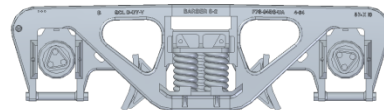
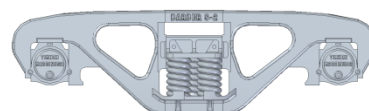


## All trucks feature code 88 blackened nickel-silver wheelsets.



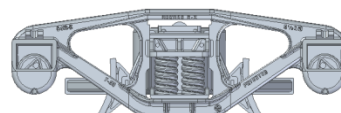
### **4101-01 Barber S-2 50 Ton Roller Bearing (ACL)**

Barber S-2 50 ton truck, with roller bearings, as used by ACL and SCL with axle retainers below the bearings. These trucks were very common on ACL and SCL rolling stock, especially on 40' and 50' boxcars built/rebuilt during the 1960s.



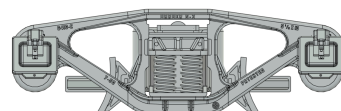
### **4001-02 Barber S-2 50 Ton Roller Bearing (Covers)**

Barber S-2 50 ton truck, with early covered roller bearings. It is difficult to provide a list of exactly which trucks used these trucks, due to diagrams not specifying the style of Timken bearings used, as well as later conversions to spherical roller bearings. One example is WM fishbelly hoppers 14851-14900 (Bowser.)



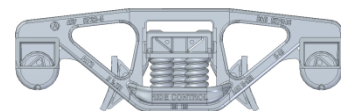
### **4101-03 Barber S-2 50 Ton Converted Bearing**

Barber S-2 50 ton truck, converted from plain bearings, with roller bearings inside journal box. Very common in the 1960s-1980s.



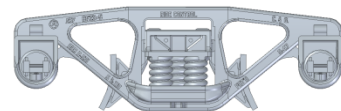
### **4101-04 Barber S-2 50 Ton Plain Bearing**

Upon request, a version of 4101-03 with plain bearings. One relevant use for these is on some ACL M-5 cabooses.



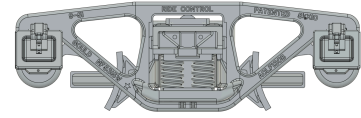
### **4102-01 ASF A-3 50 Ton Converted Bearing**

ASF A-3 50 ton truck, converted from plain bearings, with roller bearings inside journal box. Very common in the 1960s-1980s.



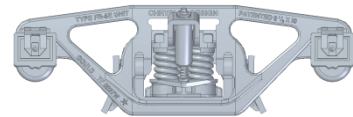
### **4102-03 ASF A-3 50 Ton Converted Bearing (C&O)**

ASF A-3 50 ton truck, converted to early cylindrical roller bearings with front covers. As far as we know, these trucks were unique to some C&O 40' PS-1 plug door boxcars numbered in the upper 7700 range. A prototype photo can be seen in the Morning Sun *Chesapeake & Ohio Color Guide*.



**4102-04 ASF A-3 50 Ton (ACL M-5)**

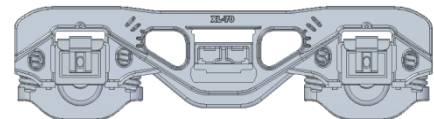
ASF A-3 50 ton truck with plain bearings, modified with lighter springs for use under ACL M-5 cabooses.



**4103-01/4103-02 Chrysler FR-5 50 Ton Plain Bearing**

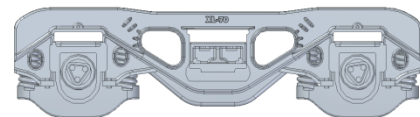
Chrysler FR-5 design 50-ton plain bearing truck. These are the ones you need for those Atlas/Branchline RBLs with the horizontal rivet strips! These trucks seem to show up in all sorts of places. Uses include (but are certainly not limited to) many GAEX 50' boxcars (and their secondhand owners), many GARX 40/50' RBLs (and their secondhand owners), ATSF FE-24 express boxcar 4197, CB&Q XML-1 boxcars 23000-23099\*, C&O 40' gondolas 36975-36999, DL&W express boxcar 10039 (and two sisters), GN 50' boxcars 39340-39349, NYC 737-B Pacemaker 40' boxcars 174000-174899 (125 cars in series), PFE R-40-10s 901-925, PRR Merchandise Service X41Bs 118741-118765, USNX 50' boxcars 8000-8879 [DODX 28000-28879], and WP 40' PS-1s 20801-20820 [19501-19520].

