

# Suydam-Lambert Passenger Cars

Compiled by Steve Sandifer

## Suydam-Lambert Passenger Cars

Updated 5/27/07

In this day of expensive brass passenger cars, modelers are looking to some earlier models as alternatives. The Suydam cars were produced without underbodies, except for RR-1. Lambert later took up the line and added underbodies to all of them. None included trucks. The Suydam cars had a MSRP of \$18.95-21.50. In the Spring of 2004, you should expect to pay \$75-100 for them on eBay.

The cars appear to be based on the illustrations found in *Santa Fe Car and Locomotive Plans for Model Railroaders*, 1948, 1953, ATSF.

Below are cars of interest to the Santa Fe Modeler.

Suydam	Lambert	Description	Prototype	Notes
	<u>7530</u>	<u>ATSF Reefer</u>	<u>4050-4099</u>	
<u>RR-1</u>	<u>8000</u>	<u>80' Standard Cafe Observation</u>	<u>1513-1514</u>	<u>Air conditioned, but lacking roof hatches.</u>
	8010	Observation, 4-1 Lounge	Vista	
RR-2	8100	80' Standard Pullman 12 section		No real prototype
	8110	Pullman, 10-6	Palm	
	8120	Pullman 24 Rmt	Indian	
<u>RR-3</u>	<u>8200</u>	<u>80' Standard Santa Fe Diner</u>	<u>1400-1418</u>	<u>Air conditioned, but lacking roof hatches, kitchen roof vents, upper windows should be blanked out.</u>
	8210	Diner	600	
<u>RR-9</u>	<u>8300</u>	<u>Standard Lounge Car</u>	<u>1360-1369</u>	<u>Very crude roof hatches.</u>
	8310	Dome Lounge	500-505	
	8320	Full Length Dome		
<u>RR-4</u>	<u>8400</u>	<u>76' Standard Coach Chair</u>	<u>3130-3133</u>	<u>Air conditioned, but lacking roof hatches</u>
	8410	44 seat Coach	2861-2945	

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<u>RR-8</u>	<u>8500</u>	<u>78' Standard Combination</u>	<u>2602-2607 Rider</u>	<u>2' too long, Vestibule end is wrong.</u>
<u>RR-6</u>	<u>8600</u>	<u>60' Standard RPO</u>	<u>70-79</u>	
	8610	RPO	80-81	Not completely accurate.
<u>RR-7</u>		<u>73' Standard Combination</u>	<u>2544-2545</u>	<u>Window configuration is incorrect on one side, Vestibule end is wrong. It needs more grabs. 2544 is at the Illinois Railroad Museum.</u>
<u>RR-5</u>	<u>8700</u>	<u>70' Standard Baggage</u>	<u>1710 - 1839</u>	
	8710	Baggage Car		Not accurate for any ATSF car. It is a cross between the 3432 Budd and 3409 ACF series.
	<u>8900</u>	<u>Business Observation</u>		Originally named Santa Fe, it was renamed Atchison in 1957.

The following can be found at the end of this document:

Suydam catalog for RR-1 - RR-4.

Suydam catalog for RR-5 - RR-8.

Lambert Associates Catalog 5A (1973).

Lambert Associates Catalog 9

Reference: *Santa Fe Passenger Cars*, in the *Santa Fe Modeler* by Lambert, by Michael W. Flick. See also *Modeling the Fast Mail Express* in *The Warbonnet*, 2nd Quarter, 2011, for more details.

Steve Sandifer

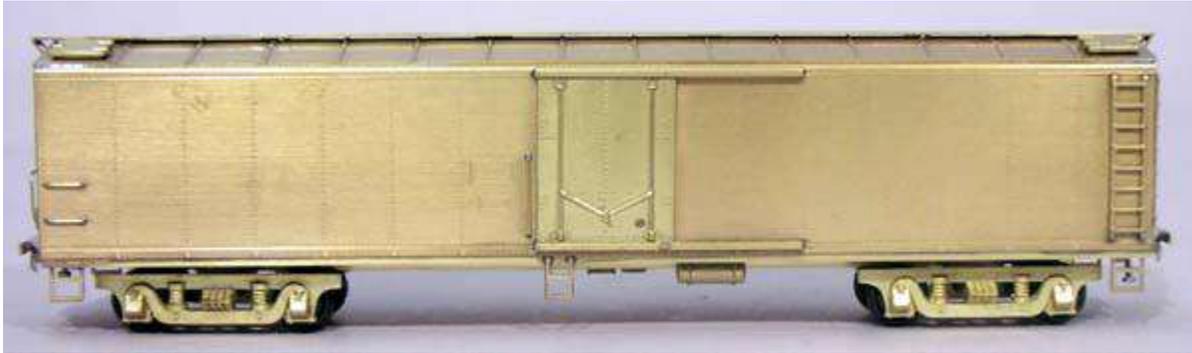
# *Suydam-Lambert Passenger Cars*

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## **ATSF 4050-4099 Express Reefer**

### **Lambert 7530**

**Modified February 15, 2005**



The 4050 series cars were built new at the West Wichita shops in the fall of 1953. The Lambert car is somewhat crude but is the only model available for this car. Originally, they were painted coach green with black roofs, underframes and trucks. Lettering was Dulux yellow with Santa Fe on the letterboard. They were repainted in 1956 to receive a red REA diamond to the right of the door. This was further modified in 1960 to a red diamond with white "X".

## Suydam-Lambert Passenger Cars

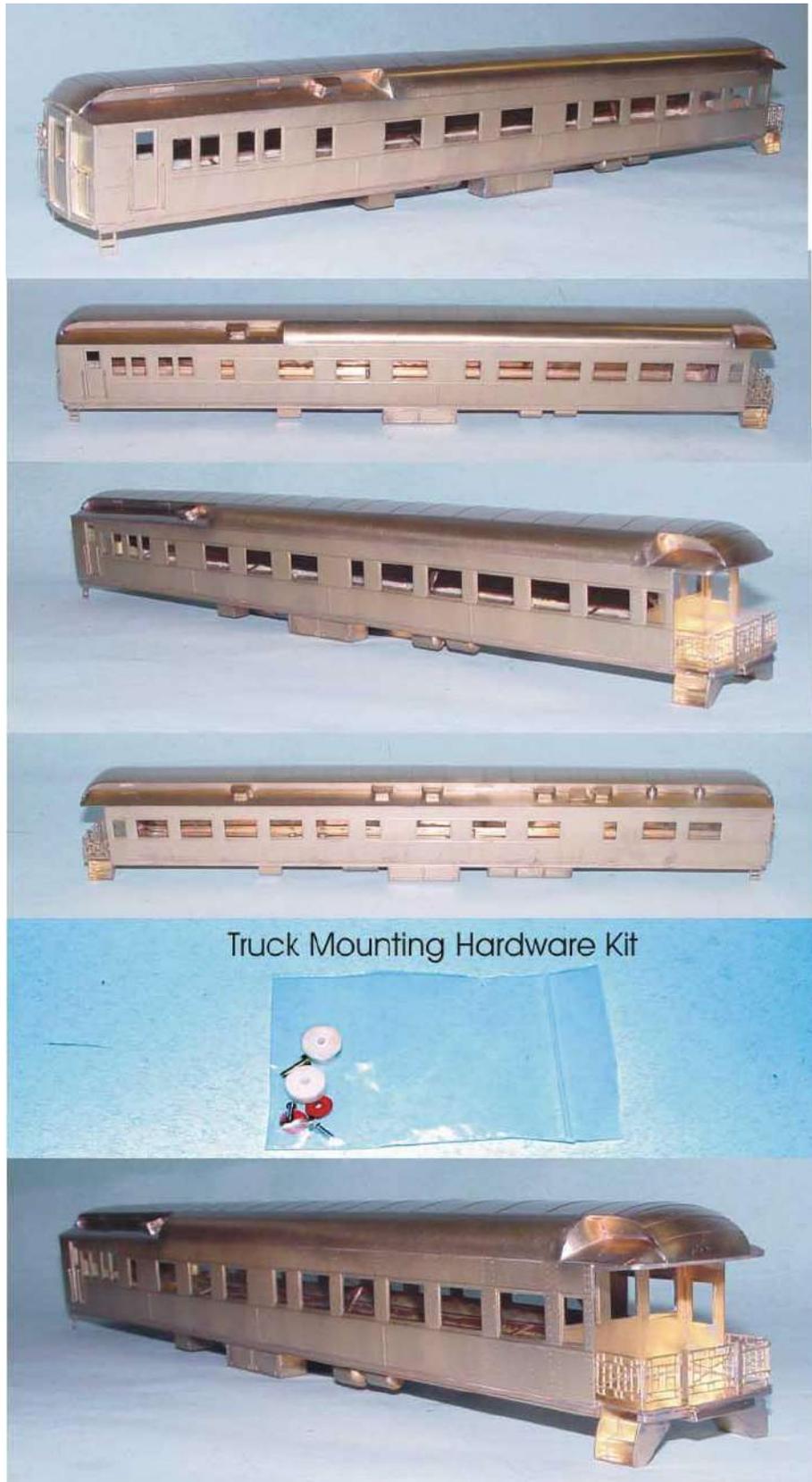
Compiled by Steve Sandifer

### Lambert 8000 Suydam RR-1

### ATSF Cafe Observation

These cars model the ATSF 1513-1514 Cafe Observations delivered in 1930. As with all Lambert/Suydam cars, they come without trucks and the Suydam's come without underbody. Information on these cars can be found in the Society Dining Car book p. 164+. The model lacks the roof mounted steam ejector air conditioner hatches and other diner roof hatches as well as the platform mounted brake stand. The cars should have the final heavyweight pattern six-wheel trucks: integral pedestal - straight equalizer pattern.

1513 went to MOW service in 1959 and 1513 became a rail cleaning car before becoming a MOW car. Photos show the 1514 carrying the *Oil Flyer* drumhead in Tulsa; on the 75 on the Surf Line in the 40s, and between La Junta and Denver in 1952.



## *Suydam-Lambert Passenger Cars*

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### **Diner**

**Lambert 8200**

**Suydam RR-3**

**ATSF 1400-1418 Diner**

This car lacks all the roof detail that one should expect - steam ejector a/c hatches, kitchen hatches, etc.

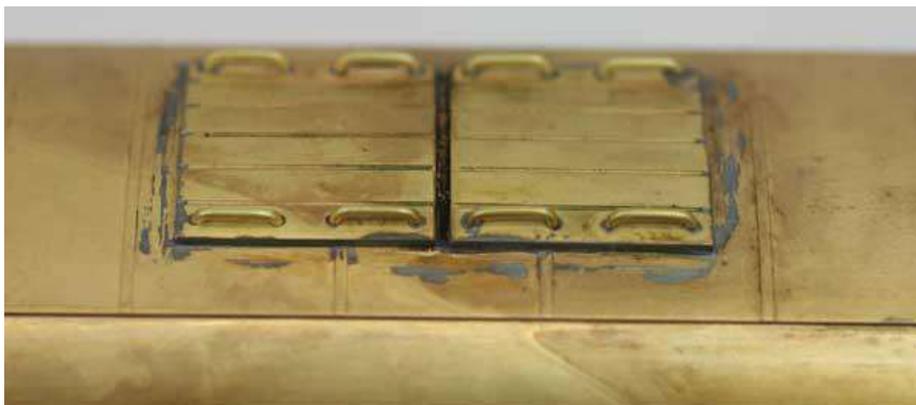


## *Suydam-Lambert Passenger Cars*

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### **ATSF 1360-1369 Lounge Lambert 8300 / Suydam RR-9**

These lounge cars are basic. The prototype is discussed in the Society *Dining Car* book, p. 111+. The roof a/c hatches are very crude. Missing is a bar ice hatch and shower vent.



## *Suydam-Lambert Passenger Cars*

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### **Coach Lambert 8400 / Suydam RR-4**

**Updated 5/3/04**

Erroneously advertised as ATSF 3345-3362

There are no exact matches since the model is based on a faulty drawing published in the book, *Santa Fe Car and Locomotive Plans for Model Railroaders*. These cars appear to be Pullman built 3335-3344 Coaches and 2960-69 Coach Smokers, both of which were not air conditioned, though the model has an a/c duct as shown in the drawing. You could remove the duct, as the roof is underneath, but you'd have to replace the vertical face of the clerestory and the curved portion of the roof (Keith Jordan has done it). Jon Miller warns that not all Lamberts did have the roof underneath, so look before you leap. Even with this, the small windows on one side are incorrectly spaced, see below.

The closest cars found are chair smokers 3130-3133 but they need air conditioning equipment to go with the a/c duct. A photo of the duct side of a 3130-3133 car is needed to verify the windows on the duct side. Any other a/c car will need the upper windows plated in addition to a/c equipment.

The windows on the model are the same for both sides, and the lavatory windows are raised. Floor plans for the 3000-19 and 3020-3069 cars show the side with the a/c duct to have the small windows equally spaced between the vestibule and the first coach window. Photos of the 3365-68 show the duct side to be like the model while the non-duct side has the centered small window. Floor plans for the 3335-3344 and 2960-69 cars, though non a/c, show the same problem. On one side the lav windows are 2' 1.5" from the vestibule while they are 10.5" on the other side (supplied by Keith Jordan).

