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Model Railroad News

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13 Product Reviews!

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Volume 28, Issue 10 • October 2022

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Howling Good Fun!

Tons of new items for holiday fun.



38932: Halloween Ore Car, 2-Pack: Includes glow-in-the-dark highlights. Produced only once.

2022 Halloween Hoppers — Produced Only Once

Both with glow-in-the-dark highlights!



38936: Monster Mayhem Hopper



38937: Tacky Tombstones Hopper #2

HO-Scale Hobby Line Buildings

13 great kits with attractive prices!



61831: HO-Scale Shop



61825: HO-Scale St. Lucas Church

Even More PIKO HO-Scale Coming Soon!

16 more new items recently announced!

Expected in
November



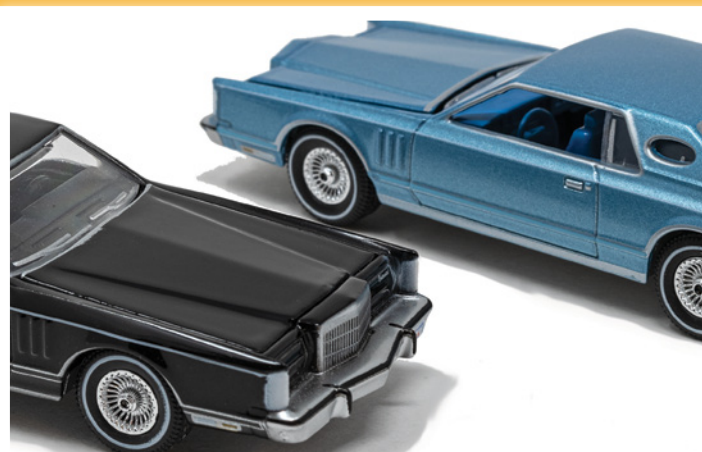
38230: North Pole Express Mogul Loco w/Sound

Expected in
November



38938: Vintage Warbirds P-40 Hopper

In This Issue...



On The Cover

No backyard is complete without a railroad. Justin Soback reviews LGB's G-scale Santa Fe F7s.

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Editorial.....	10
RPO Car/Things We're Doing	12
From The Archive	94
Timetable	95
Dealer Directory	96
Advertising Index	98

Product News

- 16 — Locomotives & Rolling Stock
- 84 — Vehicles & Loads
- 90 — Structures, Scenery & more
- 92 — Books & more

HO-Scale Reviews

- 44 — Tangent Scale Models FMC Gunderson boxcar
- 48 — Auscision Models Tangara set
- 52 — ScaleTrains BNSF 25th Anniversary GEVO
- 56 — Athearn Genesis MoPac and N&W F7As
- 60 — Broadway Limited UP Centipede set
- 62 — Prairie Shadows Trenton Works 5250

N-Scale Reviews

- 64 — Broadway Limited Rio Grande Heritage SD70ACe
- 70 — Centralia Car Shops dining cars
- 74 — Broadway Limited H32 hoppers

O-Scale Review

- 78 — Lionel Ford high cube boxcar

G-Scale Review

- 38 — LGB F7A and F7B

S-Scale Review

- 86 — Auto World Lincoln Mark V

Z-Scale Review

- 80 — American Z Line Santa Fe F7A



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Item #37-6113	HO GE P42 "Genesis" Amtrak 50th Anniversary Midnight Blue #100	\$215
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Item #37-6115	HO GE P42 "Genesis" Amtrak 50th Anniversary Phase VI #108	\$215
Item #37-6116	HO GE P42 "Genesis" Amtrak 50th Anniversary Dash-8 Phase III #160	\$215
<i>Shipping Later in 2022</i>		
Item #37-6117	HO GE P42 "Genesis" Amtrak Phase V Late #17	\$210
Item #37-6118	HO GE P42 "Genesis" Amtrak Phase V Late #180	\$210
Item #37-6119	HO GE P42 "Genesis" Amtrak Operation Lifesaver® #203	\$220

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Santa Fe's Yellowbonnet is how old? As you receive this edition of *MODEL RAILROAD NEWS*, the blue with yellow version of Santa Fe's famed Warbonnet, known as Yellowbonnet, is a half-century old. This issue includes reviews of classic red-and-silver Warbonnet Santa Fe F7s in G and Z scales, and I share the HO models I believe were the first to come decorated for Yellowbonnet in this month's "From The Archive."

Tony Cook
—editor



Above Right: Santa Fe F7A 347C was at Abilene, Kan., in 1973, in a mixed consist displaying the as-delivered blue with yellow freight livery and passenger Warbonnet livery on the trailing B-units. As they left passenger service and before many were rebuilt into CF7s, Santa Fe applied blue and in this case yellow over the original red bonnet on these F-units. — *James EuDaly photo*

Right: Its passenger days done, Santa Fe U28CG 7902 is paired with another General Electric 1960s passenger diesel (the cowl-body U30CG). Both have adopted freight colors, with the lead unit showing off the then-new Yellowbonnet at Rock Creek Junction in Kansas City in early 1973. — *James EuDaly photo*



Below: Santa Fe RSD-15 9810 serves as a switch engine according to its sill stencil at Argentine, Kan., in 1972. This is the most yellow for the money in the road's Yellowbonnet livery, covering the long Gator's nose. — *Jim Asplund photo, Kevin EuDaly collection*



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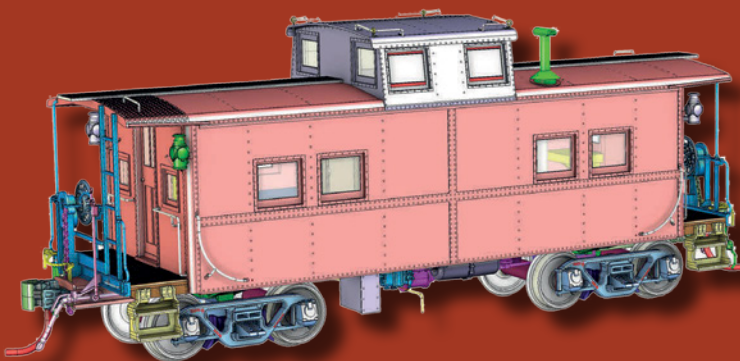
READING



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Enhanced with Thread

Just read Tom Jacobs' review of these Walther's Mainline bi-level cars ("Innovative Open Auto Rack" in August 2022's *MRN*). I purchased several and to simulate the safety wire that ran from stanchion to stanchion, I glued black thread stretched across the top of each stanchion. I'm sharing a picture for you to see how this minor addition certainly enhances the model.

Jeff Sodaro
— via email

An excellent, inexpensive, and easy enhancement to these recently released HO-scale Walther's Mainline bi-level auto racks! This is the kind of basic project that anyone can accomplish and requires virtually no cost to make happen for multiple models... as you show you've done. — Tony Cook



THINGS WE'RE DOING

The 2022 St. Louis Railroad Prototype Modelers Meet (stlrpm.com) was another fun weekend of model trains and railfanning in St. Louis. *MRN*'s Tony Cook, Shane T. Mason, and Ryan Crawford attended the event and again found it to be aptly billed as one of the best, if not the best, RPMs going. You'll see some of the models we brought home covered in this edition. While packing up on Saturday, Greg McComas' MacRail (macrailproducts.com) HO BNSF protein hopper train was spotted and former Teen Association of Model Railroaders (TAMR) columnist Radisson McGuire was boxing the set up for shipment to Kansas City's Midwest Model Railroad (midwestmodelrr.com), and it was mentioned *MRN* could transport the set across Missouri. You saw MacRail's protein hopper top reviewed in June 2022's *MRN*. The train will be displayed at Midwest on its HO railroad.





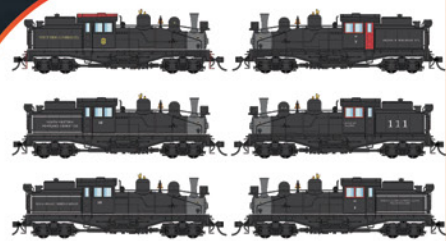
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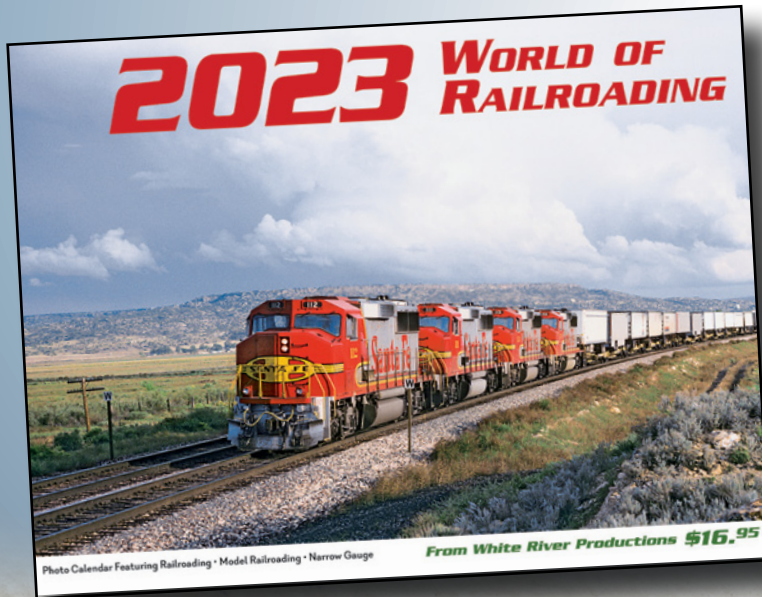
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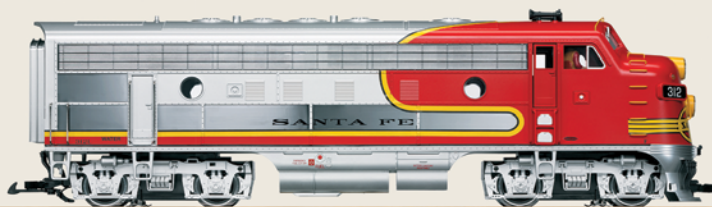
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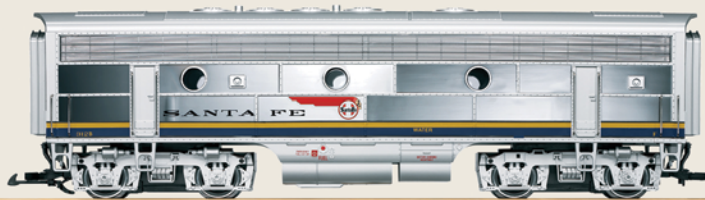
Locomotives are partially chrome plated to replicate the stainless-steel on the actual locomotives. The galvanic chrome plating process is done by hand and involves nearly 40-steps. It is the same process used in the automotive industry.



20582 Santa Fe F7B Diesel Locomotive



**20581 & 20583 Santa Fe F7A Diesel Locomotives,
different road numbers**



20587 Santa Fe F7B Diesel Locomotive

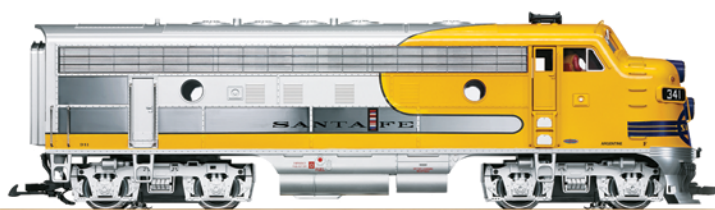


20585 Santa Fe F7A Diesel Locomotive

A complete Santa Fe "Super Chief" can be assembled using LGB streamliner cars (Nos. 36567, 36568, 36569, 36578, 36579). All cars have interior lighting, complete interior details and metal wheelsets.

LGB is offering a limited-edition Club model for North American LGB Club members only. Santa Fe F7 "Yellow Bonnet" (Item# 20584). The locomotive is partially chrome-plated to show the original locomotive's stainless-steel look.

For more information on joining the LGB Club, visit LGB.com



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LGB's G-scale "Christmas Express" set to roll for this holiday season



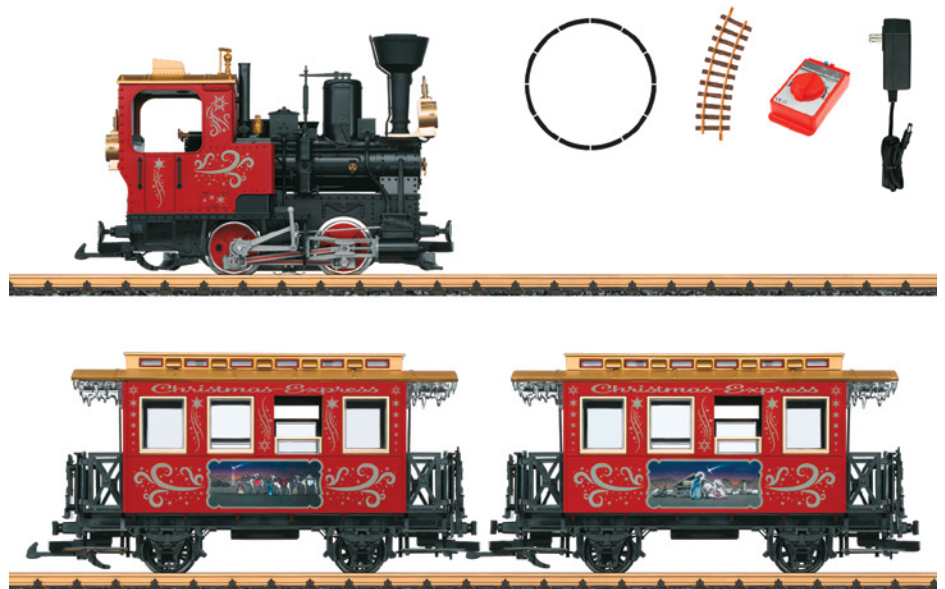
G — Be sure your Christmas decorating is complete this year, and includes a holiday-themed train circling your tree.

LGB's Christmas Train Starter Set (72308) includes a finely detailed 0-4-0 steam locomotive, two passenger cars, a large circle of section track, controller, and wall-mount power supply.

The two passenger cars include "Christmas Express" labeling with colorful murals depicting the three wise men and nativity scene. The locomotive includes similar red and gold livery, and comes with illuminated headlight and functioning smoke unit. The track plan will build a 48-inch circle.

LGB, distributed by Märklin,
800-321-8811; lgb.com

Above: Trains are a traditional element of holiday decorations, and LGB's Christmas Train Starter Set (72308) provides all the necessary items to have a large-size train circle your tree this year.



Annual G-scale Christmas car release due from LGB



G — LGB's 2022 Christmas car (36022) is due to arrive by the close of the third quarter. This annual addition to the manufacturer's series of collectible offerings is a limited-

production offering. The assembled model will include doors that open, working couplers, and its two axles will feature solid-metal wheelsets. The design, which includes simulated

icicles on the ends, is decorated to fit in with past releases in this popular series.

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Arrowhead Models delivers HO-scale 4600



HO — Arrowhead Models shows no signs of hitting a “sophomore slump” with the hobby company’s second HO-scale freight car release. The coming American Car & Foundry 4600-cubic-foot-capacity Centerflow was on display at the recent St. Louis Railroad Prototype Modelers Meet (stlrpm.com) and attracted plenty of positive attention. Arrowhead Models’ Blaine Hadfield noted this yellow Chicago & North Western (CNW) example was a preproduction model; the paint application was deemed heavy and would see improvement in the regular release offerings, and the running board supports would be yellow (matching the car body) on standard production cars.

Currently, Arrowhead Models shows three road numbers (180006, 180059, and 180122) coming for this yellow CNW three-bay covered hopper car model (which reproduces a 1977-built series of cars). This intricately detailed HO offering retails for \$64.95. Additional road names, including mid-1970s blue “The Rock,” will follow this CNW debut for Arrowhead Models’ all-new ACF 4600 Centerflow hopper car replica.

Arrowhead Models,
arrowheadmodels.com



Fox Valley Models' Trinity RD-4 coal hoppers returning in N scale from ScaleTrains

N – ScaleTrains announces a new production of Trinity RD-4 coal hoppers for N scale under the Fox Valley Models name. ScaleTrains plans give road names BNSF, Trinity Leasing, Chicago & North Western, Union Pacific, and Norfolk Southern shown with illustrations on the right. The hopper releases will come in as many as two dozen road numbers for select decorations. This rapid-discharge aluminum hopper was introduced in the mid-1990s on North American rails. The fully assembled model will come with removable coal load, metal wheels, and body-mounted operating knuckle couplers. ScaleTrains is selling this hopper for \$22.99 and expects to ship this run in March 2023.

ScaleTrains,
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HO Scale Dimensions: 6-3/8"W x 4-1/8"D x 5"H

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New group of Bachmann HO GP7s will deliver soon

HO – Bachmann's GP7 diesel locomotive model will be shipping before the end of 2022 with four new road names. This fully assembled release reproduces Electro-Motive Division's landmark first-generation Geep built between 1949 and 1954 with more than 2,700 GP7s going into service at the time... many would see decades of service.

This release presents a mix of GP7 prototypes covering a range of years. The pictures show early examples and are subject to revisions and changes.

Bachmann's Amtrak 760 (69101) wears silver with black maintenance-of-way attire, and is an interesting addition to the hobby company's GP7 roster. It is also a useful locomotive to have on your roster to switch passenger trains at major terminals or handle work train duties. This release will add a 1960s blue with yellow Chesapeake & Ohio 5735 (69102). When launched in 1976, Conrail inherited a wide range of locomotives from its participating railroads, including many first-generation Geeps. Bachmann's Conrail 5605 (69103) shows a blue repaint of a GP7 that first worked for New York Central. Santa Fe was another road that bought many early Geeps. Bachmann will offer the road's 1960s "bookends" decoration with blue body, yellow ends and sill, and large billboard lettering for its Santa Fe 2686 (69104).

This HO-scale plastic GP7 model includes accurately decorated flexible handrails, wire coupler cut lever on pilots, separate air horn, and detailed tanks between its four-axle trucks. The standard DC release comes with an 8-pin socket for conversion to Digital Command Control, directional lighting, and knuckle couplers.

Bachmann Trains,
bachmanntrains.com



Above: Amtrak 760 is a later era GP7 in maintenance-of-way dress. The model represents a 1952-built Frisco GP7, later rebuilt by Precision National, and then joining Amtrak in the late 1970s.

Below: Chesapeake & Ohio 5735 was part of a large GP7 fleet acquired between 1950 and 1952 by the railroad. This solid blue dress is a 1960s era simplified appearance for C&O's Geeps.



Above: Conrail 5605 was built in August 1950 as New York Central 5605. This GP7 worked for Penn Central from 1968 to 1976 between its years on NYC's roster and before going blue for Conrail.

Below: Santa Fe 2686 was a May 1951 addition to the road's roster and went through a rebuilding program in 1977. Bachmann's release will come decorated in blue and yellow "bookends" livery.



PIKO America expands “American Traditions” series



G – PIKO America recently added two releases to its “American Traditions” series. This collection of G-scale freight cars presents a colorful mural on the side of a fully assembled model, ready for display or operation. The recent “American Traditions” additions are “Baseball: America’s Pastime” (38923) and “The Declaration of Independence” (38942). The series emblem appears on these and all releases in this collection.

PIKO America,
piko-america.com



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MARCH 2023**

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Athearn Genesis HO-scale SDP40F will return with several looks

HO — Athearn is working on a new production of its Genesis-series SDP40F diesel locomotive model. This six-axle passenger unit was built by Electro-Motive Division (EMD) for Amtrak in the mid-1970s. The SDP40F fleet, built in two phases (early with pointed nose and late with flat nose), served Amtrak for a brief period. Many returned to EMD and were used to make F40PHRs for the passenger service. Of the surviving SDP40Fs, Santa Fe acquired a portion of the fleet in a trade with Amtrak in the 1980s.

In this release planned for September 2023 delivery, Amtrak will be included with Phase II decorated examples (with early production pointed nose) in multiple road numbers (526, 537, and 611). Features on these Amtrak SDP40Fs will include oscillating headlight and functioning emergency light between illuminated number boards, working truck lights and illuminated classification lights (some of these lighting features only work under DCC operation), see-through intake grilles, MU hoses, and more. Among the three road numbers, Athearn's Amtrak 611 will come with low-profile fans, air filter, and horns as it had for Eastern service with clearance concerns. Unique features on the other two SDP40Fs will include an ATS shoe mounted to the truck on Amtrak 526 and icicle breakers on the roof of Amtrak 537.

