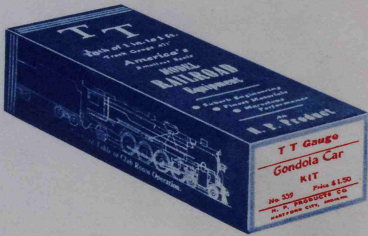


LOOK FOR THIS
BLUE AND SILVER BOX
AT YOUR DEALERS



All H. P. Products are attractively packaged for easy identification on the dealers shelves. This blue and silver box is the hallmark of quality in TT gauge . . . your assurance that the equipment you buy is scientifically engineered and precision manufactured.

Every H. P. product is guaranteed against defective workmanship and materials.

SEE YOUR DEALER
OFTEN FOR
NEW MODELS



Table Top MODEL RAILROAD!
ST SET \$29.95
Includes:
1550 Switch Engine
1600 Tender
550 Box Car
558 Flat Car
553 Caboose
2050 10 1/2 Ft.
Track
Car & Engine De-
cals

Have fun building and operating America's smallest railroad models. Accurately scaled 1 1/2" - 1 inch. TT Gauge, only 15/32" wide. You can hold a "big" locomotive in the palm of your hand. TT Gauge track switches feature without crowding. Ideal for a card table or desk-top layout. Build engines and cars from kits or buy ready-to-run. Streamliners, Diesels, Steam Locomotives, Freight and Passenger Cars. COMPLETE TRAIN SET KIT WITH ENGINE, 3 CARS, AND 10 1/2 FT. TRACK \$29.95

FOR SALE BY

MANUFACTURED AND GUARANTEED BY

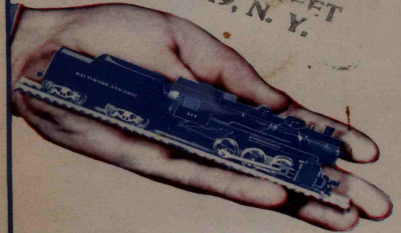
H. P. PRODUCTS CO.
Hartford City, Indiana

EFFECTIVE NOV. 1, 1948

J. M. BAKER.
TT GAUGE

RAILROAD MODELS

MODEL RAILROAD EQUIPMENT CORP.
23 WEST 45th STREET
NEW YORK 19, N. Y.



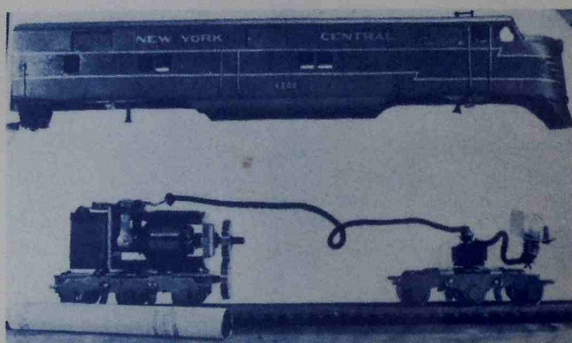
SCALE 1/10" = 1 Ft.
TRACK GAUGE .471"
12 VOLTS D. C.

Price 20c

(To Prevent Waste . . . Keep This Folder)

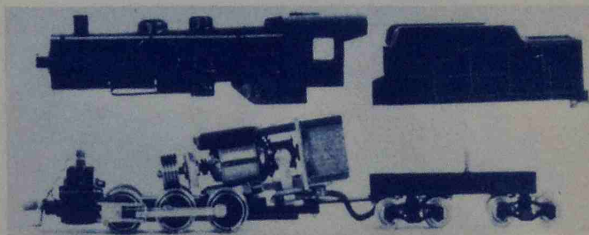
TT is PRECISION and Manufactured to High

Even when you build your engine from a kit, you can be sure it will operate just like those bought completely assembled at the factory. This is because H. P. locomotive kits are largely pre-fabricated and come with simple, fully illustrated and easy-to-follow step-by-step instructions. All small riveting assemblies and other exacting work is done at the factory by precision methods. No optical screws are used in H. P. Products. The smallest screw is 0-80 for strength and easy assembly. The solid brass drive wheels come mounted on axles, correctly gauged, and quartered and insulated, and the gear in mesh. The entire chassis comes pre-assembled, with motor, worm, gear and drivers. Only the simple assembly is left for you . . . the part that gives least trouble and most fun!



The locomotive is what makes your railroad GO. Powerful, ruggedly built engines that pull hard, hug the rails, and operate without trouble are what makes model railroading fun. H. P. locomotives are that kind.

ENGINEERED Standards of Quality



You recognize high quality materials and workmanship in every part of your H. P. locomotive. You know this instinctively, even if you've never seen fine machinery before. The fine-toothed, ground fly wheel worm for smoother power, the special analysis bronze gear, the velvety finish of the brass and bronze bearings, the gleaming nickle silver side rods, all give forecast of smooth, quiet, powerful operation . . . and that's what you get.

Drive wheel bearings are $\frac{1}{8}$ " diameter, specially made oversize for longer wear. No die cast bearings are used. Axles are made of ground drill rod. Frame is precision milled from solid brass. H. P. engines are uniformly excellent performers, precision engineered under the direction of the H. P. "Master Mechanic" who formerly designed parts for REAL TRAINS (and developed these models to perfection over a period of nearly 10 years). The factory is geared for big volume production, using costly dies and special equipment that assure custom-built quality at mass production cost.

A test locomotive, taken from stock, has turned in over 500 hours of operation without repair or adjustment. You can expect yours to drag 40 to 60 car trains around 18" radius curves or up steep grades without slipping. You can expect to be satisfied . . . and stay satisfied, as long as you own your H. P. engine.

Steam locomotives are made in two basic types which, by simple alterations, can be adapted to 6 different locomotives. Both steam and diesel types are powered by special Pittman 5 pole permanent magnet motors, operate on 12 volts direct current from dry cells, storage battery, D. C. power pack, or toy train transformer wired with a selenium rectifier.

