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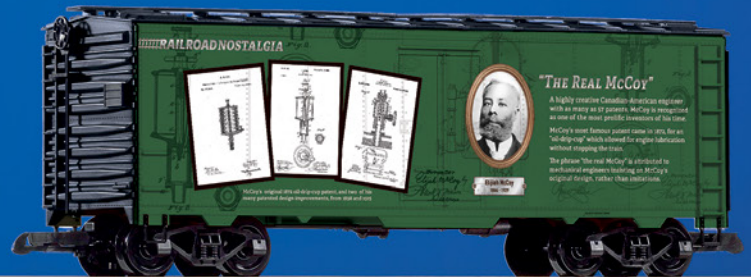
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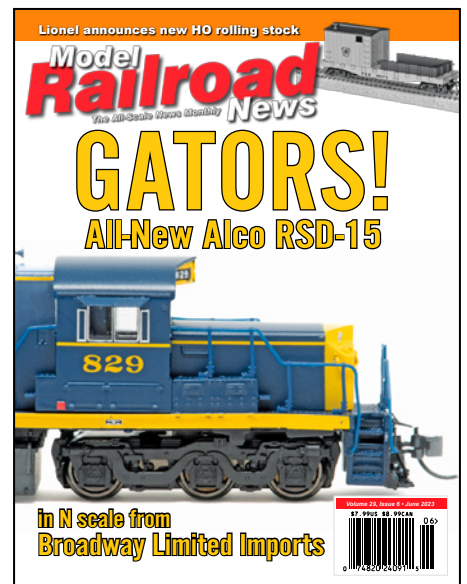
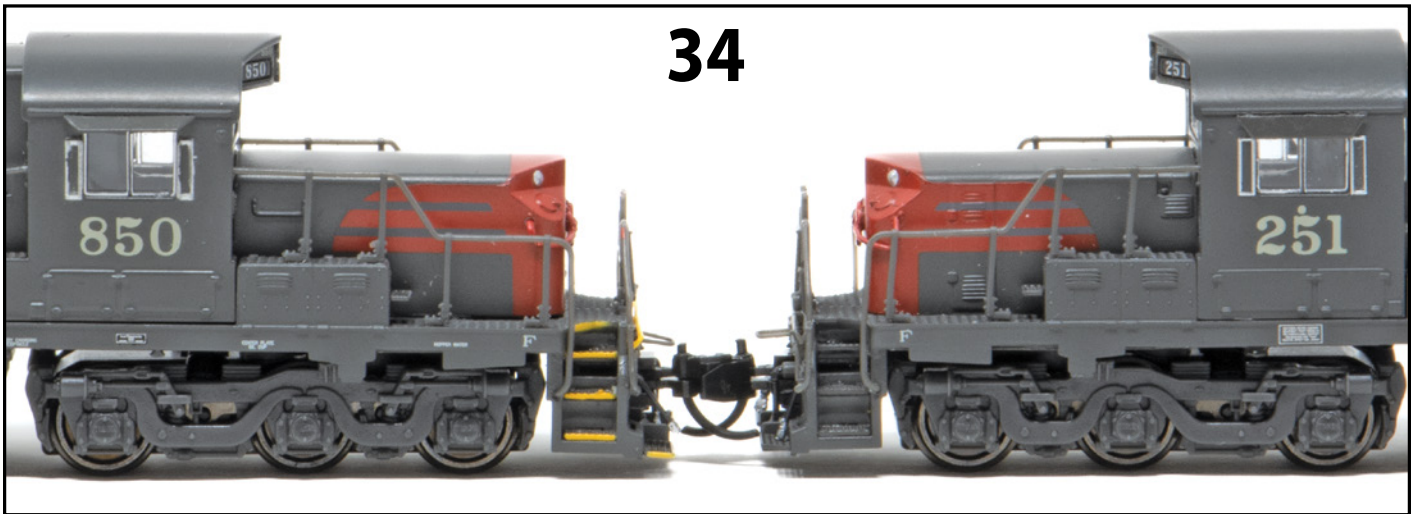
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On The Cover

Broadway Limited Imports adds Alco's RSD-7 and RSD-15 "Gator" diesel locomotives to its N-scale catalog.

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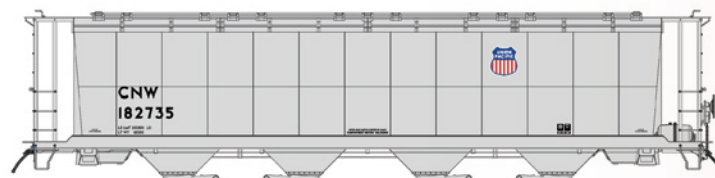
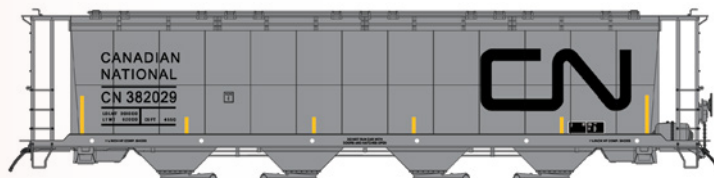
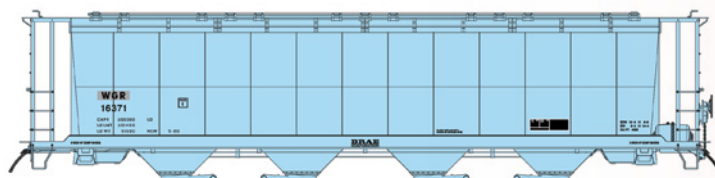
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The National Steel Car Co. 59 foot long, 4550 cubic foot capacity cylindrical covered hopper is the prototype for our model. This car is commonly referred to as the "Canadian Grain Car". Built between 1972 and 1985 nearly 20,000 cars were built for the Canadian government to assist the Canadian railways in transporting large quantities of grain. Canadian National, Canadian Pacific and other railroads own or lease this type of car. Other grain companies operate similar cars in the USA.

The InterMountain Railway Co. N Scale Cylindrical Hopper features etched metal roofwalks, parallel ribbed trough hatches, smooth trough hatches, or round hatches as per road name prototype. Metal wheelsets and body mounted knuckle couplers make these high end cars a sure standout on your railroad.

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With this edition of *MODEL RAILROAD NEWS*, I mark the passing of a dozen years as the editor of this news and review monthly. As I look across the covers of back issues (available on shop.whiteriverproductions.com), I'm reminded of the many products that have been included in this publication during my tenure.

I hope you have found the increased focus on sharing prototype information in support of model releases, the addition of "From The Archive," and more to have enhanced this 100-page magazine. There have certainly been challenges, as you have with any project, but going by the feedback I routinely receive (via email, letters, and social media), I feel confident that our efforts are reaching a receptive audience of like-minded hobbyists.