I have not seen photos of the 3362-64 series of air conditioned Hwt chair cars.

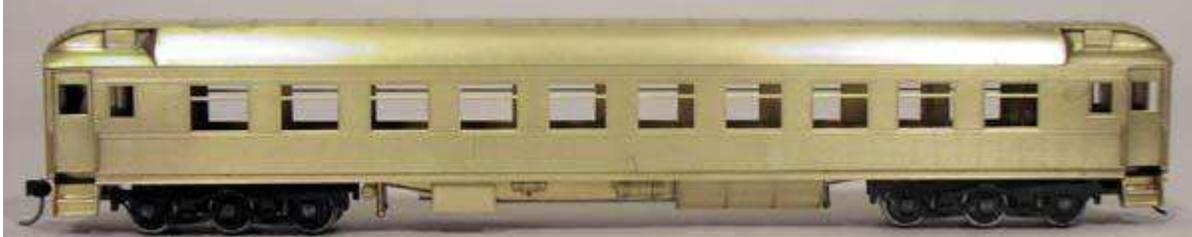
The placement of roof hatches, vents, and underbody details varies from car to car even within the same series. The underbodies of the Lambert cars are totally incorrect and represent only a facsimile of the Santa Fe's air condition and non-a/c equipment.

The 3130-3133 series did have two generators (USL&H 2kw and 3kw), one on each truck, which are Pullman's bolted-pedestal drop-equalized style, still with chains (Keith Jordan).

NERS is planning to have a SE a/c kit available in the future and they currently have correct SF water tanks. Pecos River Brass and Coach Yard have also produced roof hatches and underbody equipment.

Thanks to Jon Miller and Keith Jordan for their assistance with this page.

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**Lambert 8500 / Suydam RR-8**

**ATSF 2602-2608 Rider**

Contrary to the name given by Suydam/Lambert, this models the rider cars built specifically for the Santa Fe Fast Mail, 2602-2608. The upper portion of each window needs to be blanked out, the vestibule end filled in, and brake detail added to the other end.



*Suydam-Lambert Passenger Cars*  
*Compiled by Steve Sandifer*



Photos courtesy of Dan Glasure

The Vestibule end needs to be filled in, the baggage end needs brake detail.

## *Suydam-Lambert Passenger Cars*

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### **Lambert 8600**

### **Suydam RR-6**

### **ATSF RPO 70-79**

**Revised 5-27-07**

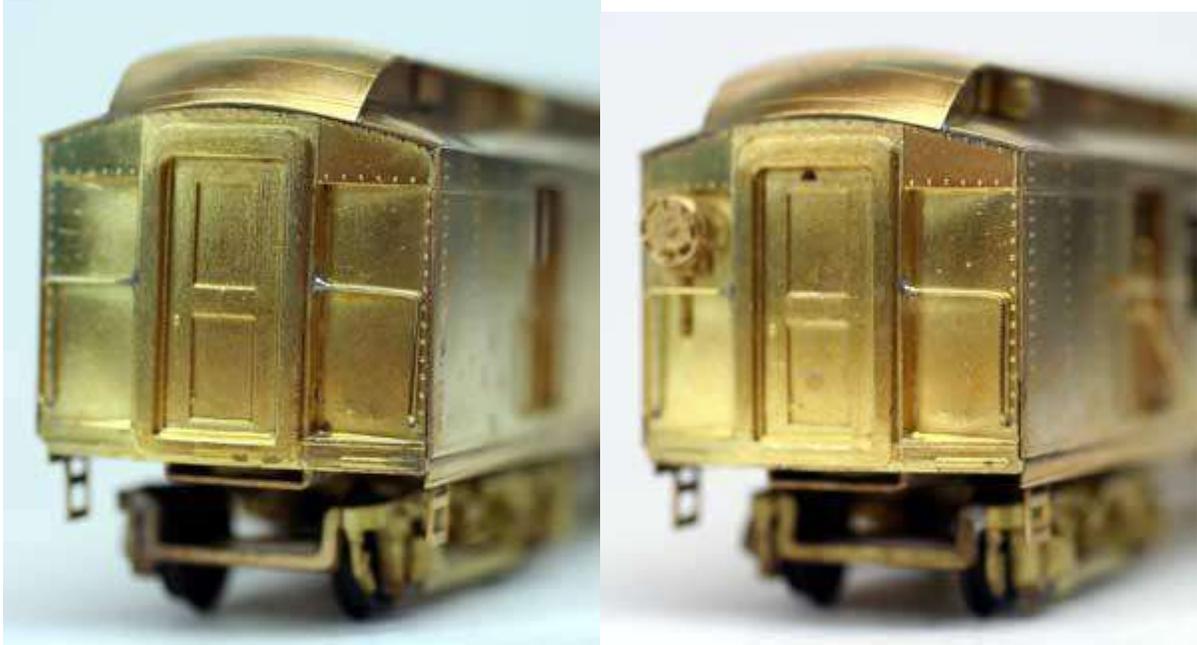
These models accurately detail AT&SF heavyweight 60-foot Railway Post Office, representing a 70-79-series car built by Pullman in 1927. They are featured in the *Headend Car Book* by Ellington and Shine and republished by the Society, p. 21+.

The car pictured below is the Lambert version that comes with a brass underbody. The Suydam car has no underframe. Neither came with trucks. The trucks shown below are from Pecos River. The Suydam version had better detail in the clerestory.



## *Suydam-Lambert Passenger Cars*

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Andy Sperandeo took a Lambert model and re-detailed it. This included constructing a correct styrene underbody for the car.



The trucks are Coach Yard no. 0534 trucks with the double elliptical spring arrangement as used on the Santa Fe's four-wheel trucks for heavyweights. A roller-bearing version is also offered as no. 0533.

## *Suydam-Lambert Passenger Cars*

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Lambert RPO showing Coach Yard truck with generator mount, Cal Scale mail hook, and steps.

Sperandeo plans on adding the horizontal bars used inside the windows. The Kadee couplers are set back for close coupling with modified Walthers folded-bellows diaphragms.



HO

brass model with all new handrails, grab irons, uncoupling levers, coupler yokes, corner stirrups, and door steps.



Lambert HO model painted with 4 parts Polly Scale GN Empire Green, 1 part PS Reefer Yellow, lettered as Santa Fe no. 76.

# *Suydam-Lambert Passenger Cars*

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## **Suydam RR-7**

### **ATSF Combine**



The Marked window should be of the large size.



Photos courtesy of Dan Glasure

*Suydam-Lambert Passenger Cars*  
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The vestibule end is incorrect. The side parts need to be filled in.

# *Suydam-Lambert Passenger Cars*

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## **Baggage**

### **Lambert 8700 / Suydam RR-5**

#### **ATSF Baggage 1710 - 1839**

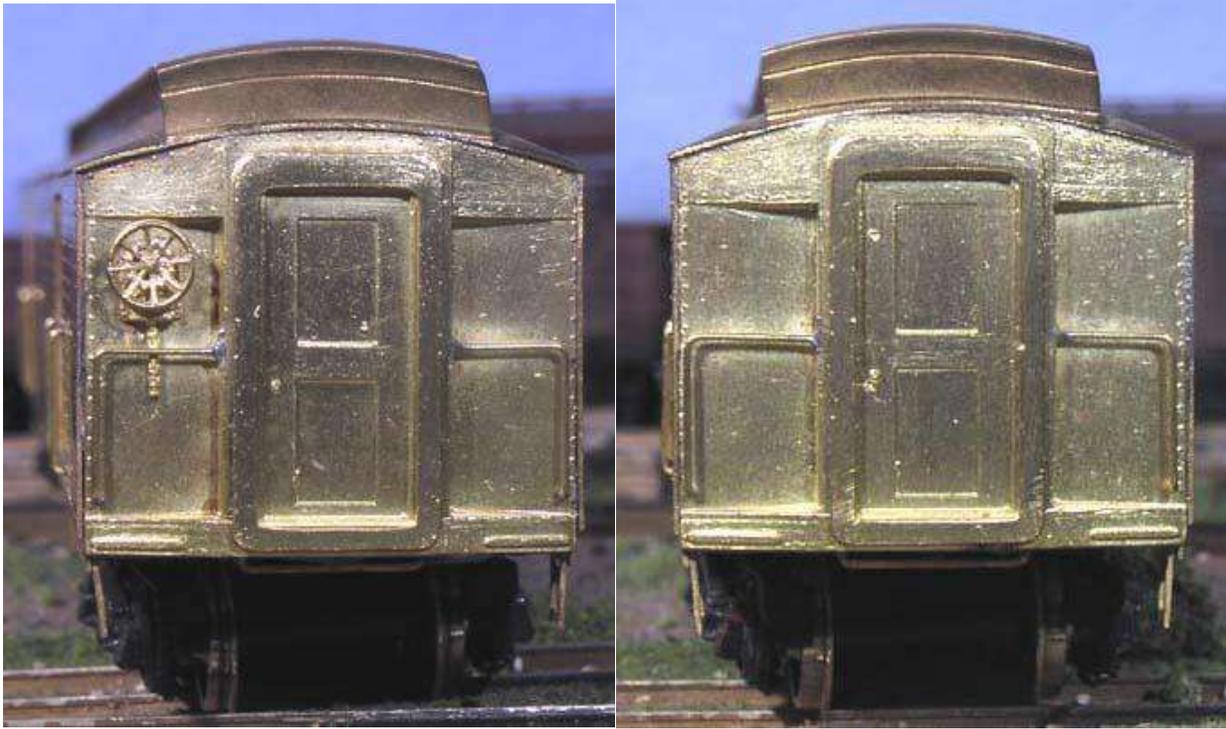
This model is of the 70' baggage and is fashioned after the car that appears in the Santa Fe Car and Locomotive Plans book of 1948, 1953.

Santa Fe cars 1710 - 1839 look basically the same with the major differences being in the number of tool boxes and number of clerestory windows. The cars were rebuilt as needed and many windows were plated over. For total accuracy one should secure photos of the car he desires to model.

The Lambert underbody is factitious. The only thing really missing on these cars are the steps under the doors, and one should be very careful not to use steps that will interfere with the trucks turning adequately for his track radius. 6-wheel trucks were standard on these cars. In the 60s, most of these cars were converted to MOW service.



*Suydam-Lambert Passenger Cars*  
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Andy Sperandio has taken the model and detailed it. It is shown below compared with a Pecos River Brass model of the same car.



Pecos River Brass unpainted.

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*Compiled by Steve Sandifer*



Pecos River Car painted



Lambert Car detailed and painted.

*Suydam-Lambert Passenger Cars*

*Compiled by Steve Sandifer*

**Business Car  
Lambert 8900**

**ATSF Santa Fe**

Revised 6-5-04



## *Suydam-Lambert Passenger Cars*

*Compiled by Steve Sandifer*



5001, *Santa Fe*, was built in 1949 by Pullman-Standard. It was 85' in length. In August 1957, it was renamed to *Atchison* with the arrival of the new Budd built *Santa Fe* and *Topeka* business cars. The Lambert car is fairly crude by modern standards, but is the only model produced of this business car. A close look at the model above shows the underbody to be installed backwards, yet many items have not been included.

Drawings, floor plans, and photos appear in the Ellington & Shine book on ATSF Business and Special Purpose Cars which is now out of print but scheduled for reprint by the Society. Ellington's drawings and photos are circa 1957-59 and serve as the plans for the Lambert model. Additional coverage can be found in Randall's *Pullman Standard Library Vol. 1*, also out of print but scheduled for reprint. His drawings and photos are as built and are slightly different from the model.

# Suydam-Lambert Passenger Cars

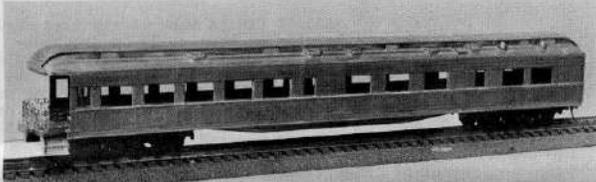
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*Suydam*  
**NEW**

## IMPORTED - ALL BRASS HO "ROLLING STOCK" FULL 80' HO SCALE SIZE STANDARD RAILROAD CARS

"For the discriminating modeler"

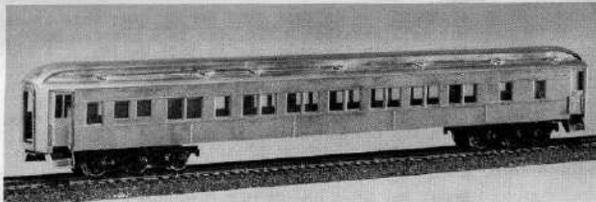
### ASSEMBLED BODIES ONLY - LESS TRUCKS AND UNDERBODY PARTS



RR-1 80' STANDARD R.R. OBSERVATION CAR

**STANDARD 80' OBSERVATION CAR:** Precision-crafted in all brass, this HO model is typical of the many old open platform observations that were so common to passenger trains of the 1920s and 30s. There were many types. This particular model is patterned after Santa Fe's "Cafe-Observation" cars of that era. A few still exist today, some in the hands of R.R. fan groups and one, No 1509 is still used by Santa Fe for special trips. The model comes assembled but unpainted and less trucks.

