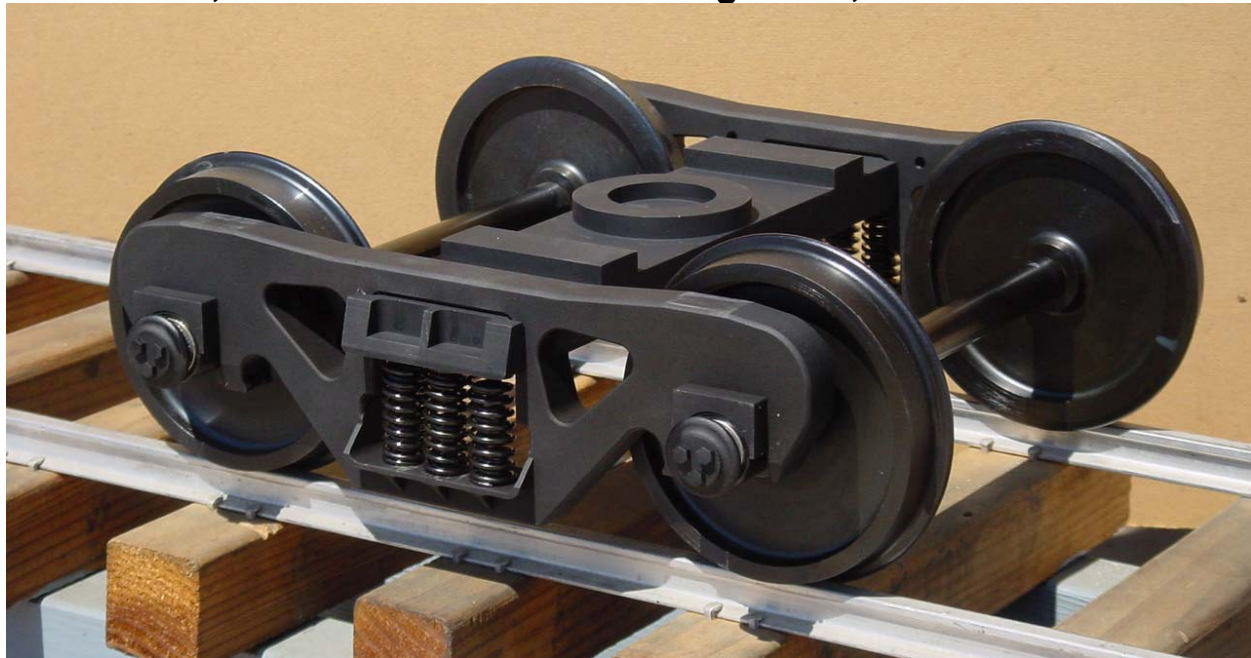


**Modern Era, 70 or 100 Ton Roller Bearing Truck, 1 1/2” Scale**



These trucks are what is used by the prototype today under all but the heaviest cars. The truck that this model is based on was first used in the early 1950’s. It was initially rated for 70 tons but improvements in materials and bearings later resulted in a 100 ton version that looked identical.

This model is the only type of truck that is correct on modern cars and for use in trains pulled by late model diesel locomotives.

- True Roller Bearing Design - Same as Prototype - Double Sealed Caged Roller Bearings
- Steel Wheels - IBLs Profile - Scale 33” (4 1/8” diameter) - Dished Both Sides
- More Than 1/2” Wheel Travel Prevents Derailments - Progressive Multi-Length Spring Design (12 springs per truck) - Full Flexibility From Empty to Maximum Load
- Tool Steel Axles - Hardened to 60 Rc for Long Wear - Bearing Support of High Strength 4130 Chrome Moly Steel - Side Frame and Bolster CNC Machined from Heat Treated Aluminum Bar - Detailed Aluminum Axle End Caps Turn With Wheels - All Bolts are Stainless Steel - All Aluminum Parts Finished In Hard (type III) Black Anodize for Maximum Wear - All Steel Parts Black Zinc Plated - Much Tougher Than Paint and Prevents Corrosion Even if Scratched
- Includes Complete Installation and Maintenance Manual  
*To Include Brakes on These Trucks See Page 4*

| Stock Number | Description  | Cost     | Weight   | Packing Handling |
|--------------|--|----------|----------|------------------|
| 15T1A        | 70-100 Ton Modern Era Roller Bearing Truck, 7 1/2” Gauge | \$530.00 | 17<br>17 | \$10.00          |
| 15T1B        | 70-100 Ton Modern Era Roller Bearing Truck, 7 1/4” Gauge | \$530.00 | 17<br>17 | \$10.00          |