Thanks for your continued support of *MODEL RAILROAD NEWS*, and remember the new White River Productions app is available to you as another venue for enjoying this magazine and others from the publisher.

Tony Cook
— editor

Above: A selection of covers from my years with *MODEL RAILROAD NEWS*. What models do you remember seeing and being taken with in the last dozen years?



THINGS WE'RE DOING



Natural lighting and the hills in the horizon brought to life the scene of two RSD-15s passing a freight on pages 38-39 in this edition of *MODEL RAILROAD NEWS*. The town below is Pacific, Mo., located southwest of the St. Louis area. The TTrak diorama module is 14 x 22 inches in size and the signal was custom-built for this project. It was a chilly, but sunny March day for taking these pictures. This was my second attempt, as the first available day to try this proved to be too windy. — Justin Sobek

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EMD GP38 LOCOMOTIVE



**Preliminary artwork and renders shown, subject to revision.*

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Athearn SD60E production will include Norfolk Southern and more



Above: Athearn will offer road-number specific detailing on its coming SD60E offerings. The illustration of NS 6908 shows an early version, while NS 7000 presents a later look for the SD60E. Compare the cab window styles and antenna details as spotting features differentiating the otherwise similar locomotives.

HO — Athearn announces a new production is coming for its Genesis-series SD60E diesel locomotive. This interesting looking six-axle has an Electro-Motive Division SD60 base with modifications added by Norfolk Southern's (NS) Juniata Shops in Altoona, Pa. The production will include early and late SD60E looks with details accurate to road numbers presented. The standard dress Norfolk Southern will include three with early appearance features and four with later SD60E looks. Among the late SD60E offerings will be NS 6920 in "Honoring Our Veterans" paint. The run will also offer three SD60Es in the manufacturer's Legendary Liveries series depicting Central Railroad of New Jersey, Monon, and a maroon Norfolk & Western release. The non-sound models retail for \$269.99 and examples with DCC and SoundTraxx Tsunami 2 audio carry a \$369.99 suggested retail price.

Athearn Trains, athearn.com



Above: A trio of Legendary Liveries releases will be included in this August 2024 delivery of Genesis HO-scale SD60E diesel locomotive models. The group will include a red "Coast Guard" scheme Central Railroad of New Jersey, a black with gold Monon, and a maroon with gold Norfolk & Western offering. These SD60Es will be offered in a single road number each.



Above: Among the coming Genesis SD60E models, Athearn will include Norfolk Southern 6920 in its "Honoring Our Veterans" livery. This is the second Norfolk Southern SD60E special livery offered by Athearn; the first HO SD60E production included NS' 9-1-1 "Honoring First Responders" roster member.



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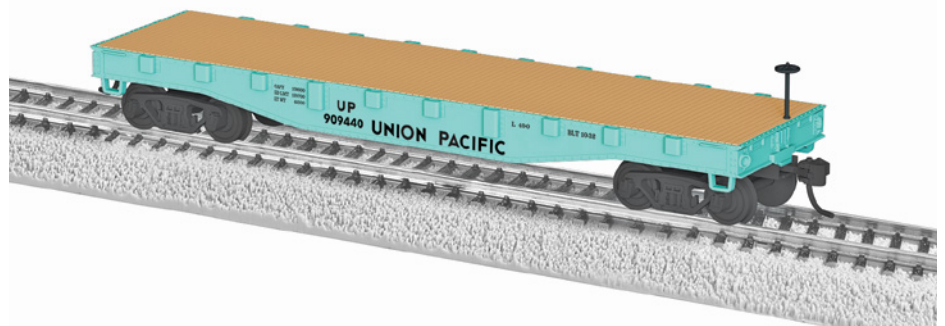
marklin.com

New-Tooling Freight Cars coming from Lionel in HO scale

HO — Reproducing the appearance of popular late-steam era and USRA prototypes with an eye on a specific target audience, and a desire for a durable and economical release, Lionel is developing a new group of freight car models for its HO-scale line.

Included in the recently issued Spring 2023 catalog of HO products, Lionel shares views of four all-new rolling stock additions. The new HO offerings include a sliding-door boxcar, ice-hatch refrigerator car, work caboose, and flatcar... all 40-footers. These fully assembled models will be featured in train sets and individual releases, including several special collector decorations (holidays and Anheuser-Busch branded). The announced boxcar decorations include a “The Polar Express” release with movie art murals (different on each side of the car), multiple holiday boxcars including a red “Deer Dash,” collector 2023 edition car, and another holiday-themed boxcar included in Lionel’s “The Comet” train set. Among other individual-release boxcars, Lionel will offer a Civil Defense car with U.S. flag, and four railroad offerings: Delaware, Lackawanna & Western (Boxcar Red with “Phoebe Snow” slogan); Pennsylvania Railroad (Tuscan Red with “Don’t Stand Me Still” slogan); Reading (shown above at the right); and Southern Pacific (silver with black ends “Overnight” livery).

The models carry suggested retail pricing of less than \$30 each. You can view these coming freight cars and the current Lionel HO line by visiting the company’s website. The new catalog includes train sets, individual model offerings, structure kit releases, and accessories, including Lionel’s HO roadbed track system. There are additional freight cars coming; watch for news on those Lionel releases in the future.



Lionel, lionel.com

Broadway Limited Imports announces Stealth non-sound line

HO — Broadway Limited Imports answers modeler requests for non-sound, standard DC releases with news of its Stealth series. The soon-to-arrive GP30, GP35, and SD40 diesel locomotive models in HO scale will come in two versions. The previously announced Paragon 4 edition (with Digital Command Control and audio output) will be joined by a Stealth version with socket included on the model's circuitry for conversion to DCC. The initially listed group included the three Electro-Motive Division diesel locomotive models coming to HO scale mentioned and shown at right. These releases in Stealth edition list for \$299.99.

Check Broadway Limited Imports online or ask your hobby dealer for additional information on this new option.

Broadway Limited Imports, broadway-limited.com



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New release for Walthers Proto HO-scale funnel-flow tank car this summer



HO — Walthers plans a summer delivery for a new production of its 54-foot funnel-flow 23,000-gallon tank car. The prototype is a Union Tank Car example introduced in the 1960s and common on North American railroads. This type of tank car hauls petroleum and food products. The Proto-series release includes see-through etched-metal walkways on its ends, factory-applied grab irons, brake rigging and trainline underbody detail, and variations to the model's placement of manway and safety valves on top of the replica. There are six releases in this run: Archer Daniels Midland (shown at right), Cargill, Corn Products, Procor (shown at right), Sunoco (shown above), and Union Tank Car. The assembled HO model retails for \$49.98.

