

# THE HISTORY OF MODELS

Models, or rather miniatures, have been made by man ever since he learned to stand upright — in the very beginning as objects of religion, and then as presents or for decoration. In those early days, materials used were bone, stone, or rock and wood — materials readily available. Tools were crude in the extreme, so the results were crude.

Accuracy of representation developed as man's skill to invent and use tools and new materials grew, and this trend continues to the present day.

By the 14th and 15th centuries, these skills had developed to an extraordinary degree as can be seen in full-size artifacts and miniatures made by armorers and instrument makers. The majority of models, however, were still rather crude — mostly ships, the “votif” models made to hang in churches by way of thanksgiving for journey's end and a safe return. As they were intended to be hung and, therefore, seen only from underneath, guns are exaggerated, hull shapes simple, deck fittings almost nonexistent and rigging inaccurate.

By the 17th and 18th centuries, standards of faithfulness to prototype had changed dramatically as, for example, the model ships built for the Navy Board. These were built by the finest craftsmen, mostly of box and fruitwood as three-dimensional pictures of proposals for future ships so that My Lords of the Admiralty were better able to judge design. These models were incredibly accurate in shape and detail, and many have survived, being in museums and private collections around the world. They are important, not only as a record of ship design of the period, but as the first truly accurate models.

During the 19th century, with the coming of the Industrial Revolution, three-dimensional miniatures were made for different reasons — steam, the motif power at that time, is very powerful and, logically, a small machine, if it is going to explode, will make less of a bang than the full-size machine. Many development models were made, mainly by instrument makers and then by that rapidly developing genre — the engineer.

As the 19th century progressed, on the one hand the making of a model became part of an apprentice engineer's life — his test piece had to be of a very high standard to pass. On the other hand the salesman needed a model for the same practical reason as did my Lords of the Admiralty, all those years before.

About this time, miniatures began to be made, originally by those self-same apprentices, now fully fledged engineers, for fun, in their leisure hours — and thus was born amateur model-making as we now know it.

In parallel, there were commercial organizations making models, kits and toys, as for example, Stevens Model Dockyard, Bassett-Lowke and many others, all trying to satisfy an insatiable desire by man to own miniatures of things he wished to remember for one reason or another.

Models have, however, been made for entirely different and particular purposes; e.g., the bone model ships made by French prisoners of war in England between about 1775 and 1815 (they were made to supplement their rations), or Patent Models made as part of the inventive process. These fall outside the mainstream of model making, but are historically important in their own right.

Now, at the end of the 20th Century, a different problem has arisen. The commercially trained skills of apprenticed engineers are gradually dying out as man's quest toward computerization develops, and discerning collectors, who understand and seek quality, generally have neither the time nor skill to make aesthetically pleasing and ever more accurate miniatures themselves. Fine Art Models now fills this role using the best craftsmen available anywhere in the world to create the finest quality short production runs of ships, locomotives, airplanes and road vehicles that have ever been available. They are, of course, built for decorative purposes and so, in a way, the wheel has turned full circle.

Long may serious and discerning collectors exist who demand the best; satisfying their demands will preserve and continue the necessary skills, which will otherwise, gradually, be lost forever.

— Tom Rose,  
Director  
Christie's South Kensington  
London, England

# NOVEMBER 1, 1996

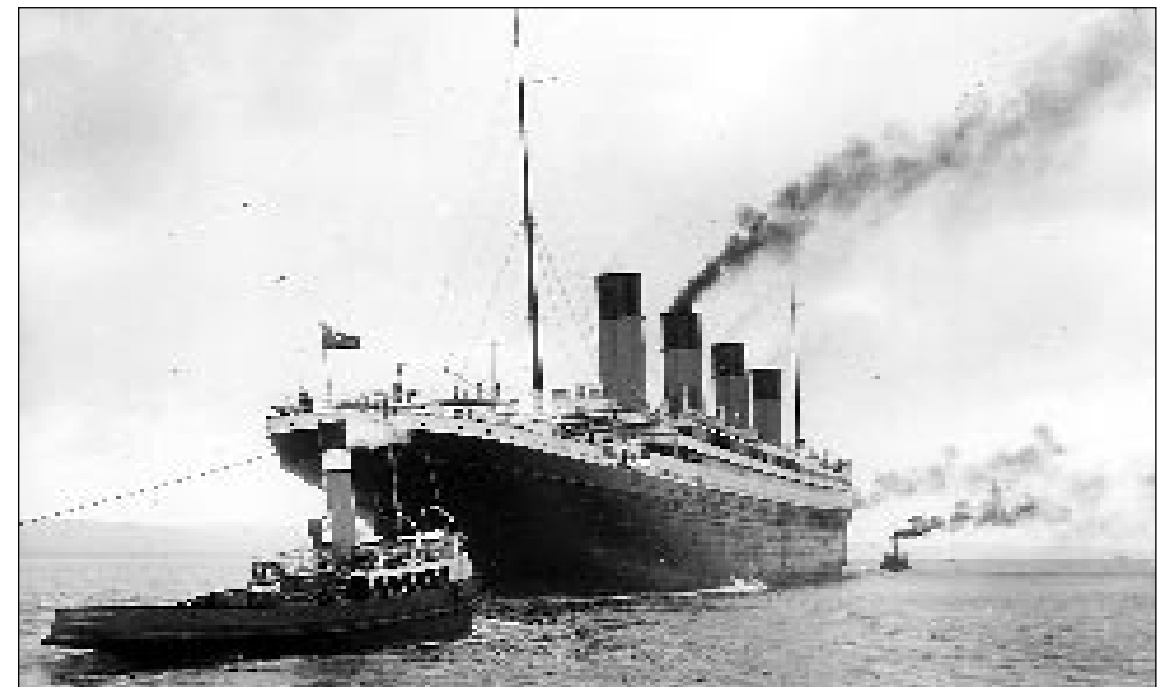
MODEL	EDITION SIZE	YEAR	PRICE	STATUS
Pennsylvania Flatcar With Tanks	300	1990	\$ 650	
US Army Flatcar With Tanks	300	1990	650	Sold Out
Pennsylvania GG1	139 Green, 30 Red	1991	4,995	Sold Out
Pennsylvania Tug Boat/Car Float	100	1991	4,995	
Pennsylvania M1A	99 Freight, 40 Pass.	1991	5,895	Sold Out
4-6-0 Jersey Central Camelback	80 Produced of 139	1992	3,995	Sold Out
16" Pennsylvania Naval Gun Car	50	1992	1,595	Sold Out
Willys MB jeep	250	1992	2,195	
jeep Trailer	Open	1992	595	
WWII Infantry Private	50	1992	595	Sold Out
Pennsylvania T-1	100	1993	6,500	Sold Out
N5c Cabin Car	199	1993	695	Sold Out
N5 Cabin Car	100	1993	1,095	
Mercer-J Raceabout	25	1994	16,500	Sold Out
Mercedes Simplex	25	1994	16,500	Sold Out
Lenin Destroyer	18	1994	2,500	Sold Out
Baltimore Clipper	139	1994	4,500	
Fletcher Destroyer (as built)	18	1994	6,500	Sold Out
New Bedford Whaleboat	50	1994	2,995	
USS Arizona	139	1995	6,500	
PT Boat	139	1995	3,995	
Edmund Fitzgerald	139	1995	4,995	
Green Crocodile	50	1995	6,500	
FM Flatcar With Wheels	100	1995	750	Sold Out
FM Flatcar With Tractors	100	1995	750	
FM Flatcar With Propeller	100	1995	700	
FM Flatcar With Anchors	100	1995	700	
FM Flatcar With Cable	100	1995	750	
FM Flatcar With Conduit	100	1995	750	
FM Flatcar With Wood	100	1995	650	
Ronis Submarine	18	1995	2,750	
Broadway Limited Diner	100	1995	2,195	
Broadway Limited RPO	75	1995	1,995	
Subchaser	139	1995	5,000	
Brown Crocodile	50	1996	6,500	
BR50	60 Produced of 100	1996	6,500	
Fletcher Destroyer (Late War)	48	1996	7,500	
USS Missouri	139	1996	7,500	
Allegheny H8	150	1996	8,495	
Größe-Schmidt Doll	22	1996	2,500	

# TITANIC

If there is one ship model in the world to build, it must be the Titanic. Why? Because it has never been modeled before. That's right; the plans for Titanic have never been released to anyone prior to our expressing interest in doing it. We approached Harland & Wolff in Belfast, Northern Ireland, who built the Titanic, and proposed that we not only build a definitive model of the Titanic as a limited edition, but that we also build the 1/4" scale builder's type model of the Titanic which was never built, and do so with the intention of building the finest and most detailed builder's model ever seen.

MODEL	EDITION SIZE	YEAR	PRICE	STATUS
O-Scale Passenger Cars	100	1996	\$ 695	Sold Out
Bismarck	139	1996	8,000	
Gato Submarine	139	1996	2,995	
Nieuport 11	139	1996	4,500	
Rat Patrol jeep	10	1996	5,000	Sold Out
SAS jeep	10	1996	5,000	Sold Out
FG-1D Corsair	139	1996	8,500	
Bucyrus Erie Crane	100 US, 39 Euro	1996	6,995	
Twin Flatcar With Bridge	100	1996	2,695	
Bugatti Type 13 Brescia	14	1996	8,500	
John Bull With Bridge	139	1996	2,996	
jeep Accessories				
50 Caliber Pedestal Machine Gun	Open	1996	500	
30 Caliber Pedestal Machine Gun	Open	1996	500	
30 Caliber Machine Gun With Tripod	Open	1996	350	
Thompson M1A1 Machine Gun	Open	1996	250	
Twin Vickers Machine Guns	Open	1996	500	
37 Millimeter Gun	Open	1996	1,895	
30 Caliber Carbine With Holder	Open	1996	350	
jeep Radio Unit	Open	1996	350	
Broadway Limited Pullman Cars				
4-4-2	50	1996	2,500	
13 Double Bedroom	50	1996	2,500	
18 Roomette	50	1996	2,500	
Club Car	50	1997	2,500	
Observation Car	50	1997	2,500	
20th Century Limited Pullman Cars				
4-4-2	50	1996	2,500	
13 Double Bedroom	50	1996	2,500	
10 Roomette, 5 Dbl Bedroom	50	1996	2,500	
17 Roomette	50	1996	2,500	
Club Car	50	1997	2,500	
Dining Car	50	1997	2,500	
RPO Car	50	1997	2,500	
Observation Car	50	1997	2,500	
Dreyfuss Hudson	100 Freight, 100 Pass.	1997	7,500	
Union Pacific Big Boy	139	1997/98	9,995	
Bugatti Type 35B	139	1997	8,500	
Ferrari P4	139	1997	TBD	

Fine Art Models' prices are quoted in dollars or equivalent foreign currency on date of sale. Freight, appropriate taxes and duties are in addition to the published prices. Prices are subject to change without notice.



When Harland & Wolff realized that not only were we serious, but that we had the ability to do everything we said we would do, they agreed to work with us hand-in-hand to accomplish this mission. And a mission it is!

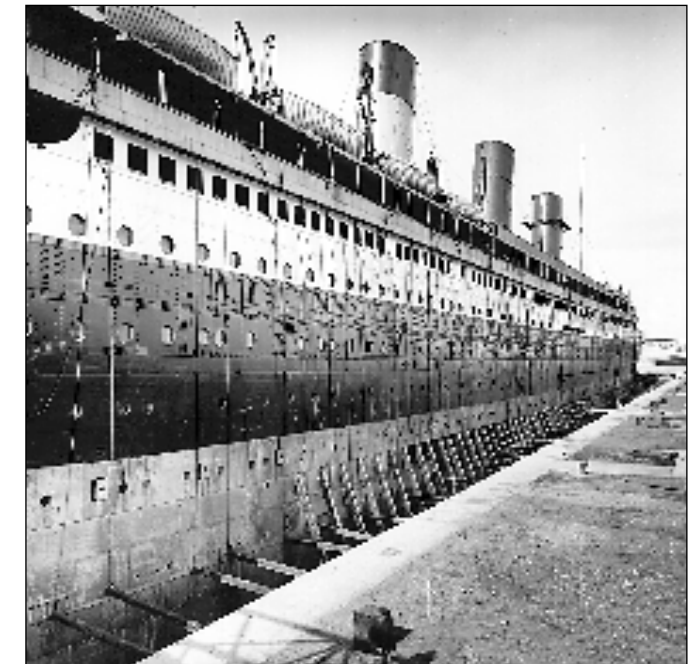
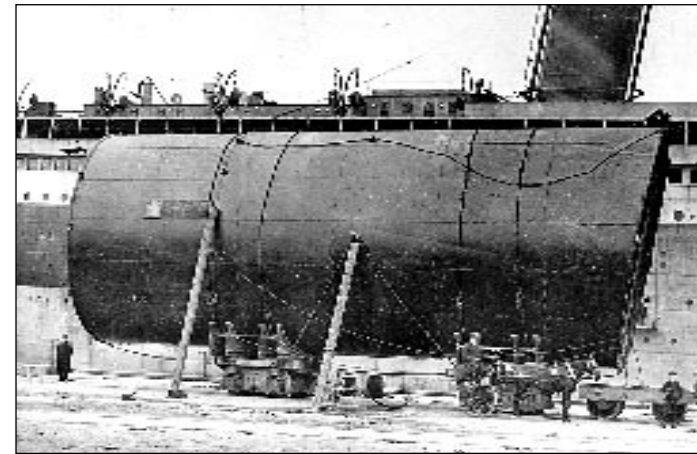
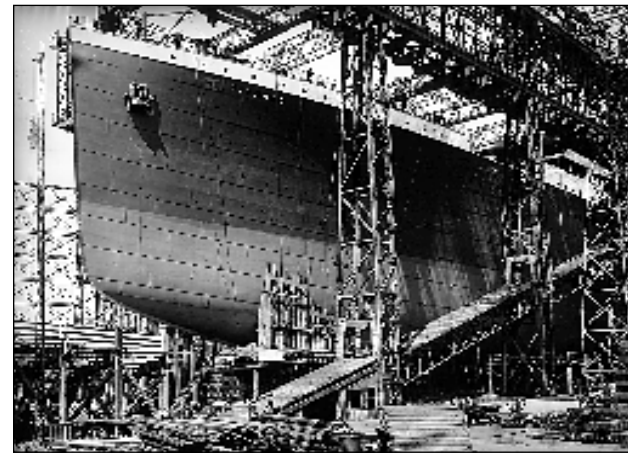
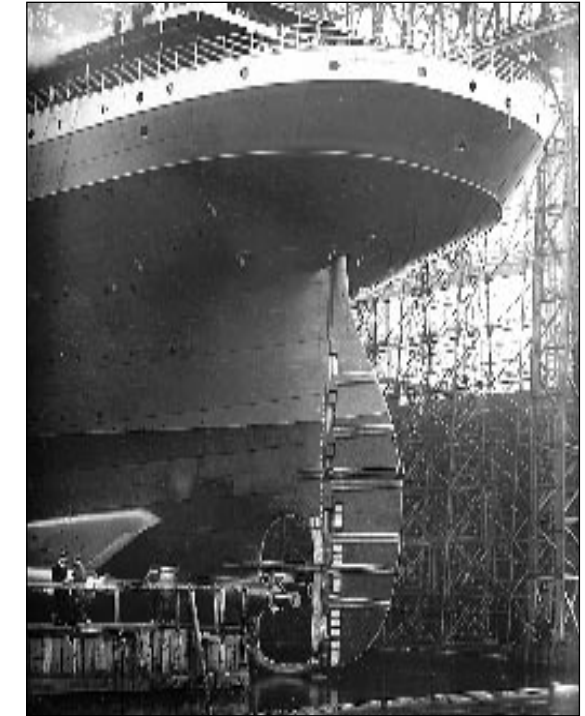
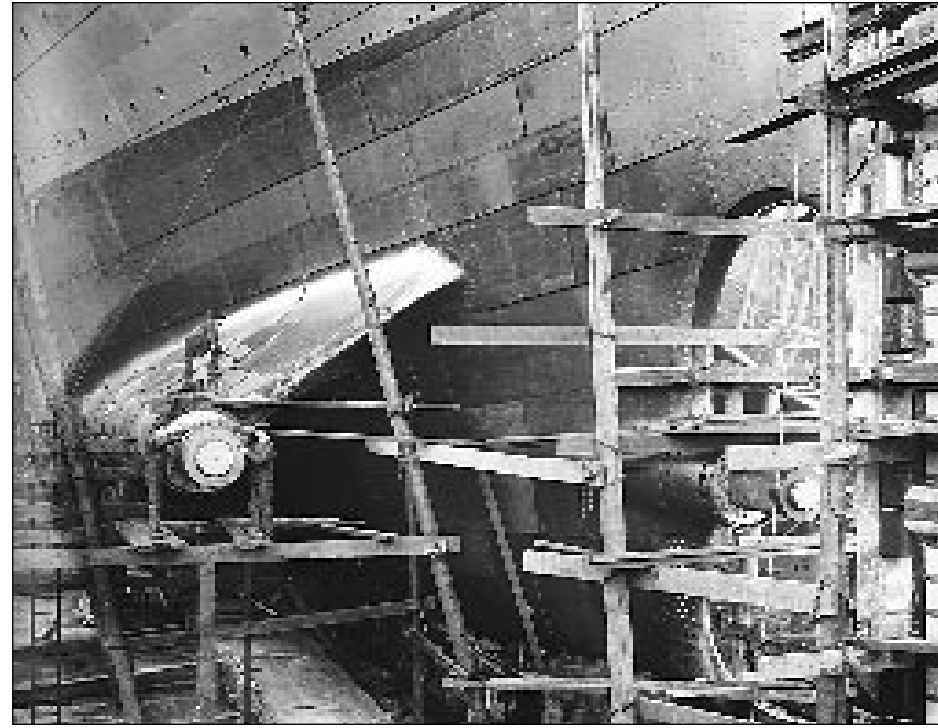
We began our development in late 1995 and we don't expect to see our first model until late 1997. The objective is to build both the limited-edition model and builder's model with the same level of detail and do so with absolutely no compromise.

The hull will have complete plating with every rivet that belongs in the hull. We calculate that there were more than 3,376,000 rivets in the Titanic hull... and you see every one you are supposed to see on our models. How far are we going with these models? Well, the deck handrails in first class had wood tops, while those in second and third class didn't. You see this detail on our models. You'll also see every minor change made to Titanic from Olympic which was first in class. You'll see these changes because we have a copy of the designer's notebook for Titanic with every change detailed with drawings, measurements, etc.

Both the builder's model and limited-edition models will have their hulls made from high-definition resin with real wood decks containing every detail found on the real wood decks, and hand-fabricated brass from the decks up. Both models will be internally lighted. The builder's model will tour major marine museums worldwide. Many of our limited-edition models have already been ordered by museums for their collections.

The final objective will be to display our limited-edition models in miniature display cases identical to the very ornate turn-of-the-century builder's model cases, done with hand-carved teak corner posts and clear-span glass so the model can be viewed without obstructions. Each model will also come with a builder's portfolio showing both the real Titanic and the model at various levels of construction. Additionally, a 22" x 28" remarked lithograph of our commissioned painting of the Titanic will accompany each model, and the lithograph will carry the same number as the model.

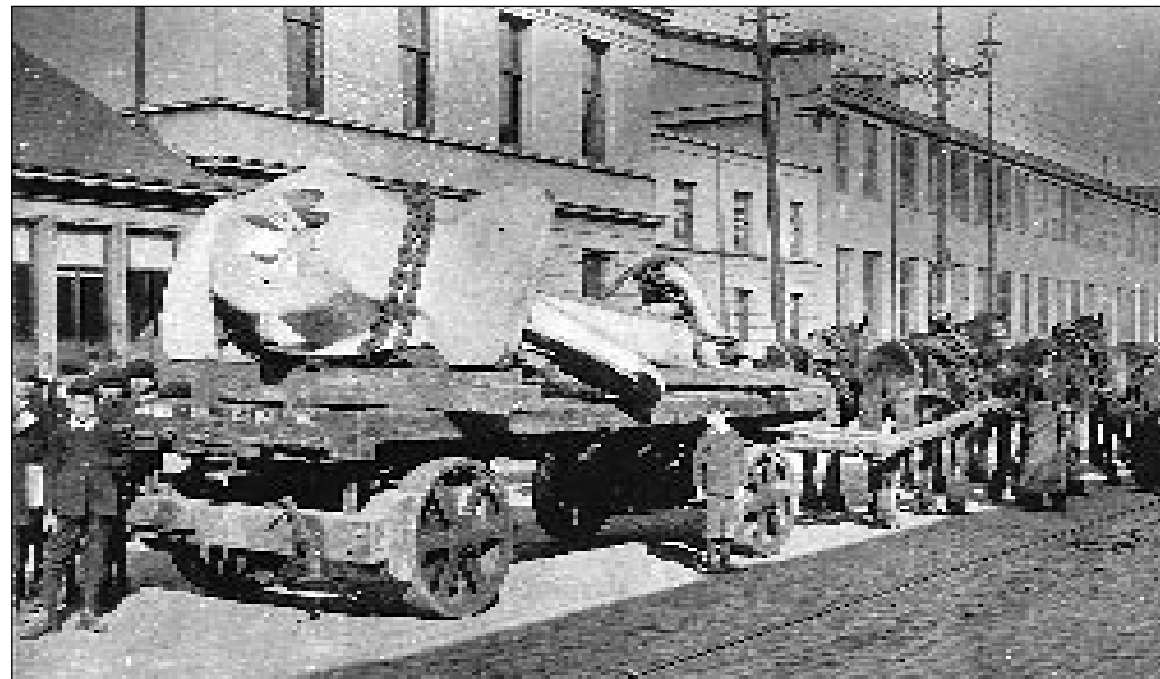
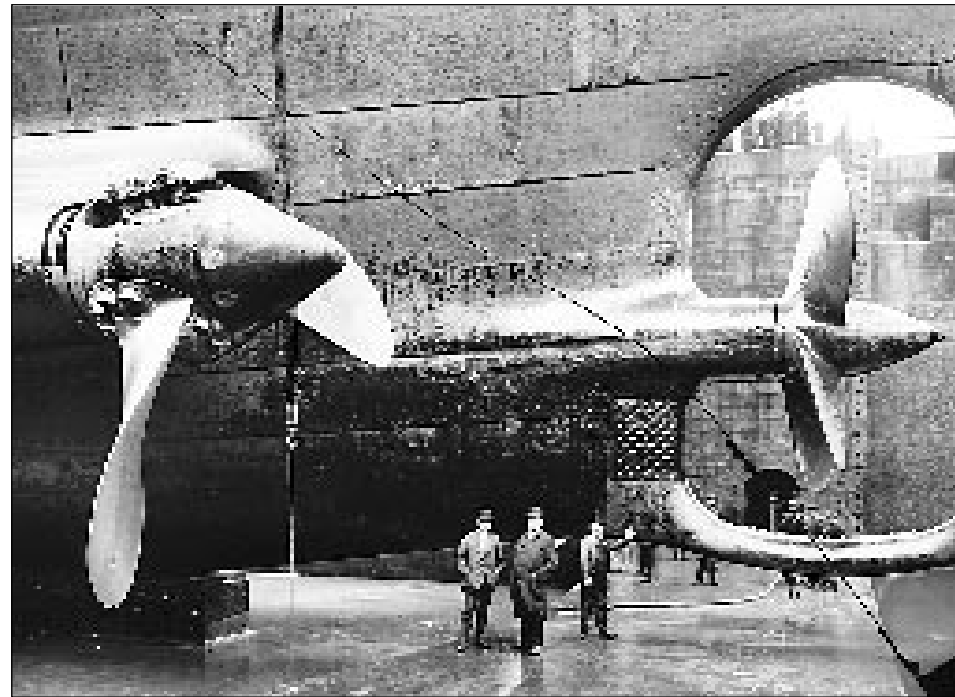
LIMITED EDITION: 401  
SCALE: 1: 192  
AVAILABLE: LATE 1997  
LENGTH: 55"  
PRICE: TBD



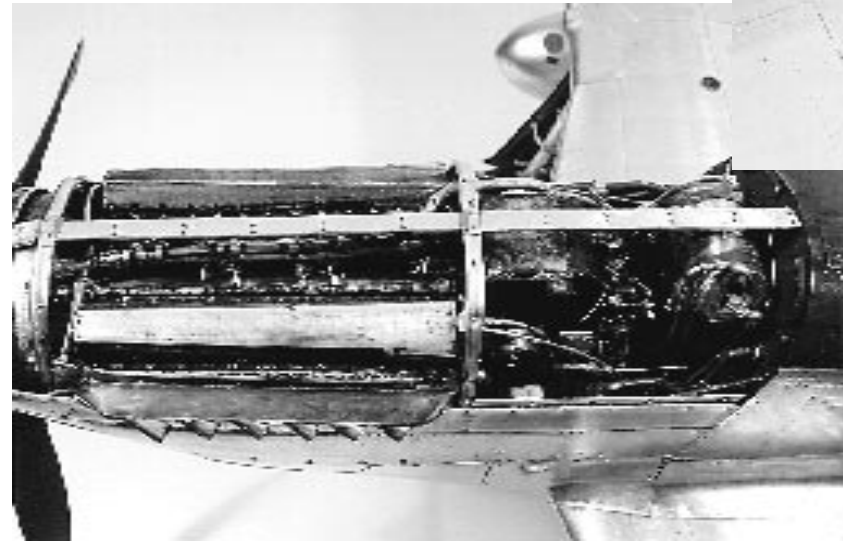
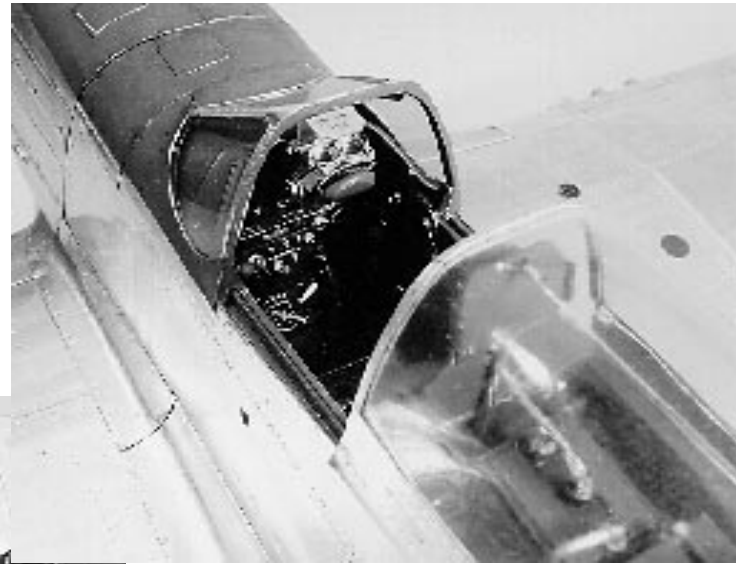
# P-51D MUSTANG

The P-51 is the third airplane in Fine Art Models' production plan. Scheduled for production in late 1997, this airplane will be made entirely of aluminum with completely detailed cockpit, sliding canopy, and removable engine cowl with detailed engine.

The P-51 will be available in the customer's choice of markings.







LIMITED EDITION: 139  
SCALE: 1:15  
WINGSPAN:  
LENGTH:  
HEIGHT:  
PRICE: TBD



# SPITFIRE MK I

At the time of its creation there was no airplane to match the Supermarine Spitfire for sheer beauty and grace of line. And with its impressive combat record, it ranks as one of the great single-seat fighters of World War II.

While there were more Hurricane aircraft used in the Battle of Britain, it was the Spitfire that emerged in the minds of the British as the single weapon that had preserved a way of life at a time when everything they held dear was in the greatest danger of being forcibly changed forever. The Spitfire captured the imagination of the public and remains an icon today.

The Spitfire MK I is the fourth airplane in Fine Art Models series of 1:15 scale aircraft. It will be made from the same materials as the real aircraft and is slated for production in 1998.



**FINE ART MODELS**

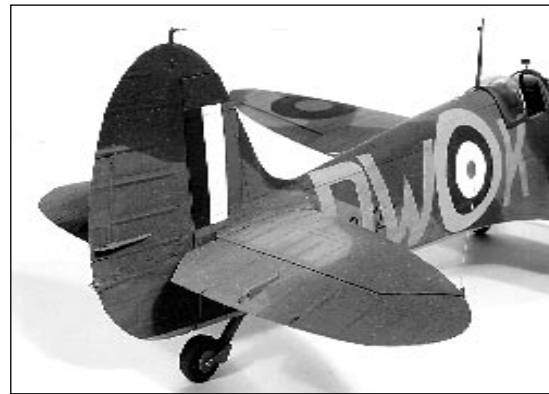
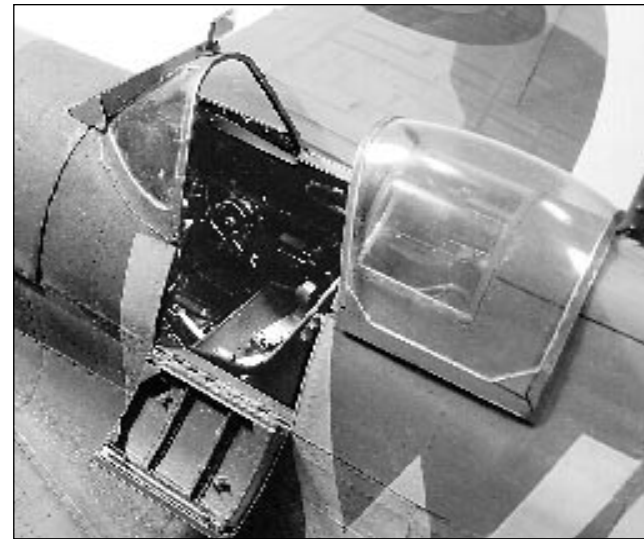
P.O. Box 225 Birmingham, MI 48012 248-288-5155

# U-BOAT VII-C

The Type VII U-boat formed the backbone of the German submarine fleet with a total of more than 700 boats built between 1935 and 1945. The variants, though stemming from a single basic type and retaining several common structural characteristics, differed from each other in performance and function — attack submarines VII-A, VII-B, VII-C, VII-C41, VII-C42, minelayers VII-D and torpedo re-supply boats VII-F.

The VII-C were produced in the greatest number of examples. U-69, the first of the VII-C, entered service on April 18, 1940.

The conventional gun armament of the Type VII boats, like that of all German submarines, underwent considerable changes during the war. In particular, from 1942, the various types and calibers of anti-aircraft cannon were considerably strengthened and, with the



LIMITED EDITION: TBD  
SCALE: 1:15

WINGSPAN: 30"  
LENGTH: 25"  
HEIGHT: 10"

BLACK WALNUT  
DISPLAY CASE

LENGTH: 32"

WIDTH: 28"  
HEIGHT: 12"

PRICE : TBD

**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



elimination of the deck gun, became the only form of surface armament in this type of boat. With the increasing threat from enemy aircraft, the caliber of cannon passed from the original 20mm, in single and twin mounts, to 37mm in single mounts and, in some cases, to 20mm in highly effective quadruple mounts.

From 1943, the Type VII boats began to receive the first folding-type snorkel devices, generally mounted alongside the conning tower, toward the bow. By the end of that year, all operational boats were so equipped, and the snorkel was included in the construction of all boats that had not yet entered service.

The snorkel considerably increased the operational capabilities of the Type VII boats. Batteries could be recharged while submerged, permitting long distances to be covered underwater, using the main engines to develop a speed of six knots. The chance of survival was increased, even in areas where there was a high degree of aerial opposition. Nevertheless, the Type VII had concluded its brief but extensive operational cycle by 1943-44. Like other conventional boats, it had been decisively beaten by the anti-submarine weapons and tactics of the times.

Between 1939 and 1945, 705 Type VII boats entered service, operating primarily in the Atlantic, the North Sea and the Arctic. Several boats were stationed in the Baltic and 64 operated in the Mediterranean.

A Type VII boat, U-30, torpedoed a British passenger liner, Athenia. She sank the next day, the first victim of a submarine in the Second World War. The first and last German boats lost during the war were also Type VII's: U-27 was sunk with depth charges by the British destroyers Forester and Fortune, south of the Hebrides on September 22, 1939, and U-320 was sunk by aircraft off Bergen on May 7, 1945, only a few hours before the end of hostilities in Europe.

The first boat captured during the war was a Type VII: U-570 surrendered after having been damaged by British aircraft on August 27, 1941, and became HMS Graph. The first boat handed over to the British at the surrender was the Type VII U-249.

Of the almost 3,000 merchant ships sunk by German boats during the Second World War, more than 50 percent were sunk by Type VII U-boats. Two Type VII's achieved the highest scores of the war: U-48 with 53 ships sunk, and U-99 with 37 ships sunk. To these results can be added the damaging of several major warships and the sinking of numerous vessels of lesser displacement.

Particularly important were the sinking of the British aircraft carrier Courageous by U-29, the first major warship lost during the war; Ark Royal, torpedoed in the Western Mediterranean by U-81 and U-205, which deprived Gibraltar's Force H of its aircraft carrier; and the battleship Royal Oak, in her supposedly secure base at Scapa Flow.

Of the 705 Type VII boats which entered service before May 1945, 437 were lost in action. The remainder were lost to other causes, chiefly the bombing of ports and shipyards. A total of 165 boats were scuttled by their crews.

Fine Art Models has produced the U-boat VII-C with uncompromising detail, using original plans. The high-definition hull has every detail found on the original hull and the deck upwards is fabricated in brass. Modeled in 1:96, the U-boat VII-C makes a fine addition to the Fine Art Models' Fletcher Destroyer also modeled in 1:96. As with all Fine Art Models ships, our U-boat comes complete with a black walnut display case and cover.

LIMITED EDITION: 139

SCALE: 1:96

LENGTH: 27.25"

WIDTH: 3"

HEIGHT: 8"

BLACK WALNUT DISPLAY

BASE WITH COVER

LENGTH: 31"

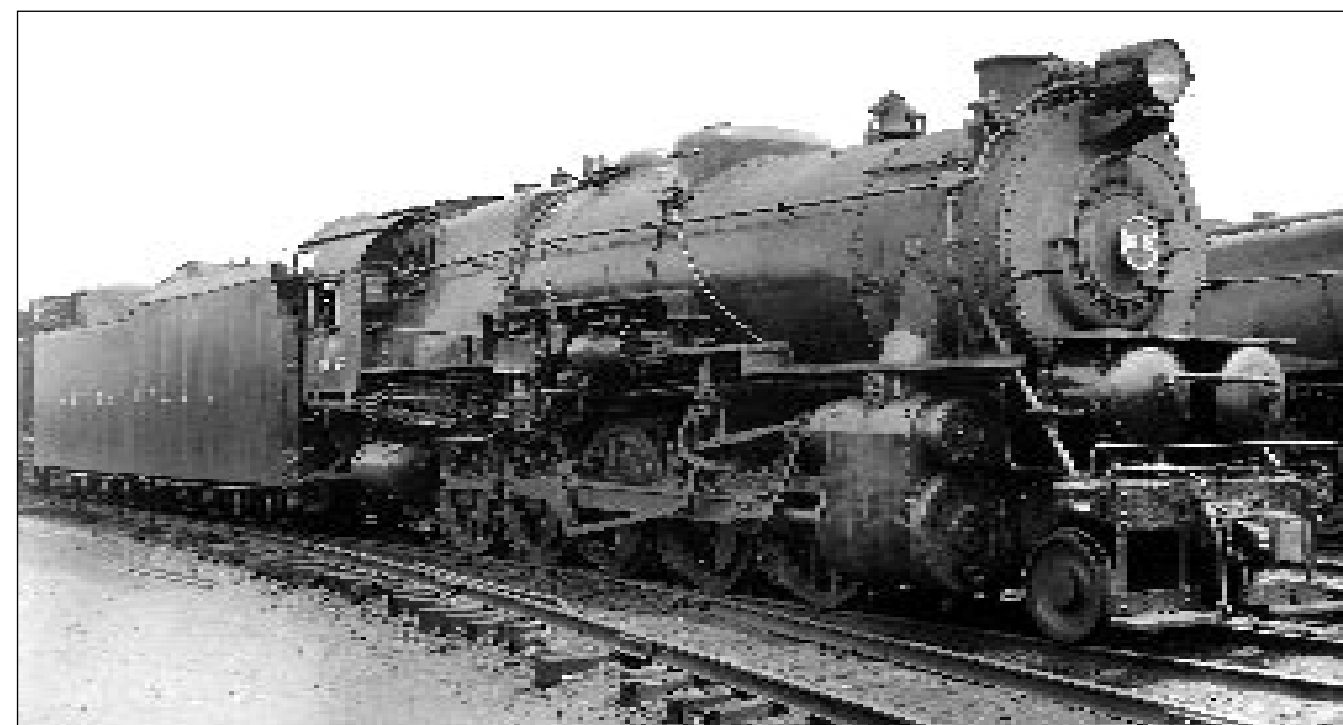
WIDTH: 6"

HEIGHT: 11"

PRICE: \$2,995

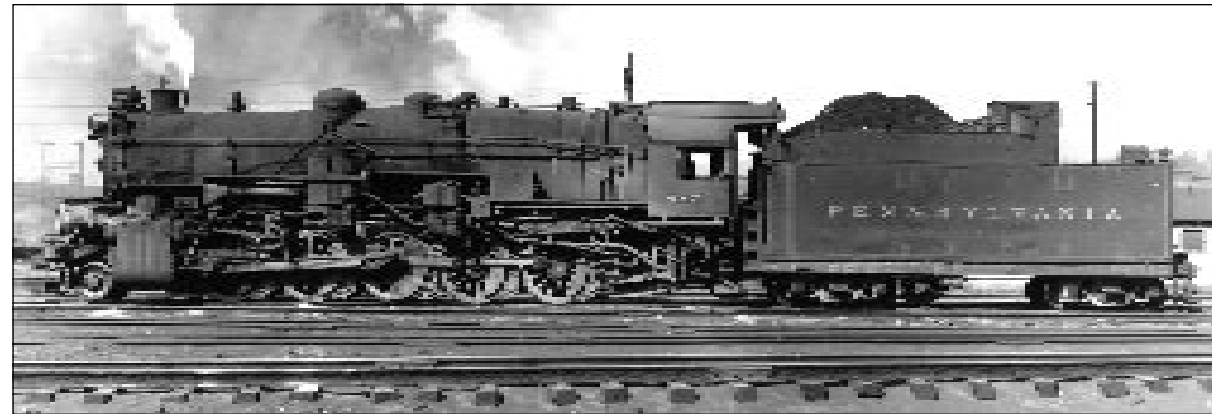
# P E N N S Y I - 1

The most requested Pennsy locomotive has been the I-1. This 2-10-0 Decapod was perhaps the most rugged and powerful locomotive for its size in the entire Pennsy fleet. Its success is seen in the fact that the Pennsylvania Railroad build 598 of these locomotives between 1916 and 1947. Used predominately in the mountainous territory north and west of Williamsport, Pennsylvania, it was not uncommon to see two I-1s pulling a string of coal hoppers up a grade with two more I-1s pushing.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



We will build 139 I-1s, split between two 1940s versions featuring a long-haul tender with dog house and the traditional short tender with dog house. As with all Fine Art Models locomotives, this model will feature our sound system, Pittman motors, ball bearings at all moving points in the drive-line, opening fire box door and scale backhead gauges. Each locomotive and tender will come complete with a roller base display case.

The I-1 is planned for 1997 and pricing information and delivery date will be available at the end of 1996. Please contact us if you wish to be placed on the update list for this locomotive.

LIMITED EDITION: 139  
SCALE: 1:32

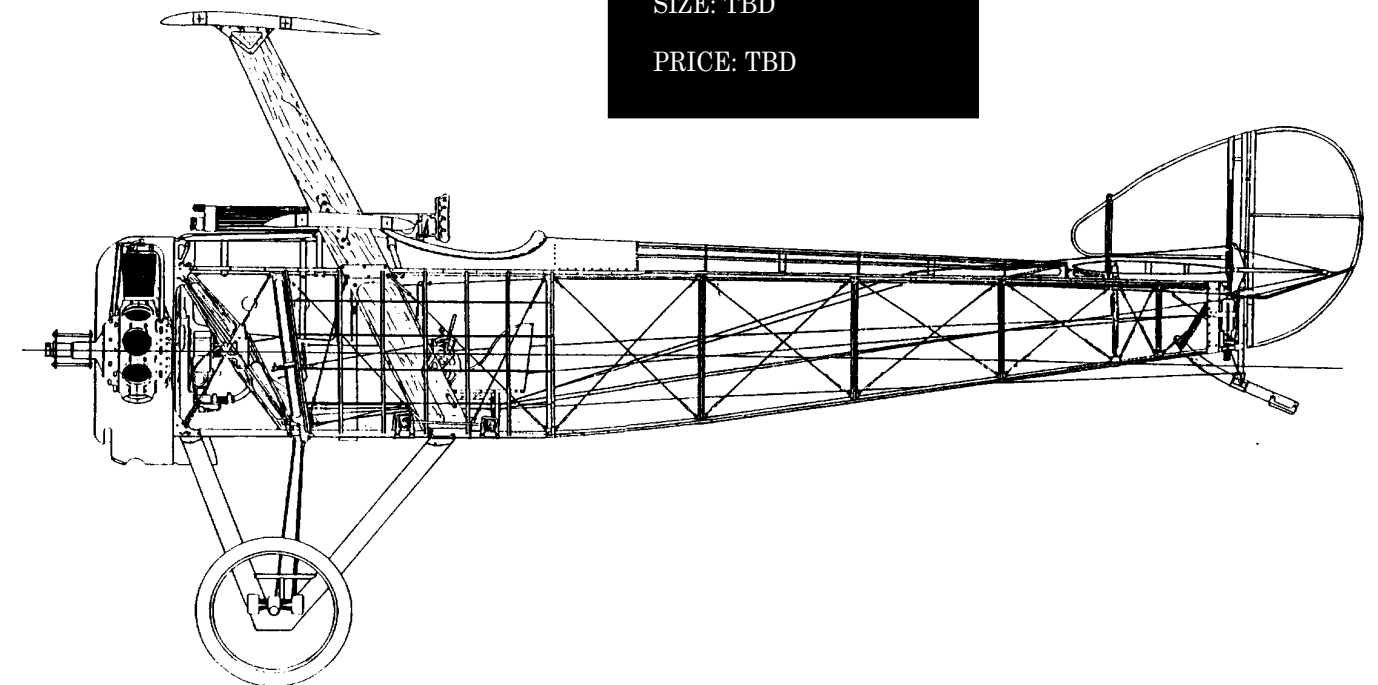
LENGTH: 29"  
WIDTH: 5"  
HEIGHT: 6"

BLACK WALNUT DISPLAY  
BASE WITH COVER  
LENGTH: 35"  
WIDTH: 9"  
HEIGHT: 9"  
PRICE: TBD

# F O K K E R D r 1

The Fokker Dr1 tri-plane was the most famous airplane of WWI due in large part to the legendary Red Baron. The Fokker is the second airplane in our WWI series following the Nieuport 11. It's scheduled for production in 1997. We are fortunate to have obtained every piece of reference for this plane and when we are finished the only difference between the 1:15 scale model and the real airplane will be the size.

