

TRACTION MODELS OF MODEL TRAMWAY SYSTEM & FAIRFIELD TRACTION MODELS

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June 15, 2002
Updated May 2, 2008

In recent years, many of the earlier HO scale traction models imported in the 1950's through the early 1980's have been made available from different Internet sources, such as eBay and it was noticed that many of the sellers do not know what the model represented or the source of it. Trolleyville recently obtained an article written by Jack LaRussa (N. J. International) that he wrote some time ago for Brass Modeler & Collector. In this article, many of these models were identified. With Jack's permission, this article was originally written to pass some of this information to the current generation of modelers.

Bert Sas or more correctly Gijbert Johannes Sas was an influential HO gauge traction pioneer who operated the Model Tramway System from 1952 to 1966 and then Fairfield Traction Models from 1966 to 1982. Bert imported many models of United States and European prototypes. Bert was born in the Netherlands and grew up near the now famous NZH interurban line. He used this and a city line in The Hague to commute to school and familiarized himself with the streetcars there. Then he moved to New York where he enjoyed what was left of the Third Avenue Railway System. He produced his first stamped zinc models in 1953 and his first brass models in 1958. The first model was body only since there were no power units available from Japan at that time. The body sold \$15.00 at the time. This model, as were subsequent ones, was manufactured by Kumata. Below is a list of those U.S. prototype models imported.

Year	Catalogue Number	Description	Quantity Made	Country of Manufacture
1959	375	TARS 626-685(<i>body only</i>)*	200	Japan
1960	377	Boston Type 5 (<i>body only</i>)*	200	Japan
1960	325	Niagara, St. Catherines & Toronto 620 (<i>body only</i>)*	200	Japan
1960	332	Toronto Peter Witt 2580 (<i>body only</i>)*	200	Japan
1960	316	Single Truck Birney (powered) (1)(8)	300	Japan
1960	341	Boston Laconia Oldtimer 4-axle car (powered)*	200	Japan
1961	390	Open Bench DT Trolley (<i>body only</i>)	200	Japan
1962	345	Brooklyn 2570 w/max traction trks (powered)*(8)	50	Japan
1962	345a	Brooklyn 2570 w/Brill 77E trucks (powered)*(8)	50	Japan
1962	367	Double Truck Birney (Portsmouth 601-605) (powered)* (1)	300	Japan
1963	332	Toronto Peter Witt 2580 (powered)*	300	Japan
1963	355	Cincinnati Single End Curved Sider (powered)*	100	Japan
1964	356	Cincinnati Double End Curved Sider (powered)*	200	Japan
1964	318	Chicago 2700 series Palace Car (powered)*	300	Japan
1965	315	Single Truck Cross Bench (Andeco drive)	26	Germany
1965	378	New Orleans 800 series car (powered)*	300	Japan
1965	234	Single Truck Freight Motor (powered) (8)	600	Japan
1965	111	Single Truck Standard Brill Sprinkler (powered)*(8)	300	Japan
1965		Baldwin 0-4-2T Locomotive (HOn3) (2)	1000	Japan
1965	350	CNS&M Electroliner 4-car set (powered)	50	Japan
1965	383	TARS "Huffliner" w/fluted sides (powered)	150	Japan
1965	384	TARS "Huffliner" w/riveted sides (powered)*	150	Japan
1966	317	Single Truck Birney (powered) (1)(8)	500	Japan

1966	300	CL&A Light Interurban (powered)* (3)	300	Japan
1966	123	Philadelphia DT Snow Sweeper (powered)* (4)	300	Japan
1967	379	Boston 6000 series CE car (powered)* - pictured below	125	Japan
1967	380	Boston 6000 series CE car (unpowered)* - pictured below	225	Japan
1968	370	Boston Type 4 (powered)*	400	Japan
1968	321	Single Truck Birney (powered) (1)(8)	600	Japan
1970	333	Brooklyn & Queens 8000 series Peter Witt (powered)*	500	Japan
1970	371	Los Angeles Railway Type L (powered) (5)	200	Japan
1972	379	Brill Master Unit (powered)* (6)	300	Japan
1973	361	TARS Convertible (powered)	300	Japan
1974	235	McGuire-Cummings Single Truck Sweeper (powered)*	600	Japan
1975	343	Chicago Pullman 101-750 series (powered)*	600	Japan
1976	335	Pittsburgh Jones Car Single End (powered)*	270	Japan
1976	336	Pittsburgh Jones Car Double End (powered)*	510	Japan
1977	344/1	Chicago 169 car - One Man (powered)*	300	Japan
1977	345/1	Chicago 169 car - Two Man (powered)*	300	Japan
1979	346	Chicago Big Brill (powered)*	275	Japan
1980	347	Chicago Short Brill (powered)*	275	Japan



Below is a list of the models of foreign prototypes imported.