Santa Fe's ex-Amtrak SDP40Fs saw several modifications during their time in freight service. Athearn plans to reproduce in HO two early Santa Fe prototypes with front handrails and vertical pilot steps added. This pilot step modification was reverted back to non-use and closed (until a major change brought notches cut into the sides of the nose for better crew access and safety). The four road numbers coming for Santa Fe include 5253, 5256, 5260, and 5264. The lighting features found on Amtrak SDP40F will be duplicated (except for the red emergency light) and an amber



Above: Amtrak 537 and 534 display the service's Phase II striping at Los Angeles on August 5, 1980. — David P. Oroszi photo, Kevin EuDaly collection

Below: Santa Fe 5260 leads two other ex-AMTK SDP40Fs near Kansas City on September 29, 1986. — Kevin EuDaly photo



Below: Southern Railway 2929 shows the later era look of the road's E-unit fleet, which operated passenger trains into 1979. What if Southern had invested in new motive power for its passenger operations and bought EMD's SDP40F, when Amtrak's fleet was being assembled in the mid-1970s? This Southern scheme will appear on an Athearn SDP40F in the coming run. — Jim Boyd photo, Kevin EuDaly collection





Above: The blue-and-white Electro-Motive/GM 268 is based on a prototype that was an ex-Amtrak SDP40F that served as a testbed unit for the diesel builder. The green and cream BNSF illustration is a Legendary Liveries release and presents a view of what Santa Fe SDP40Fs might have become in BNSF service. Complete with *Southern Crescent* label, Athearn's Southern Railway SDP40Fs will provide a look at a world where the road bought new power for its 1970s passenger operations.

safety beacon will appear on the cab roof. Additional details on these Santa Fe models will include antenna on raised platform, air conditioner, and accurate air horn (all in forward position over the cab).

The uncommon blue-and-white EMD testbed 268 (an ex-Amtrak unit) will be produced. This prototype was one of a few SDP40Fs retained by the builder and used for testing and evaluation.

Two "Legendary Liveries" offer-

ings will show an alternative timeline with BNSF and Southern Railway. Had BNSF employed its ex-Santa Fe SDP40Fs in executive train service, Athearn's BNSF 6975 and 6977 will show the dark green and cream livery worn by F-units in the 1990s that worked these special operations. Southern Railway was an Amtrak holdout in 1971 and continued to operate passenger trains until 1979. Had Southern found need to replace the E- and F-units used to operate

its *Southern Crescent*, what might the road have purchased? Athearn will follow this path and serve up Southern Railway 7701 and 7707 decked out in the road's famous and attractive passenger livery.

This new production of HO-scale Genesis SDP40F diesel locomotive models will come in standard DC (MSRP: \$239.99) and in versions equipped with DCC and SoundTraxx Tsunami 2 electronics (MSRP: \$339.99). Athearn anticipates shipping this collection of releases during September 2023.

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athearn.com

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Walthers Proto HO-scale GP35 will return with Phase I and several new details



HO — Walthers announces a new collection of Proto GP35 diesel locomotives for delivery to hobbyists during spring 2023. Walthers promotes the run as having “more new road-specific details,” which will include a high-hood GP35 for the first time, and more. The fully assembled model will come in standard DC (MSRP: \$219.98) and in a version with Digital Command Control and ESU’s LokSound 5 (MSRP: \$319.98).

This Electro-Motive Division (EMD) four-axle prototype joined the Proto series in recent years and came in later or Phase II offerings, this production will see first-time Phase I versions of the popular GP35. Walthers will





Facing Page Top: GM&O 625 (GP30 Phase Ic, built by EMD in early 1965) appears with a GP30 and GP35 at Venice, Ill., in April 1968. Walthers will reproduce four numbers from this series (GM&O 625–636) for this production. — *Warren Sunkel photo, Kevin EuDaly collection*

Above: Santa Fe 3369 (delivered as 1369 in May 1965) was one of more than 150 GP35s on the road's roster. Walthers plans four road numbers (3359, 3373, 3374, and 3379) for this as-delivered livery with 3300-series renumbering (the road's GP35s arrived with 1300- and 1400-series road numbers). Santa Fe introduced its Yellowbonnet in mid-1972; however, the busy paint booth did not see all roster members overnight and many continued to serve in this "bookends" scheme. This view is from Denver, Colo., in 1974. — *Stuart J. Sutton photo, Kevin EuDaly collection*

Facing Page Center and Right: These Walthers illustrations show four (Santa Fe, Great Northern, Norfolk & Western, and Southern Railway) of the six road names coming for this 2023 delivery of Proto-series GP35s. New details for this run will include 2,600-gallon fuel tanks with road-accurate gauge features on several models, newly tooled air horns, and a newly tooled high hood for N&W and Southern releases.



Facing Page Bottom: Southern Pacific 6631 leads a pair of Rock Island units (wearing then-new red with yellow livery) at Dallas, Texas, on May 8, 1971. The 6600-series was the second numbering for SP's GP35s, and will be the subject of this new Proto release. — *Dick Kuelbs photo, Kevin EuDaly collection*

include a variety of fuel tank features, accurate radiator fans, truck sideframes, air horns, bells, and beacons (where applicable) for this release.

The road names will include low-nose offerings for Great Northern (as-delivered simplified *Empire Builder* scheme); Gulf, Mobile & Ohio; Santa Fe (3300-series renumber in "bookends"

livery); Southern Pacific (mid-1960s renumbering in "Bloody Nose" decoration); plus never-before-offered high-hood GP35s for Norfolk & Western (post-1964 Pevler Blue repaint) and Southern Railway. Each road name will be offered with four road numbers, spread across standard DC (two numbers) and DCC-sound (two numbers)

releases. Check with your hobby dealer or visit Walthers online to see more detail information and a complete listing of road numbers announced for these new HO-scale Proto GP35 diesel locomotive models. The offering is expected to arrive spring 2023.

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

Athearn's next HO Dash 9 release will add operating ditch lights and sound-ready speaker



HO — Athearn will deliver a production of its General Electric Dash 9-44CW diesel locomotive models during September 2023 with enhanced features and six road names.

The fully assembled HO model will include a first-time inclusion of operating ditch lights. The releases will come sound-ready with pre-installed speakers provided in the mechanism and wired into the electronics; this will allow for easy conversion to Digital Command Control (DCC) and audio output by simply dropping in your own DCC-sound decoder in place of the dummy plug (21-pin connection) on the circuit board.

The road names coming in this release will include BNSF (Heritage II and ex-Santa Fe SuperFleet red-and-silver with BNSF lettering on the long hood), Canadian National, Australia's Hamersley Iron, Southern Pacific (as-delivered 1994 late-era

Above: Hamersley Iron Dash 9-44CW 7082 leads a southbound Rio Tinto empty iron ore train at Gecko, Western Australia, on Rio's former Hamersley Iron Railway main line on May 29, 2011. Hamersley Iron and Cliffs-Robe River Iron Associates became Rio Tinto in 2000, and the Pilbara Iron and Pilbara Rail subsidiaries are operated by Rio Tinto today. The second unit in the consist is lettered for Pilbara Rail, while the third carries Rio Tinto lettering. The Dash 9-44CW is one of 29 units built in October and November 1994 (7065–7093) for Hamersley Iron, and along with three others lettered for Hamersley Iron bought in August 2000 (7094–7096) make up part of Rio's total of 72 Dash 9-44CWs on the roster. — *Kevin EuDaly photo*

Below: Lurking behind a Dodge that transported a crew to the scene, UP 9791 shows these aging Dash 9s are still important members of today's roster. This example is preparing to work local business at Atchison, Kan., in mid-2018. — *Tony Cook photo*





“Bloody Nose” scheme with flying road name on the long hood), and Union Pacific (ex-Chicago & North Western units as they looked in Armour Yellow following the early 2000s revision to yellow reflective frame striping). Each road name will be offered with two road numbers (a slight change from Athearn’s usual practice).

The assembled HO-scale C44-9W diesel locomotive model carries a \$169.99 suggested retail price, and as noted is DCC-ready with 21-pin socket and equipped with pre-installed speakers. The models will be fitted with steerable Hi-ad truck sideframes (depending on prototype use), road-name specific air horn, plow, grilles, and antennas. Additional details will include sunshades, frame-mounted bell, separate exhaust stack and brake wheel, sand filler, and more. The tank will be a 5,000-gallon version. The lighting (including first-time ditch light feature) will be LED powered and directional. The drive will be flywheel-equipped powering all axles with all-wheel electrical pickup.

Visit Athearn’s website or ask your hobby dealer for additional information on this HO-scale C44-9W diesel locomotive release. Reservations are being accepted now for a fall 2023 arrival.

Athearn Trains,
athearn.com

Above: Photographed at Harding, Western Australia, on May 28, 2011, Hamersley Iron Dash 9-44CW 7072 was leading northbound loads on the way to the port at Cape Lambert on what was once Cliffs-Robe River Iron Associates main line between Cape Lambert and Pannawonica. Rio Tinto’s current roster is entirely Dash 9-44CWs and ES44DCi locomotives. The fleet wears five variations in paint and lettering.
 — Kevin EuDaly photo



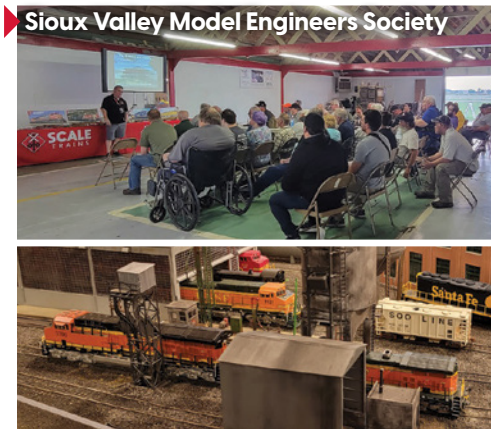
Above: Athearn’s coming HO-scale Dash 9-44CWs will include these road names with two road numbers per road name. This release will include operating ditch lights as a new external feature, and the innards will provide a speaker in place for easy conversion to DCC-sound, if desired. These Dash 9s will come fully assembled standard DC offerings (with electronics designed to accept a 21-pin decoder).

ScaleTrains adds Pullman-Standard 5820 hopper to Rivet Counter and Operator lines in HO

HO —ScaleTrains will expand its HO-scale freight car model offerings with Pullman-Standard's 5820 covered hopper. This new release will be produced as a high-end Rivet Counter replica (selling for \$48.99) and as an Operator model (selling for \$29.99).

This nearly 70-foot long, three-bay, rib-side covered hopper was first built by Pullman-Standard in the early 1970s, and saw use carrying plastic pellets. ScaleTrains will accurately reproduce production phase and road name details for its Rivet Counter rendition, while the economically priced Operator hopper will possess a later production appearance 5820. Visit ScaleTrains for more information. Both versions of this covered hopper are expected in early 2023.

ScaleTrains,
scaletrains.com



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KR Models nears delivery for HO-scale Shay steam locomotive



HO — KR Models' much-anticipated Shay steam locomotive project is closer to delivering. The company shared these views of its coming HO-scale Arcata & Mad River Railroad sample. This is a preproduction specimen and subject to revisions. The fully assembled HO-scale Shay is expected to be in modeler hands by the end of 2022. Visit KR Models online for additional information on this offering.

KR Models,
krmodels.net



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TrainWorld-exclusive CSX GEVOs in G from MTH



G — TrainWorld has three CSX special livery SD70ACe diesel locomotives coming exclusively from MTH Trains. The releases include CSX's First Responders 911 (shown above), Veterans 1776, and Law Enforcement 3194 (both shown on right). These G-scale offerings sell for \$799.99 and are available for reservation from TrainWorld. These 1:32 SD70ACe models will come with DCC/DCS electronics, ProtoSmoke exhaust, LED lighting, and more. Visit TrainWorld's website for details.

TrainWorld,
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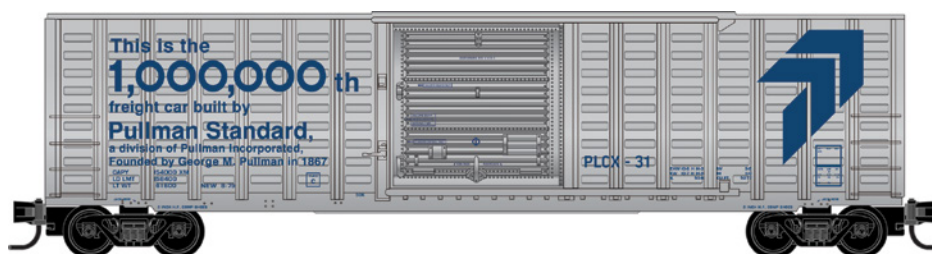
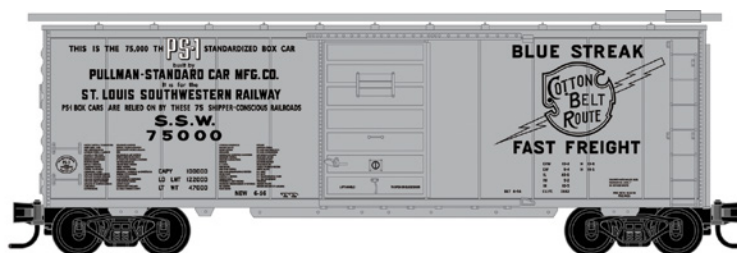
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Pullman-Standard milestone cars from Micro-Trains in N scale

N – Car builder Pullman-Standard produced several special commemorative freight cars during its long tenure supplying rolling stock to North American railroads.

Micro-Trains will offer three of these unique and interesting prototypes as its “Pullman-Standard Milestone Cars” series. The first release is due in December and will be a brown 50-foot sliding door boxcar (shown above right). The second release, due in January 2023, is a Cotton Belt silver 40-foot boxcar with special markings (shown center right). The third offering will deliver during February 2023 and is a 50-foot rib-side boxcar (shown lower right). The releases list for \$31.95 to \$35.95. Check with your dealer for availability.

Micro-Trains Line Co.,
541-535-1755; micro-trains.com



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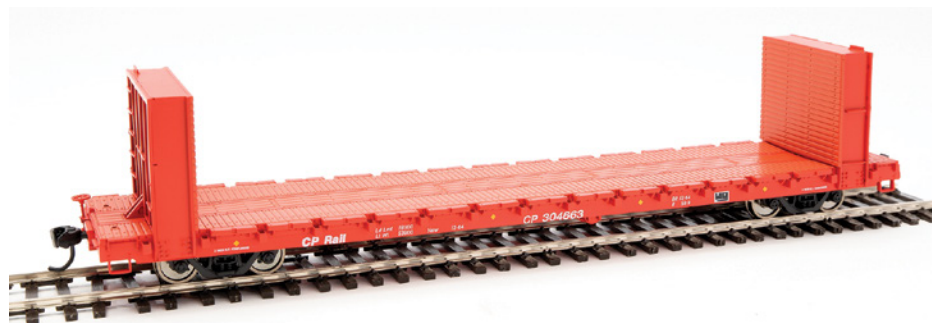
Walthers adds Mainline HO-scale 60-foot bulkhead flatcar



HO — Walthers introduces a 60-foot bulkhead flatcar based on Pullman-Standard design that will join the hobby company's Mainline series of HO rolling stock this fall. The prototype dates to 1968 (note the brown Trailer Train with Baltimore & Ohio lettering shown above) and is a common member of contemporary trains in the U.S. and Canada. The first production (which carries a \$34.98 suggested retail price) will come equipped with Proto MAX metal knuckle couplers, and 33-inch metal wheels (this is a 70-ton car) fitted

into roller bearing truck sideframes. The bulkhead flatcar promises to be appropriately weighted for good operational performance (whether empty or with load). Walthers will offer a Chooch Enterprises-branded pulpwood load (see page 85) that will fit this new Mainline freight car. The production will present several road names including red Canadian Pacific and yellow Trailer Train (shown below), plus Canadian National, Indiana Harbor Belt, brown Trailer Train, and Weyerhaeuser.

Wm. K. Walthers, Inc., walthers.com



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Montana Rail Link anniversary boxcar in N scale from Micro-Trains



N — Micro-Trains recently released a 35th anniversary Montana Rail Link (MRL) boxcar. This assembled N-scale model uses the company's 60-foot sliding door prototype as a canvas for this colorful and intricately detailed tribute to MRL. The road's 35th anniversary will also be its finale, as BNSF recently announced it was acquiring the line (originally Northern Pacific trackage, Burlington Northern spun off in 1987, and

soon to be new to BNSF's system).

This MRL 35th Anniversary boxcar (104 00 100) lists for \$28.95 and is one of several anniversary special releases Micro-Trains has offered this year. The others include a Norfolk Southern 40th Anniversary boxcar (104 00 090, MSRP: \$28.95) and a VIA 45th Anniversary business car (144 00 770, MSRP: \$31.45).

Micro-Trains Line Co.,
micro-trains.com

Arrowhead Models adds three new Railgon paint schemes



HO — Arrowhead Models' Greenville 2494 Railgon gondola replica returns with a trio of unique offerings. This limited production release includes patched freight cars decorated for Trailer Train's Railgon service with reporting marks for successor owners. There is a Baltimore & Ohio gondola exclusively available from the Chicago area dealer Lombard

Hobbies (lombardhobby.com) and two Helm-Pacific releases featuring HPJX reporting marks and coil rack detail in the gondola's bed. Check with an Arrowhead Models dealer for stock on these HO-scale offerings.

Arrowhead Models,
arrowheadmodels.com

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Rio Grande baggage cars in N scale from RailSmith Models



N – RailSmith Models recently released its streamlined baggage car model decorated for Denver & Rio Grande Western service. The assembled N-scale models include Rio Grande's famous postwar four-stripe scheme with Aspen Gold and silver paint. The black lettering includes flying "Rio

Grande" name. There are multiple sets and individual baggage cars in this limited production. Visit Lowell Smith's website for more on these Rio Grande and other specialty releases sold direct from the company.

RailSmith Models,
lowellsmith.net

InterMountain Railway's 40-foot PS-1 boxcar in HO scale



HO – Collectors take note of InterMountain Railway Co.'s new production of HO-scale 40-foot Pullman-Standard PS-1 sliding-door boxcar models. This run includes several uncommon road

names, including Mississippi Central (illustration shown above). The assembled model carries a \$42.95 suggested retail price.

InterMountain Railway Co., intermountain-railway.com

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Amtrak Midnight Blue P42 and more from Kato in HO



HO – Kato's new production of General Electric P42 diesel locomotive models includes Amtrak's 100 (decked out in Midnight Blue special livery), 46 (with 50th anniversary labeling), and several more special paint schemes available now or by

year's end.

In addition, Kato has a new run of its HO-scale Superliner passenger cars decorated in Amtrak's Phase VI (shown below) decoration.

Kato USA, Inc.,
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- Book 22: Railway Electrification Volume 1 New Haven
- Book 23: Industrial Brownhoist Corp Vol. 1 Locomotive Cranes
- Book 24: Alco Locomotives Volume 1
- Book 25: Bucyrus-Erie Company Vol. 2
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- Book 31: Passenger Cars Vol. 1 Bethlehem Steel & Pressed Steel Car Co.
- Book 32: General Electric Diesel-Electric Locomotives
- Book 33: Fairmont Railway Motors MOW & Work Equipment
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Broadway Limited Imports announces HO-scale "Commodore Vanderbilt" Hudson steam locomotive



HO — Broadway Limited Imports will add New York Central's sleek "Commodore Vanderbilt" J-1e Hudson 4-6-4 steam locomotive to its series of Paragon 4 HO-scale offerings. The model will come in original 1935 spoked driver version (as shown) and revised disc driver appearance. An unlettered model will be offered with disc drivers and New York's TrainWorld will offer two fantasy red-and-gray "Pacemaker" releases. The DCC-sound steam locomotive will include smoke output and more and carries a \$599.99 retail price.

Broadway Limited Imports,
broadway-limited.com



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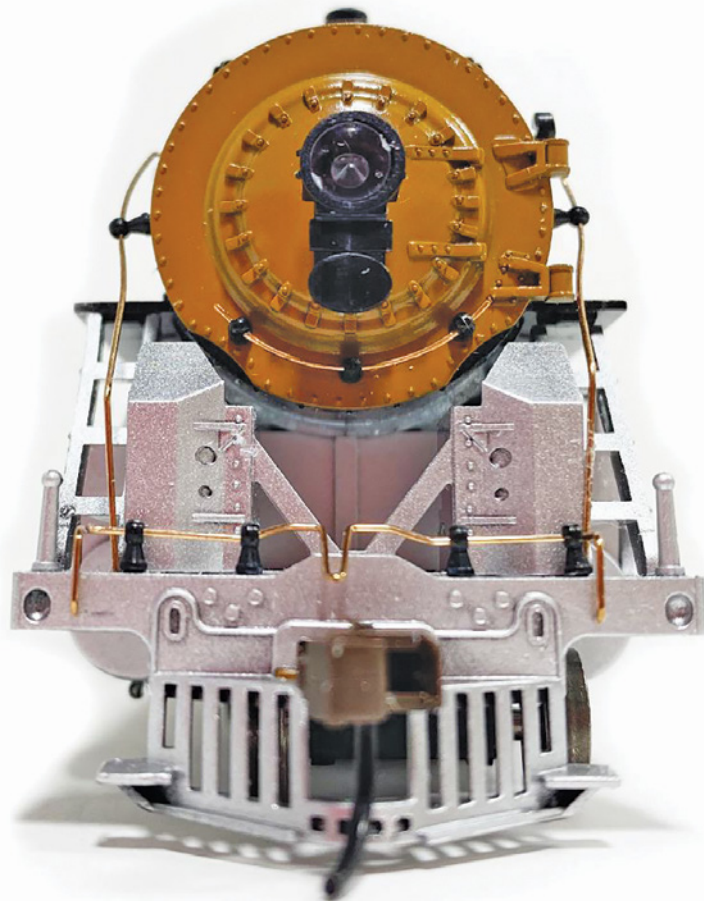

Preview of coming Bachmann HO-scale New York Central 4-6-4 Hudson



HO – Bachmann shares a look at its coming New York Central Hudson 4-6-4 steam locomotive model. This DCC “Sound on Board” offering will come with Train Control Systems digital audio with the company’s voice-guided “Audio Assist” programming and “Keep-Alive” device.

