

Rapido Trains announces GE's landmark U25B



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Photo and Diorama by Shane T. Mason

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Scene and photography by Ken J Johnson



The Whitcomb 65-Ton Diesel

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* 3D Decorations show the industrial version without MMID logo and lettering

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52469 MMID #102, DCC/Sound

52470 MMID #102, (3-Rail, DCC/mfx)

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71151 Blue/Orange, DCC/Sound



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52464 USATC, Non-Sound/DC

52466 USATC, DCC/Sound

52465 USATC, Non-Sound (3-rail DCC/mfx)

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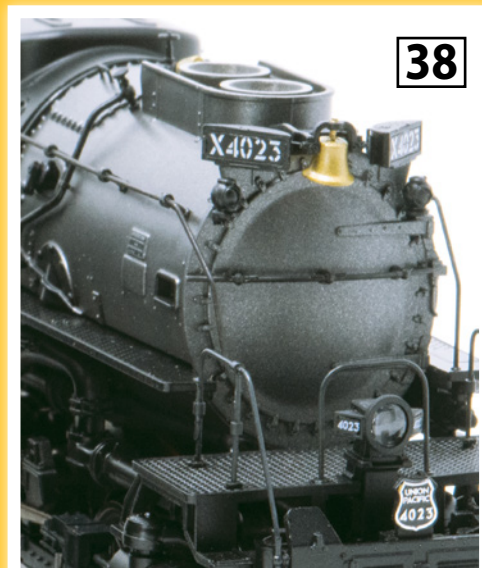
In This Issue...



30



42



38



46



On The Cover

Union Pacific's 4-8-8-4 Big Boy steam locomotive brings admirers any time it makes an appearance, even in N scale! Assistant Editor Shane T. Mason created this scene and did photography for this *MODEL RAILROAD NEWS* cover.

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Editorial.....	10
RPO Car	12
Timetable	95
Dealer Directory	96
Advertising Index	98

Product News

- 14 — Locomotives & Rolling Stock
- 78 — Vehicles & Loads
- 80 — Structures, Scenery & more
- 90 — Books, DVDs & more

G-Scale Review

- 54 — Union Pacific Wood-Side Passenger Cars

HO-Scale Reviews

- 38 — Beyond the Wasatch
- 56 — Early Amtrak Power
- 74 — Northern Pacific's Diesel Service Tank Car

N-Scale Reviews

- 30 — Restored Version 4014 Roars into N scale
- 42 — Portable Water Supply
- 46 — Riding in Streamlined Style
- 68 — Tier 4 Belle is Ready for the Ball

Multi-Scale Review

- 62 — New GATX GP38-2 in Two Scales

Book Review

- 92 — Colorado Midland History Documented

From the Archive

- 94 — In Pursuit of the Ultimate U25B

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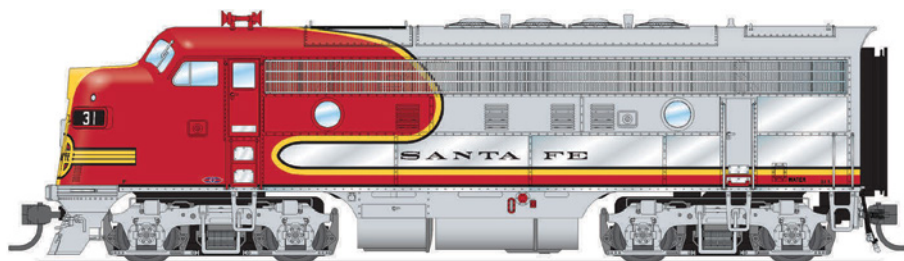
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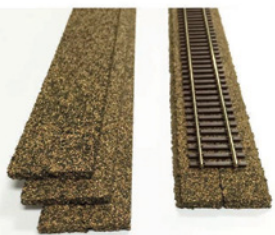
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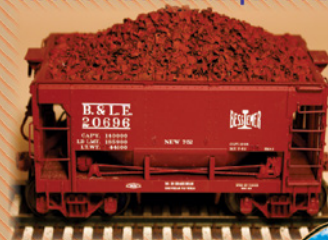
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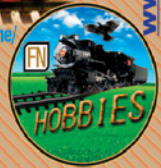
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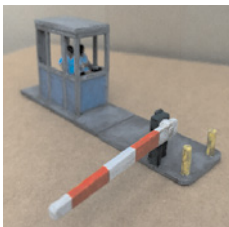


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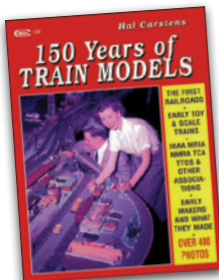
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What is the “real” Union Pacific to you? When I see a shot of the railroad from years ago, I often think that’s the real UP!

The only constant is everything changes, and railroads are no exception. While Union Pacific has long endured and retained its name and general image for all our lives, there are subtle changes and refinements.

I began thinking about this topic while your *MODEL RAILROAD NEWS* team was submitting materials for this Union Pacific-themed issue. I certainly enjoy and appreciate Union Pacific today (the top image is from a day of railfanning earlier this year at Kansas City’s Union Station with Assistant Editor Shane T. Mason). That wing herald on the nose is neat and my interest in modern motive power continues to develop more and more. Is this the “real” UP? Well, it is and isn’t.

I pulled images, each a decade apart, beginning with this 2021 shot up top and I find a trip back to 1971 is necessary for me to claim it is “real” Union Pacific. This is before the wide-nose invasion of General Electrics, second (2011) and third (2001) from the top images. And, I would need Union Pacific back to being the Overland Route racing west from Omaha. None of the major merger partners, fourth (1991) and fifth (1981) images from top, can be in the mix. That brought me to the 1970s and the shot of UP 6935 working in 1971; that scene looks and feels like real Union Pacific to me.

Returning to my original question, “What is real Union Pacific to you?” For some, my move backward a half-century may not be nearly far enough in time. Where’s the steam?! Indeed.

There’s plenty of Union Pacific steam presented in this issue of *MODEL RAILROAD NEWS*, in addition to many other UP offerings of recent release. Be sure to read about Rapido Trains’ announcement of an all-new HO U25B (coverage starts on page 14); Union Pacific is included there too.

Tony Cook
—editor



Above: Union Pacific 8311 is eastbound at Kansas City’s Union Station in March 2021. — *Tony Cook photo*

Right: Union Pacific 7173 shows the wide nose look with tiny shield at Marana, Ariz., in 2011. — *S. Milstein photo, Kevin EuDaly collection*

Below: Union Pacific 6999 and SD90/43MAC are far from home rails in Kentucky in 2001. — *Bradley McClelland photo, Kevin EuDaly collection*



Right: Union Pacific 1593 and a pair of Missouri Pacific-lettered mates work Dallas, Texas, in 1991. The popular CBS TV show named after this city was concluding its original run this same year... do you remember which building was Ewing Oil headquarters? — *Dick Kuelbs photo, Kevin EuDaly collection*



Above: Union Pacific 2526 is westbound at Omaha, Neb., showing off newly conquered Western Pacific and Missouri Pacific roads in 1981. — *George R. Cockle photo, Kevin EuDaly collection*

Right: Union Pacific 6935 and mate were new power in 1971 and wrapped up the road’s era of double-diesel buying that had its roots back in articulated steam locomotive giants. — *Kevin EuDaly collection*





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Room For All

I picked up your magazine for the first time with the June 2021 issue. I enjoyed the history on the Chessie SD50, steam engine Alleghenies, and SD40-2 articles. I don't have a layout yet as the wife took over the basement with her stuff. But I buy engines and cars in hopes of having a layout someday. I model after the B&O. I really like your magazine. How much is a subscription? Keep up the good work, looking forward to other magazines.

Terry Long
— via email

Welcome aboard, Terry! Glad you discovered MODEL RAILROAD NEWS! My parents are both avid hobbyists... I get my interest in railroads from my dad, and my mom loves quilting. They share the basement, and I can recommend this approach, as it appears somewhat successful from what I've seen. Subscription information is available at: shop.whiteriverproductions.com. — Tony Cook

Not Unobtainium

I really enjoy MRN. I look forward to each issue; however, very often I will read a great product review and think how nice it would be to have, only to find whatever it is already long since sold out — Tangent's HO Northern Pacific 40-foot boxcar being the latest example thereof. A recommendatory review seems pointless if the product is already unobtainable. I find it enormously frustrating. I wish reviews could better reflect products actually available.

Ms. Nikki Burgess
Kent, Wash.
— via email

This is a more common situation today than ever before in the hobby. Products are frequently made in smaller runs, thanks to the intricate level of detail and specialized nature (meaning road specific). We work extremely diligently to have products in print as soon as possible for our readership. In fact, the Tangent Scale Models (tangentscalemodels.com) boxcar you mention appeared in print in MODEL RAILROAD



NEWS a few days after it became available to the public. I was just at Midwest Model Railroad (midwestmodelrr.com) in the Kansas City area the other day (mid-July), and they still had stock on several roads and both body styles (new nine-foot sliding door and earlier combination-door boxcar). New releases can instantly become collectors' items these days, but with some looking (our Dealer Directory in the back of every issue is a good starting point), you can locate almost anything with a bit of searching.

Thanks for your positive comments on MODEL RAILROAD NEWS. And you're welcome to post on the magazine's Facebook any time you're looking for a new release and having challenges finding it, in addition to dropping us an email. We're happy to help track down elusive items... we're usually doing it anyway for our own collections! — Tony Cook

First CSX Model

After reading "From the Archive" in the June 2021 issue of MRN ("I'm finding the debut of Athearn's SW1500/

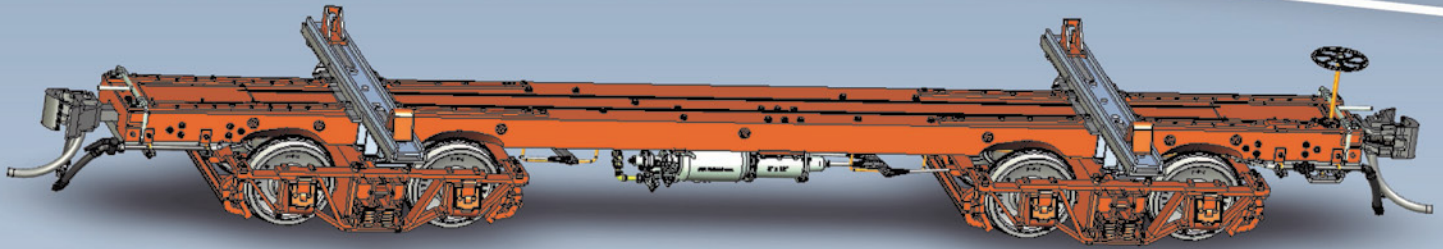
SW1000 switchers in the early 1990s may be the company's first CSX diesel locomotive offering and it appears that came in fall 1992"), I'm reminded of my first HO diesel. It was an Athearn Blue Box CSX GP40-2 in the blue-and-gray scheme (road number 6388 and SBD reporting marks, Mr. Mulvaney's image above). I received this for Christmas 1990, at age 6. I still have it today.

Michael Mulvaney
Lexington, Ky.
— via email

That's awesome to still have your first HO diesel! I think mine was a TYCO F9A custom-painted Gulf, Mobile & Ohio by my dad in 1967 or 1968... I was two or three years old, and sadly didn't preserve it. More recent roads, like CSX, can be as challenging to track down what came first, as looking for vintage early plastic offerings from the 1950s. So much is produced in the hobby today, and this has been true since about the time CSX came into being, that keeping track of newer model offerings is daunting. — Tony Cook



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We will announce further details as the project progresses.



General Electric's landmark U25B coming in HO scale from Rapido Trains



HO — Rapido Trains announces another all-new addition to the company's line with news of a General Electric (GE) U25B diesel locomotive project. The first production is in the reservation stage now and the company provides illustrations for paint schemes and computer drawings showing details and variations planned for this series of models.

GE had been involved in railroad motive power since the earliest days of diesels. The company receives credit as a participant in the development and introduction of the "boxcab" diesel of the early 20th century. On its own, GE marketed small industrial "critter"-type diesel locomotives and served Alco as a partner in components on its first generation diesel line. In the mid-1950s, GE went solo with production of export diesel models and later turned the company's attention to the North American market. Powered by a Cooper-Bessemer prime mover and featuring an innovative pressurized compartment that kept contaminants out of the engine area, the landmark U25B rolled on to railroads as the 1960s began.

The U25B sold nearly 500 examples by the time U28B production took over in early 1966. Buyers included a who's who list of U.S. Class 1 railroads. The model gave GE a breakthrough into the diesel builder competition and helped the company eliminate Alco by the conclusion of the 1960s. Today's descendants are the leaders in diesel locomotive sales.

Past efforts in HO scale for GE's U25B include metal, plastic, and brass (see "From the Archive" in this issue for more information). The history of this prototype in 1:87 is an interesting one and the various phases have been visited over the years, but a truly high-end rendition in ready-to-run plastic is new for the hobby.



Above and Left: Outside of brass import release, the Phase I U25B would seem unobtainable for modelers. Rapido Trains plans to cover this unique prototype with four offerings in its first production run. Look for two red-and-white scheme GE demonstrator releases, Frisco (repaint vermillion and white scheme), and Union Pacific (with "Dependable Transportation" slogan). The U25B presented a bold face that launched General Electric into road units in the diesel builder world. This model started a horsepower race and introduced innovations in design.



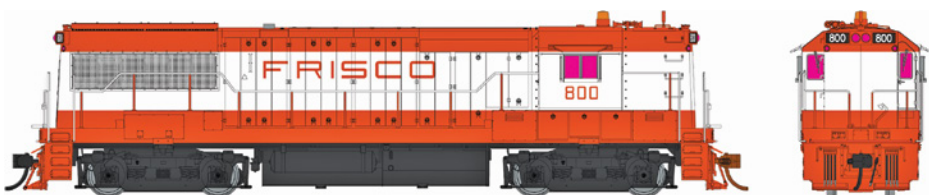
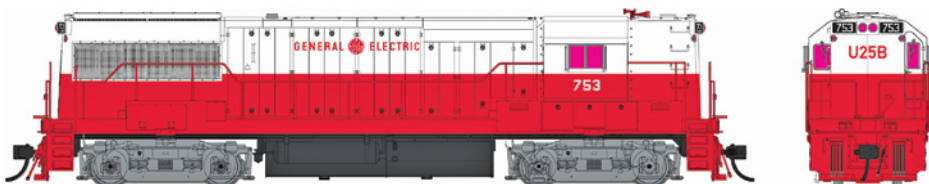
Below: The long-serving U25B saw several lettering styles during its tenure with Union Pacific. UP 631, shown in September 1969, wears the lettering version Rapido Trains will reproduce for its first HO-scale model release. — *Jim Boyd photo, Kevin EuDaly collection*





Above: General Electric 753 at Denver, Colo., on Burlington subsidiary Colorado & Southern. There were several GE demonstrator looks for its U25B and Rapido Trains will reproduce this scheme and the one illustrated on the facing page in the first production. — Kevin EuDaly collection

Below: Rapido Trains' color road name illustrations and computer drawings presented across this announcement are early artwork and subject to revisions and corrections.



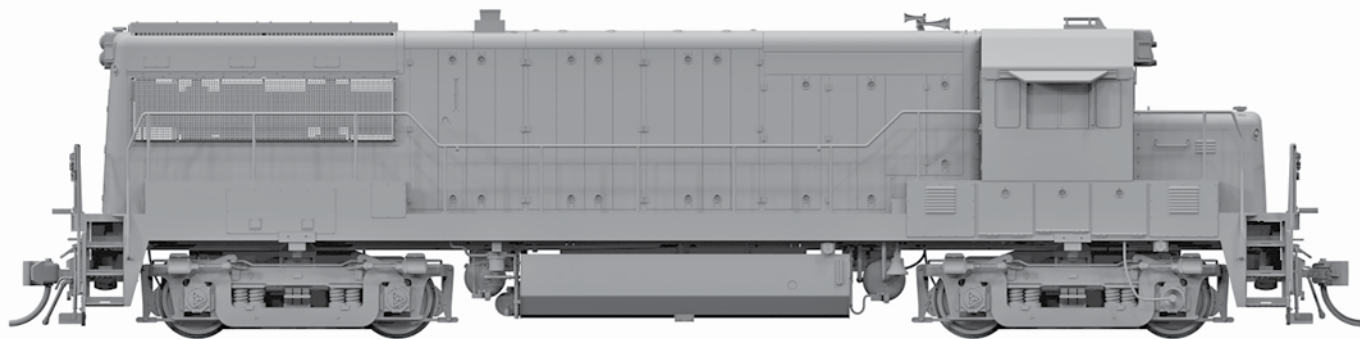
The first Rapido Trains release (due in 2022) will provide high short hood Phase I U25Bs, and low-nose U25Bs covering Phase II and Phase III variants. Late production Phase IV (with split windshield and slanted profile nose) is promised, along with other variations for future release).

GE's U25B Phase I (shown across these pages) possessed a straight or ladder-style set of access steps to gain elevation for a crewmember to get the walkways. These early units also included an uncommon handrail design with tall up-and-over loops on the corners of the pilot railings. Finally, the signature spotting feature of these first U25Bs is the inclusion of a high short hood. At the time of their debut, the market was just moving toward the low-nose option as a standard and this became the look for U25Bs after these initial examples were built.

Rapido Trains will reproduce GE's red-and-white demonstrator in two looks with GE 753 (left) and GE 2502, 2503, and 2504 (illustration shown at the top of page 14). The red with white top

Below: Frisco and Union Pacific received GE's early production U25Bs with high short hood and other distinct attributes. This view of Frisco 806 and mate shows off the spotting features of a U25B well. The uneven grid section behind the radiator screen on the left unit is an indicator of dynamic brakes for this model. — Harold Ziehr photo, Kevin EuDaly collection





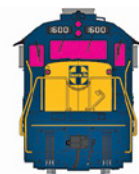
GE 753 came first and a set of four demonstrators (including low-nose 2501) following later to promote this four-axle 2,500-hp offering. Union Pacific received the four-unit demonstrator set and also saw additional Phase I U25Bs join its roster (see *White River Productions' Diesel Era* Volume 32, Number 3 due in September for a survey of Union Pacific's U25B roster). Featuring the road's "Dependable Transportation" slogan and "Union Pacific" on the nose, Rapido Trains plans four U25Bs (UP 625, 626, 627, and 628) for this popular railroad.

Frisco was another early buyer of U25Bs (see *Diesel Era* Volume 7, Number 5 for complete details). When new, Frisco's U25Bs wore black with yellow stripes and lettering. Rapido Trains will offer four Frisco models in its first production that reflect the later look with repainting into the road's Mandarin Orange-and-white livery. Following these Phase I units, no more high short hood U25Bs saw production. Southern Railway did not purchase the model and Norfolk & Western came by its U25Bs via its merger with Wabash (who bought low nose).

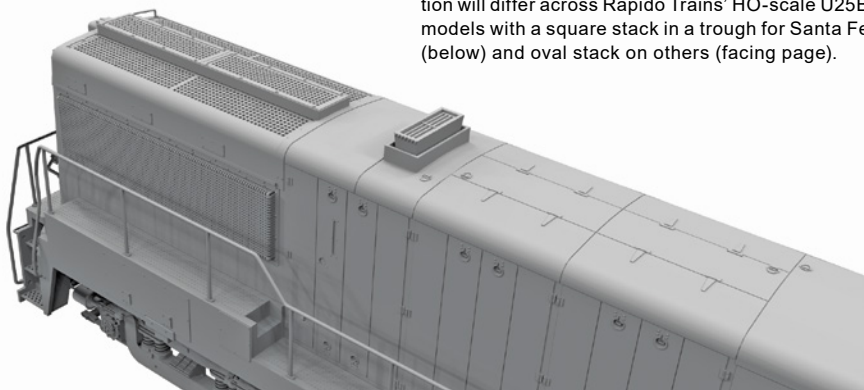
In addition to the change to low-nose, GE's Phase II U25Bs are identified by tall engine access doors on the hood. Rapido Trains will offer Santa Fe U25Bs in HO with Phase II bodies. Santa Fe purchased 16 examples (1600-1615) of GE's first U-boat. Santa Fe's U25Bs came in 1962 and 1963 and wore blue-and-yellow "bookends" livery. In 1969, the road renumbered its diesel locomotives and the group of U25Bs moved to 6600-series numbers; repainting into the freight version (blue and yellow) Warbonnet livery followed. The group returned to GE in early 1979 as trade-ins.

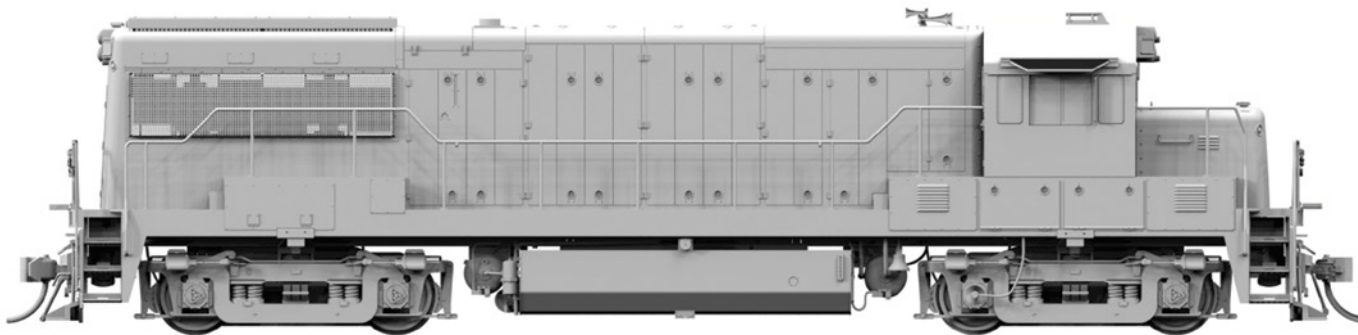
Above: Rapido Trains' rendering for its Santa Fe U25B (Phase II body) shows the tall access doors under the exhaust stack area and ahead of the radiator section on the long hood. Battery box details are another area of diversity for this prototype and Rapido will address this with road-accurate features. In addition, the raised walkway section along the rear of the hood will include variations in side details.

Below: Santa Fe 1606 was at Denver, Colo., on a sunny July 6, 1964, with U25B roster mate 1607. This Phase II U25B will come in the as-delivered "bookends" livery with blue body, yellow ends, striping, and lettering in four road numbers (1600, 1602, 1604, and 1606). — *Stuart J. Sutton photo, Kevin EuDaly collection*



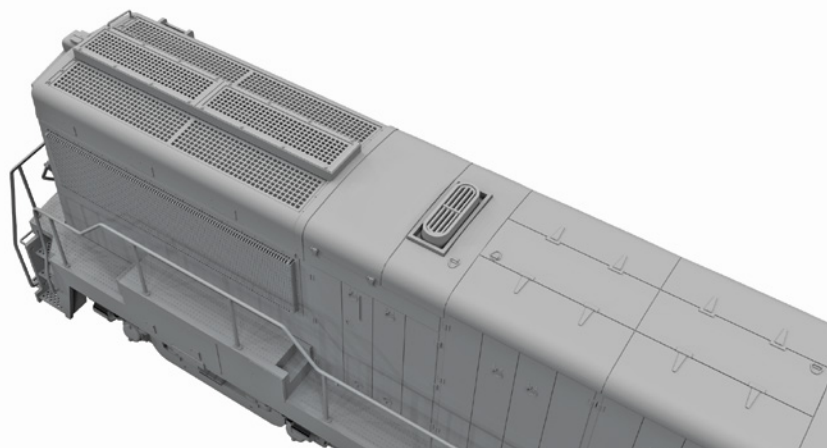
Below and Facing Page: Exhaust stack presentation will differ across Rapido Trains' HO-scale U25B models with a square stack in a trough for Santa Fe (below) and oval stack on others (facing page).





Above: This is Rapido Trains' Phase III U25B (Erie Lackawanna version) displaying tall access doors in the center with short doors on each side on the long hood between the cab and radiator section. All low-nose U25Bs in this first offering include a flat top and single, wide windshield. The late U25B (coming in the future) has a sloped nose, split windshield, and a different handrail style.

Below: Erie Lackawanna 2504 shows the decoration Rapido Trains will reproduce for its four releases. The initial version of this scheme placed the road name in the gray section above the maroon band on the side of the unit, versus this style with the name in yellow inside the maroon. Erie Lackawanna's U25Bs went with the railroad into Conrail. — Jim Boyd photo, Kevin EuDaly collection

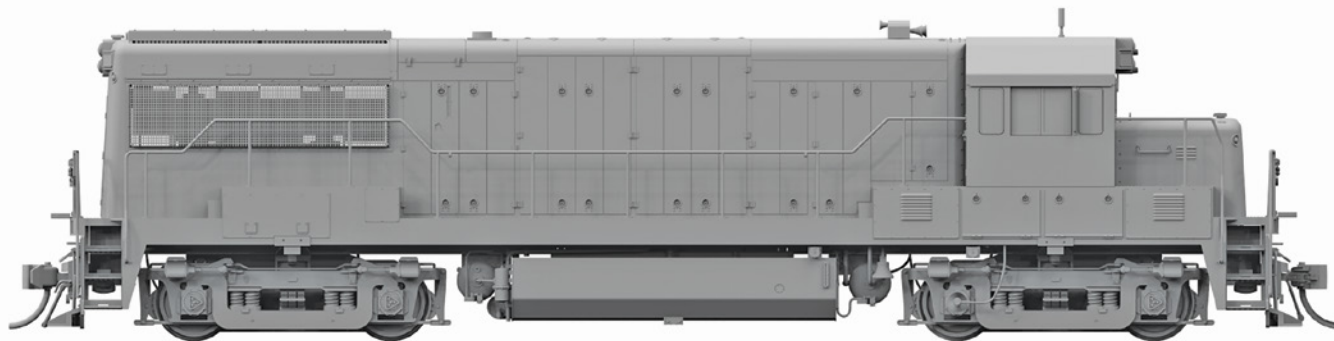


For Phase III U25Bs, Rapido Trains will produce Erie Lackawanna, Great Northern, New Haven, and Penn Central offerings. This production variant will be spotted by the combination of short/tall/short hood access doors. The handrail design remains similar across Phase I, II, and III U25Bs with stanchions mounted into the walkway surface (this changes to stanchions attached to the sill on Phase IV U25Bs).