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





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New Haven's McGinnis scheme in O gauge from Menards Collectibles



O — Menards Collectibles adds New Haven's popular McGinnis paint scheme to its line of O-gauge rolling stock with two new releases. Menards' lighted caboose sells for a bit more than \$20 and includes LED alternating red marker lights on its

exterior and interior illumination. The model comes with die-cast metal wheels with roller pickup for electrical connection and operating couplers. Menards' O-gauge modern tank car also sells for around \$20 and comes assembled with metal wheels

and couplers. This New Haven release includes "NH" logos on its sides and ends. Both models will navigate O-27 curves and wider and are limited-edition offerings.

Menards Collectibles; menards.com

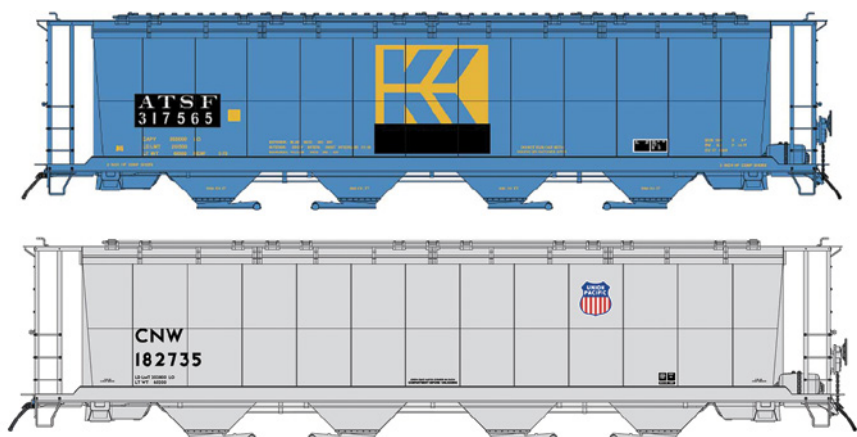
InterMountain delivers NE-5 cabooses in HO and cylindrical hoppers coming in HO and N



HO & N — InterMountain Railway Co. recently shipped a new production of Centralia Car Shops HO-scale NE-5 caboose models. This center-cupola caboose (MSRP: \$59.95) includes many separately applied etched-metal details, 33-inch metal wheels, and metal knuckle couplers. The run includes several looks for Boston & Maine, Chicago Great Western, Lamoille Valley, and New Haven. A new production of cylindrical hoppers is coming in HO and N with several new paint schemes. Check InterMountain's website for additional information.

Above: A new group of Centralia Car Shops NE-5 caboose models shipped in March 2023 from InterMountain Railway. These four examples are only part of the group; check with your hobby dealer for more information.

Below: A new production (coming in HO and N) of InterMountain cylindrical hopper car models will include several new paint schemes, including this patched Santa Fe and Union Pacific with CNW reporting marks.



InterMountain Railway Co., intermountain-railway.com

Bachmann's all-new Charger diesel locomotive is available in N scale



N — Bachmann adds its Siemens SC-44 Charger diesel locomotive to the hobby manufacturer's N-scale line. This all-new model is available now in several road names and various Amtrak paint schemes. The fully assembled N-scale model comes with Digital Command Control electronics, including Train Control Systems' (tcsdcc.com) WOWSound audio.

A "Keep-Alive" device is part of the electronics, which provides a capacitor support to maintain operation across minor dead spots and dirty track conditions. The examples shown are Amtrak Midwest and Amtrak Cascades liveries. In addition, this Bachmann release is available in Altamont Corridor Express, Amtrak Pacific Surfliner, and North County Transit District.

Bachmann's second production run will include Amtrak 301 (wearing "Day One" 50th Anniversary dress), and the service's latest looks (Phase VI and VII schemes) with multiple road numbers offered. Watch for a review of this all-new Bachmann N-scale diesel locomotive model in *MODEL RAILROAD NEWS*.

Bachmann Trains, bachmanntrains.com

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Tangent Scale Models introduces 4500 covered hopper in HO

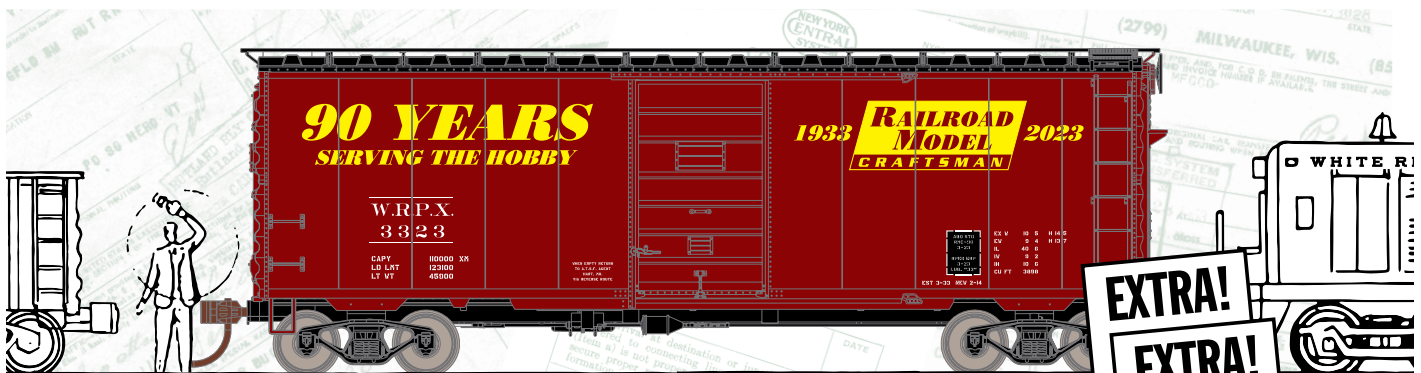


HO — Tangent Scale Models introduces an all-new covered hopper replica for its line of HO-scale freight cars. This three-bay covered hopper offering reproduces General American's 4,500-cubic-foot capacity prototype that was the first car of this variety built by this freight car manufacturer. The production of General American 4500s included more than 1,200 examples going into

service on North American railroads beginning in 1963. Tangent's highly detailed effort presents accurate, road-specific features including high- or low-mount handbrake, running boards, body-side post designs, and more. Four decorated General American 4500 releases make up Tangent's first offering and include Chicago, Burlington & Quincy (as-delivered 1965); Chicago Great

Western (as-delivered 1966); Santa Fe (1991 "Quality" scheme repaint); and a blue Archer Daniels Midland (Chicago Freight Car Leasing-owned hopper). There are three undecorated kits available that provide insight into future road name possibilities. Visit Tangent Scale Models online for more information and to order yours.