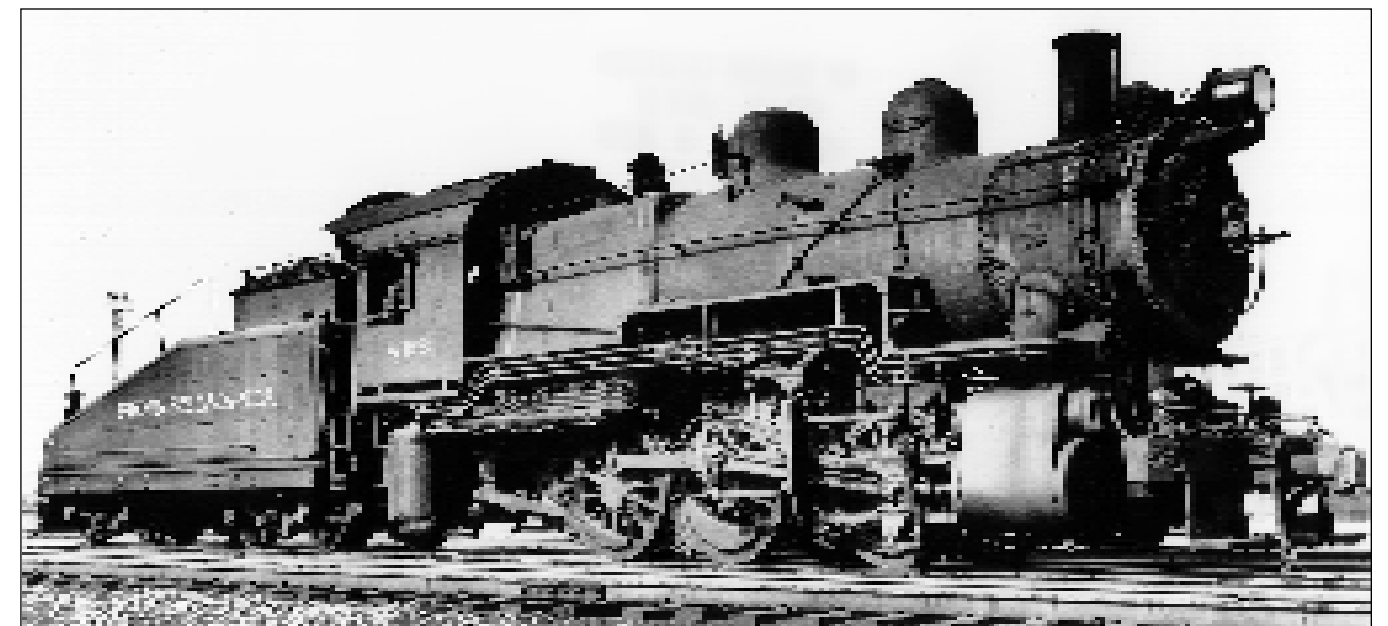
LIMITED EDITION: 139  
SCALE: 1:15  
SIZE: TBD  
PRICE: TBD



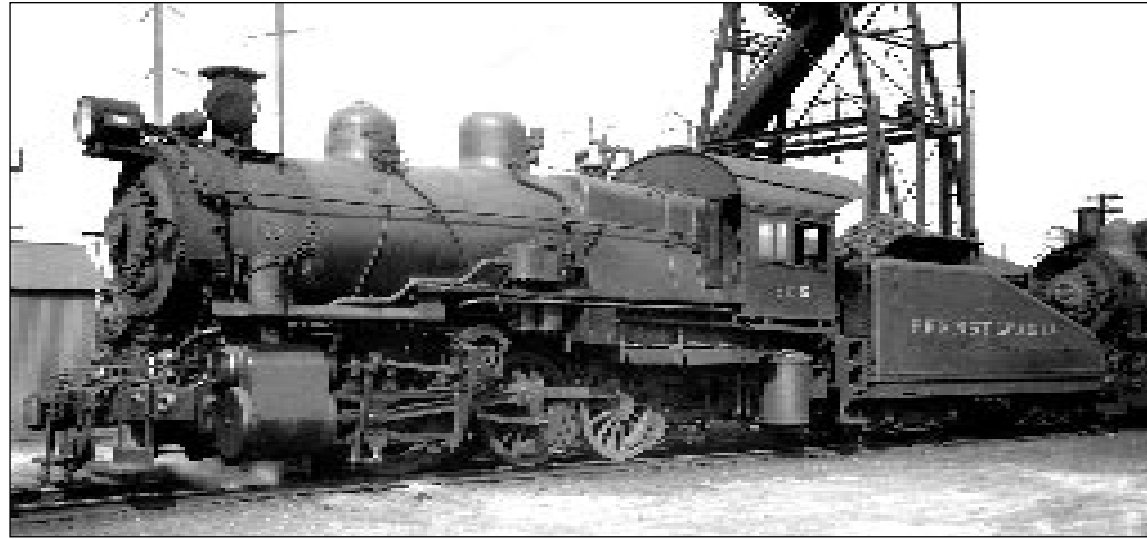
# B 6 s b

The most successful switcher ever built by the Pennsylvania Railroad was the B6. While there were many variations of the B6 built between 1902 and 1926, the 238 “sb” versions built between 1916 and 1926 proved to be the most popular and successful. The B6sb remained in service well into the 1940s.

Fine Art Models will produce 139 of these little gems complete with sound. Each locomotive will have its own road number, and the method of construction will be the same as our larger locomotives. All moving drive-line parts will utilize ball bearings.







# D A L L E E E N G I N E E R T H R O T T L E

When we started Fine Art Models we wanted the best sound system available anywhere, so we went to Dalle Electronics and created our own. Once this was done we wanted a transformer that would match up to the quality of our locomotives.

LIMITED EDITION: 139  
SCALE: 1:32

LENGTH: 22"  
WIDTH: 5"  
HEIGHT: 5.5"

BLACK WALNUT  
DISPLAY ROLLER BASE  
WITH COVER  
LENGTH: 28"  
WIDTH: 8"  
HEIGHT: 8.5"

PRICE: TBD

Pittman motors will power this locomotive and of course it will be of all metal construction. Backhead detail will feature an opening fire box door and exact scale gauges with glass lenses.

Our objective is to offer an optional test-weight car with the locomotive and provide a display base which would be a scale with wood scale house.

The Pennsy B6sb will be available in 1997 and pricing will be available in late 1996. Please contact us if you wish to be placed on the update list for this model.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

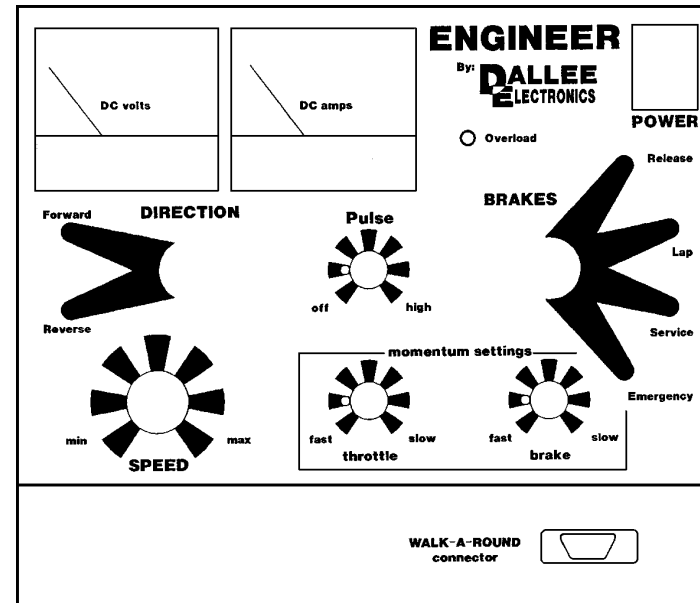
We could not find one, so we went back to Dallee and told them exactly what we wanted. They are now producing for us a transformer second to nothing we have found in the world today.

The Engineer Throttle is an integrated-circuit design, full-feature momentum throttle. The standard Engineer produces 14 volts DC with a maximum current of 5.0 amperes. The Gauge 1 Engineer produces 18 volts DC with a maximum current of 4.0 amperes (optional 8.0). In addition to its meter instrumentation and adjustable pulse generation circuitry, the Engineer allows the user to vary both the throttle speed response (momentum) and the service brake response. This variability of both throttle and brake response permits realistic simulation of handling characteristics ranging from light engine movement to full tonnage trains.

Interlocked reverse is also a standard feature of the Engineer. Interlocked reverse requires the train to stop before the reverse switch becomes functional. The Engineer is equipped with a regulation circuit that maintains a constant output voltage and therefore constant locomotive speed. The Engineer's pulse generation circuitry allows adjustment of pulse height to permit matching of pulses to individual locomotive motor starting requirements. The pulse frequency is varied automatically according to the demand established by the Engineer's output voltage level.

The Engineer has a four-position brake switch which simulates most operating functions including acceleration, deceleration and/or braking and continuous running. This brake switch, together with the reverse interlock feature, are combined in the optional Walk-A-Round controller to permit walk-around control, with memory, of the Engineer from any number of remote plug-in locations.

The Engineer throttle is available in both 115 volt and 220 volt.



LIMITED EDITION: 139

LENGTH: 11"

WIDTH: 11"

HEIGHT: 11"

PRICE:

115 VOLT, 4 AMP U.S. VERSION - \$650

220 VOLT, 4 AMP EURO VERSION -

\$685

8 AMP VERSION ADD - \$100

WALK-A-ROUND VERSION ADD - \$100

# B I G B O Y

Certainly the most famous American locomotive in history has to be the Big Boy. One has to wonder how much of this renown is due to its name. As a result of many requests, Fine Art Models will produce this locomotive in 1997 with delivery planned for December 1997.

In reality, the Big Boy was not as powerful or big as the Allegheny H8, yet it was two feet longer due to its extended pilot. Because of this and its name it has carried the title of America's biggest locomotive.

A total of 25 Big Boys were built and we will build all of them within our limited edition of 139 pieces. There were three very distinct versions and we will build these and perhaps a fourth version.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

One thing we can guarantee is that this will be the finest example of the Big Boy ever produced with our patented sound system, large twin Pittman motors, ball bearings at all moving points and complete backhead detail with scale gauges. Every door, hatch or inspection plate on the real locomotive that opens will open on our model. There will be no compromise.

We have guaranteed the price at \$9,995 and have a special plan for those lucky enough to be able to get one. This includes a signed and remarked limited edition lithograph of the Big Boy plus an optional display base with ballasted track and operating signal. Of course the locomotive comes with a roller base and operating scale signal.

If you would like additional information please contact us and we will put you on the update list for this locomotive.

LIMITED EDITION: 139  
SCALE: 1:32  
  
LENGTH: 46.66"  
WIDTH: 5"  
HEIGHT 6.5"  
  
MAHOGANY DISPLAY ROLLER  
BASE AND COVER  
LENGTH: 52"  
WIDTH: 9"  
HEIGHT 9"  
  
PRICE: \$9,995

**FINE ART MODELS**  
P.O. Box 225 Birmingham, MI 48012 248-288-5155

# J3a HUDSON

In 1937 the New York Central Railroad ordered what would become the first of 50 J3a Hudson locomotives. These locomotives resembled their earlier cousins the J1 and J2, but the most conspicuous difference was the use of disc driving wheels with half the engines having Boxpok wheels with oval openings, and the other half the Scullin type with circular openings.

The final 10 engines were covered in a streamlined casing designed by Henry Dreyfuss. Of all the streamlined casings added to American locomotives, this was the first to exploit the natural shape of the locomotive rather than conceal it, and the working

DREYFUSS HUDSON





CONVENTIONAL HUDSON

# 1938 BROADWAY LIMITED AND 20<sup>TH</sup> CENTURY LIMITED

Certainly, the two most famous American passenger trains in history have to be the Pennsylvania Broadway Limited and New York Central 20th Century Limited. Fine Art Models has produced both of these trains in O-scale and now we turn our attention to doing them in Gauge 1.

In O-scale we were told that our models were not only the finest passenger cars ever produced, but that they ranked among the finest O-scale products — period. Well, that told us that we had to



BAGGAGE, RAILWAY POST OFFICE

parts were left exposed. Many consider this to be the most impressive streamlined locomotive ever, especially when pulling the 1938 20th Century Limited Pullman cars painted in matching colors.

Fine Art Models will produce both versions of the J3a Hudson. There will be 100 Dreyfuss Hudsons built to go with our 20th Century Limited passenger cars and 100 J3a freight locomotives. There will be 50 freight models featuring each of the two different drive wheel designs. Also, all freight locomotives will come with the 16-wheel Centipede tenders.

Both Hudsons will feature our patented sound system and ball bearings used at every point in the drive-line. Complete backhead detail will be present with miniature gauges. Every hatch or door that opens on the real locomotive will open on our model. In short, this will be the finest Hudson model ever built by anyone in any scale.

Production of the Hudson is scheduled for late 1996. If you are interested in further information we invite you to contact us so we can place you on our update list for this locomotive. We are accepting orders and feel certain that these models will be sold out before they are ever built.

**LIMITED EDITION:**

100 DREYFUSS

100 FREIGHT

SCALE: 1:32

LENGTH: 36"

WIDTH: 5"

HEIGHT: 6"

MAHOGANY

DISPLAY

ROLLER BASE

WITH COVER

LENGTH: 42"

WIDTH: 9"

HEIGHT: 9"

PRICE \$7,500

**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

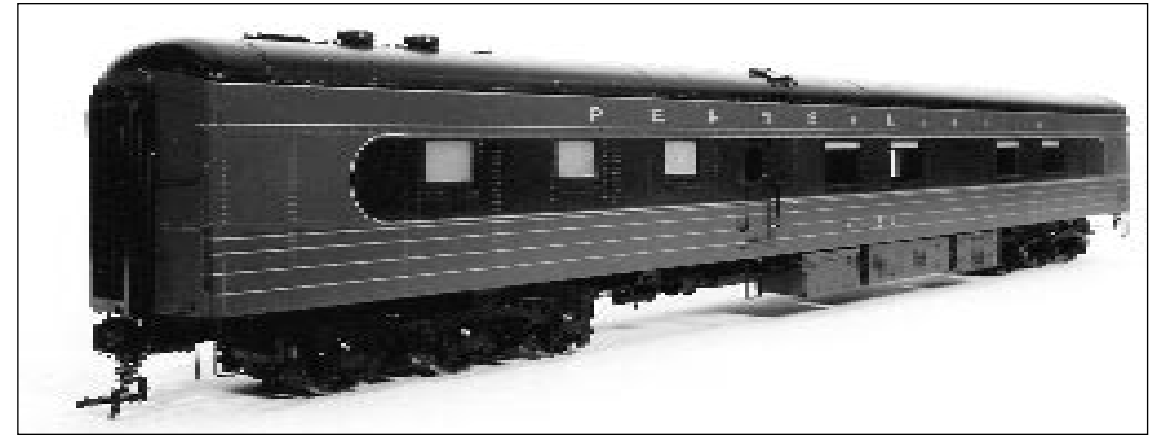
build these cars in Gauge 1 where we could really model all the detail found on these cars.

We have designed and built these models from the original Pullman blueprints and to this day we are the only company ever permitted to use the Pullman drawings from their original archives. There are eight unique cars in the Broadway consist, including the heavyweight diner and RPO cars and six lightweight streamlined Pullman cars. The 20th Century Limited is made up of lightweight Pullmans.

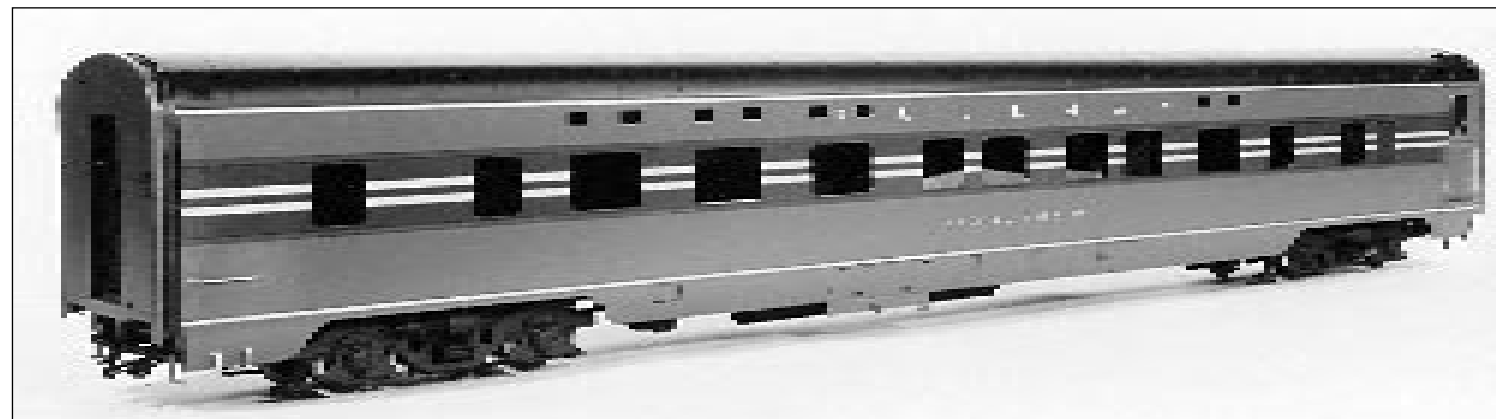
Each car is constructed of brass with sprung trucks and ball-bearing axle journals. Every door that is supposed to open does open and each car has functional end diaphragms. Complete underbody detail will be found as well as complete interiors with lighting. Real glass is used for the windows.

We can say with all confidence that these cars are museum quality in every way and the reason we can say this is we challenge you to find the Broadway Limited or the 20th Century Limited in this quality in any museum today. The following list will show you the cars and the availability of each.

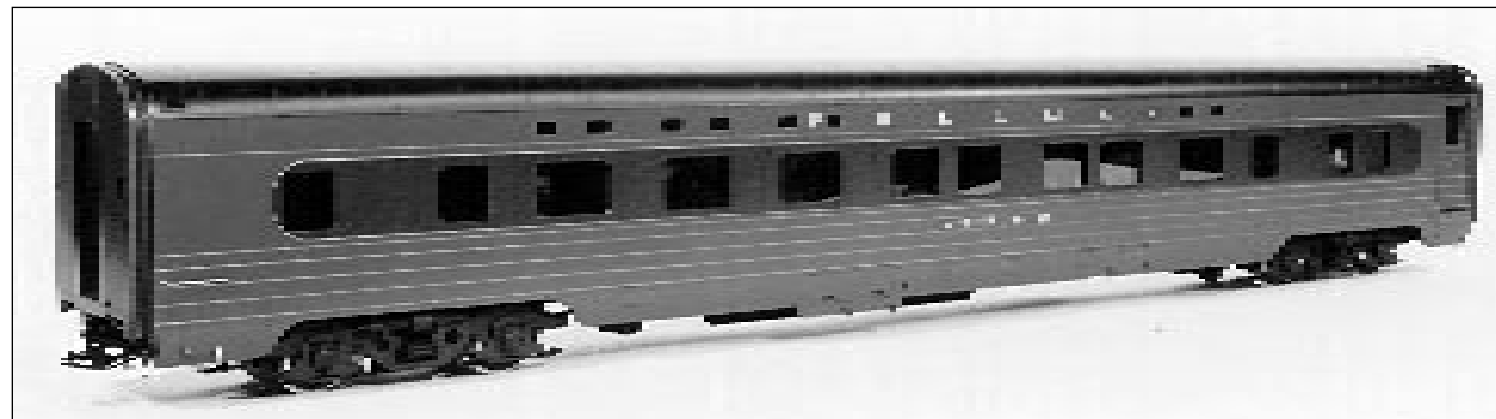
*DINING CAR*



*20<sup>TH</sup> CENTURY PULLMAN*



*BROADWAY PULLMAN*



LIMITED EDITION:  
40 SETS OF 8 CARS  
10 SETS OF 13 CARS  
SCALE 1:32

LENGTH: 32"  
WIDTH: 4"  
HEIGHT: 5"

MAHOGANY DISPLAY BASE WITH  
COVER

LENGTH: 35"  
WIDTH: 8"  
HEIGHT: 8"

PRICE: \$2,500 EACH



## 1938 BROADWAY LIMITED

---

OCTOBER 1996	Car No. 4420* Car No. 4423 Car No. 6529* Car No. 8618 Imperial Plateau* Imperial Point	Diner (streamlined heavyweight) Optional Diner for 13 car consist Railway Post Office Car (streamlined heavyweight) Optional Post Office Car for 14 car consist 2 Drawing Room, 4 Compartment, 4 Double Bedroom Optional car for 13 car consist
DECEMBER 1996	Allegheny County* New York County	13 Double Bedrooms Optional car for 13 car consist
FEBRUARY 1997	City of St. Louis* City of New York* City of Washington City of Columbus	18 Roomettes 18 Roomettes Optional car for 13 car consist Optional car for 13 car consist
MARCH 1997	Harbour Springs*	2 Double Bedroom, Secretary, Barber Shop, Bar-Lounge
APRIL 1997	Metropolitan View*	2 Master Rooms, 1 Double Bedroom, Buffet Lounge, Observation

## 1938 20<sup>TH</sup> CENTURY LIMITED

---

OCTOBER 1996	Imperial Castle* Imperial Mansion Imperial Palace	4 Compartment, 2 drawing Room, 4 Double Bedrooms Optional car for 13 car consist Optional car for 13 car consist
DECEMBER 1996	Westchester County*	13 Double Bedroom
JANUARY 1997	Cascade Glory* Cascade Valley	10 Roomette, 5 Double Bedroom Optional car for 13 car consist
FEBRUARY 1997	City of Indianapolis* City of Chicago	17 Roomette Optional car for 13 car consist
MARCH 1997	Century Club*	Dormitory, Barber Shop, Lounge
APRIL 1997	Manhattan Island*	Observation
MAY 1997	Car No. 5020*	Baggage, Railway Post Office
JUNE 1997	Car No. 680* Car No. 681	Dining Car Optional car for 13 car consist

\* These cars needed for eight car set.

**FINE ART MODELS**  
P.O. Box 225 Birmingham, MI 48012 248-288-5155

# M 3 A 1 3 7 M M F I E L D G U N

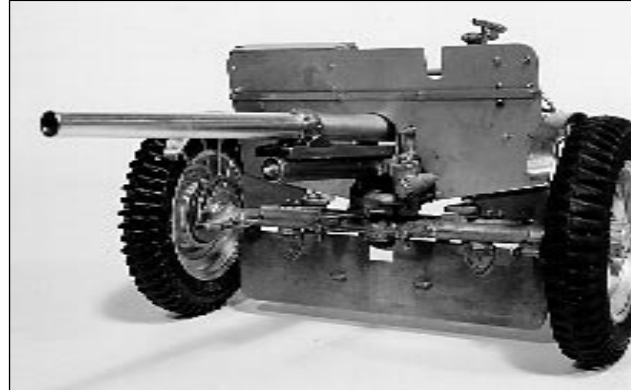
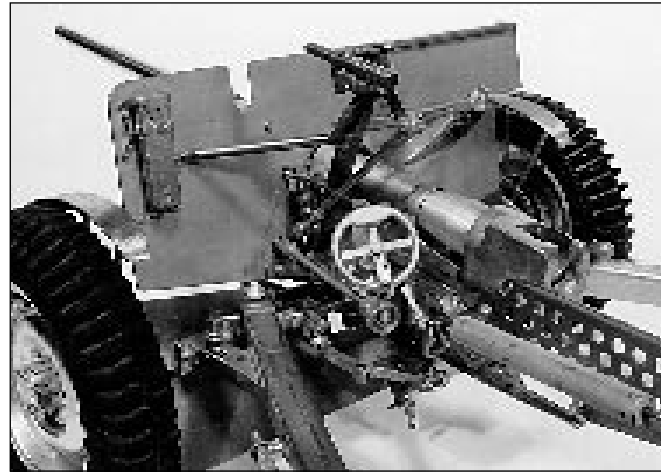
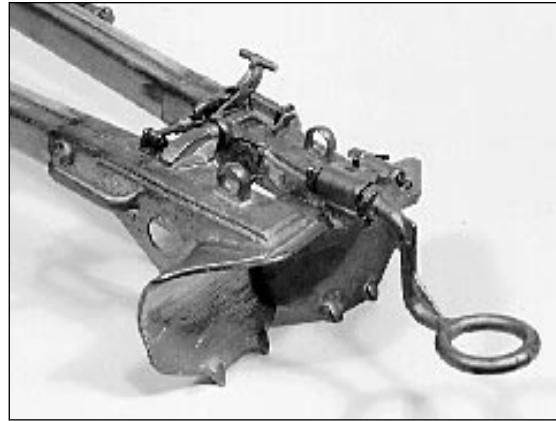
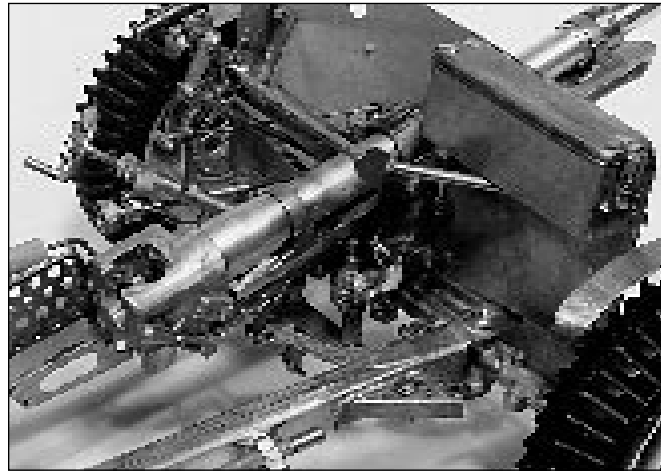
This masterpiece of a model defies belief. Using the same standards as for our Willys MB jeep, this gun is built according to the blueprints for every part on the full-size gun. Every feature on the model is functional.

#### FEATURES INCLUDE:

- Operating breech
  - Operating windage knob
  - Operating elevation wheel
  - Spring-loaded lock for barrel travel latch
  - Spring-loaded lock for leg travel latch
  - Hinged flak shield
  - Hinged steady rests at each wheel, with spring locks
  - Rubber tires
  - Interlocking gun sight with elevation movement
  - Removable towing light
  - Removable two-piece wood cleaning rod
  - 37mm shell
  - Locking swivel pintle eye
- Each model is made entirely of metal and only three pieces per month can be built.



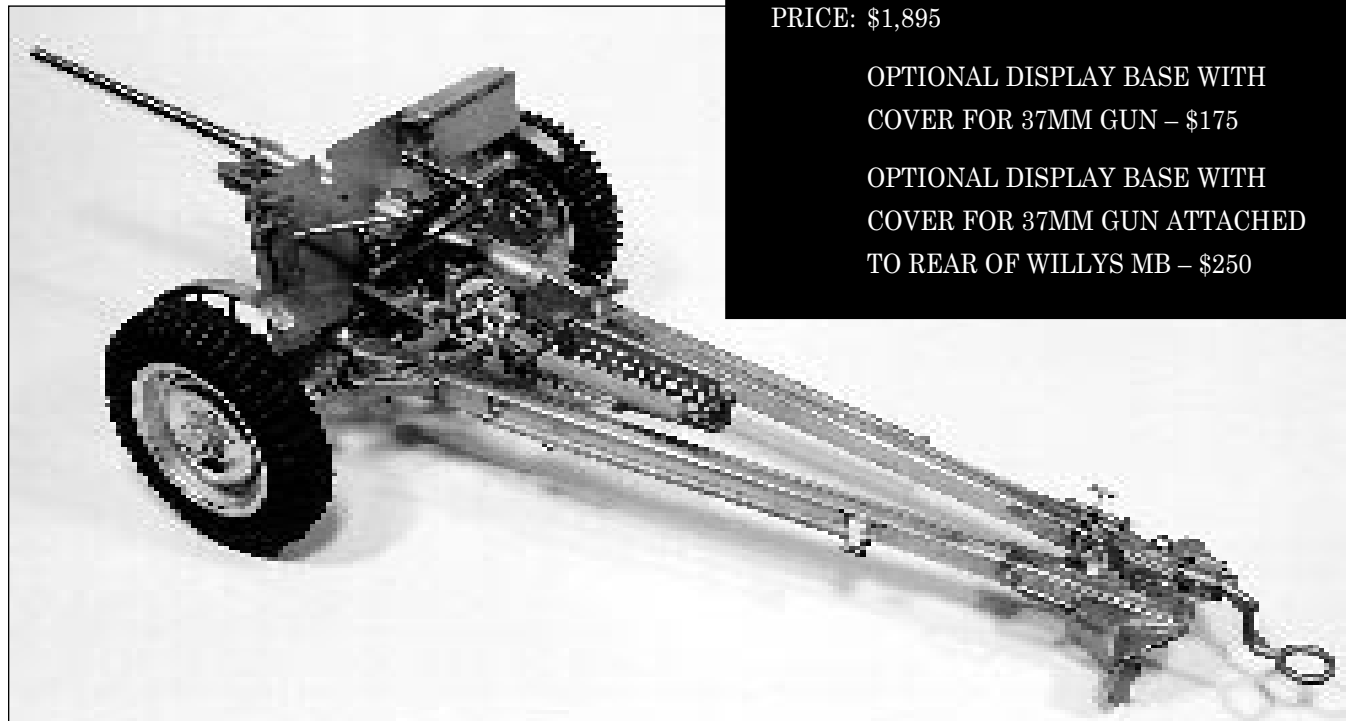
# J E E P ACCESSORIES



EDITION: OPEN  
SCALE: 1:8  
PRICE: \$1,895

OPTIONAL DISPLAY BASE WITH  
COVER FOR 37MM GUN – \$175

OPTIONAL DISPLAY BASE WITH  
COVER FOR 37MM GUN ATTACHED  
TO REAR OF WILLYS MB – \$250



30 CALIBER MACHINE GUN WITH TRIPOD

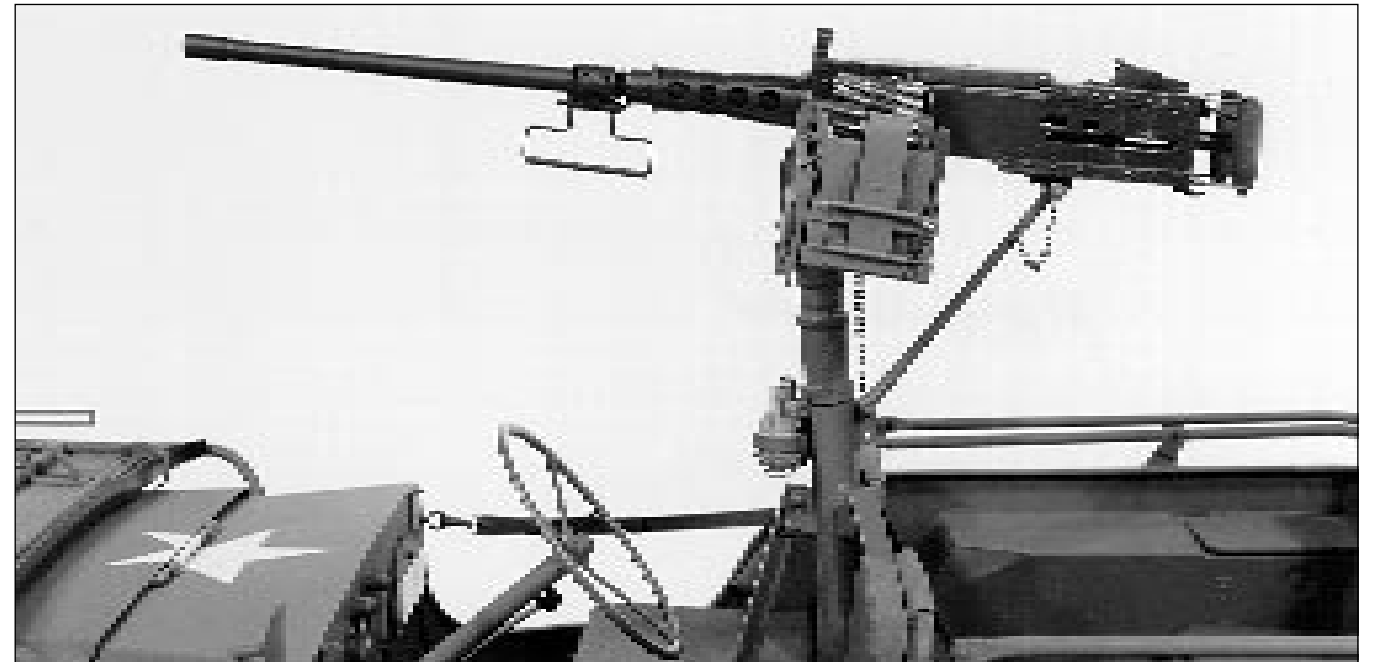


30 CALIBER PEDESTAL MACHINE GUN



50 CALIBER PEDESTAL MACHINE GUN

50 CALIBER PEDESTAL MACHINE GUN



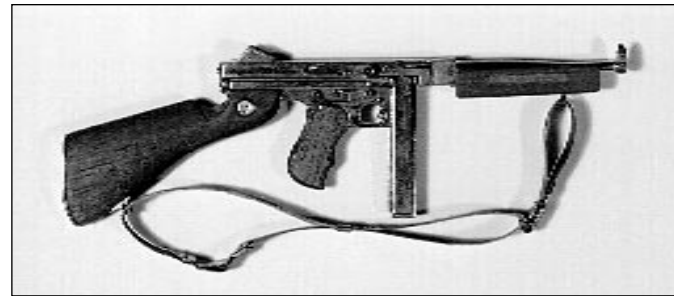
**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

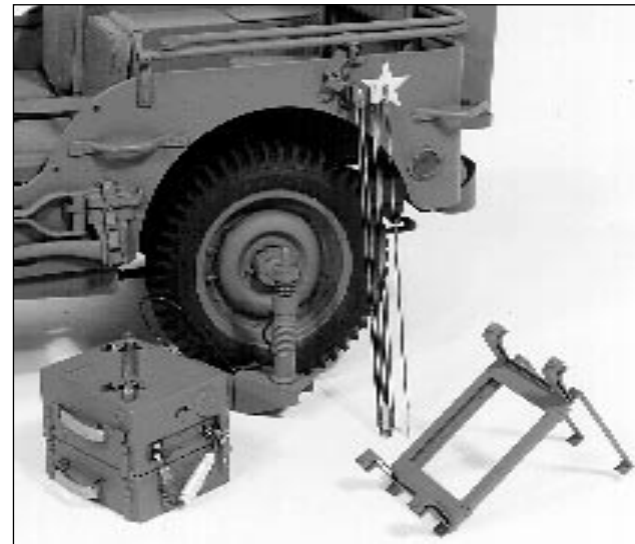
# JOHN BULL

The John Bull is America's oldest surviving locomotive. It was made by the English firm Stephensons for the Camden and Amboy Railroad in Pennsylvania, and assembled by Isaac Dripps in 1831. Dripps furnished a pilot, running on an axle of its own in front, which both steadied the engine and saved it from derailment if it encountered a stray cow; hence the often-used term cow-catcher for a locomotive pilot.

And just as interesting as the locomotive, is the classic bridge it ran over in the 1830s. When we located the plans for the locomotive we also accidentally found the plans for this bridge, so we



THOMPSON M1A1 MACHINE GUN



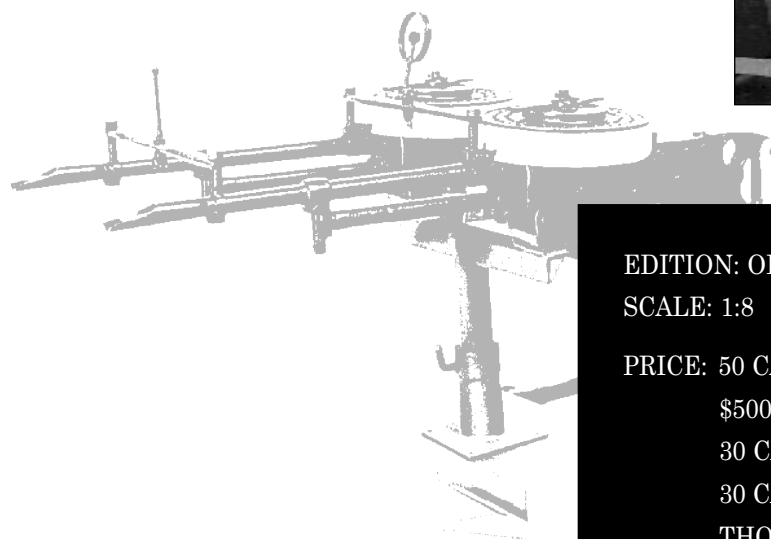
JEEP RADIO UNIT



30 CALIBER CARBINE WITH HOLDER



TWIN VICKERS MACHINE GUNS



EDITION: OPEN

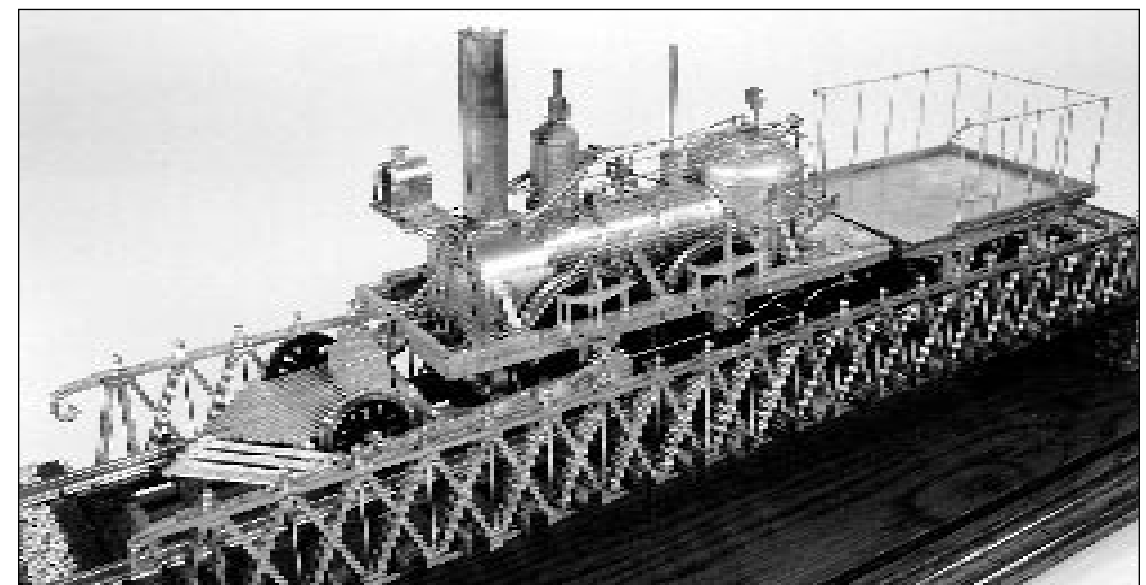
SCALE: 1:8

PRICE: 50 CALIBER PEDESTAL MACHINE GUN — \$500  
30 CALIBER PEDESTAL MACHINE GUN — \$500  
30 CALIBER MACHINE GUN WITH TRIPOD — \$350  
THOMPSON M1A1 MACHINE GUN — \$250  
TWIN VICKERS MACHINE GUNS — \$500  
37 MILLIMETER GUN\* — \$1,895  
30 CALIBER CARBINE WITH HOLDER — \$350  
JEEP RADIO UNIT — \$350

\* See separate catalog page

**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



figured it would make a great presentation to do the bridge as well. The bridge features individually spiked rails, tapered oak beams and stone foundations on either end. The two bridge beams are brass and assembled just as the real beams were. Both the John Bull and bridge can be seen on display at the Smithsonian Institution in Washington, D.C.

Our John Bull is electrically powered and made entirely of brass with a real wood-covered boiler. Even the wood on the tender is real.