\*The BN version represents trucks on BN era XML-1 cars which had their snubbers removed.



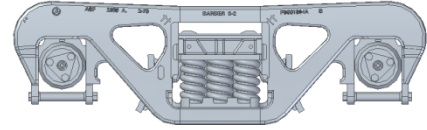
**4104-01 Symington-Wayne XL-70 Plain Bearing**

Symington-Wayne XL-70 70 ton truck, with plain bearings. These trucks with plain bearings were used on C&O 40' gondolas 36950-36974, NYC 737-B Pacemaker 40' boxcars 174000-174899 (25 cars in series), PRR Merchandise Service X41Bs 118766-118790, PFE R-40-10s 926-950, NH troop sleeper conversions, and some UP B-50-31 express boxcars.



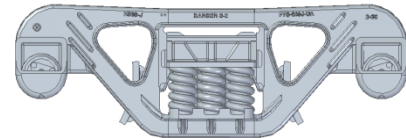
**4104-02 Symington-Wayne XL-70 Roller Bearing**

Symington-Wayne XL-70 70 ton truck, with roller bearings. These trucks with roller bearings were used on C&O PS RBLs 23000-23164 (not all cars in series), CB&Q 96015-96019 and MFVX 6865-6899 Flexi-Van cars, CN 635285-635464 container cars, and SP 89' flatcar 900423 (more?).



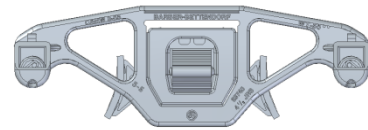
**4105-01 Barber S-2 100 Ton Roller Bearing (ACL)**

Barber S-2 100 ton truck, with roller bearings, as used by ACL and SCL with axle retainers below the bearings. These trucks were used on many different ACL and SCL 100 ton cars. Examples include ACL PS-2 2929, 3815, 3846, and 4005 covered hoppers; ACL Thrall 4000 covered hoppers; ACL Magor 4750 covered hoppers (Exactrail); SCL PS-2 4000, 4740 (Tangent), and 4750 (241300-241599 only, Tangent) covered hoppers; ACL bulkhead flatcars 78525-78599; SCL 60' boxcars built through 1973 (excludes cars purchased by ACL/SAL); and SCL woodchip hoppers 195000-196174 (Walthers model covers 195600 onward.)



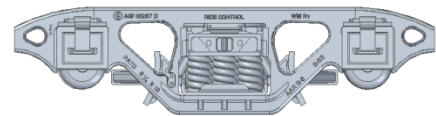
**4105-02 Barber S-2 100 Ton Journal Box**

Barber S-2 100 ton truck, with journal boxes. Can be used as-is to model trucks to converted bearings, or add the included lids to model plain bearings.



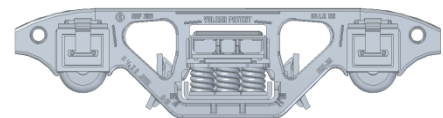
**4106-01 Barber-Bettendorf Swing Motion Caboose Converted Bearing**

Barber-Bettendorf swing motion caboose truck, converted from plain bearings, with roller bearings inside journal box. These trucks are correct for CNW and P&LE bay window cabooses, but almost certainly existed on other cars as well.



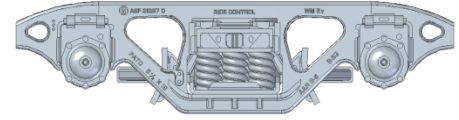
**4107-01 ASF Ride Control 90 Ton (PB/Clasp Brakes)**

ASF Ride Control 90 ton truck, with plain bearings and optional clasp brakes. Examples of uses for these trucks include certain ATSF ore cars and various helium cars.