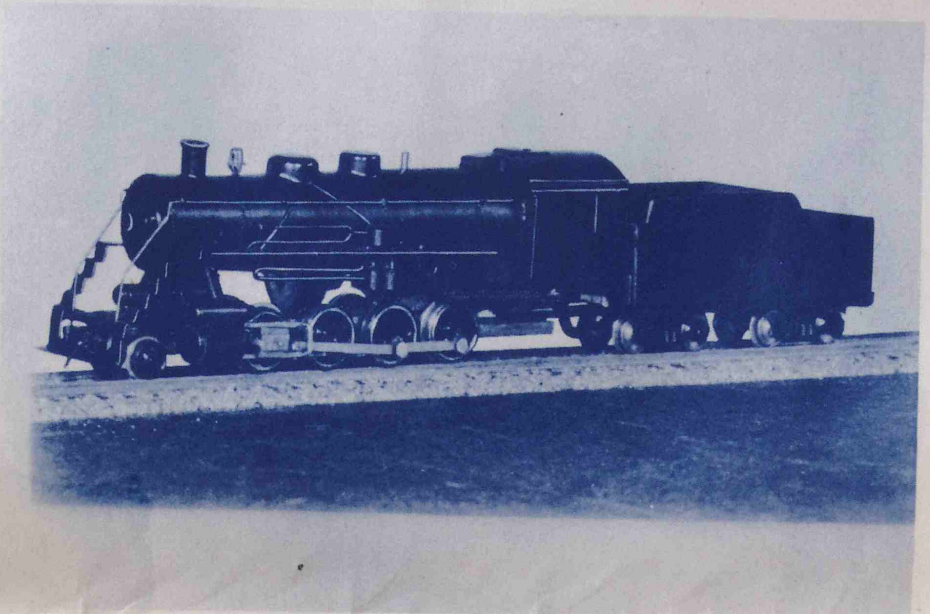
Diesel locomotives are available in A unit (with cab) and in B units (square ends). The B units can be powered or used as trailers if desired. All wearing parts of the motor, brushes, commutator, armature, bearings, etc. are replaceable with standard factory parts. Detailed listings on following pages.

**H-P BASIC MODEL
2-8-0
CONSOLIDATION**

This is the same locomotive that pulled 40 to 60 cars around 18" curves, and ran for over 500 hours without repair or adjustment, and is still going as good as ever! An ideal type locomotive to start with, because the "Consolly" is used on almost every road, both for freight service and for switching. This engine takes curves as sharp as 9" radius. With simple alterations, can be made into a 2-8-2 Mikado or 0-8-0 switcher.

No. 2800 Locomotive and Tender,

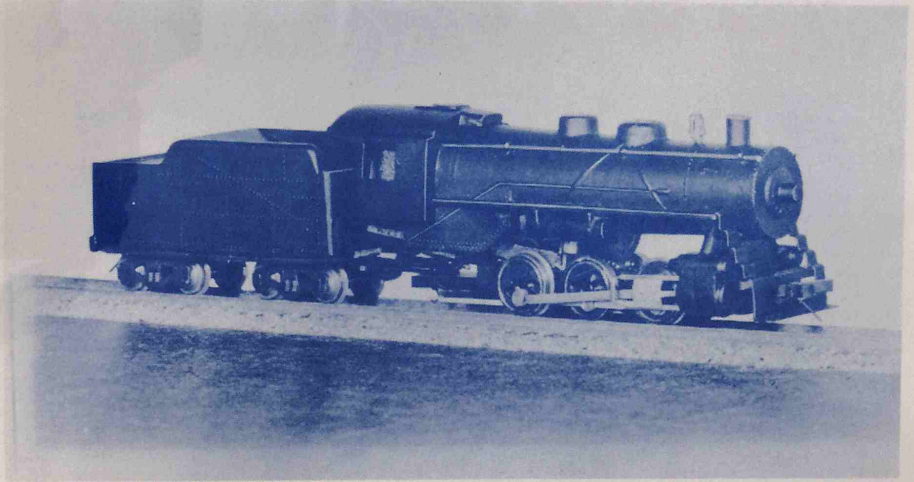
complete kit \$26.50
(paint and decals not included)
Completely assembled ready
to run \$33.00



**H-P BASIC MODEL
0-6-0
SWITCH ENGINE**

Typical of steam type switch engines you see chuffing around in any railroad yard. Really a little giant for power, and an engine you'll be proud to build and operate. Operates on 9" radius curves. Can be altered, if desired, to make the quaint old Prairie or Mogul type engines shown on following pages.

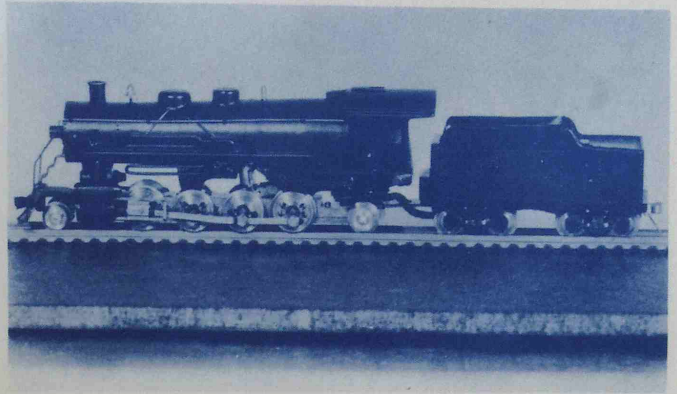
No. 1550 Locomotive and Tender,
complete kit \$22.00
(Less paint and decals)
Completely assembled ready
to run \$27.00



1561 Decals—Steam Locomotive, B & O, C B & Q, Penn., N. Y. C. or Santa Fe pair .15

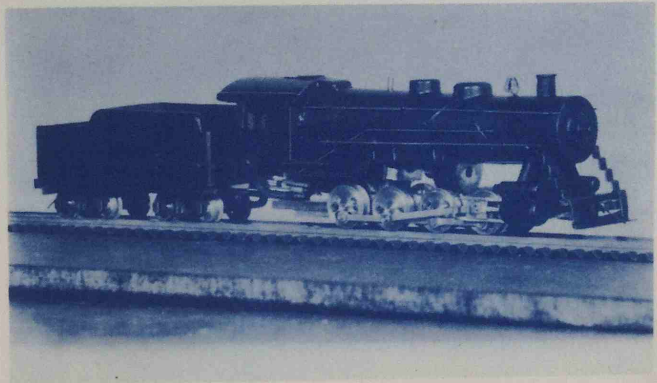
AN H-P CONVERSION
2-8-2
MIKADO

Buy an H. P. Consolidation locomotive, add a pair of trailing wheels, push the cab back a little, and you have a husky Mikado engine for those heavy tonnage trains that call for a bigger motive power! Here is an extra advantage of T T gauge . . . you can rebuild your motive power just like the big roads do! You can build six different engines from our two basic kits.