Erie Lackawanna (EL) bought 27 examples (2501-2527) of U25Bs from GE. Rapido Trains plans four road numbers (2501, 2503, 2506, and 2511) from the road's original delivery (learn more about EL's U25B roster in *Diesel Era* Volume 8, Number 3). The units arrived in EL's gray with maroon and yellow livery with the road name presented in maroon lettering above the maroon band on the sides of the unit. The scheme saw revision, making the road name more visible by lowering it into the maroon band and presenting the name in yellow.

Great Northern (GN) bought 30 U25Bs (2500-2529) across multiple orders that included Phase II and III examples. The first GN U25Bs came in 1964 and from this set Rapido Trains will offer four models (2500, 2504, 2505, and 2508). The green and orange units were among the last new power acquisitions for GN to wear its famous *Empire Builder* livery; by this time the scheme was a simplified version of its original appearance. A spotting feature of the prototype and to be included on Rapido's HO GN Phase II replicas will be the shrouded or hood-covered air horn cluster.

New Haven had GE diesels on its roster well before the introduction of the builder's U25B, with 1930s era Model Y and 44-tonners from the 1940s. As



a common practice, New Haven numbered its U25Bs with their horsepower output in mind (2500–2525) and the units took up Class DERS-7 on the roster. The first U25Bs for New Haven were 10 examples (2500–2509) delivered late in 1964 and this is the group Rapido Trains will use as its prototype for its HO-scale model. The units will wear a black McGinnis livery with white striping and orange band surrounding the unit with orange “NH” on the long hood. As with other roads in this initial U25B production, Rapido Trains plans four New Haven road numbers: 2500, 2503, 2505, and 2509.

Though not originally part of the Penn Central merger that became reality in early 1968, New Haven joined the road by a U.S. government request in late 1968. New Haven’s group of U25Bs was only a few years old and became Penn Central’s 2660–2669 and 2670–2685. Rapido Trains will take its New Haven detailed U25B model and provide four Penn Central examples (2662, 2664, 2667, and 2668).

Learn more about this all-new HO-scale U25B diesel locomotive by visiting Rapido Trains online and be sure to check out the hobby manufacturer’s YouTube Channel for a discussion on the prototype and the road names and production variants coming in this first release. The model will be offered fully assembled in silent, standard DC version with a socket provided for conversion to Digital Command Control (DCC). You can also reserve DCC-sound U25Bs with ESU’s LokSound 5 electronics. This model will include a wealth of operational features including working inspection and class lights, lighted control stand in the cab, and road-specific details for all road names.

Rapido Trains,
855-572-6917; rapidotrains.com

Above: Note the hood covering the air horns on this Phase III U25B computer illustration; this is Rapido Trains’ Great Northern model. The road purchased 24 units that came in simplified *Empire Builder* livery.



Above: Rapido Trains Phase III U25Bs will include Great Northern, New Haven, and Penn Central. Penn Central’s U25B collection included New York Central, Pennsylvania Railroad, and New Haven examples.

Below: Penn Central 2667 sits at Springfield, Mass., with another U25B and an Alco switcher on a dreary day in May 1972. — Robert Hines photo, Kevin EuDaly collection



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USA Trains debuts G-scale (1:29) F-units



G – USA Trains introduces Electro-Motive Division (EMD) F7s for the hobby company's Ultimate Series. "As Real As It Gets" is the slogan USA Trains uses for this category of 1:29 model trains. This new EMD F7 will be offered in A- and B-unit versions and sold in A-B sets and single A-unit releases.

The G-scale F7s will come equipped with dual power units running both trucks of these four-axle models. Features include directional marker lights (red/green), illuminated number boards, backup light on rear of B-unit, and operating headlight on F7A

Above: USA Trains introduces G-scale (1:29) reproductions of EMD's F7A and F7B for its Ultimate Series collection. This is USA Trains' Pennsylvania Railroad pair decorated in Brunswick Green. The company will offer F7A/F7B pairs and all road names will see single F7A diesel locomotive releases with unique road numbers for each F7A.

models. These USA Trains F7s will come with dual operating smoke stacks on both A- and B-units. USA Trains lists stereo sound output as an optional system available for these models. The reproductions will include a wealth of details including metal screens on the upper sides of the units. The models will navigate curves of a minimum five-foot radius.

The first production presents Baltimore & Ohio (blue and gray), New

York Central (Lightning Stripe), Pennsylvania Railroad (Brunswick Green and Tuscan Red liveries), Rio Grande (four-stripe Aspen Gold and silver), Santa Fe (red and silver Warbonnet with chrome plating and freight scheme blue and yellow), Southern Pacific (*Daylight* and "Black Widow" liveries), and Union Pacific.

USA Trains,
781-322-6084; usatrains.com

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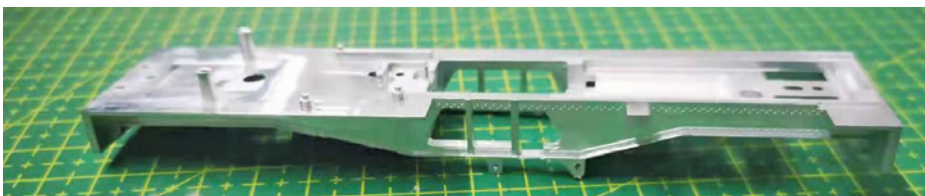
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Update on HO-scale Shay steam locomotive from KR Models

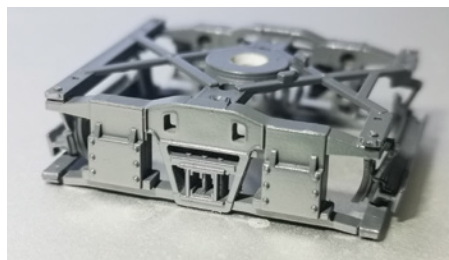
HO – The much-anticipated HO-scale Shay steam locomotive project is moving along at KR Models. The company shares early views – still subject to refinement and enhancement – of the boiler, frame, and bogie truck for this all-new model.

KR Models is approaching this project, as it does its U.K. releases, with an initial “Expression of Interest” from buyers. You can visit KR Models online and put your name on this list now (with no financial commitment needed). When the model and specifics are more available, you’ll be contacted. At that time you will be able to select road name, road number, and options (such as DCC-sound), and then commit with your credit card that will be charged in increments, with the final payment made with the model’s delivery to you.

KR Models,
krmodels.ca



Above and Right: Keith Revell of KR Models shares these preproduction, test example components going into the early stages of the company’s HO-scale Shay steam locomotive project. The boiler (above top) and frame (above) will be die-cast metal. An early view of the plastic bogie (right) shows how it is coming along.



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Southern Pacific *Daylight* in N scale from Kato



N — Kato plans late 2021 delivery for a collection of N-scale Southern Pacific *Daylight* models. The releases will provide motive power and passenger cars for building your own *Morning Daylight* service in N scale.

Kato's GS-4 class steam locomotive with 4-8-4 wheel arrangement will be the sleek point of this colorful consist. The hobby manufacturer will produce its N-scale GS-4 in *Daylight* livery with road numbers 4449 and 4454, and a postwar black edition will be offered with road numbers 4443 and 4445. The ready-to-run steam locomotive will come in three versions: standard DC (MSRP: \$240), factory-installed Digital Command Control (DCC) decoder (MSRP: \$320), and with ESU-made sound and DCC (MSRP: \$470).

Kato's Southern Pacific *Morning Daylight* passenger cars will come in multiple sets. The 10-car set will include baggage-chair, articulated coffee shop, articulated kitchen, articulated dining car, chair car, two articulated chair cars, tavern car, parlor car, and parlor observation. The set will come with factory lighting as an option (MSRP: \$410) or in standard version (MSRP: \$260). You

Above: Easily one of the most beautiful passenger trains, Southern Pacific's *Daylight* equipment will arrive beginning in late 2021 from Kato in N scale. Look for GS-4 steam locomotives and multiple passenger car sets.

Below: Kato's N-scale *Daylight* replicas will come fully assembled with several passenger car body styles. These baggage-chair and kitchen car examples are part of Kato's *Morning Daylight* 10-car set due in November.



will be able to increase this set with Kato's two-car set that will include a pair of articulated chair cars. The non-illuminated two-car set retails for \$55 and a version with factory lighting carries an \$85 suggested list price. The non-lighted sets are due in November with lighted sets following in December.

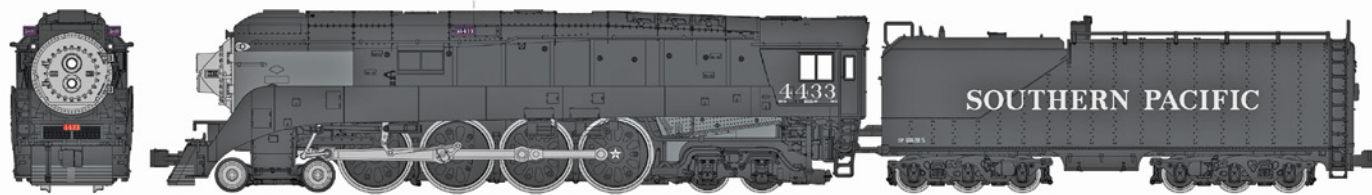
You can see more images by visiting Kato's website. And check Kato's YouTube Channel to see a program on these releases with Michael Conway and *MODEL RAILROAD NEWS'* Tony Cook.

Kato USA, Inc.,
847-781-9500; katousa.com



Above: Southern Pacific's famous *Daylight* 4449 roster member will ride again in N scale from Kato. This 2021 production will include rear-mounted number boards on the tender. The assembled N-scale steam locomotive release will come in standard DC in November. Kato will offer a version in December with DCC, and the company is accepting reservations for a special order edition of this model with ESU sound and DCC.

Below: Kato's illustration for Southern Pacific 4433 shows the company's plans for a postwar black GS-4 steam locomotive. Differing from a previous Kato wartime black GS-4, this coming 4-8-4 steam locomotive will include large Southern Pacific name on the tender (the earlier prototype included a small Southern Pacific Lines on its tender). This version will come with rear-mounted number boards on the back of the tender.





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Micro-Trains will include roof detail variant on Union Pacific N-scale set

N – Micro-Trains plans a September delivery for a three-pack set of Union Pacific boxcar models. The boxcar will be based on a National Steel Car prototype for a contemporary 60-foot, double-door, exterior-post freight car with excess height or “Plate F” proportions. The double doors provide a wide 12-foot opening for loading/unloading on these big boxcars, which are known as “Super Duty” cars.

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PIKO America plans two Halloween-themed hoppers



G — PIKO America plans two Halloween-themed releases this year. As they have done in years past, the company will present a colorful seasonal theme on fully assembled G-scale freight car models.

This year's offerings are two-bay open hopper cars (ideal for hauling Halloween candy) decorated in a deep blue finish. PIKO's Halloween

"Moonlit Monsters" (38927) includes glow-in-the-dark highlights with trick or treating characters out for fun. The other offering, Halloween "Tacky Tombstones" (38929) includes a spooky graveyard scene with humorous railroad-themed markings on the tombstones.

PIKO America,
619-280-2800; piko-america.com

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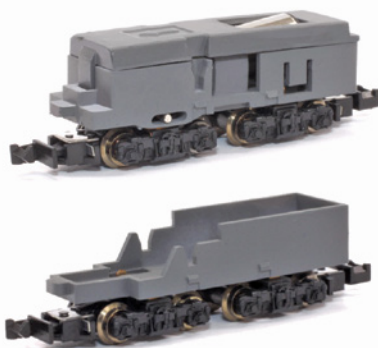
Rokuhan shorty F-units in Z scale from AZL



Z – American Z Line (AZL) will offer Rokuhan's first North American prototype Z-scale (1:220) "shorty" models. Rokuhan's plastic shell offerings will include an F-unit in A- and booster B-unit versions. These shells will ride on separately sold power (SA-001-1) and trailer (SA003-1) chassis (shown on right). The initial release will present New York Central (gray Lightning Stripe livery) and Santa Fe Warbonnet. Visit AZL online for more information.

American Z Line,
614-764-1703; ztrack.com

Above and Below: Rokuhan's shorty F-unit shells will initially be available decorated for Santa Fe and New York Central. These shells are designed to fit on Rokuhan's power and trailer chassis. The models operate on Z-scale track.

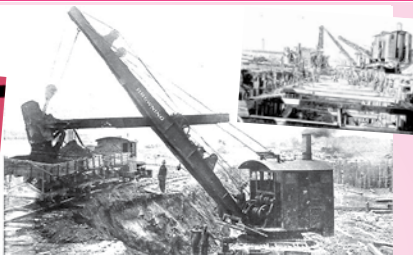
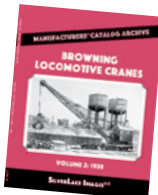


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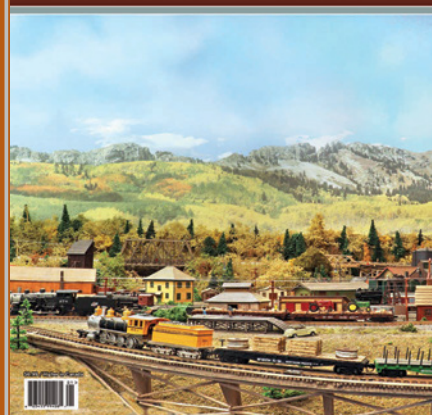
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Walthers delivers new run for Proto series Evans 4780 covered hopper in HO



Above and Below: Among the releases in this group of Proto covered hopper models is an orange Farmers Cooperative Association (above) and two Missouri-Kansas-Texas (below) releases.

HO — Walthers' three-bay covered hopper replicating an Evans 4,780-cubic-foot capacity prototype is back with a new production available at your hobby dealer and direct from Walthers.

The car serves North American railroads hauling grain and dried distillers grain. The detailed release resides in the hobby manufacturer's Proto series and comes fully assembled. Details on this model include factory-installed grab irons, see-through etched-metal walkways on the roof, and crossover platforms on the ends above the couplers. The model includes accurate side braces and separately applied vibrator brackets on the bottom bay gates.

This group includes Archer Daniels Midland (ADM) examples with molecule logo presented with three car colors: blue, gray, and yellow. Each ADM covered hopper includes UELX reporting marks and comes in four road numbers. The other lease fleet reproduction in this collection is an orange Farmers Cooperative Association of St. Edwards, Neb., with USLX reporting marks. Railroads represented include Boston & Maine (blue with white lettering), and two Missouri-Kansas-Texas offerings (one in Whitman Green with large, yellow MKT billboard lettering and the other in gray with small Union Pacific shield and black lettering).

Wm. K. Walthers, Inc.,
800-487-2467; walthers.com



Above: The popular Archer Daniels Midland livery is available in three colors: blue, gray, and yellow (shown above). This fully assembled covered hopper car model retails for \$39.98.

PIKO America adds to "Vintage Warbirds" series and introduces "American Traditions"



G — Piko America's Spitfire hopper car (38928) is the seventh in the company's Vintage Warbirds collector series.

New from Piko with a fall delivery will be the first American Traditions series release. Piko's

Betsy Ross refrigerator car (38922) features this famous person of the American Revolution and launches this new group of G-scale freight car offerings.

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Restored Version 4014 Roars into N scale

Athearn's 4-8-8-4 "Big Boy"

Review by Shane T. Mason

Athearn Trains N-scale
Alco 4-8-8-4 Big Boy steam locomotive

Union Pacific 4014
"Great Race to Promontory" Edition
ATH04014

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A thearn recently produced a new run of its N-scale 4-8-8-4 steam locomotives. The N-scale model first appeared in the company's line about a decade ago. This group saw announcement in mid-2019 and delivered in spring 2021. The run includes coal- and oil-tender variations, and a special "Race to Promontory" reproduction that I will present in this review.

The Prototype

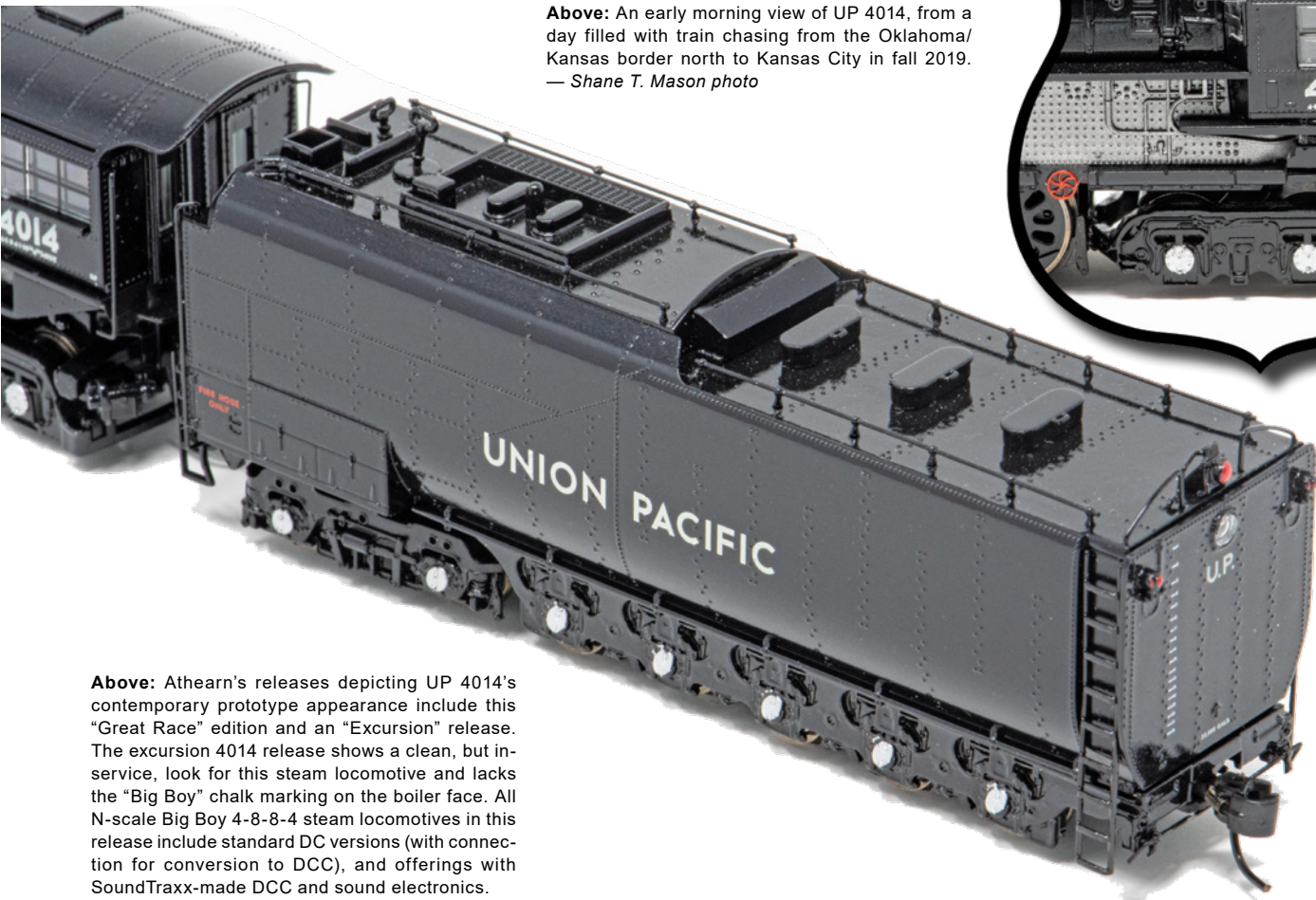
Union Pacific's (UP) "Big Boy" was the work of a very power-hungry Research and Mechanical Standards Department started in 1936. Led by Vice President Otto Jabelmann, the department was tasked with many projects but the one challenge that taunted them was the line west of Cheyenne. The line had multiple grades, and it was a hard push topping the Continental Divide. Union Pacific began building bigger and better equipment, attempting to tackle the grade, but found where improvements were made, other aspects of operations suffered. Prior to 1918, standard power for the grade was a double-headed set of 2-8-0 locomotives; after, UP started running newly acquired 2-8-8-0s over the route. The 2-8-8-0s proved strong enough to pull the weight, but were



Above: Presented in a unique Union Pacific livery box, Athearn's N-scale "Great Race to Promontory" Big Boy 4014 is truly a collector piece, in addition to being a fine operating model. This version includes the famous "Big Boy" chalk markings reproduced on its boiler face, and the locomotive and tender include a high-gloss sheen. Cosmetically, this Athearn release does a fantastic job reproducing the prototype; however, there are some subtle detail differences between the prototype and this model that I note in my review.



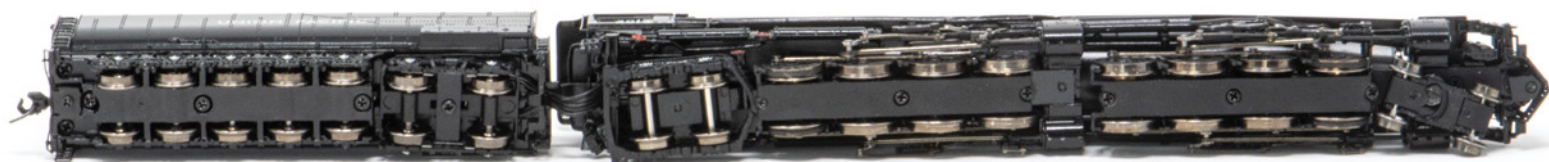
Above: An early morning view of UP 4014, from a day filled with train chasing from the Oklahoma/Kansas border north to Kansas City in fall 2019.
— Shane T. Mason photo



Above: Athearn's releases depicting UP 4014's contemporary prototype appearance include this "Great Race" edition and an "Excursion" release. The excursion 4014 release shows a clean, but in-service, look for this steam locomotive and lacks the "Big Boy" chalk marking on the boiler face. All N-scale Big Boy 4-8-8-4 steam locomotives in this release include standard DC versions (with connection for conversion to DCC), and offerings with SoundTraxx-made DCC and sound electronics.



Above and Below: Union Pacific 4011 is set up to reproduce a 1940s-era, coal-tender Big Boy. Compare the tender on 4011 with 4014's oil tender (bottom of this page). I measured 2.4-ounce drawbar pulling ability on my 4014 example. The model comes equipped with rubber traction tires on the lead and rear drivers.



equipped with smaller diameter drivers, resulting in lower speeds. Union Pacific experimented with 2-10-2s, 4-10-2s, and 4-12-2s; however, none had the pulling power UP was desiring. The mid-1930s saw the 4-12-2 broken up, into what became the road's Challenger-class, with 4-6-6-4 wheel arrangement. These locomotives were slightly less powerful than the 2-8-8-0, but sported larger drivers providing increased speed. The new Challengers were a needed step in the right direction, reaching speeds of 80 mph; but, over the grade only rated a pulling power of 3,100 tons. UP now had a taste of the speed they wanted, but still needed the power to

get 4,000-ton trains over the Wasatch Range unassisted.