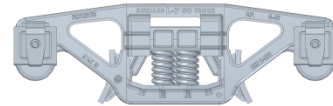
**4107-02 ASF Vulcan 90 Ton Plain Bearing (Clasp Brakes)**

ASF Vulcan 90 ton truck, with plain bearings and optional clasp brakes. These trucks match those used on many B&LE triple hoppers.



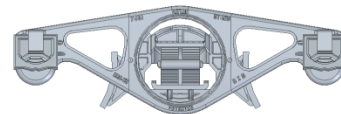
**4107-03 ASF Ride Control 90 Ton (RB/Clasp Brakes)**

ASF Ride Control 90 ton truck, with roller bearings and optional clasp brakes. One use for these trucks is WM well hole flatcars 6010-6011, without clasp brakes. In this case the trucks were chosen for their 90 ton capacity rather than the extra braking power.



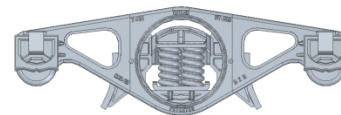
**4108-01 Scullin L-V 50 Ton Plain Bearing**

Scullin L-V 50-ton plain bearing truck. This truck was an attempt to provide lateral as well as vertical motion in the car's suspension (hence L-V= lateral-vertical.) Some examples of cars that used these trucks were C&O 40' gondolas 36450-36649; FHIX (FGE) 40' reefers 900-999; FGEX 40' reefers 39200-39299 & 39300-39499; GN 50' combo door boxcars 17300-17999 (not all cars in series); GN GS gondolas 74500-74999 (not all cars in series); N&W dynamometer car 514780; NH 17200-series flats converted to TOFC service (yes, 50-ton); NKP boxcars 7010 & 7042; PFE R-40-24s 66020-66029. SOO 40' boxcar 136400 (others in series?) and T&NO G-50-21 war emergency gondolas 46300-46549 & G-50-24 48000-48499.



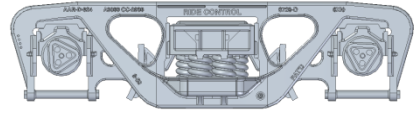
**4109-01 Taylor Flexible Caboose Truck**

Taylor flexible caboose truck, as used by the Reading. The sideframes of the prototype truck were able to rotate around the circular area in the center, meant to improve the car's ride. RDG Northeastern-style caboose classes equipped with Taylor trucks were NMd, NMe, NMf, NMg, NMh, NMk, and NMp.



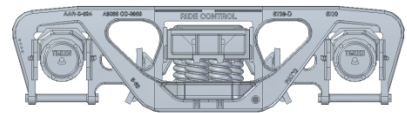
**4109-02 Taylor 50 Ton Flexible Freight Truck**

Taylor 50 ton flexible freight car truck, as used by the Reading. The sideframes of the prototype truck were able to rotate around the circular area in the center, meant to improve the car's ride. RDG cars equipped with Taylor trucks included XMt ARA 1923 boxcars 100000-100999 (later retrofits, not as-built), XMu ARA 1923 boxcars 101000-102999 (Atlas), GMI USRA gondolas 24150-24249 (Walthers/Westerfield), & GHf gondolas (70 ton) 30000-30199.



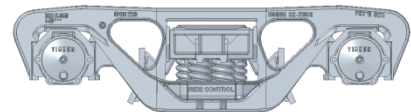
**4110-01 ASF A-3 70 Ton Roller Bearing (ACL)**

ASF A-3 70 ton truck, with late exposed roller bearings, as used by ACL and SCL with axle retainers below the bearings. Some uses of these trucks include ACL H-1 woodchip hoppers 84700-84899, late ACL L-5 1958 cu ft covered hoppers (Intermountain), ACL O-35 boxcars 35100-35413 (Intermountain/Kadee, not all cars in series), ACL U-10 dry rock hoppers (F&C/Overland), ACL K-21 triple hopper (Tangent), and ACL 66000-series company service tank cars (Red Caboose).



