

# CARY



## Locomotive Works

### HO SCALE

In 1958 Cary Locomotive Works produced its first Steam Locomotive Conversion Body, expanding the line to Diesel body units, Diesel detail parts, and a large line of lost wax brass detail parts. All Cary Conversion Bodies are zinc die castings. These are accurate models with smooth nose contours and shapes, as well as deep sharp detail. All our bodies are designed to fit commercially available drivers of other manufacturers in HO scale, such as , Athearn, Hobbytown, and Proto-Power West, etc. The basic body in all our conversion kits is a one piece casting, with some parts, such as, roof ventilators, shutters, steps, air horns, etc., cast separately where such parts could not be accurately cast as part of the body.

# CARY

## SOME HINTS FOR WORKING WITH CARY BODIES

**DRILLING-** Always use a lubricant, cutting oil is best, but any oil will do. Dip the tip in oil, just enough to moisten the end. When drilling, back the drill out of the hole frequently to clear the chips, re-oil the drill bit often.

**TAPPING-**When tapping holes or using self tapping screws in our castings, use a lubricant to dip the end of the tap or screw in, again cutting oil is best, but any oil will do. For every full turn that the screw is driven in, back it off 1/2 turn to clear the chips. Keep doing this until the desired depth is reached.

**PARTS ATTACHMENT-**We recommend using one of the many brands of ACC cement (super glue), Goo, Ambroid, or epoxy for attaching the detail parts. Always make sure the parts fit into the desired mounting hole or location before applying cement. Make sure both surfaces to be glued are clean, and free from oil and finger prints, sanding with fine sand paper prepares the surfaces nicely. Epoxy cements also work very well, but have longer setting times.

**PREPARATION FOR PAINTING-**Wash the body in warm water and dishwashing detergent to remove all grease and oil, scrubbing with a soft brush. Submerging the body in straight vinegar (DO NOT USE FOR COOKING OR EATING AFTER USING) for several hours will etch the metal ever so slightly to ensure the paint will adhere. After the vinegar bath rinse the body thoroughly in water.

## DISCONTINUED MODELS

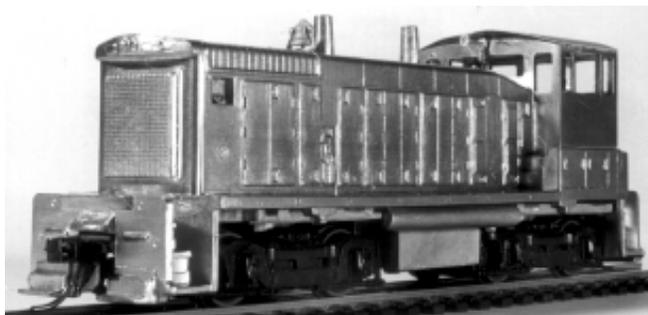
In answer to questions most frequently asked about our former models, we have listed below in chronological order all the models produced by Cary Locomotive Works but which are now discontinued.

MODEL	RELEASED	DISCONTINUED	NOTES
Harriman Standard 2-8-2	Oct. 1958	Sept. 1962	Mold destroyed in fire Sept. 1962
USRA Light 2-8-2	Oct. 1959	Oct. 1972	new steel mold made in 1977 currently in line
PRR 2-10-0 I-1 Decapod	June 1960	Oct. 1971	
PRR 4-8-2 M1a Mountain boiler, frame, cylinder block set	Feb. 1961	April 1962	Designed to fit Varney Northern drive
C&NW 2-8-4 J-4 Berkshire	Feb. 1962	Dec. 1972	
PRR 2-10-2 Class N-1	April 1962	Nov. 1972	
PRR 4-6-2 K-2, K-3 Pacific	Sept. 1963	Nov. 1972	
USRA 4-8-2 Heavy Mountain	April 1964	1970	Made exclusively for Bowser Mfg.
PRR 4-6-2 K-28 Pacific	Sept. 1965	Sept. 1967	
Baldwin 4-4-0 Boiler only for Tyco General	Sept. 1965	Jan. 1971	
Baldwin 4-4-0 Complete Kit w/ Tyco drive	Sept. 1965	Jan. 1971	
Baldwin 4-4-0 R-T-R on Tyco drive	July 1967	May 1970	
C&NW 2-8-4 J-4 Berkshire	July 1966	May 1968	Invest cast in brass
PRR 2-10-0 I-1 Decapod	July 1966	Feb 1968	Invest cast in brass
USRA Light 2-8-2	Aug. 1966	April 1968	Invest cast in brass
CB&Q 2-6-2 R-4 Prairie	1966	1970	O scale made exclusively for All Nation Line
PRR 4-8-2 M1a Mountain	April 1968	1970	Modified to fit Bowser Mfg. drive
Pittsburg 4-4-0 for AHM Reno & Genoa Drive	Oct. 1972	July 1975	AHM drives were changed
GP-9		July 1990	Die destroyed