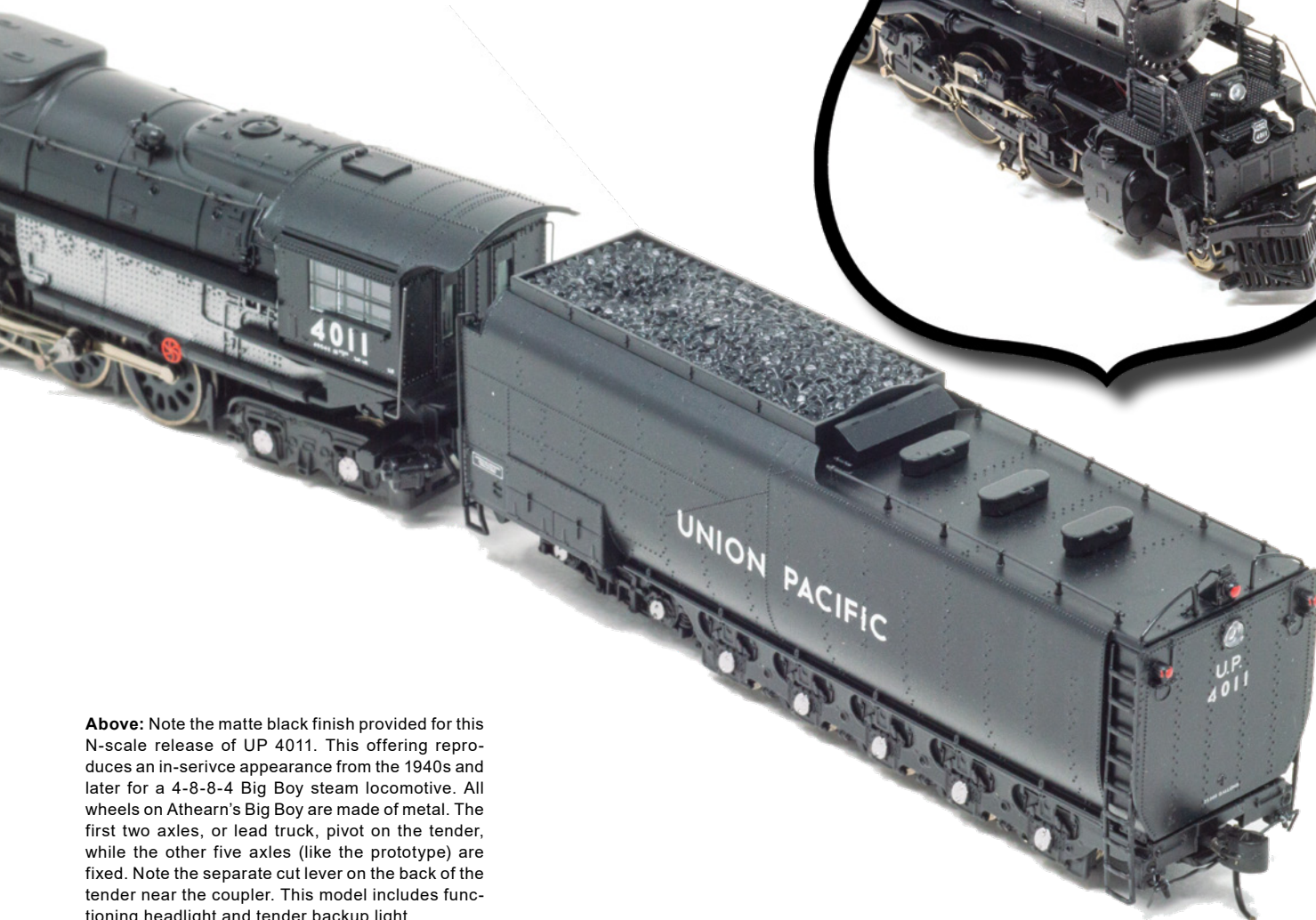
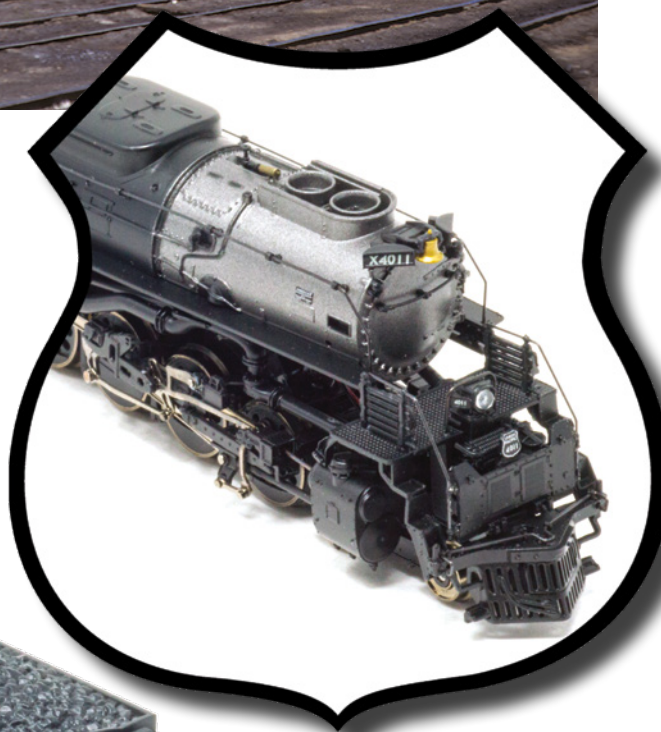
In 1940, President William Jeffers gave the orders to begin working on a new design, larger than the Challenger, and still able to operate over clearances, curves, and other fixed attributes on the line. The design started with lengthening the basic Challenger design, including a larger firebox and larger cylinders. The tender used the same "centipede" design UP perfected in 1939 for its 4-8-4s, holding 56,000 pounds of semi-bituminous coal, and 24,000 gallons of water. The Big Boys were everything UP was hunting for, with the mighty locomotives creating around 6,000 horsepower under 1.2



Above: Athearn includes a plank deck section (see inset), for application to the rear roof area of the oil tender. This plastic section snaps into place. The gloss finish is exclusive to Athearn's models replicating UP's restored 4014, which travels with this well-maintained shine during its special runs.



Above: What can you run with a Big Boy? Following prototype, you'll find a variety of motive power paired up with UP's 4-8-8-4s. UP 1110, an Alco S-2 switcher, is likely not going out on the road to help Veranda Turbine 71 and Big Boy 4011. This interesting trio was photographed at Cheyenne, Wyo., on August 20, 1956. — *Dick Kuelbs photo, Kevin EuDaly collection*



Above: Note the matte black finish provided for this N-scale release of UP 4011. This offering reproduces an in-service appearance from the 1940s and later for a 4-8-8-4 Big Boy steam locomotive. All wheels on Athearn's Big Boy are made of metal. The first two axles, or lead truck, pivot on the tender, while the other five axles (like the prototype) are fixed. Note the separate cut lever on the back of the tender near the coupler. This model includes functioning headlight and tender backup light.



Above and Below: As delivered, Athearn's Big Boy includes a cover over the coupler area on the pilot. You can easily install a coupler (see pocket below behind the pilot) if you need double-header operations on your railroad.



million pounds of engine, but the length would prove to be a problem. At 132 feet long, the boiler overhang was so extreme that certain curves would cause side swipes with trains passing on adjacent lines... these troublesome curves were identified and widened by a few feet. Another length-related issue, Big Boy steam locomotives were too big for the road's turntables. Ogden, Utah, and Green River, Wyo., received new 135-foot turntables to provide a place to turn power between trips.

Alco's first production was an order of 20 units (4000-4019). At the beginning of the build, UP had shown signs of intending to call the new engines its "Wasatch" class in honor of the

grade they were designed to tackle, but while still under construction at Alco, an unknown machinist scribbled "Big Boy" on the boiler face, and the name stuck forever. Big Boy 4000 delivered to Union Pacific at Omaha in September 1941, with the other 19 to follow closely behind; and 1944 would see an additional order for five (4020-4024) from Alco. These units became the running standard between Ogden, Utah, and Cheyenne, Wyo., with the ability to pull heavy trains solo at desired speeds over the grade. Cheyenne was the home base for heavy repairs for all Big Boys, and would regularly dispatch roster members on hand there as helpers, working trains over Sherman Hill to test repairs, prior

to being released from the shops back into regular service. UP's Big Boys were truly hard-working machines, racking up around 7,000 miles each month. The fleet would remain in service just into the 1960s, providing power and later helper service for General Electric-built Gas Turbines that set out to succeed the 4-8-8-4s on this grade.

After retirement, Union Pacific donated eight Big Boys to museums and parks across the country, for preservation of these huge machines. The survivors sat cosmetically restored, but in a non-functioning state for decades, with the same question kicked around of whether another Big Boy would find itself under steam again. In 2013, Union Pacific surprised everyone



Above: It may be the biggest of big, but thanks to the articulated design, you can run Athearn's N-scale Big Boy 4-8-8-4 steam locomotive on 11-inch radius curves and wider. The manufacturer recommends 15-inch radius for better operation. The model includes a die-cast metal frame, in addition to traction tires, for enhanced pulling power.

with what most thought would never happen... the road struck a deal to trade an SD40-2 diesel locomotive, a boxcar, and a bay window caboose for Big Boy 4014, belonging to the RailGiants Train Museum (railgiants.org) in Pomona, Calif. The 4014 was towed back to Cheyenne, where it underwent a multi-year, full rebuild, putting it back into operating condition. Union Pacific's goal was to have the 4014 running in time for the 150th Golden Spike Ceremony in 2019; thanks to the hard work by the steam crew, the project was finished in time and a restored Big Boy led the train, double-headed with Union Pacific FEF-3 Northern 844.

The Model

Athearn reworked its previous Big Boy tooling to provide modelers with a replica reflecting the 2019 excursion version. In addition, this recent production includes releases for coal-tender era prototypes. This release was very popular with hobbyists, and many were challenged to find a Big Boy, if they had not placed a pre-order on this offering. My example, bought from Lombard Hobbies (lombardhobby.com) in the Chicago area, is Athearn's 2019 "The Great Race to Promontory" version and it looks absolutely stunning. The box is decorated in yellow, red, and gray with gold lettering (coal-tender editions coming in regular dark blue Athearn boxes). Inside the box is the model, warranty card, and user booklet (highlighting the history and operations of this prototype and 1:160 reproduction, as well as a parts break-

down toward the rear of the book). The model came packed securely in a foam insert, and was surrounded by a plastic clamshell and clear outer sleeve. The packaging is well done to ensure none of the many detail parts are broken off, and is a good home when the model is not in use.

Out of its packaging, the model really shines in the light. This special excursion version of 4014 is painted a gloss black, compared to the flat finish previous runs (and current coal-tender versions) receive. I have to say the gloss appears authentic, and is a really nice nod to the pride and cleanliness the steam crew strives for during runs. After seeing the Big Boy run through Kansas City in late 2019, I can say the model has the same shine the prototype did. The locomotive paint is clean, with no sign of bleeds anywhere along the body. Axle covers on the trailing truck, and centipede tender truck, are painted silver with no signs of overspray or bleed. The lettering is crisp and clean, from the shield plate in the pilot to the water level markings on the tender back. The excursion version sports the chalk "Big Boy" decal on the front of the smoke box door, as seen on the 2019 tour, and inspired by the unknown Alco worker in the 1940s.

The model is, mostly, built correct to the prototype, with overall body and pipe detail almost an exact match. All the little details really stand off this model, like the handrail down the jacket, bell, number boards, whistle, and safety valves. The detail is very impressive, with tons of rivet-and-

panel detail found all over the model. The pilot and tender are my favorite spots for seeing all this raised detail. There are a few examples of this model being a rerun of the older body style. A major difference is the reduced number of small panels in the boiler jacket under the steam done. In its current restored state, quite a few of these small panels have been removed on today's 4014. The model is equipped with a single dynamo, correct for 1940, but 4014 sports a dual set to supply power to all the extra electronics on board. The firebox has molded on ash pans that have been removed, since 4014 was updated with burners for No. 5 oil burning instead of coal. The tender has a few missing components, starting with a plaque on the right side just behind the ladder. A new toolbox is missing from the right side, along the sill just under the "Union" lettering on the tender. The rear of the tender is molded with marker lamps on brackets in the upper corners of the tender; while the prototype did keep the bracketing, the lamps were absent per 2019 tour photos. A clear water level tube is also missing next to the water level dash markings.

Operation

Athearn provides one edition of its N-scale Big Boy models with Soundtraxx (soundtraxx.com) Tsunami 2 sound decoders on board and Digital Command Control (DCC). There are also non-sound, standard DC models in this run. This release was set up with a new Tsunami 2 "Big Steam" sound



Above: Athearn's model, like the real Big Boy, possesses an articulated design. I remember hearing some squeal of flanges as the train rounded this rather tight curve in a small Kansas town, but the mighty 4-8-8-4 took it in stride. Union Pacific's Big Boy will be back in action in late summer/early fall of this year with a run to St. Louis and swing south through Texas. — *Shane T. Mason photo*

(with audio recorded directly from the 2019 Big Boy run), which includes chuff, bell, whistle, and many other sounds. The sound is crisp and loud, coming from a speaker in the tender. The model runs very smoothly, and creeps are obtainable with low-end speed steps thanks to Soundtraxx's motor control electronics. There is no binding or jumping in curves, and all leading and trailing trucks stayed on the track during my testing of this release. The pilot is equipped with a swinging dummy coupler, but has space in the pocket and will accept a full-size coupler, for double-headed operations. The model is equipped with forward and reverse lighting. This release sees a welcome update from an orange-hue LED in previous runs to a bright-white LED for this latest edition. I found the headlight a bit dim, but it can be seen well when viewed head-on with the locomotive running down your track.

Conclusion

Athearn's N-scale Big Boy 4-8-8-4 steam locomotive model is good looking from tip to tail, and is a great tribute to the newly restored Union Pacific 4014. Although the release utilized an older prototype design, most modern modelers will not notice the variations, won't find the missing and/or extra details a negative. I think the new

full-version Soundtraxx decoder and high-quality gloss paint are enough reason to pick up one of these updated Big Boys. Whether you pull excursion trains over your railroad, or fit this locomotive in a nice shadow box for display, these Big Boys are a really eye-catching, and great additions to any Union Pacific and/or steam fan's collection. **MRN**

Suggested Viewing



You can see Athearn's N-scale 4011 Big Boy 4-8-8-4 steam locomotive unboxing and in operation by visiting *MODEL RAILROAD NEWS* contributor Ron Marsh and his "Ron's Trains N Things" YouTube Channel. Ron shows you the model and visits with Jim Wiggins, Athearn's brand manager, for some additional insights and information on this release. Athearn regularly shares news and product announcements during its "Train Tuesday" program presented live in the afternoon via the manufacturer's Facebook and YouTube Channel.

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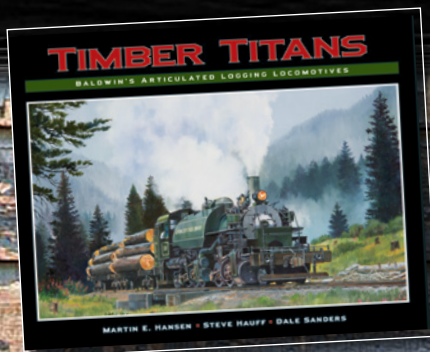
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Beyond the Wasatch: Athearn's HO-scale Big Boy Returns



Review by Tony Lucio

Athearn Trains HO-scale
Genesis with DCC and sound
Alco 4-8-8-4 Big Boy steam locomotive

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As 2021 presents a return to pre-pandemic normalcy, retrospective thoughts of heady times inevitably skip past 2020 and back to 2019. In railroading terms, that year's recollections will be forever and indisputably dominated by one *very big* thing: the triumphant return of Union Pacific's (UP) Big Boy. Capping an undertaking nearly as immense as the initial construction of the original 20 Alco behemoths in 1941, Union Pacific defied all odds, and practical sense, by restoring one example, 4014, to operational status, completing the effort just in time to celebrate the sesquicentennial of the Transcontinental Railroad's 1869 completion in Promontory, Utah. The restoration effort took five years, and while Union Pacific has not disclosed the financial outlay, reasonable estimates of \$4,000,000 are nearly the original 1941 build-and-purchase price (\$265,000) when adjusted for inflation. Many had questioned wisdom, and possible returns, on such an investment,

especially since Union Pacific had long boasted the legendarily continuous use of 4-8-4 Northern 844, and restored-in-1981 4-6-6-4 Challenger 3985, as goodwill ambassadors. Indeed, such return-on-investment discussions had seemingly doomed the eight surviving Big Boys to stasis for more than half a century, since their 1959 retirement.

The calculus in such discussions was reconsidered, when mechanical issues permanently sidelined 3985 in 2010. It was fully recalibrated on May 1, 2019, when Big Boy 4014 finally rolled under its own power once again. From that moment on, the incredible, and previously inconceivable, throngs of people from all over the world, who lined highways and ballast alike, were far beyond anyone's expectations or comprehension, including the railroad's. For one spectacular summer, it seemed everyone, no matter how young or old, enthused or indifferent to trains, was a railfan and train chaser. Social media and modern heritage units promise more cost-efficient public outreach, but never in the modern era has a railroad's publicity efforts garnered so much media attention, with impacts so tangibly unifying! After 60 years of pining what-ifs, the Big Boy's return cast a rare spell of railroad magic none could dare refute.

Alas, despite having reclaimed its rightful throne over railroading's vast dominion, even the mighty Big Boy was not immune from the effects of COVID, and planned 2020 Big Boy con-

quests were abandoned, to the dismay of millions. Having been thwarted in my own attempts to see it in 2019, due to family commitments every time a pursuit might have been feasible, this bitter pill was indeed hard to swallow. Thankfully for those who want to relive the Big Boy's 2019 triumph, recreate scenes from its original career, or seek solace in the next best thing to seeing one in person, Athearn Genesis brings us an HO miniature that spares no relative impact despite its reduced size compared to the 1:1 prototype.

The Model

I have owned a few Big Boy models over the years, from the original AHM-Rivarossi model to its modernized Digital Command Control (DCC) reincarnation. It should be no surprise that this new Genesis model renders them nearly obsolete, and does so with little if any compromise. While the classic AHM-Rivarossi model was, and will always remain, a masterpiece of incredible tooling and mechanical design, especially considering the design and machine capabilities available in its era, it inevitably displayed subtle compromises, and detail softness, which the Genesis model supercedes in every way. I do not claim to be a fully versed scholar of steam locomotives, or even the Big Boy itself; but over the years, I have come to recognize and appreciate improved fidelity, and additional components, on newer steam locomotive models. So, after extracting



Athearn's Genesis Big Boy from its handsome and sturdy presentation box, I could not help simply soaking it for a while. As expected, there is a lot to take in! Below the frame the Boxpok drivers, steam chests, crossheads, guides, links, and articulated plumbing are all richly detailed. The pilot and trailing trucks have better fidelity, especially where the trailing trucks' journals and brake plumbing are concerned. The forward drivers' unique articulated steam pipe is connected, and of course, functionally pivoted, despite being properly scaled and plumbed near air piping for the injectors. The famous Big Boy pilot is well textured with diamond-plate decking, an accurately scaled headlight housing, step and kick plates, and other details, including the stowable coupler. Above the frame, the boiler bristles

with fine details from rivets where you would expect them to be, to hinges on sand dome panels, to the deflector links within the exhaust shroud, to properly scaled poppets and valves. The firebox area is textured with fine detail, framed, and overlaid with additional plumbing, valves, and drains befitting the prototype. The finely rendered enclosed cab features operating side windows, rooftop vent, and a detailed boiler backhead visible through closed, non-functional, rear doors. Likewise, the tender benefits from modern tooling sensibilities, with properly scaled dimensions, wireform access ladders, grab irons, richly detailed centipede truck journals, textured deck woodgrain, and a nicely simulated feed drain cavity in the coal load. As with all things steam locomotive, and Big Boy, there is much

to take in, study, and appreciate! You might even marvel at how something so gargantuan could be so comparatively delicate, if not fragile. Lacking comprehensive blueprints and design studies of my own, I cannot possibly address every detail and dimension for comparison against the prototype. Yet, in comparison to photographs, other models, and my own expectations, there is no doubt in my mind that this is a brilliantly executed model, with no readily apparent omissions or discrepancies that leap to the fore.

However, this Genesis Big Boy does retain one interesting, subtle, and arguably unavoidable compromise made for miniaturization, and that is in driver size. Whereas the prototype used 68-inch drivers, I measured the Genesis drivers at 66 inches from



Right: The tender houses the decoder and speaker; the speaker baffle is not visible but resides over the first, fixed, axles. Athearn equips one speaker unit in the tender, but a second unit can be installed by the modeler. A clever arrangement of polished-brass axle bushings (visible on the second and fifth axles from left) and wipers on the rest uses nearly the full heft of the tender for solid electrical pickup.

Left: According to the exploded diagram within the user manual, a large dual flywheel can motor rests at about the midpoint of the frame, over the second steam chests. Each set of drivers is geared for traction (note the hump in each cover plate) and all wheels are flanged. The seventh driven axle includes traction tires.





Left: UP 4023 was one of five Big Boys built under exemption during WWII, in late 1944. Of the eight Big Boys preserved, it is the only survivor from the wartime production group. Even though it was one of the last Big Boys to receive an operative overhaul before the class was retired, thus seemingly assuring its transition to preservation, 4014 was selected for restoration to operation in 2014 (completed in 2019).



Left and Above Right: A fully enclosed cab is unusual on steam locomotives. The right door operates and while it will not stay open, it does afford a glimpse of the detailed boiler backhead. You might find it easier and thus prefer to steal such glimpses through the operating side windows or rooftop vent.



tread to tread. Driver size has often been a point of compromise on large HO steam locomotives, as they must traverse vastly tighter curves than the prototypes would dare: an HO curve of prototypically minimal radius would decimate most bedrooms, basements, and existing layouts alike. Interestingly, the shallow flanges on the Genesis drivers bring the “visual diameter” of the treads to 68 inches, and the drivers are spaced appropriately to match the prototype’s 72-foot, 5-inch wheelbase. Incredibly, this still yields operative results allowing this gargantuan locomotive, all 132 tender-coupled and flange-driven scale feet (or 18.25 real-world inches) of it, to negotiate an 18-inch radius curve! Mind you, it won’t do so quickly — in fact, this is best attempted with the due clearance-eyed caution employed by a 1:1 4014

engineer threading 2019’s enormous lineside crowds — that this remains possible, with a more accurately scaled and mechanically tuned model, is no small feat. While many of today’s hobbyists understandably employ the larger radii, generally recommended for larger rolling stock and locomotives, there are still a vast number of hobbyists with more limited space and resources, who no less deserve to enjoy a fine Big Boy model.

When it comes to paint & decoration, UP’s Big Boys, like most steam locomotives, are, perhaps somewhat surprisingly, demure: a plain visage of brute functional form, unfettered by embellishment, likely adds to their mystique and allure. Beyond a regally applied satin coat of “locomotive black,” with appropriately painted smokebox and firebox, plus valve wheel, journal, and placard details, where appropriate, there is little to delineate. The road number, class markings, tender herald, and trust plate lettering are all applied in a silver satin, with crisp registration and sharpness; the trust plate is legible under magnification.

For operative prowess, our review sample is outfitted with Soundtraxx (soundtraxx.com) DCC Tsunami 2

sound decoder, and LED lighting.

As with the paint, there is surprisingly little in lighting embellishment to clutter the locomotive’s raw mass: even with modern model amenities like illuminated number boards, operating headlight, and flickering firebox, the Big Boy dares to almost seem *subtle*! The headlights are directional, and brighten a step once the locomotive is moving. Sound is exceptionally clear and prototypical: at idle the compressors, injectors, stokers, and other appliances cycle and pulse; the generator kicks in when the headlight is turned on. Once underway, hissing and chuffing suitably enlivens mighty pistons and throaty exhaust, from two sets of steam chests and drivers, drifting in and out of sync at relative speed. This is an effect that must be heard to be understood and appreciated, and some hobbyists may wish to tune factory settings to their own preference. The provided instruction manual gives a good primer, and listing of CV values, for tuning and customizing many such features, including simulating slippage and back-EMF features, that my layout does not have proper elevation to employ. I am very pleased with the quality of Soundtraxx’s Tsunami 2 decoder; my sole complaint is there’s no mistaking that the sounds are



coming from the tender, and not the locomotive itself. This unavoidable tradeoff comes from the locomotive's beefy can motor and dual-driver gear sets, occupying the bulk of the boiler. The speaker is in the front of the tender, and the specific source may not be as noticeable depending on the observer's relative position. The combined unit's 37-ounce heft is borne by axles, which checked in proper NMRA (nmra.org) gauge, and coupler height was proper as well. Athearn equips one of its plastic McHenry couplers on the tender, and supplies an extra one to install in the front pilot (if desired). Athearn also supplies toolbox variants for the tender. The Genesis Big Boy supports a Seuthe smoke unit (sold separately), which may be installed by the user.

Running performance is smooth and responsive, with appropriate momentum response on DCC; analog DC requires a little more finesse, due to limited throttle range (startup voltage is listed at nine volts for the DCC-equipped model on standard DC rails). Properly careful curve threading aside, I encountered no operation issues with this model, once it was on the track and prepped to haul. My only complaint is related to getting it to that point; even if somewhat endemic to most decoder-equipped steam locomotives, tethering the tender and locomotive is trickier than I believe it should be. But in this case, the umbilical cable is large and easy enough to plug in, and did not require much force or alignment fiddling; however, I found the drawbar was challenging to connect, requiring a surprising amount

Above: UP's famous Centipede tenders are nearly as distinct a signature to the railroad as the Big Boy itself. These versatile units were used on multiple loco classes and upgraded a few times. Athearn Genesis offers a rare oil-converted version as well, but our sample is outfitted with simulated king coal. The delicate-looking fine wire grabs make the tender's relative mass more imposing. The builder's plate denotes our sample prototype's wartime construction: "DEFENSE PLANT CORPORATION - GRAND JUNCTION, CO - OWNER AND LESSOR"; other road numbers currently offered would not have this designation. Note that one cannot see the post for attaching the locomotive drawbar. The corner lanterns (inset above left) are non-functional, but the rear headlight and red marker light work, as appropriate, and are DCC-controllable.

of force to engage its clamp onto the hidden post in the tender. Each time I tried connecting them, I thought I had the alignment wrong or that something was broken, because the resistance was so great: they seemingly refused to go together, and I could not find an "easy" detent or connection to avail my fears. Frustratingly, Athearn's instruction manual offers no advice on how to connect them: on the one hand it seems visually apparent, and obvious; however, as the locomotive and its tender are prototypically close coupled, there is no margin for error, and I was having to push so hard that it was all too easy to foresee them smashing together or flying off the track should the drawbar's rounded end clamp deflect away from the invisible round post. Thankfully, that never happened, but such visions seem, and feel, all too likely while making the attempt. My advice is to ensure the locomotive, tender and drawbar are all perfectly straight on a straight and level track, gently grasp the tender and rear of the locomotive with separate hands, take a deep breath, then push, and push some more, until you finally feel the drawbar overcome the resistance and slip inside the tender, with a click. Then exhale with relief! Once achieved, the connection is sturdy and secure, and if you really want to tempt fate, you

would might even think you could lift the connected model with one hand. However, let the record show I did not do this, nor I ever recommend it! Separation is the reverse of connection: pull them apart, and make sure not to let the tender fly out of your hand (or smash into the train), once it finally lets go of the locomotive.

