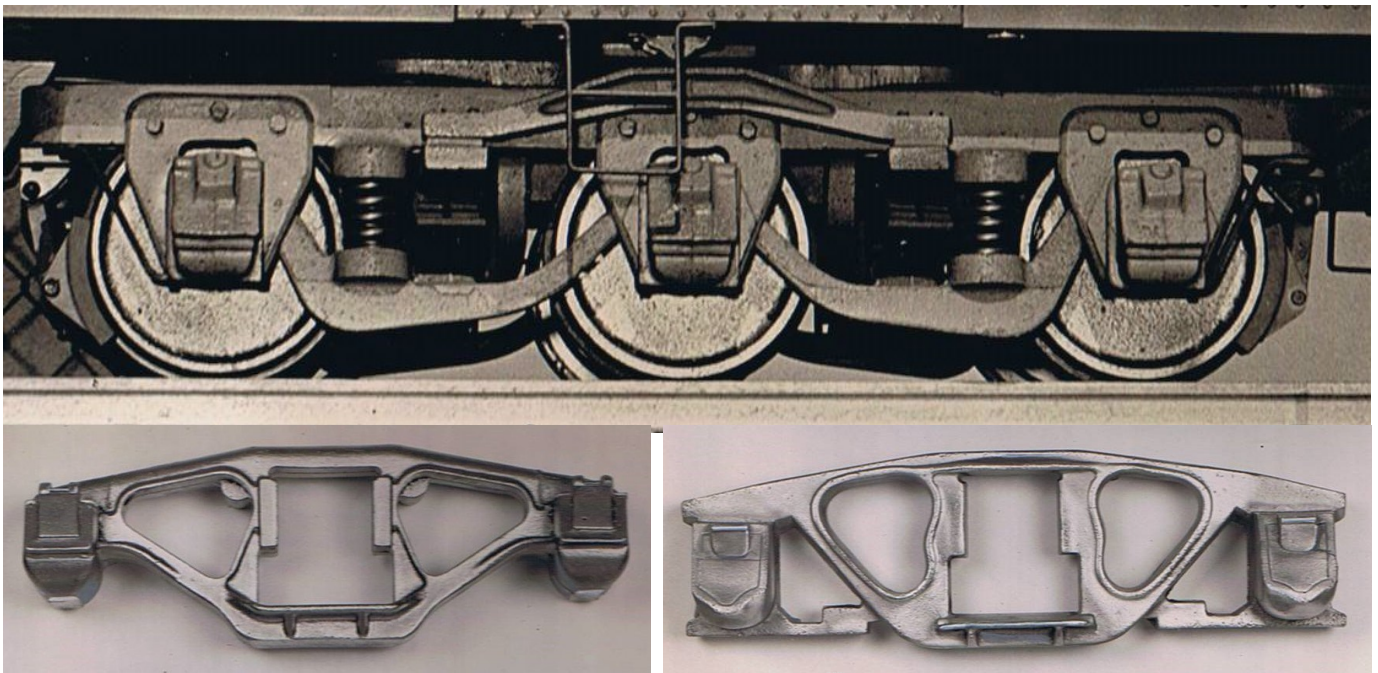
## Trucks and Wheels Section

We offer the widest range of trucks available.

<b>Passenger Coach</b>	<b>Freight Car</b>
6-Wheel Commonwealth	Bettendorf
4-Wheel 1880 Pullman	Andrews
	Arch Bar

These trucks are designed for good rolling characteristics as well as long life. With contoured wheels, they not only track well on straight track and switches, but they are also smoother-rolling on curves. They meet IBL standards in all dimensions and exceed them on the all-important wheel contour (.125" nominal radius) which helps reduce track wear. A full range of railroad wheels is offered for locomotives and cars. All are cast in iron for long life.

All RRSC trucks are available in un machined kit form or ready-to-run and are priced as pairs. Our freight car and passenger car trucks are also available as un machined kits with just wheels and axles machined and assembled (for those of you who don't like the job of turning cast-iron wheels or don't have a lathe). We offer individual castings for "scratch-builder." Drawings for the trucks are available upon request from customer.