Tangent Scale Models, tangentscalemodels.com



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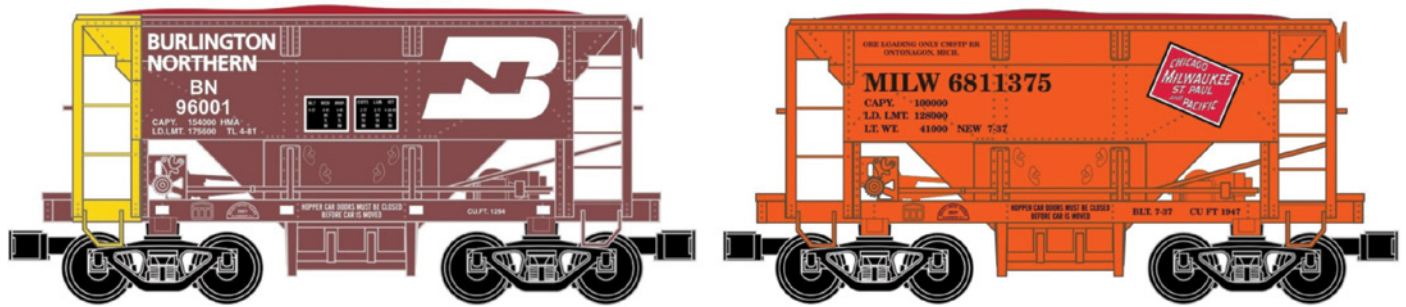


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Ready Made Trains delivers new O-gauge freight cars



Above and Below: Ready Made Trains' Train-Master Line has two new offerings. One is an ore car (above) and the other is a woodchip car (below). These assembled O-gauge freight cars list for \$29.95 each. These limited-edition releases come in a wide variety of road names with multiple road numbers.

O — Ready Made Trains announces a completely new-tooling ore car is available in more than 40 road names. The 1:48 ore car reproduction (illustrations for Burlington Northern and The Milwaukee Road examples appear above) includes chassis with underbody details showing air brake system and the release comes with a removable load. Ready Made Trains' Train-Master Line also has a new tooling woodchip car (Chicago & North Western and The Milwaukee Road illustrations appear at the right). The company's woodchip car comes in 16 road names and includes a load.

These assembled O-gauge freight car models include die-cast metal trucks and wheels and come with knuckle couplers. The models will operate around O-31 curves and wider. Each of these Ready Made Trains releases carries a \$29.95 suggested retail price.



Ready Made Trains, readymadetoys.com

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Moloco shares preview of coming HO-scale waffle boxcar



HO — Moloco Trains shares an early example of its coming American Car & Foundry (ACF) prototype boxcar with exterior-post design and waffle pattern body. This is one of several all-new HO boxcar replicas coming from Moloco Trains.

In addition to this double-plug high-cube 50-foot boxcar, Moloco will offer Santa Fe's Bx-154 and Bx-163 exterior-post double-plug door boxcars. The Santa Fe example is a non-waffle side and this model will be offered in several paint schemes,

including late-era Santa Fe and BNSF. There is also a non-waffle version of this exterior-post ACF boxcar coming in Burlington Northern.

Moloco Trains, molocotrains.com

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Aurora Miniatures plans autorack for HO scale



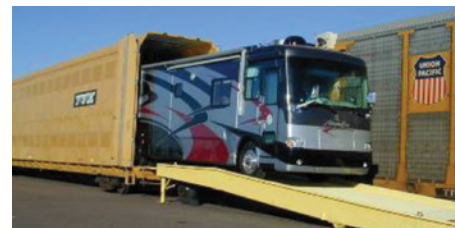
Above: This yellow Trailer Train car is an example of National Steel Car's uni-level autorack. This is a contemporary North American freight car that can handle transport of a variety of vehicles. — Norfolk Southern photo

HO — Aurora Miniatures International recently delivered its first North American diesel locomotive in HO (see April 2023's *MODEL RAILROAD NEWS* for a review Aurora Miniatures' SD60F model). The company has also produced two styles of HO-scale containers (40- and 45-foot hi-cube dry containers). You've seen early views and news of the company's first North American prototype rolling stock releases recently (Gunderson's 6276 50-foot hi-cube boxcar and National Steel Car's 3650 Railgon gondola). Reportedly in tooling is a Gunderson 53-foot all-purpose well car (with a first production expected to ship in the latter part of this year), and now comes news of Aurora Miniatures moving through the design phase on an HO-scale National Steel Car 81-foot uni-level autorack. This interesting variant in vehicle transportation rolling stock can handle a wide assortment of equipment (as shown at right with prototype pictures). The hobby company will have additional information soon and plans to have this HO freight car available by the end of 2023.

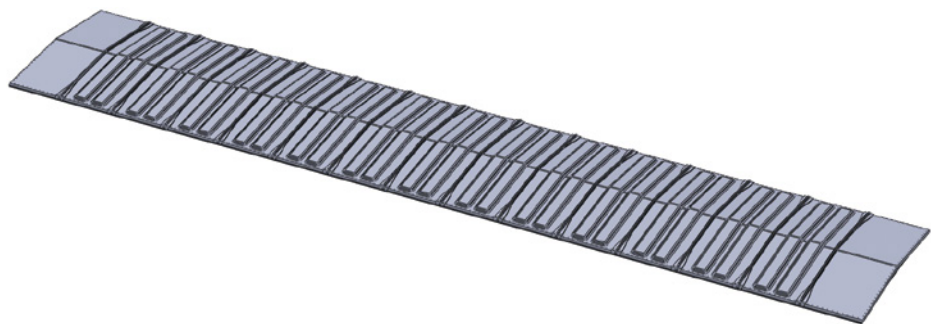
Aurora Miniatures International,
na.auroraminatures.com



Above and Below: These views show the tall vehicle loads capable of being transported in National Steel Car's uni-level autorack. — Norfolk Southern photos



Eastern Seaboard Models announces X65 boxcar for HO



HO — Eastern Seaboard Models is starting from the top on the design work for an HO-scale reproduction of an X65 boxcar. The prototype is a late-era New York Central (NYC) freight car built by the road's Despatch Shops. This 50-foot insulated boxcar came with plug door and exterior-post sides. The car first went into service in 1966 with production continuing to 1969. In addition to New York Central, Penn Central owned and operated original examples, as did Lehigh Valley and NYC subsidiary Pittsburgh & Lake Erie.

For Eastern Seaboard Models, this will be the hobby company's second body style for HO release.

The company notes this project is in the design phase and the illustration (shown above) represents the roof section and the current state of the project. Eastern Seaboard Models states this X65 boxcar release will be similar to the level of quality and multi-part design provided for its recent HO-scale XIH boxcar (see the review in December 2022's *MODEL RAILROAD NEWS*). While the project is official, news on road names, pricing, and delivery are not set. The company anticipates a possible delivery in 2025 for this second HO-scale freight car model.