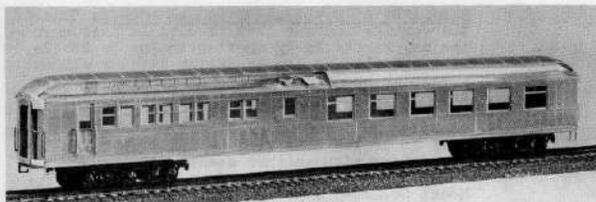
Model No. RR-1 Cafe-Observation body....\$21.50



RR-2 80' STANDARD R.R. PULLMAN CAR

**STANDARD 80', 12 SECTION PULLMAN CAR:** The same precision all brass construction. This HO model is made as these cars were originally built, before the days of "air conditioning". (The smooth roofs were actually covered with canvas and painted) Pullman cars were operated and staffed by the Pullman Co on a sort of lease arrangement with the railroads. At first the cars were mostly "Pullman Green" color, but later, some cars assigned to a particular R.R. took on that road's colors. Many of these cars are still in use today. The Model comes assembled but unpainted, less trucks and underbody.

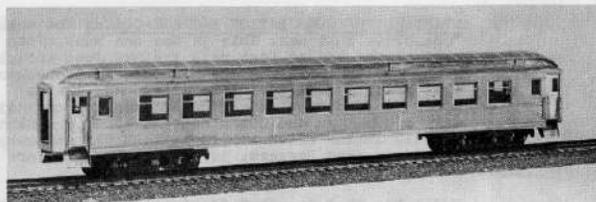
Model No. RR-2 Standard Pullman Body....\$19.95



RR-3 80' STANDARD R.R. DINER CAR

**STANDARD 80' DINER:** Photo of the HO model Diner shows the "Kitchen side" of this Santa Fe Car. You can just picture the white table cloths and gleaming silverware, the Genial smiling waiter. But come, now - You can do more than just imagine this scene. Those large windows are just the thing to set off a detailed and illuminated interior. Many of these cars, too, are still in use today. Some have been converted to "Snack cars" for short run service. The models come assembled but unpainted, less trucks and underbody.

Model No. RR-3 Santa Fe Diner Body.....\$19.95



RR-4 76' STANDARD COACH-CHAIR CAR

**STANDARD 76' COACH - CHAIR CAR:** Santa Fe was one of the early users of the so-called "Picture window" in some of their coaches. This HO model is one of that type. These cars are a little shorter than the others, being 76' as were the original cars. At first painted a coach green, many of these cars are still in use today, some of them sporting a striking two-tone grey color scheme. The models come assembled but unpainted, less trucks and underbody.

Model No. RR-4 Standard Santa Fe Coach..\$19.95

NOTE: All cars include a sheet containing suggestions for finishing, detailing, lighting and installing typical interiors.

**E. SUYDAM & COMPANY**

at your dealer's or direct

Post Office Box 55, Duarte, Calif.

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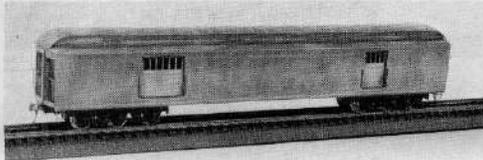
*Suydam*  
**NEW**

## FULL 80' HO SCALE SIZE STANDARD RAILROAD CARS

"For the discriminating modeler"

### ASSEMBLED BODIES ONLY - LESS TRUCKS AND UNDERBODY PARTS

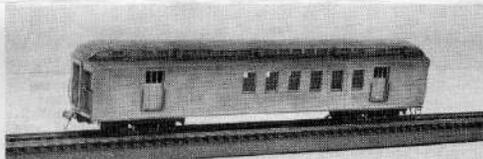
"HEAD END CARS" - Continuing with the "Santa Fe Standard" design, we are pleased to offer these four new all brass HO car bodies for modeling BOTH passenger and mail trains in full accurate scale sizes.



RR-5 70' STANDARD R.R. BAGGAGE CAR

**STANDARD 70' BAGGAGE CAR:** A most widely used car. This baggage car is the type still in use today on both passenger and mail trains. This particular car body style is suitable for modeling both the center beam or side fish belly beam types. One or two cars may be used on passenger trains and 6 or 8 or more on mail trains full of mail sacks, with R.F.O. cars, Express box and reefers, etc.

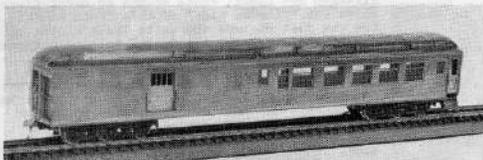
Model No. RR-5 Standard Santa Fe Baggage...\$18.50



RR-6 60' STANDARD R.R. RY. POSTAL CAR

**STANDARD 60' RAILWAY POST OFFICE CAR:** This short but well detailed R.F.O. car is a most common type. It is the only one in this series of standard cars using 4 wheel trucks. Some passenger trains and almost all mail trains use these cars. They are still in use today. Not shown in the photo are highly detailed mail catchers included with the cars. Not often modeled is the highly interesting "fast mail" trains. See further comments below under RR-8 mail train combine.

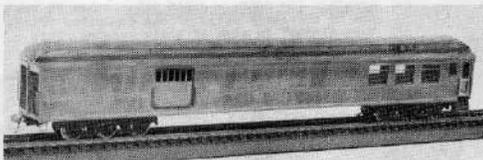
Model No. RR-6 Standard R.P.O. Car.....\$16.50



RR-7 73' STANDARD R.R. COMBINATION CAR

**STANDARD 73' COMBINATION BAGGAGE-COACH:** This is the combination car that is used in passenger trains, particularly shorter trains or locals, although also in longer trains with or without a regular baggage car. Sometimes seen in mail trains, but more often the mail trains used the car shown below. All in all this "B-window" combination is a widely used car. Often this car is used in trains that will be split up along the line along with another coach.

Model No. RR-7 Standard Combination Car...\$19.95



RR-8 78' STANDARD R.R. COMBINATION CAR

**STANDARD 78' COMBINATION BAGGAGE-COACH:** Not much "coach" to this car. This is the one most often used at the end of fast mail trains. Just enough seats for the crew and the occasional passenger that rides a mail train. Modeling mail trains offer many possibilities for interesting operation. Cars are out in and out along the line. The Santa Fe mail trains often arrive in L.A. with as many as 20 assorted Baggage, R.F.O., Express reefers etc and this car on the tail.

Model No. RR-8 Standard Combination Car...\$19.95

**DELIVERY:** Baggage #RR-5 is in stock. RR-6 due in July. RR-7 in August and RR-8 in Sept. Cars are a limited supply item be sure your order is in. Orders filled in sequence received. Prices subject to change without notice.

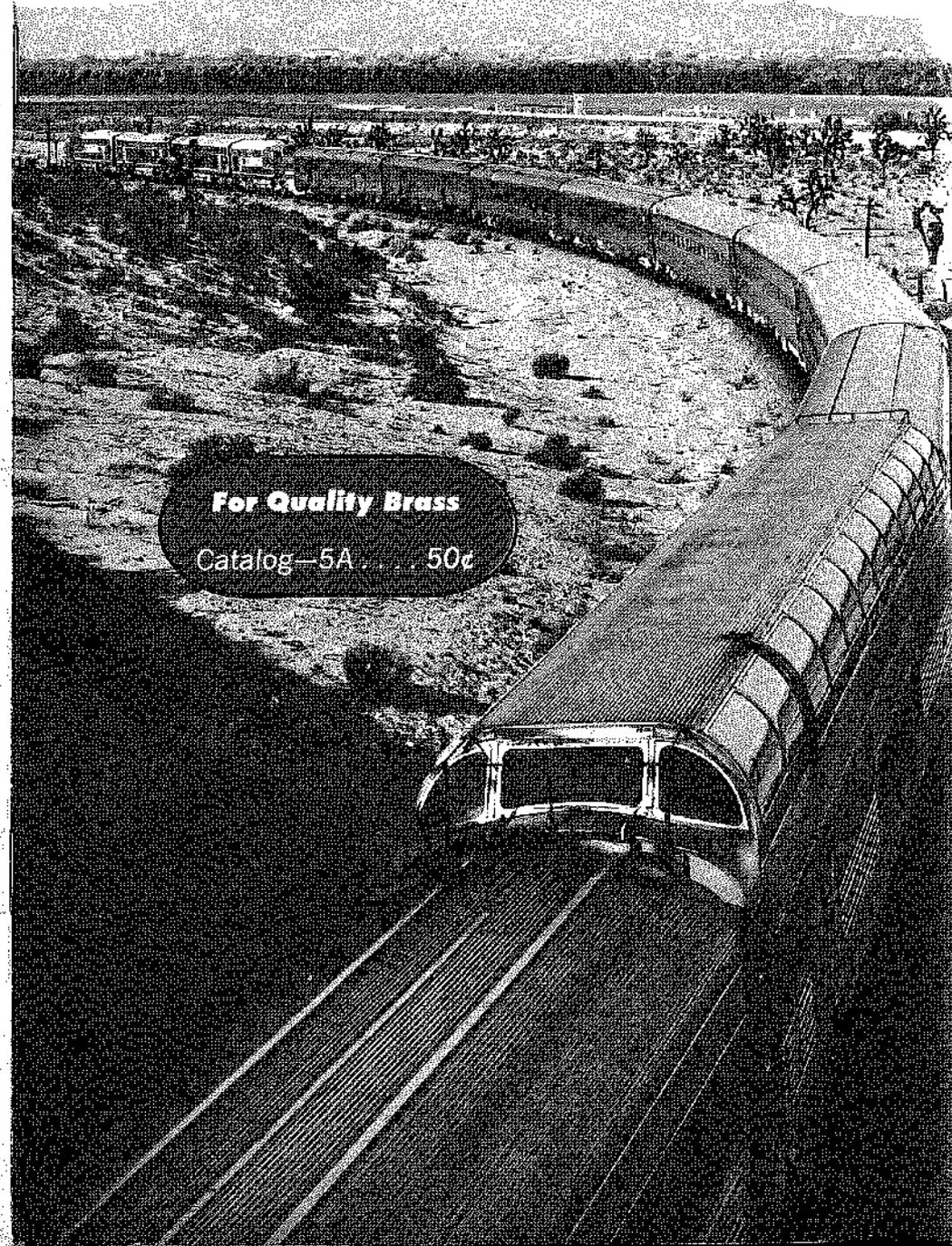
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*For Quality Brass*

Catalog—5A . . . 50¢

# LAMBERT ASSOCIATES

## For Quality Brass

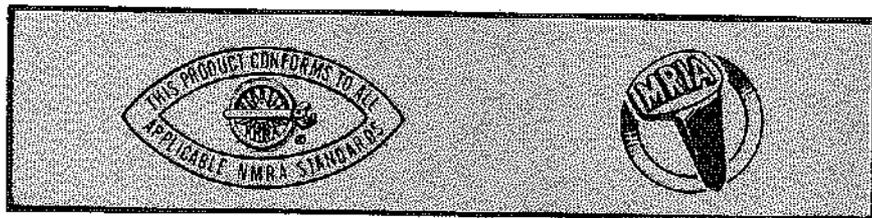
Lambert is proud to bring you the finest in HO brass freight and passenger equipment, made to our exacting standards in Japan. All of these items are continually being made for us, but at times we may be temporarily out of certain items. Check with your dealer and if a particular item you desire is not in stock, have him reserve one for you from the next available shipment.

Most of our freight equipment comes complete with trucks, many with Central Valley brand. In the case of the

passenger equipment, these are supplied less trucks but do have the Central Valley snap-on king pin bolster.

Each Lambert imported car is made exclusively for us from the finest brass, with the excellent craftsmanship that has made Japanese model railroad equipment famous. Each model is scaled from blueprints of the actual prototype piece of equipment, and is produced only when all features of the cars meet our high standards.

We reserve the right to change the design and construction of our products at any time. We welcome your comments concerning our HO models and hope that you will continue to find enjoyment with them.



## HOW TO ORDER

**Try your local model railroad shop first.**

Your local Authorized Lambert Dealer can supply you with all your trackage needs. This will insure you of the latest information on our products and save you time and expense in obtaining your track.

If there is no local dealer near you, please order from one of the many mail order model railroad dealers.

Of course, if all else fails, you may order directly from us. Because of the problems encountered with small orders, please include 10% extra for postage and handling. Minimum order: \$10.00.

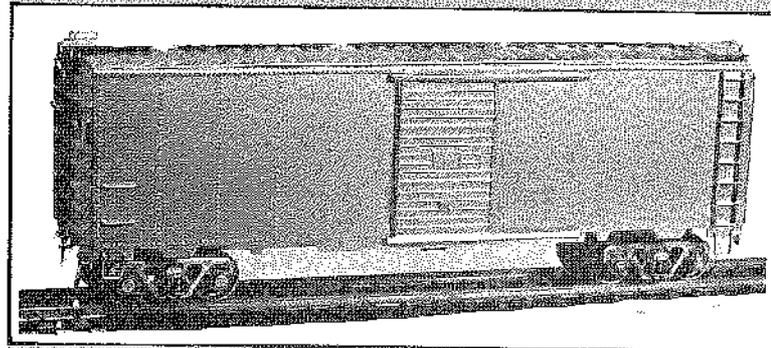
But remember to check with your local model railroad dealer first. He is an excellent source of information and advice with your layout problems.