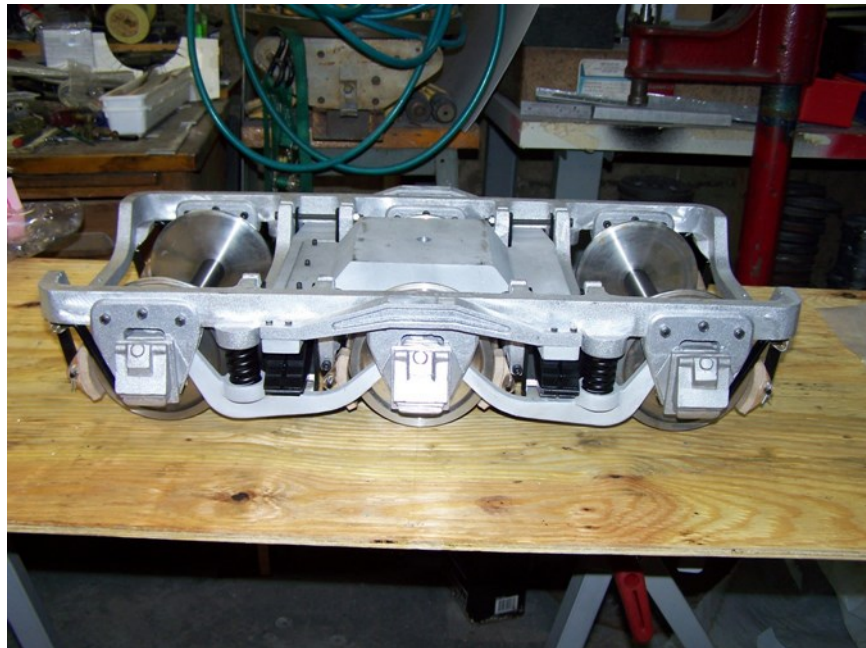
## Trucks and Wheels Section

### Six-Wheel Commonwealth Passenger Car Trucks

These beautifully detailed six-wheel trucks served under the heavyweight passenger car on all crack trains (Express Trains) through three decades. Because they are completely equalized with working leaf and coil springs, they are the ultimate in both riding comfort and rail-holding ability! Wheels 36" dia (4 1/2" dia).

***Drawing package for this set is \$ 40.00 dollars includes free shipping for just the drawings.***

Part No.	Description	Req.
D-8045-800	Truck Frame - Cast Alum	2
D-8045-801	Bolster - Cast Alum (2 pieces)	2
D-8045-802	Truck Equalizer - Cast Alum	4
D-8045-803	Pedestal - Cast Alum	12
D-8045-804	Journal Box - Cast Alum	12
D-8045-805	Spring Plank - Cast Alum	4
D-8045-806	Spring Equalizer - Cast Alum	8
D-8045-807	Wheel 36", Plain Back - Cast Alum	12
D-8045-808	Axel-Steel	6
D-8045-809	Leaf Spring Assy - Formed Steel	8
D-8045-810	Coil Spring - Formed Steel	8
D-8045-811	Spring Hanger - Steel	8
D-8045-812	Pedestal Binder, Inner - Steel	4
D-8045-813	Pedestal Binder, Outer - Steel	8
D-8045-814	Heavy Load Version Spring	
X-1604	Bearing - Sealed Ball 1604DS	12
	Standard Materials Kit	1
	Assorted Hardware Kit	1
D-8045K	Parts Kit Complete Un machined (Pair)	
D-8045MK	Parts Kit with Wheel/Axel Machined (Pair)	
D-8045F	Finished, Ready-to-Run (Pair)	
D-8045BK	Brake Rigging Kit - All Parts Un machined (Pair)	
D-8045BF	Brake Rigging Kit - Machined (Pair)	



## Trucks and Wheels Section

### Four-Wheel Pullman Passenger Car Trucks, Circa 1880

By Carefully scaling these trucks from Pullman trucks of 1880, we have engineered into them such details as LOST- WAX brass spring retainers and brake shoes for EXTRA SHARP detail, cast RIBBED wheels, working brake rigging, full springing and equalization. All springs, coil and leaf, are preloaded and only SCALE BOLTS are used in assembly. ***Drawing package for this set is \$ 40.00 dollars includes free shipping for just the drawings.***

Part No.	Description	Req.
D-8000-2	Wheel, Rib Back - Cast Iron	8
D-8045-3	Pedestal - Cast Alum	8
D-8045-4	Journal Box - Cast Alum	8
D-8073-1	Spring Seat, Upper - Cast Alum	8
D-8073-2	Spring Seat, Lower - Cast Alum	8
D-8073-3	Swing Hanger - Cast Brass	8
D-8073-4	Pivot, Swing Hanger, Steel	4
D-8073-5	Spring Plank - Cast Alum	2
D-8073-6	U-Bolt - Steel	8
D-8073-7	Pedestal Binder - Steel	4
D-8073-9	Bolster - Cast Alum	2
D-8073-10	Tansom Tie Bar - Steel	4
D-8073-11	Truck Frame - Cast Alum	2
D-8073-12	Leaf Spring Assy - Formed Steel	4
D-8073-13	Equalizer Beam - Cast Alum	4
A-8082	Axel - Steel	4
X-1604	Bearing - Sealed Ball 1604DS	8
X-0009	Coil Spring - Formed Steel S-94	8
	Standard Materials Kit	1
	Assorted Hardware Kit	1
D-8073K	Parts Kit Complete Un machined (Pair)	
D-8073MK	Parts Kit with Wheel/Axel Machined (Pair)	
D-8073F	Finished, Ready-to-Run (Pair)	
D-8073BK	Brake Rigging Kit - All Parts Un machined (Pair)	
D-8073BF	Brake Rigging Kit - Machined (Pair)	

Photo taken by: Michael Smith





## Trucks and Wheels Section

### Bettendorf and Andrews Freight Car Trucks

Part No.	Description	Req.
D-8012-1	Dix Bettendorf Side Frame - Cast Alum	4
D-8012-4	Dix Bettendorf Journal Box Lid - Cast Bronze	8
D-8080-1	Andrews, Std. Side Frame - Cast Alum	4
D-8085-1	Bettendorf, Std. Side Frame - Cast Alum	4