LIMITED EDITION: 139

SCALE: 1:32

LENGTH: 19.5"

WIDTH: 4"

HEIGHT: 9"

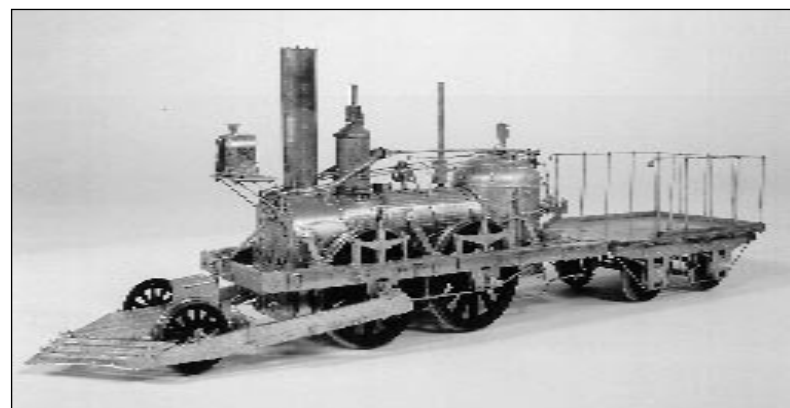
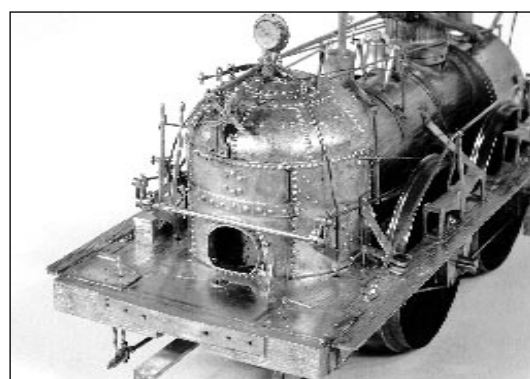
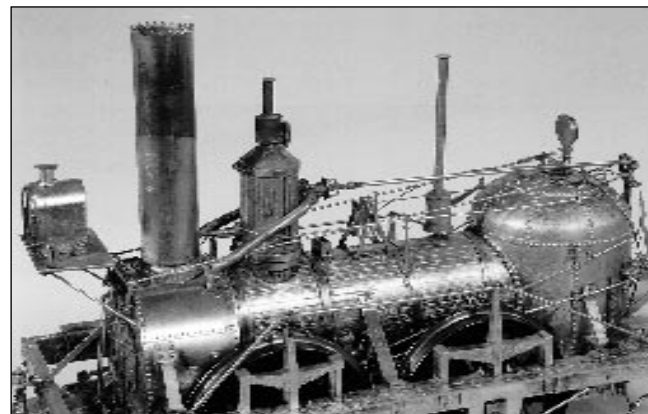
BLACK WALNUT DISPLAY  
BASE WITH GLASS COVER

LENGTH: 24"

WIDTH: 7"

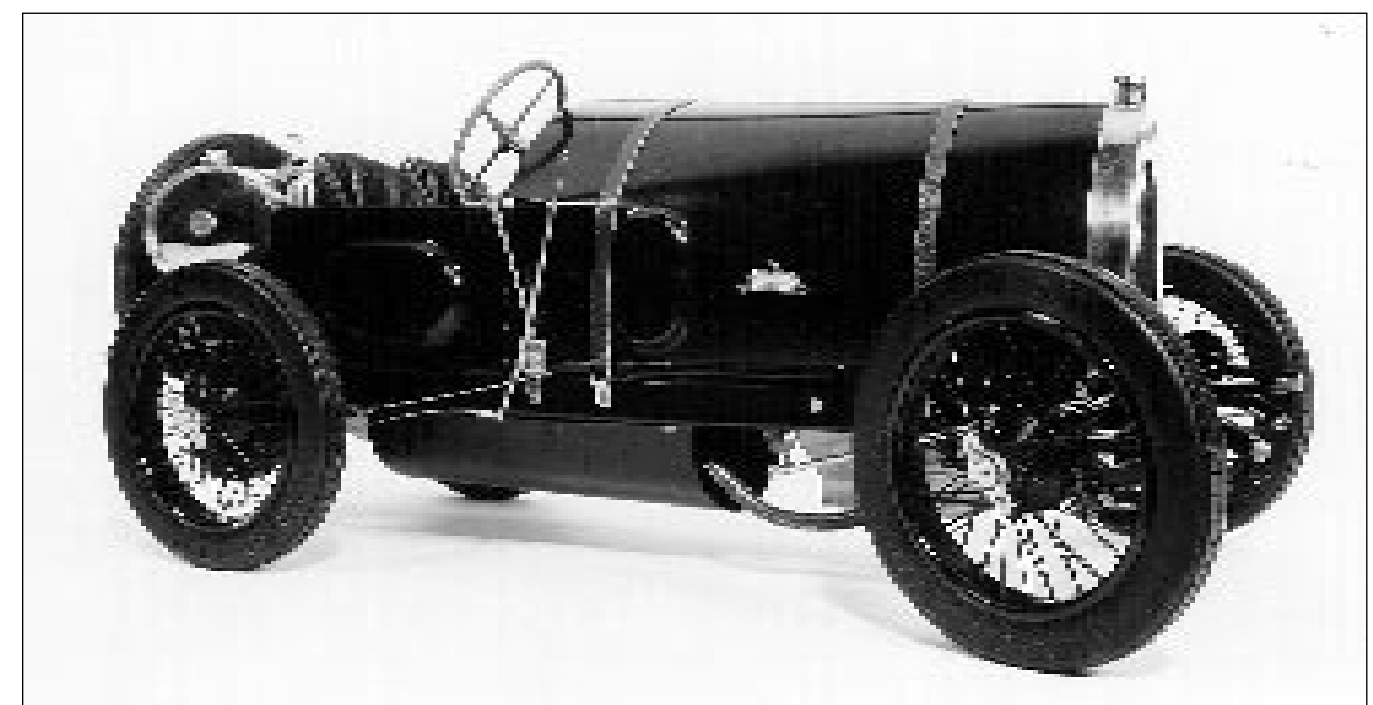
HEIGHT: 11"

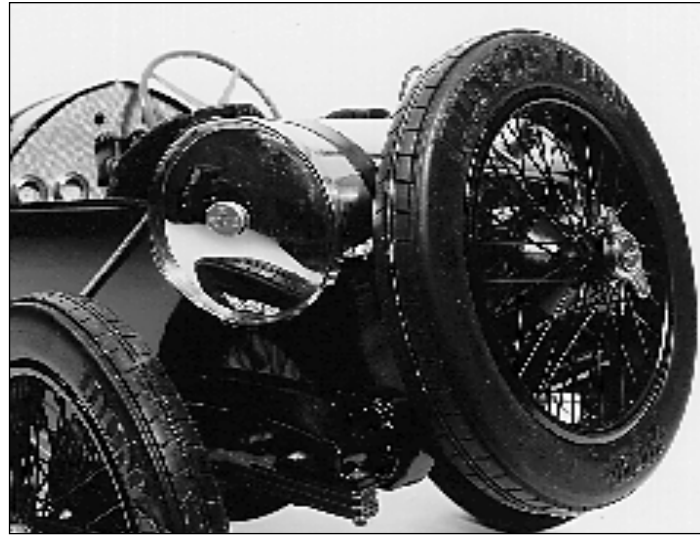
PRICE: \$2,995



# B U G A T T I T Y P E 1 3 B R E S C I A

Fine Art Models has spent almost six years with a focus on building transportation models, including ships, trains, airplanes and automobiles. In keeping with our philosophy of quality, value and service, we have focused on automobiles last because in the world of automobile models there are many great ones. Of course, we wanted ours to be the

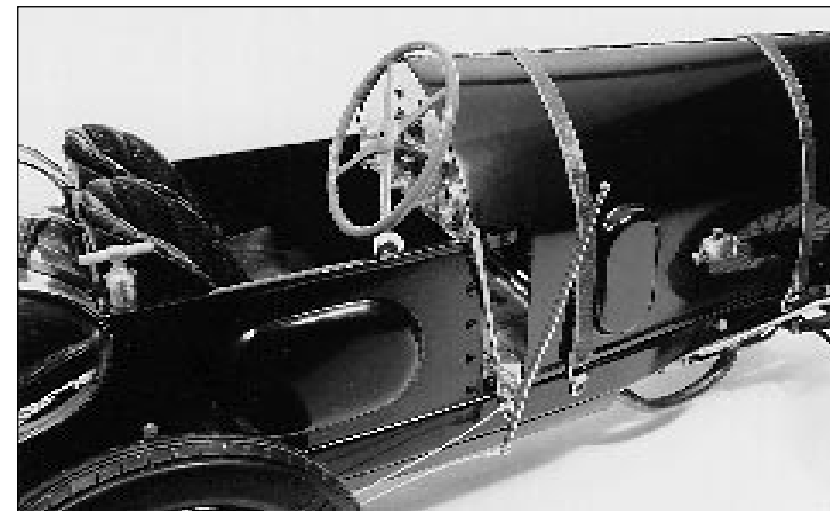
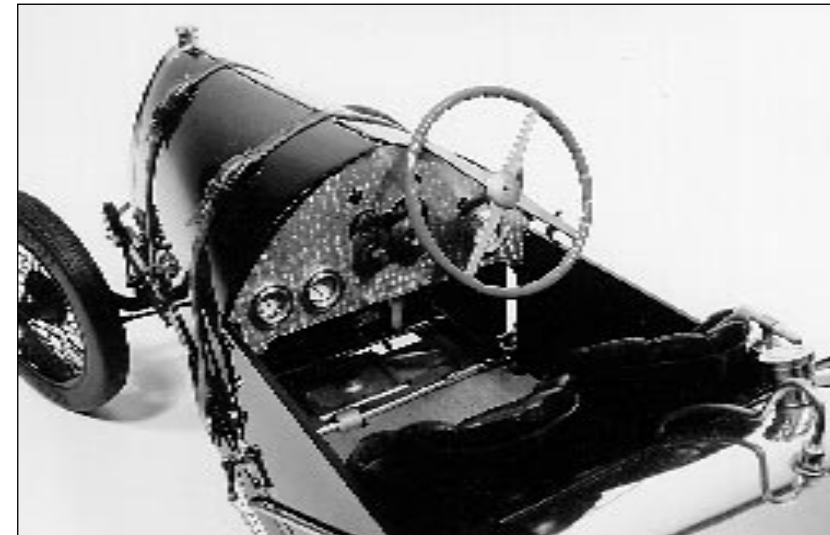




Our first official Bugatti will be the Type 35B Grand Prix car, and the first Ferrari will be the P4. Pierre Scerri of Avignon, France, will be responsible for the development of these models, and while he will produce the Ferrari collection, Jean Paul Fontenelle of Vichy, France, will be responsible for the Bugatti collection.

As we develop the Type 35B, we have the opportunity to build a limited edition of just 14 pieces of the first Bugatti race car, the Type 13 Brescia. This 1:8 scale model is made of metal. It has real wire wheels, metal body, leather seats and complete drive-line detail. The authentic miniature gauges with glass lenses are set in an engine-turned instrument panel. The steering works, the brakes work, and the leaf springs are real. While the model featured here is a prototype, the steering wheel will be a six-piece wood wheel. The engine detail features miniature hose clamps and complete wiring. The gas caps and radiator caps are removable. The tires are rubber with complete sidewall details and the knock-offs unscrew so the wheels can be removed.

Each model will come with adjustable brass jack stands to allow the model to be displayed with one or more wheels removed. In short, this is an exact scale model of the Bugatti Type 13 and it is made piece by piece as the real car was made.

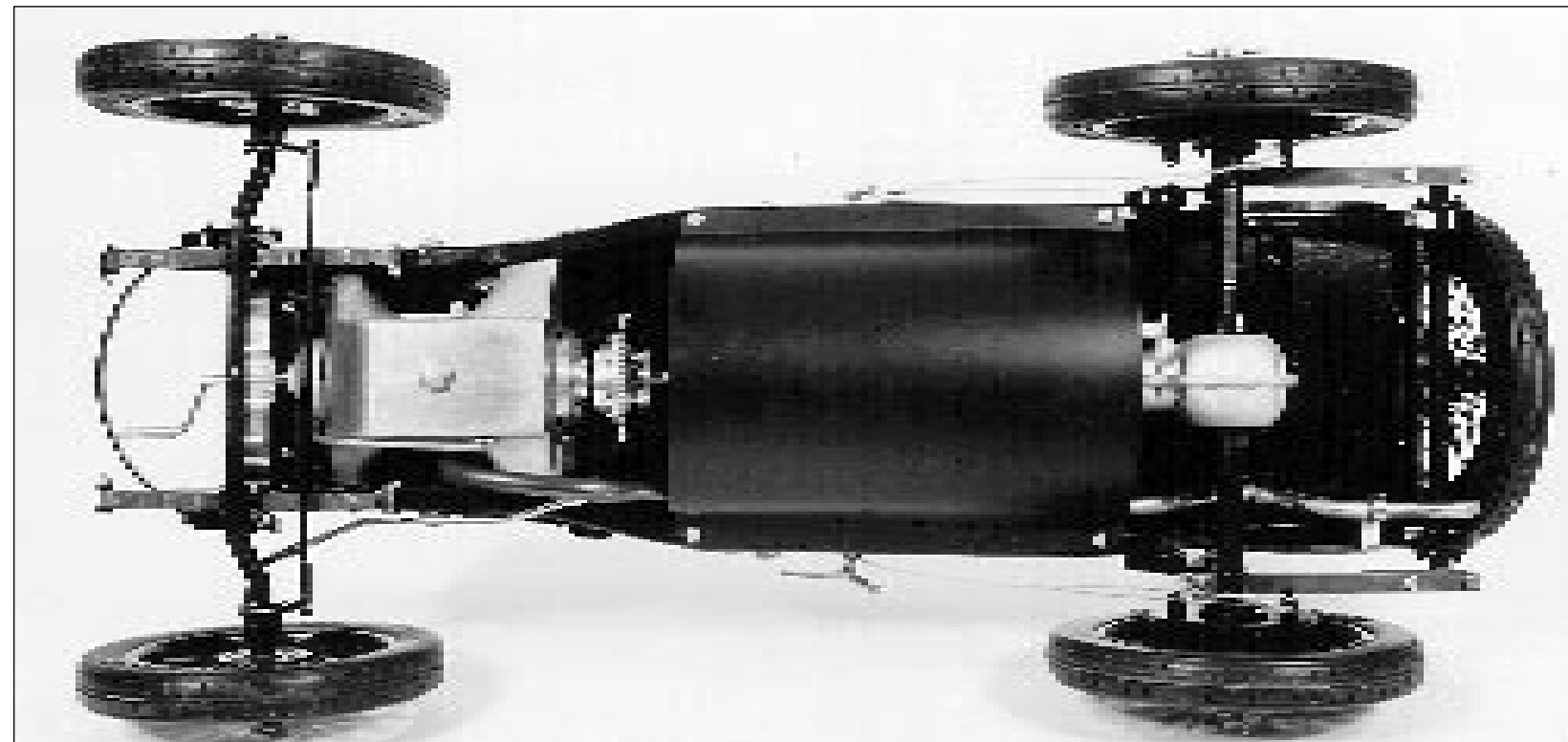


LIMITED EDITION:  
SCALE: 1:8  
  
LENGTH: 15"  
WIDTH: 6.5"  
HEIGHT: 6"  
  
DISPLAY BASE AND COVER  
LENGTH: 23"  
WIDTH: 12"  
HEIGHT: 9"  
  
PRICE: \$8,500

best regardless of the price one might pay for a one-off model.

After 30 years of being aware of the great model makers, we have arrived at our approach which we feel is superior to any model automobile offered to date. This is not to say that our Mercer and Mercedes models aren't great, but our present approach offers the same quality at a more affordable price.

In the world of automobiles, two names stand out — Bugatti and Ferrari. They stand out because of the two men who founded these companies and their commitment to quality and the quest to be the best. Because of this, we have committed ourselves to developing a collection of Bugattis and Ferraris. We have the endorsement of the Ferrari factory and we are working very closely with the Musee National De L' Automobile in Mulhouse, France, on the development of a collection of Bugattis.



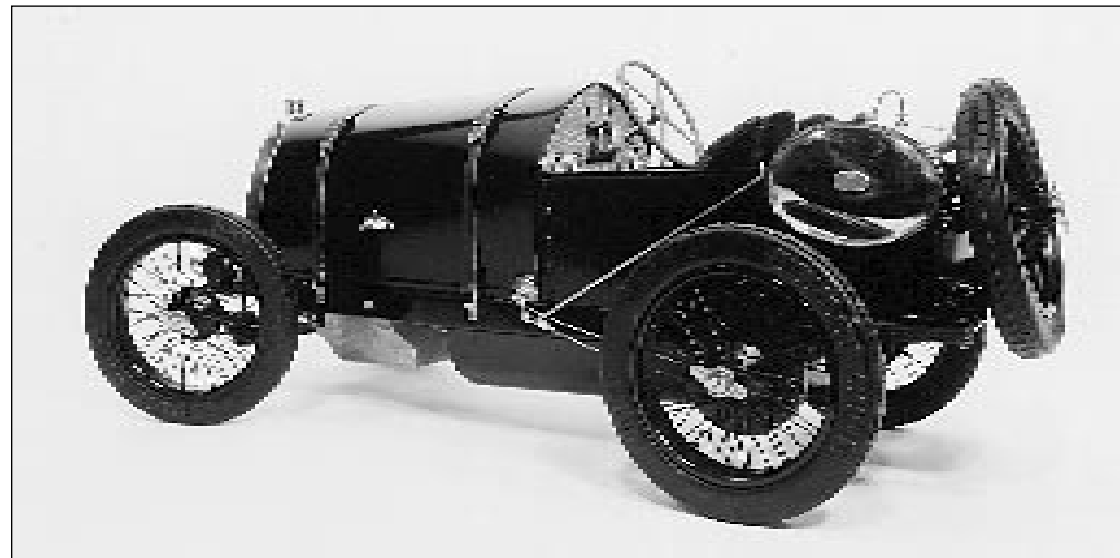
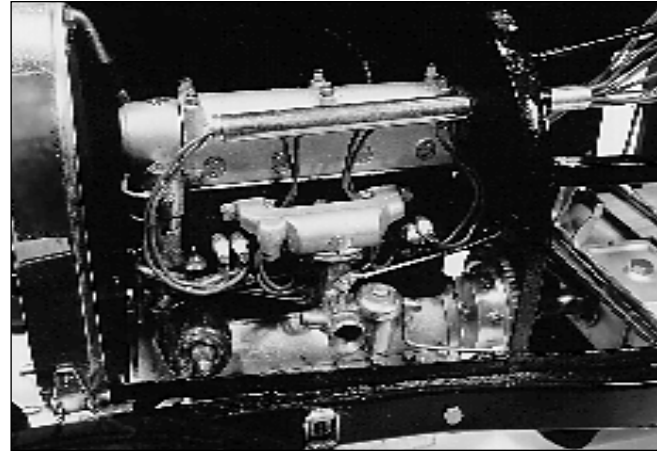


This is a must for any car model collector and certainly anyone considering our Bugatti collection. With only 14 pieces, it will take more than a year to build them and they will be available in the order in which we receive requests.

Each model comes with a black walnut display base and glass case. Also included is a copy of the bible of Bugatti, Bugatti Magnum by Hugh Conway and Maurice Sauzay. This book details every Bugatti built and is invaluable to the serious collector.

We have a complete color portfolio detailing every aspect of this model. Each customer will be allowed to select the color of their Brescia from color chips of Bugatti paint used during this period.

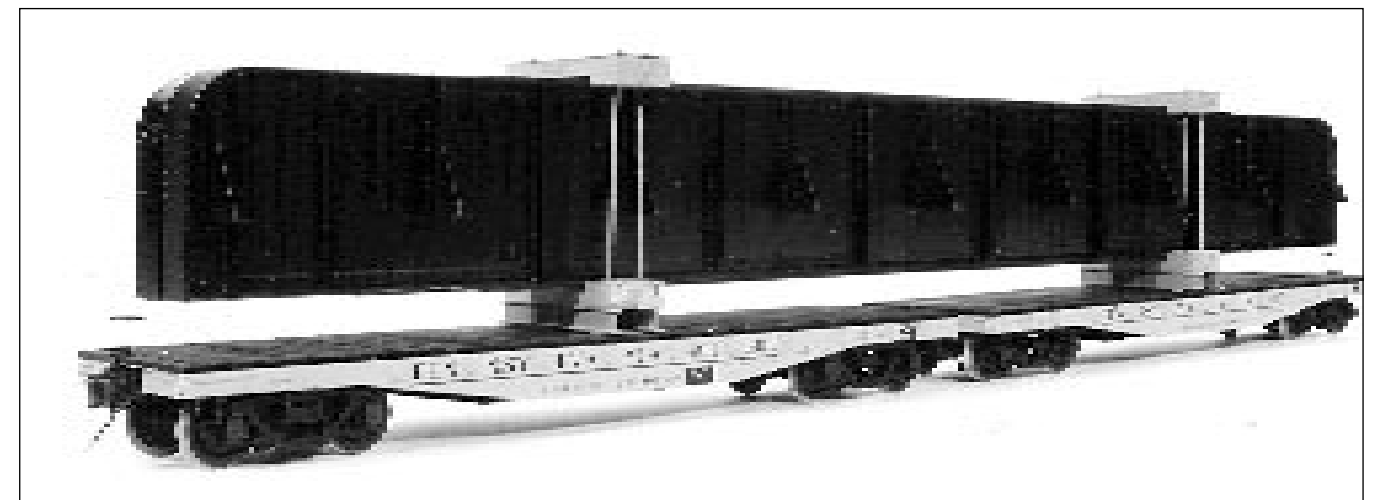
If you ever wanted to see how a Bugatti was built, this Brescia is the next best thing to the real car.



# 80' GIRDER BRIDGE

The development of the Bucyrus Erie Crane has inspired us in many ways we never anticipated. In our search for information on the crane, we discovered a manual showing all the lifting cables and devices used by the railroads. One of the applications that caught our eye was the use of the crane in building a girder bridge. They even had the lifting sling for the bridge girders.

We began with this, and our search culminated in details from the Pennsylvania Railroad showing how the 80' bridge girders were transported to the site for attachment to the bridge substructure.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

ture itself. Further research revealed the plans for an 80' girder bridge. We had everything we needed: the bridge, the flatcars, the crane and all the information needed to create this in 1:32 scale. So we decided to do it.

The two bridge girders are fabricated from brass, and every rivet and doubler plate is where it belongs. The substructure for the bridge is solid brass and the girders bolt directly to this structure using a miniature wrench supplied with the bridge. The assembled bridge weighs 16 lbs. and can support the weight of an adult. Being made of brass it can be used outside with no concern for corrosion.

The bridge is available individually or with our twin FM Flatcars. A total of 139 bridges will be available in the edition and the builder's plate on the bridge will carry the serial number of the bridge.

Our twin flatcars have carriages on each car that hold the pair of girders for one bridge. These carriages pivot as the cars enter a radius section of track. The same miniature wrench supplied with the bridge will remove the nuts securing the girders to the carriages. Each twin flatcar with bridge comes complete with the substructure for the bridge, two bridge abutments, track stringers for the bridge, and a display base with cover. The lifting sling is with the complement of accessories found with the crane.

LIMITED EDITION: 139

SCALE: 1:32

TWIN FLATCARS WITH BRIDGE

LENGTH: 32"

WIDTH: 4"

HEIGHT: 5"

BRIDGE

LENGTH: 30"

WIDTH: 7.5"

HEIGHT: 3.5"

MAHOGANY DISPLAY BASE

WITH COVER

LENGTH: 35"

WIDTH: 8"

HEIGHT: 5"

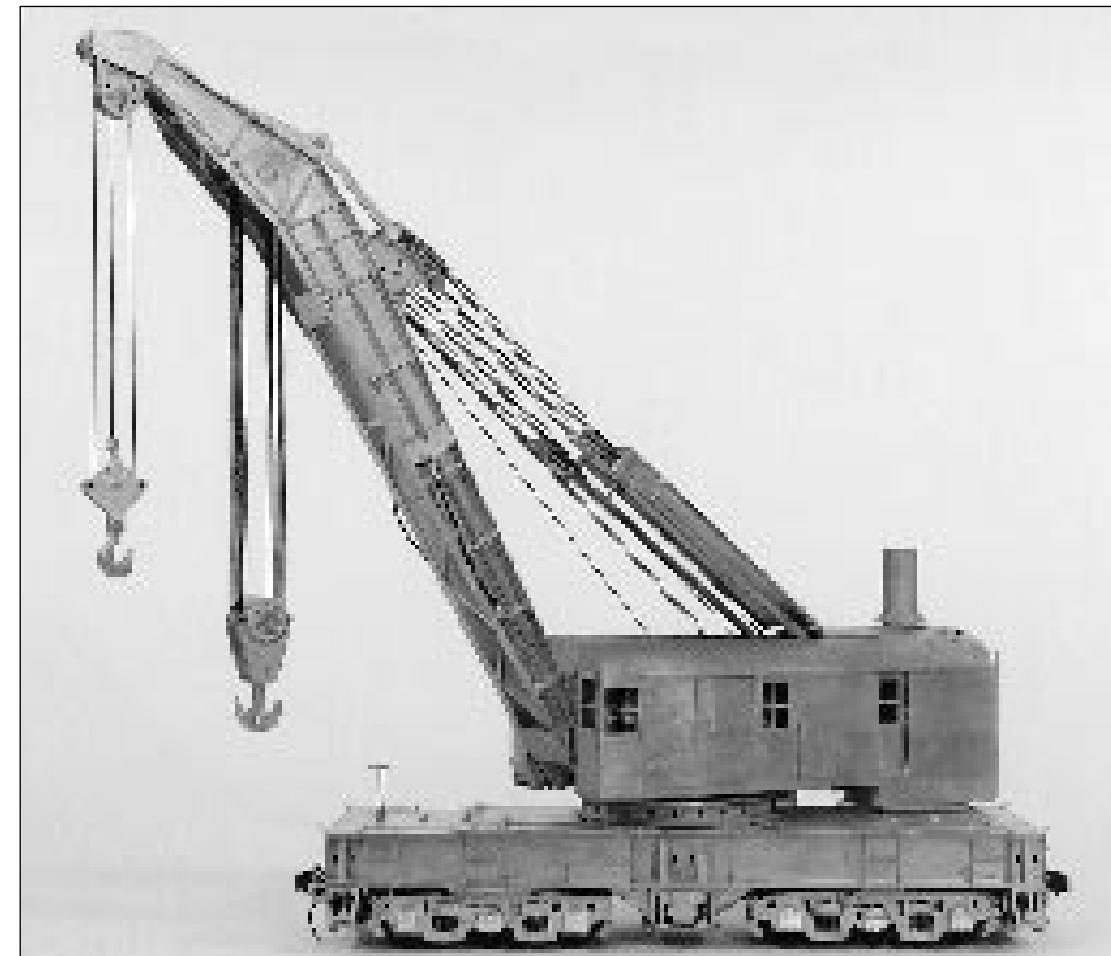
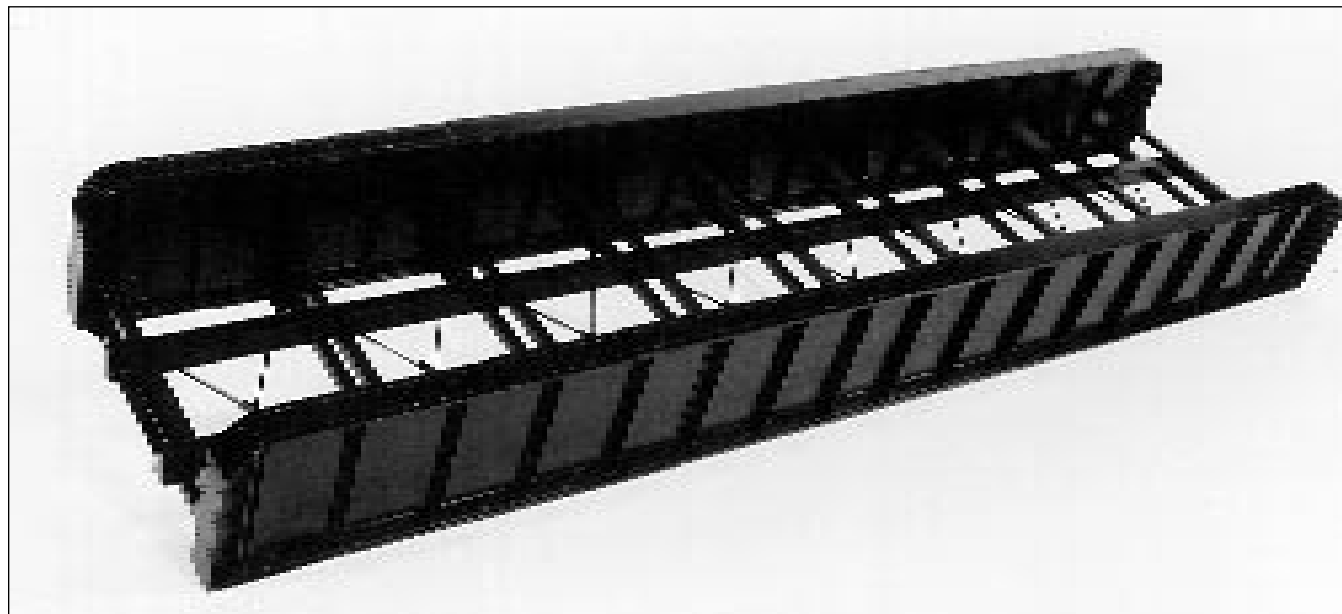
PRICE: BRIDGE – \$1,400

TWIN FLATCARS

WITH BRIDGE – \$2,695

# BUCYRUS ERIE CRANE

The Bucyrus Erie Railway Crane was designed and built for construction of the Panama Canal in the early 1900's. From this use the crane was discovered by the major railroads for cleaning up wrecks and lifting heavy loads to and from flatcars.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

Fine Art Models has been developing this model for the past two years with the thought of making it a benchmark model from a technological point of view. We knew we could make the model with no compromise in detail, but the real question was whether we could make it function just as well. The answer is that we have achieved our objective.

First of all, our crane has a sound system with all the real noises of a steam-operated crane. It also has a lifting whistle which must be blown before a load is lifted. This will be our third generation sound system.

The model is digitally controlled via signals sent through the rails from a control box. Encoders located in the crane read the signal and the desired function occurs. Thus, the crane will move forward and backward, the two lifting hooks will rise and lower, the boom will rise and lower and it will rotate. And the boom work lights can be turned off and on from the same control box.

Perhaps the most ingenious feature of the crane is that when any function takes place, the twin steam pistons function and the gear assemblies rotate just as they would have on the real crane. It is 100 percent faithful to the original.

The winding drums are operated by miniature Swiss-made motors located inside the drums. Circuit boards are hidden in three different locations which compromise no details, and the traction motors

for the carriage are in their correct locations.

To enable the crane to lift loads, the chassis has been made from a solid piece of billet brass. All doors and hatches open and all detail can be found in the appropriate locations behind these doors and hatches. When lifting light loads the crane could be anchored to the rails with the use of special clamps. Those clamps come with our crane. When lifting heavy loads, outriggers at each end of the platform and one major one in the middle telescope out. Six jack screws positioned on timbers stabilize the crane. Our model comes with these accessories including the timbers.

When at the site of a wreck, the crane was expected to lift everything from freight car trucks for replacement on wrecked cars to locomotives. In between there were freight cars, passenger cars and anything else that rolled on the rails. Each of the items lifted required different attachments and rigs. We have included all of them with our model, including a manual on how to use them.

To move the crane to the site, a boom car was required to take up the space occupied by the boom. Often called the idler car, this also served as a place to store the lifting devices and other tools and equipment required at the wreck sight. All these items come with our crane.

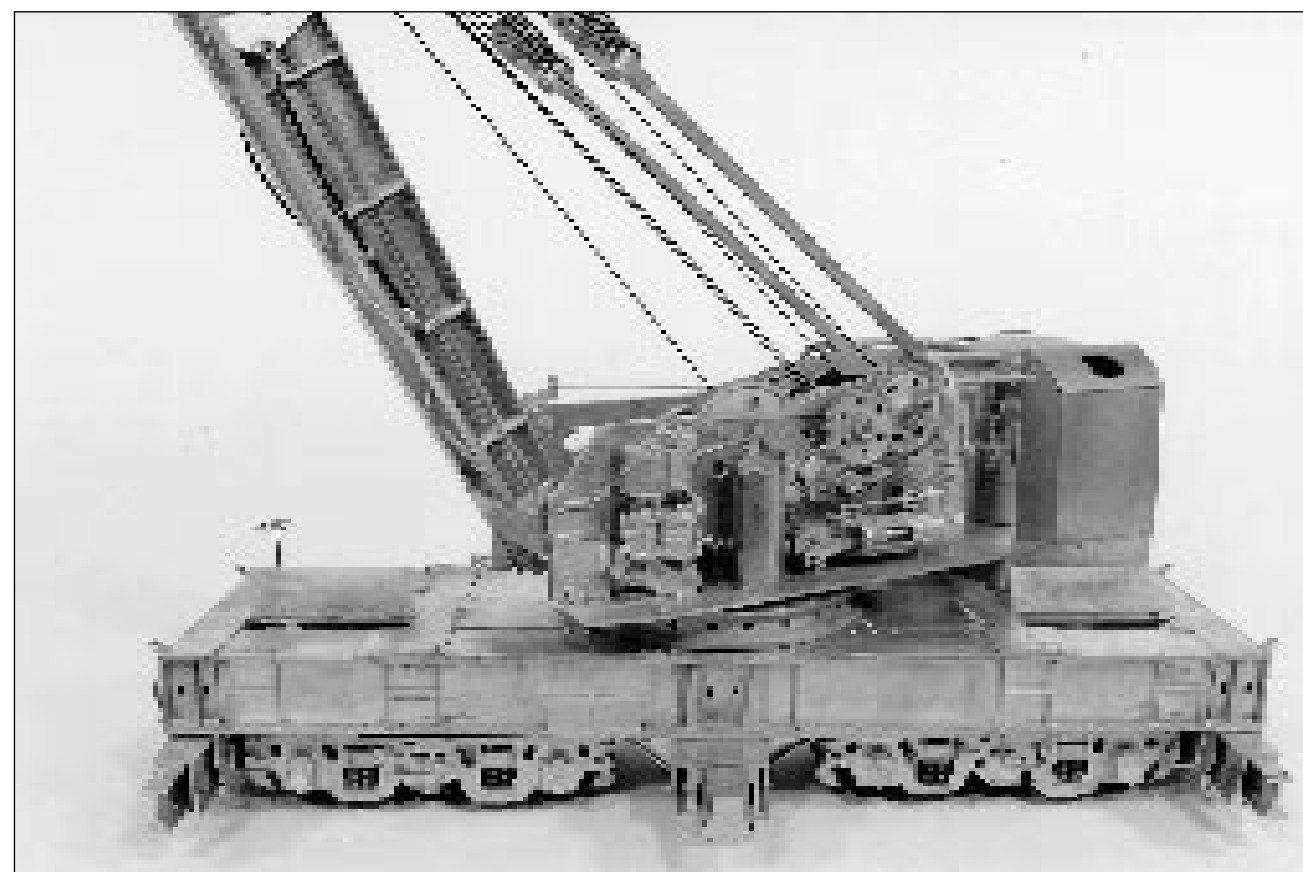
And at every wreck site you would see service flatcars with sets of trucks on them waiting to replace the broken ones on derailed cars. We are offering this optional flatcar with the crane, along with an op-

tional display to accommodate this additional car.

Of course the control box for the crane is included. An electrified display base/case also comes as standard. The crane can be set up to operate on this base.

The design of our crane centers on those used by the Pennsylvania Railroad, but because so many railroads used them, we will try to accommodate requests for other railroad markings.

LIMITED EDITION: 139  
SCALE: 1:32  
LENGTH: 30"  
WIDTH: 5"  
HEIGHT: 8" (BOOM LOWERED)  
19" (BOOM RAISED)  
MAHOGANY ELECTRIFIED  
DISPLAY BASE WITH COVER  
LENGTH: 34"  
WIDTH: 9"  
HEIGHT: 13"  
PRICE \$6,995



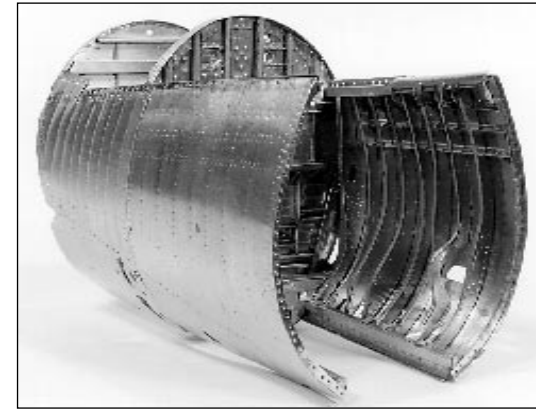
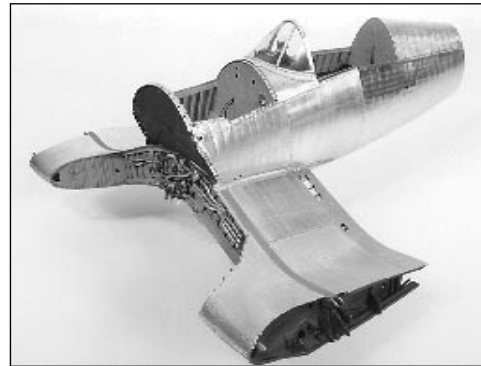
# C O R S A I R

When Fine Art Models set out to build scale-model airplanes, we researched as many museums as possible to determine what the finest scale-model airplanes were. We found many good models, but very few great models. Our objective was to build a limited edition of the very best models ever seen, and we felt that if we were going to do it right the models must be made of aluminum. For two years we researched the concept, all the problems associated with it, and determined we could accomplish our objective. The only problem was building the equipment needed to produce the aluminum parts, as we would build these plane models in the same manner as the original planes were built.



We chose the Corsair as our first offering because we felt it was the most difficult plane to build and also because we had a real Corsair we were restoring. We had not only every blueprint for every part, but we also had several hundred original photographs from the factory showing the construction sequence. It gave us everything we needed to produce the caliber of airplane model we wanted to build.

The following pictures speak for themselves. While you are looking at the prototype in these pictures, consider that the limited-edition planes will be significantly better.



LIMITED EDITION: 139

SCALE: 1:15

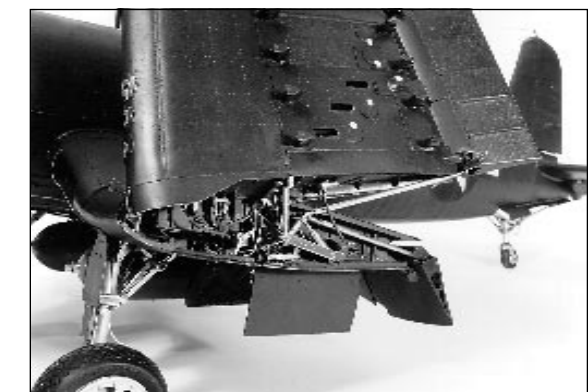
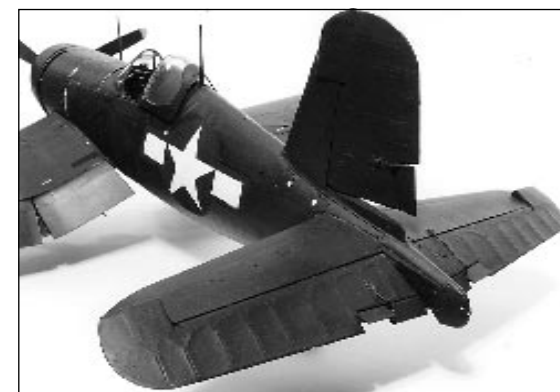
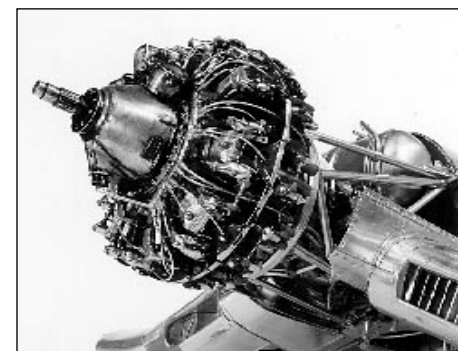
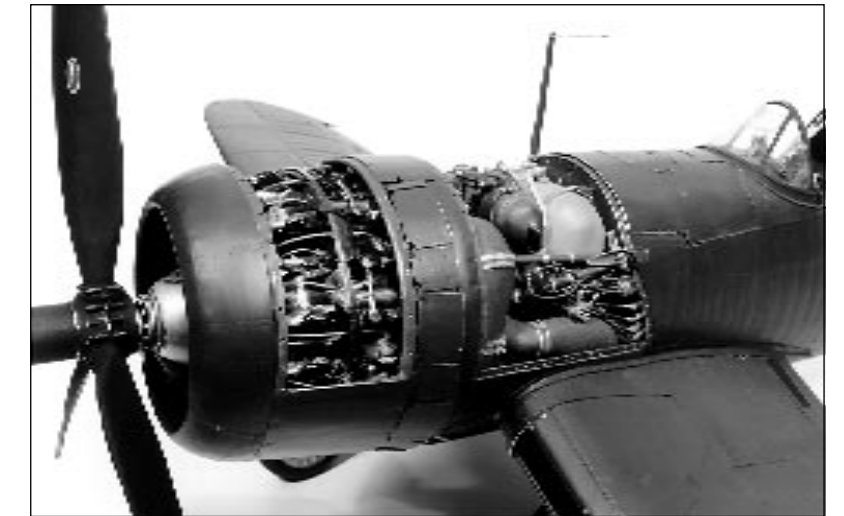
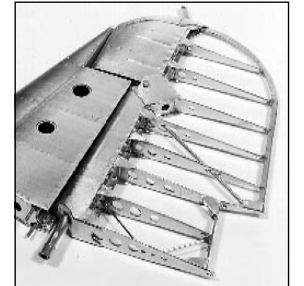
WING SPAN: 38"

LENGTH: 27"

HEIGHT: 10"

DISPLAY CASE DIMENSIONS: TBD

PRICE: \$8,500





# S A S J E E P

In the early days of WWII in North Africa, the British Special Air Services created an elite group of commandos who resembled pirates more than soldiers. Armed with anything they could lay hands on, they equipped their Willys jeeps with Vickers machine guns designed for airplanes and any other armament they could “borrow.” Their job was to disrupt Rommel’s supply lines, and this they did. Usually attacking at night or coming out of the sun, they accomplished their job with amazing efficiency. By the end of the war they were legends.



We have built 10 SAS jeeps from the original edition of 250 jeeps. The SAS jeeps include both the twin and single Vickers machine guns, 15 jerry cans, modified cooling system and special paint. All the other features of our Willys jeep can be found, including all-metal construction, working suspension and steering, real radiator with removable cap, real gas tank with removable cap, removable dipstick, and rubber tires with all appropriate sidewall markings.

The SAS jeep comes with a mahogany display base with desert surface and Plexiglas cover. We also commissioned noted artist James Dietz to produce an original oil painting entitled Rendezvous which depicts an SAS jeep crew meeting up with an American Rat Patrol jeep to pick up a downed P-38 pilot. This lithograph carries both the same serial number as the jeep and a remarque by the artist.