The model will reproduce NYC’s late 1920s prototype built by Alco and put into service on the road’s famous *20th Century Limited* and other express services. The initial production will provide two road numbers with as-delivered Roman lettering style and two road numbers with Gothic lettering. The model will come with a working front coupler and extra dummy front coupler in down position. Check with your hobby dealer for more information.

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Go Big in the Backyard

LGB's Santa Fe F-units in G scale



Review Justin Sobeck

LGB G-scale

F7A diesel locomotive
Santa Fe 312L
20581, MSRP: \$1,790.00

F7B diesel locomotive
Santa Fe 312B
20582, MSRP: \$859.00

LGB, distributed by Marklin
lgb.com

One would be hard pressed to identify a more iconic scheme in American railroading's last 90 years than Atchison, Topeka & Santa Fe's (ATSF) Warbonnet scheme — designed by General Motors' Leland Knickerbocker for the sleek, early diesel E1As; the scheme's basic design lasted through to the mid-1990s and the BNSF merger. After converting to blue-and-yellow freight version in 1972 and then brought back by Mike

Haverty around 1990 for the series of Superfleet units, this is beyond doubt a classic. LGB's beautiful Electro-Motive Division (EMD) F7 diesel locomotives (A- and B-units) are back with an updated rendition of Santa Fe's Warbonnet scheme, complete with plated sides to simulate the stainless panels found on the prototypes.

LGB has offered its G-scale F7s in a variety of schemes, the first of them originally released in the late 1990s, but this updated Warbonnet may be the most handsome yet. They are upgraded under the hood as well, with with Digital Command Control (DCC) and digital sound enhancements that are compatible with analog operation, using LGB's familiar sound activation magnets or your compatible DCC system of choice.

The Prototype

Santa Fe had its own class and roster nomenclature, with F7s making up its 300 class, and divided into A-B-B-A

Above: Santa Fe's iconic Warbonnet livery is a favorite in any scale, but especially impressive reproduced on these LGB G-scale F7s. Notice the replication of stainless steel appearance for side panels on the A- and B-units, as per prototype.

sets. The A-units were designated L or C, while B-units were labeled A and B. Confused yet? The passenger-gear, steam generator-equipped F-units could be found in all configurations from A-B pairs up to large combinations of eight or more units (depending on the route and train size), across Santa Fe's system from Illinois to California. The F-units were Santa Fe's mainstay passenger power until the FP45s, U28Cs, and U30CGs came along in the late 1960s.

Three different F7As were numbered 312L from May 1950 through December 1974, and at least two were rebuilt in Santa Fe's CF-7 program at the road's Cleburne, Texas, shops. Santa Fe also had multiple F7Bs that carried road number 312B, and they labored for the road until either becoming an



Left: LGB's G-scale F7s, both A- and B-units, include 36-inch dynamic brake fans. Also, the steam generator section is smooth denoting no boiler equipment. The black air horns are standard issue single bells (one facing forward and the other facing backward). The F7A includes yellow eyebrow grab irons over the windshield and yellow grab irons running up and just over the side of the nose on the engineer's side of the locomotive.

RCE (Radio Controlled Engine) car or traded in to EMD in the early 1970s on SD45-2s. With this information above, LGB's 312L and 312B set is good for a wide span of Santa Fe's golden era of passenger service prior to the formation of Amtrak, or in later years working freight service. LGB also offers another A-unit, Santa Fe 314L (20583).

Running Giant F-units

I tested LGB's F7A 312L in analog (non-digital) operation, as I don't have an appropriate DCC system that would work for this G-scale application — and it was still very impressive. Having been previously acquainted with LGB's sound-equipped units through the years, their use of a dual-mode decoder to power the analog sound function, while going full DCC is a departure from past practice with this release. I don't have enough G-scale rolling stock to quantify the extraordinary pulling power LGB cites in the release on these locomotives, but I found they pulled anything I was able to couple up to the units. Two motors (one in each truck) provide ample tractive effort, when coupled with the A-unit's 9.2-pound weight; the third axle has a traction tire on one wheel to enhance pulling power. Electrical pickup is through seven of the model's eight wheels, and two slides per truck also contribute.

A pair of sound activation magnets came with F7A 312L; when placed left or right, they were only good for producing three rings of the bell, or one short blast of the horn. One directional sound jumper cable to the B-unit was also included — this brings unpowered F7B 312B to life, when plugged into the door on LGB's F7A. Gently increasing voltage to the unit will start the class lights, number boards, headlight, and sound startup, while the model remains stationary. The classic EMD 567 prime mover sounds have a sufficient amount of bass when coming

continued on page 42



Above: Santa Fe 312 F7A and two B-units make their way into Kansas City in the late 1960s. F-units made up the bulk of Santa Fe's famous passenger service motive power from the early days of diesels through the coming of Amtrak. Select members of the road's F-unit roster would continue serving passenger needs on lease to Amtrak in the early 1970s. — Dale Jacobson photo, Kevin EuDaly collection

Below: Santa Fe 312 works with a nicely matched A-B-B-A set of F-units on an Amtrak train at Kansas City's Union Station in June 1973. — Jim Asplund photo, Kevin EuDaly collection





Above: LGB once offered an F7 with a clear body, we wanted to look under the hood on the DCC-equipped version. The main weight and DCC boards are in the center, with the wiring to each truck/motor block.



Left: This view of the end door of F7A 312 shows the power selection switch, volume knob, and plug for the B-unit sound jumper.



Below: This view of the bottom of the F7A shows the trucks, pickup shoes, traction tire, and speaker arrangement.

continued from page 39

from both units... it's astounding to hear and enjoy! The upper headlight of the unit is also dark, when operated in analog (slide switch positions 1 or 2 didn't change anything), but the DCC function table lists a Gyralight feature for this upper position light.

The units are equipped with LGB's hook-and-loop style couplers, allowing them to operate on curves down to R1 4-foot diameter — and the front

pilot of the A-unit has a kinetic mount to allow for better swing, when operated with longer rolling stock. Extra hooks are included, if you desire to double hook your locomotives together, and LGB also offers knuckle couplers (sold separately) that can be added if modelers desire. The units come in LGB's standard dark red boxes with white foam top and bottom inner nests to safely keep them stowed when not in use.

All in, the 312L and 312B nicely carry on the tradition that Knickerbocker and Santa Fe kept alive through the years. California State Railroad Museum (californiarailroadmuseum.org) in Sacramento, Calif., has preserved 347C and 347B — which didn't become a CF7s. This release from LGB embodies the quality and robustness that have become hallmarks of their models. **MRN**



Above: This B-unit is typical of the appearance of Santa Fe's Warbonnet boosters used in passenger service. Note the steam generator equipment details on the right side of the roofline. — Kevin EuDaly collection

Below: If you compare the prototype image above with LGB's model, you'll see they show opposite sides of an EMD B-unit. The dynamic brake fan is right of the radiator fans and exhaust stacks on the model, versus sitting to the left of these details on the prototype image. LGB replicates the look of the stainless-steel finish found on select body sections of Santa Fe F-units. Notice the prototype's access doors, ends, and roofline look different from the horizontal middle sections; the model presents the same appearance.



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Excessive Heights for a Boxcar

Tangent Scale Models FMC Gunderson 6089 in HO



Review by Tony Cook

**Tangent Scale Models HO-scale
FMC Gunderson Brothers
6,089-cubic-foot, 50-foot high-cube
plug-door boxcar**

**Southern Pacific 227736
B-70-43 as-delivered 1969
29010-07**

**Cotton Belt 59251
B-70-42 1984 repaint
29011-11**

**Rio Grande 62021 as-delivered 1969
29012-06**

Tangent Scale Models
tangentscalemodels.com

two Rio Grande examples (one for my collection and one for my dad).

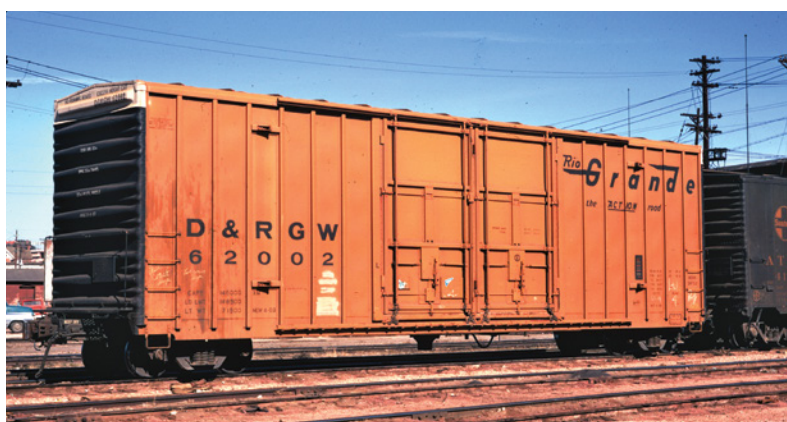
The trio of road names you see on display – Cotton Belt (SSW), Denver & Rio Grande Western (D&RGW), and Southern Pacific (SP) – are the only owners for this Gunderson Brothers (later succeeded by FMC) prototype. The excess-height car was manufactured in 1968 and 1969 with a bit more than 1,000 entering service for the mentioned roads. The 6,089-cubic-foot-capacity boxcar was intended for paper and appliance hauling, those products being among its most common cargo. The fleet of 70-ton boxcars roamed across North America into the 2000s.

Above: Tangent Scale Models came to 2022's St. Louis RPM event with a show-stopper boxcar replica. Here are three of the four decorations offered in this debut production for the hobby company's FMC Gunderson Brothers 6089-cubic-foot, high-cube boxcar. This insulated double plug door is a late 1960s arrival on the North American railroading scene.

Below: Southern Pacific 226110 is a mid-1980s repaint and a possible future decoration for this new HO-scale Tangent Scale Models replica. — Pat Holden photo, Rick Selby collection

This latest release from Tangent Scale Models is indeed a great boxcar model, and while other similar excess-height freight cars like this FMC/Gunderson prototype have or do exist in HO, it's impressive to see this level of quality for this 50-foot double plug-door boxcar. The model made its debut at the St. Louis Railroad Prototype Modelers Meet in late July 2022 and by the close of the first day of the event, I discovered the Rio Grande, Southern Pacific, and I believe the run's Cotton Belt replicas brought to the show had sold out. I quickly bought





Above: The sun is no friend to Rio Grande's Action Orange and fading of this hue came quickly. D&RGW 62002 still is recognizable as orange in this view, but going away fast. Rio Grande's "Action Road" decoration and orange look was new for the railroad as these high cubes went into service in 1969. — Rick Selby collection

Below: These are fantastic looking boxcar replicas and excellent additions to Tangent Scale Models' catalog. These late 1960s prototypes possess excess height (note the white warning band on the ends), no rooftop running boards, low-mount brake wheel, end crossover platforms, and extended cushion couplers.

Above: D&RGW 62006 was a decade into service when this view was captured in the late 1970s. The car's color has been reduced to a near-yellow appearance. Note the yellow dot in black box wheel check marking, common in the late 1970s, and the two-panel COTS label on the lower right side below the dot. — Terry E. Cook photo





Above: These are impressive excess-height cars! Note the variation to tack boards on the ends, the finely executed coupler cut lever, intricately detailed double-plug doors, and so much more. These replicas retail for \$56.95 each.

Below: Southern Pacific rolling stock was always a favorite and Tangent seems to have missed no detail in nailing this classic look. I recall seeing cars of this variety over the years on D&RGW Moffat Road trains mixed with centerbeam and bulkhead lumber cars. Note the paper loading yellow-boxed label on the left side of this example.

Tangent Scale Models covers several eras with the releases in this first production. The Action Orange D&RGW and SP example with yellow door are as-delivered looks from the late 1960s, while the somewhat simplified Cotton

Belt decoration shows a mid-1980s repaint. Not shown here but included in the production is a blue Golden West Service release that provides a mid-1990s and later look. Each of the four road names includes a dozen road





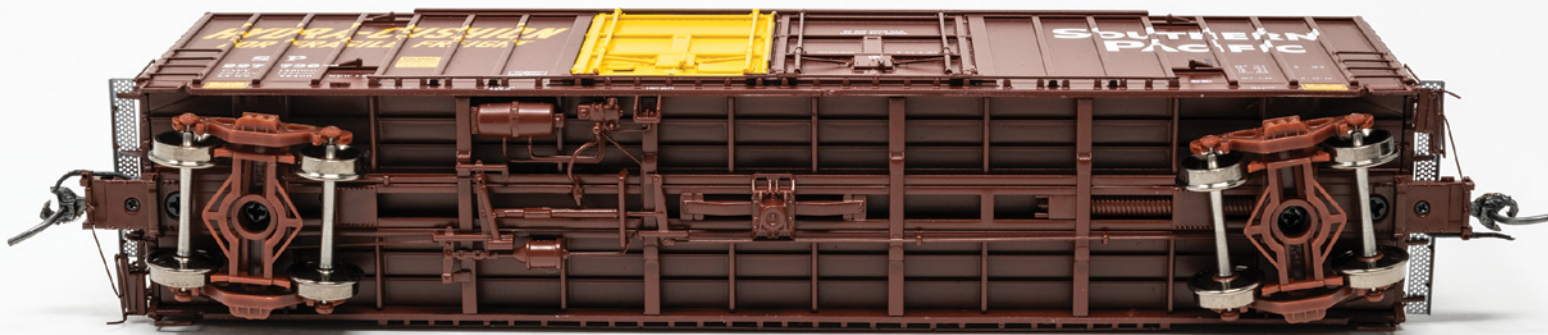
Above: As you might notice, I mishandled this Cotton Belt B-70-42 sample and pinched the left stirrup step inward a bit. This is easily remedied and I show it as a warning to take care with these finely detailed replicas. This paint job has clean lines separating the brown sides from the metal roof; compare this with the overspray appearance given Tangent's Southern Pacific and Rio Grande rooflines.

Below: The crossover platforms are etched metal and possess see-through characteristics. Note the underframe details differ depending on the road name. Also compare the truck brake details (behind the sideframes) and you'll see variation between Tangent Scale Models' Southern Pacific and Rio Grande boxcars.

numbers (check Tangent Scale Models online or inquire with one of the manufacturer's dealers for stock availability). The replica weighs in at an even five ounces. The car rides on newly tooled Barber S-2 Birdsboro Foundry roller bearing trucks (with spinning caps) on 33-inch metal wheels. Tangent includes a bag with replacement bearing caps should the need arise. The model

includes extended or cushion couplers fitted with Kadee's metal scale-head knuckles.

I've operated my trio of these boxcar replicas for a week on my test track with no issues. I was pleasantly surprised by this boxcar selection and always happy to have a new Tangent Scale Models replica to add to my collection. **MRN**



Tangara or “To Go” Down Under

Auscision Models Tangara in HO scale



Review by Tony Cook

Auscision Models HO-scale
Tangara suburban passenger train
four-car set
standard DC

Transport Sydney Trains
TST logo with yellow doors – T97
NPS-58 AM11949

Auscision Models
auscisionmodels.com.au

In compiling product news, I frequently see releases for models from companies beyond my North American home base. HO scale is a standard the world over and many offerings can catch my attention. Australian railroading is a subject that grabs my attention with regularity,

Above: Auscision Models produced its HO-scale Tangara suburban passenger train as a four-car set release. The Tangara or T set equipment went into service at the end of the 1980s in Australia. Tangara is an Aboriginal term meaning “to go.”

Below: A T set runs under wires at Moorebank, New South Wales, near Sydney on the southeastern corner of Australia, in April 2021. — *Dean Jones photo*





Above: The four-car consist includes two end units known as driving control trailers, and two coach cars. Both driving control trailers include positionable pantographs. The powered driving control trailer and non-powered opposite unit both include factory-installed lighting with control switches on the underside. The design includes the ability for conversion to Digital Command Control (with a 21-pin socket) for both end units. All models in the set come with flexible diaphragms

and some of the equipment used is very similar to, if not the same as, North American versions (see page 26 and the news of Athearn's C44-9Ws in Hamersley Iron as an example). Conversely, you'll discover some very alien looking equipment in use too.

Auscision Models is an Australian hobby company that I follow, and I've been frequently tempted by their HO locomotive model releases. When fellow hobbyist Shawn Hoppert mentioned he imported Auscision Models' HO-scale Tangara set, I asked if I could borrow it and share a review

in *MODEL RAILROAD NEWS*. I enjoyed running the set and discovering what this company's products are like.

Commuting with Tangara

This shovel-nose bi-level train looks like something you'd see in a movie or TV show as a futuristic rail travel option. In reality, the A. Goninan & Co.-built Tangara equipment (also known as T sets) has been serving in Sydney, Australia, passenger runs since the late 1980s.

My reference states the T-sets (numbered below 100) are suburban use

and G-sets (numbered above 100) made longer-distance runs, but have merged over the years. Production concluded on these standard gauge, electric rail units in 1995.

A four-car set appears to be the minimum consist and more than 450 cars (a mix of driving and non-driving cars) made up the fleet. The four-car Tangara set includes a pair of outer cars (drivers with shovel-nose face, one pantograph at the back end, and controls for operation) and a pair of non-driving cars or coaches running between the end units.



Above: This HO equipment is produced in China for Australia's Auscision Models. The company's Tangara set comes wrapped in clear film, secured in a two-piece clear plastic snap-together inner tray, surrounded by foam, and housed in a sturdy cardboard display package.



Above: Tangara set T29 departs East Hills with a T8 line run to Sydney's City Circle area as train 855L on September 1, 2019. — Dean Jones photo

Aucision's Tangara

This four-unit Tangara suburban set comes packaged in a large attractive display box. The four models are securely packed in a two-piece clear plastic inner casing that is surrounded by a thin foam lining. The models are largely made of plastic components with multi-part shells consisting of the base (which includes the skirting over the trucks and up to approximately the thin yellow sill stripe), upper body with separately applied tinted window sections, and separate end diaphragms that have some give-and-take in their design to allow them fit closely together and not inhibit operation around curves. The detailed pantograph on the roof of the driver cars is metal, as are handrails

on the driver car models. Though they don't look it (the prototype stands only a bit more than 14 feet over the rails), these cars all include bi-level seating. Aucision Models provides interior sections for all four cars. The driver car includes control interior detail and painted crew figures.

The HO-scale models are standard DC with provision for conversion to Digital Command Control with a 21-pin socket included on the circuit board of the powered driver car. LED lighting features include a range of functions for the end driver cars. The single powered driver car had ample ability to smoothly pull or push this four-car set around my test track. I measured a top speed of just below 70 mph under standard

By-The-Numbers

Tangara

Aucision Models

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ozs @ Full Slip)

Pull	÷	Loco Wt	=	Efficiency
2.4		12.3		19.5%

DC (Starting Volts = 2.0)

Volts	Amps	Scale MPH
2.2	.03	2
6.5	.06	30
12.0	.08	67



Left: The powered driver car includes a flywheel-equipped motor that operates all four axles (both trucks) on this model. This unit and the non-powered opposite end driver car include factory-installed LED lighting with a slider switch control panel embedded in the underframe. Each light source can be controlled individually with headlights and red marker lights illuminating depending on the direction of movement of the train. The "fog" light is located on the lower face and seems similar to ditch lights. The light marked "Guards" is a tiny blue light over the access door on the side of the driver unit.



Above: This bi-level design is much shorter than, say, an Amtrak Superliner. I found the design to be sleek and futuristic looking. The cars, which measure approximately 65 feet, include metal wheels and operated well on Code 83 rail.

Below: Each driver car includes a metal pantograph on its rear roofline. All cars have protruding plastic diaphragms. The models snap together with a plastic connector system, which allows for some give-and-take on curves and snugs up in straightaways.



DC operation. I was tempted to open the powered unit and wanted to share views of it; however, the instructions warning of the challenge involved and confirmation from a YouTube video showing the disassembly made me shelve this portion of my evaluation, as this model was not mine and on loan. The pantographs are delicate, but I was able to manually raise and lower them without damage. The cars snap together with plastic connector tabs. The assembly of the set was easy, though the force necessary to pull the units apart made me unsure of how durable this design would be with heavy usage. The fit and finish was very good, with decoration adding to these already well-detailed HO reproductions of this interesting prototype. This set was produced in China for Auscision Models.

Conclusion

This is my first experience with an Auscision Models release and I was excited to have the opportunity. After this experience, I think I will take the plunge and buy a locomotive for my collection. Special thanks to Shawn Hoppert for the loan. Shawn models a modern HO Milwaukee Road... I have no idea if this Tangara will be in service on his railroad or was just bought for fun. The set costs around \$450 and buyers can purchase direct from Auscision Models online and have items shipped to North America. If you're unfamiliar with Australian railroading, there's much to get excited about and models available. **MRN**

Marking a Quarter Century

BNSF anniversary GEVOs from ScaleTrains in HO scale



Review by Aaron Adams
Model Photos by Tony Cook
Prototype Photos by Jonah Hemingway

ScaleTrains Rivet Counter HO-scale
ES44AC diesel locomotive
with DCC and sound

BNSF 25th Anniversary 5869
SXT32879

ScaleTrains
[scaletrains.com](https://www.scaletrains.com)

The year 2020 marked the 25th anniversary of 1995's Burlington Northern-Santa Fe merger, commemorated by the road with 10 locomotives in a special variation of BNSF's paint scheme. ScaleTrains was quick to bring these locomotives to HO scale, announcing production of all 10 road numbers in September 2020.