Prices are Per Pair (2 trucks)

Shipped in Two Boxes - Weight Shown is Shipping Weight in Pounds for Each Box

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**Steam Era, 70 Ton Plane Bearing Truck, 1 1/2" Scale**


These trucks were what was used throughout the steam era. You may see a few today on maintenance of way cars but they are uncommon. The model is correct under any type of freight car from built the first World War through the 1960's.

- Steel Wheels - IBS Profile - Scale 33" (4 1/8" diameter) - Dished Both Sides
- More Than 1/2" Wheel Travel Prevents Derailments - Progressive Multi-Length Spring Design (12 springs per truck) - Full Flexibility From Empty to Maximum Load
- Needle Bearings in Special Self-Aligning Housing - Allows Axle to Rotate Freely Without Restricting Motion of Side Frames - Bearing Housing of High Strength 4130 Chrome Moly Steel Hardened to 45 Rc
- Side Frame and Bolster CNC Machined from Heat Treated Aluminum Bar - All Aluminum Finished In Hard (type III) Black Anodize for Maximum Wear - All Steel Parts Black Zinc Plated - Much Tougher Than Paint and Prevents Corrosion Even if Scratched
- Includes Complete Installation and Maintenance Manual  
*To Include Brakes on These Trucks See Page 4*

| Stock Number | Description  | Cost     | Weight   | Packing Handling |
|--------------|--|----------|----------|------------------|
| 15T3A        | 70 Ton Steam Era Plane Bearing Truck, 7 1/2" Gauge | \$530.00 | 17<br>17 | \$10.00          |
| 15T3B        | 70 Ton Steam Era Plane Bearing Truck, 7 1/4" Gauge | \$530.00 | 17<br>17 | \$10.00          |

Prices are Per Pair (2 trucks)

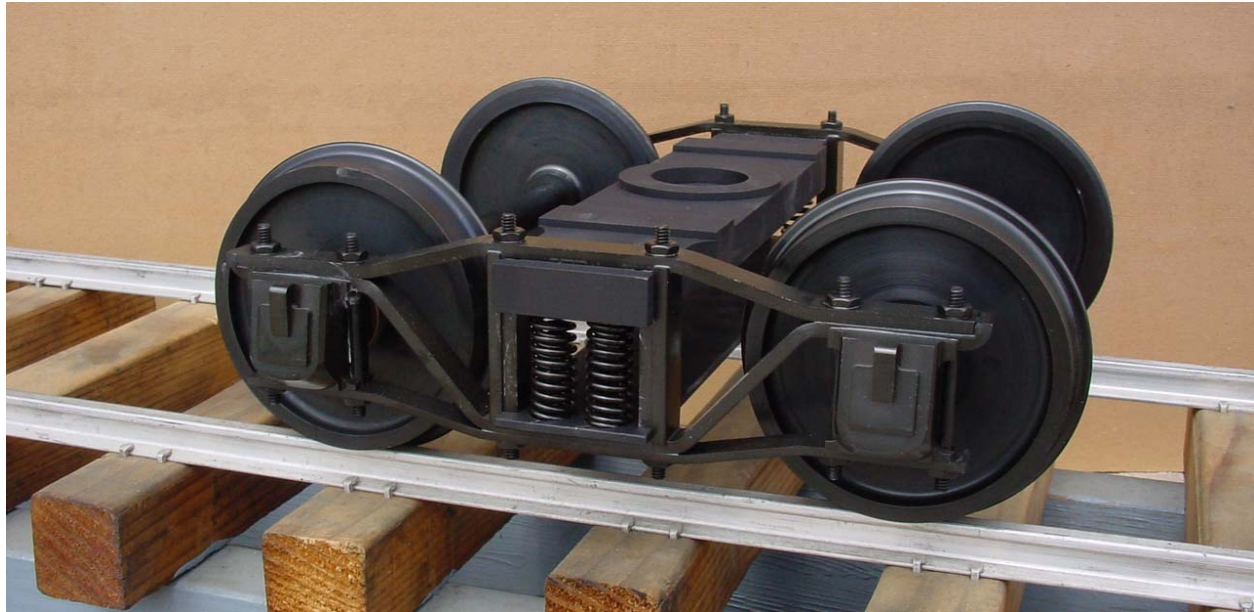
Shipped in Two Boxes - Weight Shown is Shipping Weight in Pounds for Each Box