LAMBERT ASSOCIATES  
3353 Burdeck Drive  
Oakland, Calif. 94602

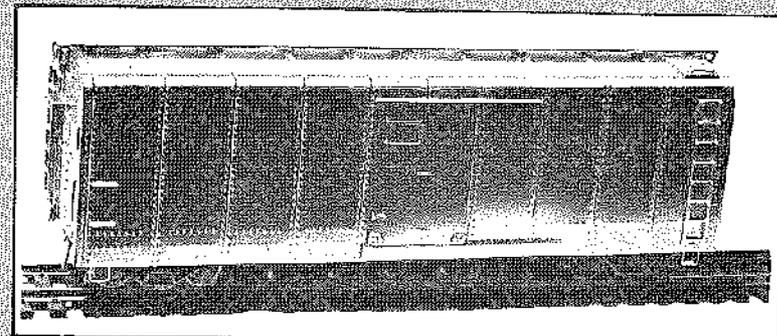
# BOX CARS



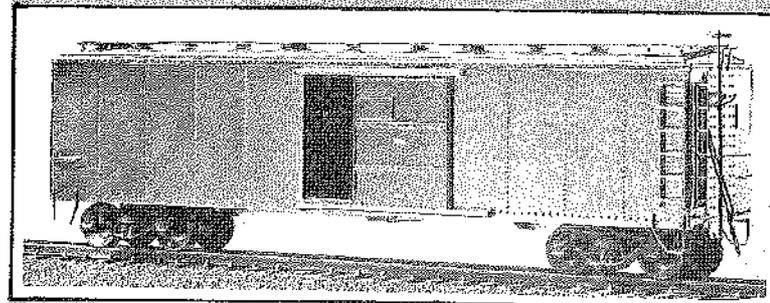
Three different styles of box cars to enhance the modern HO layout. Each car has complete detail, sliding doors, coupler mounting plates, and Central Valley trucks. Finished in gleaming brass, ready to paint.



AAR Type all steel box car



B&O wagon top, all steel box car

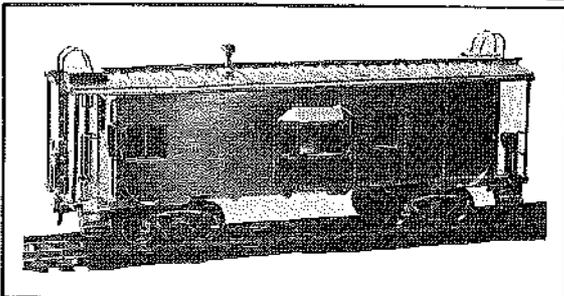


Pennsylvania RR X-29 steel box car

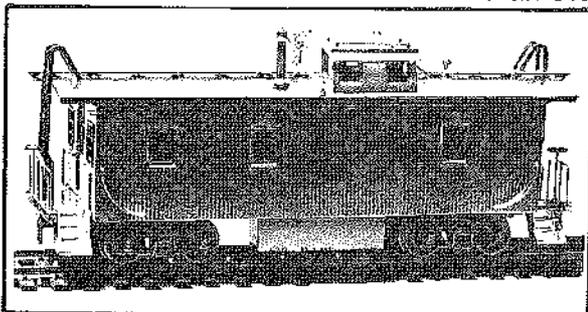
# CABOOSES



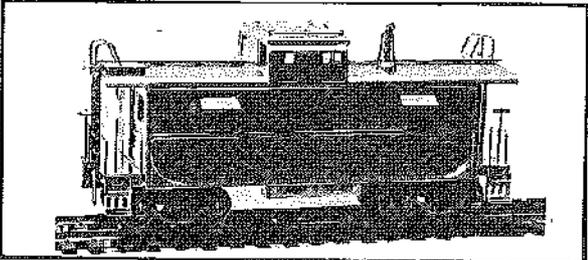
We offer a large variety of caboose styles in many different prototypes. Each car comes complete with Central Valley trucks, coupler mounting plates. Finished in gleaming brass, ready to paint.



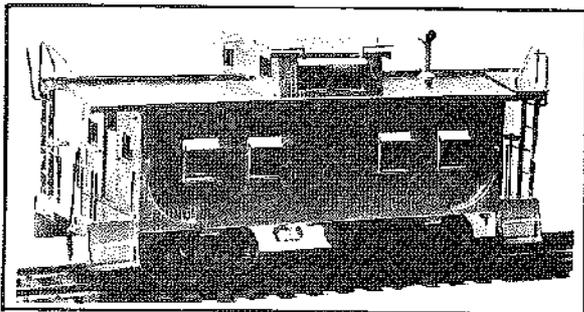
*NYC all steel, bay window style*



*Union Pacific C-1A*

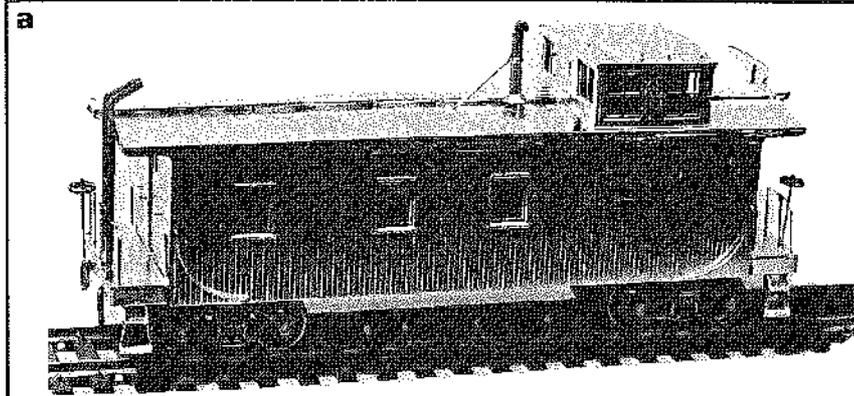


*Chesapeake & Ohio all steel caboose*



*Baltimore & Ohio all wood I-5 type*

# CABOOSES



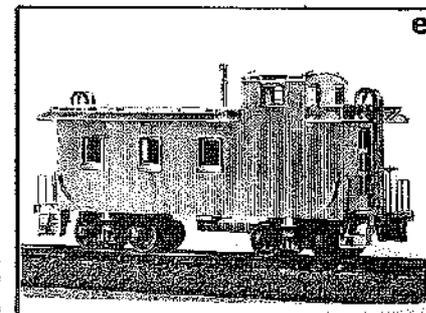
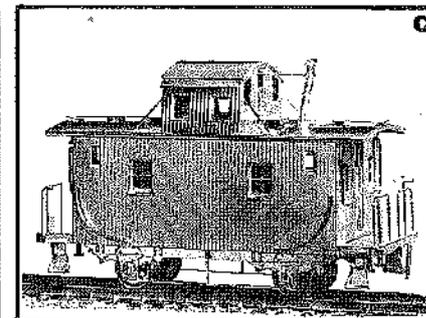
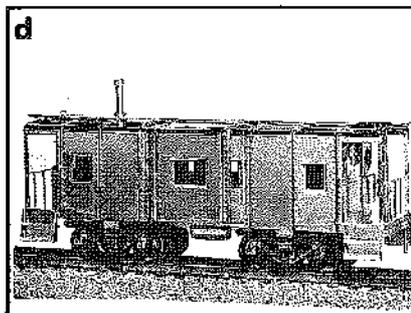
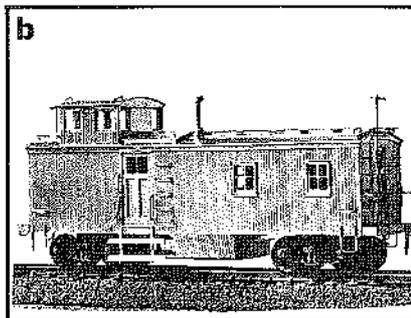
*a — D&RGW all wood, standard gauge*

*b — AT&SF side door, blind end type*

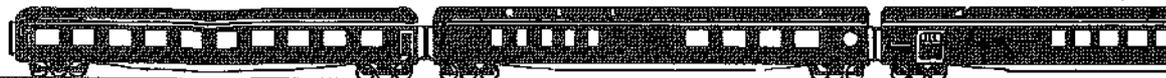
*c — Pennsylvania RR 4 wheel bobber*

*d — Baltimore & Ohio bay window style*

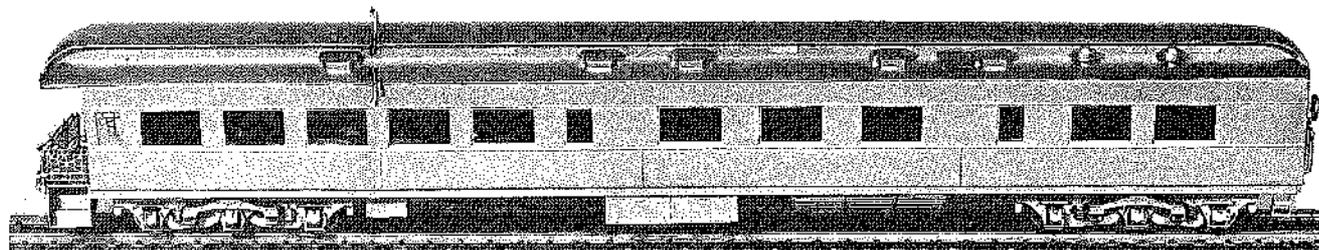
*e — Great Northern, 1924 all wood type*



# PASSENGER CARS



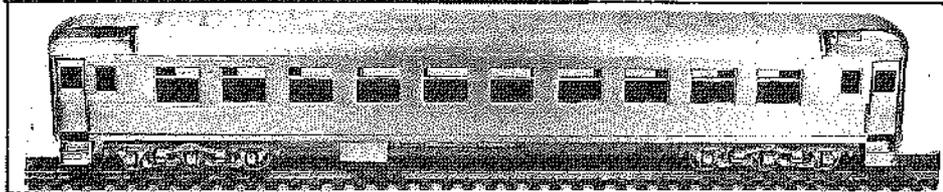
Santa Fe



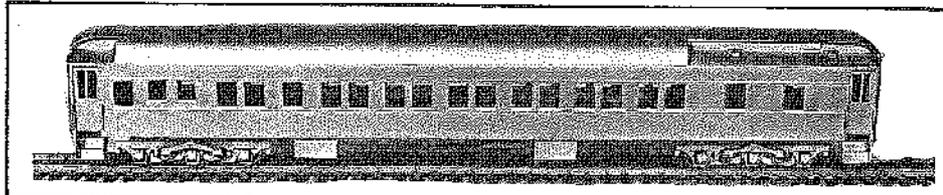
Observation Car, Road Nos. 1513-1514

The Santa Fe operated these heavyweight passenger cars through their system, including the Super Chief, during the heyday of steam. The cars are formed of heavy gauge brass with all rivet detail, and finely formed clerestory roof. Car

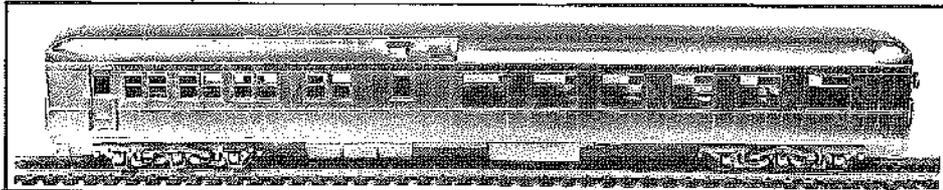
ends are coined in brass for greater detail. Supplied less trucks, but with the Central Valley snap-on king pin bolsters. Finished in gleaming brass, ready to paint. Complete with instructions for adding interiors to your passenger train.