Eastern Seaboard Models, esmc.com

Pennsylvania gondolas in HO from Funaro & Camerlengo



HO — Funaro & Camerlengo introduces a collection of Pennsylvania Railroad GS-class gondola kits. These HO offerings include a one-piece body and decals are included. There are several versions of this Pennsy proto-

type in this series with kits covering gondolas in service from the 1910s to the 1950s. Visit Funaro & Camerlengo online for more information.

Funaro & Camerlengo, fandckits.com

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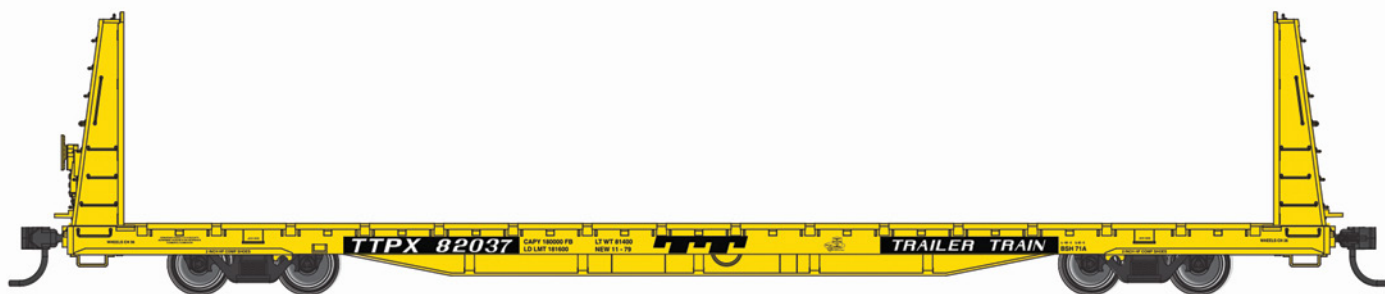
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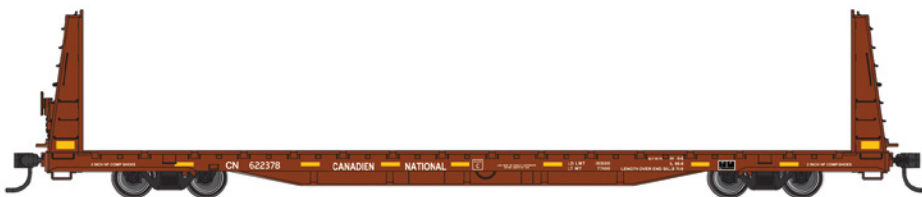
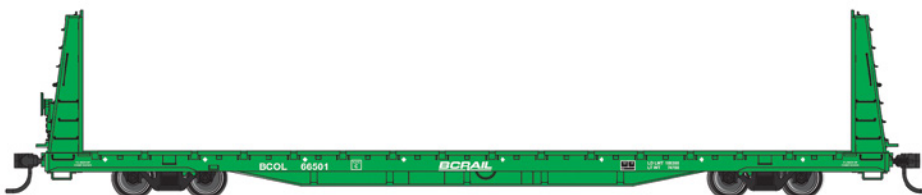
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New Mainline-series 68-foot Bulkhead Flatcar coming from Walthers in HO scale



HO — Walthers will add a new freight car to the hobby company's Mainline series this fall. A 68-foot bulkhead flatcar based on Bethlehem Steel's BSH71A prototypes built in 1979 and 1980 will be an all-new and fully assembled HO-scale model offered with six road names and undecorated. The prototype bulkhead flatcars served North American railroading transportation needs handling sheet steel, crated and tarped cargo, building materials, and other large loads. Walthers states its HO model, which carries a \$34.98 suggested retail price, will include a detailed nailable steel floor design, steel bulkhead sheets on the interior side of the raised ends, and brake and air equipment features on the underside. A die-cast metal underframe will offer weight for this bulkhead flatcar model, which will ride on 36-inch metal wheels in detailed plastic 100-ton roller bearing truck sideframes. Walthers will offer three road numbers for its BC Rail, Canadian National, Illinois Central, Southern Railway, and Western Pacific (illustrations shown at right) offerings; the yellow Trailer Train (shown above) will come in six road numbers and will include TTPX reporting marks.



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

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Accurail adds patched Soo Line 4750 hopper kits in HO



HO — Accurail's Pullman-Standard 4750 covered hopper kit recently added a Soo Line decoration with Iowa, Chicago & Eastern (ICE) patched reporting marks. A set of three kits (8157) retails for \$67.98 and illustrations above show the road numbers and appearance of the freight cars included. Accurail offers a single hopper car kit (81571)

selling for \$22.98 that is a random road number selection from the three-pack set. The kit is easy to build and includes everything necessary to have this freight car ready for operation on your layout with a modest investment of your time and basic hobby tools and supplies.

Accurail, accurail.com

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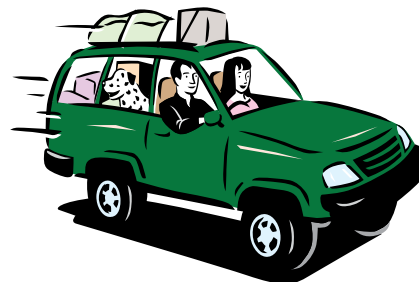
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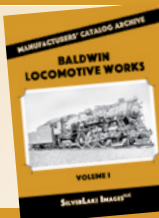
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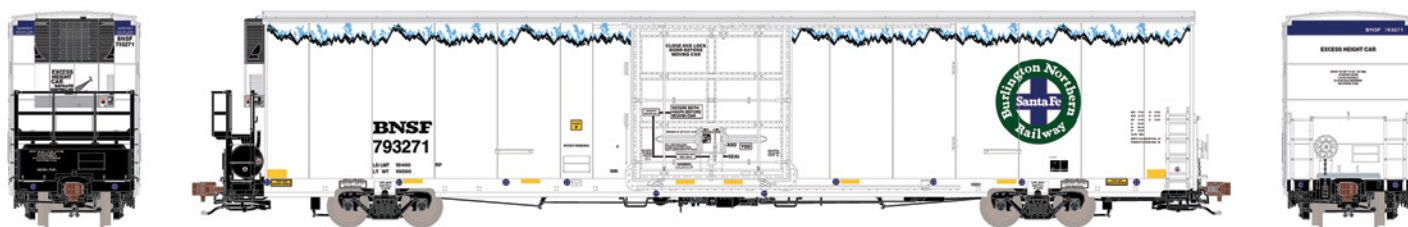
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ScaleTrains announces all-new Trinity reefer for HO



HO – ScaleTrains will add a contemporary reefer car to its Rivet Counter line. The all-new model is Trinity's 7,883-cubic-foot refrigerator car. The first production will provide early BNSF examples (with circle-cross herald) in three styles. The variations focus on the type of cooling unit mounted to the car's A end. A series of releases will come with a Carrier-built unit, while the other two styles will include an early or late Thermo King unit. The reproduction will come in sound-equipped release and a non-sound

version. The sound reefer will be track powered with capacitor circuit and audio will be controlled via a magnetic reed switch with sound level adjustable via a control on the base of the car. The cooling unit will include LED lighting effects. The 82-foot reefer is a first-time offering in HO and the non-sound models sell for \$54.99, while sound-equipped releases sell for \$89.99. Check ScaleTrains online for more information.

