

ULTIMATE N SCALE

N GAUGE SCALE TRUCKS

This catalog presents the Ultimate-N-Scale line of N gauge products. All of our products are authentic models of real historic vehicles. The UNS system is designed for TOFC (piggyback) freight service on N gauge railroads. The original focus is piggy back trailers and cars for the 40's, 50's and 60's. Other vehicles and items for more modern periods will be added as well as loads, parts, etc.

These are resin castings which are ideal for piggy back (TOFC) use because the weight is just right to avoid ultra-heavy loads common with metal castings. All kit assemblies require only a moderate skill level. All pieces need to be washed in warm soapy water to remove the parting agent. Many parts will require some flashing. Also, the bottom of the original UNS parts will need to be sanded flat. All hobby paints will work well on them.

Four digit kit numbers are original Ultimate-N-Scale items. Original Ultimate-N-Scale kits will be sold only while current supplies last. Since these products are so unique, we believe they will become collectors items. Two and three digit kit numbers are new or upgraded kits. New and upgraded kits have separately molded wheels, bumpers, stanchions, tanks, spare tires, etc. for making customized trailers. The wheel sets are compatible with commercial TOFC cars and UNS cars. Deck, flatcar and trailer kits do not include pins or hitches. This enables the customer to use any method desired.

A BRIEF HISTORY OF PIGGY BACK (TOFC)

The economic success of the railroads depended on freight shipped in full cars. The idea of putting truck trailers on flatcars was a method of moving less-than-carload shipments economically. This "intermodal" concept held the hope of competing with trucks which were taking more and more of this business from the railroads.

In the mid-thirties, the Chicago, the Great Western and then the New Haven railroads began piggy back service limited to their own railroad. By 1953, the CBQ, the Eastern Illinois and the Southern Pacific railroads had joined the innovation. Most cars were surplus 50's flatcars equipped with new decks by the railroads. By 1955, an additional 25 railroads had begun some form of piggy back service. A significant legal battle between the truckers and the railroads resulted in a ruling permitting interstate piggy back service using either railroad or privately owned trailers. The stage was set for rapid expansion of intermodal services.

After Trailer-Train incorporated in 1955, they and many other railroads began to build 75 foot cars. Most cities had piggy back facilities. Many small towns had their own ramp for 'circus style' loading. Some of the railroads offering this service were: BO, CBQ, CGW, CEI, CNW, CO, DLW, DRGW, ERIE, GN, KCS, LV, MDT, Nickleplate, NYC, PENNSY, SF, SP, WABASH and WM.

Another landmark was the introduction of the ACF Model A mechanical hitch in 1956. Until that time, trailers were secured to the flatcars with ropes and other time-consuming tie-down methods. In 1961, the Model 2 hitch was introduced and, later, many other types.

A BRIEF HISTORY OF TRAILERS

Trucks with trailers became a viable transportation business in the 1930's. Early trailers had round noses and were mostly 20 feet long. Box, refrigerator and open top designs with smooth or horizontal corrugated sides were common. Most used only one axle. After World War II, the 35 foot trailers became much more popular with long haul truckers. Flat nose trailers with vertical post sides also were being built in greater numbers. In the early fifties, the round nose trailers were still the most common, but few were being built. In 1958, the 40 foot trailer became legal and most production of long haul trailers switched to this length. Vertical post trailers with flat noses were the most common design, but smooth and corrugated trailers were still being built. This situation remained little changed well into the 70's. Tractors and trailers last for many years and occasionally a short, round nose trailer could still be seen in local service in the 80's.

REFERENCES

- Piggyback and Containers by David J. DeBoer, Golden West Books
- Intermodal Equipment and Operations by Jeff Wilson, Model Railroader, Kalmbach Books
- Big Pigs of the 1950's by Ron Adams, MBI Publishing (the Crestline Series)

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Original Ultimate-N-Scale kits will be sold only while current supplies last.

New kits have separately molded wheels, bumpers, stanchions, tanks, spare tires, etc. for making customized trailers.

Wheel sets are compatible with commercial TOFC cars and UNS cars.

Deck, flatcar and trailer kits do not include pins or hitches. This enables the customer to use any method desired.