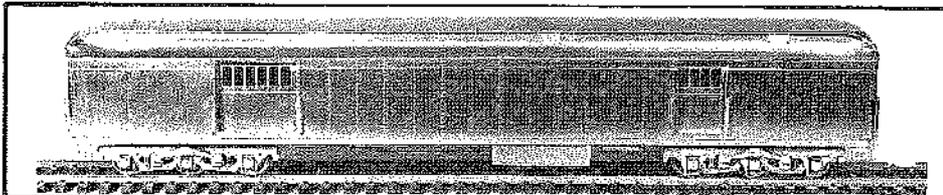
Passenger Coach, Road Nos. 3345-3362



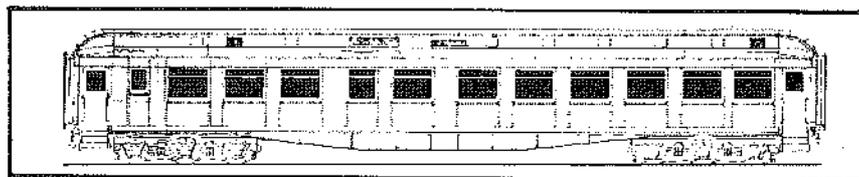
Pullman Sleeper, Road Nos. 2465-2483



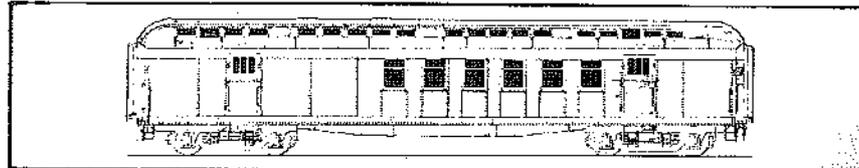
Dining Car, Road Nos. 1400-1418



Baggage Car, Road Nos. 1820-1829



Lounge Car, Road Nos. 1358-1359



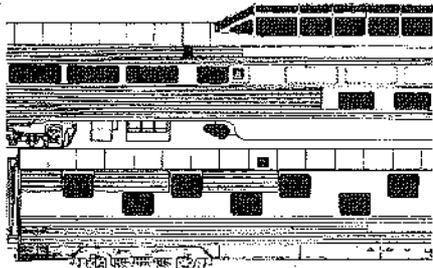
Railway Post Office, Road Nos. 70-79



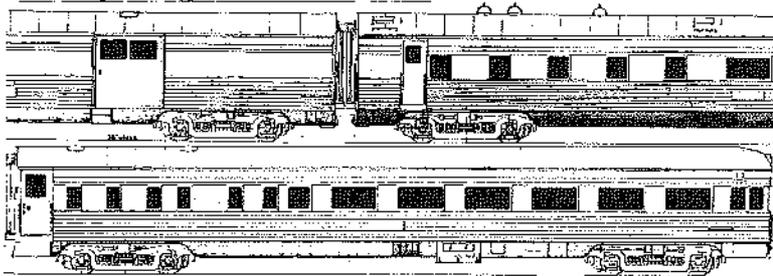
Combination Baggage, Road Nos. 2602-2607

# PASSENGER CARS

## Streamlined Pullman-Standard



Modern lightweight cars; new series has photo-engraved sides with all the fluting and details of the originals.



Pullman Sleeper Dining Car Observation Car Coach  
Baggage Car Railway Post Office Combination Lounge Car

## Eastern Heavyweights



For the modeler following eastern prototype practice, we will soon be offering a complete line of heavy weight passenger

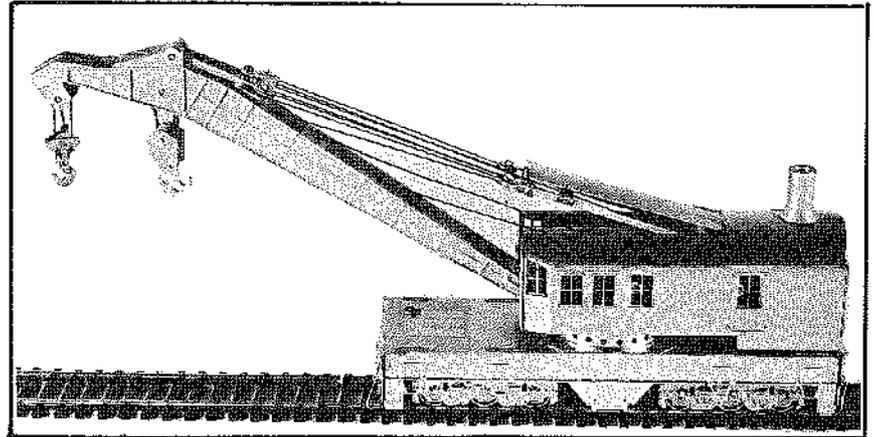
equipment suitable for a wide range of eastern and midwestern roads. Watch our ads in the model magazines for details.



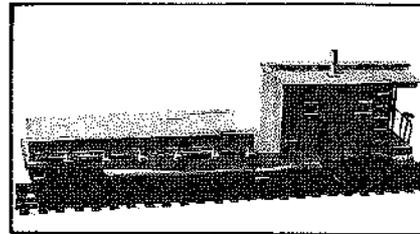
# MAINTENANCE OF WAY

No railroad can be complete without maintenance of way equipment to keep the railroad operating. Each of these cars come complete with trucks.

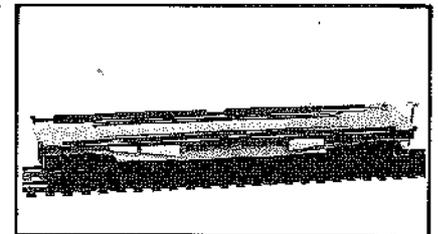
Finished in gleaming brass, ready to paint.



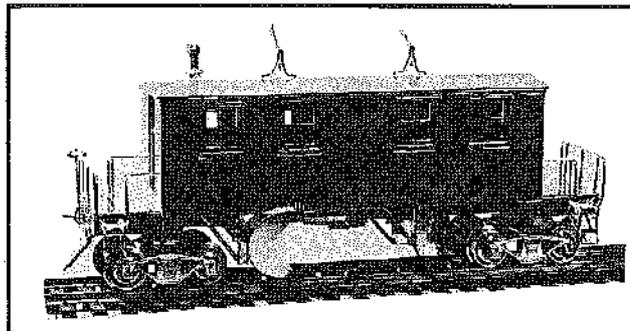
Bucyrus-Erie Wrecking Crane, 250 ton



Boom car—  
for use with crane

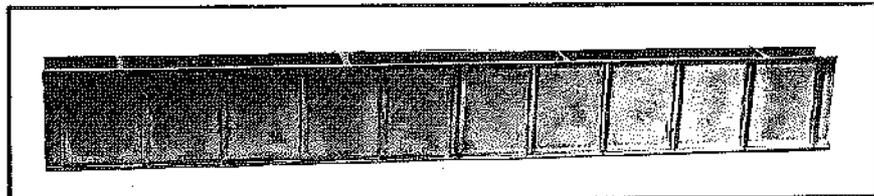
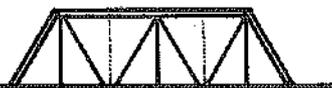


Flat car for trucks,  
or idler car

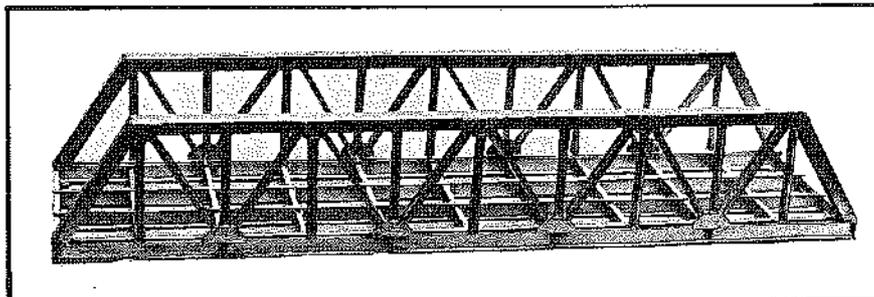


Southern Pacific Snow Flanger

# BRIDGES



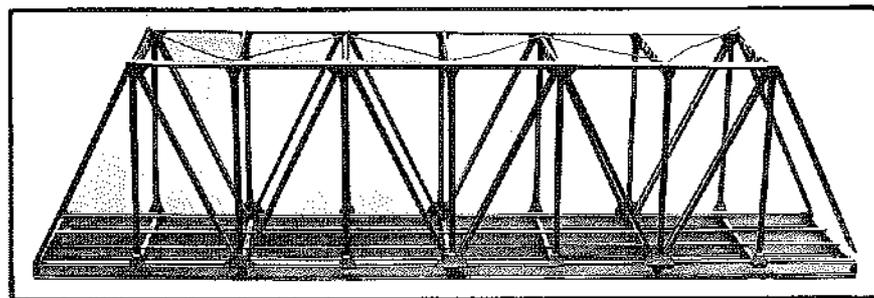
Deck Plate, single track, 9-7/8" long



Pony Truss, single track, 10-3/4" long

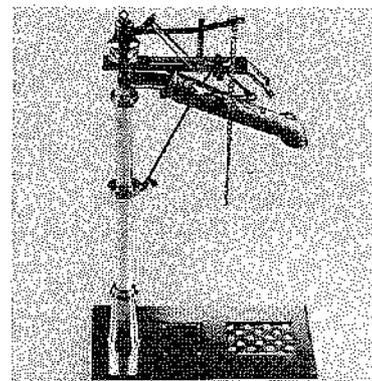
Looking for something special to cross that canyon. Our bridges are hand soldered, made with heavy gauge brass.

All of the rivet detail and gusset plates are included. These bridges are supplied without track, in brass, ready to paint.



Box Truss, single track, 14" long

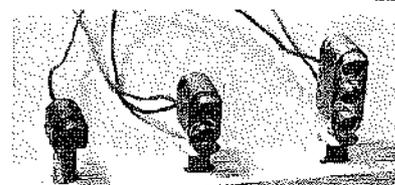
# ACCESSORIES



Locomotive Water Spout



Locomotive Oil Column



Dwarf Yard Signals

These dwarf signals come with lights installed, ready to be connected to your signal system. Available in single, double, or triple lights.



Hayes Bumper

Perfect for dressing up the end of track, this bumper is an intricate brass casting.

## SHINOHARA TRACKAGE

Are you familiar with our fine line of Shinohara HO track. This is available for both standard gauge or three foot narrow gauge, in both code 100 and code 70. The ties are molded plastic with complete detail and the rail is the finest nickel silver, for ease of maintenance.

A large range of track is available. Flex track in 39" lengths are complemented by a large assortment of turnouts, double slip switches, and crossings. In addition we have the largest assortment of HO/HOn3 dual gauge track available anywhere.

For more information on this exceptional line of trackage send 50¢ for the Lambert/Shinohara Catalog.

## LIST PRICE

## BRASS CARS

## LAMBERT ASSOCIATES

3353 Burdeck Drive, Oakland, California 94602

Effective July 1, 1973

PASSENGER CARS		CABOOSES	
<b>ATSF Heavy Weight</b>		700	NYC, steel, Bay Window S.O.
R810	Pullman, 12 sec., DR \$38.95	701	B&O, steel, Wagon Top S.O.
R840	Coach 38.95	702	PRR, wood, 4 wheel \$27.95
<b>Heavy Weights</b>		704	C&O, steel S.O.
802	Observation; 10 sec. 34.60	705	GN, wood, 924 26.95
803	Observation; 3 cmpt, 2 DR 43.95	706	UP, wood, Ca-2 S.O.
813	Pullman; 8 sec, 2 cmpt, DR S.O.	R707	D&RGW, wood, std, gauge S.O.
814	Pullman; 6 cmpt, 3 DR 40.95	708	B&O, wood, I-5 S.O.
822	Diner; large window 30.95	709	Erie S.O.
823	Diner; paired window 40.95	710	KCT Transfer 23.95
833	Parlor 1974	711	New Jersey Central
834		712	
842	Coach; single window, 75' S.O.	<b>FREIGHT CARS</b>	
843	Coach; paired window, 80' 38.95	750	B&O; Box, Wagon Top S.O.
851	Combine; single window, 75' 29.95	R751	PRR; Box, X-29 S.O.
852	Combine; Postal-Baggage, 70' 37.95	752	ARR; Box S.O.
862	RPO; off ct. case, 6 W 27.95	<b>M.O.W. CARS</b>	
863	RPO; ct. case, 6 W 36.95	775	Boom S.O.
872	Baggage; 70' 27.95	776	Crane Idler S.O.
873	Baggage; 60' 35.95	777	Crane, 250T, B.E. S.O.
<b>Streamline, Corrugated</b>		778	SP; Snow Flanger S.O.
801	Observation; 4 DR, BR, Lounge 30.95	779	Crane, 200T, I.B.
811	Pullman; 10 Rmt, 5 BR S.O.		
812	Pullman; 24 Rmt. 30.95		
821	Diner S.O.		
831	Dome Lounge 34.95		
832	Full Length Dome		
841	Coach 30.95		
861	RPO 30.95		
871	Baggage 27.95		
890	Business Observation, 80' 1974		
<b>Streamline, Smooth</b>			
804	Observation		
815	Pullman		
816	Pullman		
824	Diner		
835	Dome Lounge		
844	Coach		
864	RPO		
874	Baggage		

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

LIST PRICE

BRASS LOCOMOTIVES

LAMBERT ASSOCIATES

3353 Burdeck Drive, Oakland, California 94602

Effective July 1, 1973

STEAM LOCOMOTIVES

900	PRR 2-8-0 Class H6 sb	\$174.95
901	B&O 2-8-0 Class E-24	
902	DSP&P 2-6-0	

ELECTRIC LOCOMOTIVE

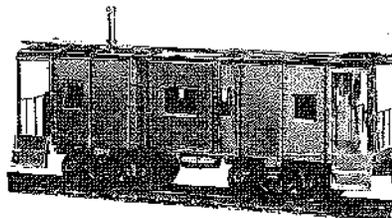
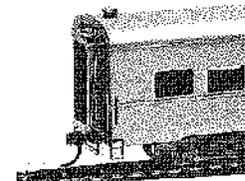
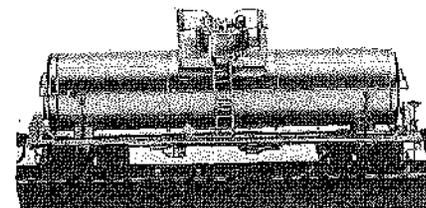
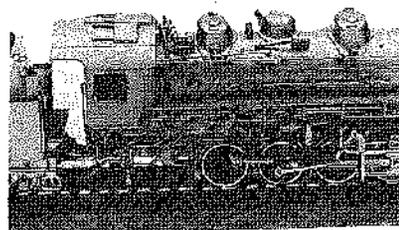
980	PRR Class GG-1	129.95
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PRICES SUBJECT TO CHANGE WITHOUT NOTICE



# LAMBERT ASSOCIATES

THE FINEST HO BRASS



Locomotives • Passenger Cars • Freight Cars  
Maintenance of Way • Cabooses • Bridges

Catalog No. 9

\$1.50

# WELCOME



## For Quality Brass

Lambert is proud to bring you the finest in HO brass freight and passenger equipment, made to our exacting standards in Japan. All of the items in this catalog either have been run or are in some stage of production. Once a run is sold out you can still place orders for it. When we have enough orders to warrant a rerun, we will do so. Check with your local dealer as to which items are currently in stock.