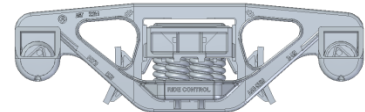
**4110-02 ASF A-3 70 Ton Roller Bearing (ACL, Covers)**

ASF A-3 70 ton truck, with early covered roller bearings, as used by ACL and SCL with axle retainers below the bearings. One important use of these trucks is early ACL L-5 1958 cu ft covered hoppers (Intermountain.)



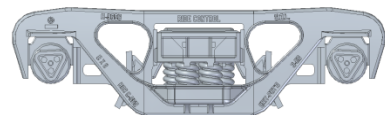
**4110-03 ASF A-3 70 Ton Roller Bearing (Covers)**

We made this truck as a replacement for recent SFRD mechanical refrigerators, but it also represents some PRR prototypes, albeit with different brands of bearing. Some PRR H30As, all H33s, and some F39s were equipped with very similar 70 ton A-3s. There certainly would have been other cars riding on trucks like this as well.



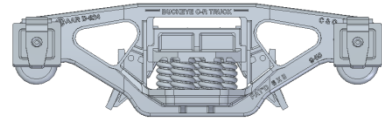
**4110-04 ASF A-3 70 Ton Converted Bearing**

ASF A-3 70 ton truck, converted from plain bearings, with roller bearings inside journal box. Very common in the 1960s-1980s.



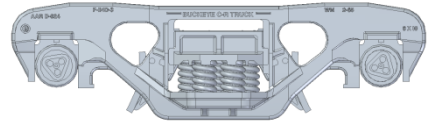
**4110-05 ASF A-3 70 Ton Roller Bearing (GN/L&N/SAL)**

This is a distinctive version of the ASF A-3 70 ton roller bearing truck, found on a few roads' cars. These include GN 71505-71579 PS-2 3215s, L&N 153000-154699 PS-3 hoppers (partial series), L&N 171400-171799 PS-5 gondolas, L&N 50' boxcar rebuilds 10100-101089, and SAL 30550-30749 PS-2 2003s.



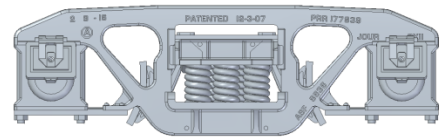
**4111-01 Buckeye Cushion Ride 70 Ton Plain Bearing**

Uses of this truck include the following: ATSF 53' gondolas 72900-72999, CB&Q 53' gons 83140-83299, C&E triple hoppers 86550-86649, C&O 50' boxcars 26000-26499 & 28000-28999; C&O gondolas 32450-32499 (65'), 32500-32599 (52'), & 33000-33199 (46'); C&O PS-2 2893 hoppers 2000-2099 (some); and many C&O triple hoppers: 100000-100499, 102574-102999, 103000-103299, 11000-115249 (not all), 150000-151499 (not all), 152000-152699, & 154000-155999 (700 from series). RI 50' boxcars 63000-63099, some N&W H-10 hoppers and some Union 65' gondolas also used this truck.



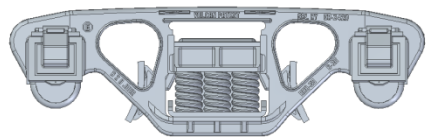
**4111-02 Buckeye Cushion Ride 70 Ton Roller Bearing**

Examples of cars with this truck come from across the continent, including ATSF FT-24 trilevel autoracks, BO Airslide 2600 hoppers 830050-830124 (some), CB&Q 65' gons 197000-197229 (some), CO 50' boxcars 22550-22574 & 23225-23320, CO 85' flatcars 81350-81399, DH 50' PS-1s 26061-26080 & 29001-29510, the DHNY 50' PS-1 rebuilds, GN 50' boxcars 37500-37899 (some), GN 65' gons 79000-79049, NP Airslide 2600 hoppers 75800-75894, NPM 400-449 mechanical reefers, PFE R-70-12/13 mechanical reefers (some), RBBQ 50' RBLs 77000-77249, RI 50' boxcars 63000-63099, RI 85' flatcars 93200-93219, SFRA (ATSF) RR-76s, TTX F85B (some), TTX F89E (some), & WM 50' PS1s 35051-35100.