The Prototype

To commemorate its anniversary, BNSF contracted to have 10 General Electric (GE) ES44AC "Evolution Series" GEVO locomotives labeled with heritage heralds at Mid-America Car in Kansas City, Mo., and RELCO in Albina, Iowa. The first locomotive, BNSF 5828, was unveiled in August 2020 and the last was in service during November 2020. These 10 roster members received a variation of BNSF's current "Heritage III" livery with addi-

tions. Not only was "25th Anniversary" added below the BNSF "swoosh" logo, but heralds for the eight predecessor roads are located on the side of the hood. These eight railroads are Santa Fe, Burlington Northern, and six of the seven railroads that merged to form Burlington Northern: Chicago, Burlington, & Quincy; Great Northern; Northern Pacific; Frisco; Colorado & Southern; and Spokane, Portland, & Seattle. The absent road is Fort Worth & Denver, a Burlington subsidiary, though fellow subsidiary Colorado & Southern was included.

BNSF's choice of units from its GE ES44AC fleet for these anniversary locomotives was likely an easy one, as the roster includes roughly 700 examples. The locomotives selected to be painted are earlier production GEVOs, with build dates from 2005 through 2007, presumably because these older units were already being cycled through for fresh paint and overhauls.

Rumors among the railfan community when these locomotives were announced by BNSF indicated that more traditional heritage units for each predecessor road had been planned, but the "sticker units" were a compromise due to high employee furloughs and the COVID pandemic. According to his November 2020 article, "Designing BNSF's Anniversary Units" appearing in *Railfan & Railroad* magazine, Stephen

Above: The locomotive's hood proudly displays eight heralds of BNSF predecessors, as well as a 25th Anniversary version of BNSF's current "swoosh" logo.

Priest states the railroad contacted him about the concept and "stressed cost and timelines for the project were of the utmost importance." BNSF's 25th anniversary locomotives are very much a successor to Burlington Northern's two "Pacific Pride" units (GP38 2075 and GP38-2 2085). These two Geeps received a similar treatment, featuring heralds of predecessor railroads added to the hood doors of the standard Cascade Green paint schemes.

The Model

When conducting research for these models, ScaleTrains discovered the collection of anniversary GEVO locomotives had many detail variations among them because they were produced at different times. As a result, ScaleTrains tooled many unit-specific detail variations to make these models worthy of the brand's Rivet Counter label. Our model is BNSF 5869 (GE serial number 56717 from order 1900), an ES44AC built in January 2006. The prototype locomotive was delivered in the then-new Heritage III paint scheme which was well-faded by the time it received the anniversary repaint.

Each of the 10 models has unit-specific details, which mainly differ in the



Below: One of the unit-specific details is visible here, the color of the windshield wipers and nose grab irons. On 5869, and this model, they are orange, but some of the 10 locomotives have black wipers and grab irons (see prototype photo of BNSF 6179 above).

Above: BNSF 6179 is one of 10 GE ES44ACs to receive 25th anniversary markings commemorating the road's quarter-century of operations. Variations in detail appear across the collection of locomotives.
— Jonah Hemingway photo





BNSF's ES44AC 25th Anniversary Fleet

**5828 built 11/2005
5869 built 1/2006
5872 built 1/2006
6017 built 6/2006
6022 built 6/2006
6075 built 8/2006
6078 built 8/2006
6111 built 9/2006
6163 built 1/2007
6179 built 1/2007**

doors and vents on the hood, horn type, and cab roof antenna arrangement. All the many fine details modelers have come to expect from ScaleTrains' Rivet Counter line are present here, including numerous separately applied detail parts, see-through grilles, and rotating roller bearings on the trucks.

The paint and printing on this model are very well done. While early BNSF models from ScaleTrains had a BNSF orange that some considered to be too red, this issue has long been solved. The orange used on this model is a great match to the prototype, as are the other colors. Pad printed details, such as the heralds on the hood, are all color-accurate to prototype photos and are crisp and legible. The only discrepancy that is evident is the black "anti-glare" on the cab nose, which

appears to extend too far to the edge of the nose compared to prototype photos.

Our example is factory-equipped with an ESU LokSound V5 decoder, dual "sugar cube" speakers, and an ESU PowerPack, featuring two capacitors, to provide consistent operation over spotty areas of track. A DCC-ready model was also produced for those who still run DC layouts or prefer to install a different decoder. It should be noted that, like some other modern DCC-ready models, an ESU decoder must be used to fully utilize the model's numerous lighting functions. In addition to the usual headlights and ditch lights, this model also features lighted number boards and operating front, rear, and side walkway lights. While some other road names of ScaleTrains' ES44 include ground lights, they are absent on the BNSF models as

Above: One addition ScaleTrains has made to more recent models is painted-on "anti-skid" surfaces, seen as a lighter-colored black stripe on the roof. This is an excellent feature that enhances the realism of these HO models.

the prototype BNSF ES44ACs also lack them.

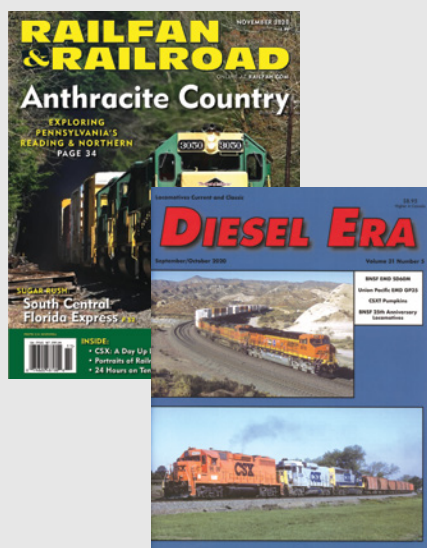
Conclusion

ScaleTrains has done an excellent job of recreating these striking locomotives, providing a great model to add a little flavor to any HO-scale modern BNSF roster or locomotive collection. While the first run of these models sold out quickly after they arrived in Spring 2022, ScaleTrains has already announced a second batch due for delivery in early 2023; if you missed out initially, you have another chance to get one. **MRN**



Above: As one would expect from a Rivet Counter-level replica, the rear radiator grilles are etched, see-through parts, and are the correct arrangement for this production of GEVO.

Review Reference



A behind-the-scenes look at the process of labeling BNSF's 25th anniversary GEVOs appears in November 2020's *Railfan & Railroad* magazine (railfan.com). *Diesel Era's* (withersrrbooks.com) Vol. 31, No. 5 September/October 2020 includes a photo gallery of BNSF's 25th anniversary GEVOs.



Above: In this prototype shot of BNSF 6017, one of the small differences between units is visible. BNSF 5869, and the model reviewed here, has a vent below the brake wheel that is absent on the 6017 (see model photo above). — *Jonah Hemingway photo*

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Veteran Covered Wagons

Athearn Genesis F7s in HO scale



Review by Tony Cook

Athearn Genesis HO-scale
F7A diesel locomotive
with DCC and sound

Missouri Pacific/T&P 916
ATHG19563

Norfolk & Western 3725
ATHG19566

Athearn Trains
athearn.com

Above: Norfolk & Western is a rare U.S. Class 1 that never bought an F-unit. In 1964, N&W gained a group F-units (EMD- and GMD-built examples) from Wabash's roster. This repaint F7A is one of several N&W looks (which also include black) in this run.

Below: N&W 3671 F7A with another ex-Wabash F7A were at Buffalo, N.Y., in September 1976 with Mopar autos in tow. N&W operated F-units gained in the 1964 Wabash merger until nearly 1980. — Kevin EuDaly collection

When Athearn first introduced its Genesis-series F-units (based on Highliner's multi-part plastic shell), these remarkable HO reproductions of Electro-Motive Division's (EMD) bulldog-nose first-generation diesel prototypes seemed stunning... and they were; however, I look now at the intricately detailed late-era subjects routinely produced using this base tooling and they are in another league.

Two new Genesis F7A releases that will be arriving as you receive this edition of *MODEL RAILROAD NEWS* well





represent this even higher level of detail being achieved. Both F7s on display feature repainting of their covered wagon skins. The shared late-era details include added grab irons on the nose, MU connectors, and sections of skirting over the tanks removed. In addition to those common elements, each includes road-specific horn, antenna, and other details that likely came some years after delivery (F7 production ran from early 1949 to late 1953).

Norfolk & Western (N&W) 3725 was Wabash's 725 (originally 1189) and was not an EMD-built F7A but came from General Motors Diesel in Canada. Wabash operated between Detroit, Mich., and Buffalo, N.Y., via a line that ran through Ontario in Canada. Canadian-built power (mostly F-units) was part of this system. For more on this interesting collection of N&W F-units, see *Diesel Era's* 2021 second quarter edition feature "Norfolk & Western's 1970s F-unit Survivors." As you'll see in that feature, when N&W assumed control of Wabash in 1964, the fleet of F-units (N&W's first as they transitioned to diesels later than most roads and did so with Geeps versus F-units) received minimal relettering and repainting and the only standard was there was no standard approach to how N&W's image seemed to be applied. Athearn's effort does a respectable job with both its decoration and detail. The gray upper color was left over from Wabash's as-delivered livery that included blue and white below the gray. N&W's yellow "hamburger" herald and sans serif road name are present in a fairly complete version (see the image on the

facing page below of N&W 3671 and its more spartan lettering appearance). This N&W F7A is simply loaded with details. Every time I glance at this model, I catch something new that I've missed. On the cab roof note the vent located beside the air horn, while behind the skate-type antenna is an oil cooler piping system. The model sports the smooth passenger-style pilot that Wabash bought with hoses and grab irons covering the front end.

Above and Below: About the only detail that I am ready to nitpick on this N&W F7A may be the winterization hatch. I believe these GMD F-units featured a more boxy or squared covering on their back radiator fan. Otherwise, from its passenger-style pilot to its deskirted sides and up to its oil cooler piping on the roof this is an amazing rendition of an uncommon late-era F7. Be sure to see the other N&W F7s in this run, as virtually no two are lettered or painted the same way.





Missouri Pacific (MP) 916 is another late-era F7 delight from Athearn Genesis. This again shows an F-unit working in the later years of its career with simplified livery and detail/feature modifications. The small "TP" located next to the red buzz saw Missouri Pacific Lines herald denotes this unit is a member of Texas & Pacific's (T&P) roster (a subsidiary of MP). Texas & Pacific F7s first arrived in a splendid light blue and gray (as did MP units of the early diesel era). This model's prototype was originally Texas & Pacific 1566 (delivered in August 1951), later renumbered 916 (and retired in 1973). You'll find Texas & Pacific's roster included in Kevin EuDaly's *Missouri Pacific Diesel Power* (1994, White River Productions). Just as Pevler Blue dipped many Wabash units, Jenks Blue was the hue of choice to dip MP and T&P power in the 1960s. Athearn's rendition of Jenks Blue looks accurate to my eyes and brings back memories of Missouri Pacific. You'll note the repainting

Above: Missouri Pacific F7A 900 and another F7A work a freight at Austin, Texas, in June 1969. Compare the prototype details and decoration with Athearn's HO effort and you'll find everything seems in place and accurate. — *Kevin EuDaly collection*

Below: This F7A includes a 36-inch dynamic brake fan and there are no steam generator details on the rear roof section. The handrails, grab irons, lift rings, and other fine details are included in perfectly matched Jenks Blue.





Above and Right: This F7A started out in 1951 in Texas & Pacific dress and by the 1960s wore solid Jenks Blue and its T&P identification was down to the small "TP" sitting next to the MoPac buzz saw on the unit's side. As was done to most F-units by the 1960s, the skirting (extending down from the frame over the tanks between the trucks) was largely discarded; this model shows this appearance well. While General Motors offered many interior colors for its automobiles, light green was standard issue for its EMD diesels. The grilles on the sides of this F7A are separate etched-metal sections and as you can see fit snugly and look great. Imagine drilling out a plastic F7 body shell to install all those grab irons and lift rings... with this well-appointed release these details are already in place.

process literally seems have been a dip in a vat of blue, as the truck sideframes and tanks also wear the color. Eye-catching details on this MP/T&P F7A release include spark arrestors capping the twin exhaust stacks on the roof, a large all-forward bell air horn cluster, and nail-type antenna on the roof. The front and rear include coupler cut levers (in Jenks Blue), air hoses, and a train line hose. Like the N&W F7 reviewed, an MU receptacle resides on the front somewhat spoiling the famous look of this EMD nose profile but providing an important option necessary for running these veteran F-units in multiple unit consists (you'll note the location differs on the nose between these two roads, as per prototype). This MP/T&P F7 includes elaborate windshield access additions with a foot ledge above the lead truck on the fireman's side and grab irons up both sides of the nose. The truck sideframes on Athearn's MP/T&P F-unit include a mix of slope, box, and Hyatt roller bearing, while Hyatt roller bearings



are present on all axles of the N&W sample. The cab area is excellent with green interior section, black and silver framing of the windows with cab shade and wind deflector/review mirror details included.

This pair, early samples on loan to MRN following the St. Louis RPM, would have been show stoppers not that many years ago... today they are standard Genesis issue and incredible

models. This release, shipping in late September 2022, also includes Bessemer & Lake Erie, Erie Lackawanna (EL), and Western Maryland, in addition to N&W and MP/T&P. The release includes individual A-units (EL releases include a single F7B) and sets offered with F7A/F7B or pairs of F7As. Check Athearn's website or your hobby dealer for complete information and pricing. **MRN**

Most Wheels for the Money

Broadway Limited Paragon 4 Centipede in HO scale



Review by Tony Cook

**Broadway Limited Imports HO-scale
Baldwin Centipede diesel locomotive
A-A set Union Pacific 1600A/1601A
with DCC and sound
2510**

Broadway Limited Imports
broadway-limited.com

Broadway Limited Imports' (BLI) Baldwin DR-12-8-1500/2 diesel locomotive, better known to most as a "Centipede" for obvious reasons, is an incredible beast matching well its unique prototype. This 3,000-hp offering was introduced not long after the end of World War II with production concluding in mid-1948. Pennsylvania Railroad owned the larg-

est Centipede fleet (24 examples) with Seaboard Air Line tied with Nacionales de Mexico each operating 14. The other pair was intended to become Union Pacific (UP) 998-999, but the deal fell apart and those Centipedes became the blue with white Baldwin demonstrator pair (6000 A-B).

Broadway Limited announced Union Pacific for a Centipede release some years ago and I eagerly awaited them, but they didn't make that production. I was very happy to see UP back on the list for this recent release and

Above: Broadway Limited Imports' HO-scale Union Pacific Centipede is sold in a A-A set with two sets of road numbers offered (998/999 and 1600A/1601A). This may be the only mega diesel that Union Pacific didn't add to its roster... though it nearly did own a pair.

Below and Facing Page: This Union Pacific Centipede pair looks ready to tackle Sherman Hill and mix with Alco "Big Boy" steam locomotives in the mid-20th century years when big steam and early diesel shared North American rails. Like the prototype, not all axles are driven on BLI's Centipede with six axles geared on the center trucks. Ignore the "Paragon 2" label that appears on the truck base; these are Paragon 4 equipped.



Below: These Broadway Limited HO-scale Centipede models can operate on railroads with curves offering 22-inch or wider radius. I tested this pair on 24-inch radius and while they still look a bit curious swinging their pilots out and away as they corner, they can do it. Be sure you have ample clearance along your right-of-way, in addition to the noted 22-inch curves.



again reserved a pair (from New York's TrainWorld). Was this fantasy pair worth the wait? Yes! I have an early Paragon 2 run decorated for the blue demo pair and this UP pair is an excellent addition.

The paint and decoration is top-notch with all colors looking authentic. The red striping and lettering is well done and the shield herald with wings on the nose looks great... even on this babyface Baldwin mug! I shared an image of these Centipedes when they arrived and had a friend comment that poor Baldwin couldn't get this style nose right. Yes, this snout lacks the sleek appearance of Electro-Motive E- or

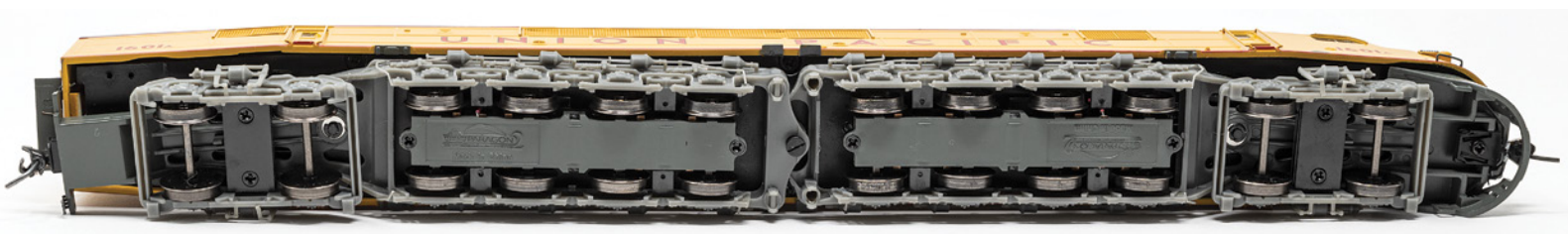
F-units or the powerful stocky profile of Alco's PA or FA, but it is still a classic early diesel look.

Broadway Limited provides two bags of user-applied parts with this release, including color-matched gray stirrup steps. Additionally, you can remove the knuckle coupler from the ends of these Centipedes and install a drawbar connection. An illustrated guide walks you through the drawbar project.

The pair operate fine and despite their length can navigate curves as tight as 22-inch radius. The front and rear pilots swing in a toy train fashion (though they are not far from the

design of Baldwin's prototype). While the plastic body shell and various separate details are painted, I noted the truck sideframes are molded in a gray plastic (if you're after a more authentic appearance, a flat finish or dusting coat would tone down the plastic appearance).

This is the most wheels you're likely to ever get for the price on a locomotive model (this pair carries a \$599.99 suggested retail price). There are more Centipedes crawling your way; watch for a review of BLI's NdeM and Seaboard offerings with a view of the Paragon 4 innards in a future MRN. **MRN**



A new Hopper emerges out of the Shadows

Trenton Works 5250 from Prairie Shadows in HO



Review by Tony Cook

Prairie Shadows Model Railway Co.
HO-scale
Trenton Works 5,250-cubic-foot hopper

Norfolk Southern (ex-POOL) 850795
PS8015B05-02

Prairie Shadows
prairieshadows.com

A surprise for your *MRN* editors at the recent 2022 St. Louis Railroad Prototype Modelers Meet (stlrpm.com) was finding early samples on display from Prairie Shadows Model Railway Co. for its coming HO-scale three-bay centerflow hopper car model. The company has offered special run rolling stock before in HO and N. For example, InterMountain Railway produced its HO-scale 4750 hopper in road names that were exclusive to Prairie Shadows (as this issue went to press Prairie Shadows showed stock on some road numbers from this release). This centerflow covered hopper represents new tooling and is not an existing model from another maker with special decoration.

Built by Trenton Works in Nova

Scotia, Canada, in the mid-1990s, this covered hopper resembles the look made standard by American Car & Foundry in the mid-1960s for its centerflow series (in fact, there is a 5250 in ACF's catalog that predates this model's prototype by 30 years). The fleet of more than 1,000 Trenton Works 5250s raised the cubic foot capacity by 500 beyond the average of Canadian grain hauling hoppers when new in 1995. Canadian National owned a large fleet, you also found these hoppers lettered

Above: Prairie Shadows Model Railway Co. boasts its soon-to-arrive Trenton Works three-bay centerflow hopper is a first-time offering for HO scale. This Norfolk Southern (ex-POOL) example is a preproduction model sent by the manufacturer in China for approval, and thus is subject to revisions and/or corrections.

Below: Box collector alert! Do you have a sample of Prairie Shadows Model Railway Co. for your collection? This HO centerflow is the first new-tooling effort to come from this company. Prairie Shadows will have no less than five versions of its 5250 hopper available in an assortment of prototypically accurate road names with multiple road numbers.





Above and Right: This 5250 hopper is made of a plastic body shell with numerous separately applied detail parts. Note the see-through roofwalks, excellent brake and air detail, metal wheels, and metal knuckle couplers. This model retails for \$49.99.

for Saskatchewan Wheat Pool (this is the scheme patched on this review's Norfolk Southern model). As happens, these 5250s moved on to secondary owners, which include the mentioned U.S. Class 1 Norfolk Southern, and several others.