Most of our freight equipment comes complete with trucks, many with Central Valley brand. In the case of the passenger equipment, these are supplied less trucks but do

have Central Valley snap-on king pin bolsters. All cars come with KaDee couplers.

Each Lambert imported car is made exclusively for us from the finest brass, with the excellent craftsmanship that has made Japanese model railroad equipment famous. Each model is scaled from blueprints of the actual prototype piece of equipment, and is produced only when all features of the cars meet our high standards.

We reserve the right to change the design and construction of our products at any time. We welcome your comments concerning our HO models and hope that you will continue to find enjoyment with them.

## HOW TO ORDER

**Try your local model railroad shop first.**

Your local Authorized Lambert Dealer can supply you with all your brass needs. This will insure you of the latest information on our products and save you time and expense in obtaining your model railroad equipment.

If there is no local dealer near you, please order from one of the many mail order model railroad dealers.

Of course, if all else fails, you may order directly from us. Because of problems encountered with small orders, please include 10% extra for postage and handling on all orders under \$20.00.

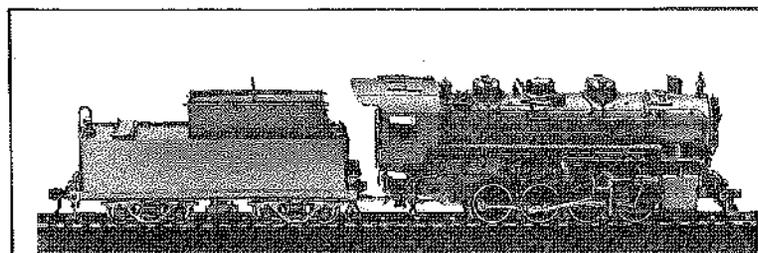
But remember to check with your local model railroad dealer first. He is an excellent source of information and advice with your layout problems.

LAMBERT ASSOCIATES  
3353 Burdeck Drive  
Oakland, Calif. 94602

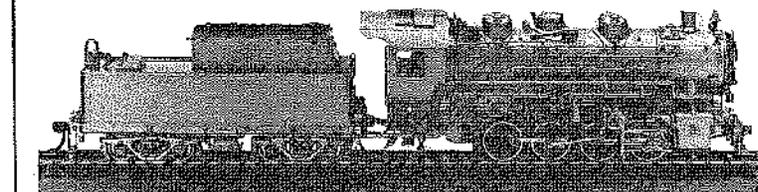


# LOCOMOTIVES

## NEW C & O C15a and H-8



C15a #9450



C15a #9050

### C15a 0-8-0

In 1929 Baldwin Locomotive Works produced fifteen 0-8-0's, classed them C15a and numbered them 110 to 124. The main difference between these and the earlier C15's was the mounting of the single air pump on the left side of the smokebox front while a long, narrow smokebox door occupied the right side of the front. This made numerous other changes necessary. Our model of this locomotive is handcrafted brass and comes in two series, Silver and Platinum. The Silver series is of our normal superb detailing and the Platinum is as close to prototype as is humanly possible.

### Alleghany H-8 2-6-6-6

In 1941 Lima Locomotive Works built the first H-8 2-6-6-6's to conquer the Allegheny Mt. Range, which they did! The unusual design of these locomotives required six-wheel trailing trucks to be used, thus creating a unique wheel arrangement, the 2-6-6-6. In 1948 Lima built the last fifteen of these locomotives, numbered 1645 to 1659, and this is what our fantastic handcrafted models are styled after. As with our C15a, these models will come in two series, Silver and Platinum, and are superb. Both the C15a and H-8 will be packaged with KaDee couplers and special Champ decals in both series.

#9040 0-8-0 C15a Silver  
#9060 2-6-6-6 H-8 Silver

#9050 0-8-0 C15a Platinum  
#9070 2-6-6-6 H-8 Platinum

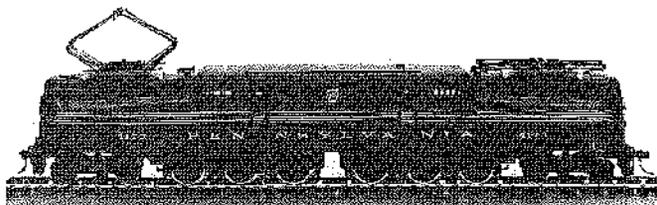
# LOCOMOTIVES



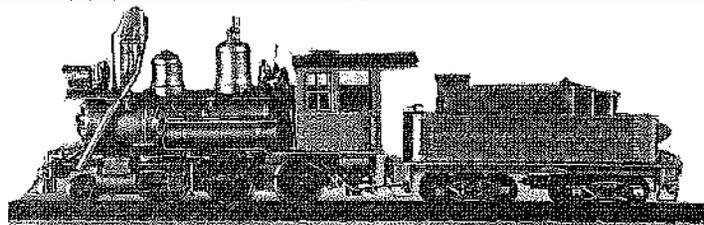
**Pennsylvania 2-8-0 H6sb** This is the late version of the Pennsy's H6sb, first 1906, with built by Baldwin Locomotive Works in the air tank mounted on the engineer's side above the walkway. Our model is handcrafted with well formed and detailed brass for the superstructure and a wealth of brass castings for details and a powerful motor.



**Pennsylvania GG-1 Electric** One of the most famous locomotives in the U.S. went into service in 1935, the Pennsy GG-1. Between 1935 and 1943 139 units were built, numbered 4800 thru 4938. Our HO electric model is all detailed brass with a heavy duty motor to drive all six axles.



**Colorado and Southern 2-6-0 Narrow Gauge** The Colorado and Southern 2-6-0 was built by Cooke in 1884 for the D, SP, & P and was later moved to the C & S line. Our model is of the finest handcrafted brass and comes in both the modern version, with the deflector stack, and the intermediate version, with the straight stack. Heavy duty motor gives lots of power.



# PASSENGER CARS

**Chesapeake and Ohio** Chesapeake and Ohio had Pullman build an entire train of cars for them in 1932. This train was named the George Washington in celebration of Washington's birthday and was fast to be nicknamed the "Crack George", known as C & O's finest line. "Crack George" traveled between Washington and Cincinnati with thru cars to New York, Chicago, Detroit and other major cities. Many of the cars were redesigned in 1950 and it's from these that we have made our models of finely detailed nickel plated brass. They live up to "Crack George" in every way and come with Central Valley trucks and Kadee couplers.

#8150  
Pullman  
6BR-10RMT



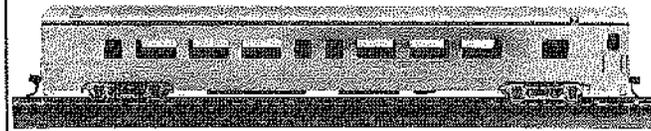
#8160  
Pullman  
11-BR



#8240  
Diner



#8440  
Coach



#8800  
Kitchen  
Dorm



**Coming Soon:**

#8040 Observation

#8350 Lounge

#8640 RPO

#8740 Baggage

# PASSENGER CARS

**Pullman Standard  
Streamline  
Corrugated Sides**

These modern, lightweight cars are used by many of the nation's railroads and would be correctly lettered for most of the name trains including the legendary Super Chief. The cars have photoengraved sides with all the fluting and detail of the originals. The

sides are plated in nickel silver for a realistic appearance. Simply add lettering and a final coat of clear to protect the finish.

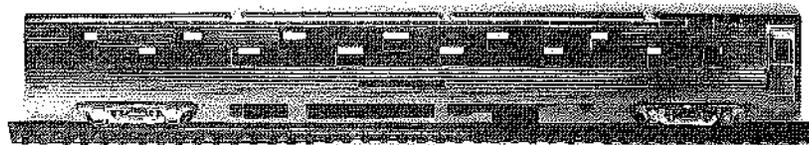
The underbody detail is all represented and is pre-painted in black. No trucks are supplied, but Central Valley snap bolsters, Kadee couplers and coupler mounting plates are standard on these cars.



#8120, Pullman, 24 Rmt



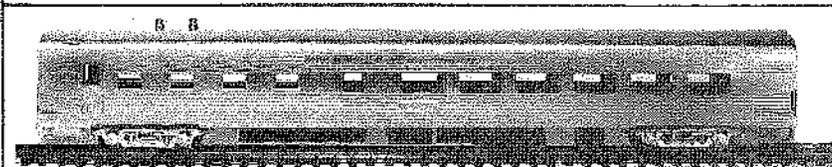
#8110, Pullman, 10 Rmt, 5 BR



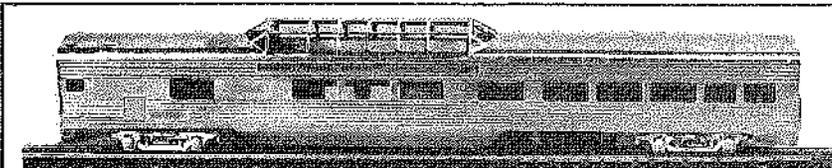
#8010, Observation; 4 DR, BR, Lounge



#8320, Full Length Dome Business Car



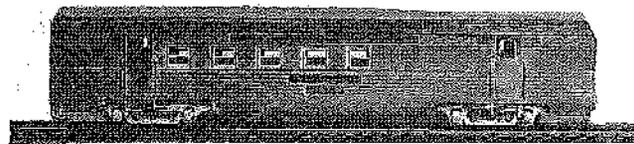
#8210 Dining Car



#8310 Dome Lounge



#8410 Coach



#8610 Railway Post Office



#8710 Baggage Car



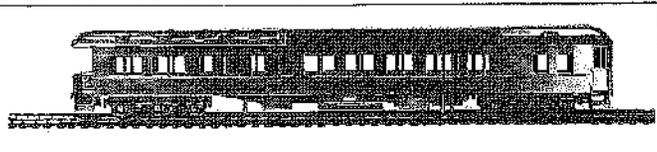
#8900 Business Observation, 80'

# PASSENGER CARS

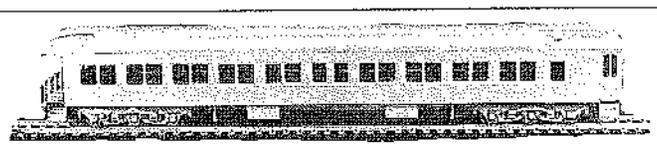
## Heavyweight Cars For Most Eastern Roads

For the modeler following eastern railroad practice, this assortment of heavyweight varnish is just the thing for that crack passenger train. A wide variety of prototype consists can be assembled

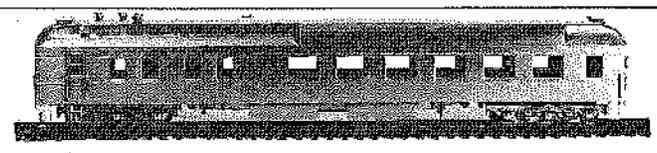
All cars are supplied in well detailed and formed brass, ready to paint. Central Valley snap bolsters and coupler mounting plates are provided. And there will be other cars in this series to come in the future. Check with your dealer for the latest information.



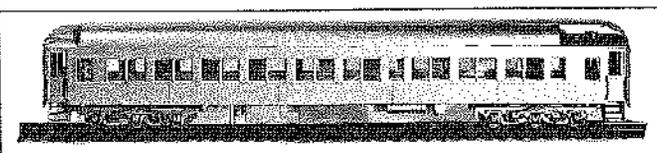
#8020  
Observation,  
10 sec.