LIMITED EDITION: 10

SCALE: 1:8

LENGTH: 16"

WIDTH: 8"

HEIGHT: 9"

MAHOGANY DISPLAY  
BASE WITH COVER

LENGTH: 21.5"

WIDTH: 11.5"

HEIGHT: 12"

PRICE: \$5,000

**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

# RAT PATROL JEEP

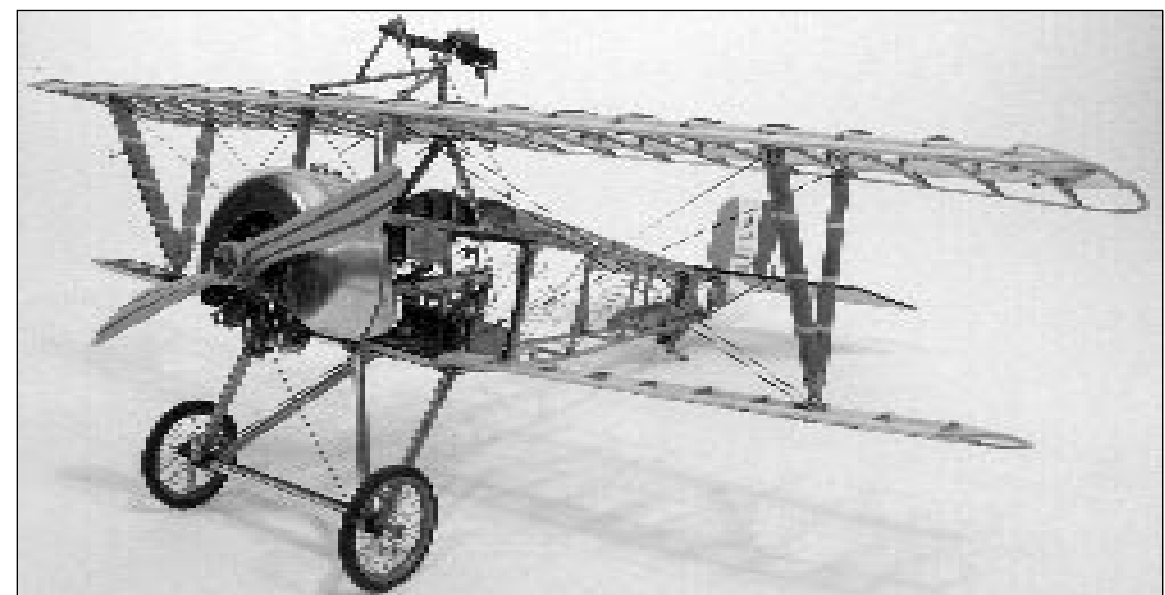
Within the production of 250 Willys jeeps we produced 10 special U.S. Rat Patrol jeeps as used in North Africa during WWII. These jeeps featured special desert tan paint and all the modifications found on the real jeeps, including .50-cal. pedestal mount Browning machine gun, radio unit with six-piece antenna, .30-cal. M1 carbine with holder, modified cooling system, extra jerry cans, and spare wheel and tire.



# NIEUPOORT 11

When Fine Art Models began our evaluation of airplane models, we focused on all-metal WWII airplanes and traditional fabric-covered airplanes. We knew that to do a WWII fighter in all aluminum would set a new standard for this type of airplane. The fabric-covered airplanes were a little more difficult because over the years there have been many great airplane models of this construction made.

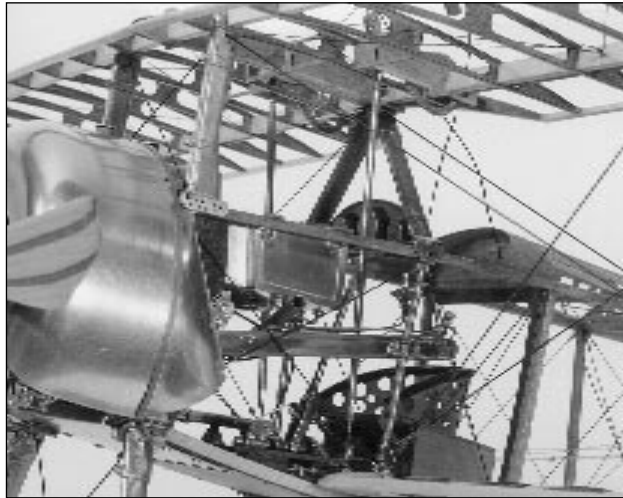
Ultimately, we went to museum after museum to document the caliber of early airplane models in their collections. What we learned from this we put into our line of early airplanes. We knew



This jeep has all the features of our regular jeep including working suspension, steering wheel, real radiator with removable cap, real gas tank with removable cap and extender pipe, removable dip stick, opening tool boxes and glove box, real glass windshield and everything else you would find in a real Willys jeep.

Along with the jeep comes a mahogany display base with desert surface and Plexiglas cover. Also, we commissioned noted artist James Dietz to paint an original oil painting entitled Rendezvous which depicts the American rat jeep meeting up with the British SAS jeep to pick up a downed P-38 pilot. The lithograph carries the same serial number as the jeep and also a remarque by the artist.

LIMITED EDITION: 10  
SCALE: 1:8  
LENGTH: 16"  
WIDTH: 8"  
HEIGHT: 9"  
MAHOGANY DISPLAY  
BASE WITH COVER  
LENGTH: 21.5"  
WIDTH: 11.5"  
HEIGHT: 12"  
PRICE: \$5,000



LIMITED EDITION: 139  
 SCALE: 1:15  
 WING SPAN: 20"  
 LENGTH: 16"  
 HEIGHT: 7"  
 BLACK WALNUT DISPLAY CASE  
 LENGTH: 26"  
 WIDTH: 20"  
 HEIGHT: 12"  
 PRICE: \$4,500

that to set a new standard in this area would take incredible effort. Now that we are producing our first such airplane, the WWI French Nieuport 11, we feel we have in fact set a standard that exceeds anything we have ever seen in a museum collection.

We chose the Nieuport 11 because of our initial focus on documenting the great airplanes of WWI. The proportions of the Nieuport 11 are beautiful. Furthermore, so many great advancements took place during this time that by doing several planes from this period we could study the design and development of each in comparison to the others.

To obtain our information we went to the French Air and Space Museum in Paris where we went through their archives and made copies of everything we could find pertaining to the Nieuport 11. We then went to known collectors of WWI aviation materials. It was this approach that produced virtually everything we needed to build what can only be described as a jewel.

In the construction of the real Nieuport 11 there were six different woods used and in our model we used the same six woods. The gas tank was copper and so is ours. The fuel level was determined with a glass sight gauge on the lower rear corner of the tank and the fuel level was calibrated in liters. You will see the same exact detail in our model.

On the back side of the firewall you will see the oil pump and magneto for the engine. These were gear-driven by a propeller hub gear on the other side of the firewall. If you study this area of our model you will see the magneto and oil pump gears turn as you move the prop on the engine. Of course the seven-cylinder LeRhône engine turns just as the

real one does. And our props are hand-made from laminated wood to exacting detail.

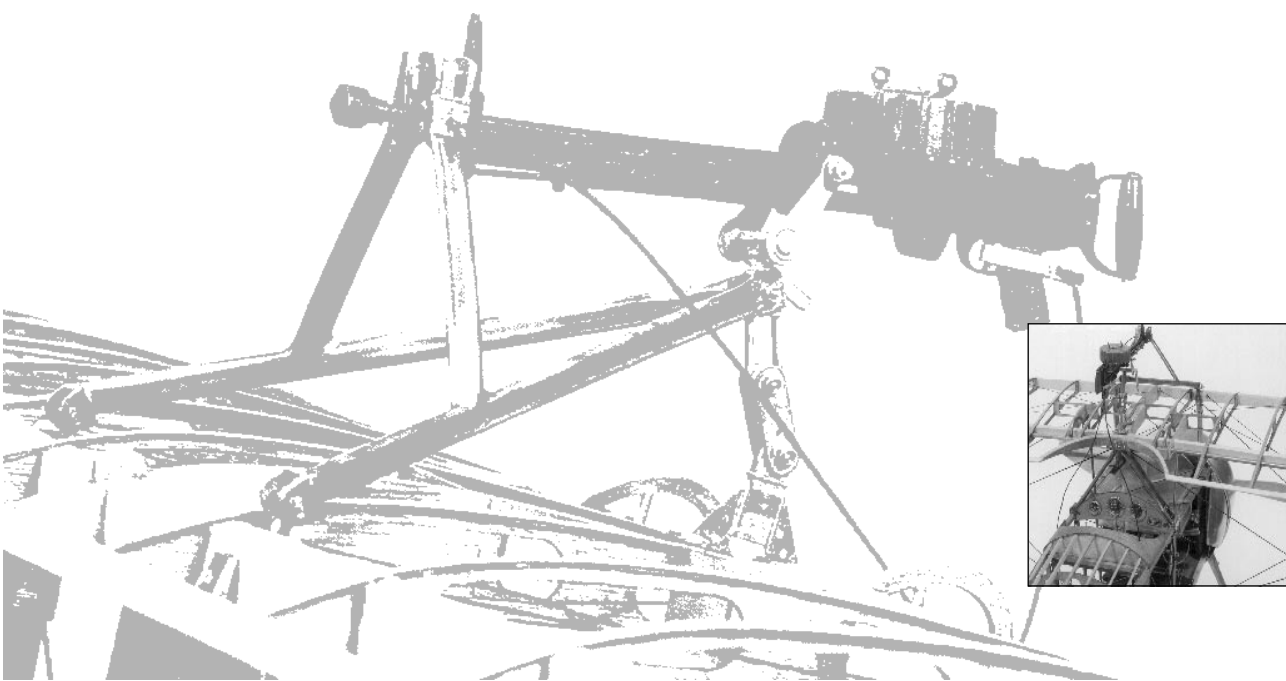
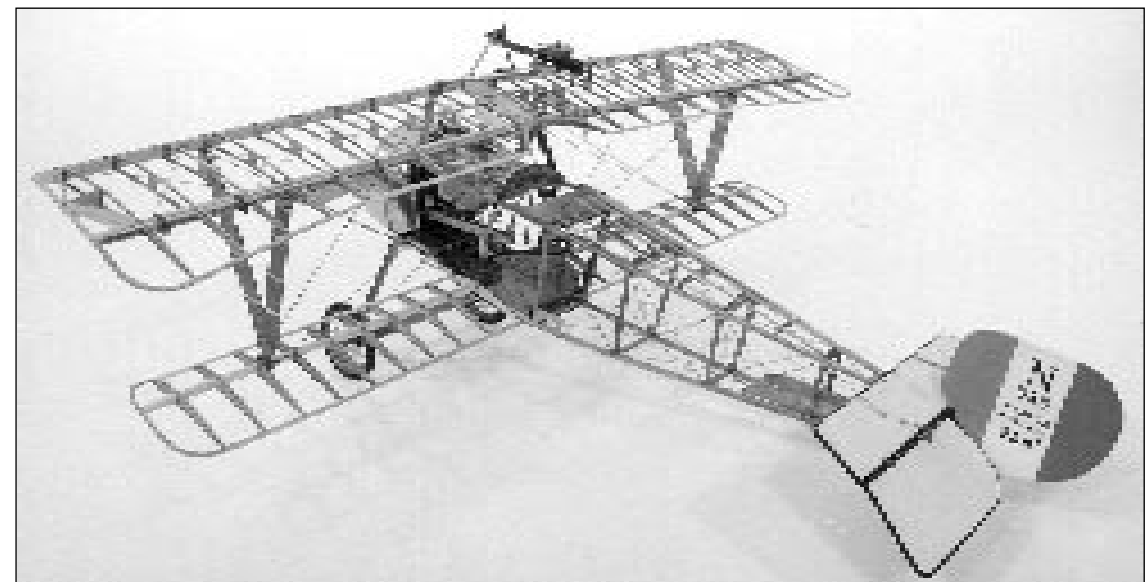
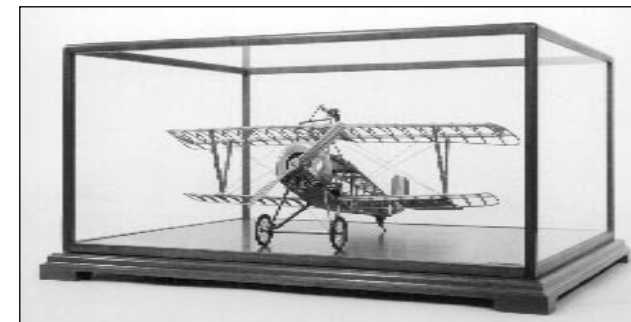
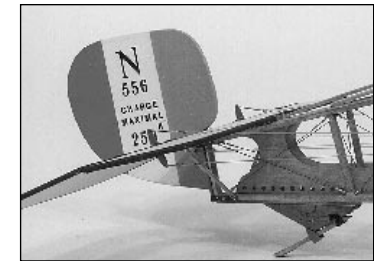
Move to the cockpit and you will discover every instrument with the exact face, and glass-covered. Study the exquisite detail of the castings. Everything is as exact as it can possibly be made.

Now let's study the wing construction. Every rib is made just like the real ribs were made. The pitot tube on the outboard wing strut is held with a scale bracket and the tubing is routed to the airspeed instrument just as the original was, with miniature clips holding the lines in place.

The spoke wheels are hand-made in brass. Every spoke is soldered into place with exacting detail. The tires, of course, are rubber.

Move the control stick with your fingers and the ailerons and rear elevators will move accordingly. Move the rudder with your fingers and watch the foot pedals move.

If there is a better model airplane of this vintage in 1:15 scale we don't know about it. Quite frankly, we feel our Nieuport 11 sets a new standard for such airplane models. Future models will include the Fokker Dr1 and Sopwith Camel.

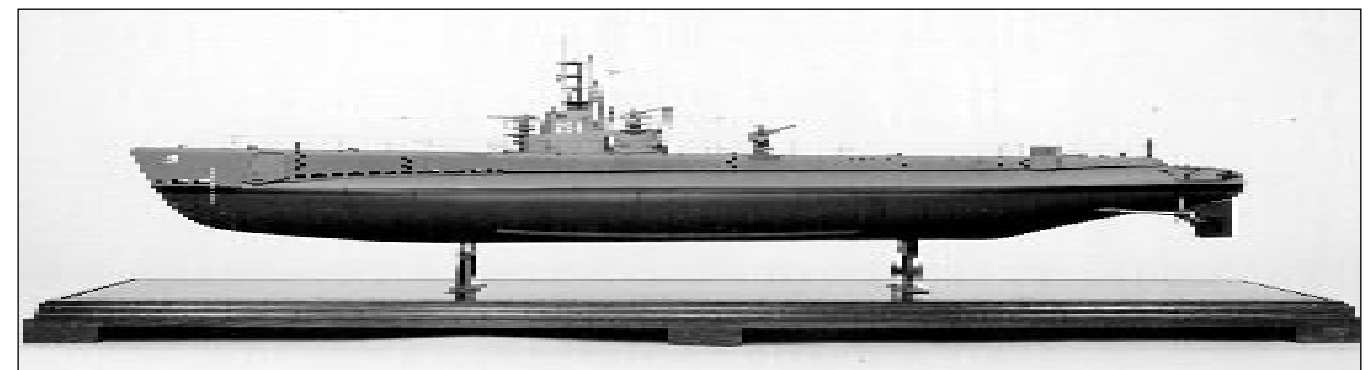


# G A T O / B A L A O C L A S S S U B M A R I N E

The Gato/Balao Class constituted the standard type of American submarine of the Second World War. In 1940 the first six Gato-class boats were built (SS.212-SS.217) and these were followed by a series of 67 boats (SS.218-SS.284).

The most noteworthy characteristics of the Gato were range, habitability, good seakeeping and powerful armament. The hull, entirely welded and of unusual length, was a single at its extremities and double in the center section; the pressure hull was not cylindrical as in so many submarines, but tapered toward the bow and stern, with areas open to circulation of water on the upper bow and stern surfaces.

The main fuel tanks and ballast tanks were situated in the center part of the space between the two hulls. Internal compartmentation was highly developed. The diesel-

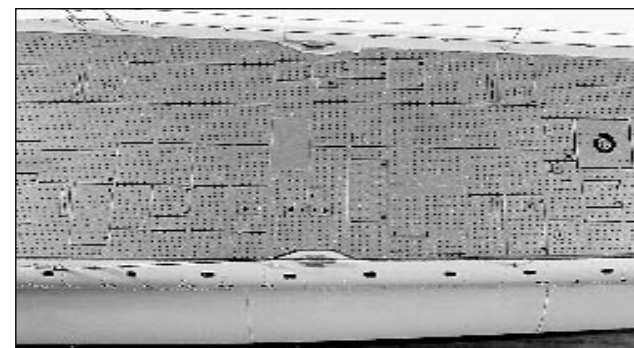
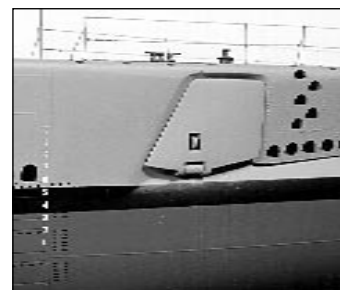
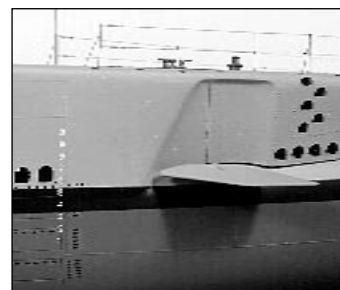
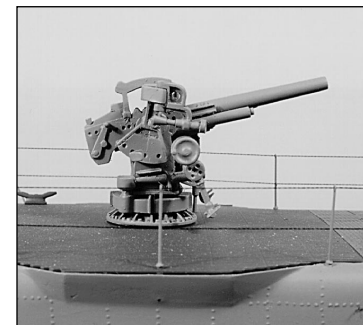
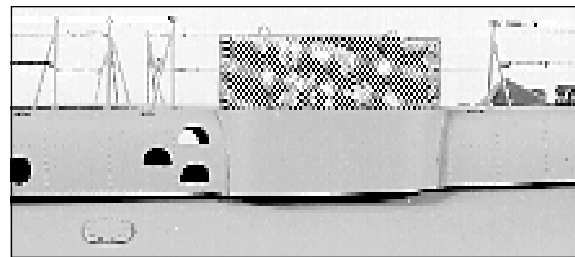


**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

electric propulsion gear was based on four diesel engines, which powered a like number of electric motors coupled in pairs to the propeller shafts through reduction gears. This system allowed a notable degree of operational flexibility for surface propulsion, thanks to the various possible combinations, and the notable power available for high speed and cruising, and for charging batteries.

During the war, the surface armament of the Gato/Balao Class underwent several changes, effecting an overall improvement. The first boats had a 3-inch gun and two 12.7mm machine guns. Later, the caliber of the gun was increased to 4 inches in many boats, and that of the anti-aircraft weapons to 20mm. In contrast to the 12.7mm guns, the 20mm weapons were not positioned on the sides of the conning tower, but on platforms forward and aft of it. From 1943, many boats were armed with 5-inch guns specially adapted for use in submarines. At the same time, the first heavy



Bofors 40mm anti-aircraft guns in single mounts began to replace or complement the 20mm weapons.

All boats in the Class had mountings for deck guns, one forward and one aft of the conning tower. Generally, only one was mounted, located arbitrarily, forward or aft, but it was by no means rare to see boats fitted with two 5-inch guns, especially during the later phases of the war. There were generally two anti-aircraft cannons in varying combinations: two 20mm; one 20mm and one 40mm; two 40mm.

The surface armament of American boats was superior to that of all other navies. This resulted from the kind of actions conducted in the Pacific, and the particular kind of opposition American boats had to face. The introduction of heavy anti-aircraft guns necessitated numerous modifications to the conning towers. Initially, the towers were quite small, but as the number and caliber of the weapons increased, the tower size increased considerably. Normally there were two periscopes fitted with protective sleeves and in some boats there were three.



LIMITED EDITION: 139

SCALE: 1:92

LENGTH: 38.87"

WIDTH: 3.5"

HEIGHT: 9"

BLACK WALNUT MIRRORED  
DISPLAY BASE WITH COVER

LENGTH: 41"

WIDTH: 6"

HEIGHT: 11"

PRICE: \$2995

The increased volume of the conning tower appurtenances led to a notable increase in crash-dive time. The U.S. Navy attached little importance to this. Minimum dive times of 50-60 seconds, which would have been unacceptable in Atlantic operations, were adequate for the kind of warfare being carried out in the Pacific. The excellent radar outfit gave adequate warning of an approaching enemy.

The Gato/Balao Class were very successful boats. Fast, strong, well-armed and with a high degree of habitability and possessing long range, they met the U.S. Navy's requirements for long offensive cruises in the Pacific, during which they were self-sufficient, unlike the German boats that often relied on supply ships or submarines.

The Gato/Balao Class bore the brunt of the Pacific campaign as they were employed almost exclusively in that theater. A few boats carried out beach reconnaissance and support missions during the landings in North Africa early in 1943, before being sent to the Pacific.

The highest score against Japanese merchant shipping was achieved by *Flasher*, with 21 ships sunk. Rasher, Barb, Tang and Silver-sides were close behind. These results appeared modest beside those of U-boats, but it should be remembered that there were far fewer targets in the Pacific than in the Atlantic.

The normal function of American boats in the Pacific was the offensive patrolling of enemy sea lanes, and ambush tactics in the numerous islands. They were also frequently employed in laying offensive minefields, landing supplies for Philippine guerrillas, reconnaissance of landing beaches and, during the final phase, coastal bombardment. The rescue of aircrews from the sea subjected the boats to great risks as they had to remain in position for long periods in very dangerous areas. A total of 380 airmen were saved by 86 submarines.

From December 1941 until August 1945, nine submarines of the Gato/Balao Class were lost in action and by other causes.

Fine Art Models has modeled the Gato/Balao Class with uncompromising fidelity, from the high-definition hull with all details to the brass deck and all-metal conning tower. Produced in 1:92 scale, this model makes an attractive addition to our 1:92 scale Fletcher destroyer. As with all our models, the Gato/Balao Class submarine comes complete with a black walnut display base and cover.

# B I S M A R C K

When Fine Art Models decided to build a model of the Bismarck we did so because of the relative mystery of this ship. Many people knew of the ship, but few people had an idea of what it actually looked like. As with all our models, we would not build the Bismarck unless we could come up with every original plan needed to build this ship with no compromise.

To accomplish our objective of acquiring the plans, we went to the builder in Hamburg, Germany — Bloum and Voss. At first we were greeted with some justifiable skepticism, but once they saw our model of the USS Arizona they knew we were very serious about building this model. Consequently, we not only obtained



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



every drawing we needed, but we were allowed to photograph in complete detail the original builder's model. Now we had everything!

The Bismarck is built 1/16" :1' which is 1:192 scale. The hull is made of high definition resin (not plastic) and everything from the deck up is hand-fabricated brass. We call your attention to the real wood decks. With our own computer program and the investment in a new laser, we were able to capture every detail on the decks found on the original plans. Notice the real grating on the upper decks. These are holes so small and so precise that a magnifying glass is needed to see them in detail.

The Bismarck comes with removable canvas covers over the swastikas on the bow and stern decks as they were on the real ship prior to its last voyage. We certainly appreciate the sensitivity of this issue, yet we feel we are documenting history with our models and to eliminate this is to deny history. This is extremely important to us with so many of our models going to museum collections.

One thing's for certain about the Bismarck and our other ship models — the more you look the more you see.

LIMITED EDITION: 139

SCALE: 1:192

LENGTH: 52"

WIDTH: 7"

HEIGHT: 12"

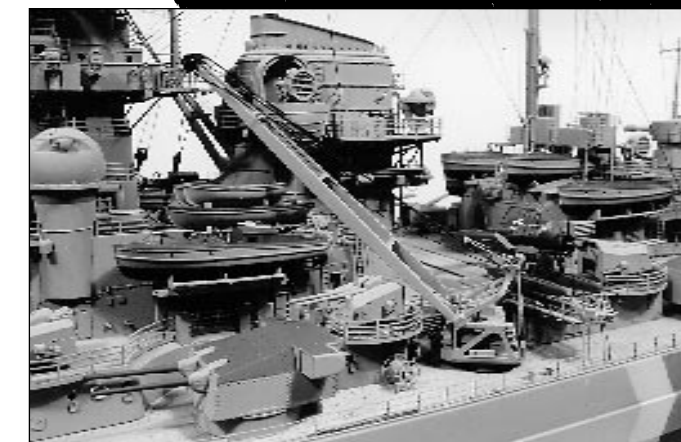
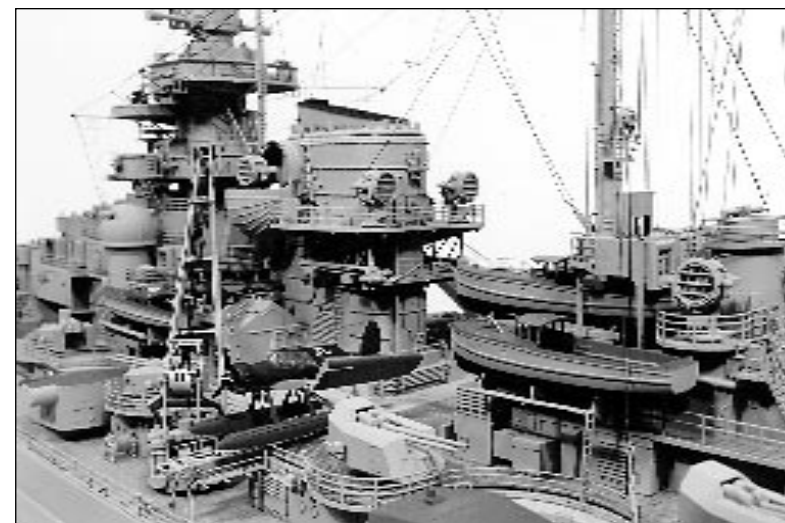
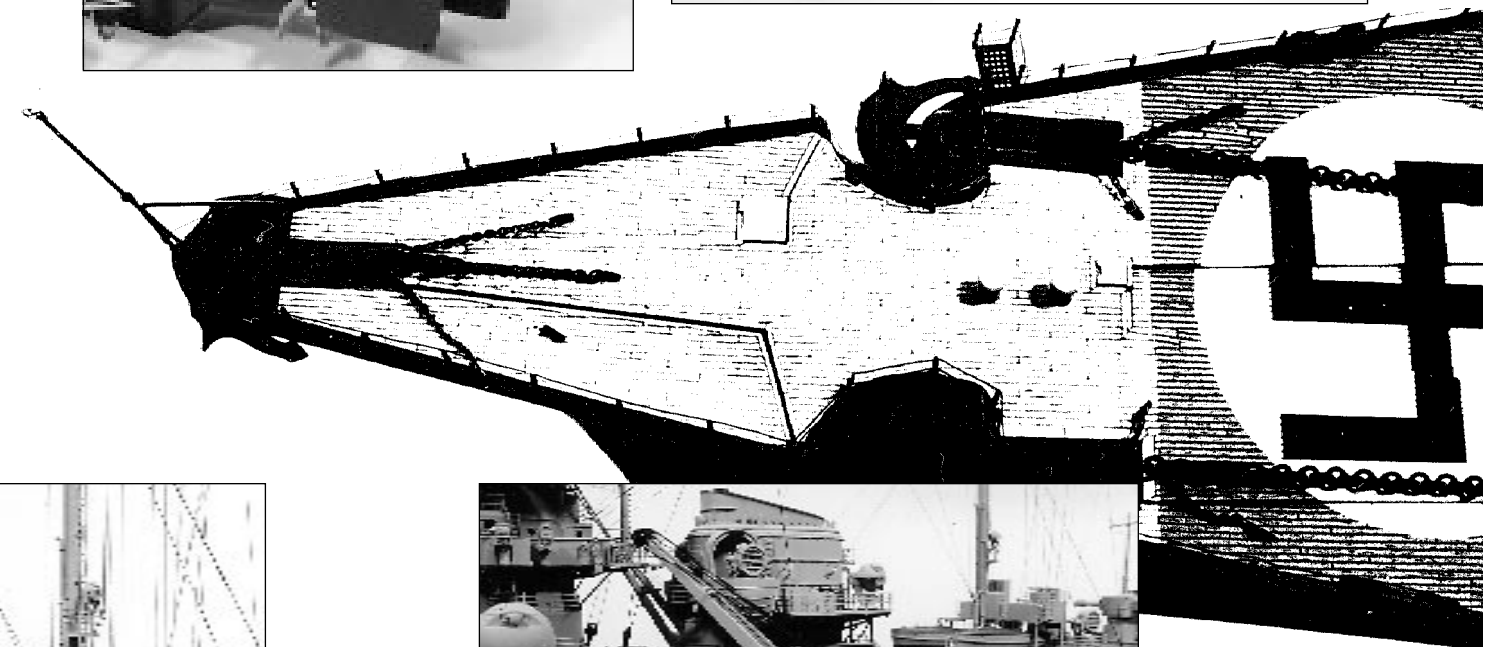
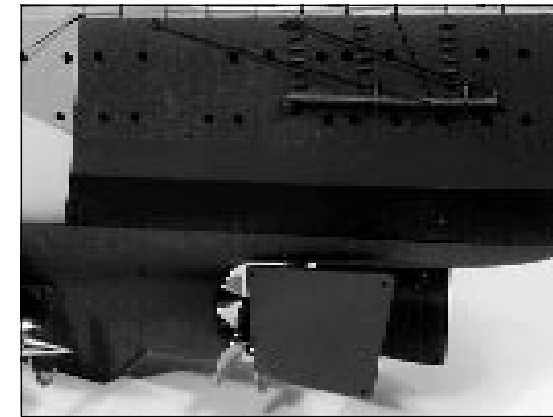
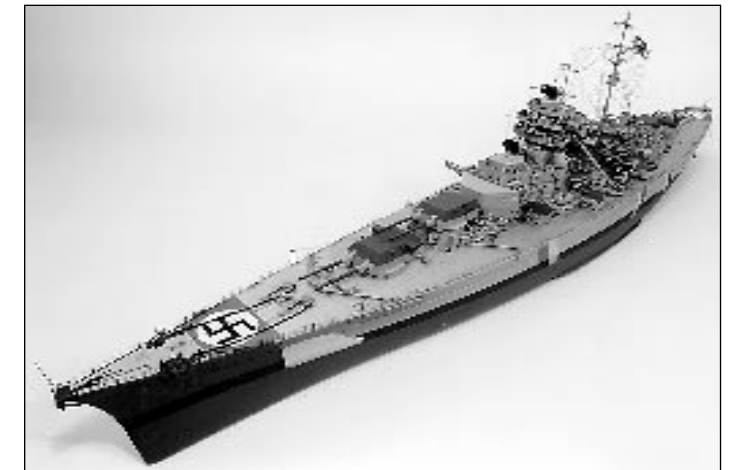
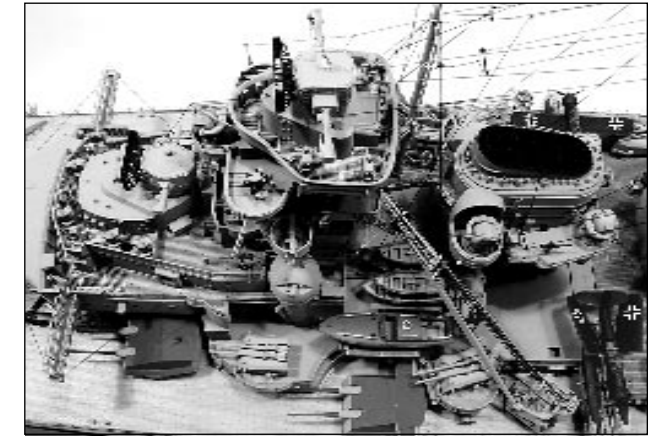
BLACK WALNUT DISPLAY BASE  
WITH COVER

LENGTH: 58"

WIDTH: 12"

HEIGHT: 15"

PRICE \$8,000



# G R Ö ß L E - S C H M I D T D O L L S

Fine Art Models is a builder of some of the finest transportation models in the world today. So one might ask why we offer dolls in our line of models. The answer is quite simple. The Größle-Schmidt dolls are the finest. They are art in their own right.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



Our awareness of and friendship with Gudrun and Lothar Gröble-Schmidt go back more than 10 years. In this time they have gone from little-known dollmakers to having won gold medals all over the world for their creations. Today, because they spend most of their time creating doll designs for other companies, they have little time to do what they enjoy most — actually making dolls.

As a result of our friendship, I asked them if they would consider making Fine Art Models a very limited edition of their dolls and they eagerly agreed. What they did for us was “Butterfly Girl” in an edition of 22 dolls.

Each doll starts with the same porcelain face, but the similarity ends there. Each doll has a differently painted face with different color hair and glass eyes. Each doll is dressed differently with vegetable-dyed silk dresses. The hands and feet are hand-painted porcelain and the butterfly is made from hand-painted silk feathers to match the color of the dress.

The quality of the dolls speaks for itself. The one thing Gudrun and Lothar do — that I have never seen in another doll — is to give each doll a unique character not to be confused with lifelike. No one can correctly model a human being, but this couple can capture the character — and this is what makes their work so fantastic. We hope to do a new edition every year.

“Butterfly Girl” stands 17" tall and comes with a beautiful black walnut and glass display case and special stand that allows you to position the doll as you wish without the traditional cumbersome doll stand. A portfolio of dolls is available upon request.



LIMITED EDITION: 22  
 HEIGHT: 27"  
 BLACK WALNUT DISPLAY CASE  
 LENGTH: 17"  
 WIDTH: 17"  
 HEIGHT: 30"  
 PRICE: \$2,500



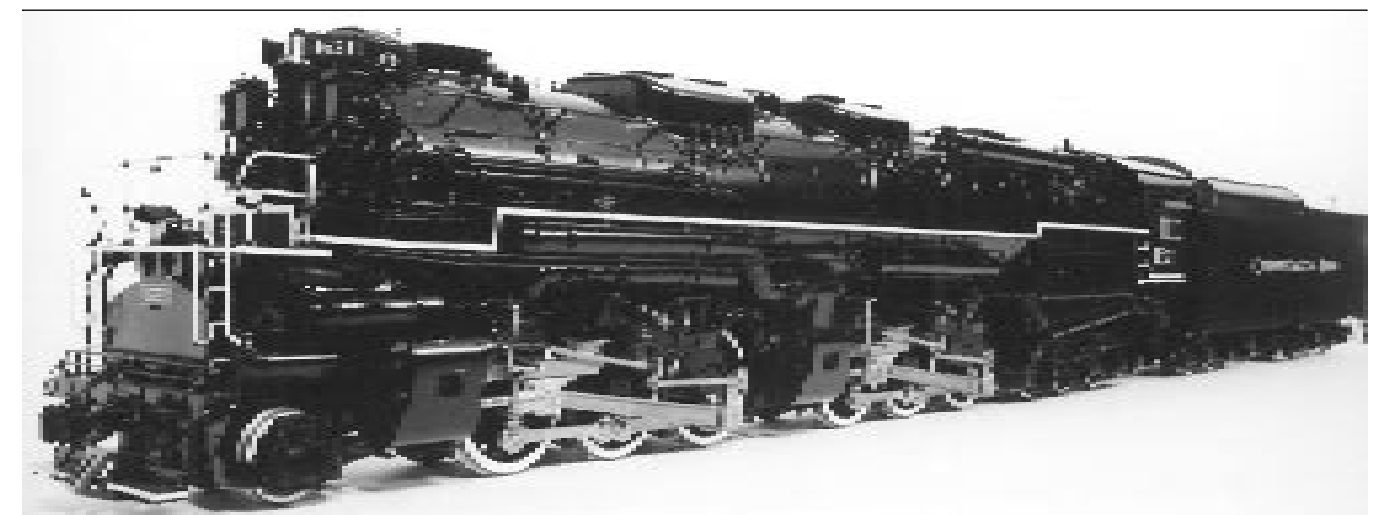
# ALLEGHENY

The H-8 was the culmination of the Chesapeake and Ohio Railroad's propensity for articulated locomotives and superpower, which were trends that merged in 1941. The importance of Mallets to the C&O was evident when you consider that over a 40-year period the C&O had acquired the country's largest fleet of 2-6-6-2s, for a total of 256 Mallet locomotives.

Adaptability to all types of service — even passenger — was the reason for the Mallet's popularity. While there were other locomotives that were also highly adaptable, another factor made the difference — POWER!

The enormous and steady growth of coal traffic from West Virginia westbound to the port of Toledo made increasing demands on existing locomotive power, and the objective was to develop a locomotive that could handle the entire train in a continuous movement from Russell, West Virginia, westbound through Columbus, Ohio, to Toledo, eliminating the rehandling of the train and a locomotive change at Columbus. Another factor was the increased expenditure for national defense in the late 1930s that brought increased traffic demanding fresh motive power. In addition, a tunnel enlargement, replacement and elimination program in the early 1930s had made future operation of superpower possible in the mountains, and maintenance costs of the older, slow and cumbersome equipment were increasing yearly. The time had come to consider new power for the Allegheny Mountain crossing.

The H-8's birth was strictly a design of the Advisory Mechanical Committee of the Chesapeake & Ohio in cooperation with Lima Locomotive Works.





Over the years a rivalry has evolved as to what were the largest locomotives ever built. Immediately the Big Boy and Class A are mentioned, but wait a minute — let's look at the facts. Total Allegheny (H-8) engine and tender length was 125'8". N&W's Class A appeared longer, but measured only 120'8". Wheelbase of the locomotive itself, however, was almost identical: H-8s were 62' with Class A at 60'. The Allegheny was 16'7" tall at the stack while the UP Big Boy was 16'2-1/2", and the N&W Class A 15'10". The Alleghenys overpowered most locomotives in length, height and width.

In weight there was no contest — the Allegheny was champion. It had the highest individual axle loading of any conventional-type steam locomotive in the world — 80,000 lbs. — or over 86,000 lbs., actually — which limited its use to only a few roads with very heavy rail.

For years the title of the world's heaviest reciprocating steam locomotive seemed to belong to the Union Pacific's Big Boy, but that claim had to be modified as a result of a lawsuit in 1944 by the C&O against the builder, Lima, over the excessive weight of the Alleghenys. The figures brought out in this litigation proved, much to the dismay of Lima, that the first of the Alleghenys were the heaviest locomotives ever built, without qualification. This appeared to be clear-cut deception by Lima and the C&O was to learn of it only by accident.

The Lima's published weight was 724,500 lbs. In 1945 the Virginian Railroad ordered eight versions of the H-8 called AGs, and at that time Lima warned the Virginian of the weight problem which, even with the lightening that could be accomplished, would result in a locomotive weighing 753,000 lbs. in working order. The Virginian management responded, "No sweat on our lines!" The Virginian normally took delivery of its locomotives from Lima through the C&O connection at Deepwater, West Virginia, and they attempted to set up this route for the AG but were told by the C&O, "No way, too much weight." The Virginian replied, "You've been running your H-8s with that weight or more since 1941."

The published figure — 724,500 lbs. engine weight — was derived through a "mistake" in the scale house. This took place at the initial weighing at which C&O and Lima officials were present. Yet — for whatever reason — this figure was the one cited by Lima and the C&O in their official publications. The actual weight was 778,000 lbs.

The increased weight was known by all who were involved in the design process, but it was a situation where the committees were "perfecting perfection" and another 35,000 lbs. here or there justified the end as long as everyone kept their mouths shut.

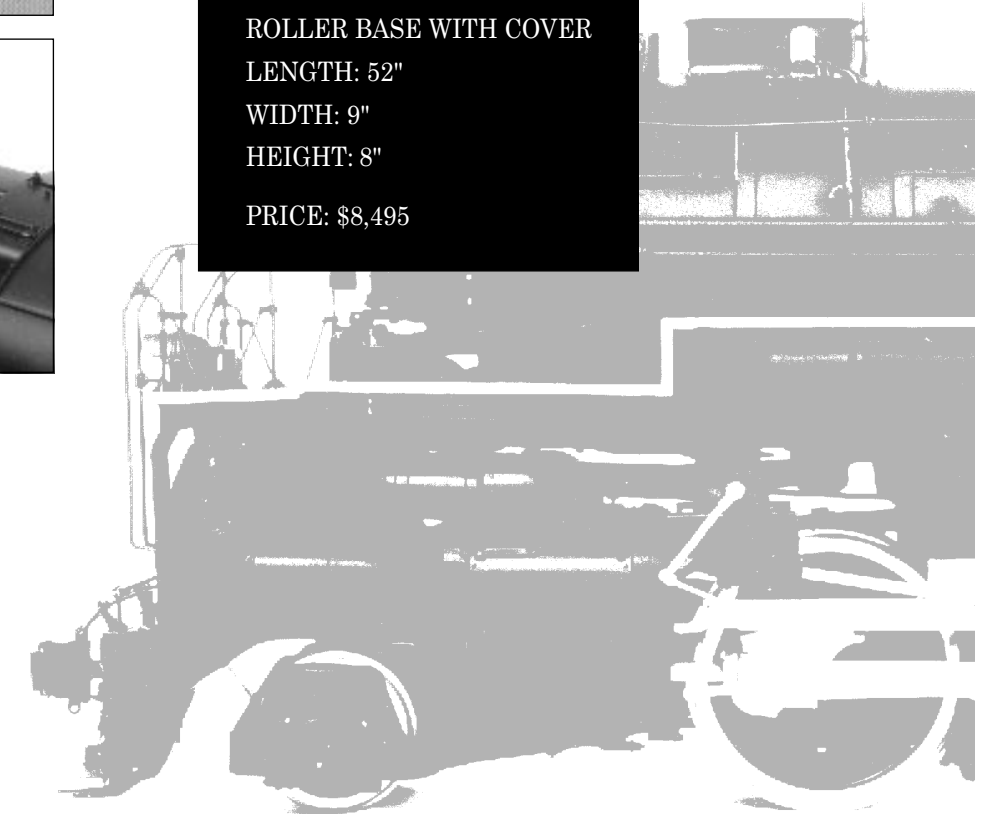
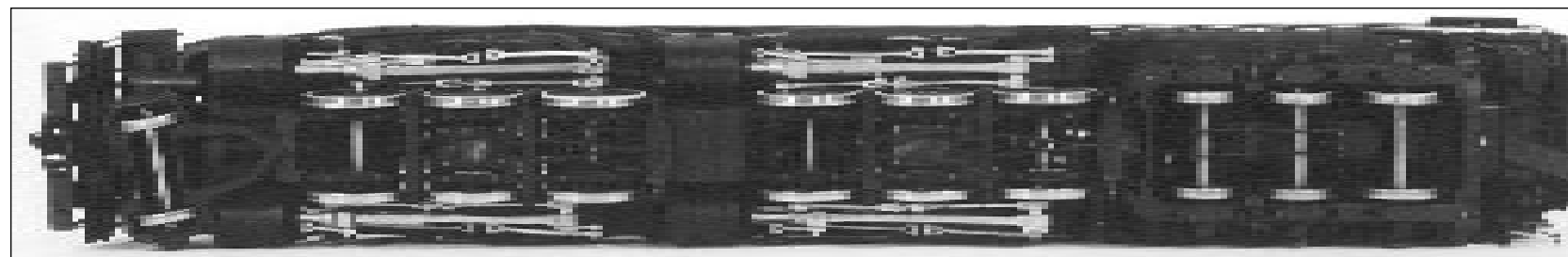
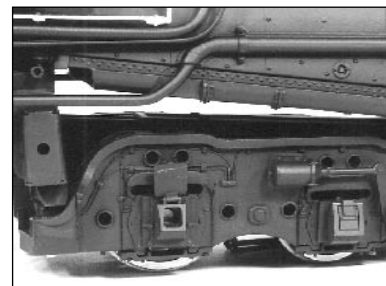
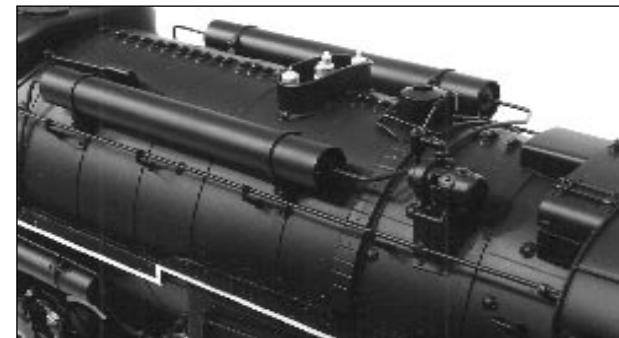
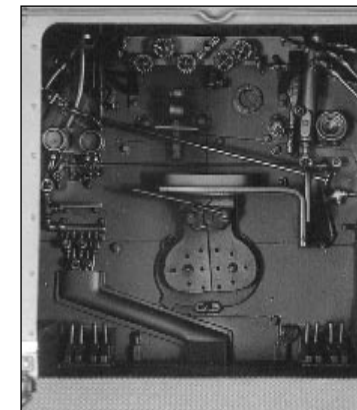
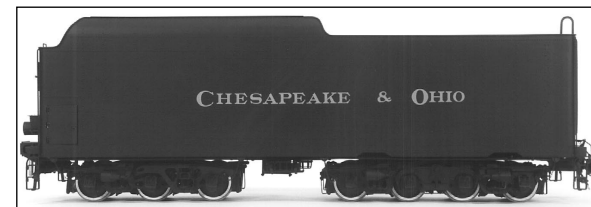
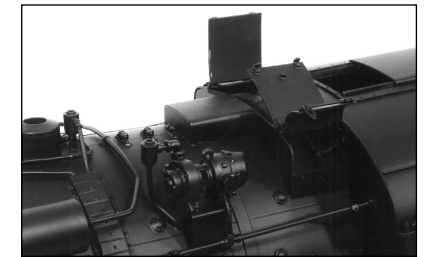
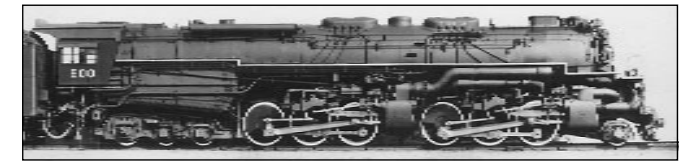
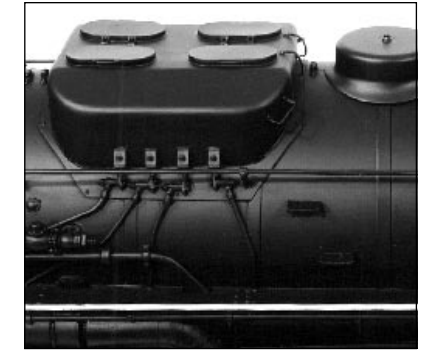
When the first H-8 was completed and sent under steam to the scalehouse, it took some special moves to get the

weight down to an acceptable level. It seems someone "forgot" to balance the scales prior to weighing and, when the weight of the parts not yet installed on the locomotive were subtracted from an already bogus weight, the original design number of 724,500 lbs. was arrived at to the pound. The document which exposed the "mistake" was the specification used for drilling of the front engine truck equalizer and trailing truck equalizer so that the total weight of 778,000 lbs. would be distributed properly between the front truck, trailing truck and two sets of drivers.