ORIGINAL ULTIMATE-N-SCALE TRAILERS

<u>Kit No.</u>	<u>Description</u>
A-2003-S	20 foot box trailer with round nose and vertical post sides
A-2101-S	20 foot single axle refrigerator with round nose and horizontal corrugated sides
A-2125-S	20 foot single axle box trailer with round nose, smooth sides and side door (Southern Pacific design)
A-2130-S	24 foot single axle box trailer with flat nose and corrugated sides (Union Pacific design)
A-2131-S	24 foot box trailer with flat nose, corrugated sides and side door (Southern Pacific)
A-2150-S	24 foot box trailer with round capped nose and corrugated sides (very common)
A-2201-S	28 foot box trailer round nose and smooth sides (very common design)
A-2252-T	30 foot front mounted refrigerator with flat nose and horizontal corrugation
A-2253-T	32 foot flatbed trailer with flat front bulkhead and tool boxes
A-2303-S	35 foot Dorsey moving van first built in 1938
A-2304-T	35 foot partly shrouded 3500 gallon gasoline trailer built 30's to 60's
A-2305-T	35 foot fully shrouded 3500 gallon gasoline trailer built 40's to 70's
A-2306-T	35 foot flatbed trailer with round front
A-2307-T	35 foot twin axle box trailer with flat front and smooth sides (very common trailer)
A-2308-T	35 foot twin axle box trailer with round nose and smooth sides (Fruehauf common design)
A-2350-T	40 foot twin axle box trailer with round nose and horizontal corrugated sides

NEW ULTIMATE-N-SCALE TRAILERS

<u>Single Axle</u>	<u>Twin Axle</u>	<u>Description</u>
B-11-S	B-11-T	28 foot box trailer with round nose and smooth sides (common Fruehauf type)
B-12-S	B-12-T	30 foot box trailer with flat front and horizontal corrugation (common Fruehauf type)
B-13-S	B-13-T	30 foot refrigerator on flat nose with horizontal corrugation (common Fruehauf type)
B-15-S	B-15-T	35 foot refrigerator on round nose with horizontal corrugation
B-16-S	B-16-T	35 foot flatbed with round front and short wood sides
B-21-S	B-21-T	35 foot box trailer with flat nose and smooth sides (very common type)
B-22-S	B-22-T	35 foot box trailer with round nose and smooth sides (common Fruehauf type)
	B-23-T	40 foot twin axle box trailer with round nose and horizontal corrugated sides
B-24-S	B-24-T	22 foot flatbed trailer with flat bulkhead nose
B-26-S	B-26-T	32 foot box trailer with flat nose, number board and vertical post sides
B-27-S	B-27-T	35 foot box trailer with flat nose and vertical post sides (Strick type for TOFC)
B-31-S	B-31-T	35 foot open top, round nose trailer with short wood sides and tarp cover
B-32-S	B-32-T	35 foot open top, flat nose trailer with vertical post sides and tarp cover
B-33-S	B-33-T	35 foot open top, round nose trailer with smooth sides and tarp cover (common type)
	B-34-T	35 foot twin axle open top, flat nose trailer with vertical post sides and generic aggregate load
	B-35-T	40 foot twin axle box trailer with flat nose and horizontal corrugated sides
B-36-S		17 foot single axle fuel/water/chemical trailer (military and commercial)
B-37-S	B-37-T	24 foot box trailer with round nose and smooth sides (common early Fruehauf type)
B-41-S	B-41-T	20 foot box trailer with round nose and horizontal corrugation
B-42-S	B-42-T	20 foot box trailer with round nose horizontal corrugation and side door
B-43-S	B-43-T	20 foot box trailer with round nose and vertical post sides
B-44-S		20 foot single axle refrigerator on round nose with horizontal corrugated sides
B-47-S	B-47-T	20 foot box trailer with round nose, smooth sides and side door (Southern Pacific & others)
B-48-S	B-48-T	24 foot box trailer with flat nose and horizontal corrugation (Union Pacific type)
B-49-S	B-49-T	24 foot box trailer with flat nose, horizontal corrugation and side door (Union Pacific)
B-50-S	B-50-T	24 foot box trailer with round capped nose and horizontal corrugation (common type)
B-54-S	B-54-T	24 foot box trailer with flat nose and vertical post sides
B-55-S		28 foot single axle United Parcel Service "PUP" first used in 1982

ULTIMATE N SCALE N GAUGE SCALE TRUCKS

Flatcar kits come as under frame and deck with ramps for each end and brass stirrups.