Since 1970, all new Cary conversion bodies have been made in steel dies, all models prior to that time were made using a different casting method and were discontinued as the molds became worn out or were no longer economically viable. We are no longer equipped to run these old molds and there are none of these models available from us. All stock was sold out almost immediately after each model was discontinued, they practically became instant collectors items.

# CARY

## EMD SW-1500 BODY Kit #13-50



In 1966 EMD introduced the SW-1500 and SW-1000 switchers, they proved to be the last traditional end cab switchers built. The prototype proved to be very popular with the railroads, as replacements for aging switchers and for use as light road switchers. A total of 807 SW-1500's were built and 118 SW-1000's. Our model of this popular switcher is an all metal conversion body kit that includes the body, and separate castings for the cab back, bell, airhorn, sand fill lids and air tanks. The cab roof is separate, a card template is provided, which can be used as the roof or to make one from thin sheet metal. The model uses handrails and stanchions from your Athearn kit, installation of these and some parts require simple drilling. Wire is provided to make the cab handrails which do not come with the Athearn kit. We also offer as options (not included with the basic body kit) Flexicoil truck side frames and 1100 gallon bulge tanks, with which many SW-1500's were equipped, especially when they were used as road engines. The SW-1500 body will fit either the Athearn EMD or Baldwin switcher drives with or without flywheels, it also fits the Hobbytown switcher drive. The body is drilled for mounting on the drive and screws are provided. Complete instructions are provided for mounting, drilling and for also converting the body to a SW-1000. This body can be used as a good starting point to model the SW-1001, MP-15DC, MP-15AC, or SW-1504.

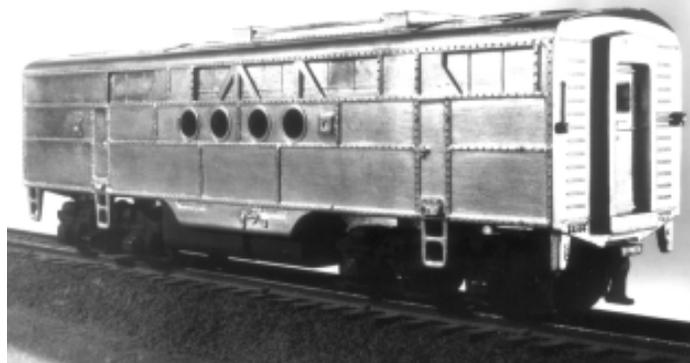
### MECHANISMS FOR CARY SW-1500

ATHEARN EMD SWITCHER & SW-7 #4001 TO #4009

BALDWIN SWITCHER & S-12 #3700 TO #3708

HOBBYTOWN SWITCHER & F-2 #45408

PROTO-POWER WEST DRIVES



A superb all metal model of the FT Diesel locomotive. The FT's, first introduced in 1939, was an immediate success, and railroads started in earnest to replace steam locomotives in mainline freight service. It is often called "The Diesel That Did It" when referring to the demise of steam power. During World War II, the War Production Board set priorities which resulted in the FT being the only mainline freight Diesel locomotive which was permitted to be built. The supply was severely restricted and they were allocated on a "Most Needed" basis, and many roads which wanted to Dieselize had to settle for new steam instead.