#### COMMON PARTS

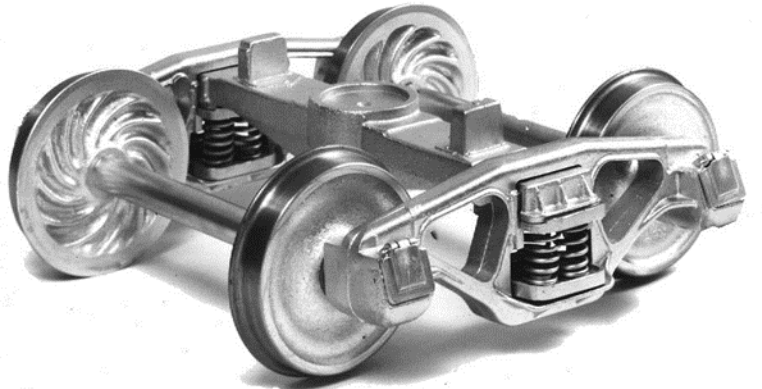
D-8000-2	Wheel, Rib Back - Cast Iron	8
D-8012-2	Bolster, Bettendorf - Cast Alum	2
D-8080-2	Bolster, Andrews - Cast Alum	2
D-8012-3	Spring Plank, Bettendorf - Alum	2
D-8012-7	Coil Spring, Formed Steel	16
A-8082	Axel - Steel	4
X-1604	Bearing - Sealed Ball 1604DS	8
	Standard Materials Kit	1
	Assorted Hardware Kit	1

#### ANDREWS KITS

D-8080K	Parts Kit Complete Un machined (Pair)
D-8080MK	Parts Kit with Wheel/Axel Machined (Pair)
D-8080F	Finished, Ready-to-Run (Pair)
D-8080BK	Brake Rigging Kit - All Parts Un machined (Pair)
D-8080BF	Brake Rigging Kit - Machined (Pair)

#### BETTENDORF KITS

D-8085K	Parts Kit Complete Un machined (Pair)
D-8085MK	Parts Kit with Wheel/Axel Machined (Pair)
D-8085F	Finished, Ready-to-Run (Pair)
D-8085BK	Brake Rigging Kit - All Parts Un machined (Pair)
D-8085BF	Brake Rigging Kit - Machined (Pair)



## Trucks and Wheels Section

### Arch Bar Freight Car Trucks

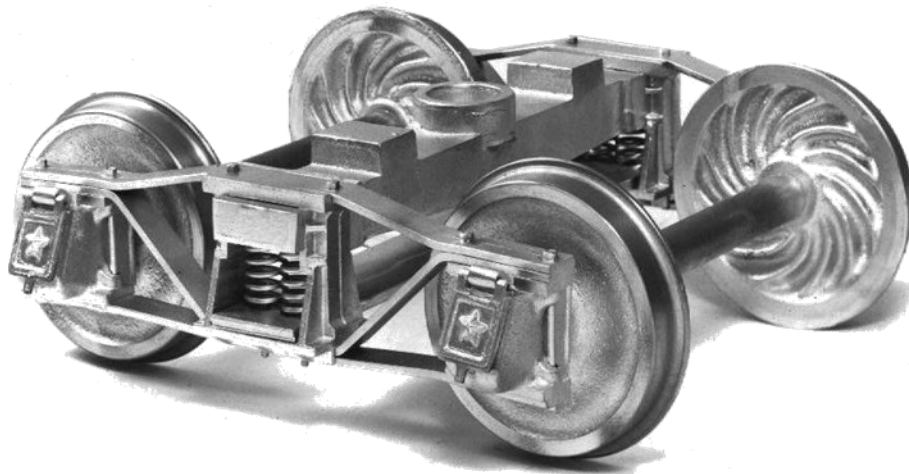
Part No.	Description	Req.
D-8000-4	Top Brace, Dix. Side Frame - Steel	4
D-8000-5	Center Brace, Dix. Side Frame - Steel	4
D-8000-6	Bottom Brace, Dix. Side Frame - Steel	4
D-8000-7	Column, Dix. Side Frame - Cast Alum	4
D-8000-8	Journal Box, Deluxe - Cast Alum	8
D-8000-9	Journal Box, Deluxe - Cast Bronze	8
	Arch Bar, Std. Side Frame - Cast Alum	4

#### COMMON PARTS

D-8000-2	Wheel, Rib Back - Cast Iron	8
D-8000-3	Bolster - Cast Alum	2
D-8000-11	Spring Plank - Alum	2
D-8012-7	Coil Spring - Formed Steel	16
A-8082	Axel - Steel	4
X-1604	Bearing - Sealed Ball 1604DS	8
	Standard Materials Kit	1
	Assorted Hardware Kit	1

#### ARCH BAR KITS

D-8000K	Parts Kit Complete Un machined (Pair)
D-8000MK	Parts Kit with Wheel/Axel Machined (Pair)
D-8000F	Finished, Ready-to-Run (Pair)
D-8000BK	Brake Rigging Kit - All Parts Un machined (Pair)
D-8000BF	Brake Rigging Kit - Machined (Pair)



## Accessories



Accessories are the finish touch to any piece of railroad equipment. From lights, bells and whistles on locomotives, to grab irons, steps and marker lamps on rolling stock these are what dress the finished product for ultimate realism. This is an example of the detail which can be accomplished on any basic locomotive to reflect the prototype image of a given railroad. Much of the enjoyment and satisfaction in operation comes from the detailed equipment and accessories.