ScaleTrains, scaletrains.com

Above: ScaleTrains will offer three different HO-scale Trinity reefer car models in its Rivet Counter series. BNSF 793271 features a Carrier-built refrigeration unit on its A end.

Below: The other two reefers in this first production will come with Thermo King refrigeration units, in early and late styles. The all-new plastic model is an 82-foot example and new to the hobby.



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“All The Mail” set of RPO in N scale from RailSmith by Lowell Smith Signature Series

N — A set of Railway Post Office (RPO) car models is coming from RailSmith by Lowell Smith Signature Series in N scale this summer. The group of six sells for \$295 and includes Frisco’s “Normandy,” Missouri-Kansas-Texas’ “Anson B. Jones” from *The Texas Special* series; New York Central 5014 from the line’s *Royal Palm* and *Wolverine* sets; Rock Island 803; Santa Fe 3601 from the manufacturer’s *Grand Canyon* and *Texas Chief* trains; and Spokane, Portland & Seattle 32 (ex-MKT car added to the Western road’s roster in 1968). The RPO set includes discounted pricing compared to individually purchasing the six releases. RailSmith does offer most of these cars as individual offerings; you can check the company’s website for pricing and availability, as well as review the many name trains being assembled in N scale by RailSmith by Lowell Smith Signature Series.

RailSmith by Lowell Smith, lowellsmith.net



S-Helper USRA 40-foot rebuilt steel boxcar returns to S gauge from ScaleTrains

S — ScaleTrains recently shared views of its coming S-Helper branded boxcar coming in S gauge. The model reproduces a USRA design for a rebuilt steel 40-foot boxcar with sliding door. The model is selling for \$54.99 direct from ScaleTrains, with delivery expected by the end of September. The model will come with two truck sideframe styles (Andrews and Bettendorf). The undecorated S-Helper boxcar will come in two versions, offering buyers a choice of the truck sideframe styles. Road names include the group shown at right with additional decoration styles for Detroit, Toledo & Ironton and Santa Fe. Scale Code 110 wheels and Kadee-compatible scale couplers will be included with this model.

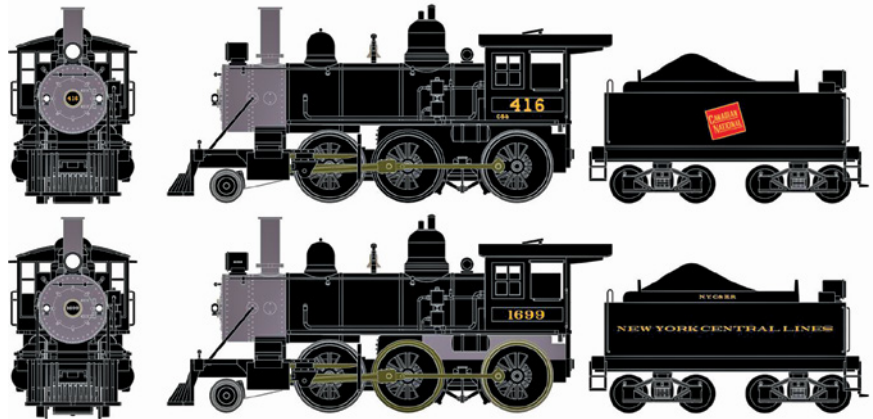
ScaleTrains, scaletrains.com



Athearn HO-scale Old-Time 2-6-0 and 2-8-0 steam locomotives arriving soon

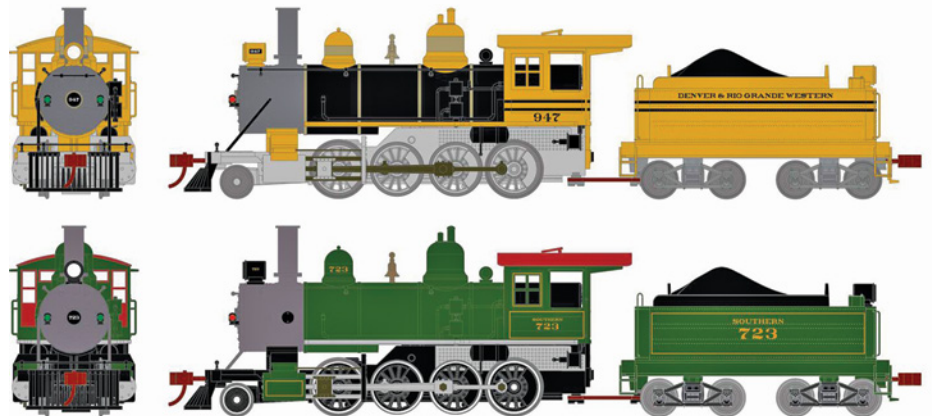
HO — Athearn's Old-Time steam locomotives (offered in 2-6-0 and 2-8-0 wheel configurations) are based on Model Die Casting tooling with several upgrades and enhancements. The fully assembled HO locomotives are due to arrive in August (2-6-0) and in November (2-8-0). This release presents standard DC reproductions (MSRP: \$209.99) with LED lighting and 21-pin socket connection for conversion to Digital Command Control (DCC). Models with SoundTraxx Econami sound and DCC list for \$269.99. The 2-6-0 Mogul run will provide two road numbers each for Boston & Maine, Canadian National, New York Central, Rio Grande, Santa Fe, and Southern Pacific. By year's end, a new collection of 2-8-0s will be available in Great Northern, Rio Grande, Southern Railway, Union Pacific, and Virginia & Truckee. The standard DC 2-8-0 lists for \$214.99, while DCC-sound offerings carry a \$284.99 suggested retail price.

Athearn Trains, athearn.com



Above: Look for a late summer delivery for a run of 2-6-0 Mogul steam locomotives from Athearn. In addition to Canadian National and New York Central, there will be four other road names in the group.

Below: Athearn expects a late 2023 delivery for a collection of 2-8-0 steam locomotives that will include Rio Grande and Southern Railway (shown), plus three more road names.