Year	Catalogue Number	Description	Quantity Made	Country of Manufacture
1962	501	Dutch 2-Window Oldtimer, open ends (body only)	20	Holland
1962	502	Dutch 3-Window Oldtimer, open ends (body only)	20	Holland
1962	503	Dutch 3-Window Oldtimer, closed ends (body only)	20	Holland
1962	506	Dutch DT 4-Window Oldtimer, open ends (body only)	20	Holland
1962	507	Dutch DT 4-Window Oldtimer, closed ends (body only)	20	Holland
1964	525	Dutch NZH 600 Articulated Car (body only)	84	Holland
1965	550	Dutch HTM 250 2-axle Motor (powered)	200	Japan
1965	551	Dutch HTM 650 4-axle Trailer (unpowered)	200	Japan
1967	560	Berlin T24 Motor (powered)	150	Japan
1967	561	Berlin B24 Trailer (unpowered)	150	Japan

1969	575	Berlin TM36 (powered)	500	Japan
1970	520	Dutch NZH 400 Interurban Motor (powered)	250	Japan
1970	521	Dutch NZH 400 Interurban Trailer (unpowered)	375	Japan
1971	510	Rome ATAC 279 Motor (powered)	400	Japan
1971	511	Rome ATAC 154 Trailer (unpowered)	300	Japan
1971	512	Rome ATAC 027 Work Car (powered)	300	Japan
1971		Berlin Stadtbahn Motor (powered) (2)	300	Japan
1971		Berlin Stadtbahn Motor (unpowered) (2)	50	Japan
1971		Berlin Stadtbahn Trailer (unpowered) (2)	250	Japan
1974	580	Berlin TF 13/25 Motor (powered)	325	Japan
1974	581	Berlin BF 13/25 Trailer (unpowered)	325	Japan
1975	405	Backer & Rueb Stream tram Loco (powered)	100	Holland
1975	526	Dutch NZH B20 Interurban Trailer (unpowered)	115	Holland
1975	553	Dutch HTM 36 Motor (powered)	36	Canada
1976	528	Amsterdam 391 Motor (powered)	120	Holland
1977	475	Hamburg Z1 Motor (body only)	24	Canada
1977	476	Hamburg Z2 Motor (body only)	24	Canada
1977	477	Hamburg Z1B Trailer (body only)	24	Canada
1977	478	Hamburg Z2B Trailer (body only)	24	Canada
1978	410	RETM 501-502 Articulated diesel tram (powered)	70	Holland
1978	530	Amsterdam 476 Motor (powered)	250	Japan
1978	531	Amsterdam 716 Trailer (unpowered)	350	Japan
1979	544	Brussels Standard Motor (powered)	65	Holland
1979	545	Brussels Standard Trailer (powered)	65	Holland
1980	M68	Motor unit for Amsterdam 300 (II) (powered) (7)	300	Japan
1980	M69	Motor Unit for The Hague HTM 800 (powered) (7)	300	Japan
1980	M70	Floor Unit 4-axle for the Hague HTM 750 (unpowered) (7)	400	Japan
1980	M71	Floor Unit 2 Radial Axles for HTM 900 (unpowered) (7)	400	Japan
1981	590	Munich A-1 Maximum Traction Oldtimer (powered)	375	Japan
1981	591	Munich X-1 2-Axle Trailer (unpowered)	20	Canada
1982	535	Amsterdam Union Oldtimer Motor (powered)	175	Japan
1982	536	Amsterdam 3-Window Oldtimer (powered)	100	Japan
1982	537	Amsterdam Open 2-axle Trailer (unpowered)	175	Japan

Notes:

(1)	Models produced in cooperation with Ken Kidder .
(2)	Models produced for another unspecified importer.
(3)	Models produced in cooperation with Pacific Traction .
(4)	Models produced in cooperation with Huntington Models .
(5)	Models produced in cooperation with S. Soho .
(6)	Models produced in cooperation with NorthWest Short Line .
(7)	Motor and Floor units were used for white metal European production of specified prototypes.
(8)	Powered on one-axle only.
*	At least one model exists in the Custom Traxx collection

As a traction collector, my first HO scale brass traction car was a #378 New Orleans Class 800 class, acquired in March 1968, and has been running on my layout ever since. It was painted in 1979 with paint obtained from NOPSI while living in New Orleans. There are two other #378 models currently in the paint shop. I have been fortunate to obtain at least one of almost every American prototype model that he produced.

My personal relationship with Bert Sas started in 1971 when I wrote the old Model Tramway System to inquire about trolley models. The letter finally got to him and he answered it. Then, I added one of his #333 Brooklyn & Queens 8000 Peter Witt models and had no idea of

the paint scheme. Writing him again, I got my answer. Then we split an old Pennsylvania Scale Models Brill Suburban Trolley. He needed a body shell and I needed a new power unit. We continued to write until I received my final letter from him on November 4, 1982. I never got to meet him face-to-face.

We still prize every single example of Model Tramway and/or Fairfield Traction Model imports that we can obtain. Since the original article was written, we have obtained even more of the prized Fairfield models, mostly from eBay. Today, the #355 Cincinnati Single End Curvesider arrived. All models are usually converted to overhead wire operation and the old open frame motor is replaced with a Mashima can motor from A-line. Another schoolhouse lesson covers this remotoring subject. After a good paint job, it is Happy Motoring!