Qualms over connections aside, Athearn's Genesis HO Big Boy is every bit as stunning as its full-size brother, in both looks and performance. Few plastic steam locomotive models could ever captivate at such an outsized level, and this one is sure to be the centerpiece of many collections and roundhouses. If you were fortunate to see the 2019 tour, yet still make do with a smaller layout, you can relive an excursion of your own with this nicely engineered model. Speaking of excursions, the Genesis Big Boy is available in several road numbers in addition to 4014; but, if you'd rather commemorate 4014's return without the added expense of a DCC decoder, Athearn also offers the Genesis Big Boy without a decoder (or sound) exclusively decorated as 4014 at a \$679.99 suggested retail price. Flexible options are as worthy for celebration as the real Big Boy's return, and should keep 2021 on better tracks, while we watch for the full-size 4014 adventures this fall. **MRN**

Portable Water Supply

ScaleTrains.com N-scale Water Tenders



Review by Shane T. Mason

ScaleTrains.com N-scale
Rivet Counter series

Union Pacific Steam Excursion
Water Tender
907853
SXT30022

Union Pacific Steam Excursion
Pre-2006 Water Tender Set
907856 and 907857
SXT30020

ScaleTrains.com
844-9TRAINS
scaletrains.com

Above: As impressive and intricate as the prototype! ScaleTrains.com offers its N-scale Union Pacific Water Tender models in single release and in pairs. These Armour Yellow reproductions are from the hobby manufacturer's recent release of Rivet Counter N-scale offerings, and present a pre-2006 decoration. ScaleTrains.com has released single tenders in this scheme, and models in silver and black dress.

The Prototypes

Union Pacific 907853 started life in 1937, as tender 20-C-207 serving the road's fleet of FEF-3 4-8-4 steam locomotives. The tender served until 1958, when it was retired and converted into a fuel tender for use with General Electric (GE) gas turbine sets. It was rebuilt and insulated, changing the designation to 24-GTE-13, and served the turbine feet until early 1972. The

tender was saved from the torch by the steam crew in late 1972, painted black, and renumbered 907853. This tender would see a lot of miles over the next decade, touring Union Pacific's system and helping Southern Pacific's GS-4 4449 on a cross country trip in 1974. In the early 1980s, the tender was donated to a now-defunct railroad museum in Kansas City to go with its GE turbine UP 18. When the

Have you ever tried to get across the country on one tank of gas? Of course not! You would run out of fuel. This is a concept that the railroads have battled since tracks were laid. Union Pacific (UP) found a solution to ensuring the crew of its steam program (up.com/heritage/steam) has the fuel it needs to get the train where it needs to go... auxiliary water tenders. These tenders can be filled and drawn from while the train is in motion, increasing the distance the engines can perform before having to top off. These cars carry more than the average gas can in your garage. Rating at more than 24,000 gallons per car, they have become part of the steam crews' standard operating consist for years.



Above: Union Pacific 907857 shows the Armour Yellow scheme with large red lettering on the sides that served the steam program for many years. This water carrier is shown parked at Topeka, Kan., in late summer 1989, with what looks to be a tool car used in steam excursion runs. — Dale Zea photo, Kevin EuDaly collection

Facing Page: You don't model Union Pacific and don't think you can use a water tender on your railroad? Think again! Check out Amtrak 527 (an Electro-Motive Division SDP40F dressed in the service's Phase II livery) and the famous "American Freedom Train" tender coupled to UP 907855 at Los Angeles in April 1977. — Kevin EuDaly collection

museum folded, UP turbine 18 and UP tender 907853 sold to the Illinois Railway Museum in Union, Illinois (irm.org).

Union Pacific 907856 and 907857 share similar stories with tender 907853. All these tenders were built in 1937, and served the road's FEF-3 fleet until almost 1960. In 1957, the tenders were rebuilt for the gas turbine fleet. Both tenders were retired from the turbine fleet in 1972, and moved to Los Angeles to serve as fuel storage tanks with four other tenders. The steam crew found these cars in 1988, and moved both 907856 and 907857, and another tender to the steam home base at Cheyenne, Wyo. Two of the tenders were rebuilt for the steam fleet, while the third tender was scrapped around the early 2000s. The tenders were later renumbered to "UPP" 809 and 814.

The Models

ScaleTrains.com spent a lot of time on every little detail of these water tenders, and it shows in every corner of these models. These cars look stunning, and are packed with details to be appreciated on every side of the reproduction. The paint is clean and crisp, with accurate



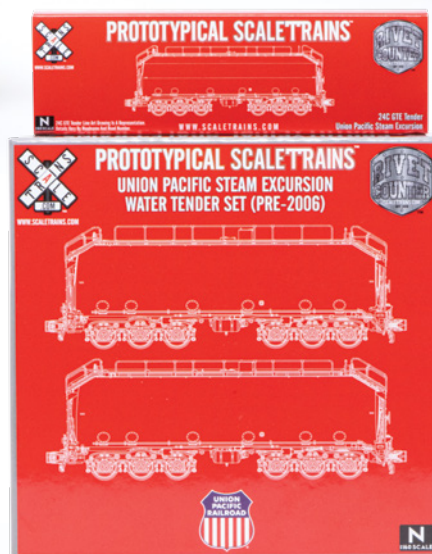
Above: Decked out in basic black with white lettering, UP 907853 remains eye-catching. These N-scale efforts are packed with detail, including etched-metal walkways, separate railings, piping and hoses, and working lighting.

Below: UP 907853 sits between runs at the steam program's home base (Cheyenne, Wyo.) in 1984. You could park equipment like this at any facility, and consider this special equipment in storage between jobs. — Peter Arnold photo, Kevin EuDaly collection





Above and Below: This review's samples present the pre-2006 appearance for Union Pacific's water tenders. ScaleTrains.com produced a post-2006 set for those desiring the contemporary look, with "Joe Jordan" and "Jim Adams" named tenders. The scheme on the post-2006 versions is also Armour Yellow with gray and red, riding on silver trucks, and includes a separate U.S. flag placard on the "Jim Adams" tender model. These excellent looking N-scale water tenders reside in ScaleTrains.com's Rivet Counter series of releases (package shown on right).



lettering and line work on all three cars. The pre-2006 set shows off a big Union Pacific down the sides of both cars, and the forward end "F" label is present on each tender. The models feature etched-metal walkways, with etched steps and separately applied handrails, grabs, plates, and toolboxes. The ends of the tenders have all necessary train line air hoses, water system piping, and brake gear. The sides of the replicas are very well recreated, with all the piping and plate details found on the prototype. I was extremely impressed with the plate and rivet detail along the lower sill of these N-scale tenders. The trucks are a real standout, with brake gear separately added, and eye-catching black with silver wheels (UP 907853) or all silver trucks and wheels (on the two-tender set release).

Operation

ScaleTrains.com's tenders come equipped with DC mode bidirectional lighting, with LEDs mounted in the housing on both ends of UP 907856 and UP 907857. The LEDs are bright, and are well powered from all-axle power



pickup, via brass tabs in the trucks. UP 907853 has a light on the tail end. ScaleTrains.com's couplers are molded in a rust red/brown color and operate fine with all coupler brands we tested, including Kato and Micro-Trains.

The only issue I had with these stunning tenders was some drag from the wheels. I found the samples seemed not very free rolling, and would only make it about one car length after being pushed along a straight, flat track. After some investigation, it was found one truck (on UP 907853) had its brass electrical pickup tab too tight against the back of the wheel, causing the truck to sit at an angle; UP 907857 was found to have one set of wheels not resting in the pockets correctly with the brass strip. After working to fix these cars, operations improved, but still felt like they had a bit of drag.

Above: ScaleTrains.com's well-appointed N-scale water tenders replicate Union Pacific's prototype and provide a necessary addition to your steam locomotive excursion consists. The models include body-mounted couplers and metal wheels. I encountered some drag in operation, until I adjusted the brass tabs used for electrical pickup on the wheels. This slight modification yielded positive results in performance for these six-axle trucks.

Conclusion

These N-scale water tender models are an absolute showpiece, and a true display of talent from ScaleTrains.com. Each tender hosts more detailed parts than most engines, and a moderate price point makes it feel like a brass steal at plastic prices. Regardless of what era of Union Pacific's steam program you model, these offerings are a great addition to your heritage fleet, and a good way to ensure your crews have enough water to get them where they need to go and not run dry. **MRN**

Riding in Streamlined Style: Kato's N-scale Union Pacific Excursion Set



Review by Shane T. Mason

**Kato N-scale
Union Pacific Excursion Train
Seven Car Set
106-086**

Kato USA, Inc.
katousa.com



When many think about traveling in style, they may picture having the back seat of a limousine all to themselves. For rail enthusiasts, we'll trade that limo ride for a private car every time. Railroads have been a staple of travel for generations, sporting some of the finest luxury of their time, and connecting many points across the U.S. Today, many roads maintain a fleet of equipment called on for a variety of special reasons. Anything from "winning and dining" big contract customers, appearing in employee special events, to transporting U.S. presidents to their final resting places, these cars are versatile and kept in top shape. Union Pacific (UP) has a large fleet of these cars, that are seen across the system, behind all sorts of power, from standard diesels to the

Above: Kato's UP Excursion Train release (106-086) presents seven examples from the railroad's fleet and comes in this version (MSRP: \$265), and you can buy a set with pre-installed interior lighting (106-086-1) for \$370. Kato offers several complementary Union Pacific models that are ideal for this type of consist, among which are contemporary diesel locomotives (SD70ACe, ES44AC, and others) and steam locomotives. Kato recently announced a "Greyhound" scheme FEF Northern for N scale release.

road's steam fleet in excursion service. Kato has recreated a seven-car set in N scale, ready-made for modelers to pull their executives around or to make other special runs.

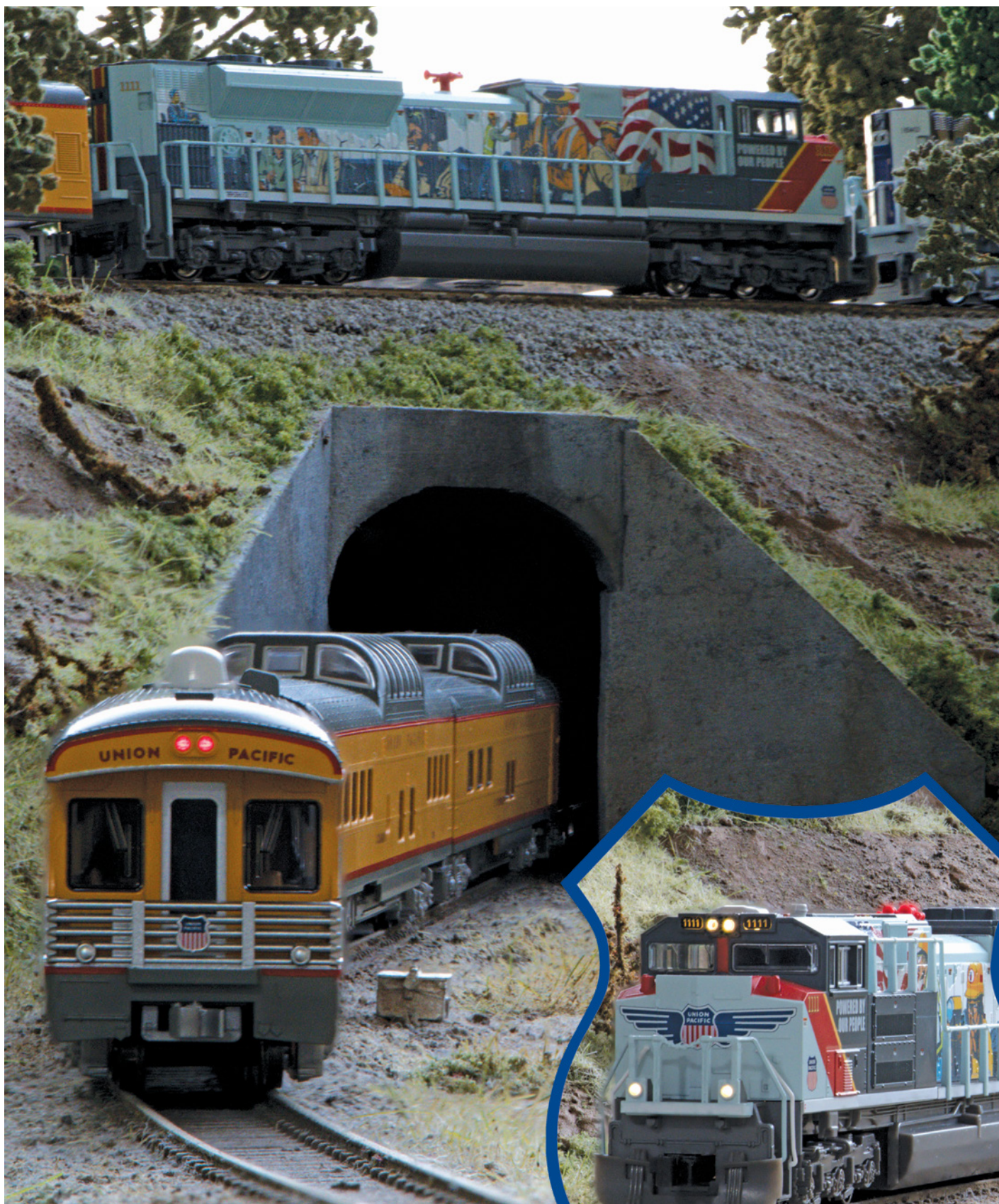
The Prototypes

Union Pacific has one of the largest fleets of passenger equipment maintained for special occasions, with the heritage page listing 45 cars in active service (up.com/heritage/fleet). Matching prototypes with Kato's models, here are the seven examples in this set.

UPP (all cars in the fleet include the

three-letter UPP reporting mark classification) 207 was originally a boiler/baggage/dormitory car (UP 6004) in 1949. This car later received a steam generator, and renumbered first to 303, and later 207. The purpose is to supply the train with power for all on-board equipment, and it is connected to other cars through sets of "jumper cables." Two Deutz-built diesel engines, living quarters for the on-board electrician, and storage area for commissary goods make up the interior.

UPP 202 "Willie James" was built in 1949 by Budd, and originally was a 10-roomette, six-bedroom sleeper car



Above: You'll find Union Pacific's excursion equipment travels systemwide, and frequently visits not only UP rails but also those of roads merged into the vast system. Looks like a special movement is crossing former Western Pacific rails and the famous Williams Loop in northern California. Power to pull these trains can include a wide array of locomotives (including steam and diesel). This run includes the special livery "Powered By Our People" UP 1111, represented by Kato's N-scale SD70ACe release.



Below: UPP 207 is a unique member of the excursion collection. This power car rides on a four-axle truck on one end and six-axle truck on the opposite end, due to the weight of the diesel generators housed in this car. — *Shane T. Mason photo*

Above: Kato includes UPP 207 in its UP Excursion Set release. This N-scale reproduction includes accurate body details representing the vents and grilles necessary for the diesel generators, plus the model rides on the mixed truck style like the prototype.



named "Pacific Domain." In 1973, the car was rebuilt and named "Cabarton," in honor of vice president R.L. Richmond, whose father started with Union Pacific as a carman in Cabarton, Idaho. In 2009, the car was renamed "Willie James," for the business train chef who had been with the railroad since 1984. This car is the command base for special trains, and is usually found toward the front end of the consist during outings.

UPP 5779 is the fleet's museum car "Promontory." The St. Louis Car Co. built this roster member in 1962 (a late for a new passenger car for a U.S. railroad), and it was first a postal storage car. This is the newest car in Union Pacific's passenger car fleet, and

received the name "Promontory" in 1993, and was converted into a rolling museum with changeable exhibits based on the special train. This car is one of the most recognizable in this collection, with a large U.S. flag wrap applied to both sides of the body. During long trips, the car is converted into an exercise car for train crew members.

UPP 7001, "Columbine," is among the few cars still holding its original car number. American Car & Foundry (ACF) built this dome-coach in 1955, but it did not join the special fleet until 1989. The car is equipped with seating for 36 riders on the lower level, and two dozen passengers can enjoy the sights from the upper-dome section. The car

includes public restrooms in the belly of the car on its main floor.

UPP 5473, "Portland Rose," is a 44-seat ACF-built coach. This car carried its original road number until 1990, when it was named "Portland Rose," for the train that UP once ran from Chicago to Portland, Ore., from the early 1930s until 1971.

UPP 8008, "City of Portland," is one of 10 dome diners ACF built in 1955, and came to the heritage fleet in 1990. For its current career, this unique car saw rebuilding for excursion service, along with gaining its "City of Portland" name. The car name, similar to "Portland Rose," honors the famous streamliner service that ran on UP between Chicago and Portland, Ore.,

Below: A standout among standouts in this Kato set is UPP 5779. This baggage car model includes a reproduction of the patriotic U.S. flag wrap applied to the prototype. Both sides of this model include this eye-catching mural.



Below: UPP 5769 is a baggage-recreation car in the road's excursion fleet. Kato's UPP 5779 (above) is the fleet's museum car, and rides on six-axle trucks versus the four-axle trucks of 5769. — Shane T. Mason photo

from 1936 until Amtrak's arrival in 1971. The car includes a kitchen, and seating for 44 guests on both the lower level and upper dome level.

As much a standout in the fleet as the U.S. flag-draped car is UPP 119, "Kenefick." This open-platform, smooth-side car was originally a Pullman-Standard built coach car (UP 5446) and dates to 1950. The car became a business car in 1963, and named "Kenefick" in 1988, for John Cooper Kenefick. John Kenefick was a decorated railroader, having worked for not only Union Pacific, but also Denver & Rio Grande Western, New York Central, and Penn Central. Kenefick returned to Union Pacific employment after serving this group of roads, serving as vice president, and then becoming president of the company in 1971. John Kenefick retired in 1986, and was chairman of the board for Union Pacific.

The Models

The first high point of this release is the box your models come packaged in; Kato always does a fantastic job of creating these sets. The presentation case looks great, and fits nicely on a shelf, without being big and bulky. The box is slim, and features literature with all kinds of facts about the prototypes and the set itself. The foam inner tray



holds the seven N-scale reproductions, includes bagged coupler trip pins (for modeler installation, if desired), and two removable foam inserts are provided. The blank space awaits your Kato UP water tender models, so your whole train is together in one box!

The models are stunning, and each car is unique and based on a UP prototype. Each car is accurate in paint and artwork, with clean crisp lines between colors and sharp striping and lettering. The flag car is well done; however, I spotted a slight bit of yellow around the lip of each side door. The trucks are molded plastic and presented in silver, like the prototype's painted trucks. I find molded plastic can appear a bit flat for something as flashy as this type of car. This can be fixed by disassembling the trucks and spraying them with

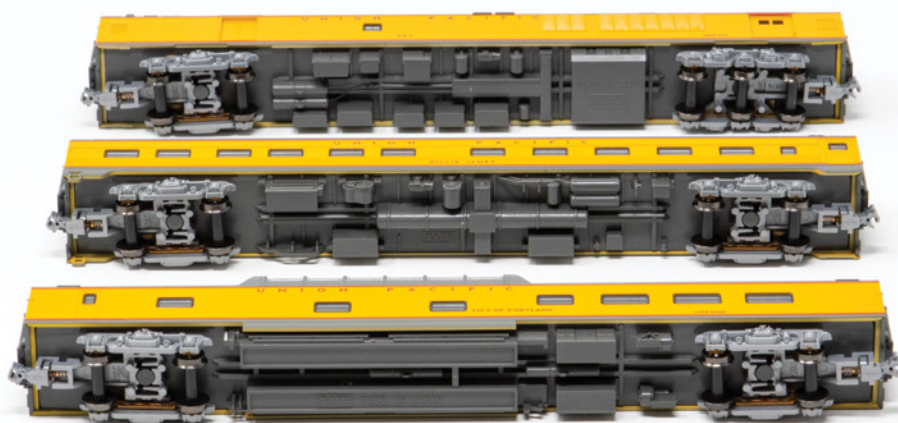
your preferred silver paint before reassembling them on the cars. I did this, was pleased with the results, and recommend this for those wanting to enhance this set.

Kato tooled its power car to match UPP 207, and almost every detail appears on the miniature. The N-scale model features tons of molded-on details, such as numerous vents and mesh surrounding the diesel's engines, and rooftop walkway detail. One of the things that makes this set pop is the detail added to the underside of all the models. Each example shows storage boxes, tanks, and piping you would see while standing trackside, molded right into the frame. They not only look great, but also reduce the chance of knocking detail parts off during operation. For those, like me, who prize operation characteristics



Above and Right: Kato's UP Excursion Set includes seven fully assembled N-scale passenger car models. All are equipped with smooth-rolling metal wheels and Kato's own knuckle coupler. The models include interiors and flush-fitting clear windows.

equally with detail, this design is a happy compromise between "too fragile to run and handle" and "too plain-looking to impress." The power car comes equipped with correct two- and three-axle trucks on each end to support the weight of the equipment onboard. This may seem curious, but check prototype pictures and you'll see this setup is accurate. The crew car has stainless steel fluting along the sides of the car, just like the prototype, and reproduces one of only a couple of this style remaining in UP's fleet. The museum car rides on three-axle trucks, has good molded-on detail, and the big flag decal down both sides of the car make Kato's model just like the real car. The pair of dome cars (UPP 7001 and 8008) features most of the same molded-on details, and both domes appear to match the floor plans posted on Union Pacific's website for each car's interior, with two- and four-seat tables on the corresponding sides of the car and up in the dome-diner section. Bringing up the rear of this train is a well-done business



car model with a combination of molded-on and separately applied details. The interior is molded to match the floor plan on UP's website, including the large conference table in the rear of the car. The exterior of the car is covered in rivet and panel details, added parts like rooftop walkway grabs, GPS dome, and rear fence around the back deck of the car. Kato equips this business car with a circuit board to provide working end-of-train marker lights. I've had several friends who pursue HO scale say how much they wish Kato made this business car in 1:87.

Operation

My absolute favorite part about Kato passenger cars is the free-rolling characteristic these models possess. Kato passenger cars are some of the best in N scale (or any scale for that matter) when it comes to well-tuned wheel/truck assemblies. All seven cars almost feel weightless, when pushed by hand, and most any power you place ahead of this train should be able to pull this set with little effort. The models weight about an ounce each.

The cars are equipped with brass tabs in the trucks and connected





Above: Reproducing the prototypes, you'll find a mix of smooth-side and fluted-side bodies among the group of seven plastic passenger car models in Kato's N-scale boxed set.

Below: UP 4141, now displayed at the George H.W. Bush Presidential Library & Museum (bush41.org), was on the point of the funeral train carrying the late president in late 2018. — *Shane T. Mason photo*





Above: Looking for a unique dining experience with the endorsement of a Hollywood star and U.S. president? In the 1950s, Ronald Reagan promoted UP's "Domeliners" in company advertising (inset above). Union Pacific's dome-diner is a great recommendation. This set includes dome-diner "City of Portland" as one of two ACF-built dome cars in the seven-car release.

Below: Union Pacific's restored 4-8-8-4 "Big Boy" braves chilly, rainy weather on a run west across Wyoming in September 2019. Kato's UP Excursion Car Set will help you recreate exciting scenes and special trips. Kato's line includes N-scale water tenders and the company offers an SD70ACe diesel locomotive to protect your schedule. — Tony Cook photo

through the frame to support car lighting (available from Kato separately as its 11-211/212 LED upgrade kits). The models come equipped with Kato's knuckle couplers that usually operate well with other N-scale couplers, though some may find some struggle when mated Micro-Trains (micro-trains.com) knuckle couplers... specifically navigating curves. My check of the seven cars in this set found all within specifications of NMRA (nmra.org) standards for coupler height and wheels/axles correctly gauged.

Conclusion

This set is a "must have" for N-scale Union Pacific modelers, regardless of what era you model. It is a great collector set reproducing UP's heritage fleet and deserves a place on your shelf. For operators, I suggest this set to congest your system and mess with your dispatcher during operation sessions, as your designated dispatcher tries to get those VIPs across the system with few delays. Kato's N-scale Union Pacific Excursion Set is sure to turn heads anywhere it runs. **MRN**





Below: It seems wrong to hide Union Pacific's "Kenefick" business car in a consist, versus placing it on the end of an excursion train; however, it does happen. Here's "Kenefick" mixed among other cars passing through Kansas City, Mo. — *Shane T. Mason photo*

Above: A highlight in this stellar seven-car collection is Kato's open-platform "Kenefick" business car model. The car includes accurate interior detail, wipers molded on the rear windows, and separately applied railing with UP shield. This car includes factory-installed end red marker lights (inset on right). All models in this set can be converted to offer illumination with Kato's separately sold lighting kits.



Union Pacific Wood-Side Passenger Cars from PIKO America in G scale



Review by Justin Soback & Son

PIKO America G-scale

Wood Combine
Union Pacific 1922 "Platte River"
38655

Drovers Caboose
Union Pacific 1953 "Sherman Hill"
38656

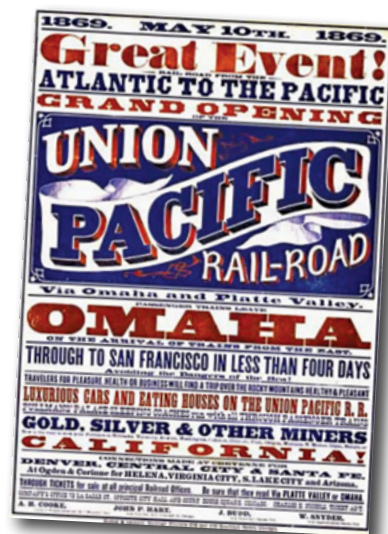
PIKO America
pikoamerica.com

Resplendent in Union Pacific's (UP) classic Armour Yellow, Leaf Brown, and red accents, the wood-side combine and drovers caboose are Piko America's newest additions to its G-scale lineup. Dating from the post transcontinental railroad era (1870s), these wooden cars are a likely hybrid of prototypes and scale, but end up being attractive and proportionate in their own right, as model offerings. G scale is made up of a few different scales that use the same gauge track (space between the railheads) to represent a variety of equipment. These cars scale out to be around 1:27. The short length would indicate a narrow gauge feel, as they can reliably operate on a four-foot or "R-1" loop of G-scale track, with their provided hook-and-loop couplers. Both cars have an early wood-beam passenger-style truck with

bolted steel pedestals, drop equalizers, and elliptical springs. PIKO provides its combine with plastic wheelsets, while its drovers caboose has metal wheels with pick-ups, and working track-powered marker lamps on the rear.