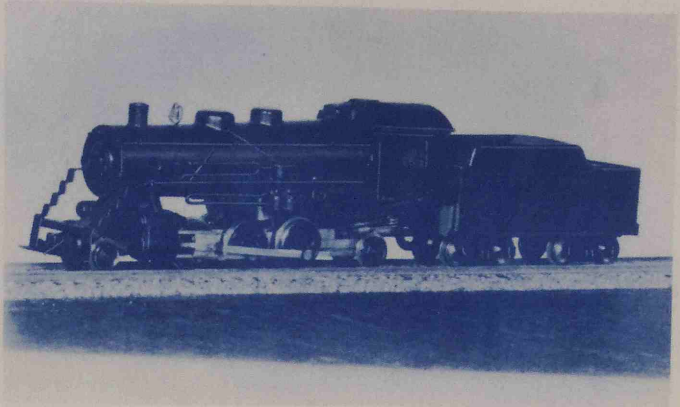
AN H-P CONVERSION
0-8-0
SWITCH ENGINE

Heavy switching service calls for this engine, where the six-wheel switcher can't handle the load. It's made from the same H. P. Consolidation basic kit, just by removing the pilot truck. With a Consolidation and a Mikado to handle your heavy freight trains, a six-wheel and an eight-wheel switcher for yard service, your T T gauge railroad is ready for big volume traffic.



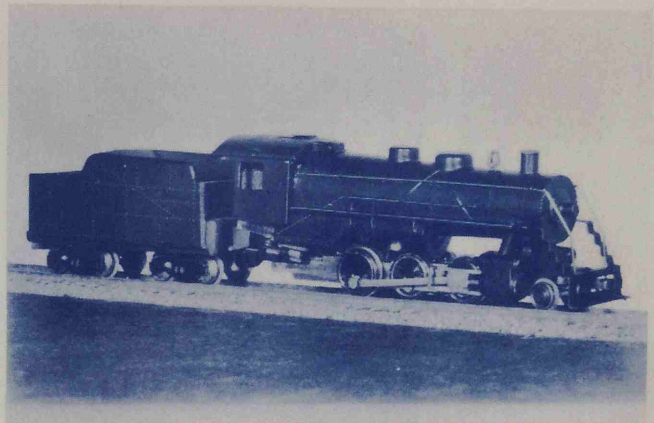
AN H-P CONVERSION
2-6-2
PRAIRIE TYPE

Originally designed for the western railroads for fast freight service across the great plains of the midwest, the Prairie type engine is just one step ahead of the Mogul type, shown below. You make it by adding pilot and trailing wheels to the H. P. 0-6-0 switcher. The trailing wheels permitted the use of a larger firebox, hence more steam, more power, more speed. You still see these engines on the branch lines and on short line railroads, puffing away the best years of their lives!



AN H-P CONVERSION
2-6-0
MOGUL

Many Moguls are still in use today, though practically none have been built since the turn of the century. This little engine is ideal for your stubby way freight that feed traffic from your branch lines to the main stem "hot shots". A pilot truck and pilot beam assembly from the Consolidation, added to the basic H. P. 0-6-0 is all you need to build a mogul like this, to complete your motive power roster.



FOR EARLY 1949 DELIVERY
4-8-2
MOUNTAIN TYPE

One advantage of TT gauge is that you can operate really heavy motive power without taking up too much room. Even this big boy can be turned on a 10-inch turntable, and if you build a roundhouse, it doesn't have to be as big as your furnace!

The Mountain Type locomotive is strictly up-to-date dual service power for fast passenger and freight service. This one is typical of many roads and is so designed as to permit alterations in cab contour and other details, to suit your taste.

- No. _____ Locomotive and Tender, Complete Kit, less decals and paint \$ _____
- No. _____ Completely assembled, ready to run \$ _____

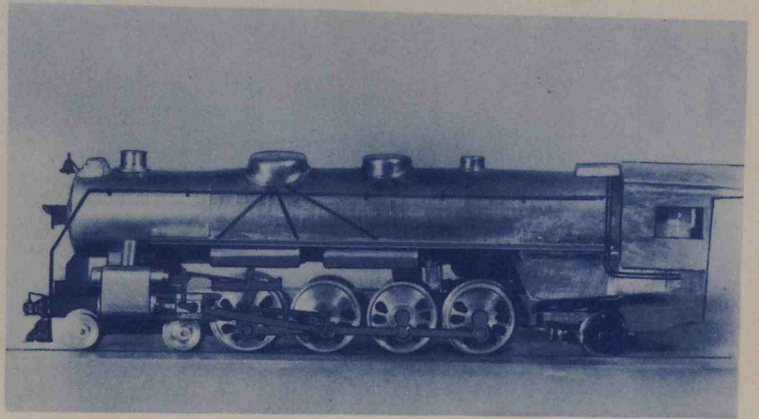


Photo Made From Incompleted Pilot Model

FOR SPRING 1949 DELIVERY
4-6-2
PACIFIC

For years the Pacific type has been the model railroaders' favorite prototype locomotive. Its big drive wheels give it grace and dignity, and high speed for the crack main line passenger trains. Many older Pacific's are used on branch lines too.

This model, together with still other engines now under development, will complete an impressive roster of TT gauge motive power.

- No. _____ Locomotive and Tender Kit, less paint and decals ... \$ 29.95
- No. _____ Completely assembled, ready to run \$ 42.50

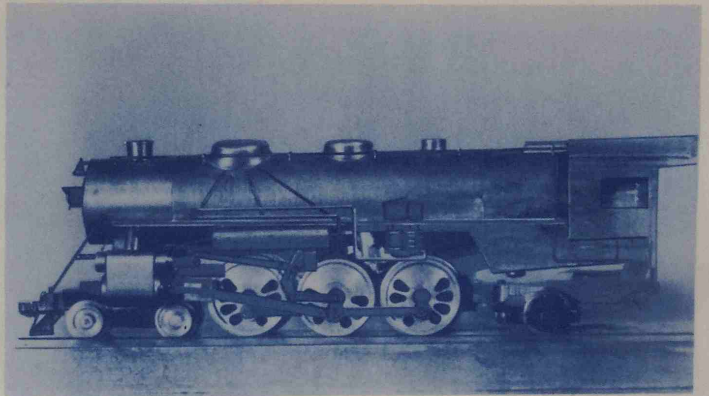


Photo Made From Incompleted Test Model

A - UNIT

STREAMLINED DIESEL ENGINE

These engines are powered by 5 pole permanent magnet Pittman motors and are equipped with operating headlights. They are easy to assemble, can be painted and lettered for any road, and used for both passenger and freight trains.