Thus, the C&O H-8 was the heavyweight champion at 778,000 lbs., the UP Big Boy at 772,000 lbs., and the Virginian AG at 753,000 lbs.

There were many innovations employed on the H-8 which automated otherwise manual operations. The engineer no longer had to ring the bell manually; an air-operated mechanism actuated the clapper — permitting the bell itself to be mounted in a fixed position. The whistle was no longer blown by pulling a cord; a spring tension lever opened and closed an air-operated mechanism. There were air-operated sanders and firebox door.

Almost all patterns and tooling used for the C&O Allegheny were also used for the Virginian AG, making the AG and H-8 almost identical. There were a few differences, however,



LIMITED EDITION: 150  
 SCALE 1:32  
 LENGTH: 46.64"  
 WIDTH: 5"  
 HEIGHT: 7"  
 MAHOGANY DISPLAY  
 ROLLER BASE WITH COVER  
 LENGTH: 52"  
 WIDTH: 9"  
 HEIGHT: 8"  
 PRICE: \$8,495

with the most obvious being tender capacity. Sandbox design was next. Some piping was routed differently and placement of the stoker motor under the cab also caused a change of appearance. A few minor differences included a cover on the side for the cylinders and additional lube lines on the trailing truck.

The Allegheny was built in six separate production runs. There were a total of 60 C&O H-8s produced and eight Virginian AGs.

The end of these steam giants did not come suddenly; it could be predicted in the increasing diesel orders beginning in 1949. Storage of the H-8s began in 1952 and scrapping started in 1954. Many were stored with their numbers painted out while others were stored serviceable. Following the easing of the early '50s recession, coal export shipments increased so rapidly that the C&O was caught short of motive power. Twelve H-8s were once again pressed into service. This lasted only a year and on March 26, 1956, the last H-8 was taken out of service.

On the neighboring Virginian, all eight 2-6-6-6s were kept in stored serviceable condition for possible emergency service from 1954 to January 1960 when they, too, saw their end in the scrapyard.

Born in the war, the Alleghenys came into existence just as cost-conscious railroads rushed to the more efficient diesel technology. Although their life was accordingly limited, their performance and their appearance rank them among the most magnificent examples of the steam locomotive. There was no higher development in steam than the Alleghenys.

And just as the Alleghenys of this era were the most impressive steam locomotives ever built, we at Fine Art Models have as our objective to make our model of the Allegheny the most impressive locomotive model ever built. More than two years of research and design have gone into this model with production scheduled for July 1994. What has facilitated our design is that we have Engine No. 1601 at the Henry Ford Museum only 20 minutes from us. And there is nothing like having the real thing in your backyard when you are trying to build a model.

We like to think of the Allegheny as the Empire State Building in the prone position. It is big! We are designing special handling devices for our customers to deal with this. In addition to the mass of this locomotive, the character is in its "jewelry," which is what we call detail. Just look at all the piping, screens and valves. It's what drives us — the ability to reproduce this locomotive with every detail.

As with all our locomotives, it will have our patented sound system with four chuffs per stroke for each set of

cylinders since this is an articulated locomotive. Of course, there will be the brake release sound, boiler safety release sound on a random basis while standing, and compressors which turn off and on automatically whether moving or standing. There will be two large speakers in the boiler and the sound will be properly synchronized with the valve action of the cylinders.

The Allegheny will come with a beautiful custom-made hardwood display base which will also serve as a roller base so the locomotive can be run in place. And, of course, there will be a Plexiglas dust cover for the base and a transformer for lighting.

We will build a total of 120 C&O H-8s and 30 Virginian AGs. Each of the 60 H-8 road numbers will be available on an as-available basis with number 1659 (the last one built) done in an edition of 61 pieces. All eight road numbers of the Virginian will be produced on an as-available basis with number 907 done in an edition of 23 pieces.

Of course, no Allegheny would be complete without something to pull, so we plan to produce both a C&O caboose and coal hopper on a special-order basis only for Allegheny owners. We will consider a Virginian caboose and coal hopper assuming a sufficient number of customers order them.

The Allegheny is the biggest challenge ever undertaken by Fine Art Models, and be assured the last two years of work on this project have proved to us that we will achieve our objective.

When you order an Allegheny, you will receive a full-size line drawing of your locomotive complete with the correct road number. You will also receive special updates on the development of the model and interesting facts and pictures of the prototypes we are replicating. When the model is delivered, we will have an open house in Royal Oak, Michigan, and invite all of you who can come to visit us as our guest at the Henry Ford Museum to see 1601 and to visit Greenfield Village. We want this to be more than just a model — it should be an experience.

Should you have any questions, please contact us at any time. We would enjoy hearing from you.

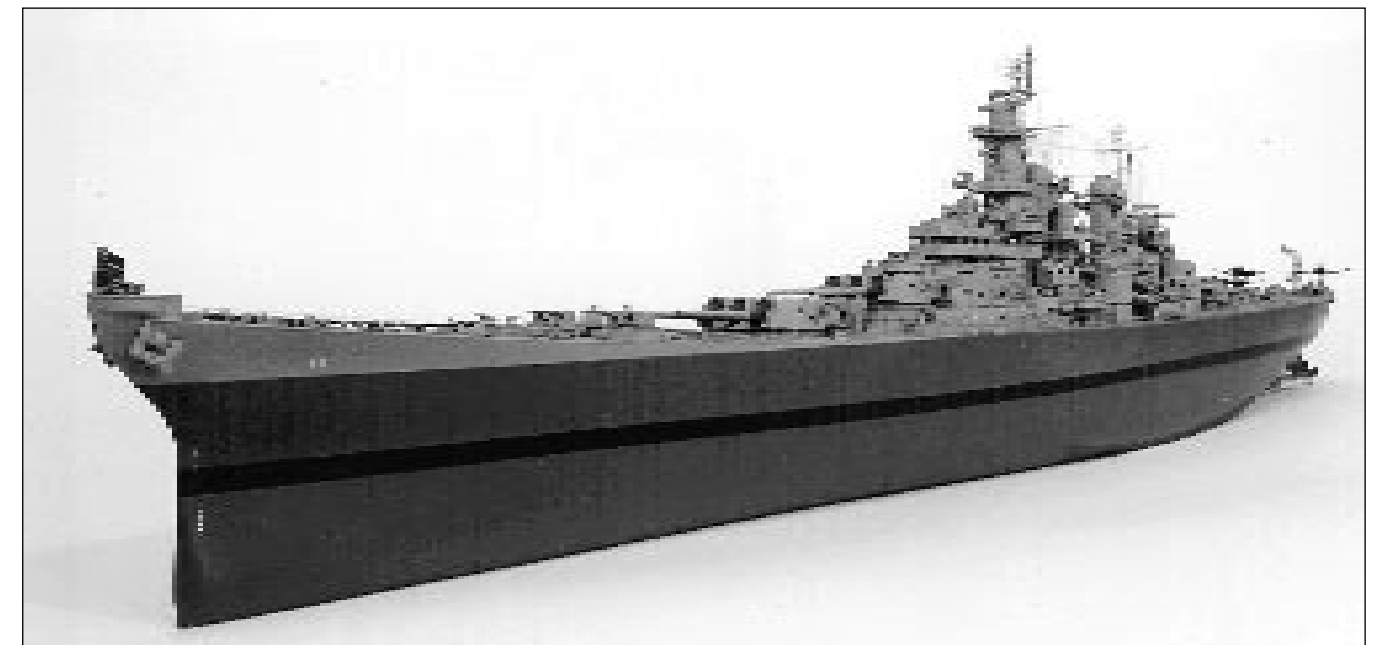


# USS MISSOURI

Beginning in the early 1890s, the United States laid keels for 66 battleships. Of this total number the Navy completed 57 frontline battleships.

While the Wisconsin carries a higher hull number (BB64), the Missouri was the last battleship completed for the U.S. Navy.

The Missouri (BB63) construction was originally authorized in 1938, but it was the German conquest of most of Europe in 1940 that moved the U.S. Congress to create a two-ocean Navy. Thus, on January 6, 1941, at the Brooklyn, N.Y., Navy Yard, the keel for the future battleship Missouri was laid.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

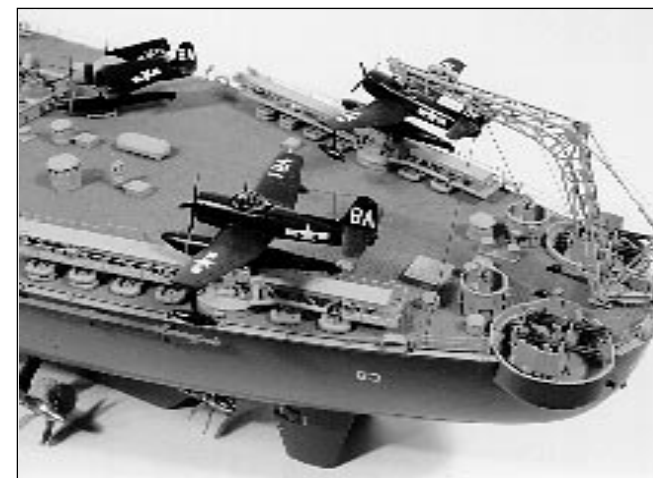
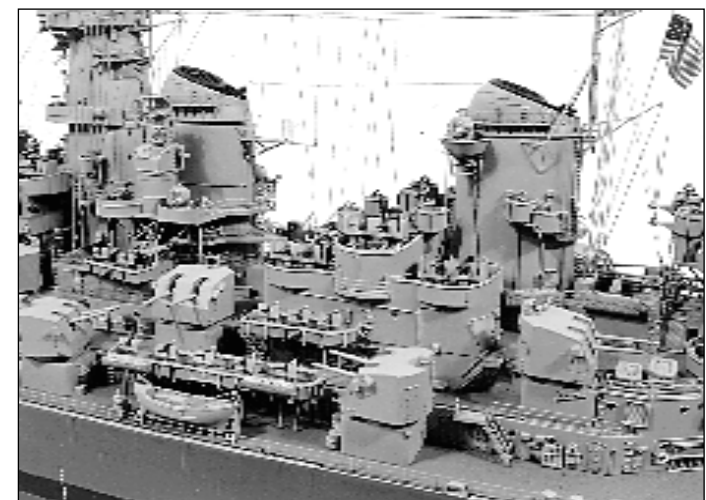
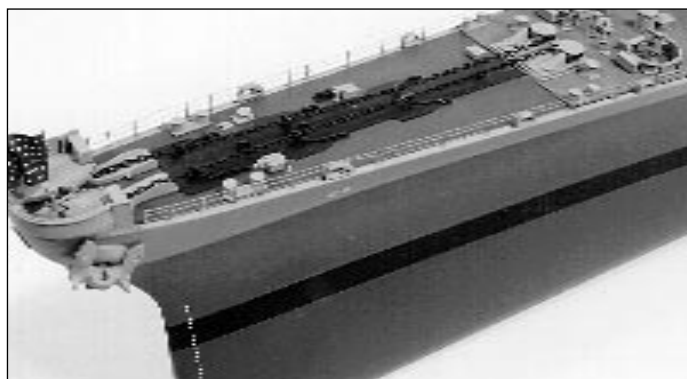
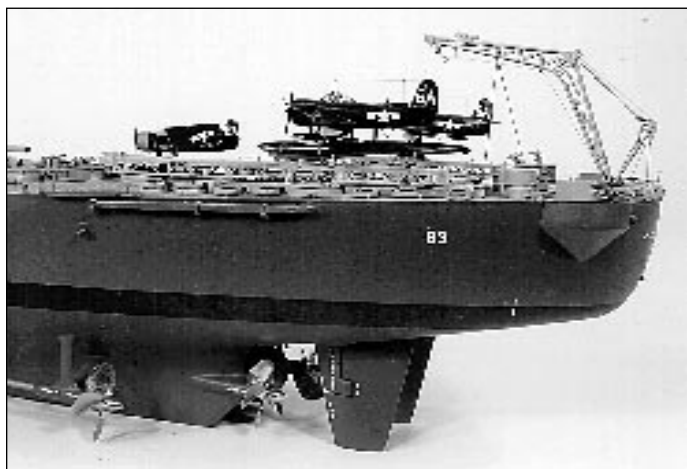
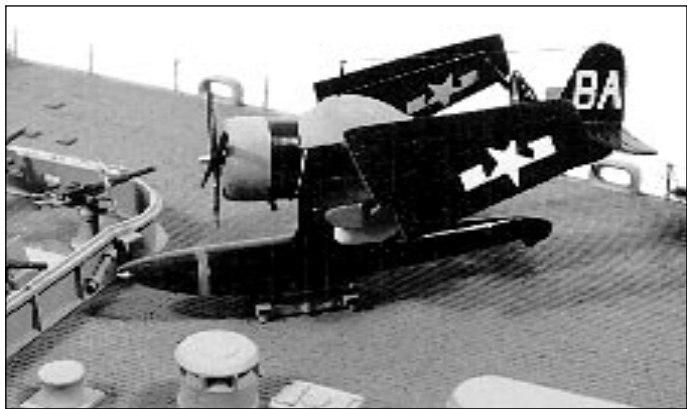


While we could give you much more information on the Missouri, you can read all about it in the 450-page book that accompanies the model, entitled Battleship Missouri by Paul Stillwell. Certainly, the most important event in history for any U.S. battleship has to be the Japanese surrender on the Missouri, September 2, 1945. And it is in this configuration that we have modeled the Missouri.

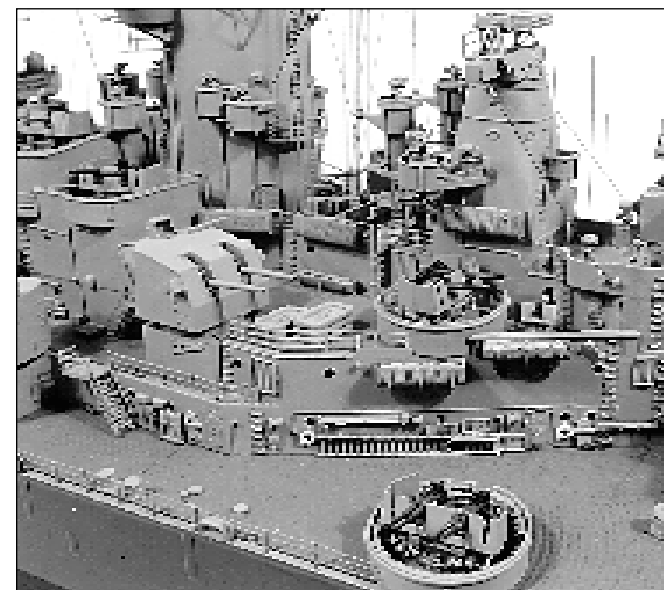
Our 1:192 scale Missouri is 55" long with a hull made of high-definition resin and superstructure made of hand-fabricated and photo-etched brass carefully soldered by master craftsmen. The deck is laser-etched wood and features every scale plank and hatch as they appeared on the real deck. The turrets turn and the individual metal 16" guns elevate. The radar units turn and the 5" guns turn and elevate as well.

No detail has been omitted from this model, from the painted life rings on the bulkheads to fire hoses and fire axles in their racks. If you look carefully at the airplanes on their catapults, you will see the antenna made with a human hair and cockpit details in each plane. Every effort has been made to document the Missouri with exacting detail as she appeared on September 2, 1945.

Along with our model of the USS Arizona as she appeared December 7, 1941, these two magnificent ships signify the beginning and ending of a conflict which will always be a major part of American history.



LIMITED EDITION: 139  
 SCALE: 1:192  
 LENGTH: 55"  
 WIDTH: 7"  
 HEIGHT: 12"  
 BLACK WALNUT DISPLAY BASE  
 WITH COVER  
 LENGTH: 60"  
 WIDTH: 9"  
 HEIGHT: 14"  
 PRICE \$7,500

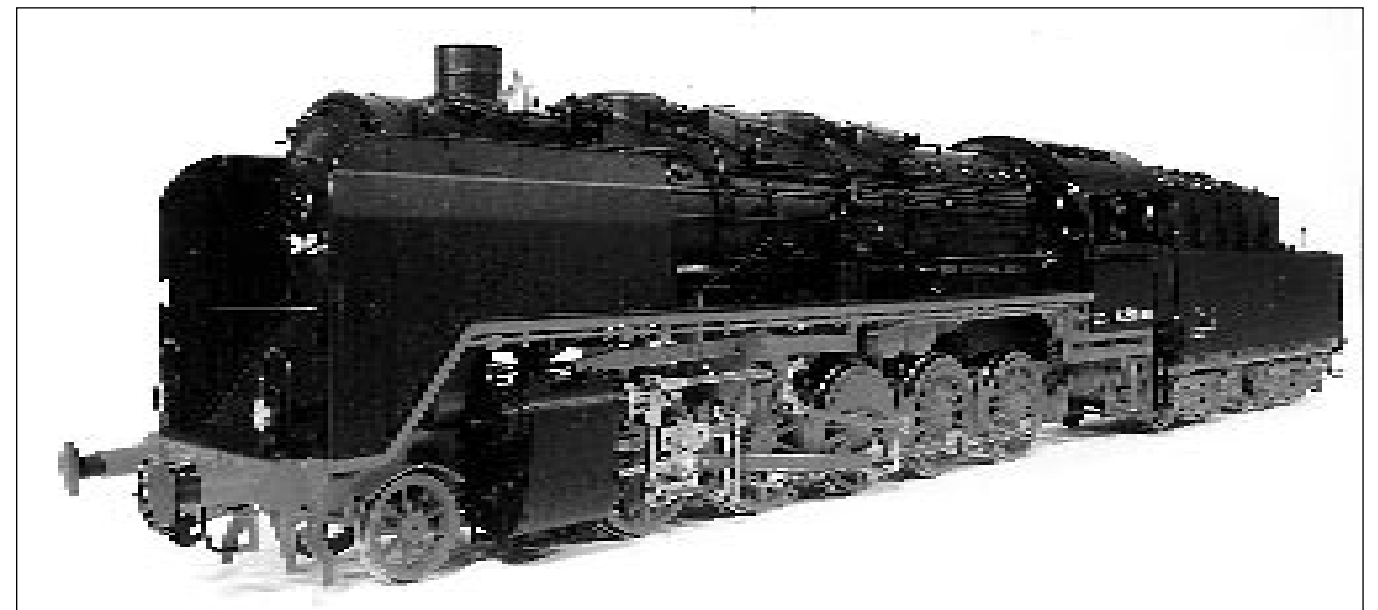




# BR - 50

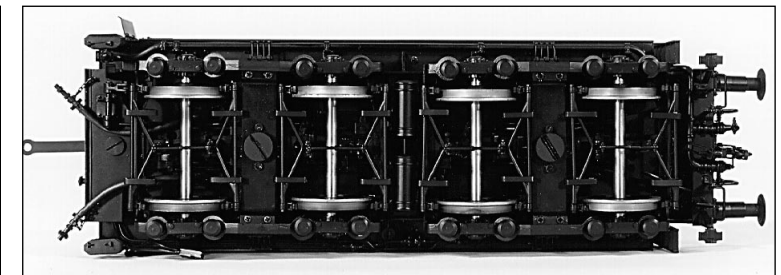
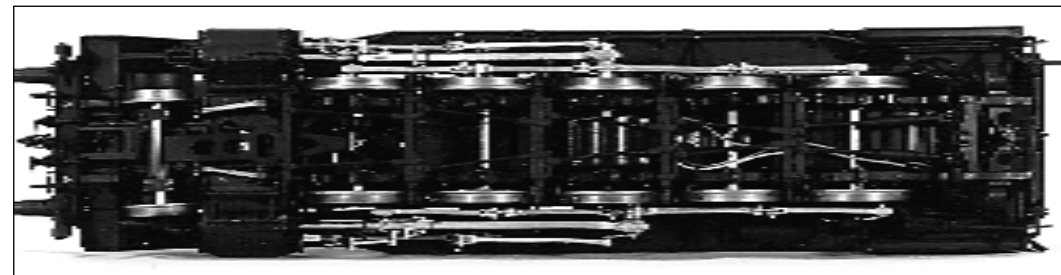
One of the most famous and successful locomotives ever produced in Europe was the German-built BR-50. More than 3,600 units were produced, and some of these locomotives continue to operate today in countries all over the world.

Fine Art Models has produced 100 Gauge I models of this locomotive in exacting detail, including an on-board sound system that replicates the actual sounds of a real BR-50. Each model comes complete with an operating roller display base and case so the BR-50 can be run in place by an owner who has no layout.



Three versions of the locomotive have been produced, including 35 DRs (1942), 50 DBs and 15 in the French X-150 post-war configuration.

For additional information, please contact us and we will send you complete details.



LIMITED EDITION: 100

SCALE: 1:32

LENGTH: 30"

WIDTH: 4"

HEIGHT: 5"

MAHOGANY ROLLER

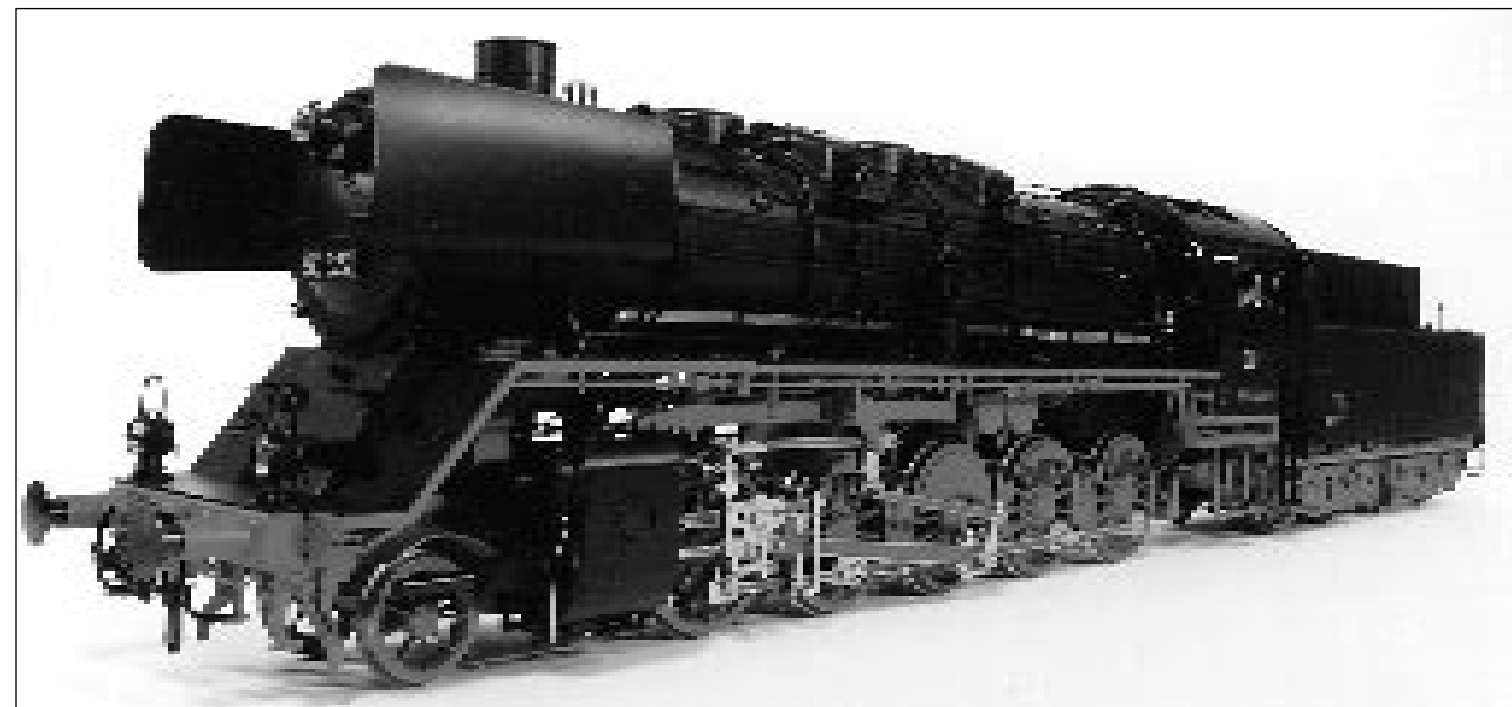
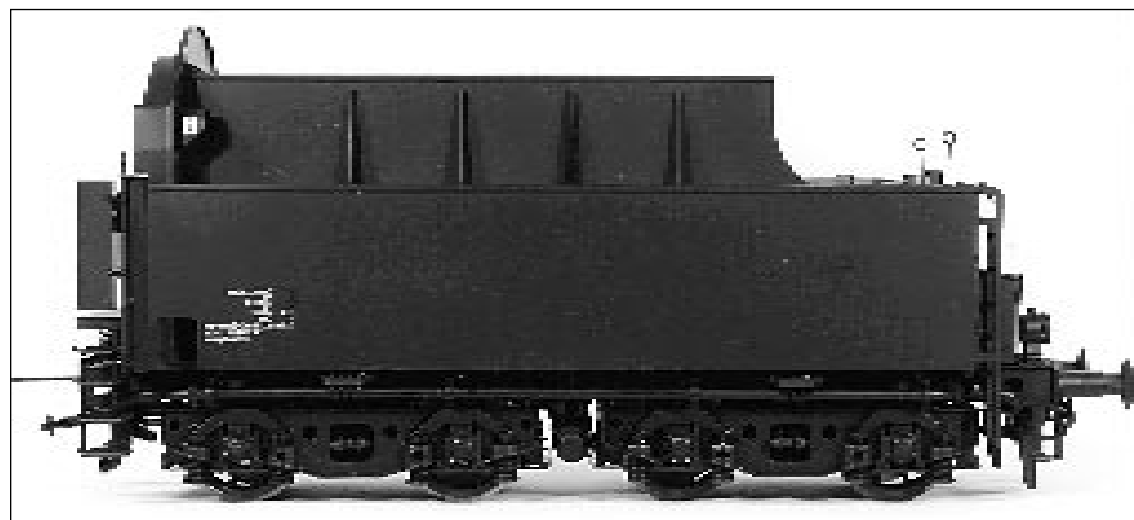
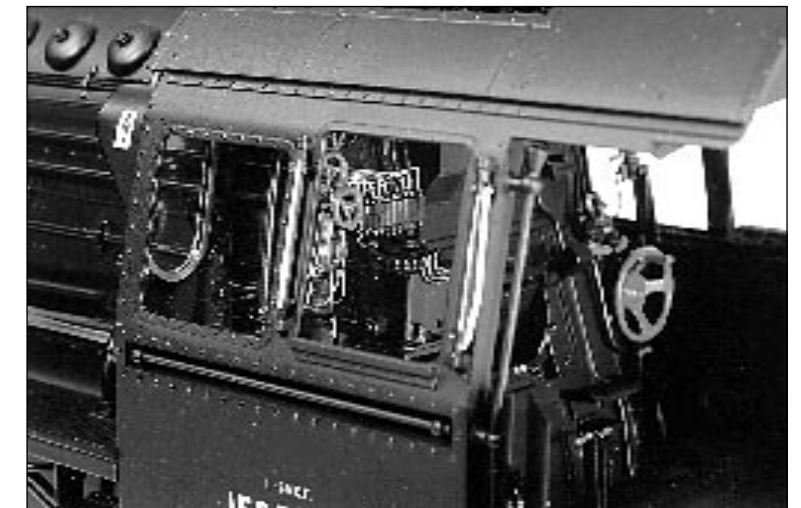
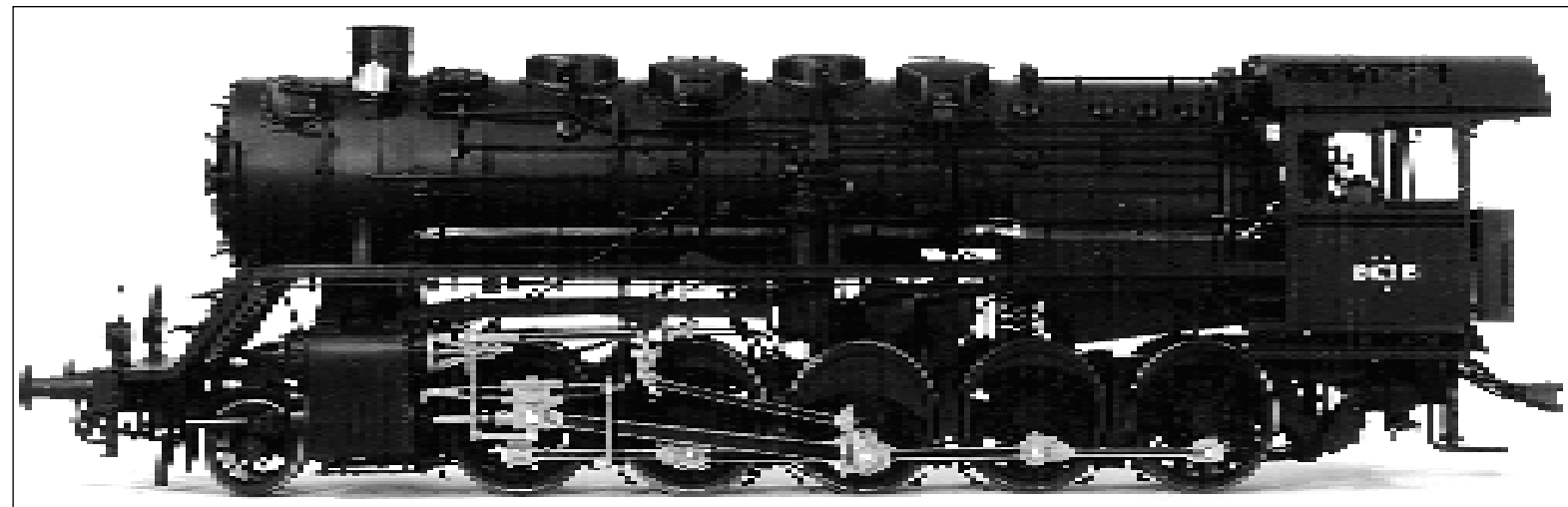
DISPLAY BASE WITH COVER

LENGTH: 34"

WIDTH: 9"

HEIGHT: 10"

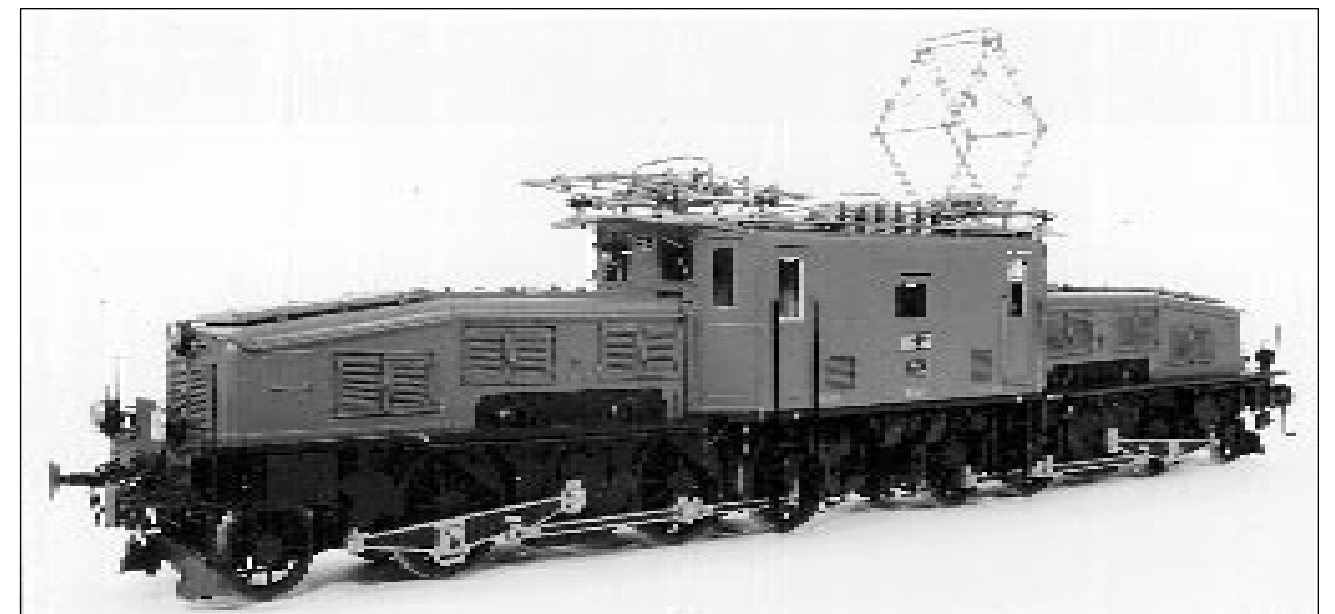
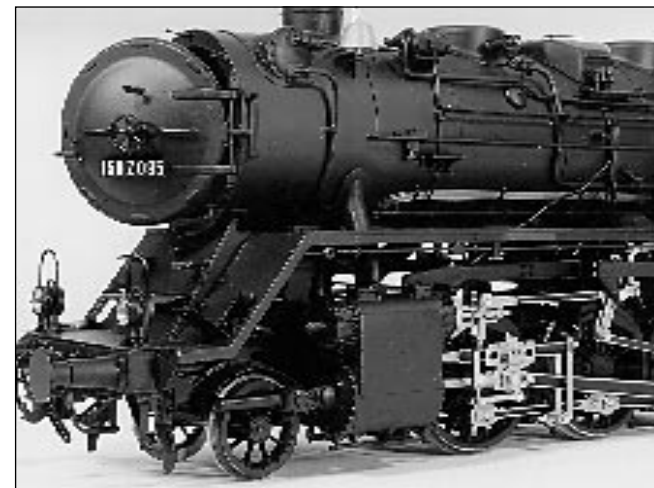
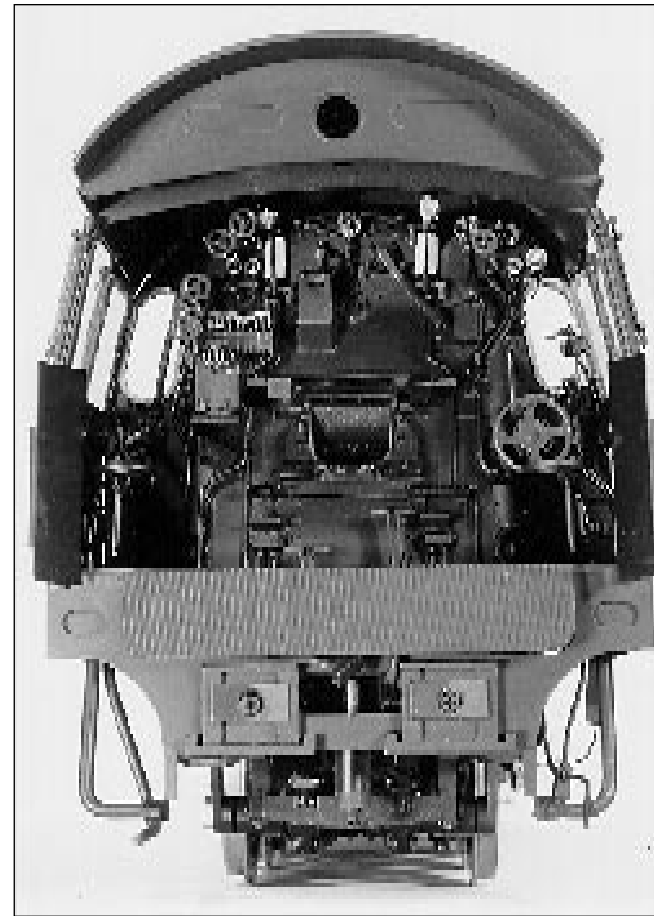
PRICE: \$6,500



# B R O W N C R O C O D I L E

With the Crocodile, Fine Art Models set out to produce the finest European locomotive model ever offered. Details concerning this model and our philosophy can be read in association with our green Crocodile offering, which represented half of our total production of 100 pieces.

We produced the first 50 Crocodiles in their green 1934 version and, while this proved to be very popular, the original 1926 brown version appears to be just as desirable. Differences between the green and brown include different hand rails, six

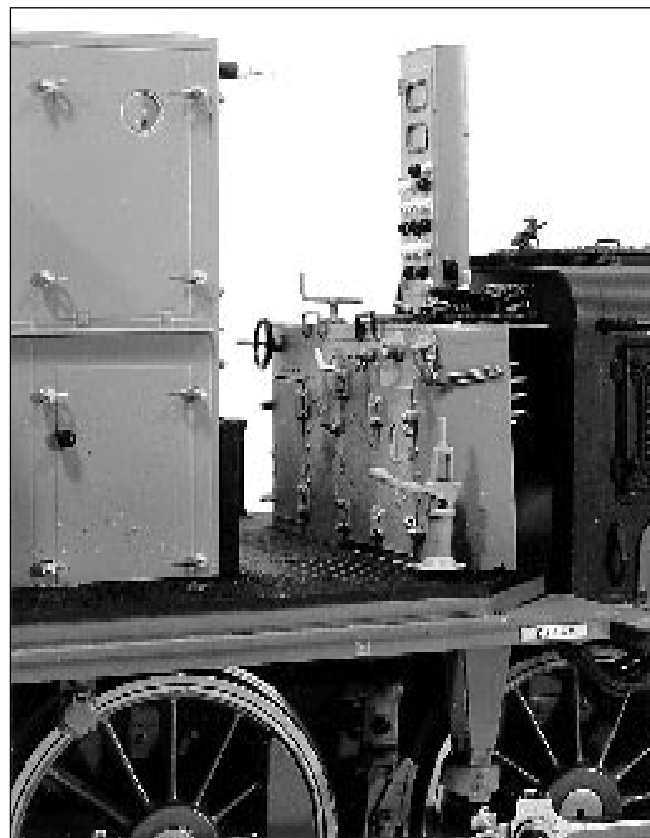


**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

opening cab doors on the brown versus two on the green, and minor differences in the underbody design.