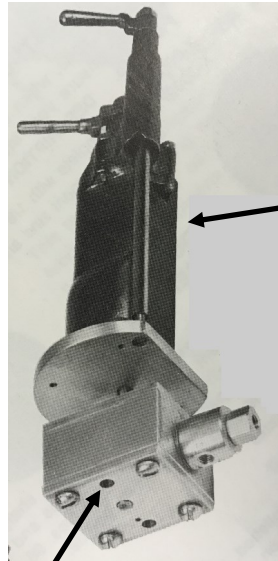
# Accessories

## Locomotive Cab Accessories



**Standard Fire Door  
(B-5155)**

A good size for most engines.  
Cast in heavy bronze.  
2" x 2 3/8" opening



**Westinghouse L-8-P  
Brake Stand  
(B-9400)**

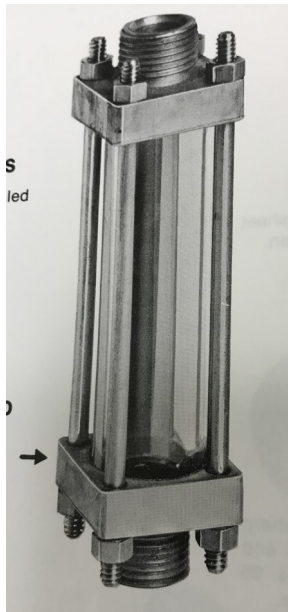
**Currently not in stock**

Used with under-cab brake  
valve for engine and ball valve  
for vacuum train brakes.

**New tooling being made**

**Brake valve  
(A-7079)**

For Air or Steam, 90 degree  
Off-On Dimensions 1 1/2 x 1  
1/2 x 1". Smooth positive op-  
eration. Mounted under cab  
floor with rod activator to  
brake-stand handle in cab.



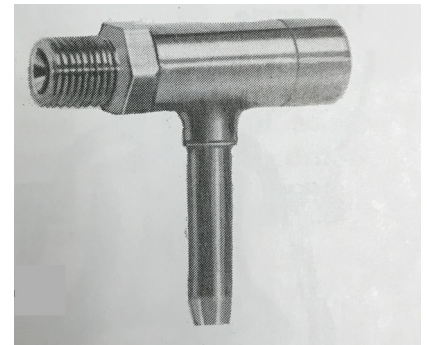
**Old-Fashioned Rod  
Braced  
(A-9210)**

2" long Assembled with 1/4-40  
unions



**Brake Control Stand  
(A-5166)**

2 1/4" High  
Can be used for Brake, Fuel or  
other cab control.

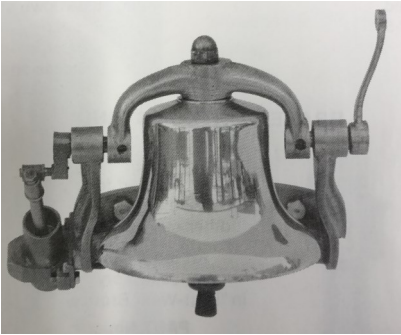


**Steam Injector  
(A-9300)**

This is the heart of your vacuum brakes.  
With the 1/4-40 male thread screwed  
into a ball valve, it mounts out of the  
way under the cab. Slip a 3/16" rubber  
hose over the vacuum boss and run it to  
the train or brake line, and you are in  
business. An extended handle for the  
valve allows cab operation. Open the  
valve, and steam blasts through the  
very small orifice in the unit and pro-  
duces 26 inches of mercury suction at  
the vacuum port. The precisely tapered  
internal cones are the secret.

## Accessories

### Locomotive Cab Accessories

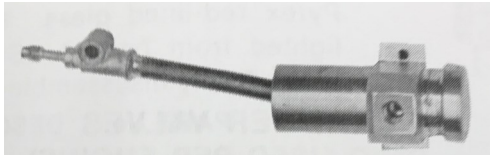
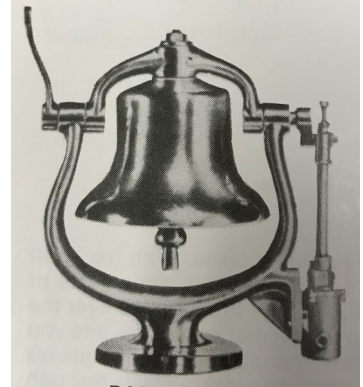


#### Locomotive Bells

A truly beautiful set of bronze "lost-wax" castings. When assembled and polished, it will shine like a gem on your engine.

**Top Mounted Bell Kit (B-1500)**

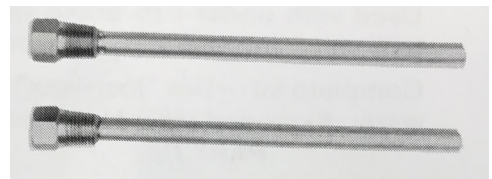
**Front Mounted Bell Kit (B-1501)**



#### Automatic Bell Ringer (C-9601)

This assembly was developed to mount on and operate our top-mounted or front-mounted bells. It will operate equally well on a trickle of steam or air to keep the bell ringing. It is simple to install and is probably one of the most fascinating accessories which can be added to an engine.

Inlet port 1/8-56 thread.