FT's as built were semipermanently coupled into A & B sets or A-B-A sets, so just about as many "B's" were built as "A's". There being 563 "A's" and 527 "B's" ultimately built. Each unit produced 1350 H.P. and a A-B set was commonly referred to as a single 2700 H.P. locomotive.

Our model of this famous locomotive is a quality all metal, one piece die casting with all the correct nose contours and deep detail. There are separate castings included for the dynamic brake shutters, air horns, and stirrup steps. Our FTA or FTB bodies will fit Athearn, Proto-Power West, or Hobbytown drives. Complete instructions are provided for drilling and mounting.

### FT-A BODY KIT #13-2

### FT-B BODY KIT #13-3

### MECHANISMS FOR FTA and FTB

ATHEARN F-7 DRIVE (FLYWHEEL or PLAIN)

ATHEARN F-7A #3103 TO #3137 or #3201 TO #3237

PROTO-POWER WEST

HOBBYTOWN F-1 #97408 or Multi Drive Unit #90408-1

# CARY

## E3, E4, E6, AND E7 A & B UNITS BODY KITS



**#13-8 E-3A, E-4A, & E-6A**

A beautiful model with all metal quality, of what many consider to be the best looking Diesel ever built. The E6 was the first widely used passenger Diesel. Introduced in 1938, it was the passenger counterpart of the famous FT freight Diesel. But for the intervention of World War II, when the War Production Board stopped the manufacture of passenger power, many more would have been built. None the less, the E6 saw wide spread service on many roads, powering the glamour and prestige trains of the day. The earlier E3 and E4 can also be modeled using this body, as all were essentially alike in outward appearance.



**#13-14 E-7A**

Beginning in early 1945, when railroads began in earnest to Dieselize their passenger service, the locomotive picked by most roads and in the greatest numbers to do the job was the EMD model E7. The E7 wrote the book on how to Dieselize passenger trains and totally outperformed competitive makes in every category, and paved the way for EMD's dominance of the passenger unit end of the market. Truly, the E7 must be regarded as one of the most important designs in a critical time in Diesel development. 479 E7's (404 "A" and 75 "B") were delivered to the nation's railroads in the period 1945-1949, outselling all competitive designs combined by a wide margin.



**#13-9 B UNIT FOR  
E-3,4,6,&7**

Many railroads used the E6 or E7 booster units for the flexibility they gave in providing locomotive blocks to meet traffic demands.

Our kits include a one piece body casting and separate air horns, radiator shutters, ventilators and stirrup step castings. The details are sharp and the casting ultra smooth and clean. An easy conversion job using only common hand tools and no special skill. The results are outstanding, truly a model you'll be proud of. Instructions are included.

### **BODY KIT NUMBERS**

- #13-8 E3A, E4A, E6A UNITS
- #13-14 E7A UNIT
- #13-9 E3B, E4B, E6B, E7B UNITS

### **EMD PASSENGER TRUCK SIDE FRAMES**

& Two Types of Bearing Covers (4 side frames) Fits on the Athearn Power Truck - **#13-455**