No. 1000 Diesel A Unit, with power, kit \$23.00
Assembled \$28.50

B - UNIT

STREAMLINED DIESEL ENGINE

Build it without power if you want the looks of a 2 unit job, or build it with power truck, for added hauling capacity. H. P. Diesels, both A and B are characteristically high quality, with brass or bronze bearings, drill rod axles, sturdy cast metal ends, and brass body construction. Accurately scaled, 1/10" to 1'

No. 1025 Diesel B Unit with power, kit, \$20.50, Assld., \$25.00

No. 1150NP Diesel B Unit, less power, kit, \$12.50, Assld., \$17.50

Train Set A consisting of "A" unit assembled Diesel locomotive, 3 coaches and 10½ ft. track kit \$40.00

Train Set B includes assembled Diesel "B" Unit locomotive, postal car, Pullman, Observation and 10½ ft. track kit \$40.00

1020 Decals—Diesel, per pair (Santa Fe, N. Y. C., or Burlington) .40

260 Aluminum Car Name Plates, Santa Fe, N. Y. C., Burlington or Pullman set .20

No. 251

POSTAL CAR

All H. P. Passenger Cars are constructed of prefabricated aluminum, plastic, and metal parts that assemble easily and produce attractive models.

80-ft. Postal Car only, kit \$3.25
Assembled \$4.25

No. 250

COACH

The sides of all our passenger cars are realistically ribbed and all window and door openings are cleanly punched out.

80-ft. coach only, kit \$2.75
Assembled \$3.75

No. 254

DINING CAR

Transparent plastic window material is included in all passenger car kits. Center sills and car ends are prefabricated from black plastic.

80-ft. Diner Kit, \$3.25 Assembled, \$4.25

No. 252

PULLMAN

Wheels on all H. P. cars come assembled on axles and insulated for 2 rail operation. Operating diaphragms and end door handles are supplied.

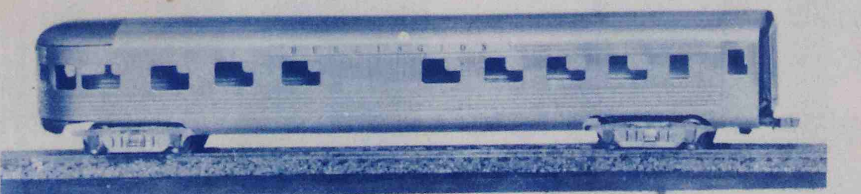
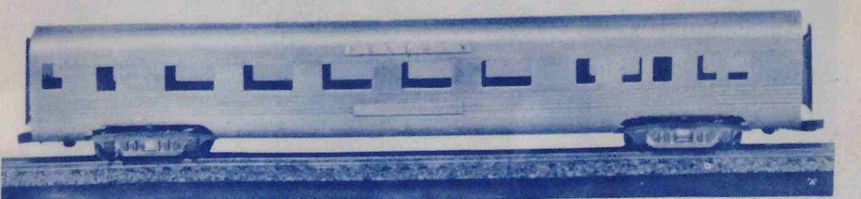
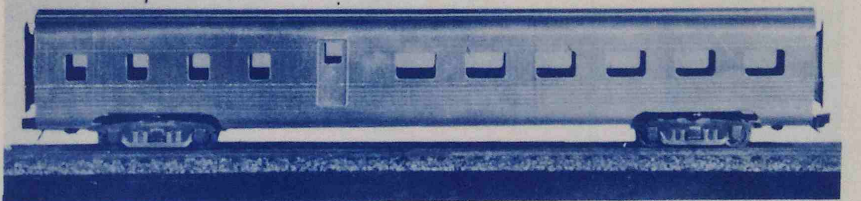
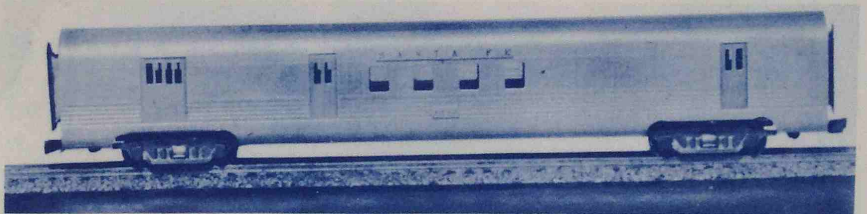
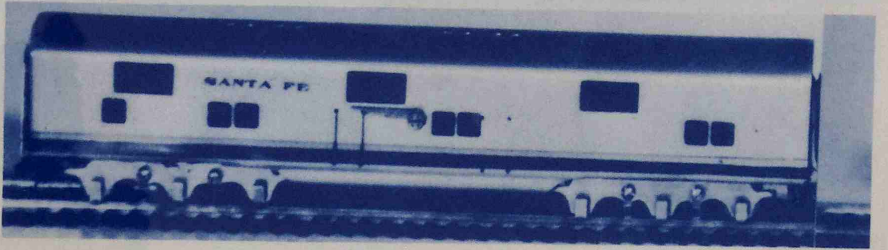
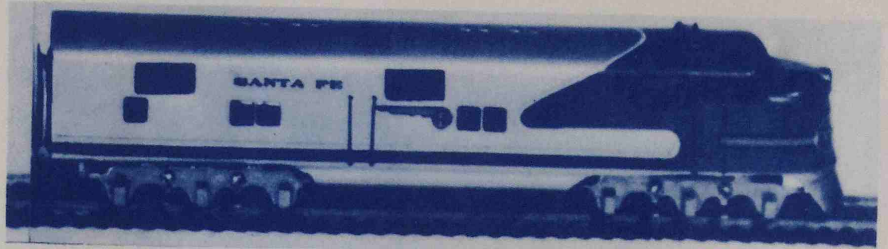
80-ft. Pullman Kit, \$3.25 Assembled, \$4.25

No. 253

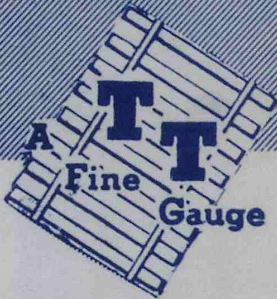
OBSERVATION

Rear end is cast plastic, and is lacquered to match car sides. Just what you need to add the finishing touch to your streamlined "Hot Shot."

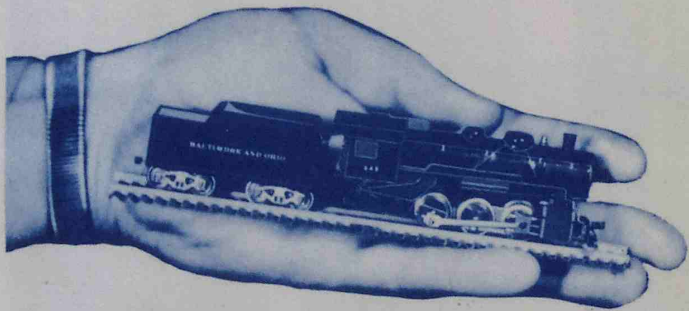
80-ft. Observation Car Kit \$3.75
Assembled \$5.50



AMERICA'S SMALLEST GIVE YOU LOTS OF RAIL



TT gauge, scaled 1/10" to 1 foot, operating on track spaced .471" between rails (1/32" less than 1/2 inch) offers many advantages in model railroad construction and operation.