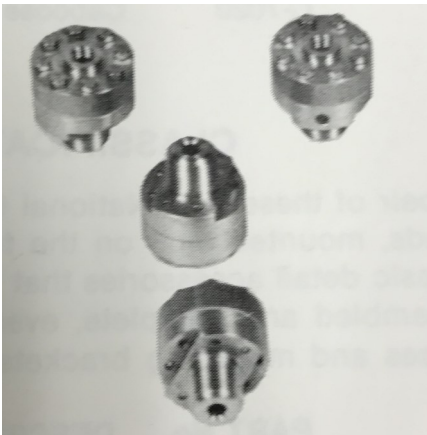
#### Boiler Anti-Corrosion Anodes (X-0002)

These 2"-long zinc rods, when screwed into your front flue sheet or back head, help ensure your steel boiler against corrosion.

#### Automatic Cylinder Cocks (A-9240)

Steam-operated. Cab-controlled. Just open valve in cab and cocks close. One is used on each end of cylinder (4 per locomotive). Beautifully built of brass with Teflon diaphragm. Maintenance-free and positive.

Diameter 23/32 inches, with 1/8-inch male pipe thread. Replacement diaphragms available.

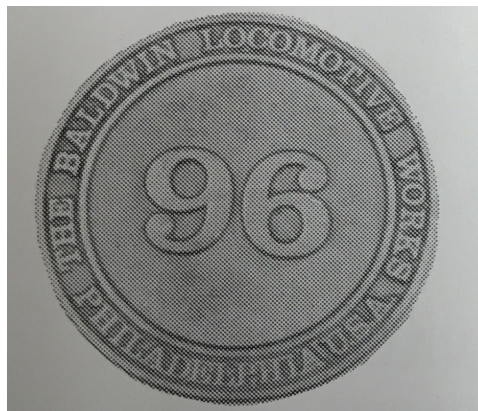


#### B&O Locomotive Number Plates (A-173)

The Patterns for these plates were photo-etched for sharp definition. The bronze investment castings are like coins and are among our proudest products. Available in Engine Nos.

96 through 99.

Diameter 2 1/4 inches



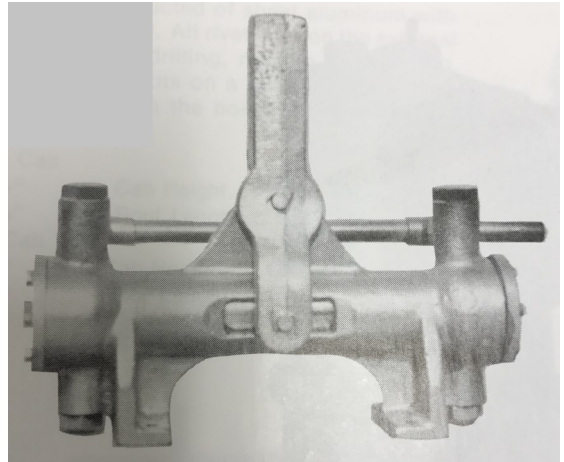
## Accessories

### Water Pumps



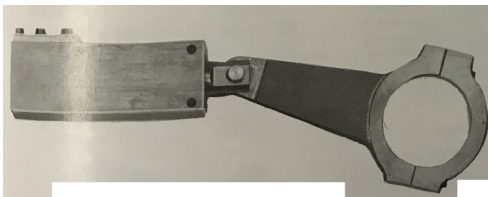
**Crosshead Pump (D-5146)**

A Kit of 4 castings and the necessary stock to make one crosshead pump



**Tender Hand Pump (D-9790)**

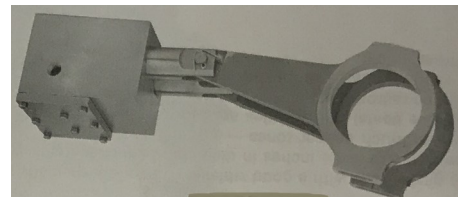
A husky hand pump that really puts out— a pint every 20 strokes. Double acting and pumps easily even against pressure. All bronze for submerged operation.



**Locomotive Axle Water pump Single Ram (D-122)**

A good axle pump is the workhorse during operation. This pump is well designed for easy mounting and trouble-free operation. All brass construction with check valves. Stainless steel piston with O-rings.

3/4" Bore, 5/8" Stroke, 2" Eccentric Diameter, 10  
1/2" Axle Centerlines



**Locomotive Axle Water pump Double Ram (D-2069)**

A good axle pump is the workhorse during operation. This pump is well designed for easy mounting and trouble-free operation. All brass construction with check valves. Stainless steel piston with O-rings.