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### Arch Bar Truck, 1 1/2” Scale



These trucks were common from the early days of railroading until after the first World War. The model is most correct under freight cars of wood frame or truss rod construction. In later years they were found only under cabooses and tenders, and still later only under maintenance-of-way equipment.

- Steel Wheels - IBLs Profile - Scale 33” (4 1/8” diameter) - Dished Both Sides
- More Than 1/2” Wheel Travel Prevents Derailments - Coil or Leaf Springs with Two Stage Design - Full Flexibility From Empty to Maximum Load
- All Side Frame Components of Steel - Completely Bolted Together and Then Furnace Brazed Into One Unit - Nothing To Come Loose or Require Maintenance
- Needle Roller Bearings in Special Self-Aligning Steel Journal Box Housing - Allows Axle to Rotate Freely Without Restricting Motion of Side Frames
- Bolster and Spring Plank Machined from Heat Treated Aluminum - Finished In Hard (type III) Black Anodize for Maximum Wear - All Steel Parts Black Zinc Plated - Much Tougher Than Paint and Prevents Corrosion Even if Scratched
- Includes Complete Installation and Maintenance Manual

*Please Note - These Arch Bar Trucks Should Be Limited to a Maximum Total Car Weight of 600 Pounds (270 kg.) per Pair of Trucks  
To Include Brakes on These Trucks See Page 4*

| Stock Number | Description                                | Cost     | Weight   | Packing Handling |
|--------------|--|----------|----------|------------------|
| 15T5A        | Arch Bar Truck, 7 1/2” Gauge, Coil Springs | \$610.00 | 21<br>21 | \$10.00          |
| 15T5B        | Arch Bar Truck, 7 1/4” Gauge, Coil Springs | \$610.00 | 21<br>21 | \$10.00          |
| 15T5C        | Arch Bar Truck, 7 1/2” Gauge, Leaf Springs | \$825.00 | 22<br>22 | \$10.00          |



|       |  |          |          |         |
|-------|--|----------|----------|---------|
| 15T5D | Arch Bar Truck, 7 1/4" Gauge, Leaf Springs | \$825.00 | 22<br>22 | \$10.00 |
|-------|--|----------|----------|---------|

Prices are Per Pair (2 trucks)

Shipped in Two Boxes - Weight Shown is Shipping Weight in Pounds for Each Box

**Brakes for 1 1/2" Scale Modern Era, Steam Era, or Arch Bar Trucks**



Top View of Air Brake Equipped Truck

Bottom View Of Truck – 1 1/4" Single Acting Cylinder

If your club or home layout includes steep grades or long trains you may want to consider adding brakes to your cars. Some people simply like the looks or the expanded operating possibilities of brakes. Some clubs may require them. Most of our trucks are available with a brake system installed. You should be sure that the system selected is compatible with any existing brake systems so that all cars will work together to stop the train.

- Brake Beams, Hangers, and Operating Mechanism of Cold Rolled Steel – Black Zinc Plated
- Bronze Brake Shoes - Stainless Steel Air Cylinders
- All Bolts, Nuts, Washers, and Pins are Stainless Steel

**The Following Are The Brake Options Available:**

Add these prices to the price of a pair of trucks to get the price of a truck with brakes.

This applies only to orders for trucks and brakes together.