REQUIRING SMALLER SPACE, TT gauge makes it possible to have a railroad layout on a card table, or a larger one that will slide under the bed, behind a door or back of the davenport. Even if you live in a single room, or small apartment, you can operate a TT gauge model train, where larger sizes would take up too much room.

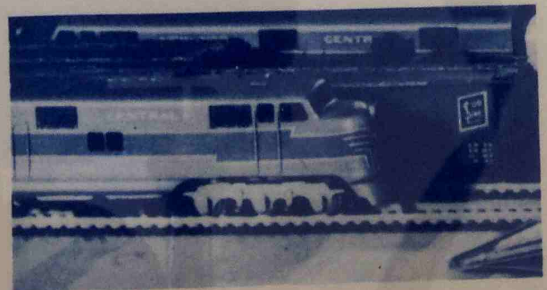
FOR THE EXPANDING LAYOUT, TT gauge offers the opportunity to add more and more track and buildings, railroad yards, turntables, roundhouses, wyes and siding without requiring any more total operating area.

SCALE LENGTH TRAINS are possible in TT gauge, even on a medium sized layout. A Pullman Car is only 8" long, a box car 4". Your 10 car, stream-line passenger train, or a 25 car freight train, is only about 9 ft. long including locomotive.

EASIER CONSTRUCTION is engineered right into all TT gauge trains, so despite its small size, you will find it easier to build. Being small, TT gauge looks realistic without the necessity of the lavish detail required in larger trains. Yet, for the man who cares to add extra detail, the very tiny size of the TT offers great satisfaction in achievement. A detailed TT gauge model is like a sparkling jewel.

All locomotive and car kits are simplified and largely prefabricated. All work requiring great accuracy is done at the factory. Wheels and axles are assembled and insulated. Trucks are sturdy and simple, cannot come apart or get out of line in normal use. Track assembles on plastic tie strip by merely pressing rails into position. No spikes required.

TROUBLE FREE OPERATION. All TT gauge operating equipment, engines, cars, and track, are manufactured by H. P. Products Company. Being entirely H. P. Engineered, everything operates perfectly with everything else. All couplers work together. All wheels are of standard size, flanges the same depth and thickness. All rail is the same. There need to be no converting or adapting of TT gauge equipment. And it is available in such variety, both freight and passenger, steam and diesel, that you'll never run out of things to build.



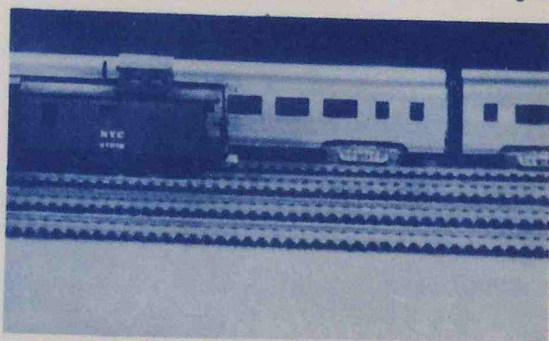
Manufactured and Guaranteed by

RAILROAD MODELS ROAD IN A LITTLE SPACE



AMAZING PERFORMANCE DUE TO BALANCED ENGINEERING

To pull long trains, climb steep hills, and round sharp curves without stalling, spinning or jumping the track, means that trains so small in size must be scientifically engineered. Locomotives, cars, and track must be carefully balanced against each other in size, weight, and every other factor affecting operation. This balance is achieved in T T gauge.

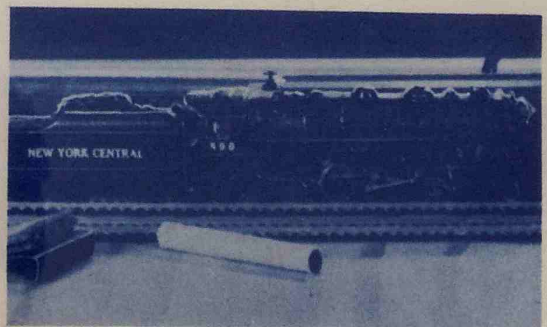


TRACK is easily assembled from rails $10\frac{1}{2}$ feet long . . . over three times standard length. There are less than $\frac{1}{3}$ as many rail joints as in other gauges. Pressed into slotted plastic tie strip, T T gauge track is always in perfect gauge, free from humps or kinks . . . in "good surface" as the track-foreman would say. Track may be cemented or spiked to roadbed or table, and realistically ballasted with sand and powdered casein glue, sprinkled with water. The long rails mean smoother operation, less friction, fewer chances for breaks in the electric circuit. And it is so strong you can stand on it without damage.

MINIMUM RADIUS . . . This track curves naturally to any desired radius, automatically assuming the contour of the so called "spiral" or "easement" curve so essential to avoid jerky operation at high speeds. The minimum recommended radius is 16 inches, which will accommodate all types of T T gauge equipment. Smaller locomotives and freight cars will operate on a radius as low as 9". If you are replacing a "tinplate" layout, you can follow exactly the same curves as your toy train track.

LOCOMOTIVES are powered to pull long trains. Weight is scientifically distributed so that their center of gravity is well forward. Extra weight in front equalizes drive wheel traction on hills, giving these engines greater hill climbing power.

CARS have free running trucks. They never need oil, so your track stays cleaner, trains roll better. Prefabricated center sills on cars have truck and coupler pivot holes in perfect alignment. This makes the cars pull straight without forcing the wheels against one side of the rail. This reduces flange friction, cuts down derailments, makes trains pull easier.



H. P. PRODUCTS CO.

HARTFORD CITY, INDIANA



550



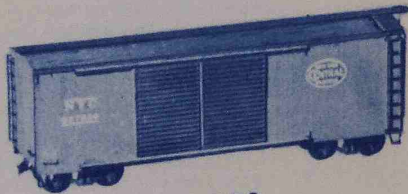
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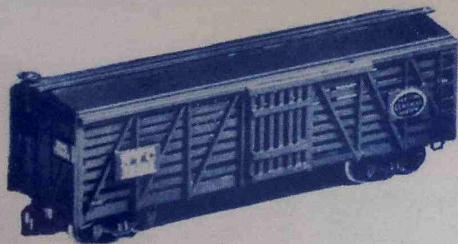
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TT FREIGHT

These cars are easy to build and look like the real thing. Box car bodies are of wood, accurately cut to correct size and shape. Sides are scribed or embossed as required. Trucks, ladders, brake wheel, couplers, steps, grabirons, hardware are included, but no decals for lettering. These may be ordered separately as desired.