This is a fine effort by Prairie Shadows Model Railway Co. and I hope we see more from them. The company's website shows an N-scale cylindrical hopper planned to follow this HO 5250. This review's model is Prairie Shadows' "Version 5" example... that's right, five body variations are coming in this release with accurate outlet gates (Holden, Hylar, or Toggle-Lock), three brake styles (Ajax, Ellcon National, or Universal), and one of two truck sideframes (Barber S2 Sway or S2 Straight Back) will be included on this release. The model weighs 5.6 ounces and couplers mated up fine with a Kadee height gauge. I want to thank Rob Gruber of Prairie Shadows for allowing *MODEL RAILROAD NEWS* to have this preview look at this interesting HO centerflow model. I'm planning to purchase a Canadian National example when the run arrives later this year. Visit Prairie Shadows online for more information. **MRN**



Thundering Thru The Rockies

Broadway Limited Paragon 4 N-scale SD70ACe



Review by Justin Sobeck
Model Photos by Shane T. Mason

Broadway Limited Imports N-scale
SD70ACe diesel locomotive
with Paragon 4
DCC and sound

Union Pacific 1989
Rio Grande Heritage
7034

Broadway Limited Imports
broadway-limited.com

Of all six of the mid-2000s Union Pacific (UP) heritage scheme SD70ACe diesel locomotives, 1989 in its inspired Rio Grande livery was always a favorite. And I've had a strange habit of running into it randomly over the years — a 2008 visit to Pueblo, Colo. — it was there, same for another 2011 visit. My attraction to this engine stems from what first got me interested in railroading — a video that my parents bought during a 1981

trip to the Durango & Silverton from when the engines were still lettered Rio Grande, and a book that had a side elevation of a K-36 steam locomotive with the flying Rio Grande lettering on the tender. I guess it's only natural that this particular affinity for Rio Grande was passed on to my son Jax — in 2016 the 1989 showed up often on Union Pacific's Jefferson City Subdivision through Pacific, Mo. — and was even set out for a weekend of display in



Facing Page: This Rio Grande heritage N-scale SD70ACe is among a wide variety of special paint schemes included in Broadway Limited Imports' latest production, which adds Paragon 4 features.

Below: BLI's decoration includes warning labels on the hood and sill; also note the red highlights at the fuel filler location on the center of the tank between the trucks.

Above: Union Pacific 1989 decked out in Rio Grande heritage paint leads train MNYRO on former Rio Grande rails in Utah on October 22, 2006. — James Belmont photo





Above: Union Pacific selected its SD70ACE as the canvas for its collection of heritage decorations. In this 2022 release with Paragon 4 enhanced electronics, Broadway Limited Imports includes this Rio Grande heritage fleet member along with Chicago & North Western, Missouri-Kansas-Texas, Missouri Pacific, Southern Pacific, and Western Pacific units. These are only a portion of the special liveries reproduced by BLI in this release; check with your hobby dealer for more information. This ready-to-run N-scale SD70ACE diesel locomotive model retails for \$279.99.

Below: The 1:1 locomotives obviously never enjoyed meeting in person, but 1:160 can rectify this and they look great together. Rio Grande 6011 is a past Broadway Limited Alco PA-1 decorated in the road's four-stripe livery, a classic paint scheme which helped serve for Union Pacific's heritage scheme 1989.

September of that year for a community event. Sadly, UP has since disconnected the house track, so no more visiting Heritage units for us.

The Prototype

I wrote about this SD70ACE in my review of Broadway Limited Imports' (BLI) previous Paragon 3 model in *MODEL RAILROAD NEWS*' May 2020 edition, so I'll summarize the prototype and UP fleet information here. As the next step in Electro-Motive Division's (EMD) SD70 Series, the ACE was the embodiment of lessons learned from SD80, SD90, and SD90/43MAC platforms, which had limited success with few buyers. The goal was to create

a locomotive equally suited for unit train, manifest, or intermodal service. This versatility appeals to many users, who have deployed locomotives in a host of services, and even at the head of special passenger or business trains since 2004. A total of 2,091 of the six-axle, 4,300-hp SD70ACE were constructed by EMD through 2015, with Progress Rail assuming later production. While successful at Tier 2 emission levels, the failure of the EMD 16-cylinder 710-G3-2 stroke prime mover to meet the EPA's Tier 4 emissions regulations ended production, and there is now a SD70ACE-T4 compliant model offered by Progress Rail.





Above: Union Pacific 1989 and 1996 (Southern Pacific heritage) bracket a pair of streamlined passenger cars on an Operation Lifesaver run (train SSCSC 28) at Jordan Narrows, Utah, on October 28, 2006. — James Belmont photo

Union Pacific was the second railroad to purchase SD70ACe locomotives (CSX was the first) and owned the largest number of them (just shy of 700 units), including the first

with just shy of 700 units, including the first to be preserved — UP 4141 at the George H.W. Bush Presidential Library and Museum in Texas, after it led the late president's funeral train in December 2018. Union Pacific 1989 was built in August 2006, from order 20056723 (serial/frame number 20056723-98) as part of a large order of SD70ACes and was intended to have been road number 8521. It was sent to the Horicon, Wis., paint facilities of Wisconsin & Southern where it was painted and then wrapped for a reveal in Denver, Colo., in June 2006. It was

released for service and has been seen all over UP's system, including as the helper on the Denver Post's "Cheyenne Frontier Days" rodeo special behind steam locomotive 844 in 2016, and more recently behind Big Boy 4014 and SD70M 4015 in 2021. After many years of use, the original paint on the fleet of heritage units was getting worn and weathered, and Union Pacific sent them to National Railway & Equipment in Mt. Vernon, Ill., for repainting in 2017. The need for cosmetic attention was especially evident with UP 1989, as it was sporting a dark gray plow for most of 2016.

The Model – Paragon 4 Upgrade

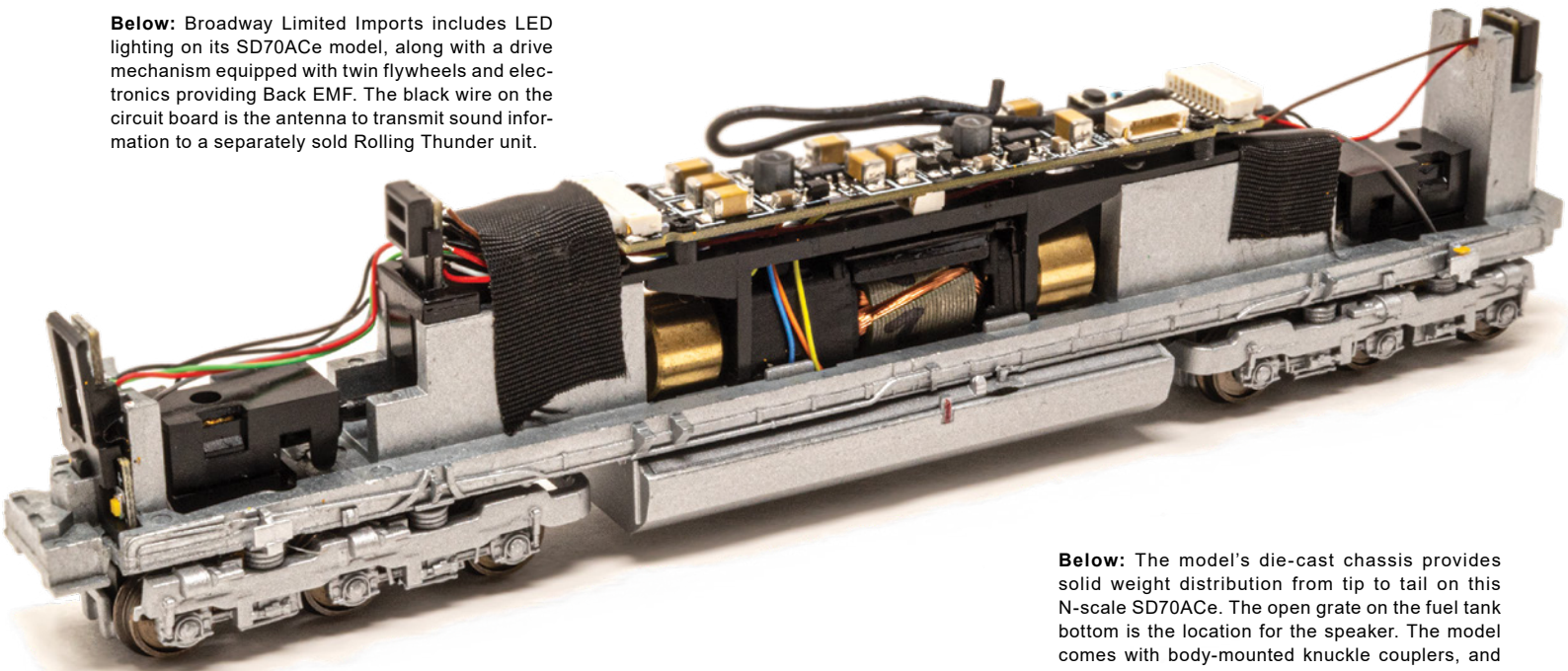
The biggest change from Broadway Limited Imports with this run is under the hood — with an upgraded Paragon 4 dual-mode sound and Digital Command Control (DCC) decoder installed on all units. Broadway Limited Imports' well-proportioned and hefty N-scale

SD70ACe model, introduced in 2019, remains sharp looking. An oversized, friction-fit jewel case with foam safely ensconces the model, with dense foam planks behind the handrails to help keep their shape, and a non-stick sheet of clear plastic keeping the details from hanging up on the foam.

Appropriately placed warning labels around the engine are legible under magnification, and the correct K5LLA horn is placed with four bells forward and one to the rear — providing the distinctive horn that Nathan developed for these units. Separately applied MU hoses and coupler cut levers enhance the pilots, and sunshades and the light gray GPS and Qualcomm transmitters on the cab roof are well done. Couplers are a Micro-Trains compatible magnetic knuckle coupler, and the height was found to be satisfactory on this sample.

The color selection on UP 1989 looks spot on when compared to my recollection and clean photos of the

Below: Broadway Limited Imports includes LED lighting on its SD70ACe model, along with a drive mechanism equipped with twin flywheels and electronics providing Back EMF. The black wire on the circuit board is the antenna to transmit sound information to a separately sold Rolling Thunder unit.



Below: The model's die-cast chassis provides solid weight distribution from tip to tail on this N-scale SD70ACe. The open grate on the fuel tank bottom is the location for the speaker. The model comes with body-mounted knuckle couplers, and features all-wheel electrical pickup and drive.



By-The-Numbers

EMD SD70ACe

Broadway Limited Imports

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ounces at Full Slip)

Pull	÷	Loco Wt	=	Efficiency
0.5		3.6		13.8%

Broadway Limited Imports
Paragon 4

Throttle Setting	Scale MPH
Min	6
Mid	76
Top	183

Audio (Average Decibels)

Motor	66.5
Motor and Sound	79.9

unit — and the Grande Gold really pops against the shell gray and black found elsewhere on the unit, and then tied together with the silver trucks and underbody. The overall matte finish looks good and is ready to operate in clean condition or provides a good base for weathering. Advertised with a die-cast chassis, precision drive train, and integral decoder with back EMF (electromotive force) for enhanced low speed performance, the 1:160 reproduction tips the scales at 3.6 ounces. Our SD70ACe was at home with 25 cars on our undulating Kato Unitrack test loop, and also performed well with 40 cars on a T-Trak layout. All cars were weighted within tolerance of NMRA specifications and had metal wheelsets. All six wheelsets of the unit passed the NMRA Mark IV standards gauge for flange placement.

Hitting the DCC test track, it was easy to reprogram the engines away from the 03 default setting and to the

respective cab numbers. Broadway Limited includes a small information sheet in the case, but also includes instructions to download a more thorough PDF instruction sheet. A quick test on DC confirmed that while it does indeed work fine after the address change, DCC is where it's at with these factory-equipped Paragon 4 locomotives.

In DCC mode, the startup sequence includes ballast crunching, a door closing, priming of the engine, and start-up. The horn and bell volume were adequate at the factory settings for our tastes. Throttle response was sluggish at first but improved over time as the unit ran. Current pickup seems enhanced on this SD70ACe compared to past BLI products I've had, perhaps due to improved pickup, truck suspension design, and better decoder capacitor "keep alive" technology and utilization. I ran this Paragon 4 unit side by side with a previously



Above: Union Pacific 1989 leads a pack of General Electrics on a train at Kyune, Utah, on August 9, 2009. — James Belmont photo

released Paragon 3 SD70ACe and the performance was comparable enough that no exception was taken, and they behaved fine together when consisted.

BLI cites a few Paragon 4 upgrade benefits on its website, and they were readily apparent in UP 1989 — improved capacitance is the biggest aid in the performance of the locomotive, up to three times the ability of a Paragon 3 through different hardware on the board. Sound-equipped engines require stable continuity or adequate capacitance to navigate any power distribution issues in trackwork, and this additional capacity is helpful! Switcher and Pro Mode lighting allow for additional fidelity of these functions, where applicable, on BLI's Paragon 4 units, granting enhanced slow speed operation and independent operation of auxiliary lighting features. In the past, to attain better performance out of older version Paragon releases, I used an extended break-in period to clean and reduce the chemical blackening residue off the tread of the wheels, and added a small amount of No-Ox to each wheelset

journal to enhance pickup capability and overall performance — this negated any previous issues those units had with dead spots. I'm happy to report that this same level of effort is not required with any of the Paragon 4 units. For users of BLI's "Rolling Thunder" sound amplification system, these units also have a wireless antenna, required to transmit signal to the receiver. The headlight and ditch light brightness issue I cited with the previous release of Paragon 3 units is also better this time around; perhaps the light tube placement was enhanced.

The class of 2022 from BLI with Paragon 4 DCC-sound offers standard livery BNSF; Norfolk Southern (NS); Quebec, North Shore & Labrador; and Union Pacific with two road numbers per road name. Special paint SD70ACe offerings include UP heritage Chicago & North Western, Missouri-Kansas-Texas, Missouri Pacific, Rio Grande, Southern Pacific, and Western Pacific. NS heritage collectors will find Delaware, Lackawanna & Western and Wabash in this release, and Canadian National's recent Grand Trunk Western heritage is included by BLI. Montana Rail Link's Veterans Tribute and Essential Workers

Tribute are available; UP's "Powered By Our People" and "Spirit of the Union Pacific" are included in the release, and the KCS Veterans Day Salute unit is back. As these P3 and P4 releases have landed close together, be aware of stock numbering when searching for these models, the 2022- issued Paragon 4 SD70ACe models appear to share 7000-series stock numbering (7020 through 7041). **MRN**

Find Out More



No-Ox was mentioned in this review and it is the subject of much discussion by model railroading enthusiasts. You can check "Ron's Trains N Things" channel on YouTube and see Ron Marsh's experience with this product. Ron shows how he applies it to track and filmed a follow-up video a year later with comments on how No-Ox worked for him.

Diners East, West, and Canadian

Centralia Car Shops from InterMountain Railway



Review by Justin Sobeck
Model Photos by Shane T. Mason

Centralia Car Shops released by
InterMountain Railway Co. N-scale

Eastern Diner Car
New York Central 446 (1946 scheme)
CCS7011-04

Western Diner Car
Southern Pacific 10206 (Sunset scheme)
CCS7053-01

Western Diner Car
Canadian National 1346
CCS7058-04

InterMountain Railway Co.
intermountain-railway.com

A recent delivery from InterMountain Railway Co. is a new production of N-scale dining car models marketed under the Centralia Car Shops (CCS) brand. The road name variety is wide and there are multiple styles to the car sides (window placement and door access point). This review will share a trio of examples covering both ends of the U.S. and Canada.

The focal point of many roads' passenger service was their dining car – and Centralia Car Shops' recent release of Eastern- and Western-plan dining cars covers what was the last great re-equipping that many flagship trains received in the postwar years, prior to the end of private service and the formation of Amtrak.

The Eastern-plan car is based on a New York Central (NYC) series-440 built both by Pullman-Standard and Budd that possessed 48 seats and the unique half-vestibule on the dining room end. For dining cars in the late 1940s and early 1950s, 36 to 48 seats in any combination of table or booth seating were common, and many carriers adjusted interiors of their cars with regional themes to better complement routes and cuisine offerings. On longer-distance, multiple-night Western trains, more pantry and kitchen space were necessary because of the duration of the trip, which is apparent in the Southern Pacific (SP) plan, on which the Western-plan car model was based. Additionally, underbody skirting was a fad for a while, but fell to the wayside when it impaired

Above: This series of N-scale smooth-side dining car models is part of a collection of passenger car styles in the Centralia Car Shops catalog. These assembled reproductions are distributed by InterMountain Railway Co., retail for \$59.95, and come in multiple body styles and many road names.

access to undercarriage maintenance items or caused a clearance concern (looking at you NYC with third rail for electrics and tight curves).

NYC 446 was part of lot 7547, built by Pullman in 1948 to plan 2188 and was one of seven cars. The 446 was retired in June 1966; I found no disposition reference, so I am presuming it was scrapped. Sister car 444 was sold to Ringling Bros. & Barnum and Bailey Circus, while 442 and 445 were listed as being sold to Edwards, a railcar brokerage firm, and 445 ended up in service on Mexico's NdeM in the 1970s. This model follows this NYC prototype and looks stunning in two-tone gray with silver trim.

Canadian National (CN) 1346 was built in 1954 by Pullman-Standard as a 32-seat diner-lounge; the 1337-1350 series cars were later reconfigured to 40-seat dining room capacity. The kitchen appliances were a combina-



Above: This series of dining cars shares various components, but also features side, roof, and skirting variations. This New York Central example, decked out in a 1946 two-tone gray livery, is the Eastern-plan version of this model.

Below: Nothing can be more frustrating than a sleek passenger train that has to operate on "slow orders" due to performance issues of long passenger car models. No worries with these Centralia Car Shops N-scale dining car replicas from InterMountain Railway Co.; they run as well as they look, thanks to InterMountain Railway-made metal wheelsets. The coupler arm can be adjusted (see the small screw at the base of the armature) and this allows space between the cars to be customized for your needs.



tion of electric and pressed wood fired, later retrofitted for propane once safety canisters were found to be suitable for use under the car. These cars were built late enough in the passenger service game that CN was able to institute features that would attract and retain customers enjoying tasty cuisine while traveling through beautiful scenery — the roast prime rib of beef was a CN signature entree. This car, aside from not having full skirts, makes a very reasonable stand-in for this series in CN's later light gray and black scheme.

Southern Pacific 10206 was built in 1949 and originally named "Golden Chalice" for use on the jointly operated (with Rock Island) *Golden State* train from Chicago to Los Angeles. It would have originally been delivered in the bright orange and silver *Golden State* scheme before getting SP's later general service "tomato stripe" scheme. Sister car "Golden Trencher" has been restored and is on display at the Mendota Depot Museum in Mendota, Ill., in *Golden State* colors. These SP dining cars lasted into service with Amtrak.

On to the details, Centralia Car Shops' fine line of models is based around the American Limited core kit that initially allowed modelers to have end sheets, roof, and underbody on which a variety of unique sides could be affixed; this approach lends itself to having multiple varieties of a car with regionally correct attributes. The Eastern dining cars don't have full skirts, while the Western dining cars have a steam vapor air conditioning access hatch on the roof, along with different kitchen exhausts and vents for each respective style. The



Above: The kitchen access door varies in this release. Notice the window pattern and the inclusion of an access door for the kitchen area on both sides of this New York Central offering. New York Central's two-tone gray looks great on this smooth-side body.



assembled models come packaged in a clear plastic nest that slides inside a durable cardboard box.

The window details are most apparent on the CN car, where the aluminum thermopane window frames are highlighted in silver against the black stripe on the window band area, and all three cars have a strip of shade material visible in the top of the windows. The interior of the cars is molded in a neutral beige color, which can be painted in the interior color scheme if additional detailing is desired — highlighting white tabletops and darker chairs would really make these pop thanks to the factory-installed interior lighting. CCS offers these cars with battery-powered interior lighting, and a magnetic wand is included to operate the reed switch at the “A” or non-vestibule end of the cars. Two of the three samples lit without issue, while one appeared to have a failed battery. CCS offers detailed instructions for changing out the battery if your car is not lighting up.

The cars roll on Micro Trains 1017 inside swing hanger trucks with InterMountain Railway’s 36-inch fine-profile metal wheelsets (all passed the NMRA Mark IV gauge). Coupler height was acceptable on all three models, and they tip the scale at 1.6 ounces each. There is an adjustment slide and screw on each truck and coupler box that allows for optimal settings based on your layout curvature and to make use of the operating diaphragms on the end of each car (this feature is based on the American Limited kit design). Separately applied wire grab irons are found on the roof for car cleaners, ladders, car corners, end sheets, service, and vestibule doors, as well as etched steps on the Eastern car. Underbody details are more visible on the Eastern version, but are also present on the skirted Western car, and include propane bottle and battery boxes, water tank, amplidyne for DC electrical supply, air conditioning, air brakes, and reservoir tanks, as well as other mechanical refrigeration and storage boxes.

Above: Southern Pacific is especially well represented in this release of N-scale dining car models. This is the road’s general service appearance (labeled *Sunset Limited* by the manufacturer) with a silver finish all over the body and thin red “tomato stripe” running across the sides above the windows. There are three more SP offerings, which include an Overland two-tone gray, *City of San Francisco*/Union Pacific pool Armour Yellow and gray, and *Golden State* red and silver. InterMountain Railway Co. distributes these \$59.95 Centralia Car Shops dining car models.