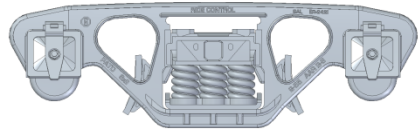
**4112-01 Crown 70 Ton Plain Bearing**

This truck represents a later version of the PRR Crown 70/90 ton truck, featuring a different spring package than has been offered before. This version is appropriate for "recycled" trucks used on cars built in the 1950s and -60s. Examples include F41B/D, G36A/C/D/F, G38, G39, H34D, H39A, and X53/A.



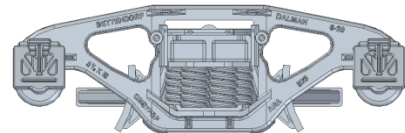
**4113-01 ASF Vulcan 70 Ton Plain Bearing**

This truck is a heavy version of ASF's Vulcan design. It was used on C&O and NYC USRA-design triple hoppers, as well as SAL P-9 dry rock phosphate hoppers 58100-58199 & 58200-58399.



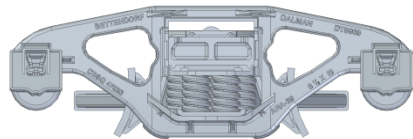
**4113-02 ASF Ride Control 70 Ton Plain Bearing**

This truck is a later derivative of ASF's Vulcan design, featuring their "ride control" bolster and spring package. It was used on several SAL orders, including P-9 dry rock phosphate hoppers 58675-58974, 59175-59274, & 59275-59474; and wet rock phosphate hoppers 56800-56899, 56900-57199 & 57800-57899.



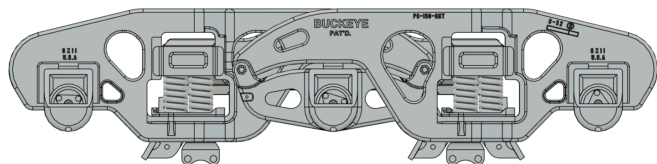
**4114-01 Dalman One-Level 50 Ton Plain Bearing**

This truck is an important but lesser-known sibling to the Dalman two-level truck (referring to the placement of the springs.) Uses include Erie 3-bay hoppers 39000-39799, L&N boxcars 14500-14599, L&N auto boxcars 46200-46399, various L&N 40' gons (Resin Car Works kit), MILW auto boxcars 271500-271999 & 595000-596147, MILW composite gondolas 360000-361999, MILW flatcars 650150-650749, MKT 3-bay hoppers 40001-40050, MP 3-bay hoppers 55000-55499, MP boxcars 89070-89169 & 93000-95249, NH gondolas 50000-50014, NH 115000-115545 & 81000 series 2-bay hoppers, and PM gondolas 18400-18649. \*\*Note that some on this list were 70-ton trucks.\*\*



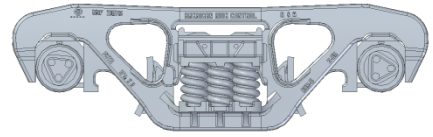
**4114-02 Dalman One-Level 50 Ton Plain Bearing (BLM)**

This truck is an important but lesser-known sibling to the Dalman two-level truck. This version includes Barber lateral motion device detail. This truck was used on ATSF Bx-12 and Bx-13 boxcars, CP "minibox" and 1932 boxcars, CN 1929 single sheathed boxcars, NP 70000-series hoppers, and SFRD Rr-17 reefers.