PRICE

(Illustrated in order, top to bottom, at left)

550	Steel Reefer	\$1.50
560	Hopper Car	1.50
559	Gondola Car	1.50
558	Flat Car	1.50
552	Wood Auto Car	1.50
556	Steel Sheath	1.50
555	Stock Car	1.50
554	Z Braced Box	1.50
490	Decals, Set of 5 Assorted, B & O, NYC, CB & Q, PENNSY, SANTA FE, Per Set ..	.35

You will notice in some instances the same kit number applies to several different cars, any of which can be built from the same kit.



554

CAR KITS

Caboose kit features interior cupula seats and dummy lockers. Gondola and flat cars have pre-fabricated brass underframe and the flat car has stake pockets into which ordinary pins can be inserted for a very realistic effect and strength. Hopper car has aluminum sides and ends, with well detailed ribs and rivets. 40 ft. cars are 4" long; 50 ft. cars are 5" long.

LIST

(Illustrated in order, top to bottom, at right)

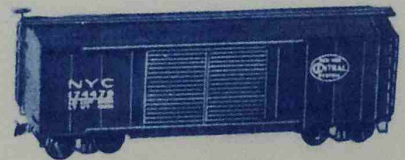
557	Wood Auto Car	\$1.50
552	Wood Furniture Car	1.50
550	Steel Auto Car	1.50
551	Wood Box Car	1.50
551	Wood Reefer	1.50
550	Steel Box Car	1.50
553	Caboose	2.00
492	Decals (Set of 5 assorted NH, Southern, Wabash, L & N, Milwaukee) Per Set	.35
491	Decals, Reefers (Set of 5 assorted, BREX, SFRD, PFE, ART, FGEX)35



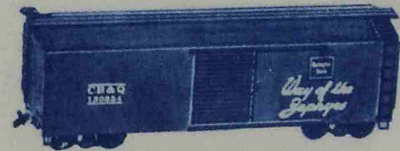
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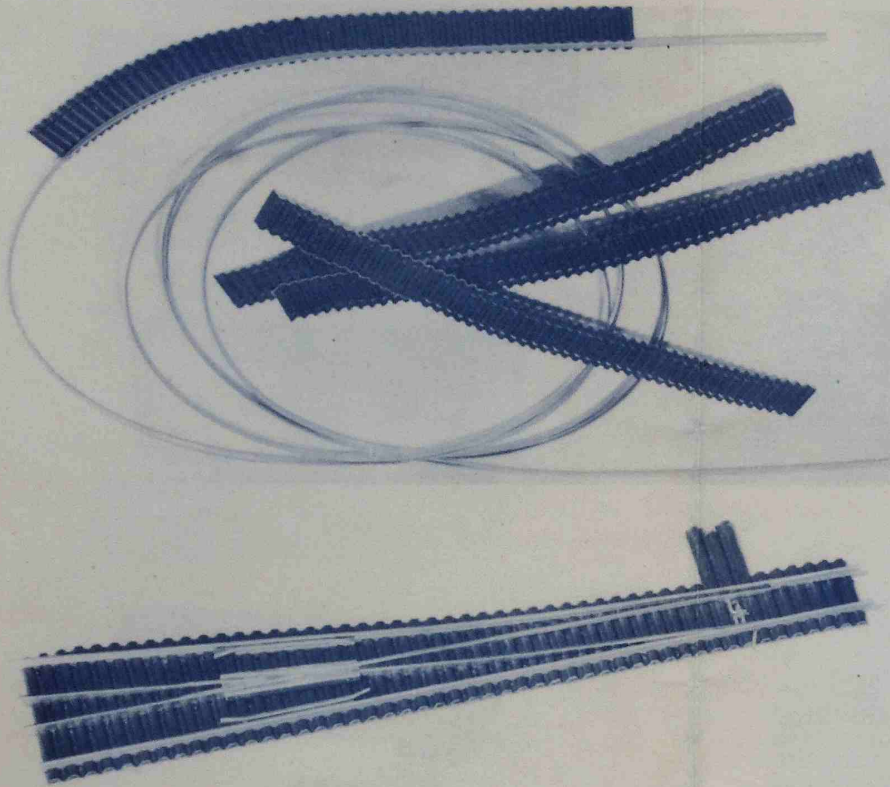
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550



553



TRACK AND SWITCH KITS:

- No. 2050 21 ft. rail and 14 pieces tie strip making 10½ ft. of track \$3.75
- No. 2051 14 pieces tie strip only, in nine inch sections totaling 10½ ft. 2.00
(Track terminal lead wires included in above kits)
- No. 2052 21 ft. rail only (two 10½ ft. lengths) 1.75
- No. 2000R No. 7 switches (right) each 3.00
- No. 2000L No. 7 switches (left) each 3.00

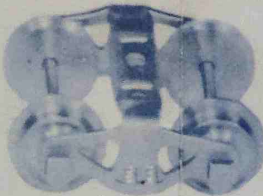
NOTE: Either switch easily shaped to Y switch, operates manually or by standard switch machine.

- No. 2003 Track Connectors .. 6 for .05c
- No. 2004 Spikes Package .10c



3 WAY CONVERTIBLE PASSENGER TRUCKS

Versatile 4 wheel style. By filing or bending ends of frame, converts into old time, suburban, or express reefer style. Per pair, assembled \$1.00



FREIGHT CAR TRUCKS

Typical standard AAR type, assembled and insulated. Per pair90

COUPLERS



Freight Passenger

Semi automatic type. Couple automatically. With dummy air hose and pivot screw. No. 600 Freight, pr. 25c. No. 300 Passenger, pr., 25c.