Centralia Car Shops offers these models in a host of roads and various era schemes, often with two names or road numbers where applicable: Amtrak (Phase I), Baltimore & Ohio, Illinois Central, New York Central (*20th Century Limited* and postwar two-tone gray), Norfolk & Western (Tuscan Red), Pennsylvania Railroad (“Fleet of Modernism” and three-stripe livery), and Union Pacific on the Eastern-plan dining car. Rounding out the release on the Western-plan dining car are Amtrak (Phase I), Burlington Northern (Cascade Green with white “hockey stick”), Canadian National, Chicago & North Western, Great Northern (orange and green



Above: Well-built and good-looking, these Centralia Car Shops N-scale dining car models are excellent additions to your postwar era passenger service needs. The cars couple close together, and come with knuckle couplers and smooth-rolling metal wheels.



Above: This dining car release includes clear plastic window material and a single-piece interior section. The interior is molded in a beige hue and could be enhanced with the application of some careful paintwork. The model's design includes adjustment for the couplers to allow optimal performance, and also optimal appearance of the separately applied vestibule details.

scheme and later era "Big Sky Blue"), Northern Pacific, and four different Southern Pacific schemes: *Golden State*, Overland two-tone gray, *Sunset Limited* general service silver with tomato stripe, and Union Pacific *City of San Francisco* pool. Check with your hobby dealer for stock on these N-scale dining car models. I don't think there has ever been a better time to be an N-scale passenger train modeler! **MRN**



Above: Canadian National 1365 appears in a consist at Montreal, Quebec, Canada, on April 16, 1977. Note the silver frame around the windows and silver grab irons, replicated on this N-scale Centralia Car Shops dining car model. — *John Bartley photo, Kevin EuDaly collection*

Below: These Centralia Car Shops N-scale dining car models are distributed by InterMountain Railway Co. The model comes in a two-piece clear plastic inner case with the black plastic wand provided in two pieces nestled in the inner tray. The assembled passenger car comes packaged in a cardboard box.



Low-Slung with Lots of Hatches and Bays Broadway Limited's N-scale H32 Covered Hopper



Review by Justin Soback
Model Photos by Shane T. Mason

**Broadway Limited Imports N-scale
H32 covered hopper two-pack**

**The Milwaukee Road (gray and yellow)
7262**

**Penn Central (gray and green)
7257**

Broadway Limited Imports
broadway-limited.com

This interesting prototype first entered Broadway Limited Imports' (BLI) line in HO, and now Pennsylvania (PRR) and Penn Central fans can now enjoy this unique H32-class five-bay hopper car in N scale. It is based on Pennsylvania's 1948-built, 3,068-cubic-foot, plan H32 five-bay car. The model rides on American Steel Foundries "Ride Control" type A-3 trucks, stands only 11 feet 7 inches tall, and has a distinctive profile – different from the smaller Pennsy three-bay H30 previously released by Fox Valley Models, and different from about any other hopper car prototype.

A 70-ton rated car, this fleet had various loading instructions for the density of the commodities being handled, which included cement, lime, sand, sodium nitrate, soda ash, and pulverized coal. This hopper car was owned and built by Pennsy with 300 examples in service by the early days of diesels and the end of steam in the 1950s. BLI satisfies the many PRR decorations with several offerings and adds later era Penn Central and Conrail offerings. In addition, there is a range of fantasy paint schemes. The model is sold in pairs only (retailing for \$54.99). This review examines BLI's Penn Central release and a fantasy offering decorated for The Milwaukee Road.

Broadway Limited's Penn Central set has one hopper car model in Jade Green (PC 884591) and one in gray (PC 885554); these are prototypical cars with verifiable photos of fleet members that made it into these schemes. The cars have different styles of lettering and graphics for each livery, and the green car looks stunning with Penn Central spelled out in white and placed high across the hopper sides. These models are correct for later Penn Central era

Above: This is a freight car that many enthusiasts may know (thanks to the widely available O-gauge reproductions), but might not have seen on the rails (as they were exclusive to Pennsy's roster and largely out of regular interchange by the 1980s). Broadway Limited Imports brings this interesting H32 covered hopper to N scale with a large first release of prototype and fantasy paint schemes (sold in two-pack offerings).

Below and Facing Page Bottom: This five-bay covered hopper boasts 14 hatches for loading on its roof and five bays with 10 gates on its underside for unloading. The 3,050-cubic-foot-capacity hopper is shorter (like its prototype) than most covered hoppers that modelers are used to operating.





Above: While some Pennsy prototype equipment made it to roads associated with the Eastern giant like Wabash or Norfolk & Western, these H32 hoppers remained in the PRR family. BLI moves beyond the prototypes and offers six railroads and two leaser decorations for its H32 covered hopper model in N scale.

(1970s) and early Conrail based on the 2-69 and 6-72 service dates on the gray and green cars, respectively.

The Milwaukee Road set looks exciting in later era yellow and gray billboard schemes without railroad herald or slogan. Road numbers 98773 (gray) and 98776 (yellow) are presented as fantasy cars (labeled as such by BLI) but make nice stand-in cars in this representation. The dates on these Milwaukee Road hopper cars make them useful in the late 1960s through to the end of the road's existence.

Broadway Limited's model has some fantastic details including etched-metal brakeman platform, roofwalks between the 14 roof hatches, separate and free-standing corner grab irons at the top of





the ladders, free-standing brake pipe, hopper gate details, and the prototypes canted stirrup steps. BLI's mid-profile 33-inch metal wheelsets all passed the NMRA Mark IV gauge, and the models weigh in at .7 ounces each, a smidge light for NMRA specifications for a three-inch car. BLI utilized its own magnetic knuckle coupler for this body-mounted application, and they were spot on with respect to height. These are really neat cars and the fantasy schemes BLI selected are done in a bold and bright manner based on similar hopper cars of each owner or road, yet also have a Lionel or Menard's feel to them (you'll likely know this hopper as well from its O-gauge incarnations that come in many

Above: Pennsylvania Railroad built much of its rolling stock fleet and this uncommon looking five-bay covered hopper is a great example of the road's shop output. This is a 70-ton car with a bit more than 3,000-cubic-foot capacity and shows off the look of early era specialized freight cars. Pennsy constructed 300 of its H32 covered hoppers beginning in 1948. By the mid-1960s, 100-ton cars became a North American railroading standard and these early attempts at something more than a boxcar or gondola to haul commodities became outmoded with their limited 70-ton capacity. This series did survive Pennsy and saw use in both the Penn Central and Conrail eras.

Below: The provided magnetic, operating knuckle couplers are body-mounted on these Broadway Limited Imports N-scale H32 covered hopper models. This is excellent for general operation and especially good for switching these long hoppers through turnouts. The cars roll on 33-inch metal wheels with friction-style plastic truck sideframes.

colorful schemes).

The model is available from Broadway Limited Imports in no less than six different prototypical Pennsylvania Railroad schemes, and single sets decorated for Penn Central and Conrail. This covered hopper is available in fantasy schemes for Atlantic Sugar (with CGLX reporting marks), FMC Chemicals (with SHPX reporting marks), Chesapeake & Ohio, Canadian Pacific, Great Northern, The Milwaukee Road, Santa Fe, and Union Pacific. With the exception of BLI's Pennsy pairs, every two-pack offering presents variety with the same road decorated in different looks (like The Milwaukee Road's set with a yellow and gray hopper car). **MRN**



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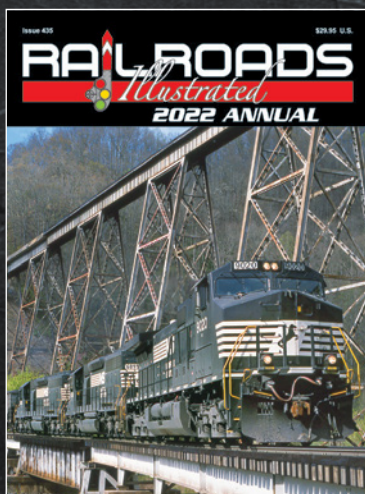
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Innovative and Unique High Cube from Lionel in O-scale



Review by Tony Cook

**Lionel O-scale
86-foot high-cube boxcar
Ford
2226350**

Lionel
lionel.com

Full transparency, I'm a big Ford enthusiast. There's not a Thunderbird I don't like (even that early 1980s Fox-platform generation), and don't bring up Lincoln or I'll talk your ear off about wishing I had a Mark V (see my review of Auto World's S-scale replica in this edition), how I'm on the lookout for a good condition Mark LT pickup for railfanning needs, or even justifying the merits of the overdressed Ford Granada that was the infamous Lincoln Versailles. That said, when Lionel announced this one-of-kind high-cube boxcar, I immediately reserved one. My interest in O-gauge is mostly collecting interesting offerings, though I do have a box of Lionel's 3-rail O-gauge roadbed track and I do set this up and run some big toy trains. Lionel's catalogs (thankfully available as digital downloads, so I don't ruin them with drool) are always a treat to page through. As I write this high-cube review, the second volume of 2022's "Big Book" catalog is just out. Be sure

to go to Lionel's website and take a look. I especially recommend checking out the coming O-gauge SD40T-2 "Tunnel Motors" which will include a Western Pacific release... wow!

Ford's Big Boxcar

The years after World War II saw a great many changes in North American railroading. The biggest move was the retirement of steam and adoption of diesel locomotives, but equally important was the evolution of and innovation in rolling stock. No longer was it okay for the general service 40-foot sliding door boxcar to haul everything from raw grain to finished automobiles. Specialized freight cars boomed in the 1950s, and the developments refined themselves by the mid/late 1960s into the freight cars that served out the second half of the 20th century and today.

In an effort to enhance movement of components used in automobile manufacture, Ford Motor Company put out a call for a large freight car that could serve to handle auto parts and the transport containers they planned to use in shipment. The 86-foot high-cube boxcar was the result. In the early 1960s this excess-height giant entered railroading and along with then-new long autoracks changed the way automobile transport was accomplished by railroads.

Above: American Car & Foundry was there first, but didn't stay in the game. As sometimes happens, ACF built a prototype high-cube boxcar in conjunction with Ford Motor Company and the railroads represented on this big orange car; however, other freight car builders answered the 1960s call for high cubes and ACF's effort was this ACFX 101 only.

Ford worked with St. Louis-area based American Car & Foundry (ACF) and Wabash, Southern Pacific, and Louisville & Nashville on a prototype 86-foot high cube that was ready for evaluation in 1963. ACFX 101 helped show this plan for a big boxcar was a winner, though ACF didn't go on to build these cars. Other car builders assembled high cubes (in mostly this four-door configuration with a minority selection of eight doors in the mix) in the late 1970s. They remain somewhat common today and can be seen handling shipment of appliances.

Lionel's Big Boxcar

If the mention of Lionel or O-gauge conjures up visions of toy trains and reproductions that take some liberties here and there with proportions, you may need to pay more attention to the manufacturer's line. This 86-foot high-cube boxcar model is no "toy train" release. The only area I can flag as not being scale are the wheels and provided coupler (both can be modified to scale by the way). Lionel's high cube reproduces Pullman-Standard's four-door prototype. The exposed



Left: This is my second Lionel O-gauge 86-foot high cube. I bought a Wabash example from a previous run and this is indeed an impressive model. As delivered, the high cube has working metal couplers that pivot for operation around curves of O54 radius and wider. Parts are included to mount a pocket on the underframe and install a scale knuckle if desired. Note the famous blue Ford oval on the underframe that announces this officially licensed product. There is a coming Ford boxcar in Lionel's 2022 Big Book Volume II catalog that you can customize with a picture of your own favorite Ford.

posts running along the lower frame are spotting features of this builder's high cubes. The plastic shell measures out accurately and includes separate ladders, end details (including cross-over platform), and detailed door rods. The nearly two-foot-long model comes in Lionel's familiar orange box with a two-piece inner tray securing the boxcar. With this model, Lionel supplies deep-flange metal wheels and working kinematic couplers. The coupler design allows the arm to extend around curves and then snug back up in straight sections for optimal appearance and performance. Included in the box, you'll find plastic cushioned draft gear pockets. The underframe has openings ready to accept mounting screws to secure these

replacement coupler pockets to the body. The truck sideframes are excellent looking and scale-proportioned roller bearing examples that will accept scale wheels and axles. Swapping out the deep flanges for scale, and removing the provided talgo-style coupler and installing a scale knuckle in the provided extended draft gear, makes an easy conversion for this fine-looking replica into a scale O operational freight car or great display piece for your mantel or desk. Lionel's paint application was perfect on this sample with even, smooth orange sharing the large canvas with silver on the roof and doors. Though this is not ACF's high cube, the decoration does the job in creating this unique and important piece of railroading history.

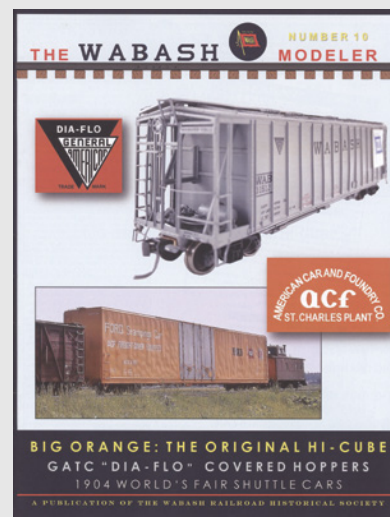
Conclusion

If you're like me and dabble in O mostly for the wow factor and to use for display, this is a gem of a release! The model carries a \$99.99 suggested retail price. Lionel's efforts at road names cover these giant auto parts haulers with looks from the 1960s with big heralds and billboard lettering, to contemporary and more conservative decoration (there are also some factory-applied graffiti offerings). **MRN**



Above: Lionel utilizes its four-door Pullman-Standard high cube as a stand-in for the unique American Car & Foundry prototype. You are likely to never see this 86-foot excess-height boxcar reproduced in any scale. ACFX 101 debuted this auto parts hauling mega boxcar in the early 1960s. The bulk of 86-foot high-cube boxcars came from Greenville, Pullman-Standard, and Thrall. — *American Car & Foundry photo, Kurt Stroer collection*

Review Reference



Larry Van Houten's excellent article on this uncommon high cube is found in *The Wabash Modeler's* Number 10 edition. Larry discusses this unique ACF prototype (with several pictures) and documents his build of an HO version of this car. You can obtain a copy of this and other publications from the Wabash Railroad Historical Society (wabashrhs.org) by sending an email to Robert McNeill at rimcneill@centurytel.net.

Railroading 220 Times Smaller Than Real Size

Sampling American Z Line's Z-scale



Review by Tony Cook
Model Photos by Shane T. Mason

American Z Line Z-scale

F7A diesel locomotive
Santa Fe 38C (red and silver)
63001-8

American Z Line
azl.com

Many model train enthusiasts claim they don't have enough space for a layout. Answering that challenge is the growing world of Z scale... models reproduced 220 times smaller than actual size.

American Z Line is a major force in Z scale and seems to be always releasing something new for its catalog. A

Above: American Z Line has accomplished much to make Z scale (1:220) a viable and attractive size for enjoy model trains. The company's product line includes locomotives, freight cars, and passenger equipment with options to satisfy a variety of eras.

Below: This F-unit model possesses good proportions and fine detail and is a great starting point for trying Z scale. Note the separate number boards and well-defined fans, exhaust stack, grilles, louvers, sand hatch fillers, and tiny rivets. This F7A looks so good that the coin may seem like an over-size novelty piece, but it's a regular U.S. dime.





quick glance down the company's website listing for locomotives found around 20 prototypes included with both steam and diesel... and even a diesel hydraulic (Germany's Krauss-Maffei as a brass Z-scale offering) on the roster. From this review's first-generation F-unit to today's ES44AC GEVO, American Z Line covers many bases for motive power. The steam is especially intriguing in this tiny scale... Union Pacific's "Big Boy" 4-8-8-4 steam locomotive and Southern Pacific's AC-12 Cab

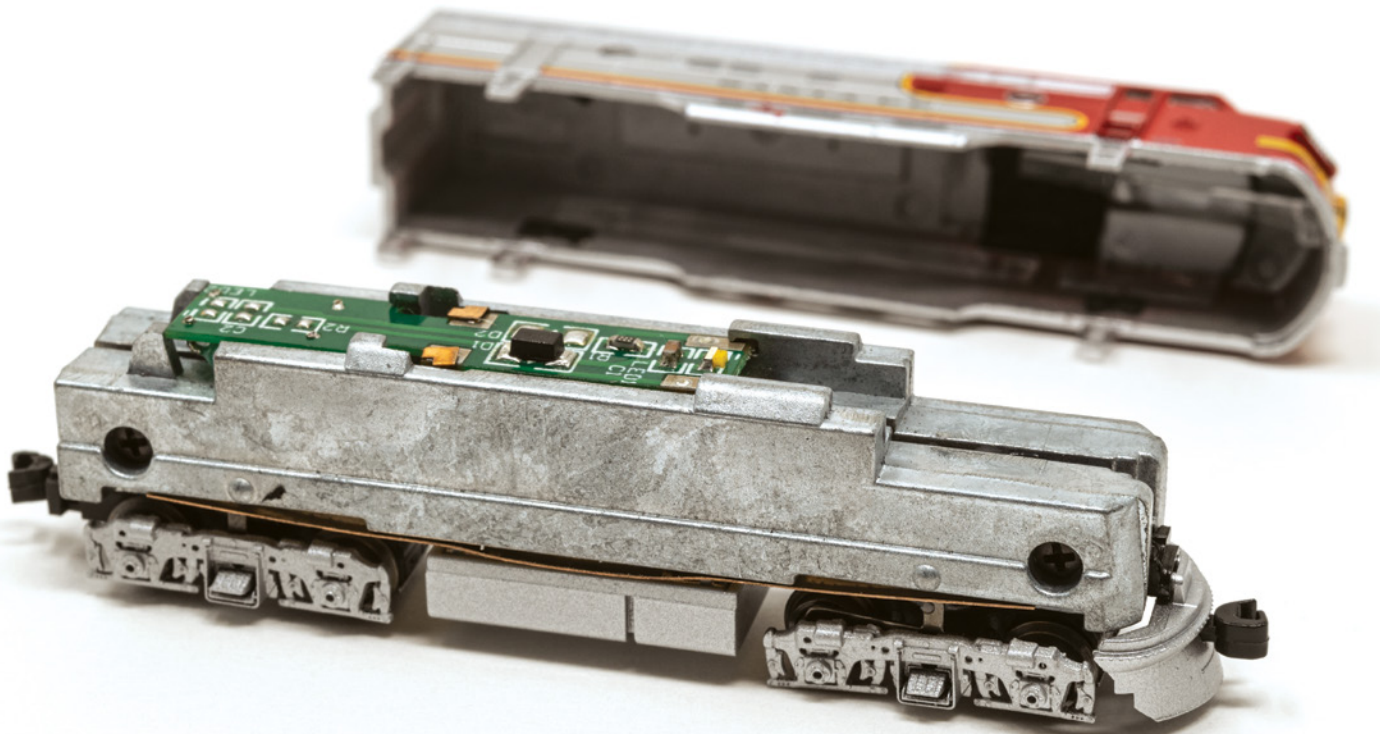
Forward are among the line's steam. The company's rolling stock is a solid partner to its locomotives, with freight car selections that range from steam/early diesel era to contemporary autoracks and coil cars. Passenger equipment includes heavyweight and streamlined cars, as well as Amtrak Superliners.

American Z Line supports its line with an online forum that is well organized and easy to access from the hobby company's main website. The forum includes "Knowledge Base"

Above: American Z Line's F7A diesel locomotive model looks good when residing in the palm of your hand, but I was even more impressed viewing assistant editor Shane Mason's photos. I think you'll agree that magnified views of this Z-scale F-unit will surprise and delight with the solid detail provided to this plastic body shell, excellent paintwork, and sharp lettering and striping.

Below: This release's mechanism includes all-wheel gearing and electrical pickup. Two brass contact strips reside over the wheels to carry power from the rails up to the tiny drive motor. As-delivered, American Z Line's F7A includes its rear knuckle coupler attached to the truck, while the front pilot includes a stationary coupler. On the next page, you'll see the alternative options for this arrangement.

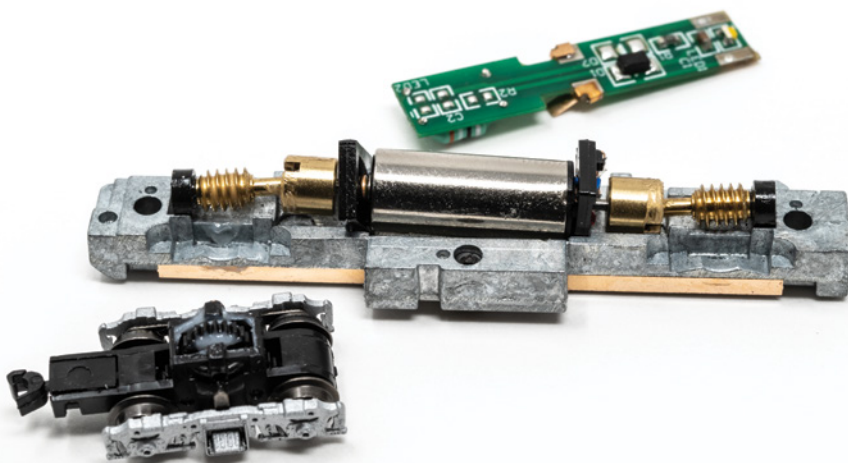




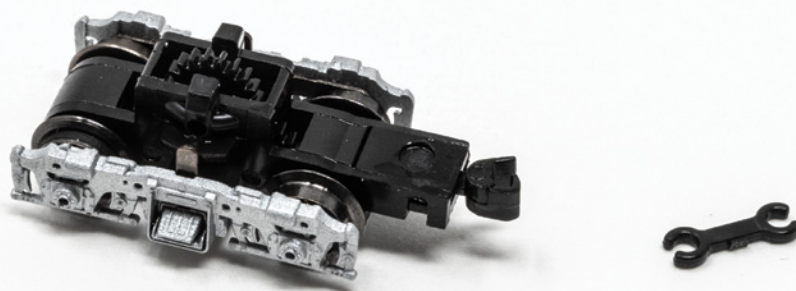
Above and Right: Quite a bit is packed into the small space inside this Z-scale F7A diesel locomotive model. The mechanism design employs a die-cast metal split-frame housing with the motor snugly secured inside. The green circuit board fits on top of the chassis and includes an LED for head-light illumination.

and “Labs” sections that will answer many newcomer questions regarding the line and this scale in general.