Contact us if you want to add brakes to existing trucks.

| Stock Number | Description   | Cost     | Weight | Packing Handling |
|--------------|---|----------|--------|------------------|
| 15T14A       | Brake Hangers, Beams, and Shoes Only (no operating mechanism)   | \$140.00 | 1      |                  |
| 15T14B       | Brake Hangers, Beams, Linkage, Shoes and Air Cylinder (mounted directly to brake beams)<br>State Cylinder Size Needed (9/16", 3/4", 1 1/16", 1 1/4" or 1 1/2") and if Single or Double Acting | \$250.00 | 4      |                  |
| 15T14C       | Brake Hangers, Beams, Linkage, Shoes and Dual Vacuum Diaphragms (VC-12 type on brackets with operating linkage)   | \$360.00 | 8      |                  |
| 15T14E       | Additional for Arch Bar Trucks (requires bracket)   | \$60.00  | 1      |                  |

**Automatic Safety Air Brake Equipment**

This adds automatic air brakes that will apply if the train brake line going to the car is parted. It must be used with trucks equipped with double acting air cylinders (not included). Normally supplied uninstalled but with complete instructions to add to any type of car. You need only to furnish mounting screws suitable to the material of the car floor. Available installed if ordered with an assembled car.

- Includes Air Tank, Check Valve, Regulator, Tubing and Fittings to Fit One Car (2 trucks)
- Air Dump Valve is Optional – Allows Moving of Car Not Attached to Air Source
- Prototype Operation – Decrease Train Line Pressure to Apply Brakes – Increase to Release
- Bulkhead Fittings and Mounting Brackets at Each End of Car



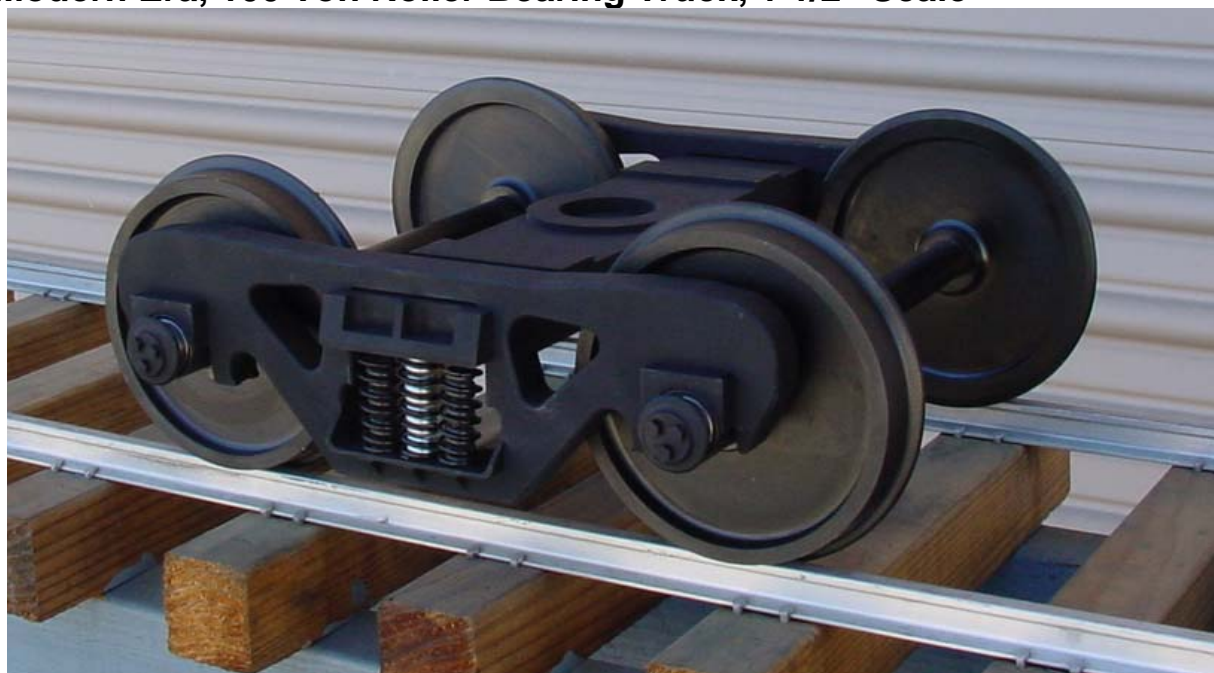
Shown with Optional Dump Valve and 18" Tank