Produced in Germany, the models feature full interior detail, that is ready to be lit with Piko's separately available lighting kit, and functioning baggage doors. The molding, paint, lettering, and assembly is extremely clean and crisp all around, and these cars are robust enough to live outside if necessary. The Combine, UP 1922, was named "Platte River" for a waterway which flows through Nebraska, fed by the North Platte and South Platte Rivers in Wyoming and Colorado, to the Missouri River. PIKO's drovers

Above and Below: PIKO America's G-scale wood-side passenger cars come fully assembled and decorated, ready for use or display. The models include clear window material and interior detail. There is a collection of vintage advertising (like this poster below) on UP's website (up.com).





Above: This view of Union Pacific combine car "Platte River" shows the baggage door in open position. On both releases, you'll find a working baggage door. The models are built with components made to weather outdoor elements, and decoration is resistant to fading.

caboose, UP 1953, carries the name "Sherman Hill," after the summit in Wyoming where Union Pacific's main line crosses the Continental Divide at a bit more than 8,000 feet above sea level. I appreciate PIKO's concern to find names that reflect and represent the territory, towns, and rivers that come along each road's route. Unique in that it was used as a mixed accommodation car, on low-density branch lines, the drovers caboose had space for less-carload goods, company materials, crew, and passengers — or, as intended, for the drovers who accompanied and tended to livestock bound for market.

Both cars roll extremely well, and weigh between two and three pounds each (metal wheelsets, pick-up, and lighting gear making up the differ-



ences). The models should present no issue for the hefty Piko 2-6-0 mogul steam locomotive to transverse any G-scale layout. PIKO also offers a baggage car and coach in this series of wooden passenger cars, and in a variety of attractive schemes — Colorado & Southern, Denver & Rio Grande Western, New York Central, Pennsylvania Railroad, Santa Fe, Union Pacific (our samples as shown), and White Pass & Yukon. These cars can fit several eras; the late 1800s era of westward expansion, early 1900s narrow gauge, and even more modern tourist lines with vintage equipment. **MRN**

Facing Page and Right: The interior layout (facing page) of PIKO America's G-scale drovers caboose includes a plastic insert with seating, divider between passenger area and storage, and simulated wood-plank floor. Note the pair of black plastic stoves included to keep things warm. The models include clear window material. These G-scale plastic models include many details and feature an eye-catching finish. There are additional wood-side passenger cars in PIKO's line, and this equipment would be ideal to operate with the company's 2-6-0 Mogul steam locomotive (inset above center).



Early Amtrak Power

Walthers Proto HO-scale FP7 Debuts



Review by Aaron Adams
Model Photos by Tony Cook

Walthers Proto HO-scale
standard DC
FP7 diesel locomotive
Amtrak
920-49514, MSRP: \$189.98

Wm. K. Walthers
800-4TRAINS
walthers.com

When Amtrak took over most U.S. passenger trains in 1971, it inherited a plethora of passenger locomotives and rolling stock from the Class 1 railroads that previously operated those trains. Most railroads kept their newest locomotives to be reassigned for freight trains, such as Southern Pacific's SDP45s, Burlington Northern's (former Great Northern) SDP40s, and The Milwaukee Road's FP45s, leaving Amtrak with older diesel power

consisting of Electro Motive-Division (EMD) E- and F-units. Amtrak would use these secondhand locomotives for its first several years of operation until it could acquire new locomotives like its SDP40F and F40PH. Just in time for the carrier's 50th anniversary, Walthers has offered a newly tooled Proto-series EMD FP7 in Amtrak's Phase I paint scheme, a great representation of early motive power that worked the passenger service in the 1970s.

An F-unit for Amtrak

This HO-scale FP7 model represents ex-Southern Pacific 6450, one of 14 FP7s acquired by Amtrak. Southern Pacific purchased 16 FP7s from EMD, with 6450 being built in February 1953. At first glance, this FP7 appears identical to an F7A; however, it is actually four feet longer than a standard F7A to accommodate larger water tanks. These water tanks increased the capacity of the locomotive's steam generator, which was used for heating passenger



Facing Page: The unique snowplow pilot and rooftop icebreaker bars (located between the cab and dynamic brake fan) make it easy to identify the prototype FP7's original buyer, Southern Pacific.

Above: Amtrak 113 shows off the passenger carrier's Phase I livery on this former Southern Pacific FP7. Trailing power on this *Sunset Limited* consist includes a pair of FP7s decked out in "Bloody Nose" decoration. The train is at its eastern terminus of New Orleans, La., in late summer 1973. — Jim Asplund photo, Kevin EuDaly collection

cars. This increased capacity made the FP7 better suited for passenger service than F7As equipped with steam generators. Amtrak's 14 ex-SP FP7s were renumbered 110 through 123, following Amtrak's standard F7s, and SP 6450 would become Amtrak 114.

Amtrak 114 was repainted in Amtrak's eye-catching Phase I paint scheme around 1973. The Platinum Mist body, red nose, and large red-and-blue "pointless arrow" logo helped communicate a unified image across Amtrak's ragtag, secondhand fleet, bringing an end to the "rainbow era" of early Amtrak. Amtrak's passenger rolling stock received a variation of this scheme with a band around the windows with equal red and blue stripes, a small white stripe, and the pointless arrow logo at the ends of the band. These 14 FP7s saw use across the U.S., but frequently remained on former home turf pulling the successor trains to former Southern Pacific routes, like Amtrak's *Coast Starlight* or *Sunset Limited*. FP7 114's career at Amtrak



Above: The ice breakers on the roof are standout features for this HO-scale FP7 diesel locomotive release. Living up to the well-established Proto name, this model includes separate wire handrails, grab irons, and lift rings. Note the inclusion of the backup light fixture on the upper left side of the unit's back end. Across the base of the rear section, you'll see MU hoses present (below grab irons) on each side of the access door, and a coupler cut lever.



Above: See-through, etched-metal grilles appear on the upper sides of this HO-scale FP7. Check out the whip-style antenna, air horn cluster, and grab irons over the cab (in addition to the eye-catching ice breakers). The skirting is semi-removed, as per prototype for this late-era F-unit's appearance.

By-The-Numbers

EMD FP7

Walther's Proto

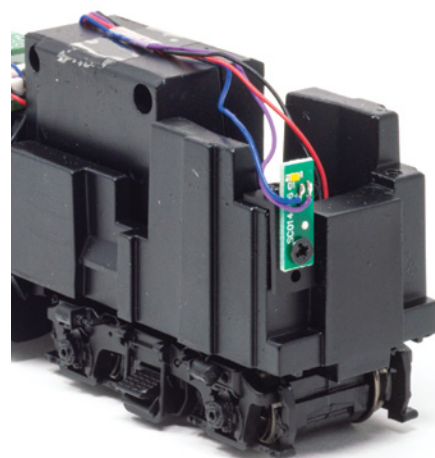
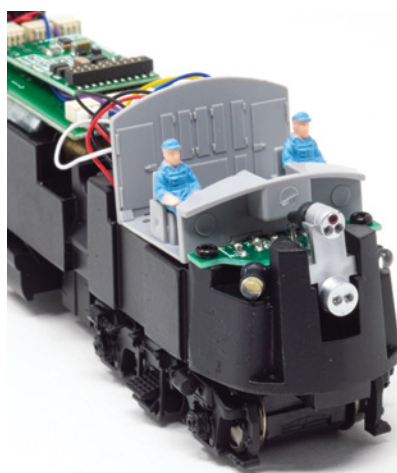
HO 1:87 • Type: Diesel Locomotive

Pull Power (Ozs @ Full Slip)

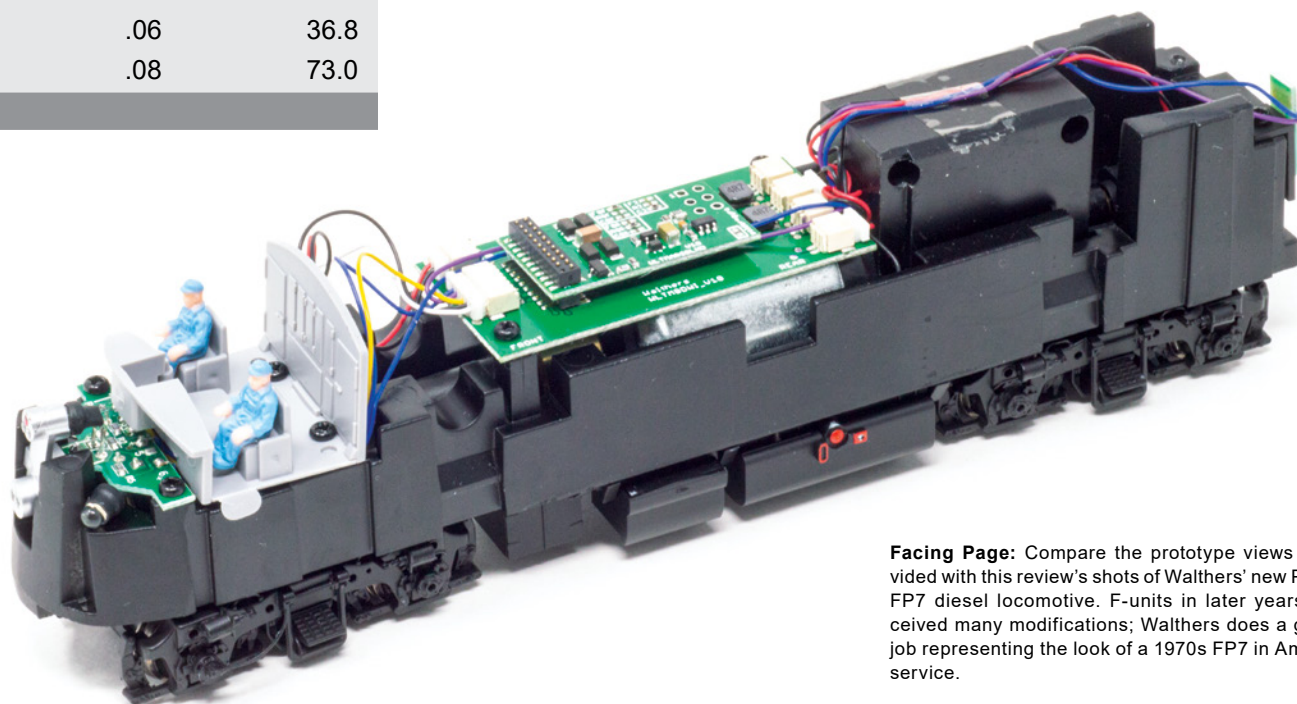
Pull	÷	Loco Wt	=	Efficiency
4.0		18		22.2%

DC (Starting Volts = 1.8)

Volts	Amps	Scale MPH
1.8	.04	3.5
6.5	.06	36.8
12.0	.08	73.0



Above and Below: Walther's provides a plastic cab interior insert, mounted to the die-cast metal frame, with two crew figures. Note the collection of LED lights on this FP7! The headlights are functional (and the upper light includes red emergency indicator ability), number boards are illuminated, and the backup light is functional.



Facing Page: Compare the prototype views provided with this review's shots of Walther's new Proto FP7 diesel locomotive. F-units in later years received many modifications; Walther's does a good job representing the look of a 1970s FP7 in Amtrak service.



Above: Before Amtrak, all three of these EMD units were Southern Pacific roster members. SP was okay parting with an FP7 (like Amtrak 113 on the point), but retained its six-axle SDP45s, though they still found some people-hauling assignments, as this June 1973 view confirms. — *Peter Arnold photo, Kevin EuDaly collection*

would prove to be fairly short, as it was retired by Amtrak in October 1975; some of its sisters would last a few more years before meeting a similar fate.

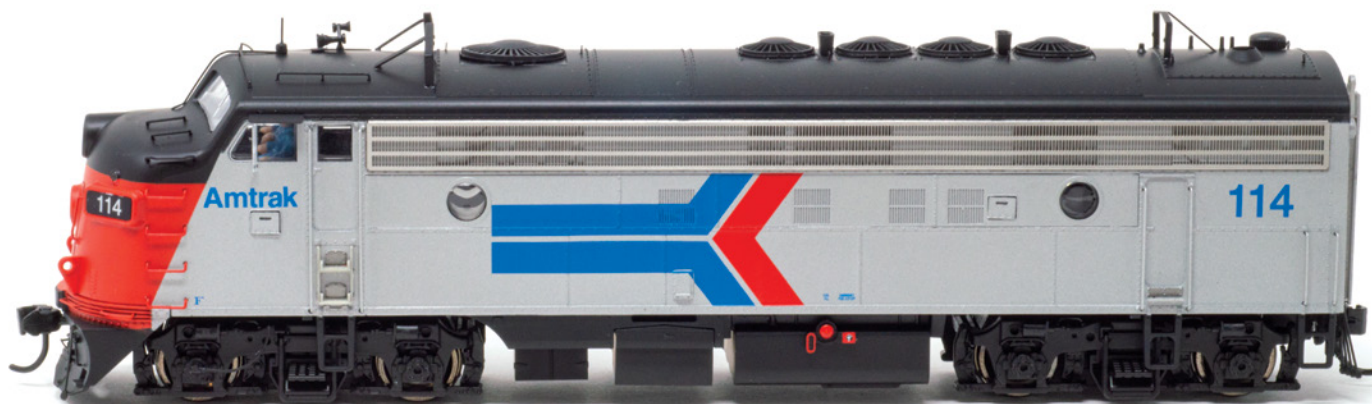
More Than Another F-Unit

The latest Proto locomotive offering, this FP7 joins Walthers' existing Proto and Mainline F-units. This is the first new-tooling Proto locomotive in several years, with the previous new model being the manufacturer's Phase II EMD GP35 in 2017. Its release coincides with Walthers' The Milwaukee Road *Twin Cities Hiawatha* name train, but several road names are included beyond Milwaukee. This

run includes Amtrak, Southern Pacific (gray-and-red "bloody nose" scheme), Pennsylvania Railroad (single-stripe Brunswick Green), Southern Railway (black, white, and gold scheme), and Soo Line (maroon with Dulux Gold). Multiple road numbers are available for each road name, and Walthers produced A-B set offerings (which include a matching livery F7B). There are six Amtrak FP7 road numbers in this run, three DC models and three with Digital Command Control (DCC) and sound; two numbers are part of FP7A/F7B sets. This model bears a strong resemblance to Walthers' existing Proto and Mainline F7A. The shape of the nose and windshield appear to be identical to past Walthers F7s. Like Walthers' other F-unit offerings, this FP7 has see-through rooftop fans with visible, silver-colored fan blades, and see-through, etched-metal side grilles with car body openings and bracing

behind them. As expected from a fully detailed model, separately applied grab irons and lift rings come installed on the rendering. Other separately applied parts include etched-metal sun visors, clear-plastic wind deflectors, front and rear air hoses, and see-through steps mounted below the cab doors and side access doors. Also included is a cab interior featuring painted engineer and conductor figures. The Phase I paint scheme is well-represented with colors matching Amtrak's paint scheme and logo guide, and the pad-printed lettering, such as the tiny "FUEL FILL" labeling above the fuel tank filler cap, is crisp and very legible.

Walthers has tooled detail variations for its HO-scale FP7 to accommodate the six road names produced in this initial run. Like the prototype, several road-specific details make this model easily identifiable as a former Southern Pacific locomotive.





Above: As noted in this review, this HO-scale Amtrak FP7 release presents a roster member originally in Southern Pacific service. Watch for Vic Roseman's review of the recent Walther's Proto Southern Pacific FP7, coming in *MODEL RAILROAD NEWS*.

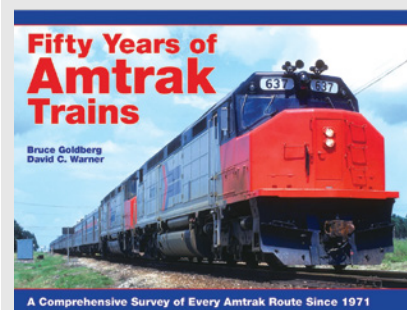
A snowplow pilot and rooftop icebreakers for service over mountain passes are unique to the FP7s built for SP; you'll also find front lift rings above the pilot. The icebreakers were added by SP sometime later in its ownership of these locomotives to break icicles from tunnel portals in mountainous areas, and they remained installed until Amtrak retired these FP7s. The model's icebreakers are quite sturdy and made of photo-etched metal parts. The air horn is also road-specific, a Nathan M5 mounted above the engineer's side of the cab. As a former Southern Pacific locomotive, this model includes partial side skirting along the sill in front of the fuel tank, and a frame-mounted equipment box behind the front truck. Since these FP7s are prototype specific, some other road names produced have full skirting or no skirting, and an empty space behind the front truck instead of an equipment box. Additionally, while Walther's Amtrak models include a dynamic brake fan behind the cab, some models in this run are represented without dynamic brakes when appropriate. The upper front headlight is a unique triangle configuration with a red, single beam emergency light on top and a dual-beam headlight on the bottom. The upper headlight is functional, as is the lower headlight, but the red emergency light is non-operating. The rear backup light is functional.

Our sample is DCC-ready and includes a 21-pin decoder plug for installation of your choice of decoder to go digital, or operation on standard DC direct from the box. The FP7s with DCC include ESU's LokSound 5. All lighting on this model uses LEDs, which present realistic warm-white color. Both the upper and lower headlights illuminate when the model is running forward on DC power and the rear backup light illuminates in reverse. The number boards are illuminated by LEDs. Impressively, the top headlight has a flashing mars light effect when operating on DC power, a feature apparently built into the DCC jumper board. The drivetrain on this model is the usual quiet and powerful drive expected from a modern Walther's locomotive and should be well-suited for pulling HO passenger equipment.

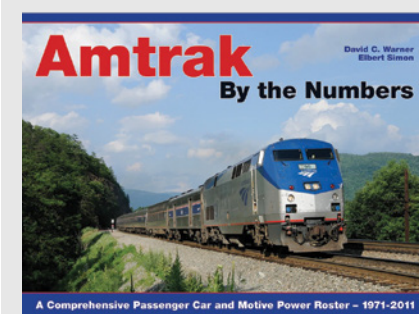
Final Thoughts About This F-Unit

Walther's newest model in the Proto locomotive line is a great addition to the existing F-unit models from the company. This batch of road names leaves plenty of room for future runs. Some potential options for future paint schemes include two major purchasers of FP7s, Atlantic Coast Line and Louisville & Nashville, but I'd personally love to see Northern Pacific's two FP7s in the striking Loewy two-tone green scheme. Early Amtrak is an interesting era in railroading, and Walther's has captured a small piece of it with this locomotive. **MRN**

Suggested Reading



Coming later this year, *Fifty Years of Amtrak Trains* by Bruce Goldberg and David C. Warner will celebrate the first half-century of Amtrak with a 256-page, hardcover survey of every route the passenger carrier has operated since its 1971 inception. Amtrak FP7s are sure to be represented among the pages of this coming White River Productions release.



For more information on Amtrak's FP7s, other motive power, and passenger cars, look for David C. Warner and Elbert Simon's *Amtrak by the Numbers: A Comprehensive Passenger Car and Motive Power Roster - 1971-2011*, in its coming updated second edition in production from White River Productions.

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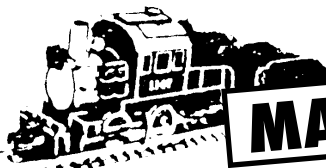
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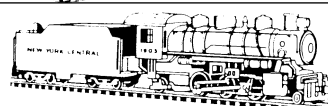


MANTUA

Mantua GOAT
Steam Switcher



Mantua 0-8-0 Switcher
w/Light and Smoke

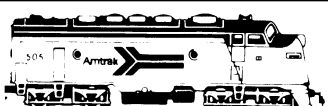


Bachmann 2-6-2 Prairie
w/ Light and Smoke



Life-Like GP38

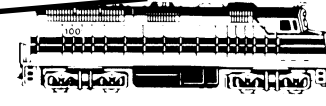
LIFE-LIKE



Bachmann F-9 Diesel



Life-Like
"Dockside" Switcher



Life-Like F40 Diesel w/headlight
Powered or Dummy

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ATHEARN

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CORK ROADBED

SMOOTH AND
QUIET



IHC
"Modern" Light
Rail Vehicle



R-T-R

Atlas RS-3

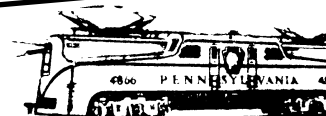


Atlas SNAP RELAY

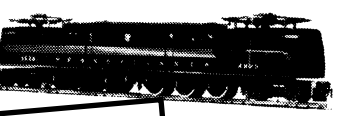
TYCO



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TYCO GG-1
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f HOCollector

New GATX GP38-2 in Two Scales

Athearn Roundhouse HO and Bachmann N



Review by Tony Cook

**Athearn Roundhouse HO-scale
GP38-2 diesel locomotive
with DCC
GATX Locomotive Group 2344
RND12626**

Athearn Trains
888-959-2307
athearn.com

**Bachmann N-scale
GP38-2 diesel locomotive
with DCC and Sound Value on Board
GATX Locomotive Group 2103
66853**

Bachmann Trains
215-533-1600
bachmanntrains.com

There are two recent GP38-2 diesel locomotive releases in the hobby that offer either all-new tooling or refined tooling and each effort includes internal attributes of note.

In HO scale, Athearn Roundhouse delivers a revised version of its Electro-Motive Division (EMD) GP38-2 model, which debuted in the mid-1980s as a “blue box” kit. The N-scale GP38-2 reproduction presented features new tooling and joins Bachmann’s catalog for the first time.

EMD’s Popular GP38-2

To state EMD’s four-axle GP38-2, introduced in 1972 with the arrival of the “Dash 2” series of motive power offerings, was popular may be understating the case. From early 1972 through mid-1986, EMD built more than 2,200 examples, which far outpaced this model’s predecessor GP38 (1972–1971) total of a bit more than 700 examples. In

Above: Decorated in contemporary GATX lease service livery come GP38-2 diesel locomotive models from Athearn Roundhouse in HO (top) and Bachmann in N (above left). These are each noteworthy releases for these companies for this four-axle GP38-2.

the classic first- and second-generation diesel era, this model ranks near the top and was only bested in sales by GP9s and SD40-2s (each with more than 4,000 sold).

This 2,000-hp unit was ideal for many jobs on many railroads of various sizes. Their durability and utility is demonstrated by the longevity GP38-2s enjoy in North American railroading. With little effort, you’ll find examples built nearly 50 years ago still working today. Over the years and through



Above: This is the first time Bachmann has offered a GP38-2 diesel locomotive release in its N-scale line. The model comes fully assembled and includes DCC "Sound Value on Board."

production variations at EMD there are numerous examples for diesel spotters to pick out different details and modifications made in rebuilding and upgrading projects.

General American's GATX Locomotive Group is a division of the company offering leasing for roads and industries in need of motive power. GATX's fleet consists of more than 600 diesel locomotives. You can lease a basic switcher (from SW1000s through MP1500s), four-axle power like this review's GP38-2 and GP15s, GP38s, as well as GP40s, and even six-axle SD60s.

GATX shows its GP38-2 fleet generally includes dynamic brakes (details both these models possess) and varies with respect to fuel tank capacity

(these reproductions appear to feature large or 3,600-gallon tanks). Given the variety of jobs and range of customers in the leasing market, you can find a GATX locomotive in a consist of a Class 1 or working for an industry as a plant switcher. The units have GMTX reporting marks with GATX lettering on the nose and hoods.

The models presented in this review represent a current look for two very different GP38-2s. Athearn Roundhouse's GMTX 2344 began as Southern Railway's 5172 and was a late production Phase I example built in mid-1976. As was typical of Southern Railway power, this GP38-2 came equipped with a high short hood. The unit kept its road number and served Norfolk

Southern (NS) in the 1980s and later. Reference information shows a trip to Altoona, Pa., in 2018 saw the cab and nose modified to present this current low-hood appearance. Bachmann's GMTX 2103 appears to have heritage dating to late 1967 and was a GP40 originally in Canadian National's roster as its 4017. If this ancestry is accurate, this unit saw renumbering by CN to 9317 and was rebuilt to a GP38-2 and served Union Pacific for a time as that road's 884. Reference

Below: This HO-scale GP38-2 is part of the Athearn Roundhouse line and aimed at the entry-level model railroading enthusiast. The model comes fully assembled with standard DC releases and a version with non-sound DCC.





By-The-Numbers

EMD GP38-2

Athearn Roundhouse

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ounces at Full Slip)

Pull	÷	Loco Wt	=	Efficiency
2.8		13		21.5%

Factory DCC
NCE D16MTC (5240156)

Throttle Setting	Scale MPH
Min	8.5
Mid	67.3
Top	89

Audio (Average Decibels)

Motor	55.6
-------	------

images clearly show the remains of Canadian spotting features, including capped class lights above the number boards up front and the signature high-mount vertical twin headlight over the number boards on the rear end. By 2018, this unit had undergone some additional shopwork and lost its nose headlight and received the black with blue livery matching Bachmann's model.

As you see from this information, GATX units may seem like just a "leaser Geep" when you're trackside watching trains, but there's much to investigate and some surprises to discover in the lineage of this fleet.

Below: This model has seen some upgrades over the years. The flexible handrails, separate wire grab irons, LED lights, improved coupler design, and revised pilot faces are all present in this 2021 production. The model comes with plastic McHenry scale-head knuckle couplers.

Above: What's inside is very different for this release of this long-serving HO-scale GP38-2. The drive includes a circuit board; this review model includes the factory option of a DCC decoder installed in the 21-pin socket.