My experience and exposure to Z scale is limited and this F7A was the first time I’d really inspected a piece of 1:220 motive power. I could not resist disassembling this model to see its drive and electronics. I did not expect to be overly impressed. I see American Z Line offerings on a regular basis in product announcements provided to *MODEL RAILROAD NEWS*. These all look appealing, but I did not appreciate the quality until I handled this Santa Fe F7A sample and a group of freight cars (which *MRN* will share in a future edition). The detail is excellent on the plastic F7 body shell and paint and lettering is comparable to better N and HO releases. If space is a concern or the allure of these tiny trains captures your fancy, American Z Line is a company to investigate. Whether to simply collect or to operate (imagine how much Z would fit on a typical 4 x 8 layout), there something to see in tiny Z. **MRN**



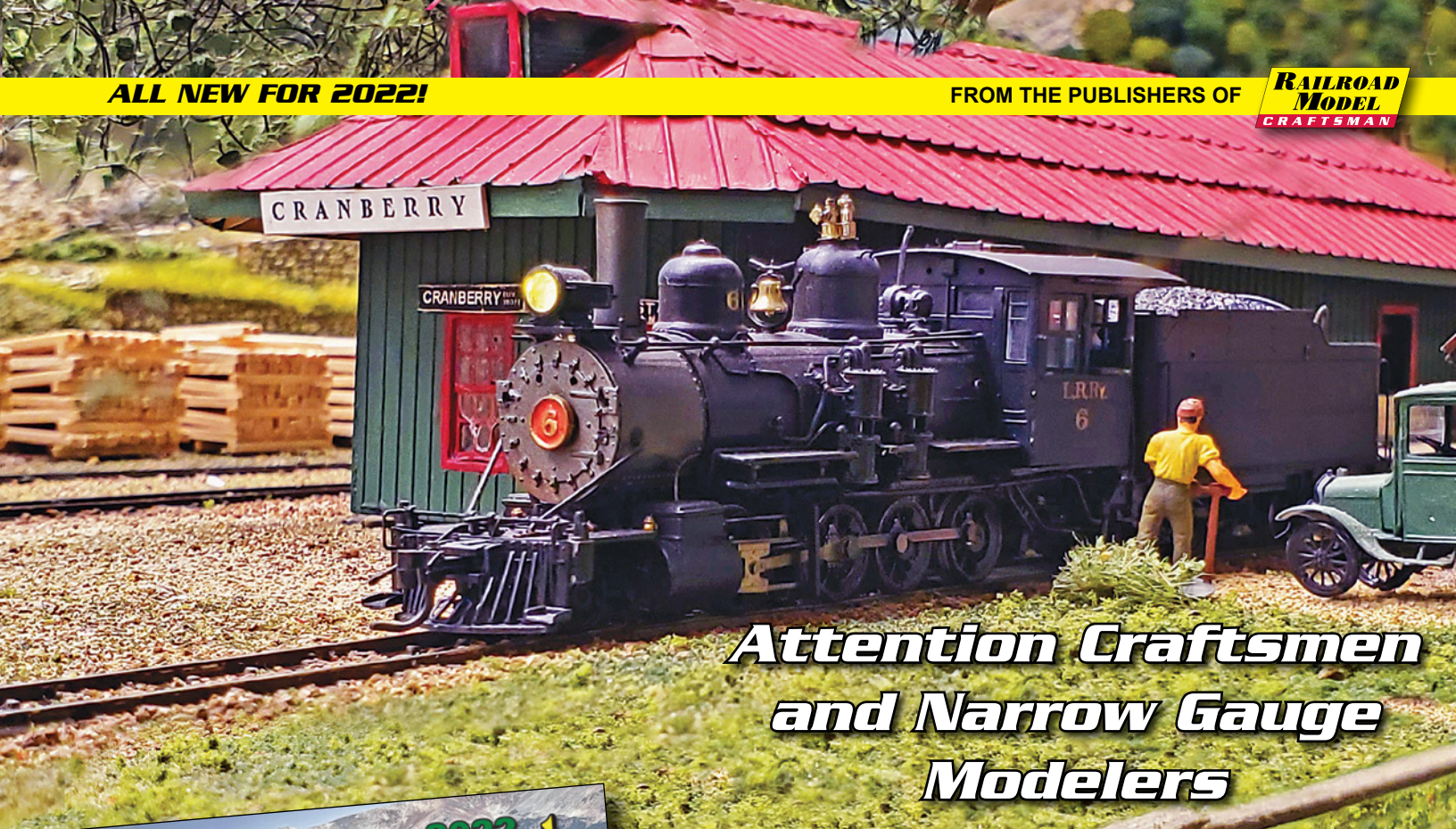
Below: Included with this model, the buyer receives a replacement truck with coupler armature attachment and a drawbar. The front pilot/coupler can be removed and the lead truck snaps off the mechanism. In its place, you can snap in this truck with coupler and have a talgo-type coupler if desired on both ends of this locomotive. The plastic drawbar can be used in place of couplers between units.



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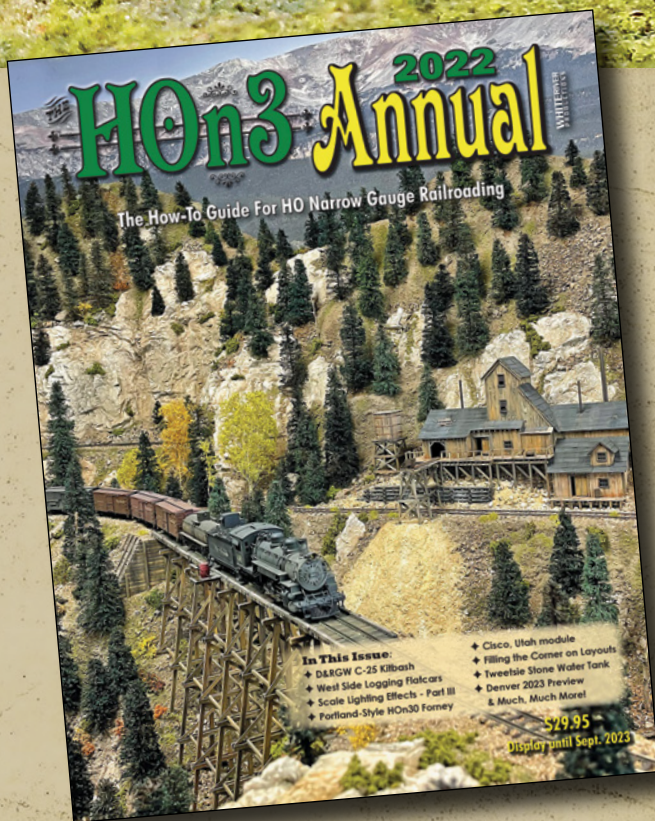
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Walthers SceneMaster series adds all-new trailer in HO scale

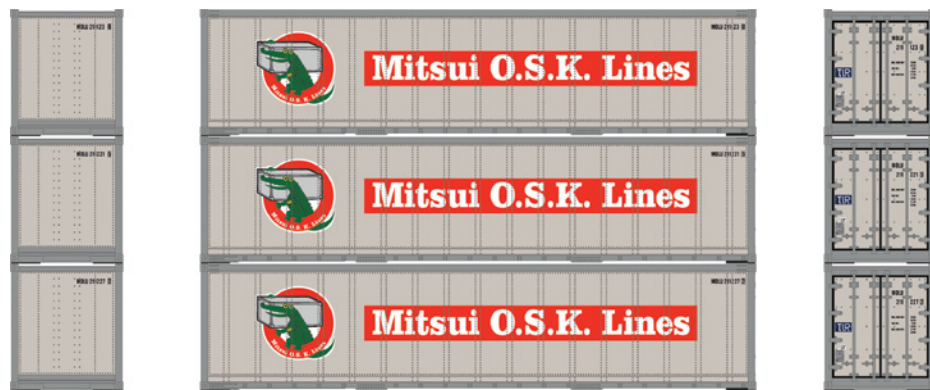


HO — A welcome addition to its SceneMaster intermodal releases will be Walthers' all-new open-deck flatbed trailer model. This HO release is based on 40-foot prototypes used from the 1960s to contemporary times. The plastic model will include wood-grain detail on its deck, modeler-applied landing gear offered in up and down position with

hand crank detail, taillights, placard, license plate, and more. This HO flatbed trailer will come in two-packs retailing for \$29.98 with undecorated (shown above), blue, yellow, and black (colored trailers will include reflective side accents).

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

Athearn containers



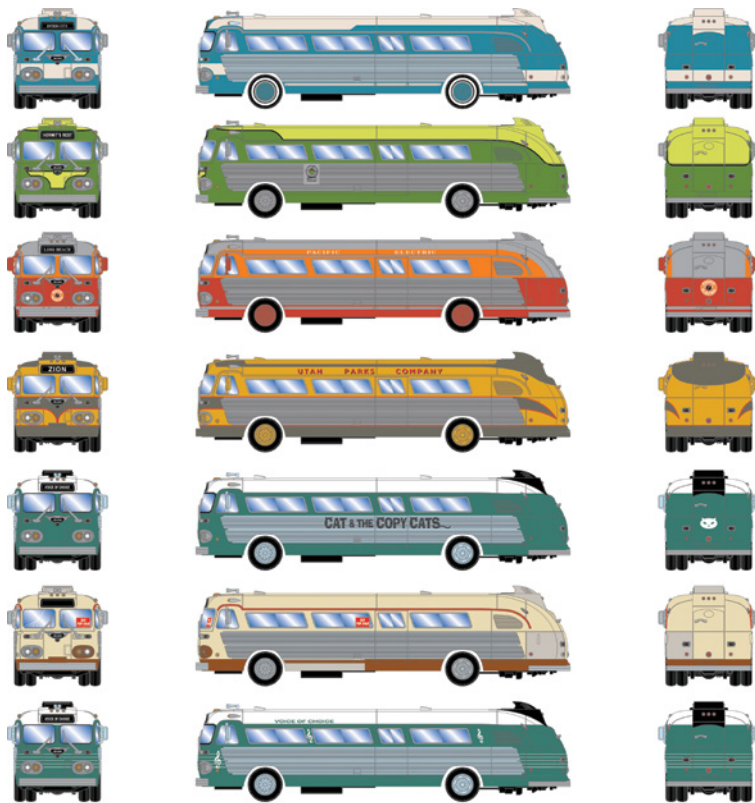
HO — There are six paint schemes coming from Athearn for its next production of 40-foot smooth-side container models: American President Line, American Mail Line (shown below), K Line, Mitsui OSK Lines

(shown above), SeaLand, and United States Line. The assembled HO container will come in a three-pack and lists for \$41.99.

Athearn Trains, athearn.com



New run for intercity bus in HO and N from Athearn



HO & N — Athearn has a new release for its intercity bus model in HO and N scale planned for delivery during September 2023. There are seven looks coming in this production of fully assembled vehicle replicas (shown from top to bottom above): teal and cream, Fred Harvey Bus

Line, Pacific Electric, Utah Parks Company, Band on Tour ("Cat & the Copy Cats"), bus for sale, and Band on Tour ("Voice of Choice"). The HO bus retails for \$31.99 and the N-scale version lists for \$29.99.

Athearn Trains, athearn.com

Chooch Enterprises pulpwood load from Walthers



HO — Chooch Enterprises, now distributed by Walthers, will offer a pulpwood load (214-7264) designed to fit Walthers' coming Mainline HO-scale Pullman-Standard bulkhead flatcar

model (see page 32). The \$14.98 load will be a highly detailed resin casting with factory finish simulating a wood load.

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Auto World's 1977 Lincoln Mark V in S scale



Review by Tony Cook

**Auto World S-scale
Luxury Cruisers Premium Series
1977 Lincoln Mark V**

**Black
AW64332B**

**Blue Diamond Bright
AW64332A**

Auto World from Round 2
round2corp.com

Above: Auto World's first release for its 1:64 (S scale) Lincoln Mark V offers two prototypical hues (black shown on left and Blue Diamond Bright shown on right). These two die-cast metal vehicle models are labeled 1977 editions.

Left and Below: Ford's Lincoln-Mercury division was "the sign of the cat" in advertising of the era. This 1977–1979 Mark V was the longest (more than 230 inches) version of this personal luxury automobile ever built. The early Mark I sits in the background (below) as a then-new 1977 Mark V takes up the entire road and waits for its owner to select a crate of oranges.



Here's an automobile category that doesn't get enough attention... the personal luxury car. Round 2's Auto World brand recently debuted a new casting that brings Lincoln's impressive Mark V to 1:64 (S scale) and what a welcome addition this sleek replica is for the car enthusiast and lucky S scaler.

For years, these two-door cars were plentiful in the North American market (and on rare occasion four-doors were offered). Every car builder had one or more vehicles to sell in this segment; even American Motors dressed up its Matador for a few years in the 1970s and played in the game. Ford can be credited with helping establish the personal luxury car with its mid-1950s Thunderbird. Ford's Lincoln





Above: While other vehicles were downsizing, Ford's Lincoln division remained true in the 1970s with big cars. This fourth-generation Mark is a highlight of this era of "land yachts." Black is a famous Ford color and every Lincoln looks sharp decked out in the basic hue. Auto World's 1977 Lincoln Mark V wears black with white pin stripes and chrome accents as the real example did. Note the inclusion of cornering lamp and reflector ahead of the front wheel with rear red reflector present behind the rear wheel.

and Continental names (which were not always one and the same) set another bar with the Mark series. The first Mark (shown in the background on the advertising image on the facing page) was out ahead of World War II; because of the conflict and the death of Edsel Ford, this concept wouldn't see a second offering until the Mark II in the early 1950s. There is much to the history; a string of Marks followed the Mark II and, confusingly, saw branding with successive numbers, though this was swept aside and forgotten in the late 1960s with the coming of Lincoln's Mark III. From here the generational cycle progressed with Mark IV in the early 1970s, followed by this sharp-edged Mark V that served the line from 1977 through 1979. A similar looking, though downsized, Mark VI came in 1980 and the sleek aero styling Mark VII brought some "hot rod" back to Lincoln for the later era Marks that wrapped up around 2000 with the Mark VIII. The retro Thunderbird had a concept Mark X that Lincoln didn't bring to buyers, but three-letter naming took a cue with

"MK" leading in the labeling in recent years (MKX, MKZ, and even MKT... though sadly not offered in Deramus Red or Whitman Green with yellow). There was even a Mark LT pickup truck for a few years. Back to the late 1970s and this magnificent Mark V; this was as big as they got with a length just a tad shorter than the four-door Lincoln Continental of these same years. Lincoln lavished these Marks with a special "designer series" with exterior and interior treatments courtesy of famed fashion and style icons like Cartier (who supplied the clocks for all

Lincolns), Gucci, and others. Despite its thirst (10 miles per gallon was doing well and you could carry 26 gallons in its tank), buyers ignored gas concerns and made this series a popular one with more than 80,000 sold in its debut year of 1977 (up from 56,000 copies of 1976's Mark IV); the successor years for this generation remained above 70,000 for 1978 and 1979. This Mark V could be yours in the late 1970s for a bit more than \$10,000... with a well-appointed example pushing \$15,000.

Auto World's die-cast 1:64 Mark V replica comes fully assembled and includes free-rolling rubber tires, plastic interior, and clear plastic window material. The tires include whitewalls riding on turbine-style hubs that are chrome with black center caps.



Right: The hood opens on this S-scale Lincoln Mark V vehicle model and reveals a detailed engine that includes Ford's signature blue applied to select components. This big car came standard (except for California models) with a 400-cubic-inch V8 and the larger 460 V8 was an option. While these engines sound impressive, emissions and economy concerns tamed this power to 179-hp (400 V8) and 208 hp (460 V8).



The metal body does an excellent job reproducing this mighty Lincoln with measurements for length and wheelbase matching the prototype well. The hood opens, and the fit is excellent with a very modest gap visible... in fact, I employed a hobby knife to ease in and lift the hood for the picture included with this review and I couldn't get a fingernail in the opening. The paintwork accents bumpers, taillights, turn signals, cornering lamps, body side molding, and more. The Lincoln "star-cross" emblem is present on the opera window, script Continental is on the driver's side headlight cover up front, and expanded out Continental rings the fake spare tire hump on the back. The only missing details I note are rearview mirrors, radio antenna, and hood ornament (though admittedly these would be very fragile even in 1:64). The interior (color matched on these samples) is plastic with seats, dash, and steering wheel. A second Auto World run provides a 1978 (nearly the same car) in black and gold editions. Those fortunate S-scale hobbyists get so many great automobile models! **MRN**

Above: These Auto World vehicles come with multi-color Alabama license plates on front and rear. The front and rear detail is excellent (though you'll need to conjure up your own hood ornament) with paint accents highlighting grille work, badging, taillights, and more. These Mark V models must not have 460s under their hoods (as that engine came with dual exhaust versus this model's single tailpipe).

Below: Auto World's vehicles come carded with attractive and colorful packaging. Given their modest retail price of around \$10, I opted to buy two each so I could keep a pair mint on their cards and have a pair to display on my desk. This is a new effort and one of many always arriving from Round 2's many brands offered across many scales.



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 **WhiteRiverProductions**

Walthers announces all-new pole barn and sheds kit for N scale



N — Walthers plans a fall delivery for an all-new structure kit set for its Cornerstone collection in N scale. The new Pole Barn & Sheds (933-3853) carries a suggested retail price of \$27.98 and provides plastic components molded in four colors that build a pole barn, large

shed, medium shed, and small shed. The assembled scene (which shows figures, vehicle, and other items not included in the release) displays the four structures that are based on metal pole building styles in use from the 1950s to the present. The buildings are

typical of service and support facilities at railroad and other commercial concerns. The models include separate doors and windows, drain pipe, and other details.

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Pola G-scale struture kits available from Märklin/LGB



G — Märklin/LGB now stocks Pola's line of G-scale building kits and accessories. Modelers will find these offerings available from their LGB dealer in North America. The collection (produced by Faller in Germany) includes more than 85 different Pola offerings which include structures, add-on accessories, figures, and more. Among the items from Pola now offered via Märklin/LGB dealers are smoke generators to create a "burning building" and cement adhesive.

Märklin/LGB,
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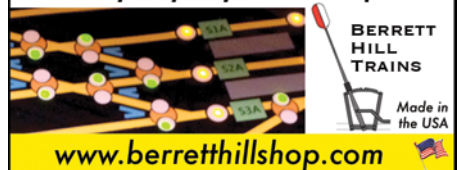
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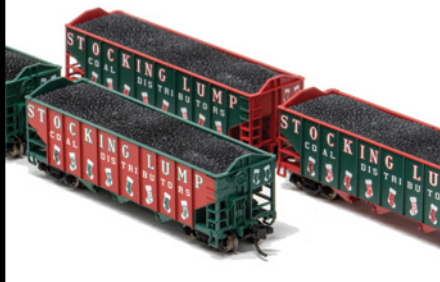
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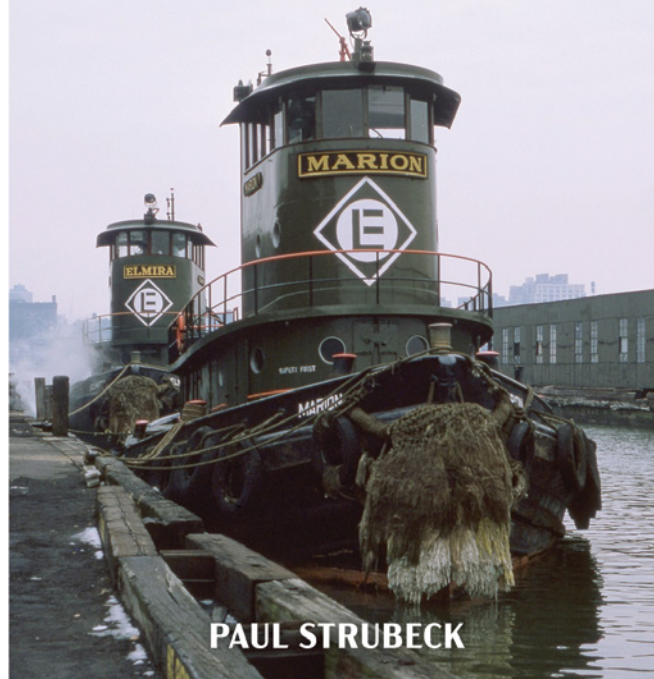
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Garbely begins railroad tugboat book series

DIESEL RAILROAD TUGBOATS VOLUME 1: EAST COAST



BOOK — The first volume in Garbely Publishing's comprehensive book series on railroad tugboats will document maritime operations of New York Harbor; Delaware River around Philadelphia and Wilmington, Del.; Hampton Roads, Sewell's Point, and Little Creek near Norfolk, Va.; and Baltimore Harbor.