| Stock Number | Description   | Cost     | Weight | Packing Handling |
|--------------|---|----------|--------|------------------|
| 15T15A       | Automatic Air Brake Kit, 10" Air Tank for Shorter Cars                            | \$213.00 | 10     |                  |
| 15T15B       | Automatic Air Brake Kit, 18" Air Tank for Long or Heavy Cars                      | \$230.00 | 10     |                  |
| 15T15C       | Automatic Air Brake Kit, 10" Air Tank for Shorter Cars, Includes Dump Valve       | \$262.00 | 12     |                  |
| 15T15D       | Automatic Air Brake Kit, 18" Air Tank for Long or Heavy Cars, Includes Dump Valve | \$279.00 | 12     |                  |
| 15T15E       | Installation On Finished Car (additional)   | \$180.00 |        |                  |

See Section 13 for Air Compressors, Control Valves, Additional Tubing and Fittings

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**Modern Era, 100 Ton Roller Bearing Truck, 1 1/2” Scale**



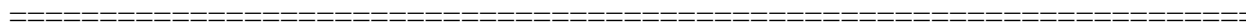
These trucks are what is used by the prototype today under all but the heaviest cars. The truck that this model is based on was first used in the 1960’s. Earlier versions of this truck using 33 inch wheels that were rated for 100 tons resulted in excessive rail wear. This was corrected by increasing the wheel size to 36 inches. This is a model of that later truck.

- True Roller Bearing Design - Same as Prototype - Double Sealed Caged Roller Bearings
- Steel Wheels - IBLS Profile - Scale 36” (4 1/2” diameter) - Dished Both Sides
- More Than 1/2” Wheel Travel Prevents Derailments - Progressive Multi-Length Spring Design (12 springs per truck) - Full Flexibility From Empty to Maximum Load
- Tool Steel Axles - Hardened to 60 Rc for Long Wear - Bearing Support of High Strength 4130 Chrome Moly Steel - Side Frame and Bolster CNC Machined from Heat Treated Aluminum Bar - Detailed Aluminum Axle End Caps Turn With Wheels - All Aluminum Parts Finished In Hard (type III) Black Anodize for Maximum Wear - All Steel Parts Black Zinc Plated - Much Tougher Than Paint and Prevents Corrosion Even if Scratched
- All Bolts are Stainless Steel
- Not Available With Brakes
- Includes Complete Installation and Maintenance Manual

| Stock Number | Description   | Cost     | Weight   | Packing Handling |
|--------------|---|----------|----------|------------------|
| 15T7A        | 100 Ton Modern Era 36” Wheel Roller Bearing Truck, 7 1/2” Gauge | \$579.00 | 19<br>19 | \$10.00          |
| 15T7B        | 100 Ton Modern Era 36” Wheel Roller Bearing Truck, 7 1/4” Gauge | \$579.00 | 19<br>19 | \$10.00          |