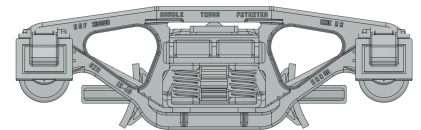
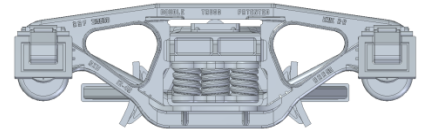
**4115-01 Buckeye 6-Wheel Journal Box**

Our first 6-wheel truck! This truck was modeled primarily for Magor USAX/DODX heavy-duty flatcars. Note the rounded ends of the sideframes, rather than the extended ends of most other Buckeye trucks. Most typical Buckeye trucks featured clasp brakes (two brake shoes per wheel); however this one only uses one shoe per wheel. The model trucks include correct 33" wheelsets and optional journal box lids, so you can model them either in their original plain bearing configuration or converted to roller bearings, as was done on the DODX flatcars starting in the late 1970s. There are three mounting holes in the bolster of this truck: centered and offset to either side 5/32". This offset lines up with other plastic and brass Buckeye trucks on the market. Take a look at photos of your favorite prototype and you may find others for which this truck is a match.



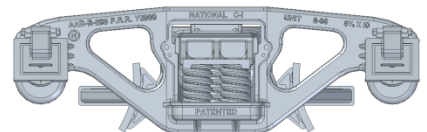
**4116-01 ASF A-3 100 Ton Roller Bearing**

This is a very common 1960s version of this truck design; as far as we can tell, this particular sideframe shape has not been offered until now. Some noted uses are KCS/CNW PS Plate C 50ft Boxcars, NW G-12 gondolas.



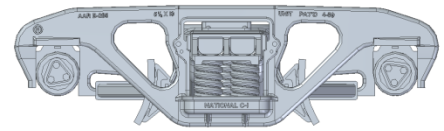
**4117-01/02/03 AAR Double Truss 70 Ton Plain Bearing**

This is a 70-ton version of the AAR "double truss" truck design. This is a very common truck used on flatcars, gondolas, hoppers, and more in the late steam era and transition era. If it exists in HO before now, it's been generically labeled a "Bettendorf" truck and not a descriptor of what it actually represents. Version -01 has three springs on the outer row, version -02 has two springs on the outer row, and version -03 has a leaf spring between two coil springs in the outer row.



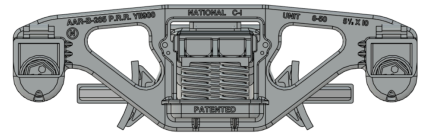
**4118-01 National C-1 50 Ton Plain Bearing**

The National C-1 truck is distinctive with its "squished" openings in the truck sideframes. This 50 ton plain bearing version was used on many cars, including B&O 40' boxcars 285000-285999 (some) & 470000-470999 (some), CNJ 50' boxcars 3000-3001, CEI 40' boxcars 3300-3359 & 66500-66799, C&EI 50' boxcars 3700-3723/5100-5199/ 5330-5429/5463-5665, CNW 40' boxcars 451-625/1556-1625/23550-23849 & 108100-108298 (even), CO 40' gondolas 36850-36949, Erie 40' boxcars 87200-87399, Erie 50' boxcars, Erie 50' boxcars 62600-67786/63000-63199/66140-66149/ 67067-67358, GN 40' boxcars 19500-20499 (some), GN 50' boxcars 35300-35399/ 35500-35749, MKT 40' boxcars 92301-92650 (some), NJI&I 40' boxcars 200-299, NJI&I 50' boxcars 3400-3499, NKP 50' boxcars 85250-85374, NP 52' flatcars 61534-61550, NYC 858-B boxcars (some), PFE R-40-26 & R-40-27 reefers (some), PRR X43A 40' boxcars (some), RI 50' boxcars 64500-64599, T&NO 47500-47999 42' gondolas, WAB 40' boxcars 6500-6599/6800-6899/7700-7999, and WAB 50' boxcars 19500-19599.



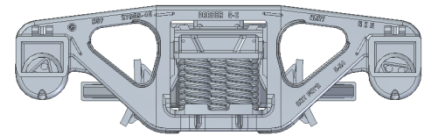
**4118-02 National C-1 50 Ton Roller Bearing**

The National C-1 truck is distinctive with its "squished" openings in the truck sideframes. This 50-ton roller bearing version was used on ATSF BX-98 & BX-108 boxcars, PFE R-50-6 mechanical refrigerators, UP BC-50-8 boxcars (some), WAB 21700-21899 50' boxcars (Branchline), and WP 50' boxcars 56101-56150.