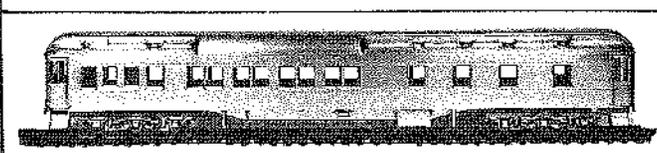
#8030  
Observation,  
3 Cmpt, 2 DR



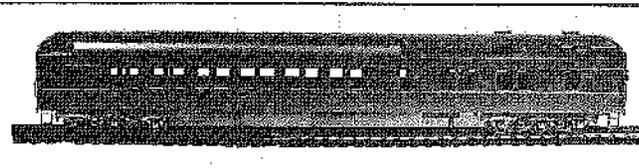
#8130  
Pullman,  
8 sec, 2 Cmpt,  
DR



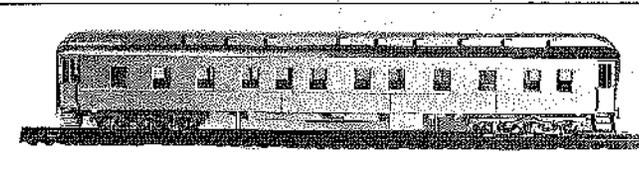
#8140  
Pullman,  
6 Cmpt, 3 DR



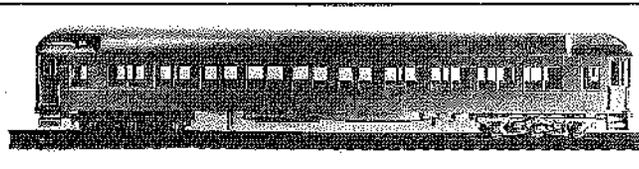
#8220  
Diner,  
large window,  
1/T



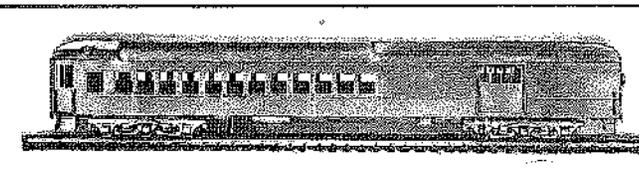
#8230  
Diner,  
paired window



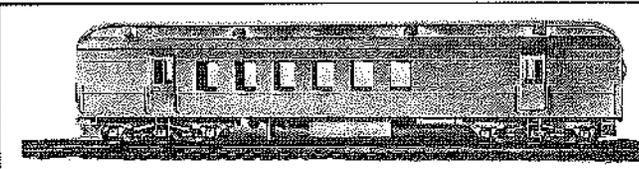
#8420  
75' Coach,  
single window



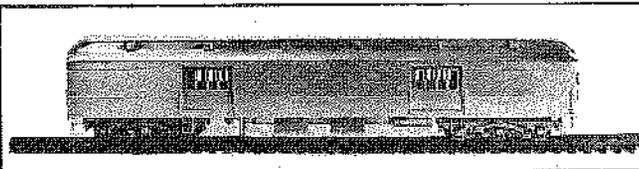
#8430  
80' Coach,  
paired window,



#8510  
Combine,  
single window



#8620  
RPO,  
off cen. case

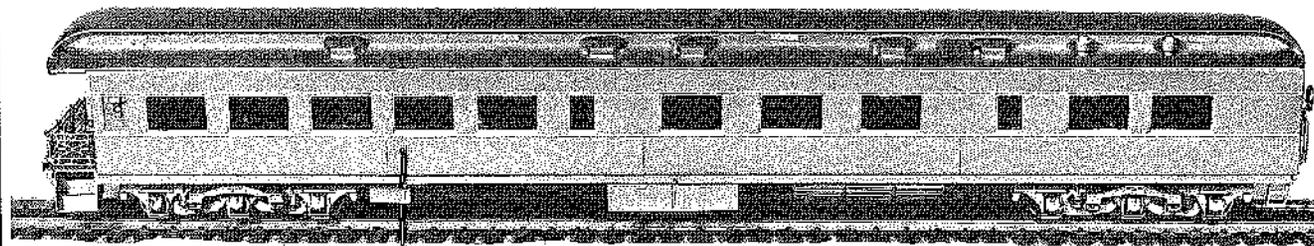


#8720  
Baggage Car,  
70'

# PASSENGER CARS



Santa Fe



*Observation Car, Road Nos. 1513-1514 #8000*

The Santa Fe operated these heavyweight passenger cars through their system, including the Super Chief, during the heyday of steam. The cars are formed of heavy gauge brass with all rivet detail, and finely formed clerestory roof. Car

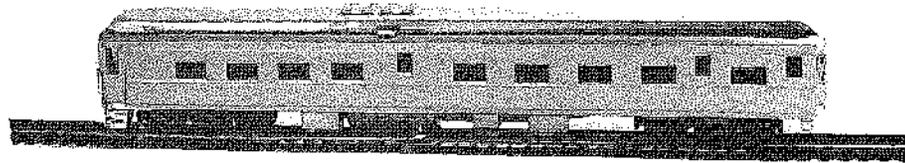
ends are coined in brass for greater detail. Supplied less trucks, but with the Central Valley snap-on king pin bolsters. Finished in gleaming brass, ready to paint. Complete with instructions for adding interiors to your passenger train.



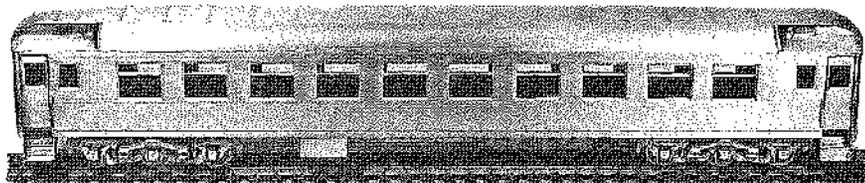
*Pullman Sleeper, Road Nos. 2465-2483 #8100*



*Dining Car, Road Nos. 1400-1418 #8200*



*Lounge Car, Road Nos. 1358-1359 #8300*



*Passenger Coach, Road Nos. 3345-3362 #8400*



*Combination Baggage, Road Nos. 2602-2607 #8500*



*Railway Post Office, Road Nos. 70-79 #8600*



*Baggage Car, Road Nos. 1820-1829 #8700*

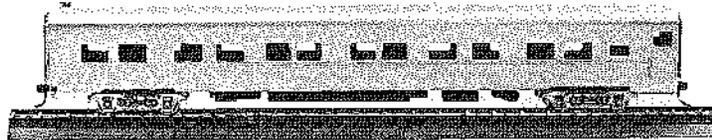
# PASSENGER CARS

**THE 20th CENTURY LIMITED**

OR

**The Broadway Limited**

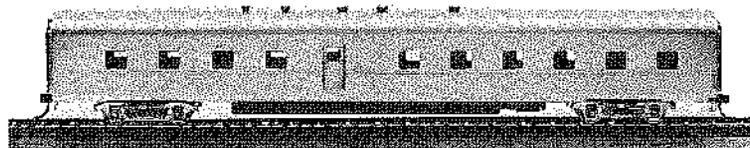
The cars built after WW II and used on the 20th CENTURY LIMITED were the ultimate in American luxury. This train traveled between New York City and Chicago and was used by people "who expected the best". Our models of these cars are of the finest nickel plated brass with all the details you've come to expect from us. These cars can also be used by the Broadway Limited fans as the two lines used many of the same cars. Just what is needed to give a touch of luxury to any layout.



#8170 Pullman



#8250 Diner



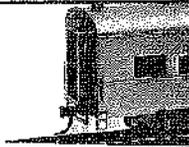
#8810 Kitchen Dormitory

**Coming Soon:** #8050 Observation

#8180 Pullman #8360 Dome Lounge

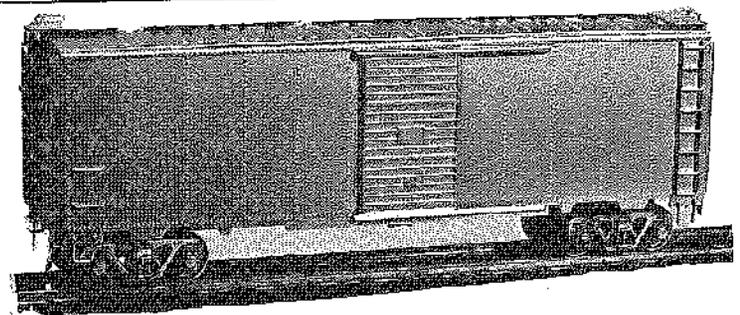
#8450 Coach #8650 RPO #8750 Baggage

End  
Detail

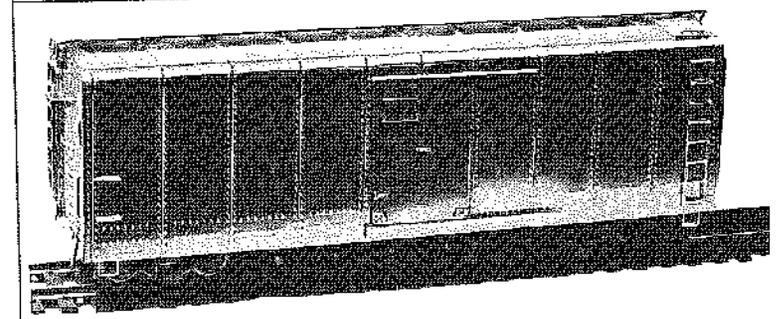


# BOX CARS

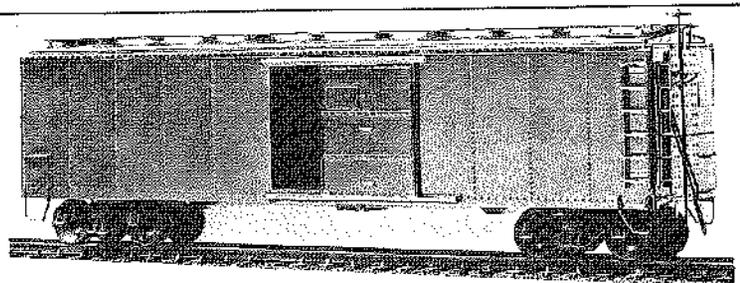
Three different styles of box cars to enhance the modern HO layout. Each car has complete detail, sliding doors, coupler mounting plates, and Central Valley trucks. Finished in gleaming brass, ready to paint.



AAR Type all steel box car #7520



B&O wagon top, all steel box car #7500

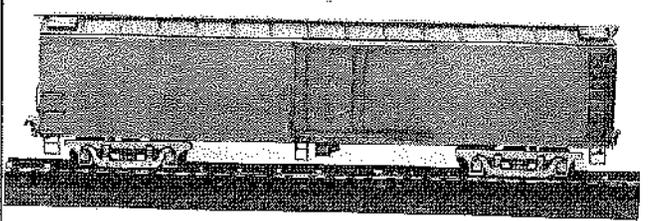


Pennsylvania RR X-29 steel box car #7510

# FREIGHT CARS

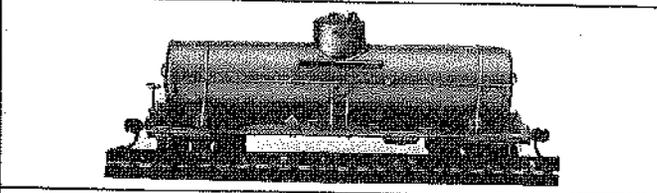


**ATSF Express Refrigerator** This Reefer was built by the West Wichita Shops in 1953 of all steel construction in the 4050 to 4099 series. Our model of this car is handcrafted brass, ready to paint, with trucks.



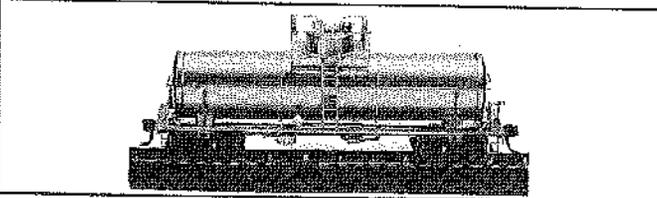
ATSF  
Reefer  
#7530

**GATX Tank Cars** GATX have produced numerous tank cars over the years and we have picked some of our favorites to use as models. As always, they're of handcrafted brass and come ready to paint.