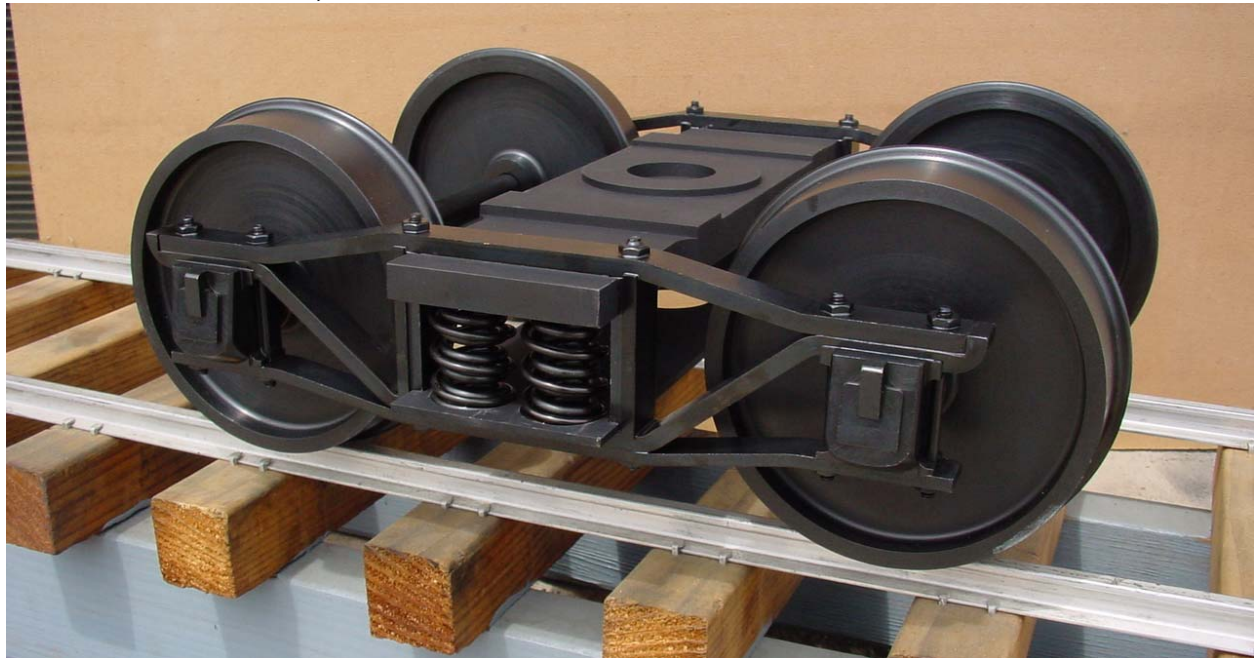
Prices are Per Pair (2 trucks)

Shipped in Two Boxes - Weight Shown is Shipping Weight in Pounds for Each Box





**Arch Bar Truck, 2 1/2” Scale**



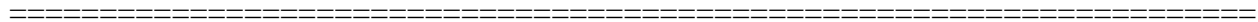
These trucks were common from the early days of railroading until after the first World War. The model is most correct under freight cars of wood frame or truss rod construction. In later years they were found only under cabooses and tenders, and still later only under maintenance-or-way equipment.

- Steel Wheels - IBL 1 1/2” Scale Flange Profile Except 1 1/4” Wide (correct width for scale with flange to allow operation on existing layouts) - Scale 26” (5.42” diameter) - Dished Both Sides
- More Than 1/2” Wheel Travel Prevents Derailments - Coil Springs with Two Stage Design - Full Flexibility From Empty to Maximum Load
- All Side Frame Components of Steel - Completely Bolted Together and Then Furnace Brazed Into One Unit - Nothing To Come Loose or Require Maintenance
- Needle Roller Bearings in Special Self-Aligning Steel Journal Box Housing - Allows Axle to Rotate Freely Without Restricting Motion of Side Frames
- Bolster and Spring Plank Machined from Heat Treated Aluminum - Finished In Hard (type III) Black Anodize for Maximum Wear - All Steel Parts Black Zinc Plated - Much Tougher Than Paint and Prevents Corrosion Even if Scratched
- Includes Complete Installation and Maintenance Manual

| Stock Number | Description                  | Cost     | Weight   | Packing Handling |
|--------------|------------------------------|----------|----------|------------------|
| 25T5A        | Arch Bar Truck, 7 1/2” Gauge | \$790.00 | 33<br>33 | \$10.00          |
| 25T5B        | Arch Bar Truck, 7 1/4” Gauge | \$790.00 | 33<br>33 | \$10.00          |

Prices are Per Pair (2 trucks)

Shipped in Two Boxes - Weight Shown is Shipping Weight in Pounds for Each Box



### Steam Era Bettendorf Freight Truck, 3” Scale



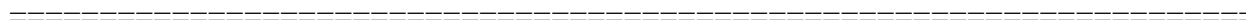
This truck was one of the most commonly seen designs from 1920 to the 1970’s. Unlike most of our trucks, this truck is offered as a set of castings to make two trucks but does not include bearings, springs, or metal stock.