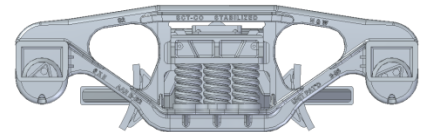
**4118-03 National C-1 50 Ton Converted Bearing**

This version of the National C-1 truck was used on PC X43F boxcars, rebuilds of former PRR 40' boxcars. It is unknown but possible that other C-1 trucks were converted to roller bearings elsewhere.



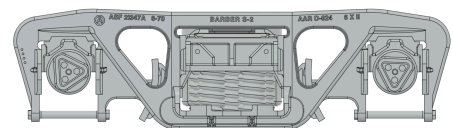
**4119-01 Barber S-2-A 70 Ton Converted Bearing**

Barber S-2-A 70 ton truck, converted from plain bearings, with roller bearings inside journal box. Common in the 1960s-1980s. It is difficult to list specific uses for these converted truck due to sometimes gradual and sporadic upgrades, but one place to look for these is under covered hoppers. This particular truck was modeled from those under WM TOFC flatcars in the F-8/F-9 classes.



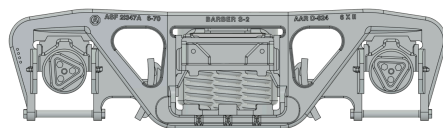
**4119-02 Barber S-2-B 70 Ton Converted Bearing**

Barber S-2-B 70 ton truck, converted from plain bearings, with roller bearings inside journal box. This version is somewhat less common than other conversions, but still a needed prototype to model. Look for this truck in particular under gondolas and hoppers both open and covered.



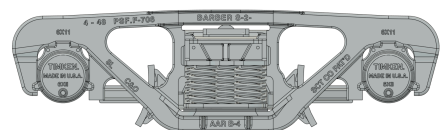
**4119-03 Barber S-2-A 70 Ton Roller Bearing (ACL)**

This truck is made primarily for Atlantic Coast Line/Seaboard Coast Line U-10 dryrock phosphate covered hoppers and W-6 pulpwood flatcars (Atlas model.) It features two springs in the front row.



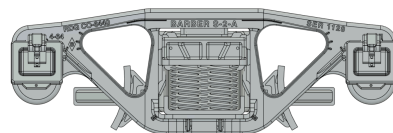
**4119-04 Barber S-2-C 70 Ton Roller Bearing (ACL)**

This truck was used on quite a number of Atlantic Coast Line and Seaboard Coast Line rolling stock. It features three springs in the front row. In particular, many Pullman-Standard 50' boxcars, both interior and exterior post, and with waffles. It was also used on 53' gondolas such as the K-22 and G-5. Be sure to check prototype photos as this is by no means a comprehensive list!



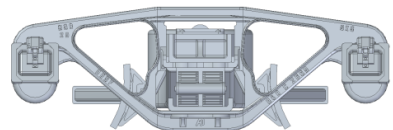
**4119-05 Barber S-2 70 Ton Roller Bearing (Covers)**

This is another early roller bearing truck with covers on the bearings. This truck was used by C&O on some offset triple hoppers and by both B&O and C&O on some 50' boxcars stretched from older 40' cars.



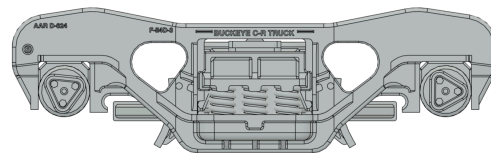
**4119-07 Barber S-2-A 70 Ton Plain Bearing (Birdsboro)**

This truck is a model of a Barber S-2-A as cast by Birdsboro Steel in Birdsboro, PA. Reading in particular, as the railroad serving Birdsboro, was a significant customer of theirs. This truck was used on at least RDG classes FMj, LOF, LOg, GHm, GHn, GHo, GHp, GHs, GHv, and GHw. It's very unlikely that no other roads used this truck!