### **MECHANISMS FOR E3, E4, E6, AND E7 A & B UNITS**

- ATHEARN SD-40T-2, OR AHME8
- HOBBYTOWN E7, #A7608F,
- HOBBYTOWN #A0608 MULTIDRIVE, #A0600 DUMMY

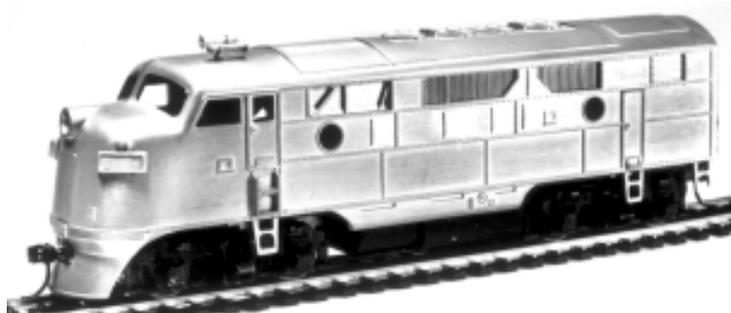
# CARY

## PHASE I & II F2, F3 A & B UNIT BODY KITS



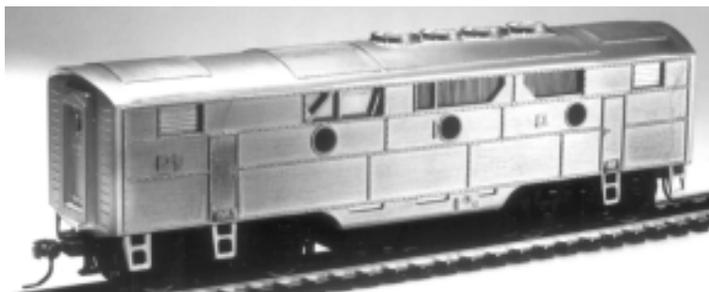
#13-20 F2A-F3A

In 1946 EMD introduced its F3 model locomotive, it was called "the widest range locomotive in history" and replaced the FT in the EMD catalog. The F3 had been preceded by a short run (102 units) of an identical unit called the F2, which was produced for a few months in 1946 because EMD did not have the F3's main generator ready at the time, and was rated a 1350 H.P.. The 1500 H.P. F3 served on almost all the major railroads in the USA in all types of service. A wide range of gear ratios was offered and many were used in passenger service as well as freight. Eighteen-hundred and five (1805) F3's saw service on American railroads and is regarded as one of history's most successful locomotive designs. The F3 Phase I version has three port holes, tall roof fans, small number boards and dynamic brake screens on the roof. These die-cast bodies have smooth, sharp, deep detail with the upper body shutters and vents modeled as they should be. Separate tall roof fans, air horns and stirrup steps are included.



#13-20 F2A-F3A

The very popular EMD F3 went through several changes or phases in its production life from 1946 to 1949. These changes were mainly external and did not affect the performance or horsepower rating of the locomotive. We now offer our popular HO scale F3 A & B conversion bodies with Phase II detail parts. Our Phase II F3A unit has low fans, large number boards, and something really new and unique, stamped metal EMD 10 louver ventilation sets for between portholes. 10 louver sets are used to cover the center portholes, Phase II "A" units have only two portholes per side, which distinguishes them from Phase I "A" units which have three, so using these 10 louver sets effectively changes the side panels. You also get separate air horns and stirrup step castings. Our Phase II F3 uses the same basic body casting as our Phase I version. To model the Phase II F3, the cast on number boards and the rim around the center porthole must be removed from the body on the "A" units. Of course, the cast on dynamic brake screens are applicable for both versions, but if your prototype doesn't call for them, they can easily be removed. All Phase II F3 parts are available separately and can be used to make up the many variations that occurred on the prototype. For example, many high fan F3's had large number boards fitted later in life, or louvers put on their sides, or both. The variations and combinations are endless, with the low fans you even have the basis of modeling an F7.



#13-21 F2-F3B Units

Almost all railroads owning F3A's bought "B" units. The Phase I & II units retained the three porthole side panel configuration. In fact, all EMD "B" units had three portholes right up thru Model F9. So you can use our quality metal "B" unit with its new Phase II low fans, which is a separate casting, as a basis to model just about any EMD "B" unit ever made. Our F3B unit body fits the same drives as the "A" or dummy frames by the same manufacture.

The conversion job is easy, only simple hand tools are required. Full instructions are included. When these all metal bodies are used on the Athearn flywheel, Hobbytown Universal Power Chassis, Hobbytown Cary Special #97408 F1, Hobbytown Multi drive #904081 or Proto-Power West drives the performance is fantastic, with no electric pick-up problems here. These bodies also fit the older style Athearn drives. Plus many others can be adapted to it (such as Varney, Life-Like, Penn Line etc.).