Flatcar kits do not include trucks or couplers.

The flatcars are weighted for optimum performance in TOFC trains with UNS trailers.

Starting in 1959, 85' flatcars were built. However, the 75' cars lasted into the 90's.

The 75' cars were designed for two (2) 35' trailers or three (3) 20' to 24' trailers.

Deck, flatcar and trailer kits do not include pins or hitches. This enables the customer to use any method desired.

ULTIMATE-N-SCALE DECKS AND FLATCARS

<u>Kit No.</u>	<u>Description</u>
B-101	50' TOFC deck without hitches, 1938+, generic wood deck; NP,WP,UP,CNW,GN, CGW,NH railroads
B-102	50' TOFC deck without hitches, 1953+, Southern Pacific; SP railroad
B-103	50' TOFC deck without hitches, 1955+, 55# siderails; WM,B&O,C&O,SF,CN,CP,NH,MILW,ERIE & other railroads
B-104	50' TOFC deck with hitches, 1957+, 55# side and hitch rails; WM,B&O,C&O,SF,CN,CP,NH,MILW,ERIE & others
B-105	50' TOFC deck with hitches, 1957+, generic deck; TrailerTrain and many other railroads
E-111	50' flatcar with hitches, 1957+, Trailer Train "safe car"; similar cars on many railroads
F-112	75' flatcar with hitches, 1957+, C channel sides and number boards; built for TrailerTrain railroad
F-113	75' flatcar without hitches, 1956+, C channel sides and number boards, general purpose deck; many railroads
F-114	75' flatcar with hitches, 1957+, Z channel sides and hitch rails; TrailerTrain and many other railroads
F-115	75' flatcar without hitches, 1956+, Z channel sides and no hitch rails; many railroads
F-116	75' flatcar without hitches, 1955+, Z channel sides with Pennsy deck; sold to TrailerTrain 1956

Pins UNS Method 1: Drill a 5/64 inch hole (see part A-840) about 3/16 inch from the front of the trailer.

Glue a 1/16 inch rod (part A-839) into the hole to stick out about 1/8 inch.

Pins UNS Method 2: Purchase part A-826 and glue these pins onto the trailer.

The hitches will accept these pins to secure the trailer onto the car.

Type A hitches part A-831) were produced starting in 1956.

Type 2 hitches (part A-832) were produced starting in 1961.

Hitches are added to the cars to take 1, 2 or 3 trailers depending on the length of the car and the trailers.

Hitches can be attached with glue or with two-sided tape.

Prior to the production of hitches, trailers were tied down. Some railroads used frames (part A-820) to attach the front of the cars to the deck.

ULTIMATE-N-SCALE PARTS LIST

<u>Part No.</u>	<u>Description</u>
A-804	Original UNS triangle stanchions (8 per package)
A-820	Rack used to tie down front of trailers (8 per package)
A-821	Original UNS ramps for flat cars (4 pairs per package)
A-822	New style ramps used on models 111 to 116 (4 pairs per package)
A-826	Pins to attach trailer to hitch (8 per package)
A-830	New UNS triangle stanchions (4 pairs per package)
A-831	Type A hitch in down position (4 per package)
A-832	Type 2 hitch in down position (4 per package)
A-837	Spare tire for under trailer (8 per package)
A-838	Under trailer refrigeration unit (4 per package)
A-839	1/16 inch rods about 3 inches long to use for pins (8 per package)
A-840	5/64 inch twist bit to drill holes for pins (4 per package)
A-841	3-piece assembly Type A hitch in up position (2 per package)
A-842	3-piece assembly Type 2 hitch in up position (2 per package)
A-843	Under trailer tank for refrigerator fuel (4 per package)

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Ultimate-N-Scale trucks are true 1/160 scale as opposed to some of the small pre-painted trucks. This is evidenced by the tires which are the correct 46" inch size for the 1950's. Also, the decks of the trucks properly come up to the floor of a boxcar on a level siding.