Athearn Roundhouse GP38-2

I don't know how many "blue box" GP38-2s I bought and built from the time of the model's 1985 arrival in the hobby until the late 1990s, but I recall several. This offering was one of the earliest converts from blue box to Athearn's Ready To Roll series, and started there in the 2000s as a very basic entry in the line. The special livery Burlington Northern 2085 "Pacific Pride II" GP38-2 was one of the first Ready To Roll releases. Within a few years, Athearn added separately applied wire grab irons to the nose and rear and the rounded rail behind the rear radiator fan on the roof. The model was certainly enhanced, but





Above: This hobby veteran got a makeover for front and rear pilots for this latest offering, in addition to receiving an NCE-made DCC decoder as an option. The pilot faces are very basic (GATX on right) and ready for the hobbyists to add details to create a variety of looks. Compare the new pilots with an early 2000s Athearn Ready To Roll GP38-2 release (Burlington Northern on left) and make your own judgment on this revision.

remained firmly planted in its “blue box” roots with a drive mechanism that was not Digital Command Control (DCC) friendly. This version dropped the plastic U-shape coupler covers for screw-mount (from the top of the frame) couplers and the four tabs remained inside the shell and snapped into the die-cast metal chassis (never a favorite design of mine). In both these incarnations, the area below the coupler on the pilots was an open slot. This design enabled the plastic shell to snap over the drive and dealing with coupler removal was not necessary... though it did leave a large shaft below the couplers open in a non-prototypical fashion.

Enter this latest GP38-2 revision, now a member of the Athearn Roundhouse line, the pilots are revised, the coupler design improved, and the drive mechanism is not only DCC-ready but there are silent DCC versions offered with NCE-made (ncedcc.com) decoder, and the lighting is now done with LEDs. For an entry level HO diesel, these enhancements are all welcome. The model without DCC carries a \$144.98 suggested retail

price and with an NCE DCC decoder lists for \$179.98. This first production provided Amtrak (yes, they own a few rebuilt GP38s used as switchers and work-train power), BNSF (blue and white), Helm HLCX leaser (brown with white lettering), and this review’s blue and black GATX. Multiple road numbers were produced for each road name.

The performance, using a Digitrax (digitrax.com) Zehpyr DCS 52 system, was adequate with a good degree of motor noise throughout its range of speed. The decoder is NCE’s D16MTC, providing six function options, which this basic model comes nowhere near using up, allowing for add-on features (such as ditch lights or cab beacon with no worries about having to switch to a more elaborate decoder). The model is equipped with twin flywheels, though I found it started and stopped abruptly and the low-end crawl couldn’t be done slower than about 8 mph. I was curious and switched over to a Toth Electronics Loco-Power SVA-20 standard DC pack to see how this GP38-2 would fare. I measured a top speed (12 volts to the rails) of

72 mph and 11 mph on the low end (with the mechanism springing to life at about 5.5 volts to the rails). Check the provided By The Numbers section (page 64) for pulling power and other findings.

I was looking forward to this pilot upgrade. This GP38-2 and Athearn’s former “blue box” GP40-2, GP50, and GP60 (all now in the Athearn Roundhouse collection) featured this open-bottom pilot design and this revision might be anticipated to cross over to those other Geeps. I found the flat, smooth surface of the new pilot a bit plain. I appreciate it’s an ideal canvas for adding differing detail to recreate these long-serving GP38-2s from early 1970s looks to the present; however, it just looked a bit too basic for my tastes. While I’m all for models with room to grow, I think you can get basic enough that the lack of detail can become a liability. I’m eager to hear from readers who are taking this release to a higher level with craftsman-level projects... maybe those hobbyists welcome this change more than a collector like me. Needless to say, though I’m saying it anyway... as a collector, this is another variation and was a “must have” for my archive of Athearn models.

The change to LED lighting and the inclusion of DCC for the mechanism is without question a positive direction for this model. The revised couplers with the screw accessed from the bottom of the unit (necessary now with no way to slide the shell off the drive with full pilots) is great. Taking this locomotive apart for inspection was a breeze. You remove the screws and coupler pockets from each end of the model and the plastic shell easily slides off the chassis. The LEDs are wired to the circuit board and tether the mechanism and shell together. There are two lines running to each end of the unit to supply individual LEDs in the light openings. The output was a clean white and strong illumination that I felt looked very good.

This is a later Phase I body with the extended paper-type filters on the radiator grilles, but not over to the Phase II appearance with an anticlimber pilot and other details that came into being after 1977. This is good entry-level effort today, as it always has been.



Bachmann's GP38-2

I believe this year, I've had more positive emails regarding Bachmann releases than I can remember in my 10 years with *MODEL RAILROAD NEWS*. The HO-scale Siemens Charger release (see May 2021's *MRN*) and now this all-new N-scale GP38-2 have had many readers responding with positive comments and inquiring if I'd seen that new Bachmann locomotive. Yes, I have on both counts... the HO Charger is a beauty (new variations of this unit are coming from Bachmann) and this new GP38-2 for N scale is another winner.

Perhaps due to it being the first time Bachmann has offered a GP38-2 in its N-scale line, this four-axle new-tooling release has outshone the line's other four-axle Geep of similar appearance. Bachmann's N-scale GP40 (with the line in various versions since the

company launched into 1:160 in the late 1960s) recently received a new body shell and the company's DCC "Sound Value on Board" feature. I was impressed by its appearance and you'll read a combination review of Bachmann's latest N-scale GP40 and this new N-scale GP38-2 from *MRN*'s Justin Soback in the near future. With that more in-depth review coming, I'll simply introduce this new addition to Bachmann's line with some basics to whet your appetite.

The tooling represents an early GP38-2. Going by the screened radiator grille section, I would spot this as a Phase I from the early days (1972 and just after) of EMD's long running production of this four-axle unit. As done with the recent new-tooling GP40, Bachmann offers this N-scale GP38-2 with dynamic brakes and

Above: This Athearn HO model's separate parts include flexible handrails surrounding the locomotive, air horn on the cab roof, brake section on the long hood, cab window inserts, and clear lenses in the lights on front and back. As some did, this GP38-2 rides on standard Blomberg trucks (this GATX unit began as a GP40 in the 1960s and these trucks are accurate representations).

without this detail on the long hood. For this first production, dynamic brake detail is present on BNSF (Heritage I livery), CSX (early YN1 scheme with yellow nose), and this review's GATX release. The non-dynamic brake GP38-2 in the group is an Armour Yellow Union Pacific release and this will be included in Justin's review I mentioned.

Below: GATX 2322 shows another and similar scheme for the leasing service's GP38-2s. This example, captured in Wisconsin with a Wisconsin & Southern Geep, began its life as a Penn Central unit (8023) built in 1972. — *Andy Dorsch photo*





By-The-Numbers

EMD GP38-2

Bachmann

N 1:160 • Type: Diesel Locomotive

Pull Power (Ounces at Full Slip)

Pull	÷	Loco Wt	=	Efficiency
0.5		2.8		17.8%

Factory DCC
SoundTraxx Econami

Throttle Setting	Scale MPH
Min	1.1
Mid	82.6
Top	94.1

Audio (Average Decibels)

Motor	63.1
Motor and Sound	74.5

Left: Your *MODEL RAILROAD NEWS* team is developing an enhanced version of this publication's long-serving "By-The-Numbers" data presentation. This review features the new presentation, which includes information on the manufacturer of DCC electronics and the system employed, and measurement of the audio (both drive motor and the mechanism with factory-level setting for audio output, if applicable). Please drop us an email or post on the magazine's Facebook with your thoughts and feedback.

Below: The Athearn Roundhouse HO-scale GP38-2 comes in a cardboard window-display box with the locomotive model cradled in clear plastic inserts. Bachmann's N-scale GP38-2 comes in the familiar clear plastic "jewel case" packaging of other 1:160 offerings from the company, with the locomotive model snugly residing in a clear base insert with lid.

Above: The shell for Bachmann's N-scale GP38-2 slides off the mechanism and no screws or couplers need be removed. This view shows the electronics board and LED lights (front and rear). This diesel locomotive model comes with DCC and Bachmann's "Sound Value on Board" system.

As with its N-scale GP40, Bachmann's DCC and audio comes from a SoundTraxx (soundtraxx.com) Econami unit, which offers up the basics for digital operation and digital sound output.

Conclusion

Both GP38-2 models checked out fine with respect to coupler height and wheels were in gauge. There is always a call for a value-priced locomotive and these two releases deliver more than basics, thanks to the electronics included in them. **MRN**



Tier 4 Belle is Ready for the Ball

ScaleTrains.com KCS ET44AC in N scale



Review by Justin Sobeck

ScaleTrains.com N-scale
Rivet Counter series
with DCC and sound
ET44AC diesel Locomotive
Kansas City Southern 5001
Veterans Day Salute scheme
SXT32044

ScaleTrains.com
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ScaleTrains.com's release for its popular General Electric (GE) ET44 GEVO series diesel locomotives in N scale came with updated ESU Sound and Digital Command Control (DCC).

The Prototype

To meet increasingly stringent emissions regulations set forth by the Environmental Protection Agency (EPA), GE and other locomotive builders find themselves pushing the envelope of technology. Since the early 2000s, when EPA "Tier" emissions standards were first rolled out, research

has led to innovation and refinement to reach Tier 4. Based on the locomotives' graduated date of manufacture, the highest and most stringent level is Tier 4, which established maximum allowable NOx and hydrocarbon emissions thresholds for locomotives built for domestic use from 2015 onward.

Featuring the same 12-cylinder GEVO-12 series prime mover producing 4,400-hp as its predecessors, the ET44 is available with a few variants: AC, C4 (four live axles with weight distribution), AH (extra ballast for additional tractive effort), and DC. Given the changes necessary to the radiator and engine cabs to house Tier 4 components, the overall look of the ET44 can trace its family lineage back to GE's C40-8W of the late 1980s. Nearly all U.S. Class 1 carriers have invested in Tier 4 units: BNSF, Canadian National, CSX Transportation, Norfolk Southern, Union Pacific, Kansas City Southern

Above: Kansas City Southern 5001 is one of six road numbers (5000, 5010, 5013, 5022, and 5024 were also produced) decked out in this attractive "Belle" heritage livery. The fully assembled N-scale GEVO ET44AC includes road-accurate features including correct PTC antenna farm details on the cab roof and no grab iron present on the right front nose (both details done specifically for this release by ScaleTrains.com).

(KCS), and even some heavy industrial users.

Part of a 25-unit order, KCS 5001 (serial number 65919) was finished in January 2019 at GE/Wabtech's new facility near Justin, Texas, and tips the scale with an in-service weight of 432,000 pounds or 196 metric tons. Resplendently painted in KCS' attractive "Belle" heritage colors featuring silver, Brunswick Green, and red, with yellow trim and accents, the classic scheme was revived by former KCS President Michael Haverty in the mid-2000s and stands out as the most intricate of any Class 1 in operation today.

The Model

The excitement of getting a package from ScaleTrains.com ranks among the simple pleasures of life. Your purchase is well packaged, there will be candy in the shipping box, and you can't wait to open up the model, check it out, and get it on the rails. Bright and bold box artwork and labels have your attention as you slice through the factory sealed sticker and pry the lid off, revealing the prize nestled in the foam and plastic inserts. Skillfully designed to minimize contact and damage to the locomotive, a matte plastic sheet provides an additional anti-scuff barrier to keep the locomotive from moving in the inserts. In all my 27 years of modeling N scale, I never dreamed of being able to get a unit this detailed in ready-to-run format, let alone with sound and DCC!

As noted, the dark color of the road's scheme is not black, but Brunswick Green, and I feel that ScaleTrains.com rendered it perfectly on our sample of KCS 5001. Often debated given its proximity to black, Brunswick Green pairs well with earthy reds and rusts, which must have inspired the original design of the railroad's Southern Belle scheme. I learned about this personally in 2007, while doing some work for KCS on their business train equipment; their paint formula is literally 10 parts black to one part chrome yellow. This creates just enough difference to be visible on an overcast day when clean, and especially when touched up with gloss black paint. The various colors are applied in a crisp and opaque manner, with clean separation lines and a satin finish that is good for a new appearance or the perfect base coat to weather from. ScaleTrains.com goes the extra mile to verify and recreate all the various safety and warning labels that are necessary on modern locomotives, and this aspect of their models is certainly elevated to a high art. It should also be noted that isn't consistent across each road name, as there is proprietary or even bilingual signage or graphics in the case of Canadian National units in this same release.

The model comes equipped with ScaleTrain.com's improved semi-scale type-E knuckle coupler, which does not have magnetic uncoupling capability, but does interact and run well with



Above: KCS 5016 is one of 25 examples (5000–5024) of General Electric's latest Tier 4-compliant ET44AC diesel locomotives, which came to the railroad beginning in late 2018. This view shows off the angled exhaust section just ahead of the radiators on the long hood, and you see the PTC antenna array features that differ between railroads and even road numbers. — Daniel Johnson photo



Above: ScaleTrains.com offers its N-scale ET44AC diesel locomotive model three ways: standard DC version with DCC-ready electronics, DCC-equipped with silent or non-sound digital control, and this review's DCC-sound version with ESU's LokSound V5 audio system. The model includes dual flywheels, visible as the brass cylinders on each side of the drive motor in the center of the unit's heavy die-cast chassis. The all-wheel drive and all-wheel electrical pickup make this a smooth and strong puller.

Facing Page: GE-built KCS 5007 is paired with an Electro-Motive Division SD70ACe on this stack train crossing the Mississippi River at Vicksburg, Miss., on the combined U.S. 80 highway and railroad bridge. — *Daniel Johnson photo*

Right: KCS 5017 shows off its functioning ditch lights, which are replicated on ScaleTrains.com's N-scale release with accurate style light fixtures on the pilot equipped with LED illumination. — *Daniel Johnson photo*



couplers from other manufacturers. Weighing in at four ounces, it pulled 30 mixed freight cars on my test layout with ease, through Kato No. 4 and No. 6 switches, as well as reverse curves. The fine profile wheelsets are chemically darkened to a nice shade and reflect the prototype's 42-inch diameter. The chassis features a die-cast base with speaker space included for factory-installed audio equipment or later

sound upgrades, and has a top bracket that retains the motor, drive train, and circuit board in place. This run of GEVOs features ESU's latest V5 LokSound decoder, connected to the circuit board via the NEM 662 or "Next 18" interface. This makes later addition of sound much easier, as the LokPilot decoder can be swapped for a LokSound version, along with installation of a speaker; both items are available from ScaleTrains.com.

Above: ScaleTrains.com's third production of its Rivet Counter N-scale Tier 4 GEVOs included a variety of road names with paint scheme variants across the releases, in addition to accurate details for each road name. Canadian National (CN) 3150 sports the road's 100th anniversary panel decoration on the long hood and up front is an Aboriginal Affairs circle emblem. The run saw three CN road numbers with the Aboriginal Affairs emblem and ScaleTrains.com produced two CN road numbers with standard "wet noodle" livery with website URL below the white "CN" on the long hood.



Above: GE's GEVOs have been in use for several years, but as with most motive power with a long production history, variations and/or phases abound. ScaleTrains.com presents the Tier 4 angled exhaust detail on the roofline of this model and other accurate details. Note the piping running above the trucks along the frame and check out the many details on the pilot faces. This is a very well appointed N-scale replica of this prototype.

I'm still enough of a sound newbie that the apparent differences from ESU's LokSound V4-equipped ES44AH that I have, when compared to this V5 equipped ET44AC, aren't that noticeable to me. Response to commands is very similar on my Digitrax (digitrax.com) Zephyr control system and reprogramming the decoder to the road number was very easy using the direct mode. Seeking out some details about the different epochs of decoders on the ESU website (esu.eu/en/start/), I found that the V5 offers a motor current of 1.5 amps, along with four additional load compensation/Back EMF settings for optimal motor performance. These enhancements, coupled with the 5-pole skew-wound armature motor that Scale Trains.com uses, allow for amazing slow speed control. Aside from the expanded motor control, the additional functionality is also available on the expanded sound and lighting outputs of the decoder.

This model sounds fantastic at its factory settings, at least to my ear, and I look forward to learning more about the decoder enhancements on this unit. The horn file selected for the unit captures the essence of the prototype, along with the distinct

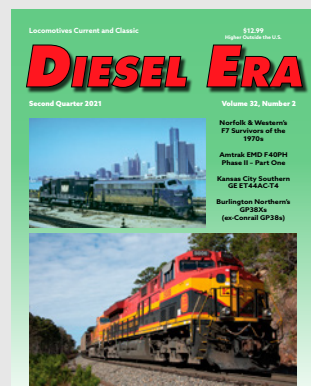
muffled exhaust when the engine is throttled up. A host of other unit or road-specific details that N scalers are now fortunate to expect from ScaleTrain.com's Rivet Counter series make this release a winner, and the fast pace it took to "sold out" status backs up this assertion.

In no specific order, but gleaned from the release information of the KCS 5000 series: this release possesses the unique-to-KCS PTC antenna farm; lacks the single grab iron on right front of nose found on some GEVOs; has current-production engine cab (long hood) with angled exhaust compartment roofline; front deck-mounted operating ditch lights; lost-wax brass-cast Nathan AirChime K5HLR2 horn mounted on engine cab roof; nose door with window; wide front and rear end handrail profile; GE's Hi-Ad trucks with separately applied brake cylinders, air plumbing, and shock absorbers; and, dual fuel fills per side. The PTC array on top of the cab means that KCS 5001 can be a qualified leader on many roads, and KCS power tends to roam — we see them often outside of St. Louis, Mo., on Union Pacific — so excuses abound to justify foreign power on your layout. I'm looking forward to coupling it to my and my son's growing collection of various

Kansas City Southern grain cars that simulate the Distributed Power Unit equipped grain shuttles that operate from the Midwest to the Gulf ports served by KCS.

A recent livestream Q&A with Shane Wilson of ScaleTrains.com indicates that there are more N-scale locomotives in the pipeline. Their fidelity to detail, coupled with the ESU LokPilot and LokSound options, will undoubtedly continue to make them untouchable in the market of N-scale releases. **MRN**

Suggested Reading



You'll find KCS' Tier 4 GEVOs in the 2nd Quarter 2021 edition of *Diesel Era* magazine (shop.whiteriverproductions.com).

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Northern Pacific's Diesel Service Tank Car from American Limited in HO scale



Review by Chris Atkins
Model Photos by Tony Cook

American Limited Models,
a division of San Juan Model Co.

HO-scale
GATC tank car

Northern Pacific (as delivered)
102015
ALM 1863

Northern Pacific (Interbay Wash.)
102040
ALM 1868

American Limited Models
americanlimitedmodels.com

American Limited has released a limited run of Northern Pacific (NP) company tank cars in HO scale. The cars include road numbers in the 1949 as-delivered paint scheme and later Burlington Northern-era cars that have been marked "ASSIGNED TO MRL. MGR. INTERBAY WASH." This is an interesting addition to an NP company car because the Interbay yard in Seattle was a Great Northern yard before the Burlington Northern merger in 1970. NP collectors may recognize this stenciling from D.L.

Zeutsher's February 12, 1988, photo of NP 102023 taken at Helena, Mont., from Todd Sullivan's book *NP Color Guide to Freight and Passenger Equipment*.

Prototype

By the end of the 1940s, Northern Pacific was well on its way to dieselization. Besides a large investment in yard switch engines, NP had been steadily replacing road steam with FT sets from Electro-Motive Division. By 1949, the railroad reported 198 diesel locomotives to augment its steadily declining roster of 677 steam engines. Roundhouses were augmented by diesel engine service facilities. As coaling towers became less used, diesel tanks and pumps were added for NP's changing needs.

Diesel fuel was purchased from one of several refineries served by the railroad, like Farmers Co-op Refinery in Laurel, Mont. The railroad owned a small fleet of aging, riveted tank cars of a few types that were being used to carry diesel, but by 1949 management saw a need to acquire modern, welded tank cars for diesel service. An order was placed with General American Transportation Corporation (GATC) for 50 tank cars with 16,000-gallon (single-compartment specification)

Above: Finely detailed, American Limited's HO-scale model offering is one of the finest examples of this type of rolling stock ever produced. This is the as-delivered Northern Pacific car.

capacity and 140,000-pound weight.

The cars were based on an order of riveted tank cars GATC had filled for Santa Fe designated Tk-N and Tk-O classes by that railroad. NP's cars included a heater pipe and came painted in the conservative road's standard black with white lettering. As was common at the time, the cars came with AB brakes and were delivered on 70-ton ASF A-3 trucks. A copy of 1954's *Official Railway Equipment Register* (Railway Equipment and Publication Company) shows all 50 cars in company service. Arriving across a few months in late 1949, the fleet was assigned into a six-digit car number series (102000-102049), which was typical of freight cars placed in company service.

Eventually, the welded GATC tank cars aged, and fuel was delivered in more modern cars. The tank cars were generally placed in service to haul used drain oil, indicated by stenciled lettering on either side. By the late 1960s, photos from the Pacific Northwest Railroad Archive (pnrrarchive.org) show that cars in this series were



marked "MWM" for "Maintenance of Way Materials," but there is also an example of an "MWM" car marked for "Fuel Additive." NP company records show that about half the series of 50 cars had been disposed of by 1987. Most had worn out and were scrapped, but a few were sold to private individuals. There's nothing I located about cars being sold to Montana Rail Link, the road was created in 1988, but some photo evidence shows cars on the property after Dennis Washington's regional took over most of the historical NP tracks across Montana and Idaho.

Models

I received two models for review. One is in the original, as-delivered paint and is marked as having a St. Paul, Minn., reweigh in "9-67." The other car does not have a reweigh date, but the inclusion of an ACI label and note about Interbay yard suggest that it is from the 1970s or 1980s. The more modern car has cream-colored paint applied around the dome to represent anti-skid coating that was applied where workers needed to stand. Both cars come with placards warning of flammable materials, and use the same packed bearing trucks.

The cars come packaged in sharp yellow boxes with American Limited visible on all sides in a script font. The box front has a clear window that allows the car to be displayed on the hobby shop shelf. On the sides are all the current paint schemes with Southern Pacific and Spokane, Portland & Seattle on one side, and the two Santa Fe cars as well as the BNSF fire car on the other. One end describes the car and includes the number and an NP monad

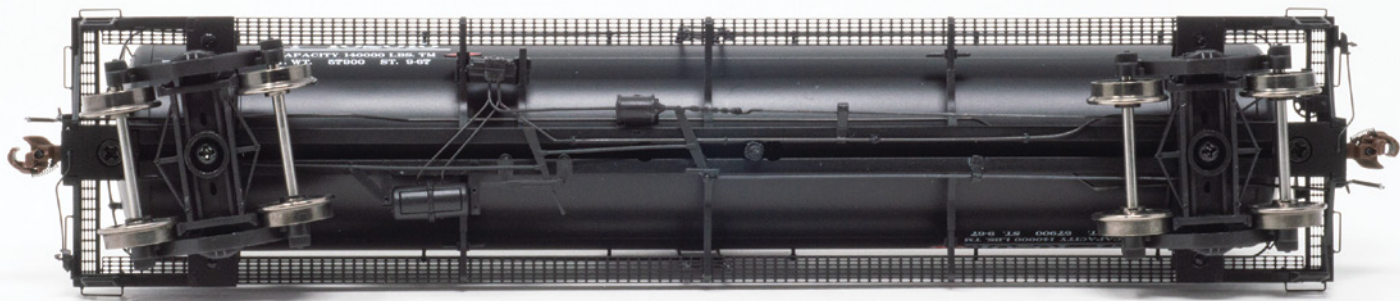
herald. On the back is a mechanical drawing of the car with the actual dimensions of the model in millimeters. A plastic cradle protects the car and allows for easy unpackaging.

The first thing I noticed is how sharp the car looks with its etched-metal walkways and platform. The paint has a nice flat, even application, the lettering is very crisp, and the gaps in the stencil are visible, where visible on the prototype. The placards are well done in red with white lettering. The couplers seem a little out of place in their brown molded plastic color, and the bright paint colors and clean appearance of the model can really use a coat of weathering to give it a prototypical dirty look.

Above: The cream section surrounding the dome on this later era example represents a non-skid protection applied for safety. This version includes a multi-color ACI label and yellow wheel dot, which place it in the 1970s and later service.

Below: Northern Pacific used its General American tank cars of this type for hauling diesel fuel. This model would be at home in a freight train consist or parked at an engine facility. These were necessary and useful cars that now can be easily obtained in model form.





The cars sit on 33-inch machined metal wheels held by smooth plastic ASF A-3 Ride Control trucks that are very free rolling. Five springs are visible on each side of the truck, and the sideframes include great brake detail. Each truck is secured by small Phillips screws that make removal easy.

From the top, the standout feature is the etched-metal safety tread walkways and platforms. For many years, details like this were not found on many ready-to-run tank cars, and aftermarket detail parts were only available for a few "modern" freight cars. American Limited has done a great job with these features, and they are very durable and expertly painted black.

The access hatch in the dome has very nice bolt head detail and a separate wire lift handle. There are wire grabs on either side of the dome, and a durable handrail attached to very fine, styrene stanchions around the midpoint of the tank. The handrail ends meet under one of the ladders.

There is not a line or seam on this reproduction that is not an intended weld line, chosen from close inspection of surviving prototypes. There are no visible mold-release imperfections or extra lines present on the replica. The welds all have a prototypical appearance to them. Four individual bands have been secured to represent the steel straps that attach the tank to the frame by way of highly detailed turnbuckles at the end of each band.

The appropriate grabs have been attached to each end, and the A-end shows the heater pipe cap details, while the B-end has a handbrake mounted securely to a rigid brake staff. The stirrups at each corner are also very rigid but appear to be a durable solution. A wire cut lever and detailed, flexible air hose are also included on each end.

Checking the coupler heights against a Kadee 205 Coupler Height Gauge

shows the semi-scale couplers match up exactly to top of the reference. American Limited's plastic couplers do not include a gladhand, which gives them a prototypical look; however, operators should note that without a metal gladhand, the couplers will not uncouple on a magnet. The brown couplers perform their intended function fine, but the owner may want to replace them with their adopted standard (Kadee's 148 and 158 whisker couplers work great).