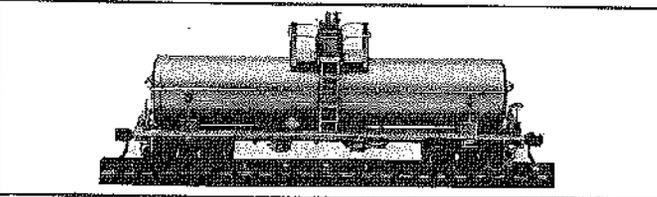
Tank  
#7550

**10,000 Gallon**



Tank  
#7560

**10,000 Gallon**



Tank  
#7570

**Class 103 B-W 8,000 Gallon**

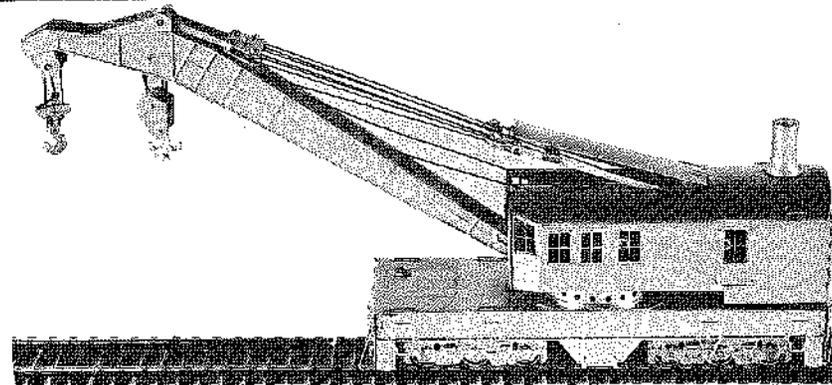
**Coming Soon:** #7580 103 D-W #7590 105A 600-W

# MAINTENANCE OF WAY

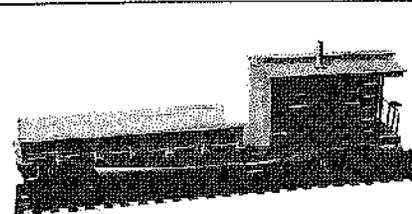


No railroad can be complete without maintenance of way equipment to keep the railroad operating. Each of these cars

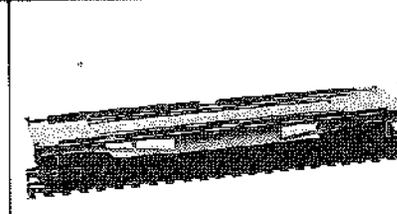
come complete with trucks. Finished in gleaming brass, ready to paint.



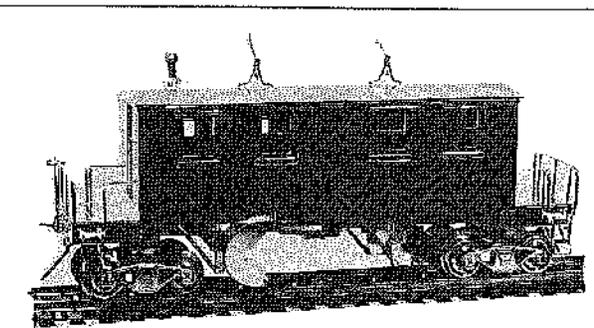
Bucyrus-Erie Wrecking Crane, 250 ton #7770



Boom car--  
for use with crane #7750



Flat car for trucks,  
or idler car  
#7760



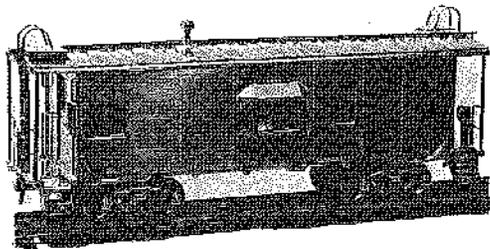
Southern  
Pacific  
Snow Flanger  
#7780

**COMING SOON:** #7790 Crane, 200T, I.B.

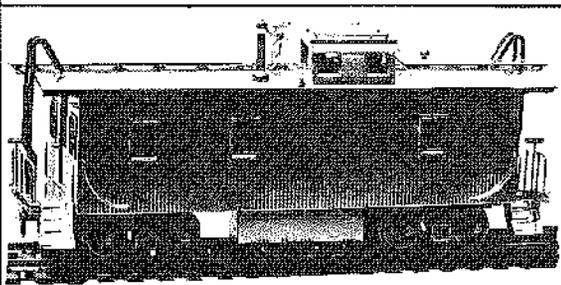
# CABOOSES



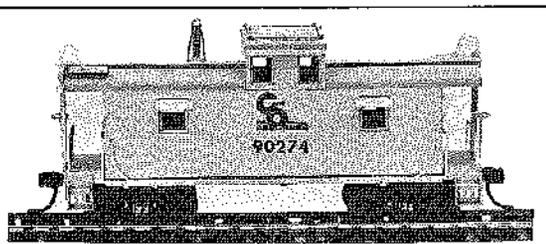
We offer a large variety of caboose styles in many different prototypes. Each car comes complete with Central Valley trucks, coupler mounting plates and Kadee couplers. Finished in gleaming brass, ready to paint.



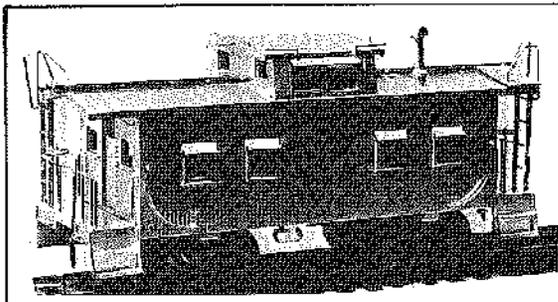
*NYC all steel, bay window style #7000*



*Union Pacific C-1A #7060*

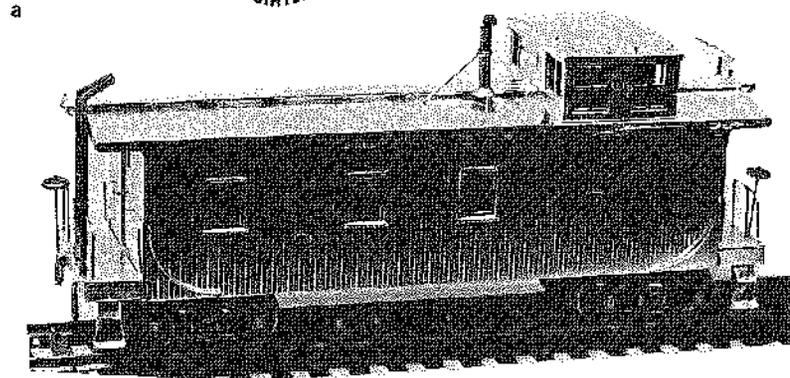


*Chesapeake & Ohio Steel Caboose #7040*

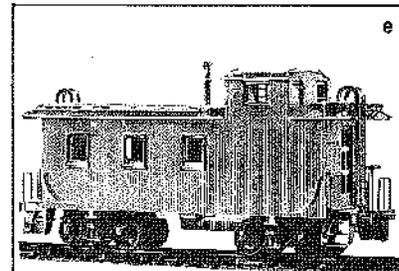
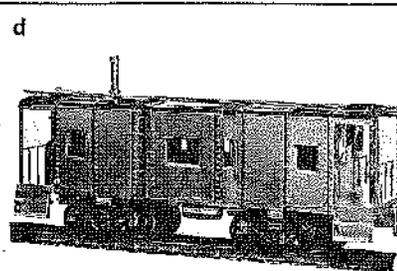
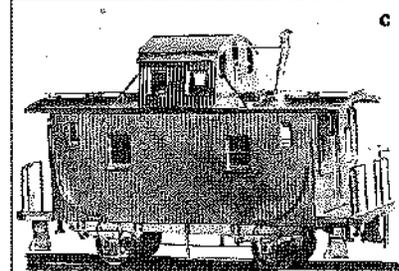
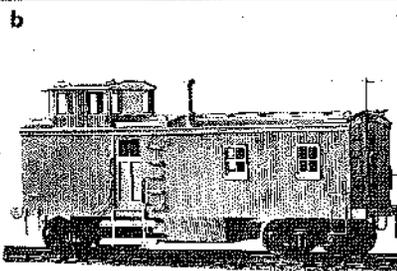


*Baltimore & Ohio all wood 1-5 type #7080*

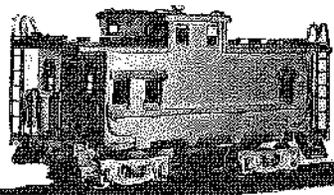
# CABOOSES



- a — *D&RGW all wood, standard gauge #7070*
- b — *AT&SF side door, blind end type #7030*
- c — *Pennsylvania RR 4 wheel bobber #7020*
- d — *Baltimore & Ohio bay window style #7010*
- e — *Great Northern, 1924 all wood type #7050*

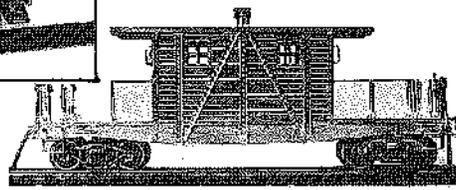


# CABOOSES



*Kansas City Terminal,  
transfer, #7100*

*Erie Railroad,  
wood type #7090*

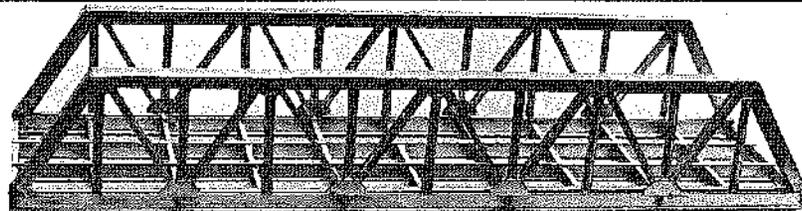


*Sierra  
Combine  
#7120*

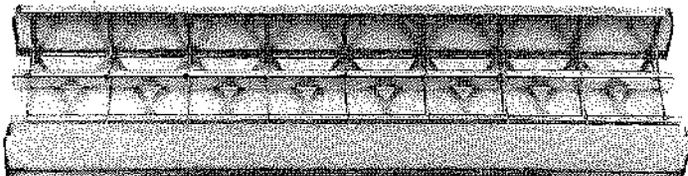
# BRIDGES

Looking for something special to cross that canyon. Our bridges are hand soldered, made with heavy gauge brass.

All of the rivet detail and gusset plates are included. These bridges are supplied without track, in brass, ready to paint.



*Pony Truss, single track, 10-3/4" long #6910*



*Thru Plate, single track, 10-1/2" long #6930*

# Check List



**CARS, PASSENGER**  
**ATSF HEAVY WEIGHT**  
 8000 Observation  
 8100 Pullman 12 Sec. Dr.  
 8200 Diner  
 8300 Lounge  
 8400 Coach  
 8500 Combine  
 8600 RPO  
 8700 Baggage

**STREAMLINE, CORRUGATED**  
 8010 Observation; 4 Dr., Br., Lounge  
 8110 Pullman; 10 Fmt., 5 Br.  
 8120 Pullman; 24 Rm  
 8210 Diner  
 8310 Dome Lounge  
 8320 Full Length Dome  
 8410 Coach  
 8610 RPO  
 8710 Baggage  
 8900 Business Observation, 80'

**HEAVY WEIGHTS**  
 8020 Observation; 10 sec.  
 8030 Observation; 3 compt. 2 Dr.  
 8130 Pullman; 8 sec. 2 compt. 2 Dr.  
 8140 Pullman; 6 compt. 3 Dr.  
 8220 Diner; Large Window  
 8230 Diner; Paired Window  
 8330 Parlor  
 8340  
 8420 Coach; single window, 75'  
 8430 Coach; paired window, 80'  
 8510 Combine; single window, 75'  
 8520 Combine; Postal-Baggage, 70'  
 8620 RPO; off ct. case, 6W  
 8630 RPO; ct. case, 6W  
 8720 Baggage; 70'  
 8730 Baggage, 60'

**STREAMLINE, C&O**  
 8040 Observation  
 8150 Pullman 6 BR-10RMT  
 8160 Pullman 11 BR  
 8240 Diner  
 8350 Dome Lounge  
 8440 Coach  
 8640 RPO  
 8740 Baggage  
 8800 Kitchen Dorm

**STREAMLINE, 20th CENTURY LTD.**  
 8050 Observation  
 8170 Pullman  
 8180 Pullman  
 8250 Diner  
 8360 Dome Lounge  
 8450 Coach  
 8650 RPO  
 8750 Baggage  
 8810 Kitchen Dorm

**CABOOSES**  
 7000 NYC, Steel, Bay Window  
 7010 B&O, Steel, Wagon Top  
 7020 PRR, Wood, 4 Wheel  
 7030 ATSF, Wood, Side D, Blind E  
 7040 C&O, Steel  
 7050 GN, Wood, 1924  
 7080 UP, Wood, CA-2  
 7070 D&RGW, Wood, Std. Gauge  
 7080 B&O, Wood, 1-5  
 7090 Erie  
 7100 KCT Transfer  
 7110 New Jersey Central  
 7120 Sierra Combine

**CARS, FREIGHT**  
 7500 B&O; Box, Wagon Top  
 7510 PRR; X29 Box  
 7520 AAR; Box  
 7530 ATSF Express Reefer Rex-4000  
 7650 ICC/103 Tank Car  
 7560 GATX Tank 8000 Gal.

**CARS, M.O.W.**  
 7750 Boom  
 7760 Crane Idler  
 7770 Crane, 250T, B.E.  
 7780 SP, Snow Flanger  
 7790 Crane, 200T, I.B.

**LOCOMOTIVES: STEAM**  
 9000 PRR H6 sb  
 9010 B&O E-24  
 9020 C&S 2-6-0 Modern Deflector Stack  
 9030 C&S 2-6-0 Intern. Straight Stack  
 9040 C&O 0-8-0 C15a Silver  
 9050 C&O 0-8-0 C15a Platinum  
 9060 C&O 2-6-6-6 H8 Silver  
 9070 C&O 2-6-6-6 H8 Platinum

**LOCOMOTIVES: ELECTRIC**  
 9800 PRR GG-1  
 Pantagraph & Insulators