Perhaps one of the most significant features of both the brown and the green Crocodiles is the paint. When researching the Crocodile, we discovered several different shades of both brown and green paint used by other manufacturers on their Crocodile models. This led us to the paint depot for the Swiss Railroad in Lucerne, Switzerland. At first they could offer us little information on the green and brown colors and further, indicated that they had never been asked for this information before. Finally, when



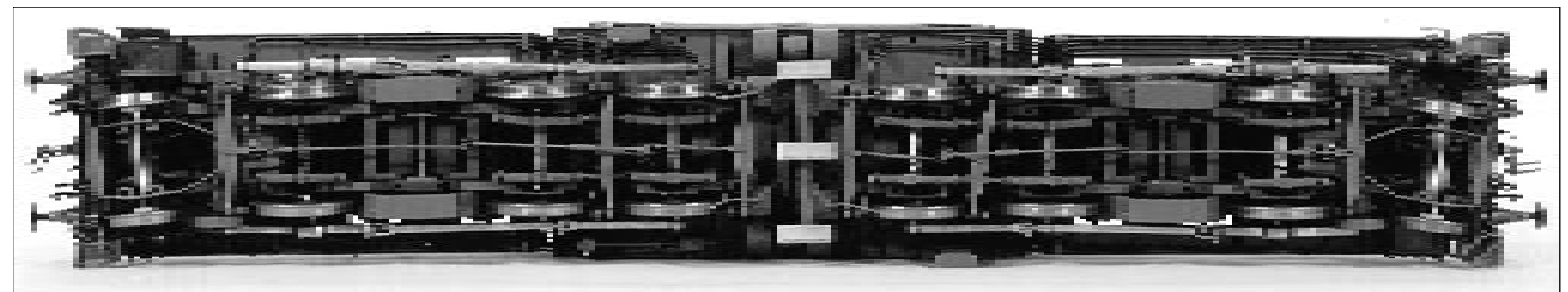
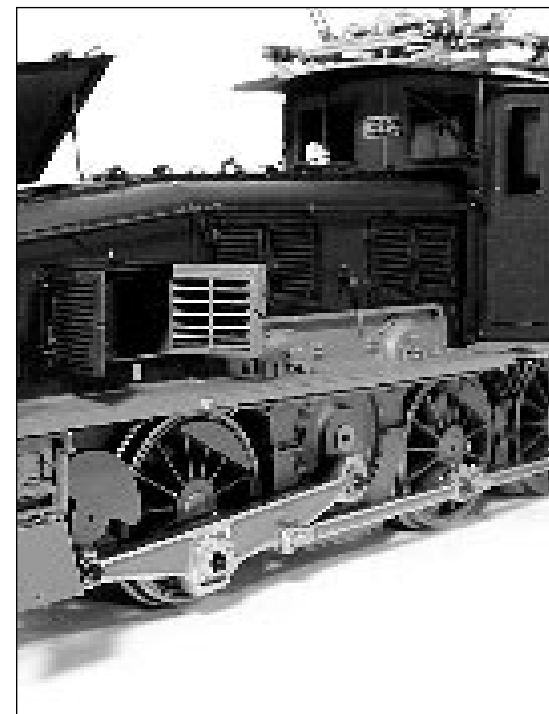
we showed them our prototype and its level of detail they told us that this was the finest model of a Swiss locomotive they had ever seen. Thirty minutes later we had a quart of green and a quart of brown paint mixed to the original formulas for both colors. We had the exact paint for the Crocodile from the Swiss Railroad. Thus, there can be no question as to the correctness of color on our Crocodile.

Finally, if there is a better Swiss locomotive model then we don't know about it. As you study the detail of our model, it can be said that it runs as good as it looks. Each Crocodile comes complete with a roller base so the model can be run in place. The model can be run from track power or from the overhead catenary. The sound system in the model is that of the original Crocodile digitally recorded in Switzerland and then placed on two chips in

the sound system of our model. You'll hear the whistle, blowers, compressors and brake release as they were recorded from the real Crocodile.

The windows go up and down, there is complete interior detail including real wood cab floor, and the battery box door opens to reveal the battery as does the tool box cover inside the motor compartment.

Four Swiss Maxon motors power



LIMITED EDITION: 50

SCALE: 1:32

LENGTH: 24"

WIDTH: 4"

HEIGHT: 7"

MAHOGANY DISPLAY

ROLLER BASE WITH COVER

LENGTH: 29"

WIDTH: 9"

HEIGHT: 13"

PRICE: \$6,500

the model and these motors were custom-built so as to be placed in their original prototypical location in the model, thus allowing us to replicate every detail in the motor compartment. There is no compromise in this model. And every model comes complete with a 22" x 28" lithograph of our commissioned Crocodile painting.

# FLETCHER

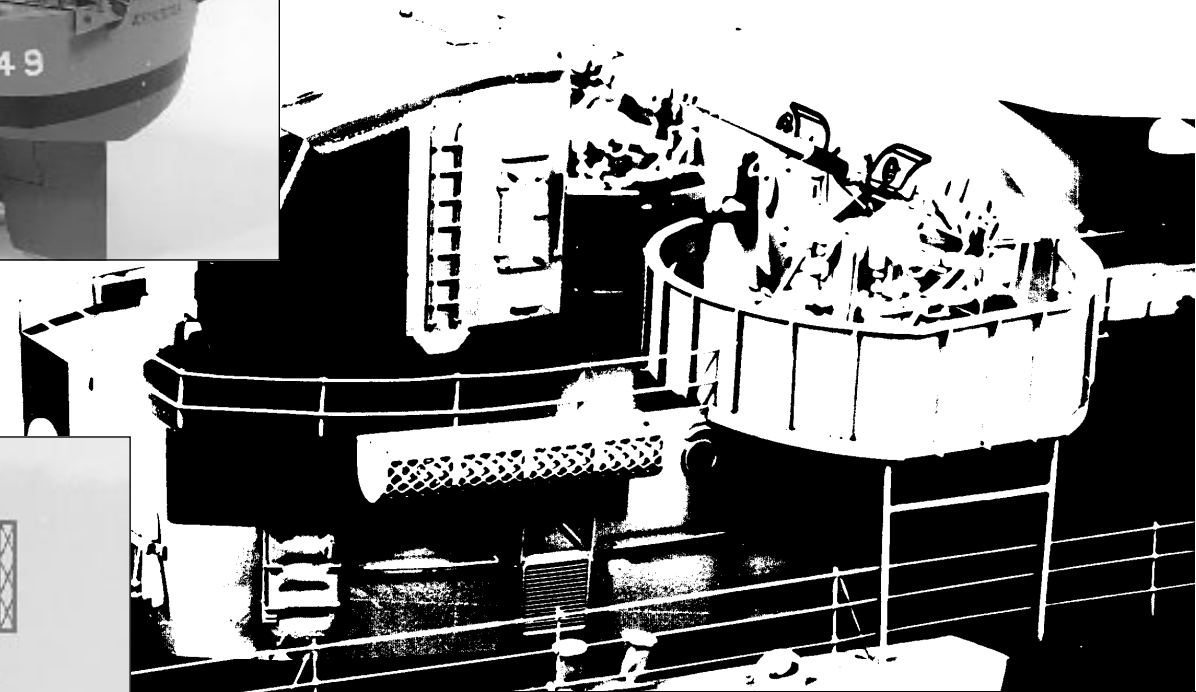
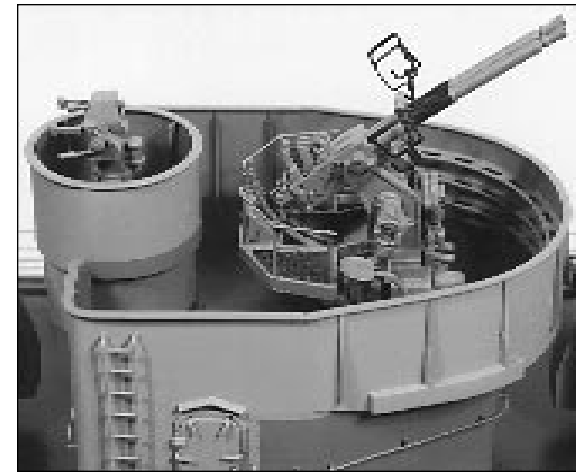
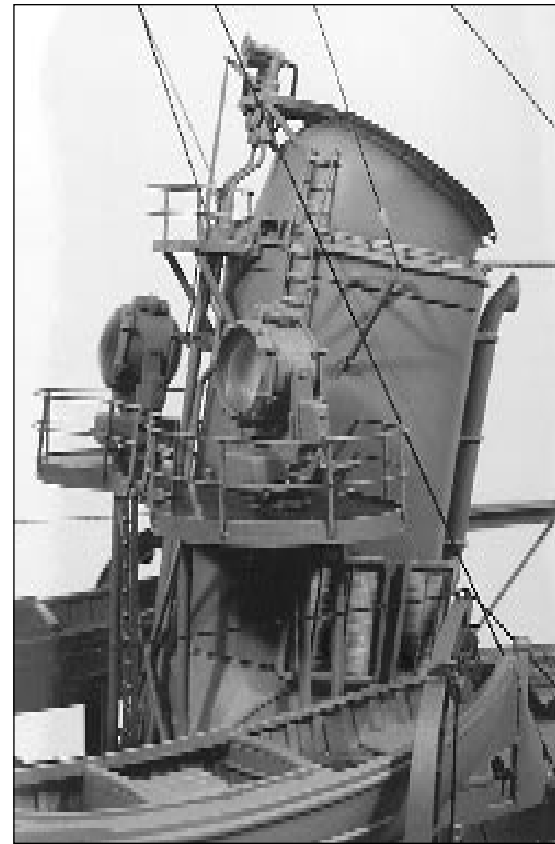
Without question, the most famous destroyer class to serve in World War II was the Fletcher. Described as the “perfect fighting destroyer,” 175 were commissioned in a 2-1/2-year period beginning on June 4, 1942. The history books are filled with the courageous exploits of these ships during World War II, then, in Korea, and some even in Vietnam. By the late sixties, the entire class had been scrapped or sold.



Fine Art Models has captured with exacting detail the essence of this magnificent ship. From the space-age resin hull to hand-fabricated brass cabins and superstructure, nothing has been overlooked. Using official U.S. Navy plans, this 1/8" scale ship model features delicate antennas, completely detailed depth-charge racks and precisely modeled quintuple torpedo tubes. Fire hoses can even be found in their storage racks.

More than 400 work hours are required to create one of these beautiful models, and only one a month can be completed by a team of the finest artisans in the world today.

We feel this model is a fitting tribute to the ship and men who served on these most famous of destroyers.



LIMITED EDITION: 48

SCALE: 1:96

LENGTH: 48"

WIDTH: 5"

HEIGHT: 13"

BLACK WALNUT DISPLAY  
BASE

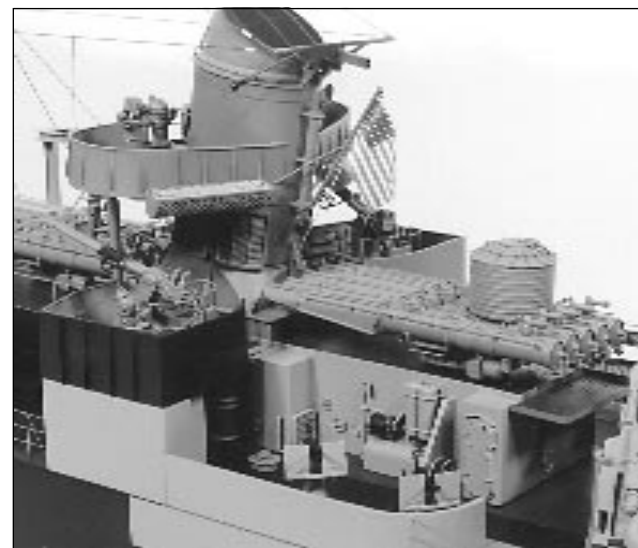
WITH COVER

LENGTH: 53"

WIDTH: 9"

HEIGHT: 16"

PRICE: \$7,500

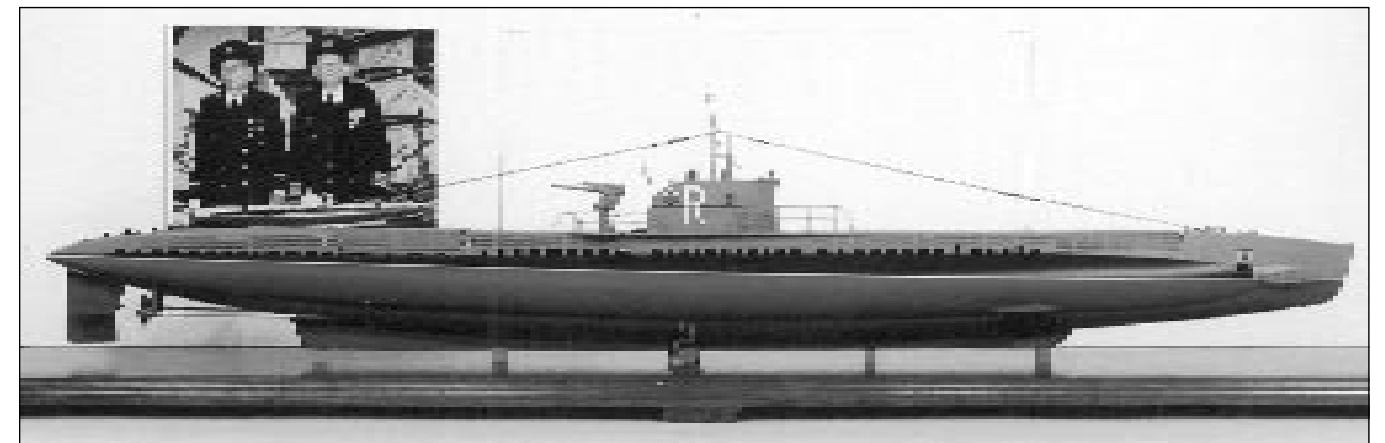


# 1926 SOVIET SUBMARINE

When Fine Art Models purchased and put together our ship-building operation in Riga, Latvia, we inherited 18 Lenin Destroyers originally headed for museums around the former Soviet Union.

Because of the popularity of this model, we thought it would be fun to produce another ship from this early period and thus we chose the 1926 Ronis Class Submarine with its swing-out deck-mounted torpedoes.

In the course of building this model we discovered that the former captain and chief engineer were still alive and we arranged a meeting with them. As a result, each model comes with a signed





LIMITED EDITION: 18  
SCALE: 1:50

LENGTH: 43"  
WIDTH: 5"  
HEIGHT: 13"

BLACK WALNUT DISPLAY  
BASE WITH COVER

LENGTH: 48"  
WIDTH: 7"  
HEIGHT: 14"

PRICE: \$2,750

8" x 10" photograph of 91-year-old Captain Hugo Legzdinsh and 94-year-old Chief Engineer Rudolf Grigulis.

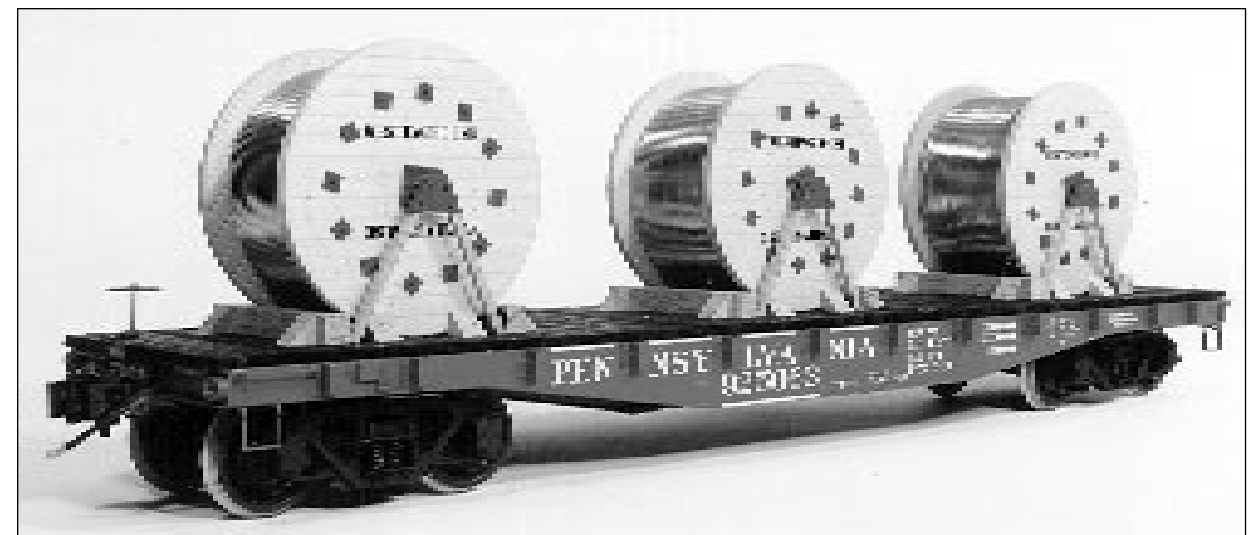
Each submarine features a high-definition resin hull and brass construction from the deck up. The torpedoes actually swing out both fore and aft.

# FM FLATCAR LOADS

The FM Flatcar was the workhorse of the Pennsylvania Railroad, and Fine Art Models has captured every detail of this freight car, making it the finest Gauge 1 freight car ever offered. Consider these features:

- Working brakes
- 101-piece real wood plank deck
- 404 miniature plank bolts
- Complete underbody detail
- Ball-bearing journals
- Opening journal inspection doors
- Working truck springs
- Operating couplers
- Complete graphics including underbody
- Unique road numbers

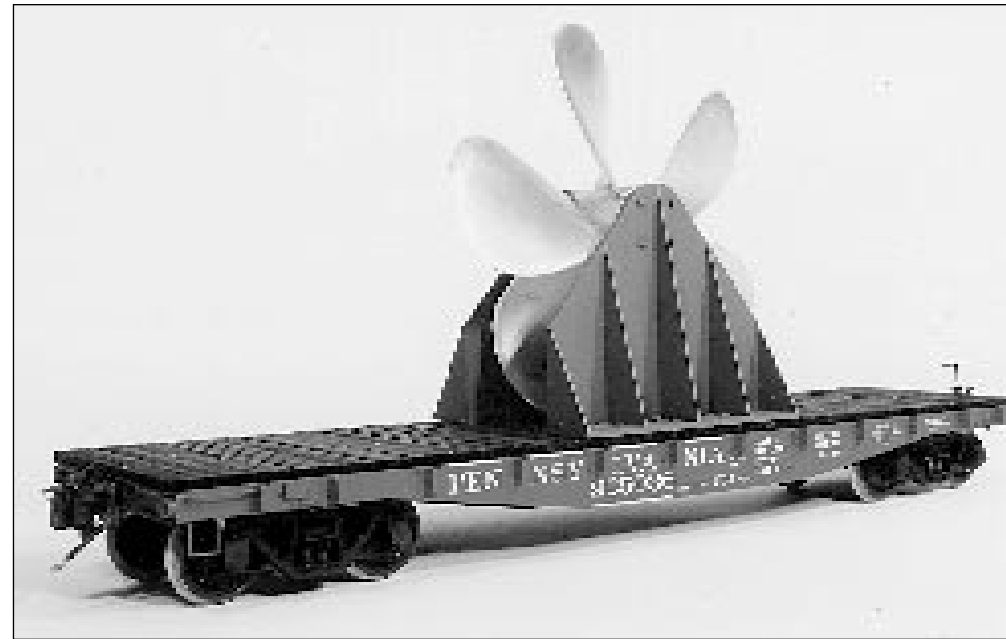
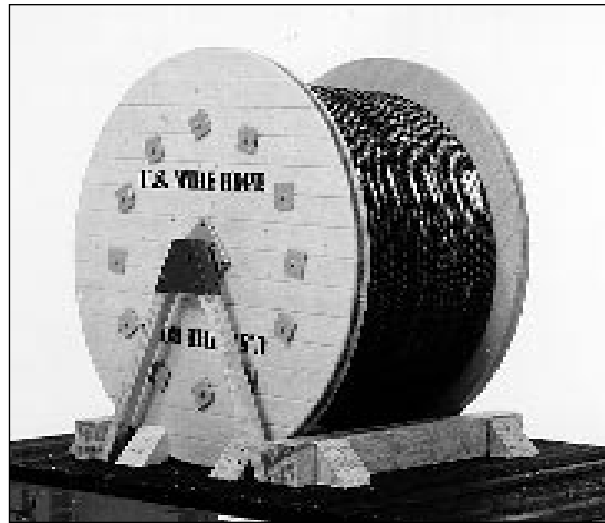
CONDUIT LOAD



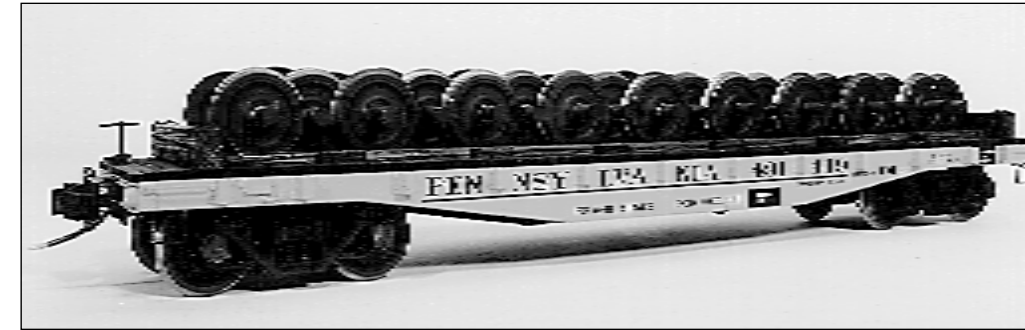
**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

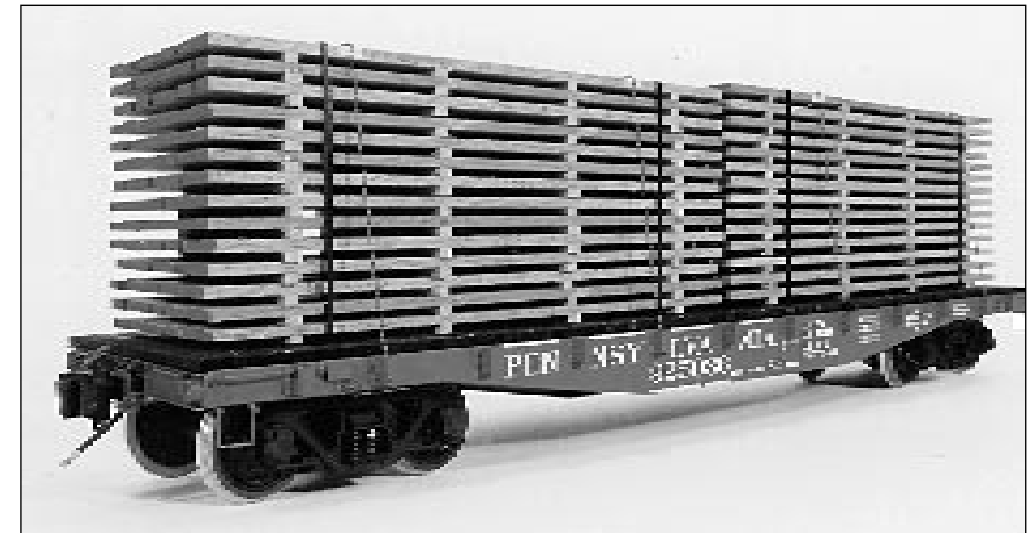
CABLE LOAD



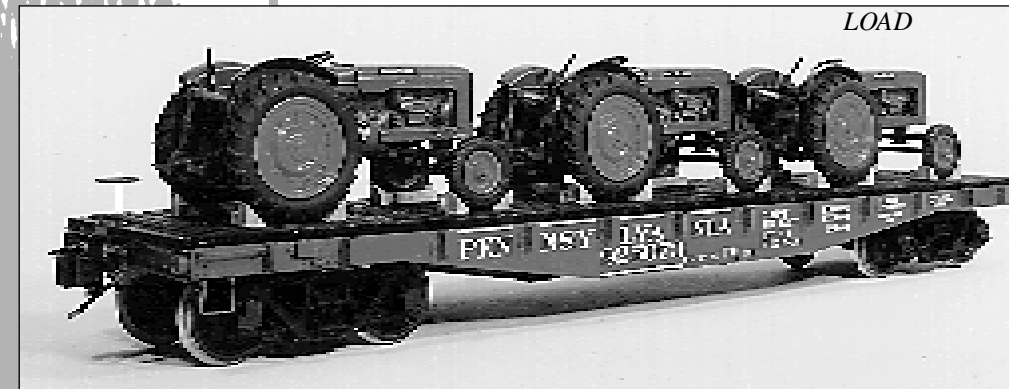
PROPELLER LOAD



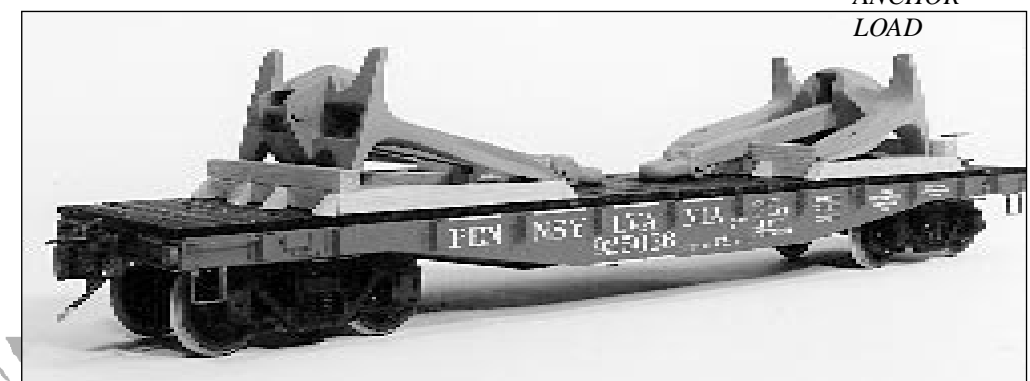
WHEEL LOAD



WOOD LOAD



TRACTOR LOAD



ANCHOR LOAD

U.S. WIRE ROPE

LIMITED EDITION: 100 EACH  
LOAD

SCALE: 1:8

LENGTH: 16"

WIDTH: 4"

HEIGHT: 1.5" - PLUS LOAD

PRICE: WHEEL LOAD - \$750

TRACTOR LOAD - \$750

PROPELLER LOAD - \$700

ANCHOR LOAD - \$700

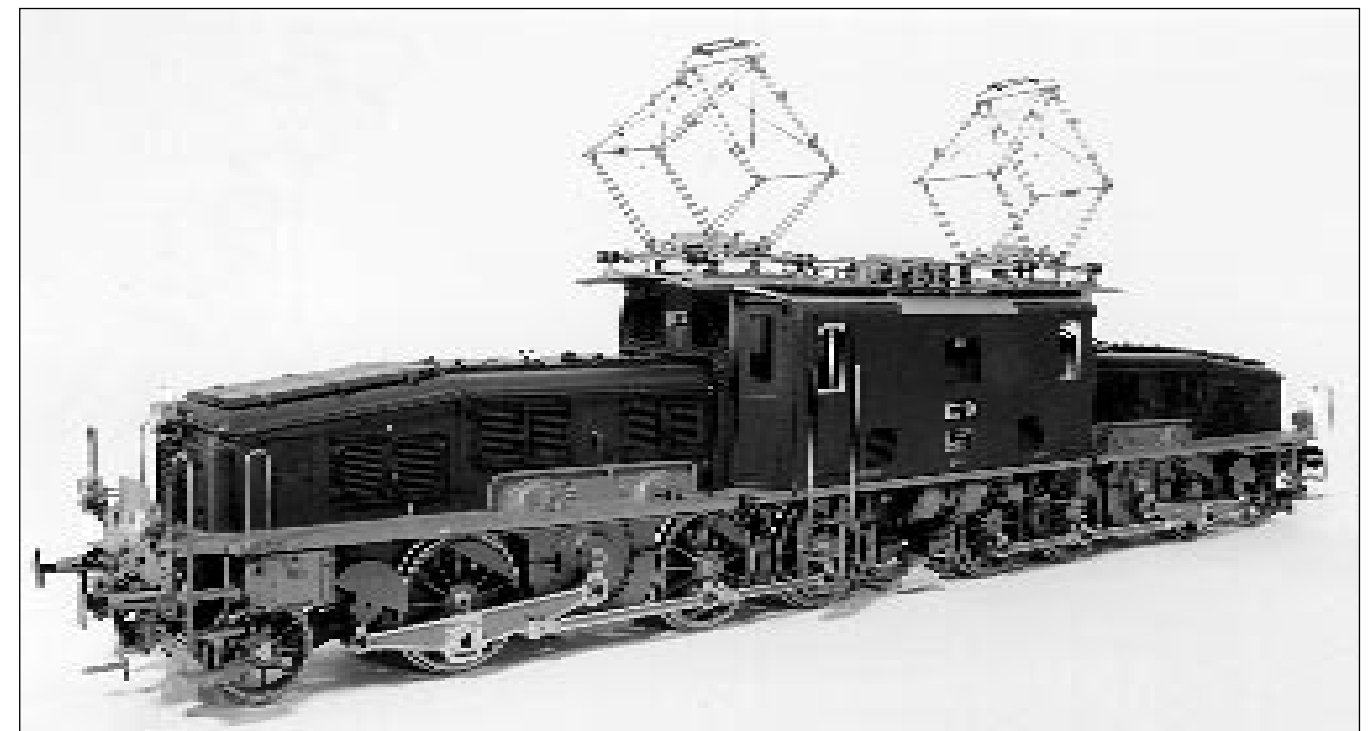
CABLE LOAD - \$750

CONDUIT LOAD - \$750

WOOD LOAD - \$650

# G R E E N C R O C O D I L E

The legend of the Crocodile began in 1922 when the Swiss Federal Railways (SBB) initiated rail service between Chiasso, Italy, and Lucerne, Switzerland, via the St. Gotthard Tunnel. A new, heavy-freight locomotive was needed to negotiate the very steep grades and endless sharp curves. To meet these requirements, the SBB developed and produced one of the most unusual electric locomotives ever. A prototype (Be 6/8 I), remotely resembling a crocodile, was built, and before evaluation was even completed the Be 6/8 II was placed into production. The new locomotive quickly acquired the name "Krokodil," German for crocodile. Perhaps the name was inspired by its distinctive long flat motor housings, double articulation and green livery.



A total of 51 of these unusual locomotives were built between 1920 and 1927. This includes 33 Be 6/8 IIs built in 1920-21, which we have modeled. They measured between 63.6" and 65.8" (19.4 and 20.5m) in length. These machines delivered between 2,210 and 3,600 hp (1,650 and 2,700 kw), depending on configuration, at 22 mph (35.6 Km/h) and operated from a 15,000-volt 16-2/3 Hz catenary system. Top speed was 46.5 mph (74 Km/h).

In 1990, Marketing Corporation of America decided to produce the finest limited-edition scale transportation models in the world, and focused on trains as a beginning point. The objective was not only to produce museum-grade models, but also to make certain they represented the finest value in the marketplace. To back up the quality issue we decided to market our products direct to the consumer, which would permit us to take the dealer margin and put it into product content and then provide customer service at a level not often seen or experienced at the dealer level. While this is a much harder program to establish, it is much easier to sustain once developed.

Two years later, the scale models produced by Marketing Corporation of America under the Fine Art Models name are No. 1 in North America, with no equal. The caliber of these models can be seen in the fact that many of them carry the certification of the Smithsonian Institution, the national museum of the United States. Marketing Corporation of America is bringing its Fine Art Models to Europe where quality and value are a way of life. In addition to the models we currently produce, we will offer European-specific models.

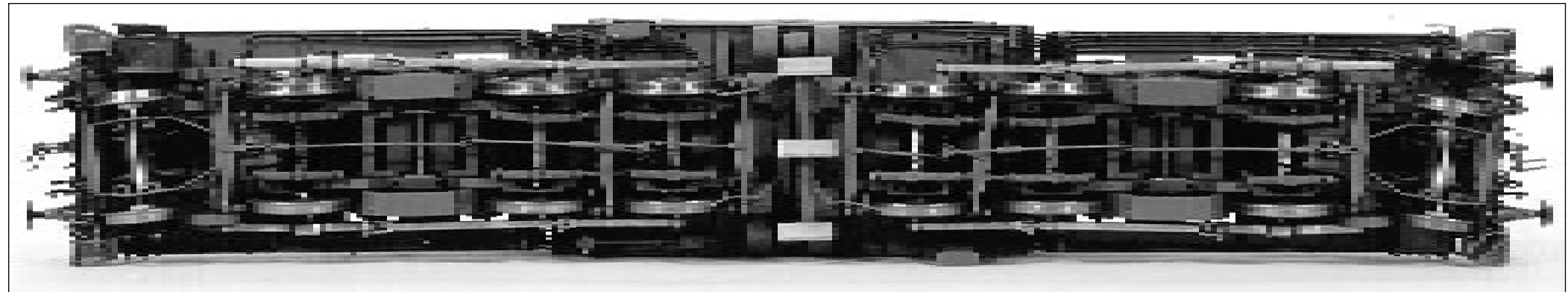
The decision as to what our first European Gauge I locomotive would be was obvious. No other locomotive has been replicated more than the Swiss Series II Crocodile. Millions of models have been produced, making this one of the most famous locomotives in the world today.

The obvious question is, "Why produce what has already been done?" The answer is simple. What better way to enter a market and call attention to your product than do what everyone else has done, but in doing it, establish a new standard not only for the Crocodile but all locomotives in the future?

We feel our Crocodile does this and more. We invite you to compare our Crocodile model to any that has been produced or is on the market today. Consider the quality, the value represented by the price, and then give us a chance to demonstrate our service. We take pride in knowing who owns our models, and we hope to have the pleasure of your acquaintance as well.

Fine Art Models began the design process for our Crocodile. After acquiring the builder's plans from the SBB, we made a special trip to the Auto and Technik Museum e.v. in Sinsheim, Germany, to take more than 3,000 photographs of every detail inside and outside of Crocodile 14282. In addition, a complete video was made to answer any question not covered by the plans or photographs. The result is a Crocodile model we feel is the finest produced to date, and perhaps one of the finest Gauge I models ever produced.

Fine Art Models will produce a total of 138 Crocodile models. All 33 of the original Be 6/8 II Crocodiles will be produced in both green and brown and each will be complete with its own serial number and builder's plate carrying the

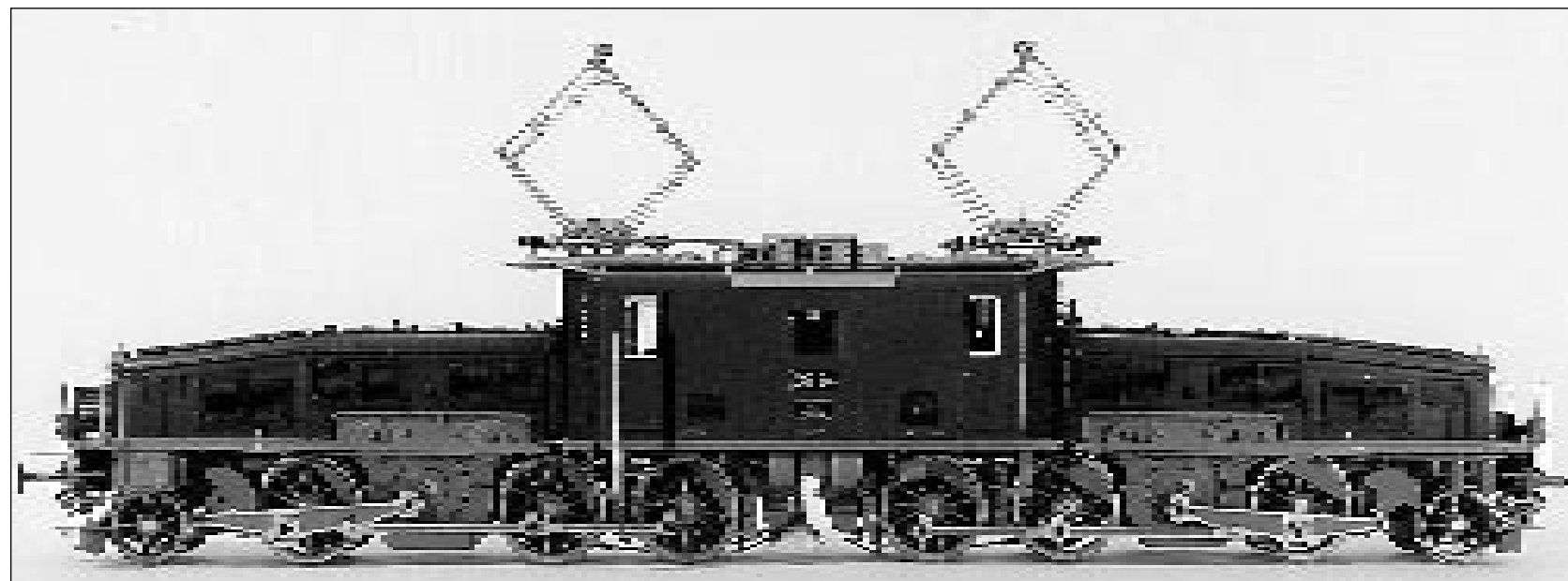
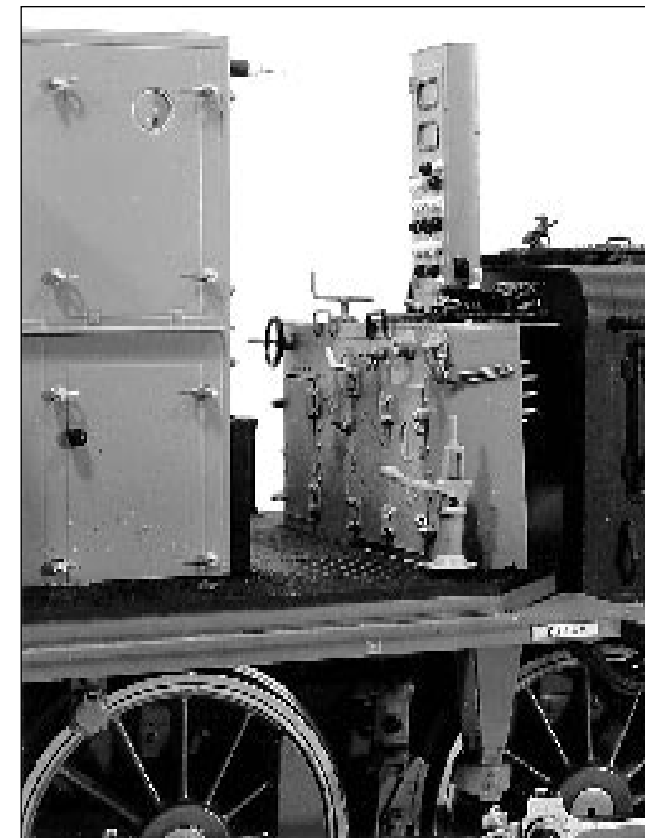


matching serial number. Thirty-six units of 14253 will be produced in green and 36 in brown as this locomotive is still in service with the SBB between Erstfeld and Altdorf, Switzerland. This is also the locomotive we used to record the sounds for our sound system.

Every effort has been made to make our model an exact replica of the prototype both inside and outside. Every door, hatch and window that opens on the prototype also opens on our model. And what is seen behind these doors and hatches in the prototype is also seen in our model. Even the locking doors on the battery boxes on the prototype lock on our model with a miniature key supplied with each model. We use real glass in all windows, and even the paint colors are a direct match with samples supplied by the SBB.

We invite you to review all the features of our model and compare them with any other Crocodile model produced to date or, for that matter, any Gauge I model.

One of the unique features of our model is its sound system and roller display base. The sound system is the actual sound of Crocodile 14253 digitized into an onboard computer in the model. Many people think an electric locomotive is silent. Not so. When the brakes are released on the model you will hear the air from the brake cylinders released. The blowers for cooling the transformers will turn on and off automatically and the air compressor will start and stop automatically as



LIMITED EDITION: 50

SCALE: 1:32

LENGTH: 24"

WIDTH: 4"

HEIGHT: 7"

MAHOGANY DISPLAY

ROLLER BASE WITH COVER

LENGTH: 29"

WIDTH: 9"

HEIGHT: 13"

PRICE: \$6,500

required, with the actual sound of the compressor coming from the end of the Crocodile where the compressor is located. There is a whistle control, and you, the engineer, can vary the length of the whistle. When the Crocodile begins to move you will hear all the sounds of rods moving and the wheels moving across the tracks. It's the real thing!

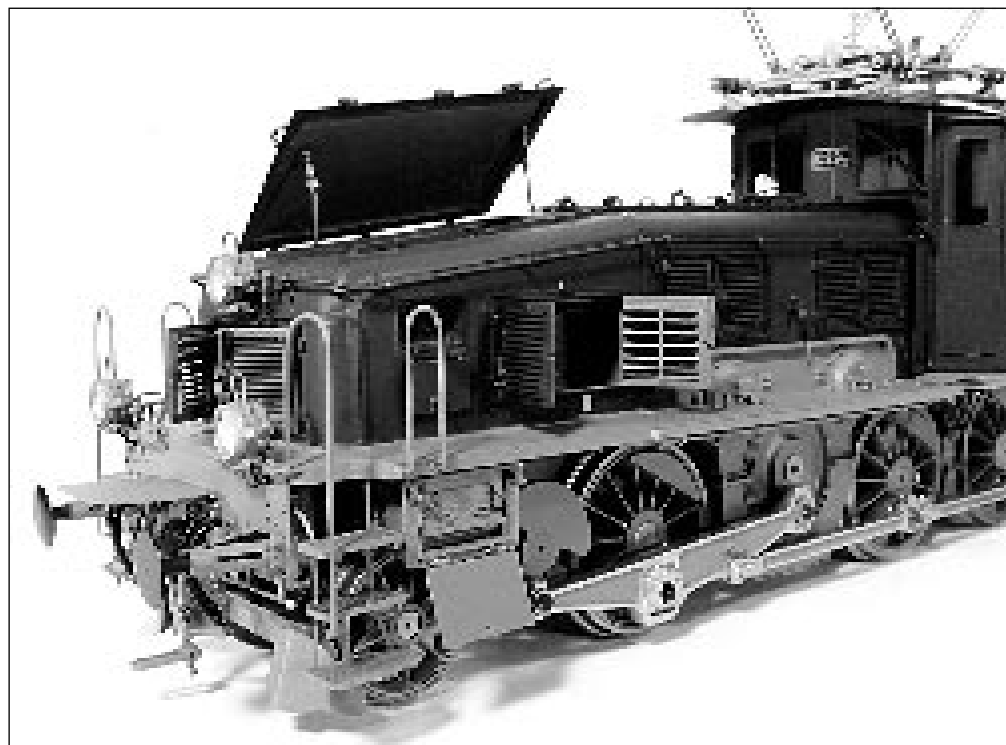
The beautiful wood display base features inlaid track and prototypically correct catenary, as our model can pull its power from either the track or catenary. Set in the rails are ball-bearing rollers that allow the drive wheels to turn in place. The operation of the locomotive is controlled by any standard 12V-power pack. Using Fine Art Models' optional locomotive throttle power pack when the throttle lever is moved from stop to slow, the locomotive releases its brakes, the compressor and blowers turn on, and slowly the locomotive builds power to a predetermined slow speed. When the signal changes to full speed, the locomotive automatically responds by building power

prototypically to whatever speed you, the engineer, desire. When the throttle lever goes to slow or stop, the locomotive slows prototypically to the speed dictated.

All this action in a space 254mm x 965mm (10" x 38"). And when you are done running your locomotive, you put the Plexiglas cover back on and you have a museum display.

We feel this is one of the most unusual concepts in model railroad history because you can have all the enjoyment of operation without the requirement of space for a layout.

The Crocodile production will be available in May 1994 and reservations are on a first-come basis. If you would like a specific serial number then we suggest you call or fax us first. Otherwise a serial number will be issued and by return mail you will receive confirmation and a full-size lithograph of your Crocodile complete with its correct serial number.