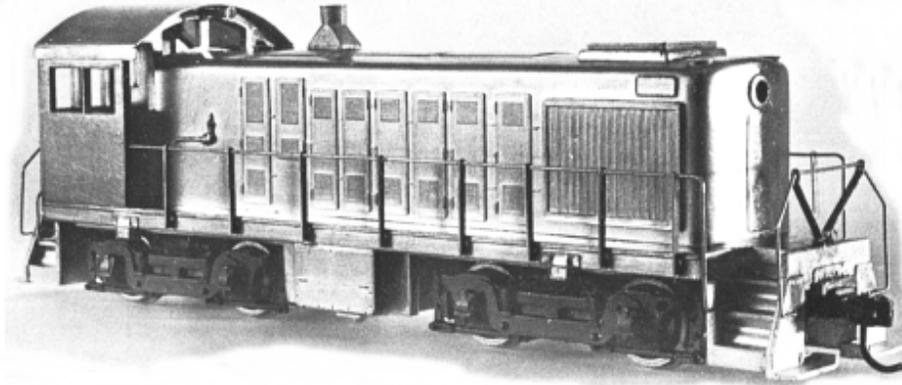
## MECHANISMS FOR F3 A & B UNITS

ATHEARNF-7 DRIVE (FLYWHEEL or PLAIN)  
ATHEARNF-7A #3103 TO #3137 or #3201 TO #3237

PROTO-POWER WEST  
HOBBYTOWNF-1 #97408 or Multi Drive Unit #90408-1

# CARY

## ALCO S-2, S-4 Body Kit #13-52



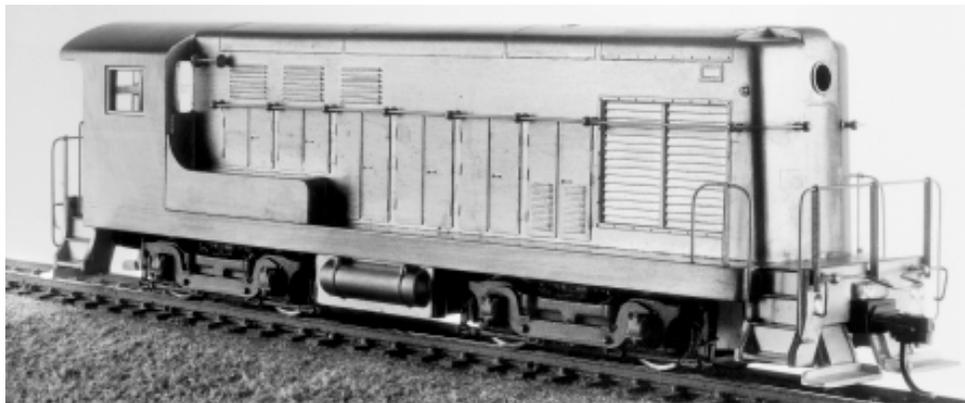
The Alco S-2 and S-4 switchers were by far the most numerous of any engine built by Alco. The two models shared a common carbody, the only difference being the S-2 rode on Blunt trucks which was an Alco design, and the S-4 rode on AAR standard trucks. Otherwise, the two 1000 H.P.turbocharged models were identical. Between 1940 and 1961 there were 1,502 S-2's built and 797 S-4's, mostly for use on American railroads, though substantial numbers were sold in Canada and Mexico. The Athearn or Hobbytown switcher drives which our all metal body fits are equipped with the AAR standard switcher truck, which is perfect for modeling the S-4. Elsewhere in this catalog we offer Blunt truck sideframes as a separate item, for those of you who wish to model an S-2 (not included with the basic body kit). Our model includes a smooth one piece cast metal body, with separate stack, fan grill, air horn, cab back and footboard castings. The cab roof is formed of sheet brass. A complete set of handrail stanchions and the wire for making handrails comes with the model. All detail parts are also available separately. All holes are drilled, including those for mounting the handrail stanchions. An easy to do conversion with complete illustrated instructions.