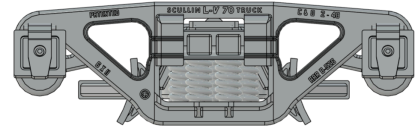
**4120-01 Adirondack Caboose Truck**

This truck represents a caboose truck cast by Adirondack Steel. It is also similar to trucks produced by Birdsboro Foundry. Trucks like this were used on late wood cabooses and early steel cabooses.



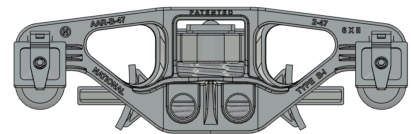
**4121-01 Buckeye Cushion Ride 100 Ton Roller Bearing**

This distinctive 100 ton truck was not used on an enormous range of rolling stock, but it is certainly unusual enough to warrant a model. It was a premium truck on the prototype, offering a better ride at higher cost than many more typical trucks. Uses of this truck we have found include ATSF GA-135 PS-2 4000 hoppers, ATSF GA-137 PS2 4427 hoppers, BN 413200-413224 Airslide 4180 hoppers, BN 575015-575249 rotary coal gondolas, D&H 2-bay Ilmenite hoppers, D&H's first order of Thrall bulkhead flatcars, GN 174200-174299 woodchip cars, and RI 60' boxcars 16975-16999/33778-33827 (some)/34100-34149 (some).



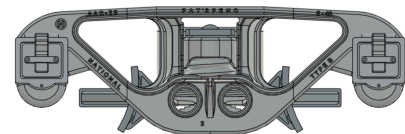
#### **4122-01 Scullin L-V 70 Ton Plain Bearing**

Scullin L-V 70-ton plain bearing truck. This truck was an attempt to provide lateral as well as vertical motion in the car's suspension (hence L-V= lateral-vertical.) Some examples of cars that used these trucks were C&O triple hoppers 96000-97999 (not all cars in series), 99000-99499 (not all cars in series), 101500-101999, & 108000-108499; C&O 52' gondolas 38500-38599; and PRR G32 gondolas 370600-370699.



#### **4123-01 National B-1 70 Ton Plain Bearing**

A highly distinctive truck whose 70-ton variant has never been offered in HO scale before, the National B-1 truck was a further evolution and simplification of the B truck, while keeping its general design philosophy intact. These trucks were used on certain ACDX (Allied Chemical) acid tank cars, ATSF Ga-63 war emergency gondolas, CBQ HC-1 180200-180249 1958 covered hoppers, CB&Q 221500-221749 war emergency ballast cars, DTS 2028-2077 2-bay covered hoppers, ERIE 11150-11249 53' gondolas (Proto car), NKP 91000-91049 1958 covered hoppers, NSS 1300-series gondolas, PRR G30 53' war emergency gondolas (some), TNO 4200-4449 3-bay offset hoppers (later SP 440000-440229), and WP 6501-6600 52' gondolas (Proto car).



#### **4123-02 National B 70 Ton Plain Bearing**

Another highly distinctive truck whose 70-ton variant has never been offered in HO scale before, the National B truck was an attempt to improve freight car ride quality and reduce maintenance costs. It did, however, require some specialized parts, much to the chagrin of roads that did not operate them, should a car require repairs while on-line. These were used on ACL U-7 phosphate hoppers, ATSF Ga-55 65' gondolas, ATSF Ga-56/59/64 Hart ballast hoppers, ATSF FT-u 60' flatcars, CB&Q HC-1 180000-180099 1958 covered hoppers, CIM 7350-7449 coal gondolas, CN 118000-118999 3-bay offset hoppers, CN 142050-142749 48' gondolas, DM&IR 4950-4959 covered hoppers, PRR G26/A 65' gondolas (some), PRR G27 53' gondolas 344815-345182, PRR G28 53' gondolas 342600-343549, PRR G29 46' gondolas 357854-358653, PRR G30 53' war emergency gondolas (some) and PRR H30 covered hoppers (some).