# THE EDMUND FITZGERALD

The official number of the Edmund Fitzgerald was 277,437, and she was built in 1958 as hull No. 301 by the Great Lakes Engineering works at River Rouge, Michigan.

On June 8, 1958, she was christened by the wife of the president of Northwestern Mutual Life Insurance Company, Mrs. Edmund Fitzgerald. With an overall length of 729 feet and gross tonnage of 13,632, she became the largest ore carrier on the Great Lakes and would remain so until 1971.



The Fitzgerald set numerous shipping records, including hauling 1.2 million gross tons of ore through the Soo Locks. Her single trip record load was 27,402 gross tons.

Although owned by the Northwestern Mutual Life Insurance Company of Milwaukee, she was under charter to Columbia Transportation Division of the Oglebay Norton Company of Cleveland, Ohio.

November has traditionally been the worst time of year for storms on the Great Lakes. The notorious storm of November 1913 sank 12 vessels, blew 16 more aground, and resulted in the loss of 254 sailors. Again in November of 1940 another storm sank five vessels and claimed 67 men. November 10, 1975 was also cruel, and this time it claimed

the Edmund Fitzgerald, her captain, and crew of 28 men. The Fitzgerald disappeared from the radar screen of the trailing Arthur M. Anderson ore carrier without so much as a distress call.

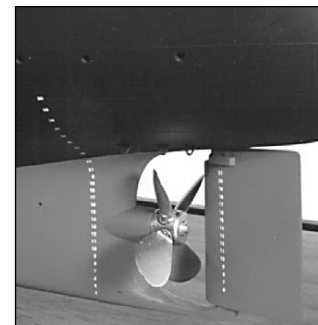
The sinking of such an enormous ship caused considerable stir and controversy because 729-foot steamers don't simply disappear. And when it happened it was national news. Gordon Lightfoot made it to No. 1 in the popular music charts with a ballad titled, "The Wreck of the Edmund Fitzgerald."

Fine Art Models has elected to build a limited-edition museum-quality model of the Fitzgerald as our tribute not only to her captain and crew, but also to every other ship and crew claimed by the Great Lakes.

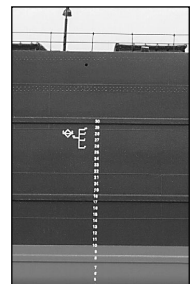
To be a fitting tribute, the model must be accurate and of the highest quality. We have worked for more than two years researching every aspect of this great ship and have amassed an impressive archive of material with which to build this model with no compromise — from all her original plans to plans used in her update. We have actual paint samples for every color used on her from the original paint supplier. Perhaps most important of all, we obtained rare photographs of the Fitzgerald the day before that fateful 1975 storm.

Our model is 1:144 scale, and the 61" long hull is made of high-definition resin with every boiler plate line and rivet defined. From the deck up, the superstructure is made of fabricated and photo-etched brass. No detail has been overlooked. No compromise has been made.

This limited edition will consist of only 139 models and, after the last one is made, all the tooling will be destroyed. Each model comes with a certificate of authenticity and a beautiful walnut display base with case. For additional information, call us or send \$10.00 for a color portfolio, which takes you completely through the model.



LIMITED EDITION: 139  
 SCALE: 1:144  
 LENGTH: 61"  
 WIDTH: 6.5"  
 HEIGHT: 11"  
 BLACK WALNUT DISPLAY  
 BASE WITH COVER  
 LENGTH: 65"  
 WIDTH: 9"  
 HEIGHT: 12"  
 PRICE: \$4,995



# P T B O A T

Perfection of the self-propelled underwater torpedo late in World War I made possible the introduction of an entirely new type of naval weapon, the torpedo boat. The Navy called them Patrol Torpedo Boats, which was shortened to PTs.

A captured Japanese diary referred to them as a “monster that roars, flaps its wings, and fires torpedoes.” The nation’s press called them mosquito boats, or expendables, and they were credited with speeds of 70 knots and a range of 3,000 miles.

The 80-foot Elco was first produced in 1942. It was a tremendous advance in both design and construction and became a real pain in the backside of the enemy. Over the next three years, there were many improvements and refinements to the 80-foot Elcos, culminating in the 1945 version, which was more of a gunboat than PT boat. It had a 37mm cannon on the forecastle, and 5" spin-stabilized rockets located forward of the torpedoes. The life raft was removed from the forecastle to





the top of the charthouse, and a dinghy was carried on the day-room cabin. PTs 565-624, built in the last year of the war, displaced 60 tons, of which 15 tons were armament and ammunition. Because the 1945 Elco was the most exciting of all the PT boats and had more detail and equipment, we have chosen to produce this in a spectacular 1:20 scale, 48"-long museum-quality model in an edition of 100 units. The entire focus of each model is that of a museum-quality display and, therefore, every model comes with a beautiful walnut display base with Plexiglas cover.

The detail on this model is made entirely of hand-fabricated brass, from the 37mm and 20mm pins to the four 50 cal. guns. The brass guns and rocket launchers swing out from their stowed position and elevation of the launchers can be controlled. Pull the release lever on the torpedo rack, and the torpedo rolls off. Every ounce of detail has been faithfully reproduced on this model.

Because of the hundreds of hours required to produce a single model, production is very limited. If you would like additional information, please call us, or send for a full-color portfolio and receive detailed information on the PT boat.

LIMITED EDITION: 139

SCALE: 1:20

LENGTH: 40"

WIDTH: 12"

HEIGHT: 14"

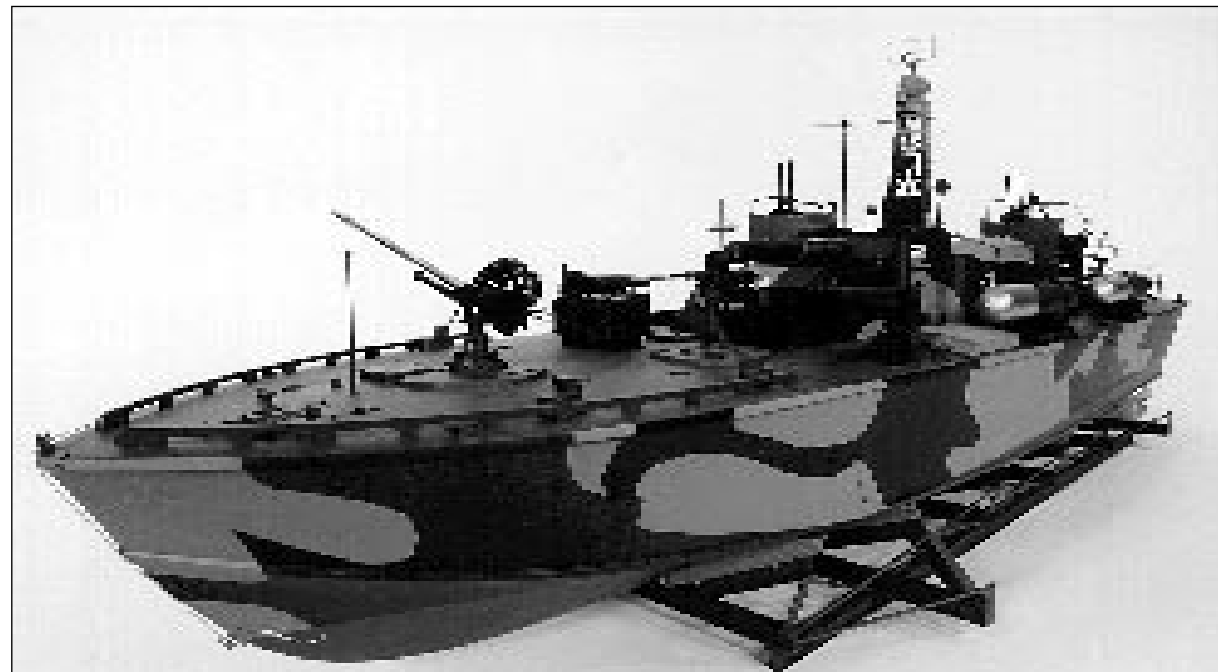
BLACK WALNUT DISPLAY  
BASE WITH COVER

LENGTH: 48"

WIDTH: 15"

HEIGHT: 18"

PRICE: \$3,995



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

# A R I Z O N A

The battleship Arizona is the ship most Americans associate with December 7, 1941, and the attack by the Japanese on Pearl Harbor. Perhaps it was the sight of the Arizona burning that is etched in most memories. On that day, the Arizona suffered more loss of life than any other ship in U.S. Navy history — 1,177 men. The Arizona not only mobilized a nation to action in World War II, she would forever change the American way of life.

Most people know that the Arizona lies at the bottom of Pearl Harbor, but few know what a grand ship she was for more than 25 years before the attack. Fine Art Models hopes it can convey this visual experience through our 1/16" scale model of the Arizona. And we hope it can serve as a tribute to the men lost on this ship.



For me, born on December 25, 1943, it has particular significance. While I was growing up, I had a neighbor who was a survivor of the Arizona. My neighbor died when I was a youth, and his widow gave me one of his most prized possessions, his Arizona cap. I have that cap today, and, as I look back, I believe that experience had a profound effect on my life.

We have spent three years developing this model with the intent of making it the finest ship model ever offered. You'll have to decide if we achieved our goal, but every effort has been made to faithfully replicate the Arizona, from complete hull detail, real wood decks with scale planking and complete brass superstructure, to machine-turned metal 14" guns, and even the antennas on the twin Kingfisher airplanes. We have used space-age technology and materials to create a

hull with uncompromising detail, lasers to precisely etch minute parts, and computers to generate exact scale drawings from U.S. Navy plans.

However, when all the design work is completed, the ship must be assembled. Each Arizona is built by a team of five of the most skilled craftsmen in the world. Each ship takes more than 300 work hours just to assemble, and delivery is quoted in a particular month. This is more than a ship model that goes beyond museum standards, it's more than a great piece of art, it's a statement, and we hope a worthy tribute to everything the Arizona stands for.

LIMITED EDITION: 139

SCALE: 1:192

LENGTH: 38"

WIDTH: 7"

HEIGHT: 12"

BLACK WALNUT DISPLAY

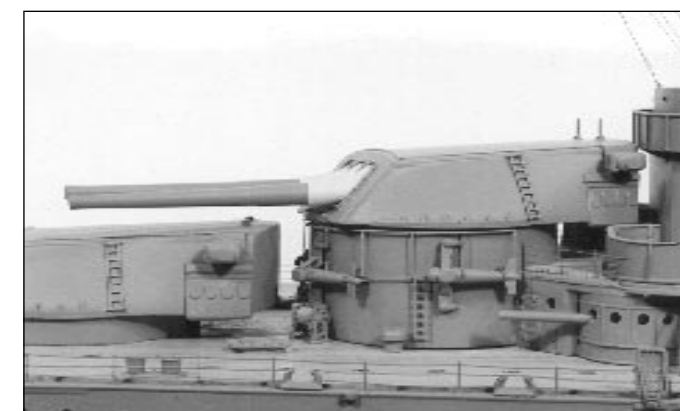
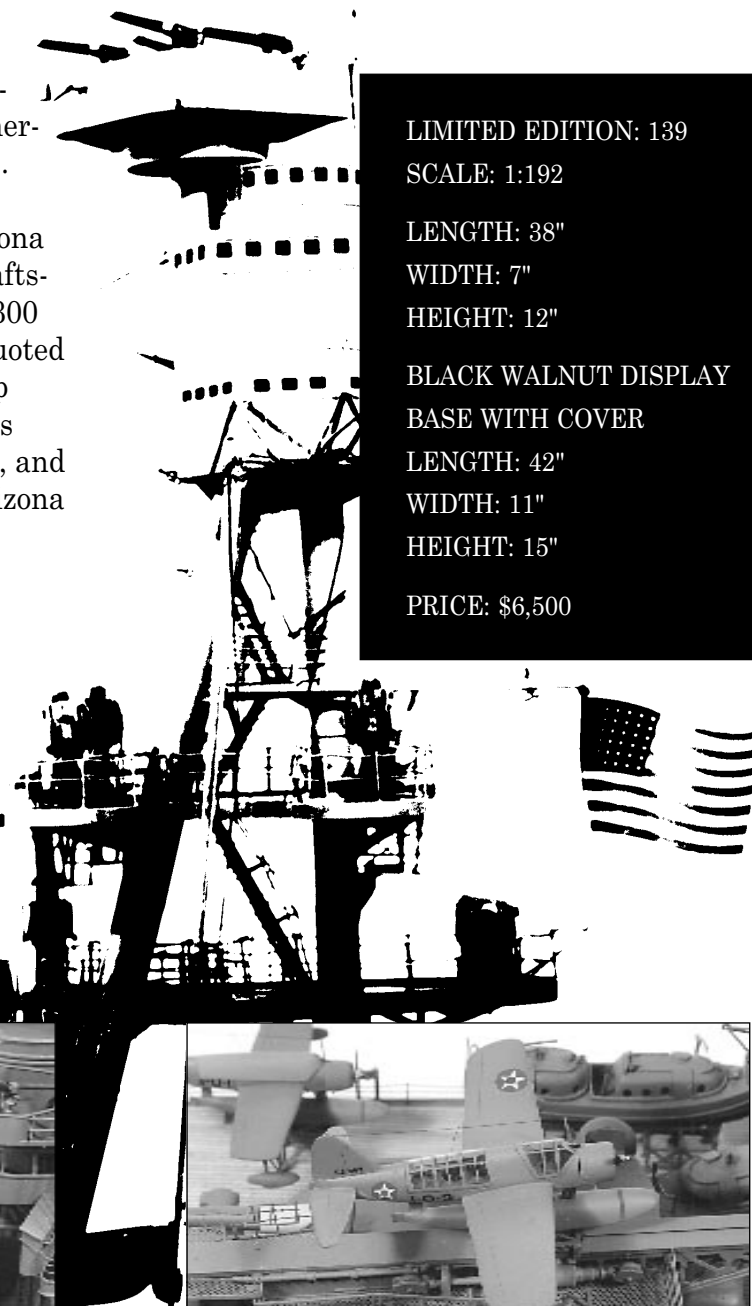
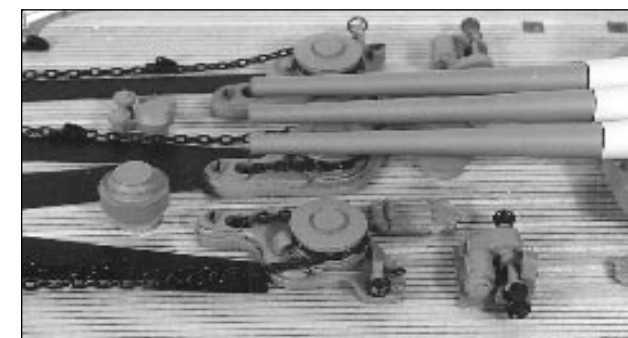
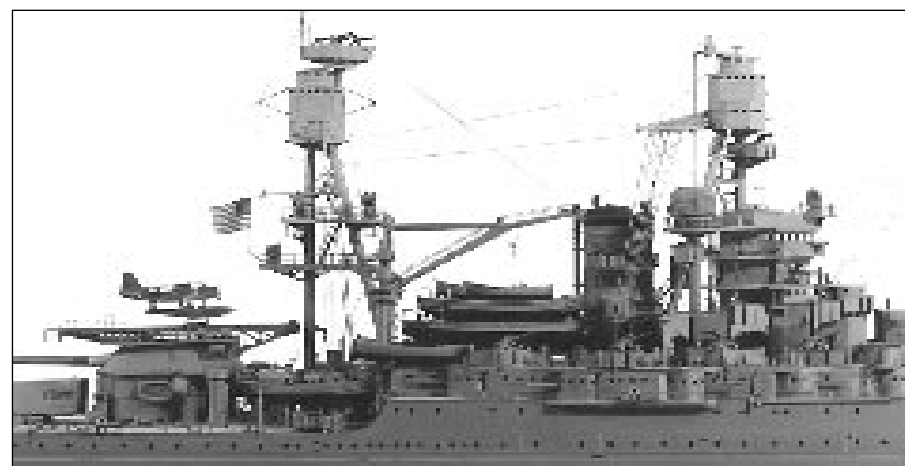
BASE WITH COVER

LENGTH: 42"

WIDTH: 11"

HEIGHT: 15"

PRICE: \$6,500



# N5 CABIN CAR



The N5 Cabin Car (Caboose) was the most popular of the Pennsylvania Railroad fleet and the first all-steel cabin car used by any railroad. Built originally in 1914, more than six hundred N5 Cabin Cars were produced with many surviving into the '60s.

Marketing Corporation of America has produced a limited edition of 100 pieces modeled in their original 1914-1938 configuration. Some of the features of this 1/32nd Gauge I model include:

- All-brass construction
- Unique road numbers
- Working brakes
- Removable roof
- Complete working interior

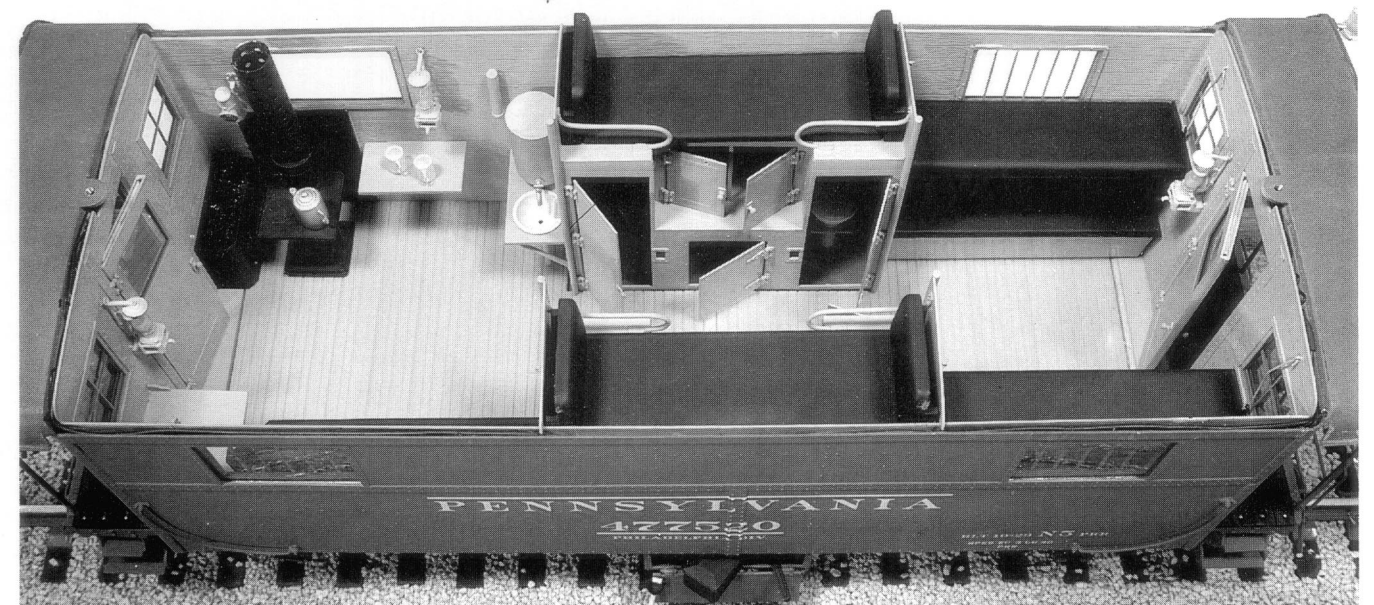
- Electrified display base/case
- Transformer to light model
- Real wood floor and walkways
- Real glass windows
- Opening tool box doors
- Complete prototypical tools
- Working marker lights and interior gas lanterns
- Working couplers
- Working leaf springs in trucks
- Opening journal box covers
- Ball bearing journals
- Flag box with five flags
- Pin-up calendar on the wall
- Folding bunks
- Coffee pot with two mugs
- Limited edition certificate



## LIMITED EDITION \$1,095

Send for a free Fine Art Models Newsletter showing all our models and receive a free Cabin Car prospectus. Or send \$5.00 for a full-color portfolio.

**Marketing Corporation of America**  
P.O. Box 225  
Birmingham, MI 48012



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

# PENNSYLVANIA T-1 CLASS 4-4-4-4 DUPLEX



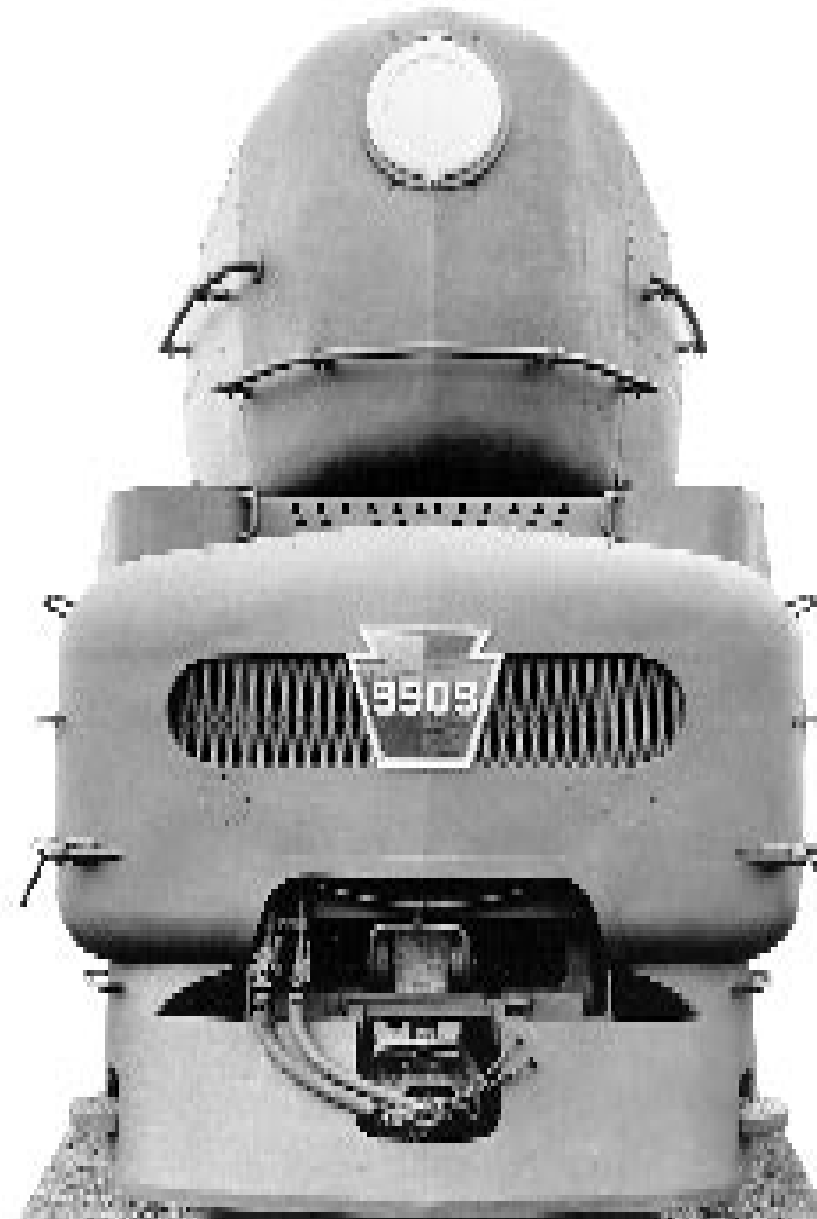
Fine Art Models is pleased to offer a limited edition of 100 1/32nd scale Pennsylvania T-1 Locomotives with tender. Each of the fifty road numbers will be done in its "as built" design and also in its "as retired" configuration. Almost four feet in length, the T-1 promises to be the finest train model ever offered. Here are some of the outstanding features of the model:

- Dual prototypically correct sound systems
- Dual smoke systems
- Dual 19-volt Pittman motors with flywheels powering each gear-driven set of drive wheels
- Electrified roller display base so locomotive can be run in place
- Real glass windows
- Complete backhead detail with opening fire box door
- Prototypically working lights
- Operating drop coupler
- Equalized suspension
- Sprung trucks
- Ball bearing gearboxes and journals
- Complete internal smoke box detail

This model is made entirely of brass, nickel silver and stainless steel.

Scheduled for production in July 1992, we are offering you the opportunity to reserve your T-1 and road number today. Send \$5.00 for a full-size scale drawing with complete information. A \$100 deposit brings you a 1/32nd scale lithograph of your T-1 complete with correct road number. You'll get monthly updates and be a part of the development and construction of your T-1. Call us today for additional information or better yet, reserve your T-1 now.

**LIMITED EDITION \$6,500**



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

# W I L L Y S M B

Without any doubt the most recognized automobile in the world today is the American-designed and -built World War II Willys MB. More than a half million MBs/Ford GPWs were produced for the war effort and still, more than fifty years later, they can be found in virtually every country on Earth. Because of the significance of this vehicle in the automotive world, Fine Art Models felt it was appropriate that the Willys MB should be our first automotive model and carry the Smithsonian National Museum Models name.

Only 250 Willys MB models in the Army as-built configuration have been constructed, and each carries its own authentic serial number on the engine hood. Every model has the Smithsonian name on both a brass tag mounted to the underside and also in its beautiful hardwood display base/case. Each model comes with a Smithsonian certificate of authenticity and the first model can be found in the collection of the National Museum of American History, Smithsonian Institution, Washington, D.C.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



This Fine Art Models MB has been in development for more than two years. It is built entirely of brass with no plastic to be found anywhere on this model. The windshield is real glass. To design this 1943 Willys version we used perfectly restored prototype and then, with original drawings in hand, we dismantled another MB and replicated every part to exacting detail. Once the prototype was completed we subjected it to the critique of the Smithsonian curatorial staff and further refined it to become what we feel is the finest automotive model ever offered in a limited edition.

Not all the action is relegated to the front. The spare tire is removable as is the jerry can. And the metal jerry can is real. You can remove the filler cap and fill it. The pintle hook operates as does the electrical cord receptacle cover to allow the trailer connection to be made.

The top bows can be slid to their vertical position for the installation of the top.

But there is more up front we did not tell you about, including the removable miniature lubrication chart for both the MB and trailer. And of course a grease gun is required for this task.

And back in the engine compartment you will see that the radiator cap is removable and the headlight brackets are hinged to allow access to work on the engine.

The appropriate data plates are installed on the glove box. Complete instrumentation is a part of every MB model with all the gauges and instrument faces being exact reproductions.

Let's take a good look at this model. We will begin with what everyone wants to see first — the engine compartment. It's all there right down to the decals on the air and fuel filters. Notice the electrical wiring going to the composite junction block on the left fender and then look at the spark-plug leads and battery lead clamps. Notice the hood latches at the bottom corners. They are real. Both the hood and windshield hold-down latches are spring-loaded and function as the real ones do. It is all there, right down to proper hose clamps. But we will save some surprises in this area for later.

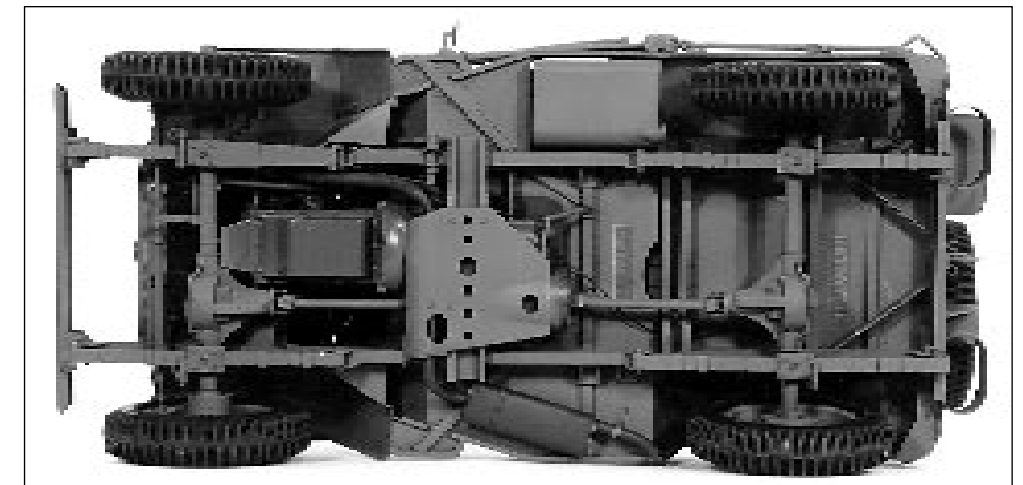
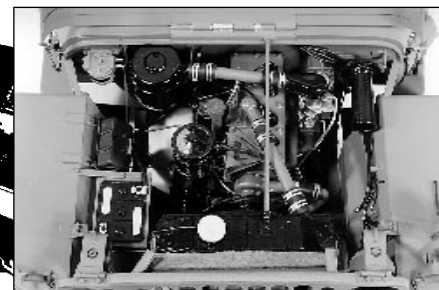
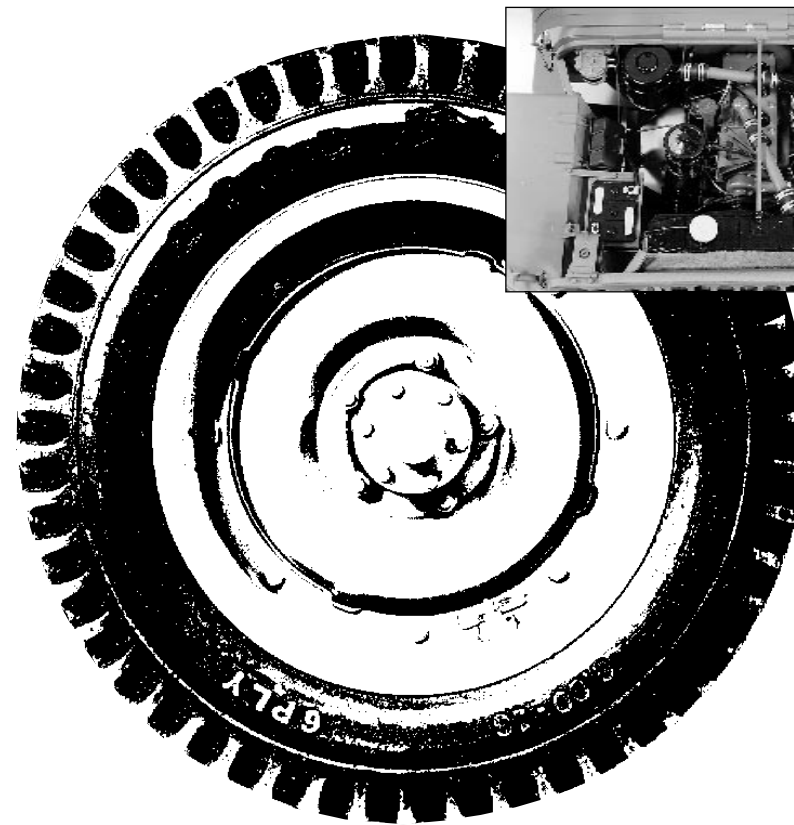
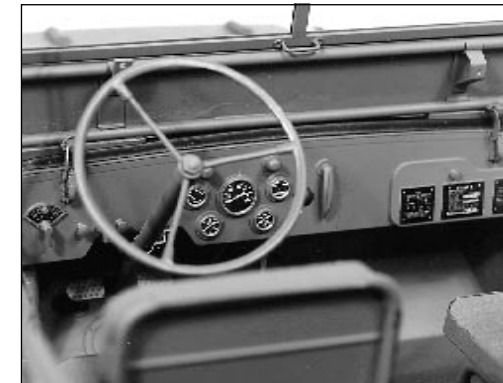
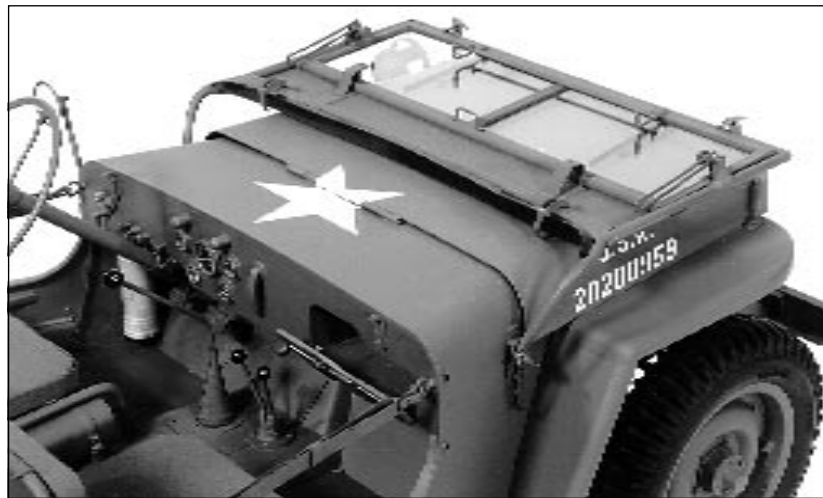
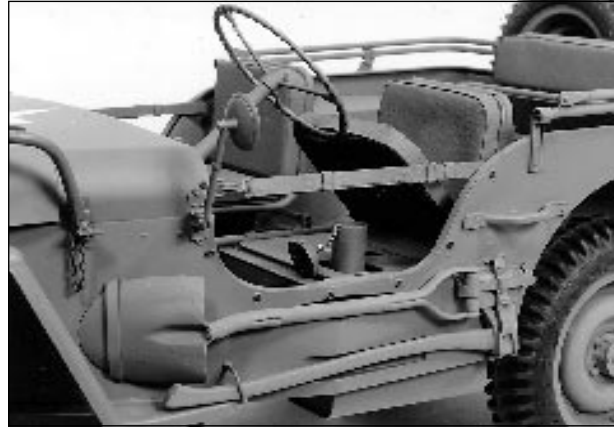
The tires are works of art in their own right. Goodyear supplied us with actual mold drawings of the tires from 1943, and not only do these scale synthetic tires carry the appropriate identification on the exterior sidewall, they carry the appropriate mold codes as well.

And while we are focused on the multi-piece combat wheel, you will notice the valve stem protector and appropriate data plate immediately behind the valve stem.

Also, you won't find any screws or glue holding this model together. Miniature-scale bolts were designed and built to serve that purpose.

Each MB comes with a real canvas top made of cotton with a scale number of threads per square inch. The top features tie down straps and buckles at the rear metal grommets along the leading edge. In this picture you will see the miniature studs for these grommets along the top edge of the windshield.

As mentioned, the windshield has real glass and swings out like the prototype by loosening the scale friction knobs. You will notice the rubber seal around the windshield frame, and yes, the windshield wipers function. The rear-view mirror is adjustable as is the driver retaining strap.



LIMITED EDITION: 250

SCALE: 1:8

WILLYS MB

TRAILER

LENGTH: 16"

LENGTH: 13.5"

WIDTH: 8"

WIDTH: 8"

HEIGHT: 9"

HEIGHT: 5.5"

MAHOGANY DISPLAY BASE

WTH COVER

LENGTH: 21.5"

WIDTH: 11.5"

HEIGHT: 12"

PRICE, WILLYS MB: \$2,195

PRICE, TRAILER: \$595

The seats are made of scale cotton material to replicate in exacting detail the real canvas seats in the prototype.

The windshield lowers by backing off the wing nuts on either side and releasing the two retaining latches at the bottom of the windshield. Notice the hold-down latches for the windshield at the top of the windshield.

The glove box door opens and for those of you really knowledgeable about the Willys vs. Ford-built models, you will see the appropriate Willys reinforcement ridge in the floor of the glove box. Also notice the brass fire extinguisher by the driver's left foot.

All MBs began life with the star located in front of the windshield. As they entered the various theaters of operation the position was changed, but it was placed here so it could be seen by friendly aircraft with the windshield in either the up or down position.

You will also notice the two brackets just below the windshield for the M1 carbine holder. Both the carbine and holder will be produced as part of our accessory program.

The tool boxes open and the rear seat lifts up as it should. Behind the seat you will find the engine crank and under the seat is the tire pump mounted in its appropriate location.

The steering-gear box has a removable inspection plate to reveal the scale worm and gear arrangement.

Both shovel and axe are removable and the driver's seat lifts up to reveal the removable gas cap and filler extender pipe for the gas tank. The passenger seat can also be lifted forward to allow rear seat passengers to enter and exit.

And just in case you think we missed something on the underside — we did not. Everything is there from real leaf springs with the override leaf on the driver's side to functioning shock absorbers. Even the miniature brake lines going to each wheel are there.

As on the MB, the leaf springs are real, allowing the suspension to function. The shock absorbers are spring-loaded to simulate real shock absorbers.

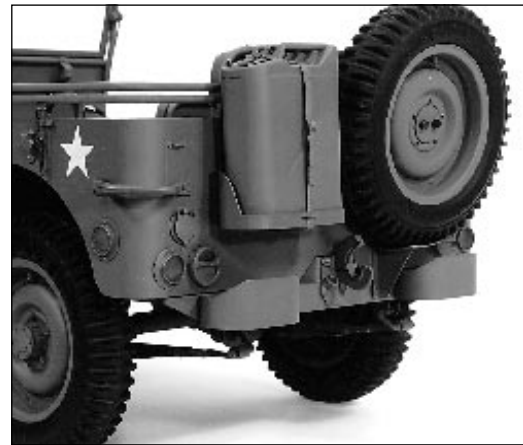
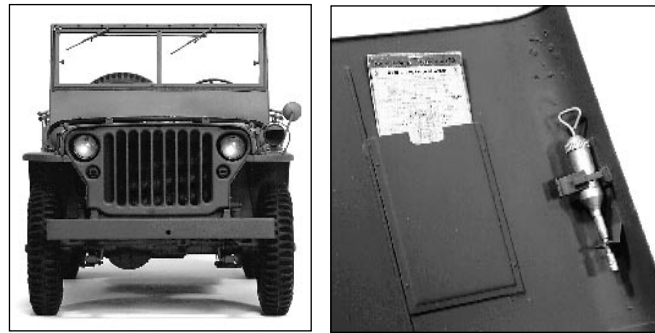
No Willys MB is quite complete without something to pull so we have produced a 1/8 scale, 1/4 ton Bantam Trailer complete with canvas top. As with the MB, this trailer is complete in every detail from the same highly detailed wheels and tires to the same construction methods used to build the real trailers. And like the MB, this trailer is all metal.

The embossed ribs in the trailer box are real as is the scale data plate. The pintle eye is spring-mounted to attach to the MB and is secured with appropriate safety chains. The pin in the trailer leg is removable to allow the leg to be raised. The electrical cord plugs into the electrical receptacle on the rear of the MB. The parking brake handle is functional.

Remember to check the oil before you go anywhere! Each Willys MB or MB-and-trailer combination includes a beautiful mahogany display case with Plexiglas dust cover. We are confident that this museum-quality model will bring you many hours of enjoyment and conversation.

In the months and years to come we will produce virtually all the accessories for the MB including the .50-cal. pedestal-mount machine gun. M1 carbine with holder, tool kit, water fording kit, .30-cal. machine gun, and much more. Additionally, we plan to produce the 37mm anti-tank gun that was towed by the MB. Perhaps we will even build a few different versions of the MB including the Marine Corps model and the British SAS and Desert Rat model. As an owner of a MB model, you will be kept informed as new developments take place.

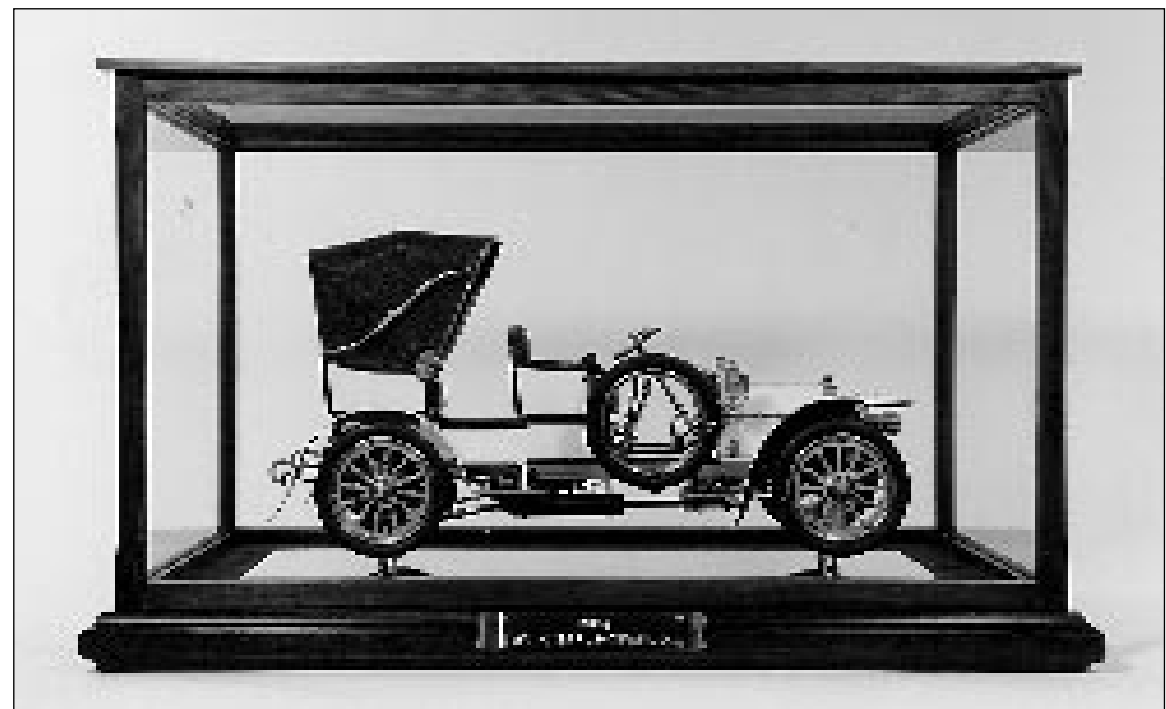
We do not want your purchase of a Willys MB to be a one-time experience — we want it to be an ongoing happening.



# M E R C E D E S

In 1901, Emil Jellinek, a wealthy admirer of Daimler automobiles, persuaded the Daimler Company to build a high-performance car. This new car was the 35 bhp 5.9-litre model which today is known as the forefather of modern motor cars. It featured a honeycomb radiator, gate change, mechanically-operated inlet valves, and a pressed-steel frame. This Mercedes design was copied by many manufacturers in Europe and America in following years. The car was entered by Jellinek in the Nice Week of 1901 under his pseudonym Mercedes, his daughter's name. The car won the Nice Speed Trials and La Turbie Hill Climb.