More than 75 diesel-powered tugboats operated in these regions. *Diesel Railroad Tugboats*, a new 8 1/2 x 11-inch hardcover book release from Garbely

Publishing, will cover the tugs and their history (many saw service careers for multiple owners) with more than 400 photos. The title will also feature blueprints, drawings, technical data, and a dedicated section covering railroad tugboat designs (including interior layout, construction methods, various engine propulsion, and more).

Visit Garbely Publishing for more information and to order this new book due mid-November 2022.

Garbely Publishing, garbelypublishing.com

TRAINZ

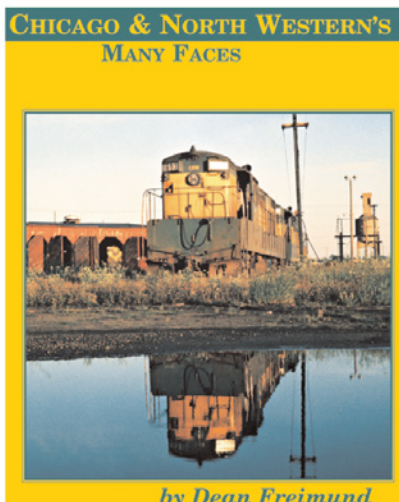
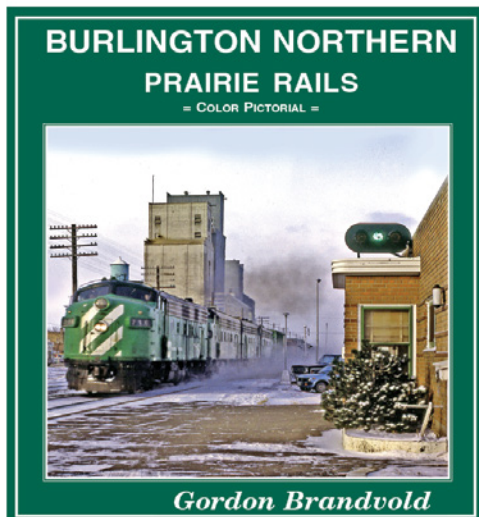
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New Burlington Northern and Chicago & North Western books from Four Ways West



BOOK — Four Ways West recently published two new hardcover railroad books. Gordon Brandvold's *Burlington Northern Prairie Rails* is a color look at the road's Midwestern section. The diverse motive power of a granger great is on display in Dean Freimund's *Chicago & North Western's Many Faces*.

Both 8-1/2 by 11-inch titles carry

a \$69.95 suggested retail price and feature a wealth of images mostly in color, as well as rosters and other pertinent data and information.

Four Ways West offerings can be purchased direct from the publisher, and from hobby and book dealers.

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Yellowbonnet turns 50



Above: The red-and-silver Bachmann GP40 and U36B counterparts decorated for Santa Fe are very easy to locate; however, these Yellowbonnet releases from the early/mid-1970s are more challenging to find today.

This edition of *MODEL RAILROAD NEWS* provides reviews on LGB's G-scale and American Z Line's Z-scale F7A decorated for Santa Fe. This famous livery enjoys a 50th anniversary for a variant of its scheme this year. It was during summer 1972 when Santa Fe introduced, or I should more accurately state, reintroduced its Warbonnet livery with a blue with yellow design officially dubbed by the railroad as "Yellowbonnet." With the handing over of its passenger operations in 1971 to Amtrak, Santa Fe's image was officially its blue with yellow (often called "bookends"

livery) and the Warbonnet went largely out of use. Some red-and-silver F-units still carried the colors and passenger F-units saw some curious and unique attempts to trade red and silver for blue and/or yellow. But the look that is arguably railroading's most famous face appeared to be heading toward retirement.

Luckily, the sweeping curves of the Warbonnet design made a comeback in 1972 and remained Santa Fe's dress (in blue with yellow bonnet and large yellow road name) for the rest of the road's independent existence. And in the 1990s, the road's then-president

Mike Haverty, appreciating the value of the look, brought back red and silver for SuperFleet equipment.

I got to debating during this issue's production what HO models were first to replicate the Yellowbonnet. I credit Bachmann (GP40 and U36B shown above) and TYCO (F9A shown below) as arriving first, not long after the 1972 debut of this livery. These releases were uncommon, with red-and-silver Santa Fe locomotive models remaining plentiful from these and other companies. Do you remember your first Yellowbonnet locomotives? **MRN**



Above: There are at least a couple versions of TYCO's F9A offered in this Yellowbonnet scheme in the early/mid-1970s. The red-and-silver look would far outnumber this Santa Fe F9 in TYCO's catalog.

TIMETABLE No. 10

**EFFECTIVE 12:01 A.M.
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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

CALIFORNIA, SIERRA VISTA, November 5-6, 2022. 50th Anniversary Celebration Open House and Train Show at Cochise Western Model Railroad Association, 680 Fort St. We have been providing rail service to Cochise County on a reduced scale (N, HO, G) for half a century. See the latest progress on our model railroad. Join us in marking this important milestone for our club. Refreshments available, Free parking, Wheelchair accessible. Admission: Donations Accepted. Contact Ted Finkbohner at (510) 472-5130, or visit cwmra.org

COLORADO, PUEBLO, October 15-16, 2022. Rail Fair at the State Fairgrounds Model Train Show at Livestock Pavilion, 1001 Beulah Avenue. NEW LOCATION! Enjoy our train show featuring new and used model trains in all scales, operating model railroad layouts, vendor tables, instructional clinics, and more. Sponsored by Pueblo Model Railroad Association and Train Expo Colorado (TECO). Admission: \$10.00 Per Person. Contact Jon Wickham at (303) 204-4304, or visit tecoshow.org

FLORIDA, BOCA RATON, November 19-20, 2022. South Florida Railway Museum Train Show and Swap Meet at St. Paul Lutheran Church and School, 701 W. Palmetto Park Road. Enjoy our train show and swap meet (Sat. only), and model railroad exhibit open house (Sat. and Sun.) at the South Florida Railway Museum located in the old train station in nearby Deerfield Beach. See website for details. Admission: \$8.00 Age 13 and up. Contact William Steffen at (561) 441-6952, or visit sfrm.org

ILLINOIS, ST. CHARLES, October 16, 2022. 31st Annual Chicago Railroadiana and Model Train Show at Kane County Fairgrounds, 525 S Randall Rd. Enjoy our show featuring railroad collectibles (and some model trains) for sale. Vintage keys, locks, lanterns, china, silverware, timetables, photos and slides, books, and more. Free parking, Wheelchair accessible. Admission: \$6, Tables \$65 - Early Admission Available. Contact Russ Fierce at (847) 358-1185, or visit rsshows.com

IOWA, IOWA CITY, October 23, 2022. 2nd Annual Iowa City Train Show and Swap Meet at Johnson County Fairgrounds, Bldg. C, 4261 Oak Crest Hill Road South. Enjoy our train show featuring operating layouts in multiple scales, new and used model trains for sale, and more. Silent auction of three paintings by artist James Matuska. Presented by Hawkeye Model Railroad Club. Wheelchair accessible, Refreshments available. Admission: Adults: \$5.00, Children (10 and under) FREE. Contact Tom Pearson at (319) 331-6922, or visit hawkeyemodellrclub.com

MAINE, ALNA, October 7-10, 2022. WW&F Fall Volunteer Work Weekend at Wiscasset, Waterville & Farmington Railway Museum, 97 Cross Road. Join volunteers from around the country for our largest work session to rebuild the storied two-footers of Maine. All ages and abilities are welcome to help build and maintain the railroad. Come for an hour or all four days; meals provided to all volunteers as thanks. Admission: Free. Contact WW&FRM at (207) 882-4193, or visit wwfry.org/volunteer

MARYLAND, BOONSBORO, November 26, 2022. HMRRM Fall Train Sale at Washington County Ag Education Center, 7303 Sharpsburg Pike. Enjoy our train show featuring vendors selling model trains of all scales, along with railroad related collectibles including books, photos, dining car china, timetables, and more. Presented by Hagerstown Model Railroad Museum. Wheelchair accessible, Door prizes, Refreshments available, Free parking. Admission: \$5.00 Per Person Age 13 and Up. Contact Joe Caha at (301) 180-0982, or visit antietamstation.com

MICHIGAN, LANSING, November 13, 2022. Lansing Model Railroad Club Show & Sale at Michigan State University Pavilion, 4301 Farm Lane. Enjoy our train show featuring more than 500 vendor tables, operating model railroad displays, modeling demonstrations, and more. Wheelchair accessible, Refreshments available, Free parking. Admission: \$6.00 Per Person. Contact Ron St. Laurent at (517) 256-3588, or visit lmrc.org/trainshow

MISSOURI, KIRKWOOD, October 8-9, 2022. 31st Annual Greater St. Louis Metro Area Train Show at Kirkwood Community Center, 111 S. Geyer Road. Enjoy our train show featuring model trains in all scales, operating layouts, more than 100 vendor tables of model railroad items, and more. Presented by the Mississippi Valley N Scales, LLC. Free parking. Admission: \$7.00 Adults, Age 12 and under free. Contact David Johnson at (636) 225-2405, or visit seetrains.com

NEW JERSEY, EAST RUTHERFORD, November 5, 2022. METCA/MYSME Train Show at St. Joseph's School Parish Hall, 120 Hoboken Road. Enjoy our train show featuring many vendors offering new and used model trains in all scales and gauges. Free parking, Door prizes, Refreshments available. Admission: \$5.00 Per Person. Contact NYSME at (201) 939-9212, or visit modelengineers.org/shows

NEW MEXICO, ALBUQUERQUE, November 19-20, 2022. Rails Along the Rio Grande Model Train Show at Balloon Fiesta Park, Balloon Museum Drive. Enjoy operating layouts in all scales, vendors selling new and used model trains and accessories, and memorabilia. Presented by Rio Grande Division 6 RMR NMRA. Admission: Adults \$10.00, Under 12 Free. Contact Al Hovey at (505) 459-8087, or visit sites.google.com/view/railsalongtheriogrande2022

NEW YORK, HAMBURG, November 19-20, 2022. WNYRHS Fall Train & Toy Show/WNY Division Meet at Fairgrounds Event Center, 5820 South Park Ave. Enjoy our train show featuring multiple operating layouts in N, HO, S, and O, LEGO display and activity area, clinic presentations, and more than 350 vendor tables. Special joint event hosted by Western New York Railway Historical Society and WNY Division NFR NMRA. NMRA event. Admission: Adults \$8.00, Age 12 and under FREE. Contact Art Toale at (716) 837-1791, or visit trainweb.org/wnyrhs

NEW YORK, ROCHESTER, October 15-16, 22-23, 29-30, 2022. Pumpkin Patch Train Rides at Rochester & Genesee Valley Railroad Museum, 282 Rush Scottsville Rd. Ride aboard authentically restored vintage cabooses or open-air car pulled by a diesel to the Pumpkin Patch where every child will choose a pumpkin to take home. Enjoy self-guided tours of historic trains and our restoration shop, and an operating Lionel layout by the Flower City Tinplate Trackers. Don't forget to visit the friendly petting zoo! Refreshments available, Free parking. Admission: \$20 Adults,

\$10 Youth (5-17) and Seniors (65+), Age 4 and Under FREE. Contact RGVRM at (585) 533-1431, or visit RochesterTrainRides.com

NORTH CAROLINA, RALEIGH, November 5-6, 2022. Neuse River Valley Model Railroad Club Annual Show at North Carolina State Fairgrounds, Jim Graham Building, 4825 Trinity Road. The largest, longest running model train show in North Carolina. 95,000 sq. ft. of railroading with more than 300 vendor tables, multiple layouts in six scales, featuring the largest, single entity, portable HO scale layout in the USA with 80+ car trains. Free parking, Wheelchair accessible, Refreshments available. Admission: \$10.00 Two-Day Admission, Under 12 FREE with adult. Get \$1.00 off coupon on club website. Contact George Lasley at (919) 757-4503, or visit nrclub.net

OHIO, CAMBRIDGE, October 23, 2022. Fourth Annual NMRA Division 6 Train Show at Pritchard Laughlin Center, 7033 Glenn Hwy. Enjoy our train show featuring vendors selling new and used trains in all scales, operating trains, books, videos, collectibles, and more. Easy access from I-70 or I-77 in historic Cambridge. Presented by Division 6 MCR NMRA. Refreshments available, Free parking, Wheelchair accessible, NMRA event. Admission: \$5.00 Adults, Under 12 Free. Contact Greg Smith at (740) 607-3223, or visit div6-mcr-nmra.org/trainshow.html

OHIO, WEST CHESTER, October 8-9, 2022. 54th Annual Cincinnati Model Train & Trade Show at Lakota West High School, 8940 Union Centre Blvd. Enjoy our show filled with model and toy trains of all scales, multiple operating model railroad displays, test track, and more than 200 vendor tables offering new and used model trains, books, apparel, and other railroad-related items. Refreshments available, NMRA event, Free parking, Door prizes, Wheelchair accessible. Admission: \$8.00 Adults; Under 12 and Scouts in uniform FREE with paid adult. Contact Joe Smith at (513) 662-7245, or visit bit.ly/2022-CincyTrainShow

PENNSYLVANIA, EASTON, October 2, 2022. 44th Annual Lehigh Valley Regional Train Show & Expo at Charles Chrin Community Center, 4100 Green Pond Road. Enjoy our train show featuring railroadiana, new and used model trains, books, slides, collectibles, and more. Enter our train set raffle. Sponsored by Lehigh Valley Chapter NRHS and Railroad Historians of the Lehigh Valley. NRHS event, Free Parking. Admission: \$5.00 Per Person. Contact Jim Rowland at (610) 737-3431, or visit lehighlines.org

PENNSYLVANIA, WALNUTPORT, November 6, 2022. Carbon Model Railroad Society Fall Train Meet at Diamond Fire Co. Bingo Hall, 120 Main St. Enjoy our train show featuring new and used model trains in all scales and gauges for sale. Refreshments available, Free parking, Wheelchair accessible, Pre-registration required, Door prizes. Admission: \$5.00 Per Person Age 12 and Up. Contact Garry Mack at (610) 826-6636, or visit cmrs.info

TEXAS, FORT WORTH, October 14-15, 2022. Southwest O Scale Meet at Ft. Worth Academy, 7301 Dutch Branch Rd. Returning to Fort Worth this year! Event includes dealer tables, swap meet, main line and traction modular layouts, Friday evening BBQ dinner (extra fare), Saturday box lunch, and local layout tours. See website for details. Door prizes, Free parking, Wheelchair accessible. Admission: \$20.00 Per Person. Contact Michael Ross at (817) 366-0111, or visit oscalesw.com

WASHINGTON, SPOKANE, October 9, 2022. Spokane Fall Train Show at Spokane Fair & Expo Center, 404 N. Havana St. Enjoy our train show featuring more than 200 tables of vendors selling new and used model trains and railroad collectibles. Operating model railroad displays including FreeMo, NTRAK, and more. Presented by River City Modelers. Wheelchair accessible, Free parking. Admission: \$6.00. Contact Shirley Sample at (509) 991-2317, or visit rivercitymodelers.org ✨

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A	G - J	R
AAA Plus Trains and Darts33	Great Decals!32	Ragg's...To Riches?8
Accurail, Inc29	Great Scale Model Train Show37	Railroadbooks.biz92
All Electronics Corp85	Hobby Smith, The84	Rapido Trains, Inc11
Allegheny Scale Models32	InterMountain Railway Co.....9	River Point Station92
American Models8	JB Wheelsets.....35	Rix Products33
Athem Trains33		Ron's Books35, 93
Azatrax93	K - L	
B - C	Kato USA, Inc.7	S
Bachmann Industries, Inc100	KR Models, Ltd.....13	ScaleTrains.com.....2, 28
Berrett Hill Trains.....91	Labelle Lubricants.....32	Scenic Express.....30
Blair Line93	LGB/Märklin.....15	Shawmut Car Shops.....32
Bluford Shops.....34	Litchfield Station33	Shawmut Car Shops.....32
Caboose Industries.....85	Logic Rail Technologies84	Spring Creek Model Trains36
Call To Action93	Lombard Hobbies34	State Tool & Die.....93
ClassOneModelWorks.....99		StealthTrackCleaner.com.....93
Coach Yard, The.....32	M	Summit LLC36
Custom Model Railroads (CMR).....91	M.B. Klein84	
D - F	Menards19	T
Dallee Electronics, Inc85	Micro-Trains Line Co.21	TrainWorld.....23
DCC Hobby Supply.....32	Miller Engineering.....91	Trainz.com92
Digitrax, Inc.....17		Tru-Color Paint23
East Coast Circuits93	N	
Erie Lackawanna Railroad Historical Society.....34	National Model Railroad Association (NMRA)....98	W - Z
ExactRail31	NJ International, Inc84	Whistle Stop Trains93
Factory Direct Hobbies.....6	P	White River Productions.....8, 14, 43, 77
	PIKO America3	83, 89, 90
	Port Lines Hobby Supply8	Zycon.....35

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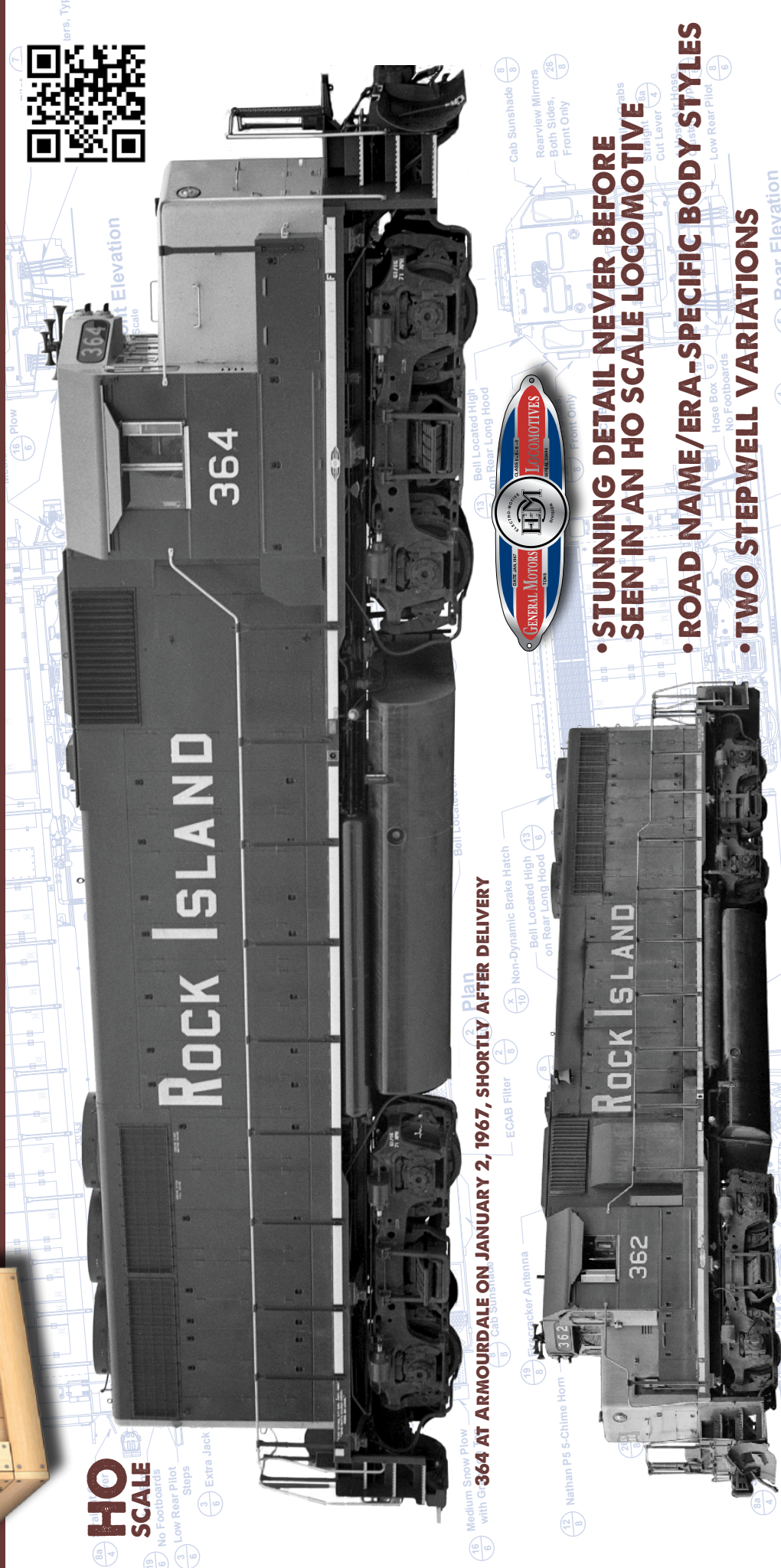


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