### MECHANISMS FOR S-2 AND S-4

ATHEARN SWITCHER & SW-7 #4001 to #4009  
BALDWIN S-12 #3700 to #3708

HOBBYTOWN SWITCHER & F-2 #45408  
PROTO-POWER WEST

## FAIRBANKS MORSE H-10-44, H-12-44 Body Kit #13-53



Fairbanks Morse entered the Diesel Locomotive field in 1944, their first offering being the H-10-44 switcher. With its Raymond Loewy styled body, a steam like cab roof overhang, and sloping nose, it was truly distinctive looking locomotive. The basic body was used on all H-10-44's and early H-12-44's until 1953. Since FM stopped making locomotives for domestic use in 1958, most FM switchers are of this style. In the later years of production some variations crept into the basic design, the principal changes are covered in our instructions, making it possible to use the Cary basic body to model just about any FM switcher up to the 1953 body change.

The Cary model of this popular locomotive features an all metal, one piece body casting, made by Cary's unique casting process, truly sculpture in metal, more of an art than a manufacturing process, with deep crisp detail and sculptured lines. There are separate castings for the footboards, side skirt, air horn and cab back step. A complete set of brass handrail stanchions comes with the model, and straight brass wire is provided for making the handrails. Most of the holes have been drilled except for a few easy to do ones, which could not be cored in the mold. The body is drilled for mounting and screws are included.

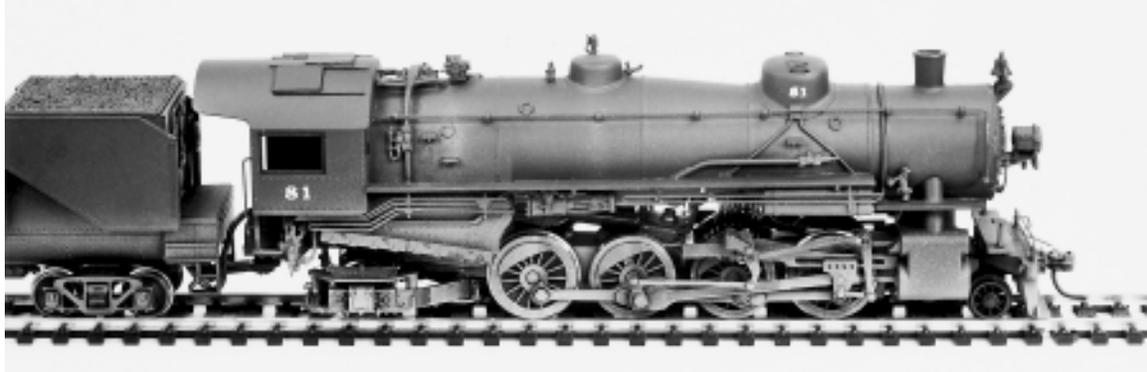
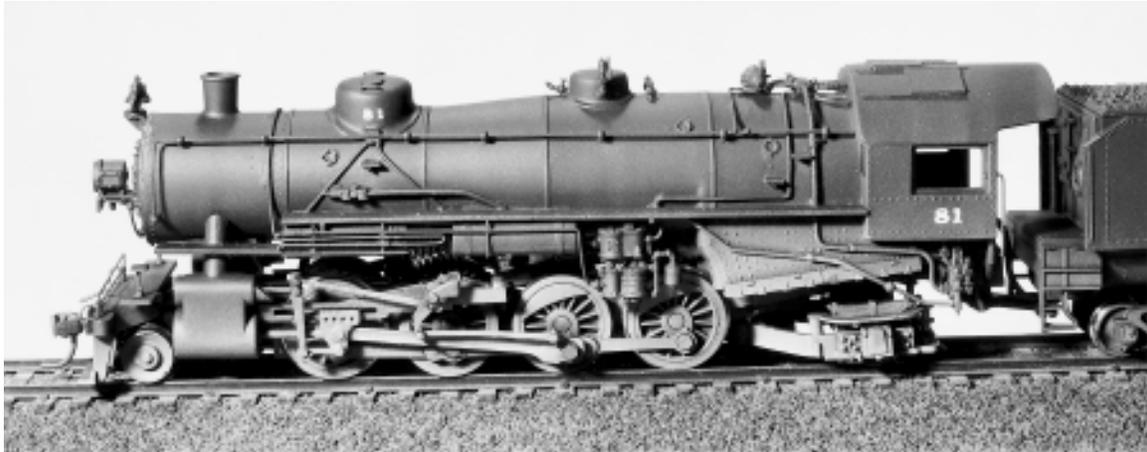
### MECHANISMS FOR FAIRBANKS MORSE H-10-44 & H-12-44