In 1902 Daimler adopted the Mercedes name for their entire range of private cars, and one of the most prominent of these new designs was the 1904 Mercedes Simplex Tourenwagen.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



Our 1/8 scale model of this car is a faithful reproduction of the real car in every detail, from its operational engine and gearbox to its real leather seats. Our model has been built using the same materials as the real car, and every one of the more than 3,500 parts are exact replicas in every respect.

Only 50 of these models will be built. Each is numbered and protected by a certificate of authenticity.

To create this model, more than 2,500 production tools had to be designed and built. After the parts are produced, it requires another 300 hours for assembly.

All bright-metal parts are gold-plated to prevent them from oxidizing, and each model is painted with five coats of hand-rubbed lacquer and then hand lined as the originals were. And speaking of the original, let's look at the other similarities to the prototype. The frame is made of pressed sheet steel, riveted and black chromium-plated. The motor casing, cylinder blocks and manifolds are all cast, and the operational engine valves are controlled by a sealed camshaft as on the real engine. The functional half-elliptical leaf springs are tempered. The coachwork is made of fabricated and stamped steel. The gearbox casing is cast with a functional brass gearwork differential using sealed bearings. The solid brass brake and gearshift levers are functional. The wood-spoke wheels are made exactly as the originals were and the plated brass rims feature real rubber tires. The steering column, with its real wood steering wheel, leads to a steering gearbox with scale worm gear.

Perhaps the pictures say it all, but seeing this car operate is a head-shaking experience. Turn the ignition on and start the car. A miniature electric motor comes to life inside the scale motor installed in the Mercedes. The flywheel turns, the connecting rods go up and down, controlled by twin sealed camshafts, and the lubricator and fuel regulator operate in precise unison to the speed of the motor. The motor alone is a jewel!

But it doesn't stop there. Release the hand brake by squeezing the handle on the hand brake lever and move it forward. With one finger, depress the clutch pedal and with your other hand move the gearshift lever forward and slowly release the clutch pedal. The rear wheels come to life and the speed of the car is

controlled by the rpm of the motor. To slow down, push the brake pedal. Absolutely incredible. You can put it in reverse as well.

Turn the light switch and the headlights, side lights, and taillights come to life. And yes, squeeze the bulb and you will hear the horn.

This model has all the perfection you would expect in a German-built product. Some of the things that really stand out are the wood and leather. The wood is not only beautifully finished, but it too has a scale grain to it as does the leather for the seats and top. And the little things, like all the screw heads turned in the same direction, add to the visual enjoyment.

The wood-spoke wheels are made in three layers with each spoke drilled and doweled as on the originals. The hood latches are spring-loaded, and a special tool is provided to unlatch the hood if your fingers won't reach.

Everything has been thought of. These are without exception the finest automotive models ever produced. Each model comes with a custom-built cherry display case with chassis stand and mirror base so nothing is visually missed, either standing or operating.

With many of these models already in the collections of several museums around the world, this Mercedes model can truly be called a masterpiece.

LIMITED EDITION: 50

SCALE: 1:8

LENGTH: 21"

WIDTH: 9"

HEIGHT: 12"

WEIGHT: 15 LBS.

AVAILABLE IN IVORY WITH

BLACK OR RED INTERIOR

DISPLAY CASE

LENGTH: 30"

WIDTH: 19"

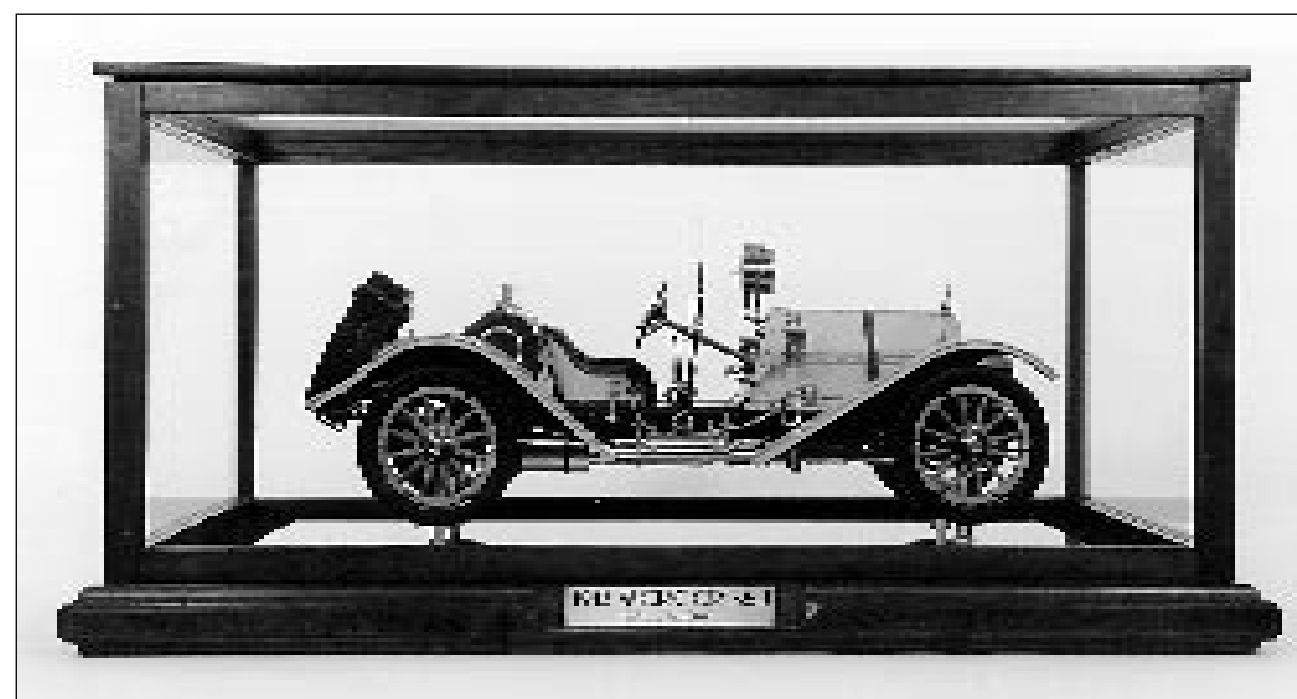
HEIGHT: 17"

PRICE: \$16,500

# M E R C E R

The Mercer automobile was built from 1910 to 1925 in Mercer County, New Jersey. The most famous of the Mercers was the Mercer-J Raceabout built in 1913, which featured a 5-litre, 4-cylinder, Continental-built T-head engine that produced a little over 10 bhp per litre at a leisurely 1,700 rpm. The classic bodywork consisted of a bolster tank, two bucket seats and a monacle windscreen. The Mercer weighed very little and could pull a high axle ratio which helped it to attain a guaranteed 70 mph. The Mercer-J went on to become an American classic.

And just as the Mercer was a classic in its time, so too is this Mercer model. Only 25 models will be built, available in either the original blue or yellow paint. Each model is numbered and protected with a certificate of authenticity.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

The adage — the more you look the more you see — is certainly appropriate for this model. Once you are able to get past the gold-plated brightwork preventing oxidation of metal parts and the five coats of hand-rubbed lacquer with hand lining, you really begin to see the art in this model. Small things become major, such as the delicate monocle windscreen which is closer to jewelry than a part on a model car. You will suddenly realize that the wood-trimmed leather-covered bucket seats are much more than you imagined. Not only do the seats have inner-springs, but the entire bucket is spring loaded with an adjustable lever for the desired ride, as on the original Mercer. Study the rivet detail on the hood hinge and the art of the hood-strap buckle. It's all these little things that make this the finest automotive model ever offered.

The coachwork is made of fabricated and stamped steel as is the black chromium-plated steel chassis. Only the same materials used on the original Mercer have been used to create this model.

The motor in the Mercer is a complete model in its own right. This scale motor has a small electric motor installed inside which drives a pair of sealed camshafts that operate this model as the real car was driven. Turn the ignition switch on and the motor comes to life. Squeeze the parking brake handle lever and release the brake. Push the clutch in, depress the button on the gearshift lever and move the lever forward. Release the clutch and the rear wheel begins to turn while you control the rpm of the engine. Reverse is accomplished in the same manner. The lights work as does the horn.

Perhaps some of the best features of this model can't even be seen. The rear axle and differential are a study of engineering perfection with scale bronze ring and pinion, sealed axle bearings and operational brake shoes with real brake pads and scale retaining springs. That's right, operating scale brakes.

LIMITED EDITION: 25

SCALE: 1:8

LENGTH: 21"

WIDTH: 9"

HEIGHT: 10"

WEIGHT: 14 LBS.

AVAILABLE IN YELLOW OR  
BLUE

DISPLAY CASE

LENGTH: 30"

WIDTH: 19"

HEIGHT: 15"

PRICE: \$16,500

There are other features adding to the visual pleasure of this model, such as the engine turning on the face of the flywheel and the beautiful detail of the gas tank filler caps. Look very carefully at the wood-spoke wheels. They are made exactly as the originals were made.

More than 2,000 pieces of production tooling were required to produce this model with its more than 3,000 parts. Aside from more than three years of development, each model has more than 600 hours devoted to its creation.

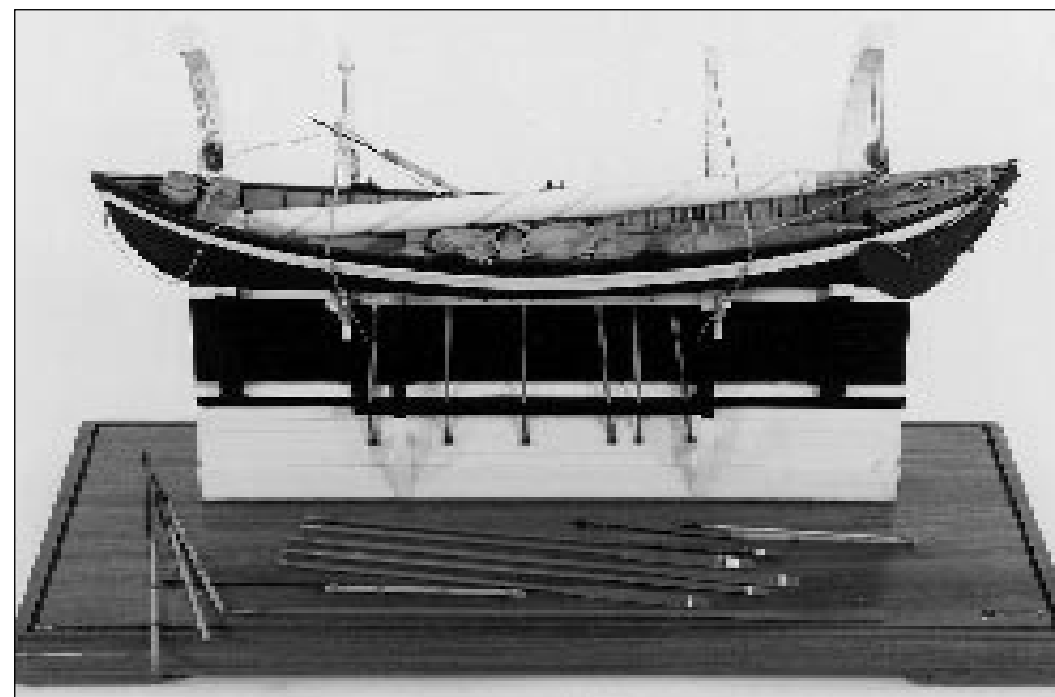
The Mercer comes with a beautiful cherry and glass museum display case which allows the model to be operated on special chassis supports. A mirror in the bottom of the display case reflects all the detail and beauty of the chassis.

These models are constructed entirely in Germany with the parts supplied by some of the finest fabricators in Europe. In this day and age of plastic and mass production, this Mercer model is testimony to the fact that true quality and the pursuit of perfection are alive and well — although almost impossible to find!

# NEW BEDFORD WHALEBOAT

The New Bedford Whaleboat was a light (500 to 600 lbs.), swift craft, 28" long and 6" wide. It was double-ended so that it could reverse direction quickly and easily. It carried a crew of six and more than 1,000 lbs. of gear and equipment.

Whaleboats were highly specialized craft and became fully developed and standardized very early in their history. In fact, the whaleboat is perhaps the earliest example of the American idea of mass production. Each boat builder had a set of forms around which boats were built.



**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155

These forms were patterns of the inside cross-sections of the boat at different points, or stations, and the planking of the boat was bent around these forms.

Our scale model of the New Bedford Whaleboat is an exact scale model of the real boat complete with every piece of equipment found in these boats during the mid-1800s. Each boat is hand-made of double plank-on-frame cedar just like the real boats, and the ship's hull section with davits provides an excellent display either in its stowed position on the supports or in a lowered position prior to cast-off or recovery. The hull section can be removed from the display base, and the whaleboat displayed by itself with sail raised or oars in their locks.

This is a high-quality model exceeding museum standards in every respect.

LIMITED EDITION: 100  
SCALE: 1:16  
DISPLAY CASE  
LENGTH: 26"  
WIDTH: 10"  
HEIGHT: 16"  
PRICE: \$2,995

**FINE ART MODELS**  
P.O. Box 225 Birmingham, MI 48012 248-288-5155

# BALTIMORE CLIPPER "LYNX"

Immediately following the outbreak of hostilities in 1812, British ships appeared to blockade the Atlantic and Gulf coasts of the United States. Baltimore shipbuilders stepped up their production of sharp-built schooners for use as blockade runners and privateers.

The Baltimore-built schooners were designed for speed, and became more and more extreme. They were light, with sharply



raked stem and sternpost, heavy with rigging, and like nothing else on the sea at that time.

Speed was the advantage and, at the outset of the war, many of the schooners were equipped with sails of a new cotton duck rather than flax. The cotton sails held their shape better, they were lighter and required less wetting down, which caused the fabric to swell, close the weave, and thereby hold the wind better. They were also whiter than flax and, along with the rake of the schooner's mast and cut and number of sails, contributed to the speed and distinctive profile of what was to be called the Baltimore Clipper.

The Lynx was one of the most fully documented Baltimore Clippers. The 94-foot Lynx was a vessel of 225 tons, had a crew of 35, and mounted six 12-pounder guns while carrying a cargo of cotton, coffee and sugar. She was built in 1812 for James and Amos Williams and Levi Hollingsworth, and was commissioned on July 14, 1812. This beautiful vessel was an example of the highest development of the Baltimore Clipper.

At dawn on the morning of April 3, 1813, the Lynx was captured by the British at the Battle on the Rappahannock River. She was taken into British service and eventually found her way to England where her lines were taken off and the information on her preserved in admiralty records.

We have used these records plus original drawings from the Smithsonian collection in Washington, D.C. to build this exacting museum-quality scale model. From the individually planked deck to the uncompromising massive rigging, this model presents the original image of a Baltimore Clipper. The more you look, the more you see — cannonballs for the 12-pounders, delicate sails with every detail hand-sewn, and museum quality.

While this is a limited edition of 100 pieces, only one per month can be built by a team of highly skilled artisans. Thus, we have an order position and we invite you to call for availability, or send for a full-color portfolio, which takes you through every detail of this great ship.

LIMITED EDITION: 139

SCALE: 1:144

LENGTH: 45"

WIDTH: 19"

HEIGHT: 30"

BLACK WALNUT DISPLAY

BASE WITH COVER

LENGTH: 48"

WIDTH: 21"

HEIGHT: 32"

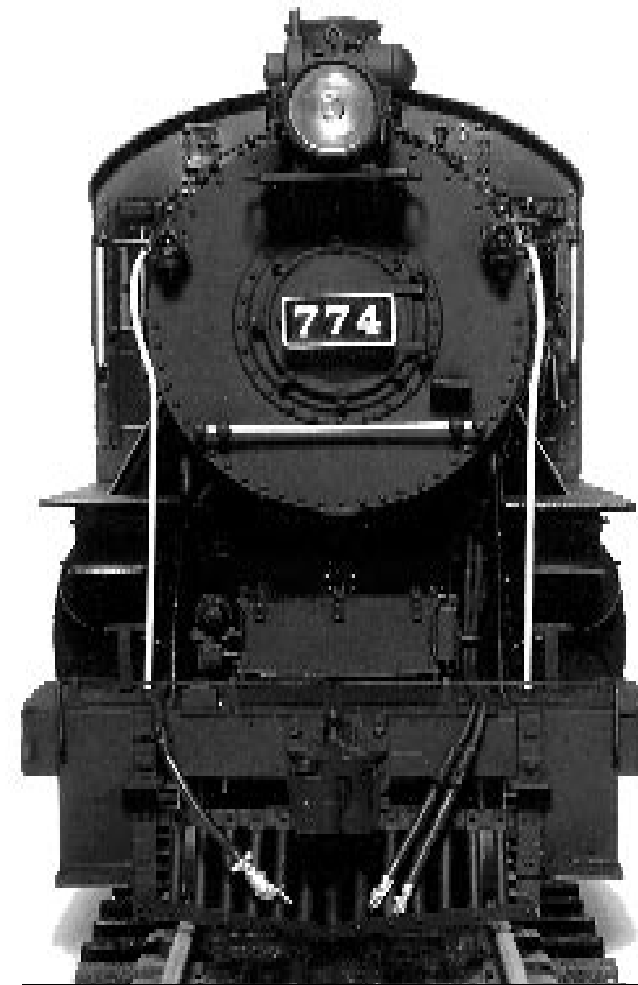
PRICE: \$4,500

# 4-6-0 CAMELBACK



In the tradition of all our models, this 1/32nd scale Gauge I Camelback is a museum grade model with no equal. Here are just some of the features on these 139 limited edition models:

- Opening smoke box door
- Operational coupler
- Functional headlight/opening lens
- Functional marker lights
- Lighted number boards/opening windows
- Opening tool box & coal gate doors



- Removable marker lights
- Complete working removable prototypical tools
- Opening counterweighted water fill doors
- "WORKING BRAKES"
- Sand dome cover removable
- Sliding cabin roof hatch
- Ball bearing wheel journals
- Real glass windows
- Opening front and rear fireman doors
- Sliding fireman and engineer windows
- Stainless steel tires
- Complete cab & backhead detail
- Operating signal box
- Cab light
- Operating fire doors
- Roof light
- Complete underbody detail
- Ball bearing gear box
- Twin 12-volt Pittman motors with flywheels
- Equalized suspension
- Operating leaf springs on trucks
- Hinged safety gate
- Removable re-railers
- Hand-punched rivets
- Opening journal lids
- Truck safety chains
- Working lights

## LIMITED EDITION \$3,495

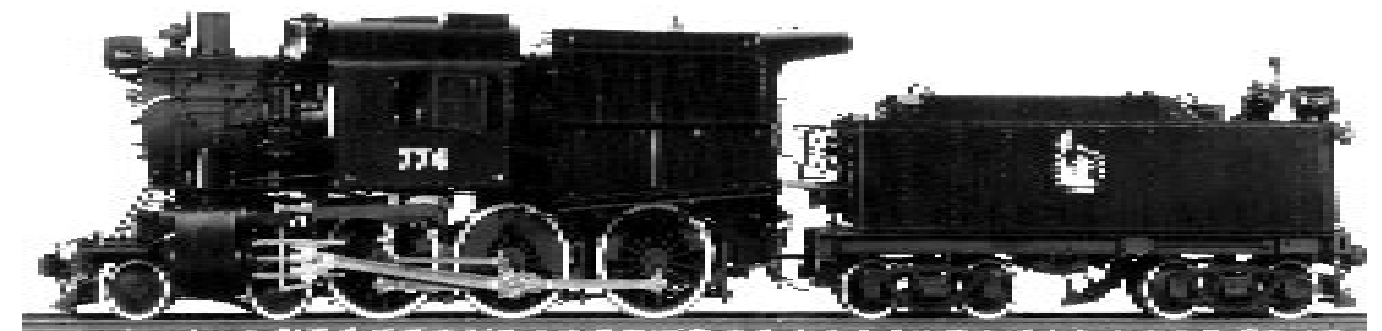
Send for a free Fine Art Models Newsletter showing all our models and receive a free Camelback prospectus. Or send \$5.00 for a full-color portfolio.

**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 313-288-5155

**FINE ART MODELS**

P.O. Box 225 Birmingham, MI 48012 248-288-5155



# N5c CABIN CAR



The Pennsylvania Railroad produced a total of 199 N5c Cabin Cars (Cabooses). We have recreated each one of these cabin cars in a 1/32nd museum grade model right down to the correct road

number on each and even coal in the stove coal bunker inside. Some of the features include:

- All brass construction
- Real wood deck
- Working brakes
- Ball bearing journals
- Opening journal covers
- Complete interior detail
- Opening doors and windows
- Interior lighting
- Removable working marker lights
- Book on the history of the Cabin Car
- Optional electrified display case



**LIMITED EDITION \$595  
WITH DISPLAY \$695**

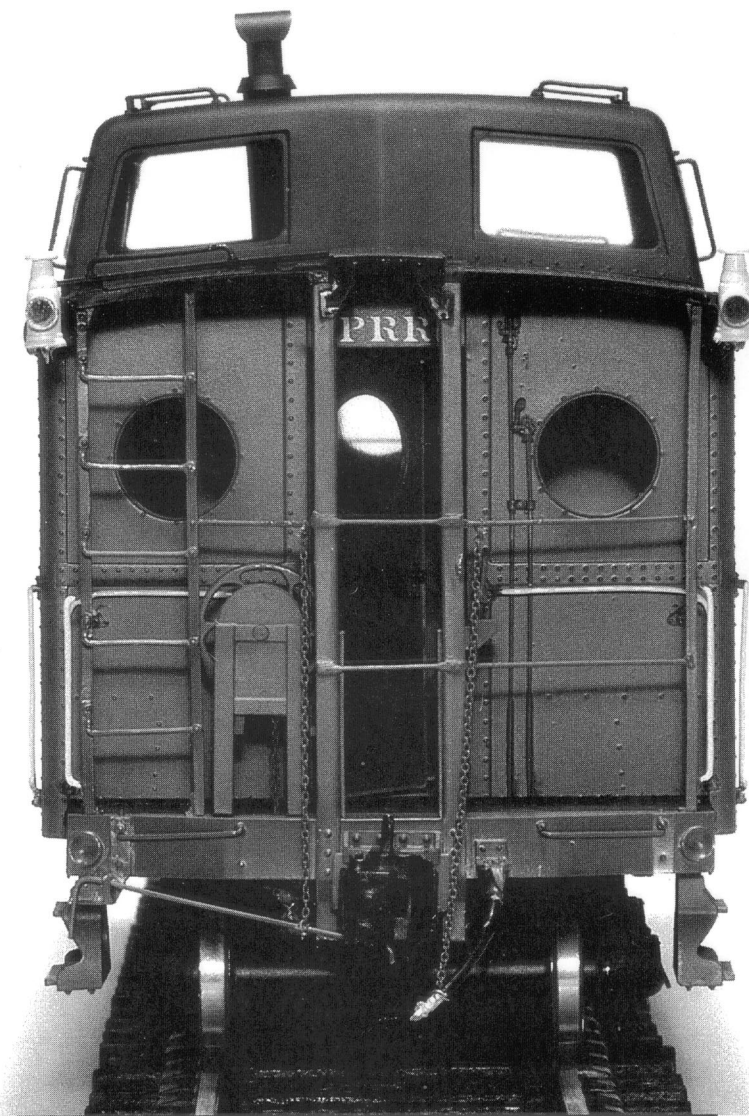
Send for a free Fine Art Models Newsletter showing all our models and receive a free Cabin Car prospectus. Or send \$5.00 for a full-color portfolio.

**Marketing Corporation of America**  
P.O. Box 225  
Birmingham, MI 48012

Marketing Corporation of America is a licensee of the Smithsonian Institution, authorized to produce and market models under the Smithsonian National Museum Models name.



**Smithsonian**  
NATIONAL MUSEUM MODELS



*Actual Size*

# PENNSYLVANIA RAILROAD

This 1/32nd scale M1a Locomotive & N5c Cabin Car museum grade model establishes a new dimension in model trains. Here are some of the features found on these 140 limited edition models:

## M.I.A.

### M1a DETAILS

- Equalized suspension
- Opening headlight lens
- Opening marker board lens
- Operating ash pan doors
- Removable sand dome covers
- Opening valve box lids
- Opening roof vent
- Opening tool doors
- Operating drop coupler
- Sliding windows
- Ball bearing journals
- Opening journal covers
- Prototypically working lights
- Twin 19-volt Pittman motors with flywheels
- Opening smoke box door with complete interior detail
- Hand-laid track with wood ties and individually placed spikes
- Electrified display base with transformer and case

### TENDER DETAILS

- Operating draft coupler
- Sliding feed screw cover plates
- Operating brakes
- Opening tool closets with tools
- Opening coal gates with removable coal pick
- Sliding coal doors on coal gates
- Opening door on dog house
- Opening water fill doors on tender with ladder and baffles
- Hand-punched rivets
- Articulated tender trucks

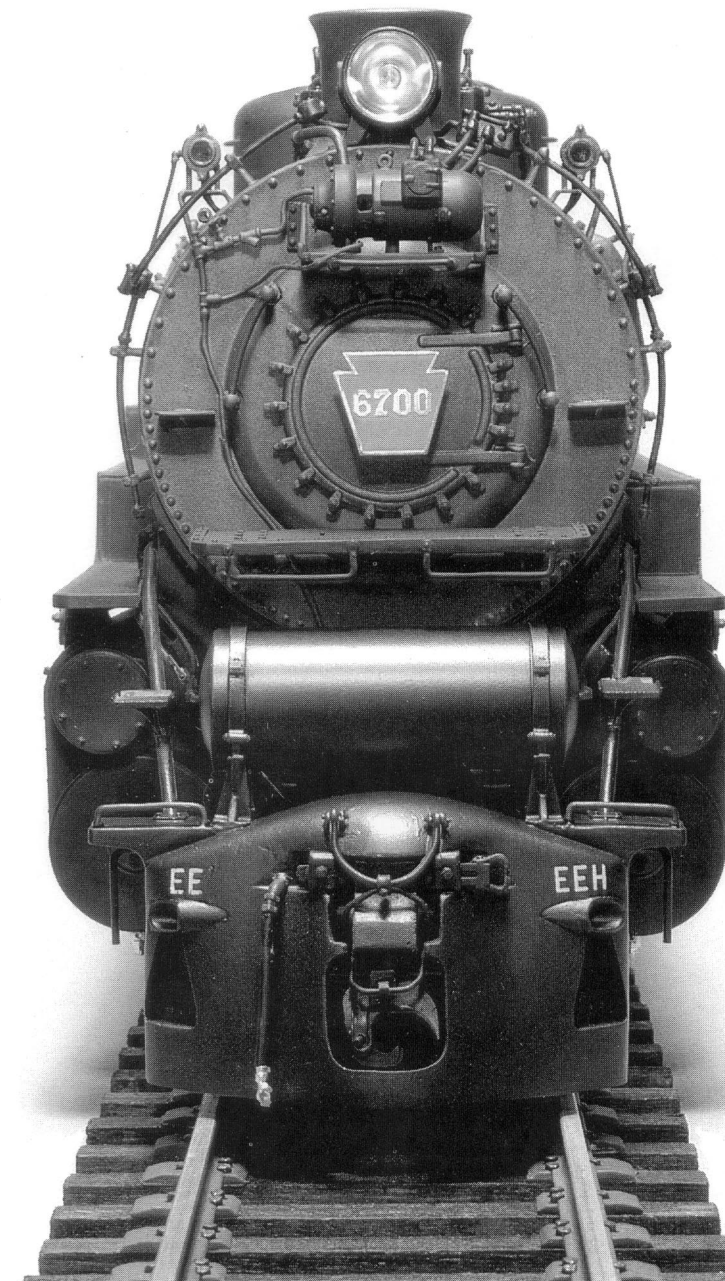
### CABIN CAR DETAILS

- Operating brakes
- Full interior
- Ball bearing journals
- Opening doors and cupola windows
- Real wood platform
- Operating draft couplers
- Interior lights
- Operating removable rear marker lights

**LIMITED EDITION \$5,895**

Send for a free Fine Art Models Newsletter showing all our models and receive a free M1a prospectus. Or send \$5.00 for a full-color portfolio.

**Marketing Corporation of America**  
P.O. Box 225  
Birmingham, MI 48012



*Actual Size*

Marketing Corporation of America is a licensee of the Smithsonian Institution, authorized to produce and market models under the Smithsonian National Museum Models name.





# TUGBOAT "HARRISBURG"

The Tugboat "Harrisburg" operated in New York harbor from 1900 until 1963. We have reproduced this 100' Pennsylvania Railroad Tugboat from the original shipbuilder's plans in a 1/32nd scale (3/8":1') museum grade model which is radio-controlled with both live steam or electric power as standard equipment. Only 100 limited edition models will be produced and will include a 1/32nd scale 100' Pennsy rail car float which will accommodate up to four 1/32nd scale rail cars. We feel this is the finest limited edition ship model ever offered and is the first in a series of ship models to be produced by Marketing Corporation of America.

### CAR FLOAT DETAILS

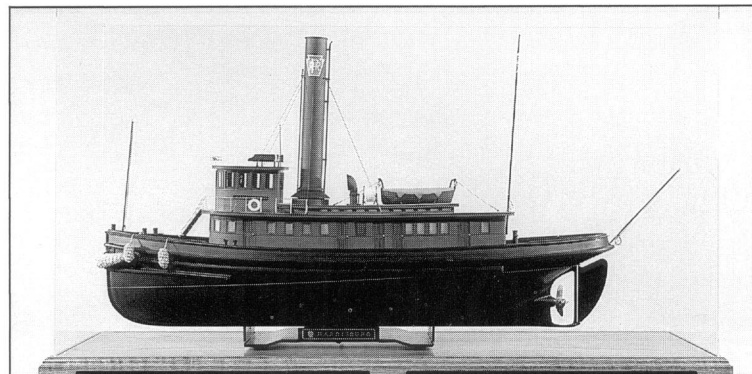
- Two track with loading dock
- Fiberglass-reinforced resin hull
- Brass superstructure
- Brass details
- Canvas loading dock roof
- Planked wood loading dock
- Hand-laid rail
- Removable wheel chocks
- Length 37", Width 14", Height 9"

- Etched brass builder's plate
  - Optional display case
- TUGBOAT DETAILS**
- Live steam or electric power standard
  - Twin-cylinder vertical steam engine (alcohol)
  - High-torque Pittman electric motor
  - Four-channel radio control
  - Individual wood plank deck
  - Individual wood plank cabin & pilot house
  - Lights: navigation, tow, cabin, pilot house
  - Opening doors and windows
  - Complete pilot house detail
  - Real hemp bow and side fenders
  - Fiberglass-reinforced resin hull
  - Brass bulkheads and fittings
  - Removable keel for scale operation
  - Cradle, electrified display case
  - Length 37", Width 10", Height 22"
  - Etched brass builder's plate

### LIMITED EDITION TUGBOAT AND CAR FLOAT \$4,995

Send for a free Fine Art Models Newsletter showing all our models and receive a free Tugboat & Car Float prospectus. Or send \$5.00 for a full-color portfolio.

**Marketing Corporation of America**  
P.O. Box 225  
Birmingham, MI 48012



# GG1 PHASE II



Marketing Corporation of America introduced the first 1/32nd scale GG1 in early 1990. It immediately sold out. Imitations followed, but none equal to the quality of our production run.

We have produced all 139 original GG1's complete with their own road number and correct builder's plate. Phase I of the production is sold out and Phase II consists of units 4800-4858. These units are 29 inches long, weigh 21 pounds, are powered by two

19-volt Pittman ball bearing flywheel motors and are 12-wheel gear box driven, and feature a fabricated pilot with fixed coupler. The graphics for Phase II is the Sans Serif lettering originally used when the first GG1 was built. Other standard features include:

- Ball bearing journals individually sprung with TIMKEN embossed on journal covers
- Opening doors with spring closing
- Four function switches
- Total brass construction
- Completely detailed cab interiors with lighted instrument panels
- Opening windows with window glazing
- Complete frame and underbody detail with brake rigging
- Electrified display board and case
- Cantenary towers and wires
- Seventy-four page book detailing the entire history of the GG1
- Full-size lithograph of builder's plan suitable for framing

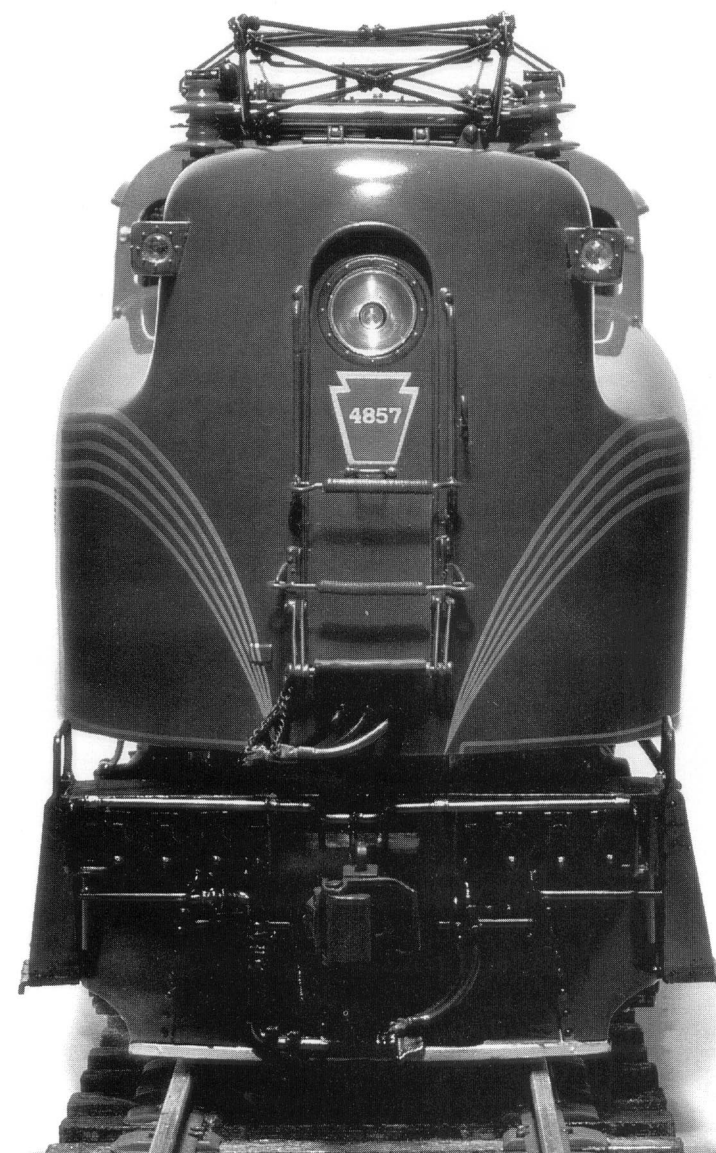
### OPTIONS

- N5c Cabin Car (caboose) with display base for both GG1 and Cabin Car
- Seven-car passenger car consist of the 1938 Broadway Limited as pulled by GG1

### LIMITED EDITION \$4,995

Send for a free Fine Art Models Newsletter showing all our models and receive a free GG1 prospectus. Or send \$5.00 for a full-color portfolio.

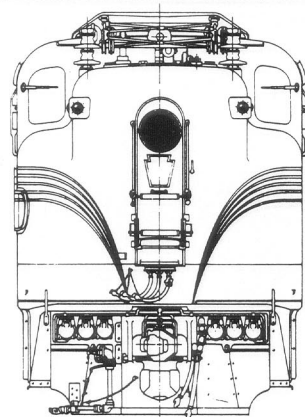
**Marketing Corporation of America**  
P.O. Box 225  
Birmingham, MI 48012



Actual Size



# GG1



Marketing Corporation of America  
P.O. Box 225  
Birmingham, Michigan 48012

On August 1, 1989 we introduced our first 1/32 Gauge I model, the Pennsylvania GG1. Phase I of production (101 pieces) sold out in thirty days. Here is what the experts and customers have said about our GG1.

"This GG1 sets a new standard for Gauge I..."  
—Dimitri Ilyinsky, *Garden Railways, Cincinnati, Ohio*

"This GG1 is the finest Gauge I model to date."  
—Allen Drucker, *Allied Models, Los Angeles, California*

"Your GG1 model is amazingly true to the prototype in every detail and will provide a striking exhibit piece for the Museum. You are to be commended for your reproduction of such Museum quality models."

—Robert L. Emerson, *Director Pennsylvania Historical & Museum Commission*

"I find the GG1 extremely impressive, living up to all my expectations."

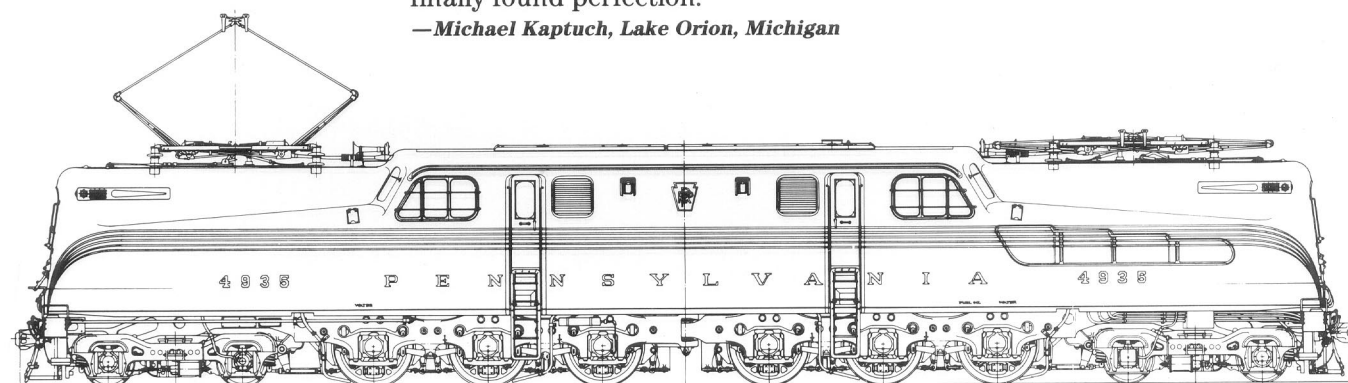
—Richard L. Fisher, *New York, New York*

"Perfect...magnificent detail...absolutely perfect."

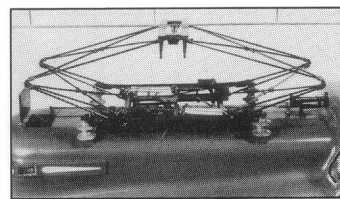
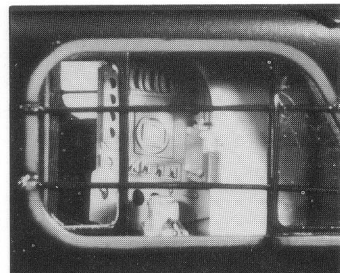
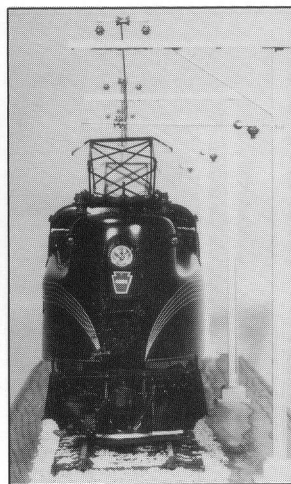
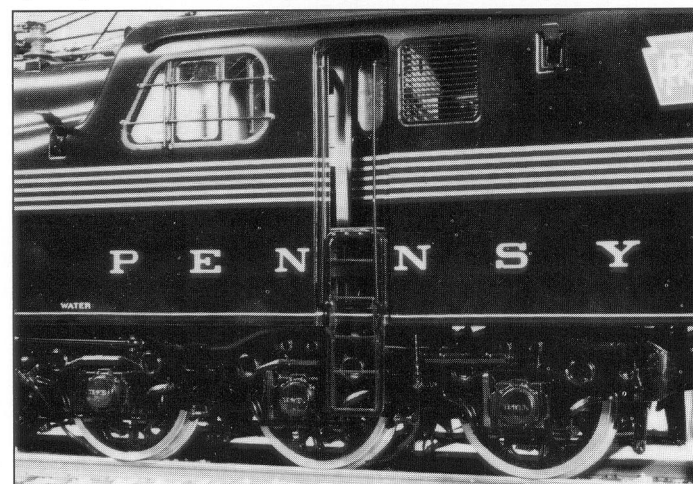
—Don Wood, *Matawan, New Jersey*

"The GG1 combines craftsmanship, beauty and authenticity and the display materials make for a truly impressive presentation. I have finally found perfection."

—Michael Kaptuch, *Lake Orion, Michigan*



The GG1 is displayed with hand-laid rail on wood ties, ballast, towers and case. High points include total cab detail with lighted instruments, opening doors and windows plus inspection covers, complete frame and brake detail, and complete operating pantographs.



## MARKETING CORPORATION OF AMERICA IS PLEASED TO ANNOUNCE ITS FIRST SMITHSONIAN NATIONAL MUSEUM MODEL. "THE MAIN LINE OF NATIONAL DEFENSE"

—Association of American Railroads, 1943

America's railroads were a vital transportation link between "the arsenals of democracy" and the nation's seaports during World War II.

### WORLD WAR II FLAT CAR AND LOAD

This first Smithsonian National Museum Model symbolizes the massive homefront effort mobilized to move thousands of tanks and trucks, and millions of tons of material in support of our fighting men around the globe.

A typical flat car load, two U.S. Army M5A1 light tanks with crated accessories and spares, has been reproduced on both Pennsylvania Railroad and U.S. Army flat cars.

### FEATURES:

- Working brakes
- 101 piece real wood plank deck
- 404 miniature bolts securing planks
- Total underbody detail including air lines
- Ball-bearing journals
- Opening journal inspection doors

- Working truck springs
- Operating couplers
- Total graphics detail including underbody
- Different road number on each car
- Two army tanks with different serial number on each tank
- Display case with base\*
- Hand-laid rail, wood ties, ballasted track, wood loading dock\*
- Certificate of authenticity from Smithsonian

Send for a free prospectus on the World War II Flat Car and Tanks and you will receive *Smithsonian National Museum Models* newsletters—bringing you information concerning upcoming transportation and World War II models. Send to: MARKETING CORPORATION OF AMERICA, P.O. Box 225, Birmingham, Michigan 48012

### LIMITED EDITION \$649

300 Army, 300 Pennsylvania

\*Flat cars and tanks —  
without track and display case: \$549

1/32 SCALE  
FLAT CAR WITH  
M5A1 ARMY TANKS



Marketing Corporation of America is a licensee of the Smithsonian Institution, authorized to produce and market models under the Smithsonian National Museum Models name.

 **Smithsonian**  
NATIONAL MUSEUM MODELS