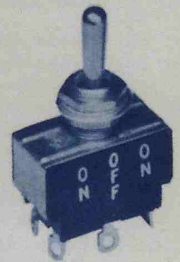
SPEED CONTROL



No. 3001 Speed control. A sensitive rheostat to start your trains crawling and speed them up gradually to 120 mph. \$2.50

REVERSING SWITCH

No. 3000 D. P.D.T. switch with center off position. Easy to mount through hole in control panel. \$1.65

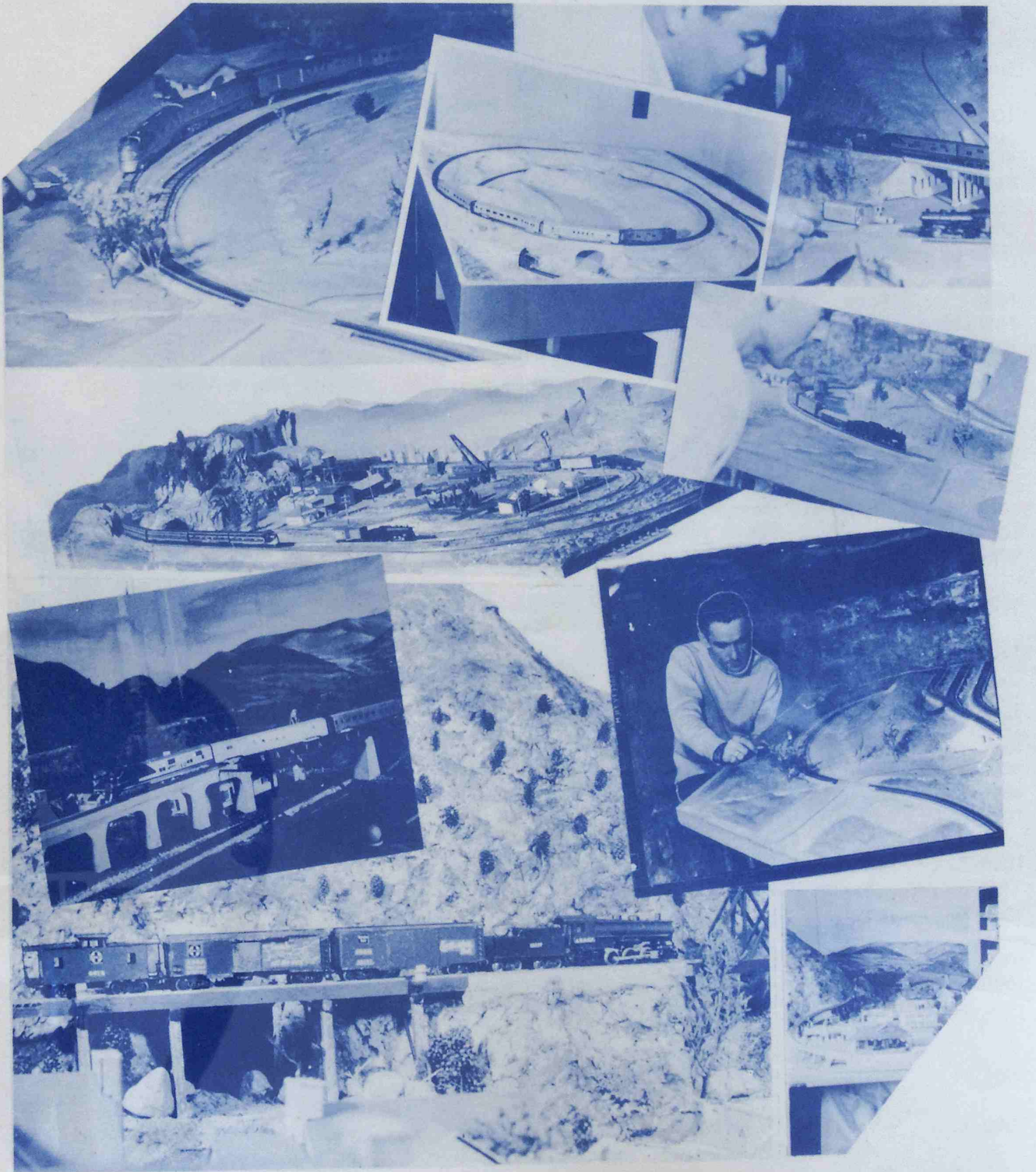


POWER PACK



No. 3002 12 volt power pack. Plugs in anywhere, supplies direct current for train operation and accessories. Includes speed control and reversal switch \$17.50

SOME TYPICAL TT GAUGE LAYOUTS



PARTS PRICE LIST

DIESEL A UNIT

NO.	PART NAME	PRICE
1000 K	Diesel A Unit Kit	\$23.00
1000 A	Diesel A Unit, Assembled, Tested and Painted	28.50
1030	Power Unit Only	14.50
1000-1	Screens . . . . .	.10
1000-2	Headlight Lens . . . . .	.05
1000-3	Coupler and Screw . . . . .	.15
1000-4	Hand Rails 2 - 4" pcs. . . . .	.05
1000-5	Front Truck Bolster Screw . . . . .	.03
1000-6	Power Truck Bolster Screw and Rectangular Nut . . . . .	.15
1000-7	Power Truck Assembled	14.50
1000-8	Body A Unit	4.50
1000-9	Air Horn, long . . . . .	.10
1000-10	Air Horn, short . . . . .	.10
1000-11	Head Light Bulb . . . . .	.75
1000-12	Head Light Bracket and Screw . . . . .	.15
1000-13	Front Truck Kit	3.00
1000-14	Front Bolster . . . . .	.40
1000-15	Front Bolster Eyelet . . . . .	.05
1000-16	Front Truck Main Frame . . . . .	.45
1000-17	Truck Side, Power or Trailer . . . . .	.50
1000-18	Truck Side Screw—Power or Trailing . . . . .	.05
1000-19	Wheel and Axles Assembled, without gear 40" . . . . .	.45
1000-35	Wheel and Axles Assembled, without gear 36" . . . . .	.45
1000-20	Front Truck Pick-up Wire . . . . .	.05
1000-21	Lead Wire—1 ft. . . . .	.05
1000-22	Motor with gear	6.25
1000-23	Power Truck Bolster . . . . .	.15
1000-24	Power Truck Frame . . . . .	.90
1000-25	Power Truck to Motor— Bolster Screw . . . . .	.05
1000-26	Power Truck to Motor— Bolster Washer . . . . .	.05
1000-27	Rear End Countershaft Thrust Bearing . . . . .	.40
1000-28	Front Countershaft Bearing . . . . .	.40
1000-29	Bearing Screw . . . . .	.05
1000-30	Countershaft with Worm Gears, Spur Gear, Bearings and Screws	2.10
1000-31	Countershaft with worm gears mounted	1.15
1000-32	Wheels and Axles with Gear Assembled 40"	1.00
1000-36	Wheels and Axles with Gear Assembled 36"	1.00
20 1000-33	Diaphragm and Door Handle . . . . .	.15

DIESEL B UNIT

NO.	PART NAME	PRICE
1025-K	Diesel B Unit Kit	\$20.50
1025-A	Diesel B Unit, Assembled, Tested and Painted	25.00
1000-34	Body	4.00
	(Parts included in Diesel A Unit List)	