ATHEARN SW-7 #4001 to #4009  
BALDWIN SWITCHER & S-12 #3700 to #3708

HOBBYTOWN SWITCHER & F-2 #45408  
PROTO-POWER WEST SWITCHER

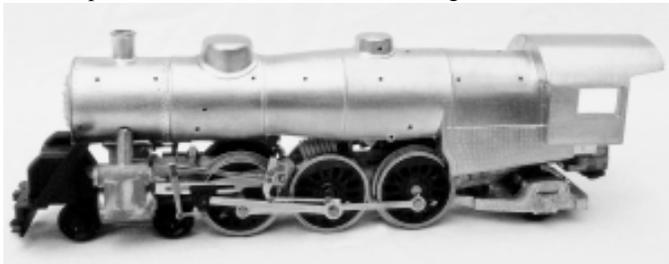
# CARY

## U.S.R.A. LIGHT ON MIKADO DRIVE

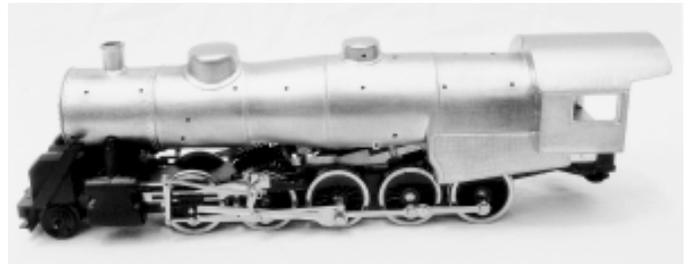


During World War I the United States Railroad Administration designed several standard locomotives for use on the American railroads. This was done to prevent duplication of effort and to supply the railroads with sorely needed motive power. Because the U. S.R.A. Light Mikado was light on its feet and therefore easy on the rail, and could be used on most railroads, it was the most popular of the U.S.R.A. road locomotive designs. 625 Light Mikados were originally allotted to the railroads. They were built by the three major builders: Baldwin, Alco, and Lima. Engines based on this design were built for many years after the close of the war.

Our model is a U.S.R.A. Light Mikado boiler, but we have fitted it to drives other than the Mikado to give the modeler a wide range of similar engines for his railroad's roster, with a family look. Our boiler is a smooth, clean, accurate die casting, fits the Mantua (Tyco) Mikado, Pacific, or Decapod drives. When ordering, please specify which drive you intend to use the boiler on, as the drilling for mounting holes is different. We have provided a drawing for making the running boards out of thin stock (stock not included), which mount on wires that pass thru the boiler. A lost wax brass smokebox front is included with the boiler. The boiler can be ordered completely drilled for mounting the parts in our Detail Kit #520, which includes basic U.S.R.A. detail parts used on U.S.R.A. engines as originally built, or the boiler can also be ordered undrilled, if you wish to arrange things the way you want them. Either way the holes for mounting the boiler on the drive are drilled and tapped. Detail Kit #520, which is available separately as well as other U.S.R.A. parts, is listed elsewhere in this catalog.