Above and Right: Athearn offers several styles of passenger car models in HO that cover a range of early North American railroading prototypes. The 34-foot Overton passenger cars (represented above by a Santa Fe set) arrived recently. Due this fall, Athearn will have a production of heavyweight arch-roof passenger cars (Southern Pacific *Daylight* coach shown at right); those models will be followed in November by a run of Overland passenger cars (green Southern Railway coach at right is an example). These HO-scale passenger car models will come in sets, and will be fully assembled.



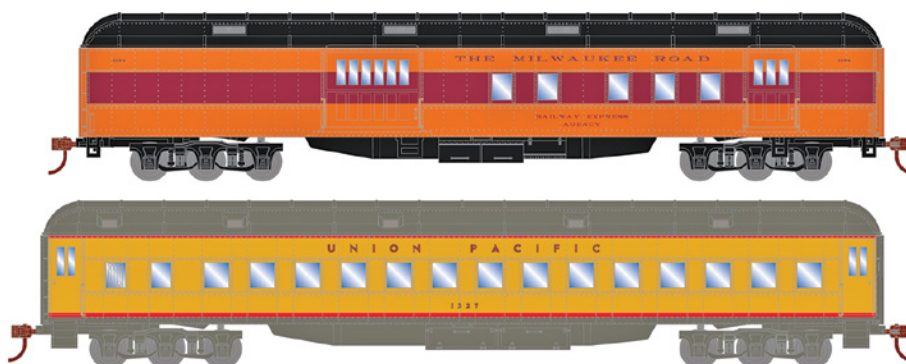
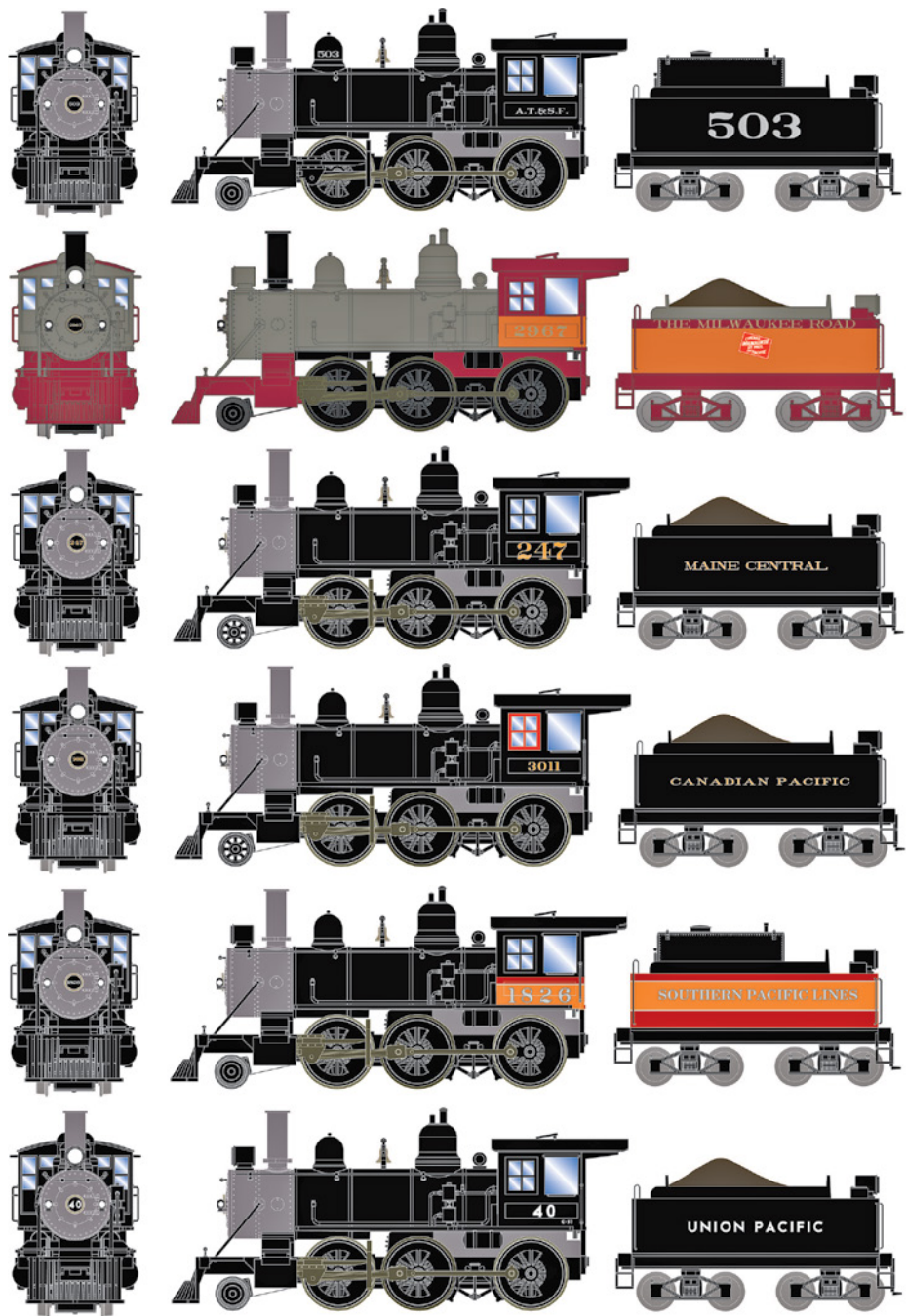
Athearn announces new production for HO-scale 2-6-0 steam locomotive

HO — Athearn plans an August 2024 delivery for a new production of its HO-scale 2-6-0 Mogul steam locomotives. This collection will include Santa Fe, The Milwaukee Road, Maine Central, Canadian Pacific, Southern Pacific, and Union Pacific (illustrations shown at right). Each road name will come with two road numbers.

This fully assembled steam locomotive will include see-through cab windows, separately applied wire railings, directional LED constant lighting, and flywheel-equipped drive motor with electrical pickup from driver and tender wheels. The model will come DCC-ready with 21-pin socket available for decoder installation. The model (MSRP: \$219.99) will include traction tires on two drivers for enhanced pulling power.

Athearn plans a new production of its HO-scale heavyweight passenger car models (baggage, coach, railway post office, diner, sleeper, observation) in six road names matching those announced for this 2-6-0 steam locomotive production. The baggage, coach, and railway post office models will be sold individually for \$42.99 each, while sets selling for \$114.99 will provide a diner, sleeper, and observation car model. The fully assembled passenger car models will come with metal wheels and plastic McHenry knuckle couplers. Like Athearn's 2-6-0 steam locomotive, these heavyweight passenger car models will navigate 18-inch radius and wider curves.