2-8-0 CONSOLIDATION

NO.	PART NAME	PRICE
2800 K	2-8-0 Engine Only—Kit	\$22.00
2800 A	2-8-0 Engine Only, Assem- bled, Tested and Painted	28.00
2805	Chassis, Frame, Wheels, Side-Rods, Connecting Rods and Cylinder	11.00
2806	Chassis, Frame, Wheels, Side-Rods, Connecting Rods and Cylinder with Motor	17.50
81	Hand Rail, 1 ft. . . . .	.05
2	Hand Rail Support . . . . .	.05
3	Bell and Bracket . . . . .	.25
84	Boiler Casting	4.75
5	Air Line, ft. . . . .	.10
851	Whistle . . . . .	.10
6	Cab	1.00
850	Cab Walk . . . . .	.02
87	Motor with Worm	6.75
8	Cotter Key . . . . .	.03
89	Main Frame	2.25
810	Pilot Beam and Step Assem. . . . .	.80
854	Pilot Wheels and Truck As- sembly . . . . .	.50
11	No. 1-72 x 1/4" Flat Head Screw . . . . .	.05
12	Main Crank Pin—long . . . . .	.15
813	Right Crosshead, Guide & Rod . . . . .	.50
14	Crank Pins—short . . . . .	.15
16	Cylinder Casting . . . . .	.75
852	Cylinder to Boiler Spacer . . . . .	.05
17 F & R	Drive Wheels and Axle Assembly	1.50
818	Drive Wheels and Axle Assembly with gear	2.25
819	Main Drive Wheels and Axle Assembly—Third	1.50
820	Side Rods—long—3 hole ea. . . . .	.15
853	Side Rods—short—2 hole ea. . . . .	.10
821	Left Cross head, Guide and Rod—Insulated . . . . .	.75
822	Sub Frame . . . . .	.50

PARTS PRICE LIST

23	No. 6-32 x 3/4" Flathead Screw .....	.05
24	No. 3-48 x 5/16" Flathead Screw .....	.05
825	Worm .....	.90
26	Gear .....	.60

TT 0-6-0 SWITCHER

NO.	PART NAME	PRICE
1550 K	0-6-0 Engine only, Kit	\$17.50
1550 A	0-6-0 Engine only, Assembled, Tested and Painted	22.00
1555	Chassis, Frame, Wheels, Side Rods, Connecting Rods and Cylinders	8.00
1556	Chassis, Frame, Wheels, Side Rods, Connecting Rods, Cylinder with Motor	14.00
1	Hand Rails, 1 ft. ....	.03
2	Hand Rail Brackets, 1 doz. each .....	.25
3	Bell and Bracket .....	.25
4	Boiler Casting	4.50
5	Air Line—ft. ....	.10
6	Cab	1.00
7	Motor with Worm	6.75
8	Cotter Key .....	.03
9	Main Frame	2.00
10	Pilot Coupler, Pilot Beam and Step Assembly .....	.90
11	No. 1-72 x 1/4" Flathead Screw .....	.05
12	Main Crank Pins—long ....	.15
13	Right Hand Crosshead, Guide and Rod .....	.50
14	Crank Pins—short .....	.15
16	Cylinder Casting .....	.75
17	Drive Wheels and Axle Assembly, Front	1.50
18	Drive Wheels and Axle Assembly, with Gear	2.25
19	Main Drive Wheels and Axle Assembly, rear	1.50
20	Side Rods .....	.15
21	Left Hand Crosshead, Guide and Rod, Insulated .....	.75
22	Sub Frame .....	.45
23	No. 6-32 x 3/4" Flathead Screw .....	.05
24	No. 2-48 x 5/16" Flathead Screw .....	.05
25	Worm .....	.90
26	Gear .....	.60

TT 0-6-0 and 2-8-0 TENDER KIT

NO.	PART NAME	PRICE
1600 K	Tender Kit	\$4.50
1600 A	Tender, Assem. and Painted .	5.00
25	Tender Body	2.25
26	Tender Frame	1.25
27	No. 2 1/2" Flathead Wood Screw .....	.03
28	Coupler Bar .....	.10
29	Rear Coupler .....	.13
30	No. 1-72 x 1/4" Fil. Head Screw .....	.05
31	Truck Frame .....	.25
32	Wheel and Axle Assembly ..	.20

PASSENGER CAR

NO.	PART NAME	PRICE
500-32	Wheel and Axle Assembly ..\$	.20
200-5	Car End, plastic only .....	.25
200-6	Diaphragm and Door Handle	.15
250-1	Coach Body	1.00
250-2	Window, Plastic .....	.15
250-3	Floor .....	.10
250-4	Floor Beam, plastic .....	.15
251-1	Postal Body	1.25
251-2	Door, Single, 2 Windows ...	.25
251-3	Door, Double, 4 Windows ..	.25
252-1	Pullman Body	1.50
253-1	Observation Assembly, Body End and Window	2.35
253-4	Body Observation	1.50
253-5	Observation End .....	.75
254-1	Diner Body	1.25
254-2	Door, Single, 1 Window ...	.25
300	Passenger Couplers and Screws pair .....	.25
350	Passenger Trucks and Screws	1.00

FREIGHT CAR

NO.	PART NAME	PRICE
500-1	Brake Wheel	3 for \$.05
550-4	Plastic Beam, 40' .....	.10
550-5	Aluminum Cat Walk, 40' ...	.06
550-7	Aluminum Doors, Double ...	.06
550-9	Ladder, 28 rungs .....	.10
556-4	Aluminum Cat Walk, 50' ...	.06
553-12	Plastic Beam, 50' .....	.10
560-15	Grab Irons and Step Staples 10 for .....	.10
600	Freight Couplers and Screws pr.	.25
650	Freight Car Trucks and Screws .....	.90

PLANNING YOUR T T GAUGE LAYOUT

When you plan your T T gauge model railroad, you should carefully consider the space available, whether the layout is to be permanent or portable, what kind of operation you desire and what equipment you will need.

You can make your railroad as large or as small as you wish. One good plan is to start with a simple oval of track, one engine, and a car or two. Next you can put in a switch, then two switches for a passing siding for operating two trains or for storing extra cars. Your T T gauge will grow quickly, with easy, quick construction and little limitation as to space. And it will operate without fault, yielding greater and greater satisfaction as you explore its almost limitless possibilities.

HOW TO ORDER

Always buy from your local hobby store if possible. If your nearest model railroad dealer does not have T T gauge in stock, ask him to order for you. If there is no dealer near you, order from T T gauge dealers whose advertisements you see in the Model Railroad Publications or write direct.

PRICES AND SPECIFICATIONS SUBJECT TO CHANGE WITHOUT PREVIOUS NOTICE