3/4" Bore, 5/8" Stroke, 2" Eccentric Diameter,  
9" Axle Centerlines



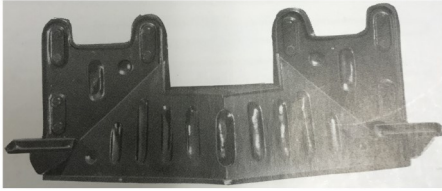
## Accessories

### Locomotive Accessories

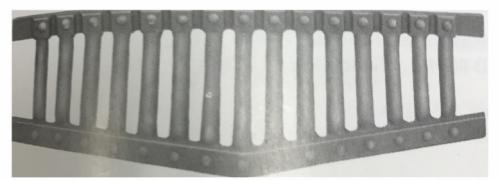
#### Pilot Steps

(B-231-2 Right) (B-231-1 Left)

**Cast Pilot (C-242)**

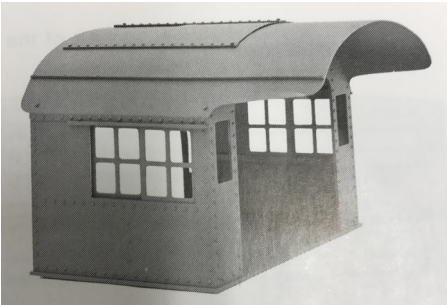


**Boiler Tube Pilot (D-2049-1)**

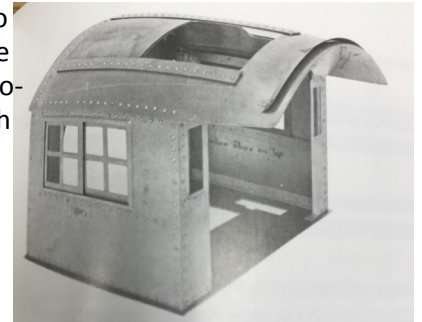


Our USRA and Baldwin cab kits are constructed of sheet aluminum with all shearing, punching, and forming provided. All rivet lines on the external panels are transfer-punched as an aid to drilling, riveting, and bolting. As an aid to those wishing to use our cab kits on a different locomotive, the cab fronts and floor are furnished with the boiler openings uncut.

**USRA Std Cab**



**Baldwin Std Cab**



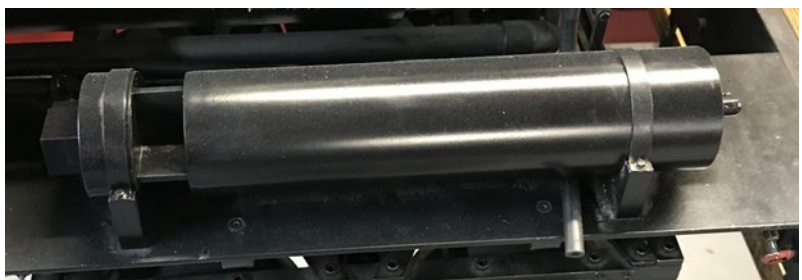
- **D-170 Baldwin Std Cab**  
Cab Width 14 1/4"  
Cab Length 10 3/4"
- **X-2123 USRA Std Cab**  
Cab Width 16"  
Cab Length 10 3/4"

#### Steam Locomotive 4 Chime Whistles

The very soul of a steam locomotive is given voice with a good whistle. They are a specialty at Rail- road Supply, and we are very proud of our fine line. The whistles can be made in 1 1/2" in diameter or 2" diameter 10, 14, or 17 Inches long with 4 chimes.

All whistles are carefully tuned for pleasant, full tones, and they authentically reflect those used generally on railroads across the country. We guarantee them to bring back memories. They are generally mounted under the running boards to represent air tanks. Furnished complete, they are all-brass construction, all hand made, with 1/8-inch male pipe thread fitting.

**Reverse Quadrant Assembly  
(C-5154)**



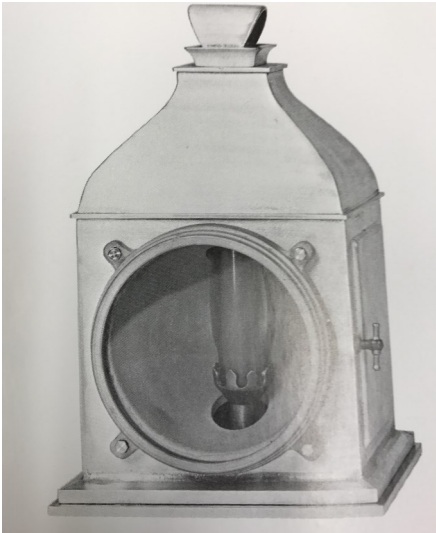
# Accessories

## Locomotive Accessories



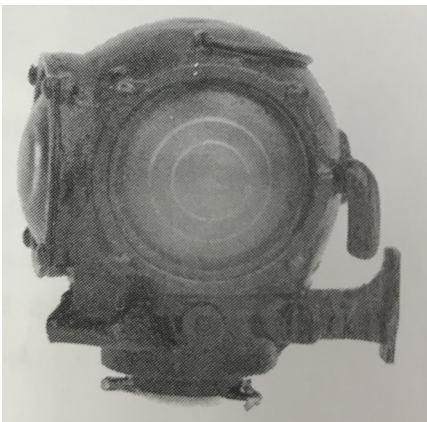
## Accessories

### Headlight and Railroad Lamps



#### **Old-Time Headlight (D-5126)**

This authentic old-time headlight was developed for the CP-173. Investment castings are used throughout to facilitate assembly. The finished product will set off any "period" engine. Kit is furnished either with or without mounting brackets.



#### **Classification Lamps (A-7030)**

A pair of these Pyle National Class Lamps was used by most roads, mounted high on the front of the engine. One of the classic detail accessories that finishes an engine. Kit is easily assembled and complete, even to the clear and green prism lenses and mounting brackets.