My Burlington Northern-era car weighed 3.7 ounces on a postal scale, while the car with as-delivered original decoration weighed 0.1 ounce less, perhaps due to manufacturing tolerances of the weight used in the tank. The NMRA standard for a 6.5-inch car like this is 4.25 ounces. Like most ready-to-run freight cars, it is nearly impossible to add weight inside the car without destroying it. One old-school technique involves drilling a small hole in the bottom of the tank, filling it with BBs, and adding glue. I might try that on an assembled, five-dollar train show find, but I'm reluctant to start drilling into a high-end model like this with all its delicate details. Even lacking half-an-ounce of weight, the model tracks nicely and performs very well.

Above: The etched-metal platform/walkways and fine-scale brake and air line details make this a standout release from American Limited.

Conclusion

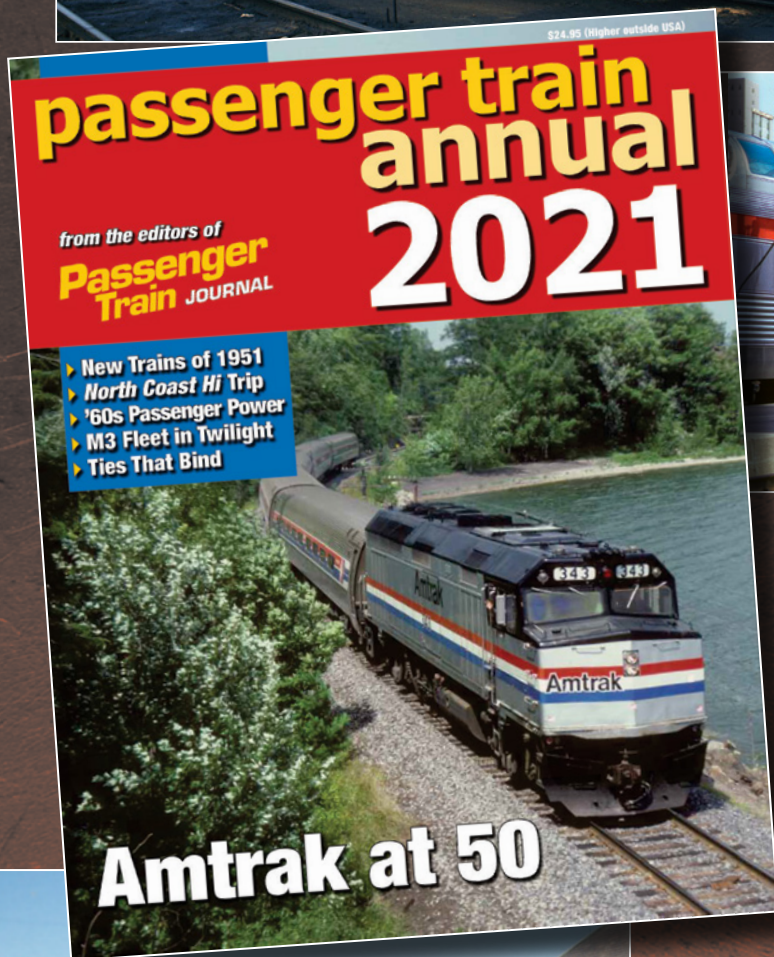
American Limited has released a great tank car for anyone modeling Northern Pacific from the transition era on to its merger into Burlington Northern in 1970. For a lot of modelers like me, this is an accurate, highly detailed company car to replace the stand-in that has been delivering fuel to their roundhouse. For 1980s Burlington Northern modelers, they can use this throughout the system up through the late 1980s, as hauling used drain oil for disposal extended its useful life as a company car.

Historical photos show that someone adept at making their own white decals has a variety of unique options they could add to these cars to bring them into the 1980s. Besides changes in their paint, the cars gathered years of built-up gunk from spilled petroleum and dirt, rust, grime, and general wear and tear that could be added by someone wanting eye-catching features beyond the dull black paint offered out of the box of this otherwise finely detailed HO-scale tank car release. **MRN**



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New release coming for ScaleTrains.com's HO-scale Operator series Modern Angled Container

HO — ScaleTrains.com's modern angled container is one of the most recognizable prototypes seen in transportation today. This standard-height 40-foot shipping container is common on the rails and on highways and at sea. The design includes welded steel construction with all sides possessing corrugated appearance. Additional details of this plastic reproduction include end doors with three center corrugations (0-3-0 style), four separately applied door locking rods with latches, two vents per side, and cored-through Inter-Box Connector or IBC corner castings.

This new production will present American Presidents Lines (APL), CMA CGM, MOL, MSC, NYK Lines, and Ocean Network Express or ONE. ScaleTrains.com will produce two decorations for APL, CMA CGM, and MOL containers. Visit the company's website to reserve these models coming in early 2022.

ScaleTrains.com;
844-9TRAINS; [scaletrains.com](https://www.scaletrains.com)



Above: ScaleTrains.com's modern angled container is a 40-foot corrugated prototype in the hobby company's Operator series. This model will return for its second release with six road names, several including multiple liveries as shown, for an early 2022 delivery. The model will come in single release selling for a bit more than \$10 each, or in packs of three containers (each with its own road number) for around \$30 per set.



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Rapido Trains will include police, fire, and railroad vehicles for HO-scale Chevrolet Caprice/Impala

HO — In July's *MODEL RAILROAD NEWS*, you saw the announcement for Rapido Trains' Chevrolet Caprice and Impala automobile models coming in HO scale.

The model reproduces a 1980s edition of this long-running Chevy vehicle. This downsized version of the line's full-size offering debuted in the fall of 1976 and remained virtually unchanged into the 1990s.

Rapido Trains will produce examples with multiple front grille designs covering the production run variations. You will also find multiple wheel rim designs, realistic chrome finish on select parts, rubber tires (with white wall where applicable), and more.

The assembled HO vehicles will come in four-door sedan and station wagon versions. The first production will replicate 1980 through 1985 model years with several colors offered. The four-door Impala will come in several special service editions, complete with extra details, that will provide a taxi, three police cruisers, a fire department wagon, and railroad-themed four-door sedans (Amtrak police, Canadian National police, and Canadian National maintenance). Check Rapido Trains online for more information.

Rapido Trains,
855-LRC-6917
rapidotrains.com



Above and Below: These illustrations (above) show the four-door and station wagon releases coming from Rapido Trains for its all-new HO-scale Chevy vehicle series. In addition to consumer autos, the production will provide a taxi, police cruisers, a fire department wagon, and railroad vehicles. An early example of a four-door Chevy with light package on its roof (below) gives a preview of these offerings.



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KV Models offers headlight conversion plates in HO

HO – KV Models offers twin and triple headlight conversion plate sets. The twin beam headlight conversion plate set (KV-1004H) provides pairs of five different diameter plates. For roads opting for triple lights, KV Models offers a set (KV-1022H) with pairs of five different diameter plates with a trio of light openings. Application includes F- and E-units in HO scale.

The etched-metal sheet includes detailed representations of this fixture's face. Each set sells for \$5.50.

KV Models offers a variety of etched-metal details. Shipping is free within the U.S. for orders totaling more than \$30. Visit KV Models online and browse the many parts and details available now.

KV Models,
kvmodels.com



Above: Chesapeake & Ohio 4017 is running late with the road's eastbound Train 4 on May 4, 1965, at Prince, W.Va. This E-unit shows triple and double-headlights, which can be obtained with KV Models' conversion plates made of etched metal. — James EuDaly photo

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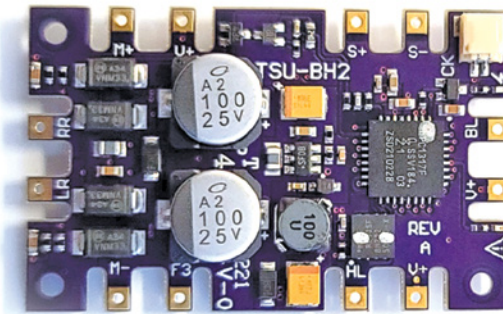
SoundTraxx offers upgrade from "Sound Value" to full Tsunami 2

ELECTRONICS — SoundTraxx's Tsunami 2 TSU-BH2 Digital Command Control (DCC) decoder (884814) allows operators to take select examples of Bachmann's (bachmanntrains.com) HO-scale factory-equipped "Sound Value on Board" and upgrade them to full-feature releases.

This new decoder, which lists for \$115.95, offers eight output functions and is easy to install. Located in the tender of Bachmann HO-scale steam locomotives are the electronics for DCC-sound. You open the tender and remove the existing Sound Value decoder and replace with SoundTraxx's TSU-BH2 unit and you'll have full access to all Tsunami 2 features.

SoundTraxx designed this release to replace the factory board found in Bachmann's HO-scale 2-6-0, 2-8-0, 4-6-2, and 4-8-4 Class J and GS-4 models. The unit measures 45 x 28 x 7.5 mm and is compatible with NMRA (nmra.org) DCC Standards and Recommended Practices.

SoundTraxx,
970-259-0690
soundtraxx.com



Above and Below: SoundTraxx's TSU-BH2 (above) decoder will easily swap with factory boards provided in several Bachmann HO-scale Sound Value on Board releases, including the 4-8-4 Class J and 2-8-0 Consolidation models (below).



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Wilson's Mustards kit from Mine Mount Models in HO scale



HO — Wilson's Fine Mustards is a purveyor of fine mustards and condiments. Using the finest ingredients and generations of craftsmanship, Wilson's delivers what every sandwich needs... the extra special flavor that raises a sandwich to the next level. Wilson's is a unique model that will improve a track siding or diorama to complete that scene that you've always envisioned.

You can build this kit into Wilson's or use your imagination to see what you can come up with for your railroad! Wilson's Mustards is the ninth kit from Mine Mount Models. It's an HO-scale structure that can be utilized for a warehouse, transfer building, small manufacturer, or many other businesses.

A standout feature is the laser-cut "steel" latticework on the

Above and Below: This completed Wilson's Fine Mustards kit shows the structure residing in a decorated diorama. This example was built by Mine Mount owner Ron Klaiss.





loading dock and the rooftop water tower. The structure occupies a 9.5" x 5.5" area. The kit includes laser-cut parts, Tichy windows and doors, rooftop water tank, metal and resin casting detail parts, and signs to complete the scene. Mine Mount Models includes full-color instructions with this release.

Mine Mount Models,
minemountmodels.com

Above: Designed by Mine Mount Models to be Wilson's Fine Mustards, this structure offers great utility for customizing to a variety of businesses and uses on a model railroad. This HO-scale kit includes laser-cut parts, plastic windows and doors (made by Tichy Train Group), plus metal and resin details. The kit, like all Mine Mount Models offerings, comes with a color guide to help ensure a successful build.

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Model Railroad News
The All-Scale News Monthly

Walthers introduces trio of highway overpass kits for Cornerstone series in HO scale

HO — Walthers offers three new highway overpass kits for HO scale. Each release carries a \$39.98 suggested retail price and comes with easy-to-assemble plastic parts. The design for this series of Cornerstone models follows modern North American highway bridge prototypes in use from the 1960s to the present day.

The kits come with components making it possible for building your choice of a single or double span bridge. By combining multiple kits, hobbyists can build even wider overpasses. The base footprint is listed as 12 15/16 x 6 1/4 inches.

Additional features include options for round or square support columns, and detailed abutments with molded cut lines for customizing appearance. The pieces are molded in a gray hue representing a concrete appearance.

The releases now available include Modern Steel & Concrete Highway Overpass with Pipe Railings (933-4565), Modern Concrete Highway Overpass (933-4566), and Modern Steel Highway Overpass with Concrete Sides.

Visit Walthers online to view the wide assortment of bridges and additional highway and vehicle offerings in the hobby manufacturer's Cornerstone and SceneMaster series.

Wm. K. Walthers, Inc.,
800-487-2467; walthers.com

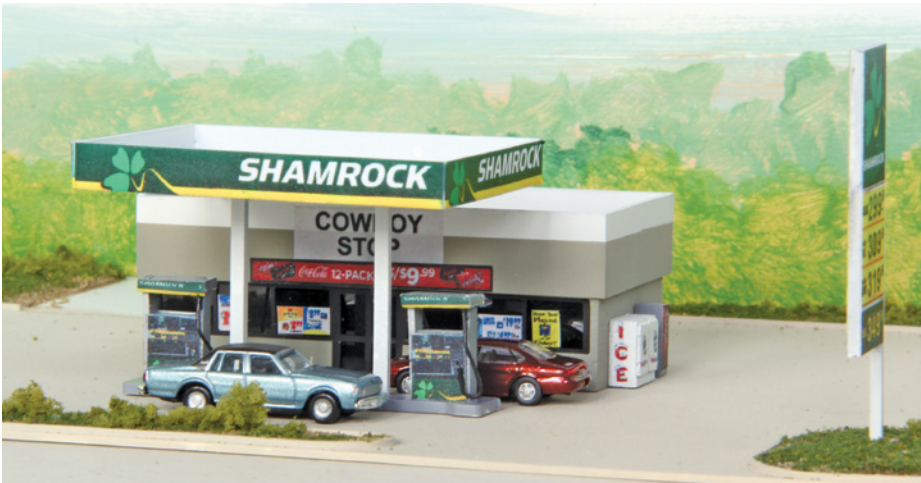
Right: Walthers' new Cornerstone collection of highway overpass kits adds the important and common feature of a path for vehicles to cross your railroad. The kits are designed to easily fit into scenes on your miniature empire. These views show assembled and decorated bridges set in completed scenes with vehicles, railroad, scenery, and more. This Grand Trunk Geep is passing below the new Modern Steel Highway Overpass with Concrete Sides (933-4567).



Above and Below: Reproducing common contemporary prototypes, this collection of Walthers Cornerstone highway overpass releases aids in making this familiar sight easily attained in HO scale. The new Modern Steel & Concrete Highway Overpass with Pipe Railings (933-4565), shown above, and the Modern Concrete Highway Overpass (933-4566), below, are shown with single span build.



Shamrock gas station kit in N scale from Summit



N — Custom Cuts by Summit USA offers a Shamrock gas station and convenience store kit in N scale. The model reproduces a smaller, rural prototype and occupies a 3 5/8 by 3 inch footprint on your model railroad.

The release provides all building parts in milled white styrene with clear acrylic window glazing. The manufacturer states parts may require light sanding for optimal appearance at joints and seams. The offering includes vending machines, pumps, and signs. In addition to

Above: This completed N-scale Shamrock gas station and convenience store includes a base (vehicles, and scenery not included in the release). The offering does include color decorations for the building and accessories.

instructions, Custom Cuts by Summit USA includes self-adhesive and water-slide decal sheet artwork. This Shamrock gas station (SC-002) carries a suggested retail price of \$39.95 and is available now.

Custom Cuts by Summit USA,
337-436-8481; summit-customcuts.com

Steam Sawmill kit from KMP Models



MULTI — KMP Models offers craftsman-level structure kits in several popular model railroading scales. Among the company's offerings is a Steam Sawmill with Planer kit (pictured above). KMP Models offers additional structure and accessory kits to complete your sawmill scene. You'll find Sawmill

Outbuildings, Willamette equipment (Loader and Yarder Steam Donkey kits available separately), Steam Pile Driver, Log Camp Cars, and more. Visit KMP Models to see their offerings and find out about purchasing releases.

KMP Models;
kmpcraftsmankits.com

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Model Railroad News
The All-Scale News Monthly

M&Ms UFO Scene from Menards Collectibles in HO



HO – Menards Collectibles introduces its M&Ms UFO Scene (2796916). The assembled scene presents an M&Ms candies decorated "Intergalactic Party Bus" with candy figure at the controls, visible through the ship's clear lid. The decorated base includes multiple M&Ms candy figures, alien figures, and Menards' mascot Jack the German Shepard, as

well as grass covering for the base with shrubs and a tree. The UFO includes multi-colored LED lights and beneath the craft is an animated claw picking up an M&Ms character. The release requires a 4.5-volt power source for operation.

Menards Collectibles;
menards.com

ESU's LokSound 5 L provides DCC for big locomotives

ELECTRONICS – For large scale applications, ESU's LokSound 5 L is designed to answer the needs common among bigger locomotive models. The drop-in board measures 50.8mm x 25.4mm x 14mm and comes equipped with dual-speaker output ability and ESU's "PowerPack" capacitor to aid in operation over dirty track and dead spots on your rails.

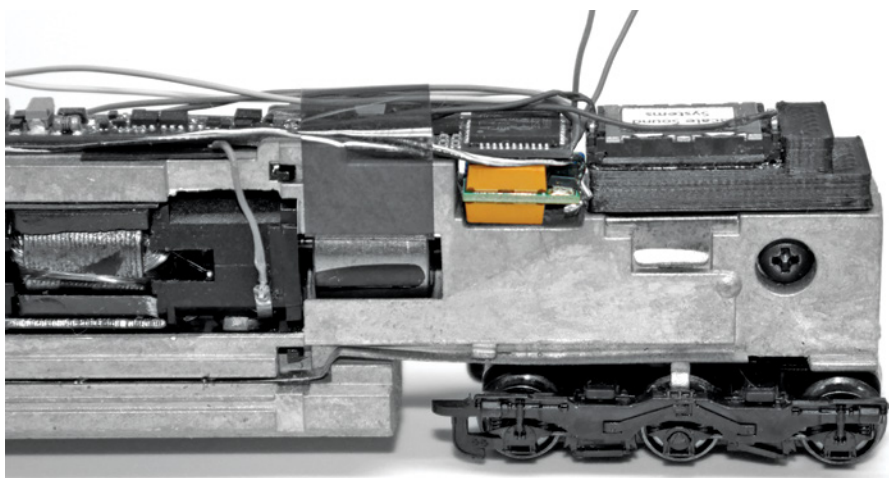
The unit supports NMRA-standard Digital Command Control (DCC) and Motorola Selectrix and M4 systems. This decoder can simultaneously run 10 channels of high-fidelity audio and offers you 11 amplified function outputs, plus six logic outputs to control servos for features like cooling



fan blade rotation and raising and lowering electric pantographs on models with such details. There are two styles offered by ESU for its LokSound 5 L; visit the company's website for more information.

ESU
esu.eu/en/start

Run-N-Smooth PowerKeeper for N scale from Iowa Scaled Engineering



N — Iowa Scaled Engineering's Run-N-Smooth PowerKeeper provides you with a micro-size module that improves the running quality of N-scale and space-constrained locomotives equipped with Digital Command Control (DCC). The unit includes integrated protection circuitry, is built using micro capacitors, and is ideal for fitting into small installation areas.

The Run-N-Smooth unit is not a traditional stay-alive capacitor, meaning it is not designed to provide multiple seconds of stored energy to maintain motor/sound/lighting over adverse track conditions. The offering does noticeably help performance in the presence of rail and wheel oxidation, mild dirt/grime, and minor track imperfections. With the limited contact surface of wheels and rails in N scale, Iowa Scaled Engineering's Run-N-Smooth

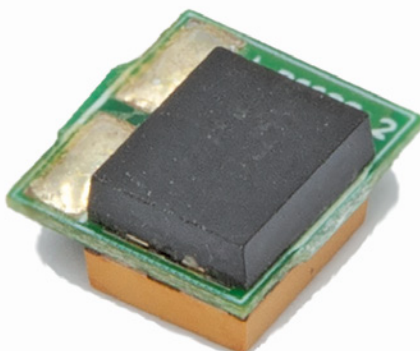
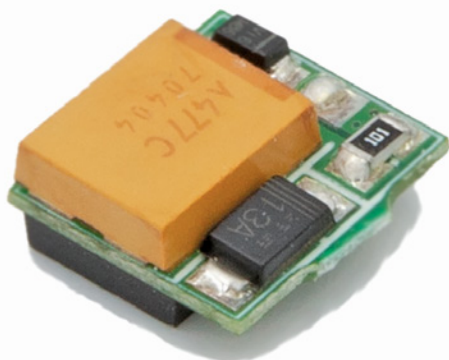
Above: This Iowa Scaled Engineering image shows its Run-N-Smooth PowerKeeper installed in an N-scale Fox Valley Models ES44 diesel locomotive chassis.

PowerKeeper helps avoid annoying sound drop-outs, flickering lights, and stalling for DCC operations.

Typical capacitors made of manganese oxide tantalum can fail and be damaged beyond use when operated near or above their rated voltage. Iowa Scaled Engineering's product includes a higher energy density capacitor (more capacitance in less space) and includes voltage limiting protection circuitry. The unit is 9.1 mm by 10.4 mm and its thickness is 4.65 mm.

Find out more and see a video of this item by going to Iowa Scaled Engineering's website.

Iowa Scaled Engineering;
iascaled.com



Above: Here is the top and bottom of Iowa Scaled Engineering's Run-N-Smooth PowerKeeper. This valuable device is compact and costs around \$20.

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Lutetia Modellbahn Offers Farm Complex

In This Issue...

Barbier's kit based substation... pg 8

Republic Steel, a British revival... pg 8

Reichsbahn offering convenience stores... pg 8

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Lionel will offer Anheuser-Busch kits in HO

HO — Lionel will deliver three licensed Anheuser-Busch branded structures for the hobby company's line of HO-scale building kits. Due during the fourth quarter, the releases will present a brewery, distribution center, and biergarten.

Lionel's HO Anheuser-Busch Distribution Center (2167090) will include office and loading bays; the brick architecture Anheuser-Busch Brewery (2167110) will include interior details; and the coming Anheuser-Busch Biergarten (2167100) will offer the necessary details to create an outdoor destination for your railroad. Each release carries an \$89.99 suggested retail price. Check with your hobby dealer for the latest delivery information. You can view Lionel catalogs and products online at the company's website.

Lionel, 800-454-6635; lionel.com



Above and Right: Lionel's Anheuser-Busch Brewery will feature licensed signage and interior details. The completed kit builds a 6.9 x 2.5 x 7 inch structure for your HO model railroad.



Left: The coming HO-scale Anheuser-Busch Biergarten will include more than 250 pieces, including miniature beer bottles, mugs, and plates. These Lionel HO releases are expected during the fourth quarter.



Above: An Anheuser-Busch Distribution Center will add a cross platform facility for truck and rail operations on your HO-scale model railroad.

Seaboard Coast Line set from Circus City Decals in N scale



N — Circus City Decals offers a Seaboard Coast Line GE Lettering Set (SCL 160-00) for \$9.99 with multi-color graphics for custom paint and lettering work on N-scale General Electric (GE) diesel locomotive models.

Circus City Decals,
circuscitydecals.com

Above: SCL 349 is an example of GE's baby U-Boat, the U18B. The little four-axle diesel is shown with two mates shuffling cars at Taft, Fl., in 1984. — Bill McBride photo, Kevin EuDaly collection

Below: SCL 1747 is a U33B and less than a year old when it was photographed at Atlanta, Ga., in 1970. Circus City Decals offers its lettering set specifically for GE prototypes. — Kevin EuDaly collection



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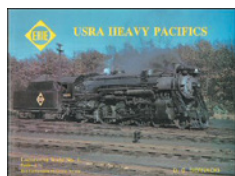
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BOOK — The Pennsylvania Railroad Technical & Historical Society (PRRT&HS) has a new book presenting Pennsy's caboose fleet. In *Pennsylvania Railroad Cabin Cars: Revenue and Work Equipment, 1860-1988*, author Robert L. Johnson covers the road's cabin car development from its earliest beginnings in 1860 through these prototypes' final runs during Penn Central and Conrail eras.

The softcover, landscape-format release consists of 224 pages with more than 61 drawings and 336 photos (more than half presented in color). The book sells for \$60 (\$50 direct from the PRRT&HS via its website to members of the organization).

The Pennsylvania Railroad
Technical & Historical Society,
prrths.org



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Southern Pacific Historical & Technical Society's Southern Pacific's San Antonio Division



BOOK — Southern Pacific Historical & Technical Society (SPH&TS) has a new book release on a Texas section of the railroad's system.

The road's San Antonio Division stretched 1,289 miles from Glidden to El Paso, Texas, and southward to the Rio Grande Valley. This territory encompasses the vast expanse of western Texas, the ports of Corpus Christi and Brownsville, the rich agricultural lands of southern Texas, and the urban centers of San Antonio and El Paso. While focusing on the final four decades prior to Southern Pacific's merger with the Union Pacific Railroad in 1996, Southern Pacific's San Antonio Division: 1960-1996 also contains detailed history of the companies and lines constituting the San Antonio Division. For continuity, the small portions which constituted the Austin and the Houston Division in 1960 have been included.

The author worked in SP's Operating Department from 1979 until 1994 and was granted access to company files, records, and internal memoranda. This book is a very detailed and well

researched insight into the operation of the San Antonio Division. Included are 480 photographs, many depicted in full page size, 25 maps and 24 detailed yard and terminal diagrams.

This is the first comprehensive book published on the San Antonio Division and will appeal to anyone interested in the history and operations of Southern Pacific. Two future companion volumes are planned, the first covering the Dallas and Austin Divisions, the second covering the Houston and Lafayette Divisions.

This new SPH&TS book includes 600 pages, presented 11" x 8.5" library bound with dust jacket. The offering presents 480 photographs, 25 maps, and 24 yard and terminal diagrams.

Published by the Southern Pacific Historical & Technical Society, Southern Pacific's San Antonio Division is available at discount to SPH&TS members and sold at regular price via the society website to non members. The book is also available from many book dealers.