U.S.R.A. Light on Pacific Drive



U.S.R.A. Light on Decapod Drive

### U.S.R.A. LIGHT BODY KITS AND ACCESSORIES

for Mantua Mikado, Decapod, Pacific, Berkshire or Hudson drives

#13-44 USRALIGHTDRILLEDFORMOUNTINGANDDETAILPARTS  
that are in detail kit #520

#13-45 USRALIGHTDRILLEDFORMOUNTINGONLY

#13-520 DETAILKITFORUSRALIGHTORHEAVY

Drawing of walk for USRA Light Body  
cut from .020 brass or thin wood.



# CARY

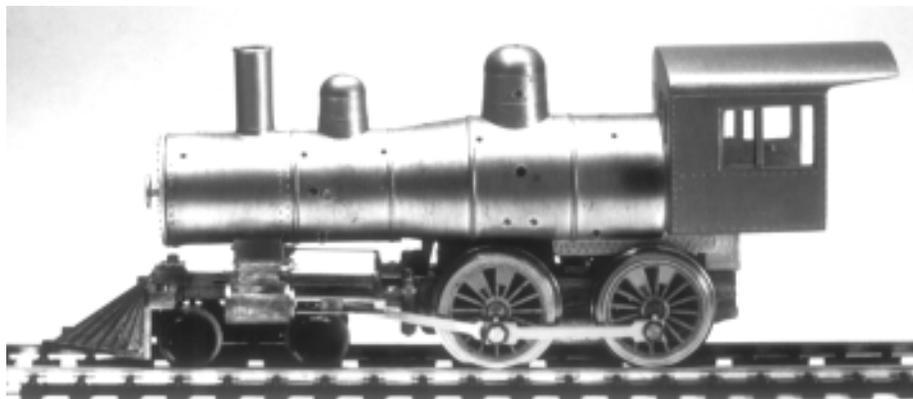
## HO BOX CAB CONVERSION BODY KIT #13-1 FOR ATHEARN HUSTLER



Here's a representative of the Diesel's early days. A box Cab style conversion body with plenty of weight. Electric traction fans or early Diesel modelers can have a field day using this basic body style for many lance conversion, including splicing together to fit longer drives. This casting comes with separate tube type radiator, bell, and whistle. Mounting screws and instruction for fitting to the Athearn Hustler drive are included. Use Spectrum Power Truck for 44 tonner.

### MECHANISM FOR #13-1 BOX CAB KIT ATHEARN HUSTLER DRIVE

## PITTSBURGH 4-4-0 CONVERSION BOILER KIT #13-32 FOR MANTUA GENERAL DRIVE



Here's a Pittsburgh 4-4-0 boiler with graceful lines for modernizing your Mantua (Tyco) General. This is a very easy conversion job, the boiler fits right on the Mantua drive with no modifications. The holes for mounting the boiler on the drive are drilled and tapped. Features a smooth, clean, accurate one piece die cast boiler, with separate lost wax brass smokebox front. We also provide a new longer universal shaft. We have left the running boards off, but have provided a neat system for mounting them. It looks great with a thin section of strip wood, metal or sty-rene running boards you make yourself, we provide a drawing for the shape.

The boiler can be ordered completely drilled to use the parts in our Detail Kit #510, which is specifically designed for use with this boiler, or undrilled if you wish to arrange things the way you want them. Either way, the holes for mounting the boiler on the drive are drilled and tap-ped. Detail Kit #510 is available separately. Modelers have used this boiler in many kit bashing projects fitting it to drives other than the General in both Standard and Narrow gauge. A good versatile conversion boiler.

### PITTSBURGH 4-4-0 BODY KIT AND ACCESSORIES

Pittsburgh 4-4-0 for Mantua General drive

#13-32 PITTSBURGH 4-4-0 DRILLED FOR MOUNTING AND DETAIL PARTS

#13-510 DETAIL KIT FOR PITTSBURGH 4-4-0