Replacement lenses are available



#### **Caboose Marker Lamps (C-7020)**

Faithful replicas of the Adlake Marker Lamps used extensively by all railroads.. Kit is complete with clear, red, amber, and green prism lenses and two car- mounting brackets.

Replacement lenses are available



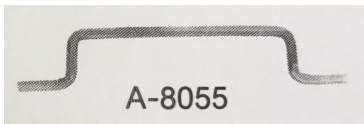
# Accessories

## Freight Car Parts

Caboose Car Step (D-8040-9)



Grab Irons 3 3/4" (A-8055)



Queen Post 1/4" (A-8126)



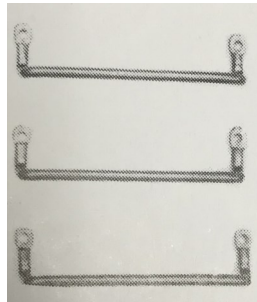
Glad-Hand Coupling Kit (A-9580)



Flat Car End (D-5110-4)



Grab Irons 2" (A-8096)



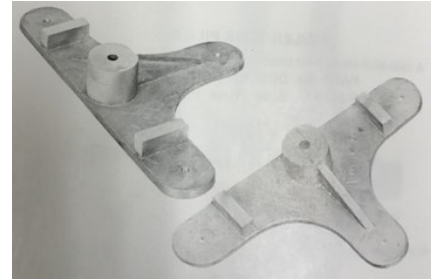
Queen Post 1 3/8" (A-8026)



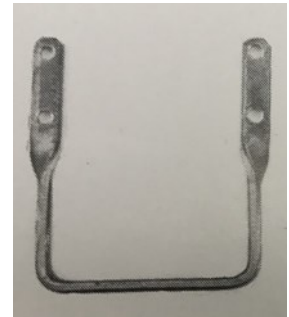
Automatic Coupler



Car Body Bolster (B-8046)



Stirrup Steps Steel (A-8095)



Turnbuckles (A-8128)



Dummy Coupler (A-1025-2)



# Accessories

## Freight Car Parts

Coupler Pocket (A-219)



Draw Bar Pocket (C-8011)



AJAX Brake Housing (A-8027-4)



Brake Housing (A-8027-5)



22" Brake Wheel



AJAX Brake Wheel (A-8027-2)



Klassing Brake Wheel (A-8027-1)



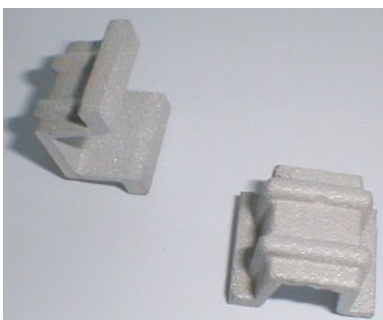
Brake Wheel, 1 3/4" (A-9401-1)

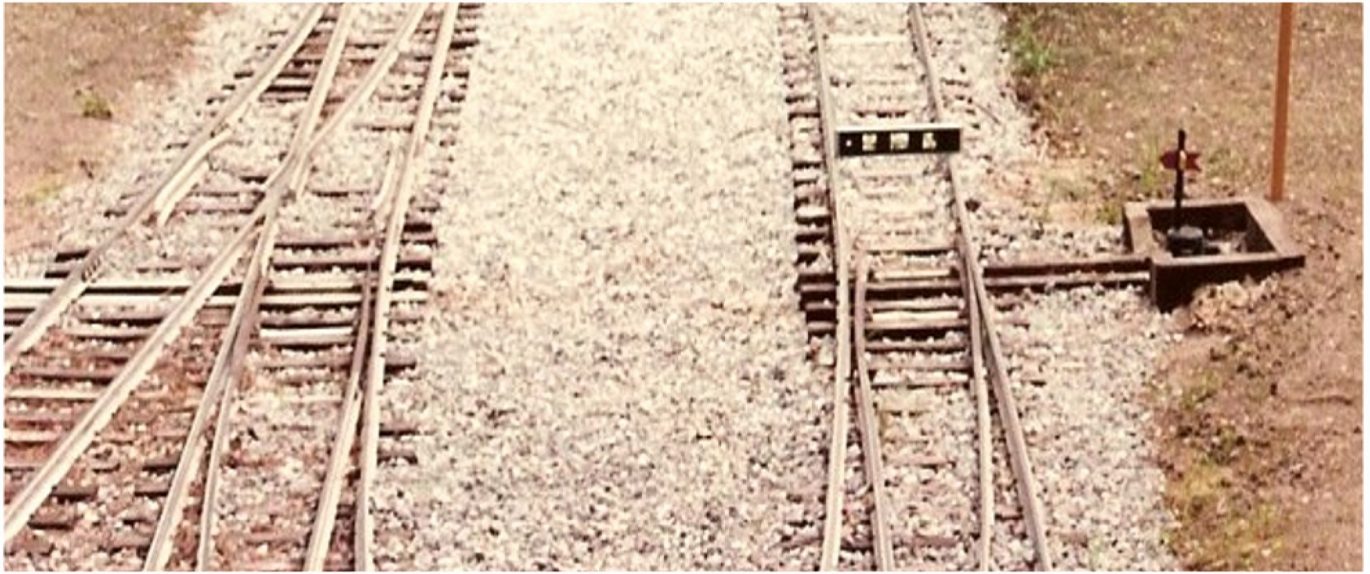


Timken Cover



Stack pockets (A-8025)





## 1 1/2 Scale Rail & Accessories

Railroad Supply Corporation offers rail sections scaled down from 160-lb. rail. The section is 1 inch high with a tapered web and 15/16-inch wide foot width. The increased foot width gives a greater stability for heavy Locomotives on curves. The rail head is crowned to ensure agents proper tracking and reduces shaving often seen with flat head rail. The rail is extruded from prime 6063-t5 Aluminum, which offers the maximum strength and wear resistance both on the rail, locomotives and rolling stock.