Southern Pacific Historical & Technical Society,
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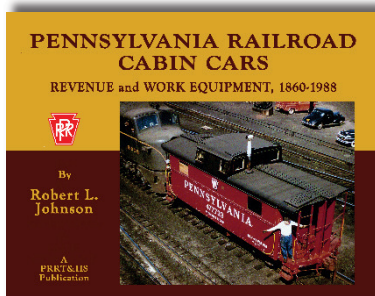
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From the Pennsylvania Railroad Technical & Historical Society



Pennsylvania Railroad Cabin Cars Revenue and Work Equipment, 1860-1988

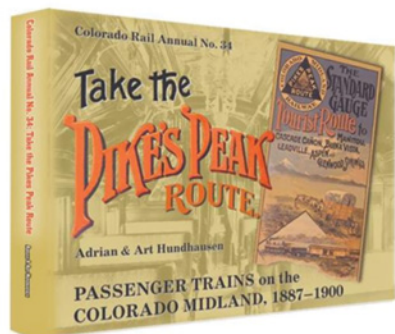
Robert L. Johnson provides an in-depth look at PRR cabin car development from the earliest beginnings in 1860. Their use in freight, passenger express, and work equipment service are all explained. The book concludes with their gradual disappearance during the Penn Central and Conrail years.

8½"x11", softbound, 224 pages, 61 drawings, and 336 photos – about half in color
\$60 (\$50 member price) plus shipping – PA residents add 6% sales tax

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Colorado Midland History Documented

Colorado Rail Annual No. 34



Review by Tony Cook

Colorado Railroad Museum

**Take the Pike's Peak Route
Passenger Trains on the Colorado
Midland, 1887-1900**
by Adrian & Art Hundhausen
MSRP: \$79.95

Colorado Railroad Museum
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Is there any railroad subject related to Colorado that cannot be considered overexposed? Certainly narrow gauge topics enjoy an abundance of followers and those railroads operating three-foot-gauge around the state receive the bulk of attention. Not to say I don't enjoy any and all narrow gauge myself; however, there were those minority roads in the pioneering days of Colorado railroads that bucked the narrow path and built standard gauge. Among that club, Colorado Midland is an especially interesting subject and I was happy to see it given attention by the Colorado Railroad Museum for its latest addition to its series of annuals.

Father and son authors Art and Adrian Hundhausen share their decades-long obsession with Colorado Midland in *Take the Pike's Peak Route: Passenger Trains on the Colorado Midland, 1887-1900*. This hardcover release marks the 34th in the very long running series of annuals published by Golden's Colorado Railroad Museum.

I shared this review copy with my father, who got me interested in all things Colorado railroading when I was young, and we found much to appreciate and like about this effort.

A couple aspects that Dad and I agreed on was this is not exclusively a "passenger train" book, despite the billing in the title. There is ample general information provided for the Colorado Midland fan. This leads to our other observation, that the road lasted until the World War I era with abandonment of service in mid-1918. So, why the stopping point of 1900 for this book? The authors noted that a Pullman car reference that went through 1900 served as a resource for this book; perhaps this is reasoning behind the early end to the story of the road.

The hardcover book is presented in a landscape format (11 x 8 1/2 inches) with colorful dust jacket protecting

the cover. At 368 pages, this book is a handful and almost strains its binding. The authors present the railroad's history and operation, with reproduction of timetables, maps, advertising materials, and vintage images plentiful throughout. The museum's information on this annual states you'll find 461 illustrations with 86 in color. Some images are presented in tinted style and the overall look of the book is pleasing to the eye, if a bit busy at times. There are many boxed and or breakout sections included along the way, and the size or weight of the text in some areas seemed a bit strong or heavy.

The authors note and give credit to previous books on this railroad, including the classic *Colorado Midland* by Morris Cafky (1965, Rocky Mountain Railroad Club). My dad knows this and other efforts to document this standard-gauge road; as he paged through this new annual I frequently

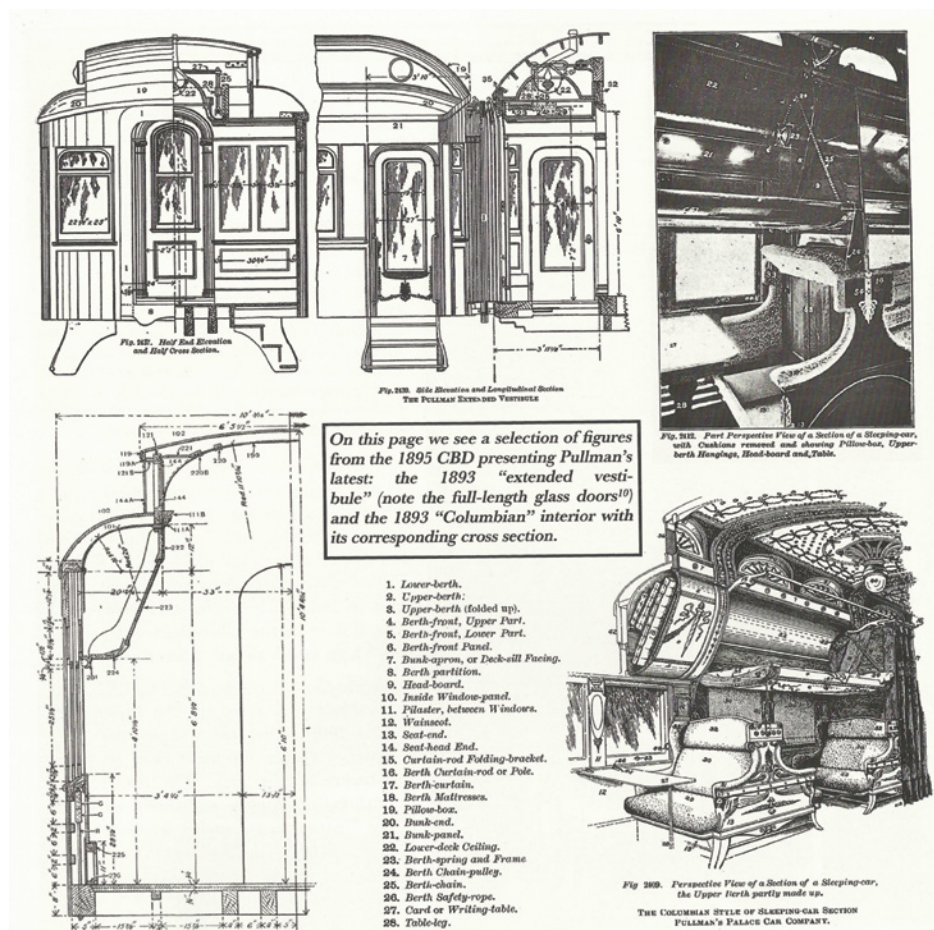


Above: Colorado pioneer railroading was no easy undertaking, and Colorado Midland didn't go the narrow gauge path to crossing the Rockies... this was a standard gauge railroad. Fighting snow in early 1888, Midland's rotary is climbing toward the road's Hagerman Tunnel that took it beneath the Continental Divide. The authors researched for decades, amassing materials for this new book published by the Colorado Railroad Museum.



Above: Here's some scratchbuilding inspiration. This Midland Terminal train is paused at Cripple Creek, Colo. The picture from the Cripple Creek District Museum is noted as being from just before 1900. This new book covers railroad history in addition to its advertised focus on passenger train operations.

Below: This book's focus on passenger trains operated by Colorado Midland includes several reproductions of plans and blueprints for equipment. This example shows interior and exterior features of a late 1890s passenger car; this type of material is a great benefit to modelers and railfans.



heard him state, "Here's another picture I've never seen before." This is important and will be instantly appreciated by the Colorado railroad enthusiast who, like us all, finds many pictures appear again and again in various presentations. Being a tunnel fan, I was pleased to see the snowsheds from the Hagerman Tunnel entrance represented.

I enjoyed the history and the chapters devoted to personal stories and memories of riding the railroad. Though as a Missouri resident, I was a bit embarrassed by the tale of the Missouri native who jumped from a Colorado Midland train about to enter a tunnel... he feared the train was colliding with a mountain. For the record, we do have a few tunnels in Missouri. The personal stories and information on the growth of Colorado, and economic and business factors inside and outside the state, enhance this documentation well.

I still find it amazing that this standard gauge railroad, which at one time had Santa Fe as a strong ally, could have become a trail by the 1920s. The authors note this in the annual's foreword, stating the temporary nature of most narrow gauge railroads and how ironic it is to consider that more than a century after their construction, you'll find many narrow gauge operations still going (albeit as tourist roads) and the Midland is long gone.

Despite some disappointment over the book's wrap-up at 1900, both my dad and I were delighted with this *Colorado Rail Annual* No. 34 release. If you've never owned one of these annuals, this is fine example. If you're not overly familiar with Colorado Midland, this is an important railroad to understand and appreciate and this book is a good place to get acquainted with the railroad.

This series is a great tradition in documenting Colorado railroading and it's wonderful to find it going strong in 2021. This book is sold direct by its publisher, the Colorado Railroad Museum. You can obtain a copy during a visit to this great facility located on the northwest side of Denver. You can also order this book from the museum and it is available through various book sellers and hobby dealers. **MRN**

In Pursuit of the Ultimate HO U25B

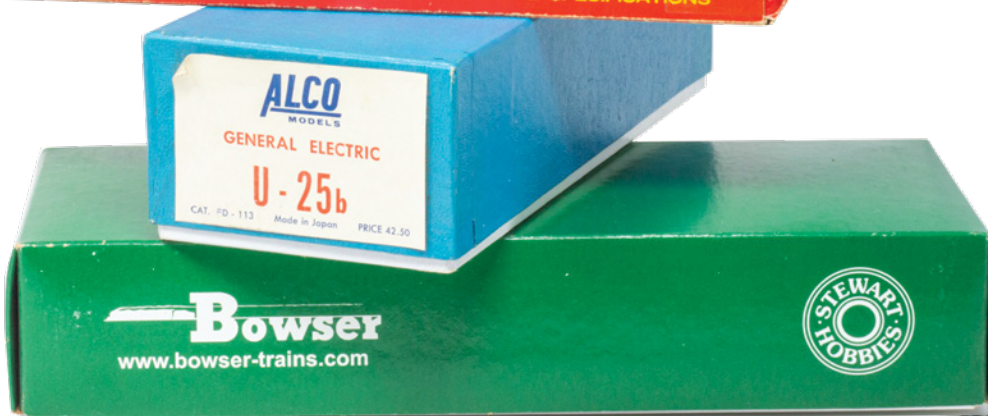
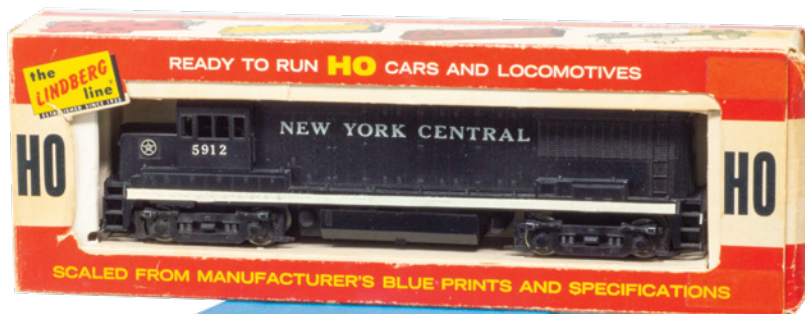
Like many diesel enthusiasts and modelers, I have certain prototypes that have special appeal to me. General Electric's (GE) U25B ranks near the top of that list. For decades, I wondered about the never-released Lindberg plastic HO-scale U25B... and was fortunate to locate the only nearly complete and boxed example I've ever encountered (see the Lindberg cover story from the first edition of *HO Collector*).

I was excited to find a good example of a brass Alco Models HO U25B many years ago at Mizell's Trains in the Denver area (Remember that store? I miss it!). Always fun to pick up a souvenir on a trip, and that model (shown below) came back with me from a Colorado journey.

I have several examples of the plastic U25B model produced originally by Stewart Hobbies. That model debuted in 1987 and versions came with Athearn "blue box" drives and later a Kato-made mechanism. Stewart Hobbies followed its Phase II effort with a Phase IV version in 1990. Bowser (bowser-trains.com) acquired these U25B toolings and reintroduced this diesel locomotive model as a fully assembled offering. Bowser revisited its U25B with additional enhancements in recent years. As much as I like U25Bs, I am challenged to love this effort with the placement of the classification lights



Above: General Electric's U25B enjoyed brass release from several importers. Around 1970, Alco Models offered this replica. Trains, Inc. also imported a similar U25B. By the 1980s and later, hobbyists could even obtain the exotic high-hood Phase I U25B as an HO-scale brass offering.



Above: Here are boxes for some of past U25Bs offered or planned for release in HO scale (top to bottom): Lindberg, Alco Models, and Bowser.

on the face of the nose and tail. And, like Lindberg's effort, the walkway space around the nose and back end seems too tight.

My bucket list retains GE's U25B. I've eyed several high-hood Phase I brass examples over the years and came close to spending too much money on eBay for one... but then why not? Who would ever make a seriously great U25B in plastic (including those odd duck Phase I high hoods)?

As you read at the beginning of this issue's new product announcements section, Rapido Trains (rapidotrains.com) has answered this call. Not only do we have a new state-of-the-art plastic HO-scale U25B promised, the company will reproduce various production phases... including the infamous and legendary high-hood Phase I. When I first saw this, I contacted Rapido Trains' President Jason Shron and simply said "THANK YOU" and followed that correspondence with, "You are really doing this?" Watch for updates and check out the TrainWorld (trainworld.com) live event, where I join in a discussion on GE's U25B and this coming model. **MRN**



Above: Not known to have seen release, this New York Central plastic HO U25B was the unrealized effort of Lindberg. This model was promoted for release in the late 1960s.

Below: Available for three decades, Stewart Hobbies produced a plastic U25B. The model, now offered in Bowser's catalog (shown below is an "Executive Line" Bowser Rock Island example from about 20 years ago), has enjoyed some revisions and upgrades.



Model Railroad News

The All-Scale News Monthly

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TIMETABLE listings of railroad-related events are printed free of charge on a space-available basis. Notices submitted to our website at least 90 days prior to event date will be considered for publication in the magazine. White River Productions is not responsible for errors in listings, please confirm details with event sponsor.

modelrailroadnews.com/timetable

ARIZONA, SIERRA VISTA, October 9-10, 2021. Better Late Than Never Spring Show in October at Cochise & Western Model Railroad Club, 680 Fort St. See what is new on our HO layout. Our N scale layout depicts many Southern Arizona points of interest. Our G scale layout is under construction in the side yard. Wheelchair accessible, Free parking. Admission: Donations Accepted. Contact Ted Finkbohner at (510) 472-5130, or visit www.trainweb.org/camrcc

GEORGIA, CARTERSVILLE, October 2-3, 2021. NEW DATE: Piedmont Division 2021 Model Train Show at Clarence Brown Convention Center, 5450 GA 20. NEW DATE! NEW LOCATION! Enjoy our train show featuring 6 operating layouts, 150 dealer tables, White Elephant Table, and more! Enter a raffle for a layout. Sponsored by the Piedmont Division NMRA. Door prizes, Wheelchair accessible, Free parking, NMRA event. Admission: \$9.00 Per Person, age 9 and under are FREE. Contact Sally Bando at (404) 550-4816, or visit piedmont-div.org

ILLINOIS, CHERRY VALLEY, October 2-3, 2021. Cherryvale Mall Train Show at Cherryvale Mall, 7200 Harrison Ave. Enjoy our train show featuring vendors selling new and used model trains, supplies, and railroad collectibles. Operating layout displays. Sponsored by Rock River Valley Division NMRA. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: FREE. Contact Marty Hendrickx at (815) 623-7326, or visit www.rvvd-nmra.com

INDIANA, NAPPENEE, October 16, 2021. 16th Annual EMRRRC Train Show at Claywood Event Center, 13924 N 1100 W (County Line Road). Enjoy our train show featuring more than 150 tables of vendors selling new and used model trains in all scales. Presented by the Elkhart Model Railroad Club. Refreshments available, Wheelchair accessible, Free parking. Admission: \$5.00 Per Person. Contact Nathan Overmyer at (574) 850-8485, or visit www.emrrc.com

IOWA, HAMPTON, October 31, 2021. North Central Iowa Model Railroad Club 9th Annual Model Train Show and Sale at Franklin County Convention Center, Hwy 3 West. Enjoy our model railroad show and sale. Operating layout of the club in basement of restored Rock Island depot on the grounds. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$5.00 Adults, age 10 and under free with paid adult. Contact Eastside Trains at (641) 456-1998, or visit www.emrrc.com

IOWA, IOWA CITY, October 10, 2021. Hawkeye Model Railroad Club Train Show & Sale at Johnson County Fairgrounds, Building C, 4261 Old Highway 218 S. Vendors selling new and used model trains in all scales. Operating model railroad displays. See web site for details. Refreshments available, Wheelchair accessible, Free parking. Admission: \$5.00 Per Person, under 10 FREE. Contact Gerald Stebbins at (319) 643-5192, or visit hawkeyemodellrrclub.com

MASSACHUSETTS, GARDNER, October 2, 2021. SNEMRR O Scale Model Train Show at Chestnut Street United Methodist Church, 161 Chestnut Street. Enjoy our O Scale model train show, featuring the Southern New England Model Railroad Club's permanent two-rail O scale layout. See web site for details. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$6.00 Adults, \$8.00 Family Max. Contact Adam Ferraro at (508) 713-1814, or visit www.snemrr.org

MASSACHUSETTS, TAUNTON, September 19, 2021. Old Colony Model Train Show at Taunton Holiday Inn, 700 Myles Standish Blvd. Enjoy our all-gauge show featuring dealers from Massachusetts, Rhode Island, and Connecticut, along with operating layouts. Presented by the Old Colony Model Railroad Club. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: Adults \$5.00, under 12 and Scouts in uniform free when accompanied by adult. Contact Dennis Ingalls at (508) 558-9883, or visit www.oldcolonyrailroadclub.com

MASSACHUSETTS, TAUNTON, November 6, 2021. North Shore Model Railroad Club November Flea Market at Holiday Inn, 700 Myles Standish Blvd. Enjoy our train show featuring newly acquired estate collections, thousands of items for sale, new and used. See web site for details. Wheelchair accessible, Free parking. Admission: FREE. Contact NSMRRRC at (857) 588-3180, or visit www.nsmrrc.org

MASSACHUSETTS, WAKEFIELD, September 11, 2021. North Shore Model Railroad Club September Flea Market at Lakeside Inn, 595 North Ave. Enjoy our train show featuring newly acquired estate collections, thousands of items for sale, new and used. See web site for details. Wheelchair accessible, Free parking. Admission: FREE. Contact NSMRRRC at (781) 245-4742, or visit www.nsmrrc.org

MICHIGAN, EAST LANSING, November 14, 2021. Lansing Model Railroad Club Show and Sale at Michigan State University Pavilion, 4301 Farm Lane. Michigan's largest train show featuring layouts, demonstrations, and more than 500 vendor tables. Refreshments available, Wheelchair accessible, Free parking. Admission: \$6.00 Per Person, under 12 free. Contact Ron St. Laurent at (517) 256-3588, or visit lmrc.org

MISSOURI, KIRKWOOD, October 9-10, 2021. 30th Annual Greater St. Louis Metro Area Train Show at Kirkwood Community Center, 111 S. Geyer Road. Enjoy our train show featuring operating layouts including NTRAK, vendors selling new and used trains in all scales. Presented by Mississippi Valley N Scales. Door prizes, Wheelchair accessible, Free parking. Admission: \$7.00 Adults, 12 and under FREE. Contact David Johnson at (636) 225-2405, or visit mvns.railfan.net

NEW HAMPSHIRE, PETERBOROUGH, November 13, 2021. Monadnock Model Railroad Club Show at Peterborough Community Center, Elm Street. Enjoy our train show featuring operating layouts in all scales, historical railroad exhibits, vendors, and White Elephant table. Refreshments available, Wheelchair accessible, Free parking. Admission: \$5.00 adults, children under 12 no charge. Contact Andrew Dunbar at (603) 801-7334, or visit smmsig.org/2021-annual-meet

NEW YORK, SYRACUSE, November 6-7, 2021. Great New York State Model Train Fair at Empire Expo Center at

New York State Fairgrounds, 581 State Fair Blvd. Enjoy the largest model train show in New York State with more than 300 vendor tables and 30 operating layouts. Presented by Central New York Chapter NRHS. See web site for details. Refreshments available, Wheelchair accessible, Free parking, NRHS event. Admission: \$10.00, adults (16+); Free for children (15 and under). Contact Phil Edwards at (315) 451-6551, or visit www.modeltrainfair.com

PENNSYLVANIA, ALLENTOWN, October 8-9, 2021. 25th National Model Trolley Meet at Allentown Fairgrounds Agri-Plex Charles Hall, 302 N 17th St. Largest trolley modeling event in North America viewing models, large layouts in O, HO, and other scales. Model contests; clinics, vendors, Silent Auction table. Sunday 10/10, Self Guided Home Layout Tours. Sponsored by the East Penn Traction Club. Refreshments available, Wheelchair accessible, Free parking. Admission: \$23 Advance; \$25 after 10/1 or at door. Contact Charles Long at (215) 247-1951, or visit www.eastpenn.org

PENNSYLVANIA, HAWLEY, October 10, 2021. Model Train Show and Sale at Hawley Fire Dept., 17 Columbus Ave. Enjoy our event featuring everything to do with model trains and model railroading for sale. Operating layouts on display. Proceeds benefit Hawley Fire Dept. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$3.00 Per Person, under 12 free with paid admission. Contact Bill Delling at (570) 226-3206, or visit prrh.org

TEXAS, PORT NECHES, November 5-7, 2021. East Texas and Gulf Rail Modelers Association 2021 Annual Model Train Show at Effie & Wilton Hebert Public Library, 2025 Merriman Street. Enjoy our train show featuring our 16x28' modular HO scale layout on display. Wheelchair accessible, Free parking. Admission: Free. Contact Les McMahan at (409) 344-1361, or visit www.etgrma.com

WASHINGTON, BATTLE GROUND, September 25, 2021. The 47th Great Train Swap Meet at Battle Ground High School Gym, 300 W Main Street. Buy, sell, and trade new and used model railroad equipment in all scales. Presented by Southwest Washington Model Railroaders. Refreshments available, Wheelchair accessible, Free parking. Admission: \$10.00 Early Admission (9:00am), Adults \$5.00, Students \$3.00, Under 6 free. Contact Larry Sprengel at (360) 619-8899, or visit www.klnl.org

WASHINGTON, CHAHALIS, October 9-10, 2021. Lewis County Model Railroad Club Show and Swap Meet at Southwest Washington Fairgrounds, 2555 N. National Ave. Buy, sell, or trade all types of model railroad equipment, toy trains, and railroadiana. All scales and gauges. See web site for details. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$5.00 Adults, Age 10 and under free. Contact Ted Livermore at (360) 985-7788, or visit www.lcmrrc.org

WASHINGTON, KELSO, September 11, 2021. Longview, Kelso & Rainier Model Railroad Club Fall Swap Meet & Train Show at Three Rivers Mall, 351 Three Rivers Drive. Enjoy our train show featuring 200 tables of vendors! Visit the free LK&R Model Railroad Club open house in the Mall featuring O, HO, and N scale layouts. See web site for details. Wheelchair accessible, Free parking. Admission: General Admission \$5.00, Early Bird \$10.00, under 12 free with paid adult. Contact Rich Easly at (360) 431-5790, or visit lkrtrains.yolasite.com

WISCONSIN, VERONA, September 12, 2021. South Central Wisconsin Division, NMRA Meet at Verona Senior Center, 108 Paoli Street. Enjoy clinic presentations, model and photo contests, and home layout viewing following the meeting. Refreshments available, Wheelchair accessible, Free parking, NMRA event. Admission: Free. Contact Kathy Clancy at (608) 831-5357, or visit www.nmra-scwd.org

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A

A-Line/Arrow Hobby	91
AAA Plus Trains and Darts	90
Aero-Car Hobby Lubricants	90
Accurail, Inc	29
All Electronics Corp	83
Allegheny Scale Models	26
American Models	8
Atheam Trains	9
Atlas Model Railroad Co., Inc.	24
Azatrax	81

B

Bachmann Industries, Inc	100
Berrett Hill Trains	86
Blair Line	85
Bluford Shops	26

C - D

Call To Action	90
CatzPaw Innovations, LLC	8
Coach Yard, The	27
Crusader Rail Services	23
Custom Model Railroads (CMR)	83
Dallee Electronics, Inc	85
DCC Hobby Supply	85
Digitrax, Inc	19

E - F

East Coast Circuits	90
Erie Lackawanna Railroad Historical Society	90
ExactRail	21
Factory Direct Hobbies	6
F&N Hobbies	8

G - I

Great Decals!	27
Hobby Smith, The	86
InterMountain Railway Co	99

J

Jacksonville Terminal Co.	25
JB Wheelsets	89
JJ&CL Model Train Shop	87

K - L

Kato USA, Inc.	7
KR Models, Ltd.	13
Lewis County Museum Fall Meet	89
Litchfield Station	29

M

M.B. Klein	89
Menards	19
Micro-Trains Line Co.	20
Midwest Model Railroad	29
Miller Engineering	81

N

N Scale Enthusiast	23
N-Scale Magazine	27
National Model Railroad Association (NMRA)	98
NJ International, Inc	87

P - R

Pennsylvania RR Tech & Hist Society	91
PIKO America	3
Port Lines Hobby Supply	8
Railroadbooks.biz	90
Rapido Trains, Inc	11
River Point Station	89
Ron's Books	27, 91

S - T

ScaleTrains.com	2
Shawmut Car Shops	26
Steam In The Garden	86
Sylvan Scale Models	83
TrainWorld	23
Trainz.com	79
Tru-Color Paint	23

W - Z

Whistle Stop Trains	79
White River Productions	26, 37, 61
.....	73, 77, 78, 80
Ztrack Magazine	87

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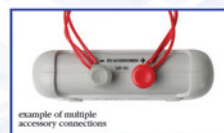
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