ULTIMATE-N-SCALE TRUCKS

<u>Kit No.</u>	<u>Description</u>
B-2501	Studebaker single drive axle semi-tractor 1949-1953
B-2502	Studebaker twin drive axle semi-tractor 1949-1953
C-2503	Studebaker 900 gallon fuel delivery truck 1949-1953
C-2504	Studebaker 1500 gallon fuel delivery truck 1949-1953
C-2505	Studebaker 2500 gallon gasoline/oil truck 1953-1953
C-2506	Studebaker 14 foot flatbed truck 1949-1953
C-2508	Studebaker 17 foot corrugated delivery truck 1949-1953
B-2601	White cab-over single axle semi-tractor 1949-1955
B-2602	White cab-over twin axle semi-tractor 1949-1955
C-2603	White cab-over 900 gallon fuel delivery truck 1949-1955
C-2604	White cab-over 1500 gallon fuel delivery truck 1949-1955
C-2605	White cab-over 2500 gallon gasoline truck 1949-1955
C-2606	White cab-over 14 foot flatbed truck 1949-1955
C-2608	White cab-over 17 foot corrugated delivery truck 1949-1955
B-2701	Federal single drive axle semi-tractor 1941-1948
B-2702	Federal twin drive axle semi-tractor 1940-1948
C-2706	Federal 14 foot flatbed truck 1940-1948
C-2708	Federal 17 foot corrugated delivery truck 1940-1948
C-2712	Federal military type water/fuel truck 1940-1948
B-2713	Federal single drive axle semi-tractor with a sleeper cab 1941-1948
B-2714	Federal twin drive axle semi-tractor with a sleeper cab 1941-1948
C-2715	Federal chassis mounted enshrouded fuel truck 1940-1948

ULTIMATE-N-SCALE BUSES

<u>Kit No.</u>	<u>Description</u>
D-2801	General Motors PDA 4101 coach bus 1949-1951
D-2802	General Motors PDA 4104 railroad transfer bus 1949-1951
D-2803	General Motors PDA 4101 transcontinental bus with fluted sides 1949-1951

ULTIMATE-N-SCALE CONVERSION PARTS AND LOADS

<u>Kit No.</u>	<u>Description</u>
A-2775	Fuel tank and tool boxes to convert a Kato mikado to a Santa Fe oil burner
A-2776	Fuel tank and tool boxes to convert a Kato mikado to a CB&Q oil burner
A-2901	Single axle under-frames to convert Atlas 20' trailers to one axle (2 per package)
A-2902	Tongue and bogie wheel sets for tandem trailers (2 per package)
A-2906	Borden's bell style 18 foot milk containers (flat car loads) (2 per package)
A-2907	Fitch bell style 18 foot milk containers (flat car loads) (2 per package)
A-2909	Under-frames for Rapido box, reefer, cattle cars to mount Kadde couplers (2 per package)
A-2910	Fuel tanks to convert two KATO mikados to typical oil burners (2 per package)

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MICROSCALE DECALS AVAILABLE FROM ULTIMATE-N-SCALE

<u>Decal No.</u>	<u>Description</u>
998	SOO Microscale decals; use with UNS trailers 37-S, 37-T, 22-S and 22-T.
4	Navajo, CF, DOX and Republic Microscale decals; use with many UNS trailers
130	Western Maryland Microscale decals; use with UNS trailers B-26-S, B-26-T, B-27-S and B-27-T
295	B&O and Clinchfield Microscale decals; use with UNS trailer B-35-T and others
308	Chief, NYC and Southern Microscale decals; use with many UNS trailers
552	TrailerTrain flat car Microscale decals; use with 50 and 75 foot flat cars
841	Union Pacific Microscale decals; use with UNS trailers A-2130-S, A-2201-S, A-2308-T, B-22-S, B-22-T, B-37-S and B-37-T
4026	CB&Q Microscale decals; use with UNS trailers A-2308-T, B-22-S, B-22-T, B-37-S, B-37-T and others
4037	Santa Fe Microscale decals; use with UNS trailers A-2201-S, B-37-S, B-37-T and others

ULTIMATE-N-SCALE CUSTOM FINISHING SERVICE

We can provide professional custom finishing services. This includes building, painting and decaling our trailers. First select the trailer(s) and decal(s) desired. Then provide detailed custom finishing information with your order. The cost is an additional \$15.00 per trailer.