Rail Joiners, or fish plates, are made from 20-gauge steel, properly formed to nest in the rail side and foot, with four oblong holes punched for #10 screws. The oblong holes allows for the rail to expand with temperature changes.

It is suggested that Ties be cut from standard 2 x 4, about 13 or 14 inches. When cut down the center, a 2 x 4 gives two ties approximately 1 5/8 x 1 5/8 inches square, which is slightly over scale but gives good stability and appearance.





**GROUND THROW SWITCH  
STAND C-7010**



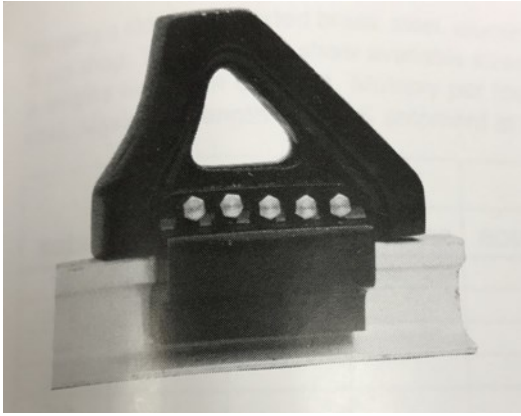
**RAIL JOINERS  
R-15-13**

### **SWITCH FROGS**



**Left to Right**

- B-7015-4 1/2 Switch Frog, #4 1/2, tangent to 20 ft Radius**
- B-7015-6 Switch Frog, #6, tangent to 30 ft Radius**
- B-7015-7 Switch Frog, #7, tangent to 45 ft Radius**
- B-7015-9 Switch Frog, #9, tangent to 75 ft Radius**



**WHEEL STOP  
A-7017  
Wheel Stop Kit,  
Cast Alum**



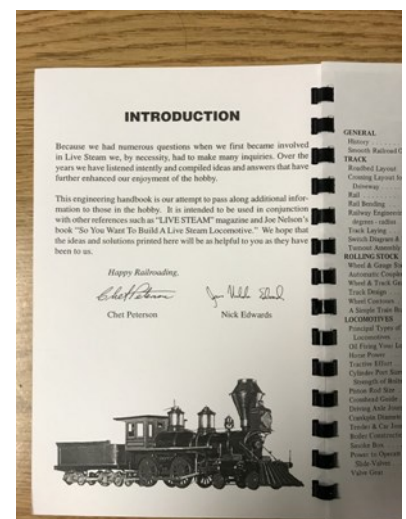
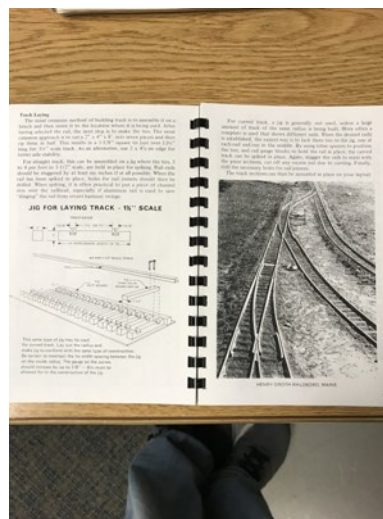
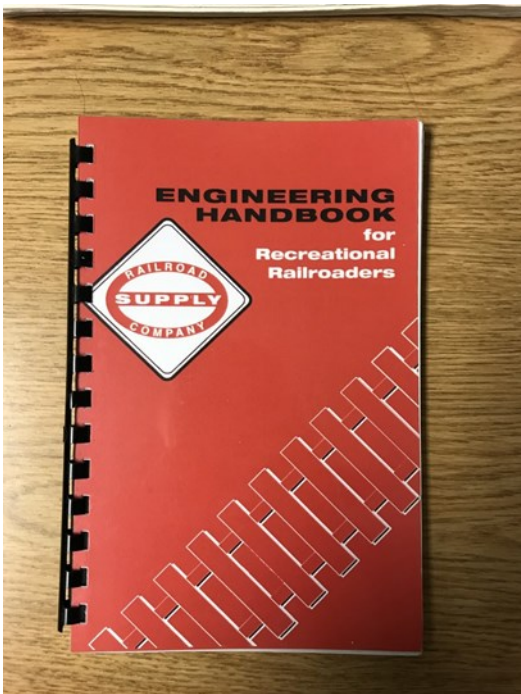
**SWITCH POINTS  
B-7031  
Switch Points, Steel**

### RAIL

Rail is \$1.85 a ft, Comes in 10 ft Sections West Coast Rail.



**Engineering Handbook**





## Price List







***The End***