- May be assembled for 14”, 14 1/8”, 15” or 16” Gauges
- Cast in Ductile Iron for Heavy Service
- Wheels are 85ksi Iron That Can Be Heat Treated to Harden Tread
- Kit Includes 4 Side Frames, 2 Bolsters, 8 Wheels, 8 Spring Plates, 8 Journal Box Lids
- You Furnish Bearings, Springs, Axles, Etc.
- Machining and Assembly Required
- Proven Design – Over 100 Running
- Complete Plans Included – Show Alternate Bearing and Spring Designs
- Operable Journal Lids
- Furnished as a Kit of Rough Castings – Machining, Springs, Bearings, Hardware and Assembly is Required

| Stock Number | Description  | Cost      | Weight | Packing Handling |
|--------------|--|-----------|--------|------------------|
| 30T8J        | Casting Kit (8 wheels, 4 side frames, 2 bolsters, 8 journal covers, 4 upper spring retainers, 4 lower spring retainers, plans, instructions) | \$820.00  | 290    | \$20.00          |
| 30T8L        | Brake Kit (8 shoes, plans, instructions)   | \$140.00  | 24     |                  |
| 30T8M        | Assembled, Painted, and Tested Pair of Trucks, Includes Air Brakes with 2” Double Acting Cylinders   | \$3120.00 | 400    | \$50.00          |

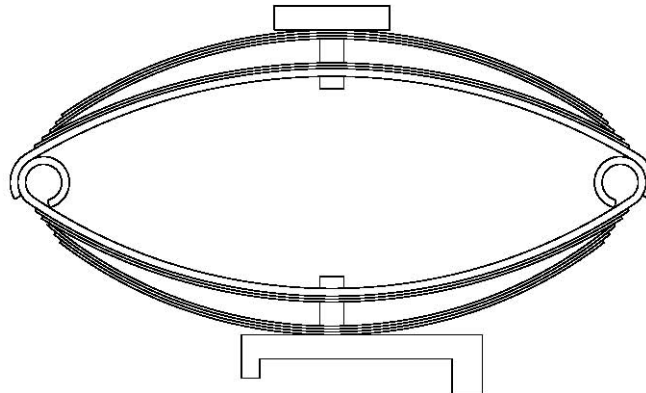
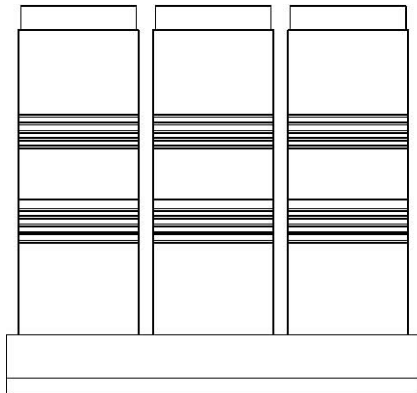
Trucks Shipped Freight

Brake Kits Ordered Separately Shipped UPS or Postal Mail





**Leaf Springs, 1 1/2” Scale**



These are leaf spring conversion units for some of our trucks. Leaf springs were commonly used under cabooses, tenders, and other cars which carried people. Drawing shows conversion unit for Modern Roller Bearing and Steam Era Trucks. Photo shows leaf springs in Arch Bar Truck.

- Two Stage Progressive Design - Truck Remains Flexible With Car Empty or Loaded
- Stainless Steel Leaves - Do Not Rust Even After Flexing In Use
- Completely Assembled - Snap In Installation - If Ordered With Trucks Will Be Sent Installed
- Complete Instructions Furnished

| Stock Number | Description  | Cost     | Weight | Packing Handling |
|--------------|--|----------|--------|------------------|
| 15T14A       | Leaf Spring Conversion for 1 1/2” Scale Modern Roller Bearing and Steam Era Plane Bearing Trucks, Three Springs Per Side | \$340.00 | 2      |                  |
| 15T14B       | Leaf Spring Conversion for 1 1/2” Scale Arch Bar Trucks, Two Springs Per Side, Includes New Spring Plank                 | \$230.00 | 2      |                  |

Prices are For Conversion Units to Do One Pair (2) of Trucks  
 Sold Only to Owners of Our Trucks – Not For Use With Other Products – Proof of Ownership May Be Required