Athearn Trains, athearn.com



Above and Left: Athearn's 2-6-0 steam locomotive will return in August 2024 with the road names shown. The locomotive and tender will be fully assembled with a DCC-ready mechanism (21-pin socket) that will include LED lighting. The manufacturer's HO-scale heavyweight passenger car models are scheduled to return with a new production delivering the same time as this new 2-6-0 steam locomotive release. The heavyweight passenger cars (shown at left) will feature several attractive paint schemes with road names matching the steam locomotives.



Alco's RSD-7

Built first in early 1954, this six-axle Alco (cataloged by the builder as its DL-600 model) was the first production hood unit to feature the notched number board and sand filler locations on each side of the headlight and located on both ends of the unit. After the 2,250-hp demonstrator pair was built, Alco revised this 16-cylinder model to 2,400-hp output (DL-600A). Chesapeake & Ohio, Pennsylvania Railroad, and Santa Fe were buyers for this six-axle Alco as production ended in 1956.

Above: Santa Fe 601, at Denver, was one of a dozen RSD-7s (600–611) on the road's roster. The road purchased Alco's two demonstrator DL-600 examples (built in early 1954), and the other 10 units (built in late 1955) in the fleet were DL-600A units. Santa Fe is the only railroad to purchase RSD-7 and RSD-15 models. The road added RSD-15s with 800-series road numbers in 1959 and 1960. — *Stuart J. Sutton photo, Kevin EuDaly collection*

Below: Penn Central 6809 rests with 3802 (a GP9B) at Syracuse, N.Y., in 1969. If you look to the right of the cab, you'll spot the brake wheel mounted on a stand. Pennsy bought five RSD-7s (8606–8610), which became Penn Central's 6806–6810. Reference material indicates RSD-7s are virtually identical to high-hood RSD-15 locomotives.

— *Kevin EuDaly collection*



Prototype Profile Gallery

Alco RSD-7 and RSD-15 Diesel Locomotives

with images from the Kevin EuDaly collection



Above: Chesapeake & Ohio 6810 and 6811 have a coal drag at Russell, Ky., in September 1959. The road bought a dozen RSD-7s (6800–6811) that came in this attractive blue with yellow livery. — *Eugene Huddleston photo, Kevin EuDaly collection*

Below: Chesapeake & Ohio 6803 wears, under a solid layer of weathering, the simplified solid blue repaint introduced in the 1960s. When it came to selling diesel locomotives, General Motors' Electro-Motive Division was able to clean up (a shiny, clean, and new SD40 sits to the left of the grimy RSD-7) in the competition with Alco and General Electric in the 1960s. Note the brake wheel is present on the nose of C&O RSD-7s and resides in an indented circle. — *Jim Boyd photo, Kevin EuDaly collection*





Alco's RSD-15

Introduced in mid-1956, Alco's RSD-15 (officially DL-600B in the builder's line) ushered in the builder's 251 prime mover and carried a 2,400-hp rating. While RSD-7s all came with high short hoods, RSD-15s included a mix of low-nose and high-nose production models with 75 going to five roads: Cotton Belt; Duluth, Missabe & Iron Range; Pennsylvania Railroad; Santa Fe; and Southern Pacific.

Above: Duluth, Missabe & Iron Range 51 came from Alco to the iron ore hauler in 1959. Note the small fuel tank on these RSD-15s. Both locomotives appear to have their exhaust stacks capped in this view, and thus are out of regular service. — C.F. Sager photo, Kevin EuDaly collection

Facing Page Above: Santa Fe 833 tackles Cajon Pass in California in 1969. Santa Fe's first RSD-15s arrived 1959 with the last of 50 examples working in spring 1960. The road renumbered its roster and these RSD-15s became 9800–9849. — Jim Boyd photo, Kevin EuDaly collection



Left: Bessemer & Lake Erie 883 and 886 are RSD-15s originally on Duluth, Missabe & Iron Range's roster. B&LE acquired them in 1964 (same year this photo was taken). From B&LE, the group of six Alcos joined Cartier's roster in 1972 and 1973. All were retired and scrapped in 1988. — William Eley photo, Steve Steinkraus collection

Not to be confused with...

Right: SP 2959 is an RSD-12, and at a glance looks like Alco's RSD-7 and RSD-15; however, take a close look at the fuel tank area and you'll realize this 1,800-hp six-axle unit is shorter (comparable to Alco's four-axle RS-11 in length). Built from 1956 through 1963, RSD-12s came in low- and high-hood versions (produced by Alco and Montreal Locomotive Works). — Russell Eslick photo, Kevin EuDaly collection





Above: If you're looking for a kitbashing project for your RSD-15, consider Santa Fe 3900, shown at Turner, Kan., in 1974. The road's RSD-15 delivered as 828 (later renumbered 9828), received an Electro-Motive makeover (note the fan arrangement on the roof of the long hood and grilles below those fans), and returned to service paired with a rebuilt RSD-5, becoming a set used in hump yard duty. Three Santa Fe RSD-15s (826 and 846 were the other two) and a trio of RSD-5 switchers were rebuilt in the 1970s. Santa Fe dubbed these units CRSD20 (3900–3902, renumbering in the late 1970s to 1300–1302). Another road to give new life to this type of Alco was Conrail, which recycled RSD-15s (along with RS-11 and RSD-12 roster members) into MT-4 slugs in the late 1970s. — *James EuDaly photo*

Gators

from Broadway Limited Imports



Review by Justin Sobeck
with Tony Cook
Model Photos by Shane T. Mason

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

RSD-7 diesel locomotive
Chesapeake & Ohio 6805
6628

RSD-15 diesel locomotive

Cotton Belt 850
6626

Duluth, Missabe & Iron Range 50
6616

Santa Fe 829
6610

Southern Pacific 251
6624

Broadway Limited Imports
broadway-limited.com

Above: Santa Fe was the biggest supporter of Alco's RSD-15 model. Broadway Limited Imports introduces its all-new N-scale replica in this low-nose "Gator" rendition and with a high short hood. Santa Fe is included with low-nose RSD-15s decorated with "Zebra" livery in black with silver and this "Bookends" scheme. This assembled N-scale diesel locomotive model carries a \$299.99 retail price.

One of its earliest offerings in HO scale, Broadway Limited Imports (BLI) brings the impressive Alco RSD-15 diesel locomotive to 1:160 enthusiasts with an all-new N-scale reproduction of this six-axle beast, commonly known by fans as a "Gator." My N-scale journey began with an AHM train set featuring a fantasy-painted Santa Fe red and silver warbonnet RSD-15 purchased from Kay-Bee Toys in 1984. It was subsequently destroyed (I was only a year old at the time), but my interest has rolled on. This all-new N-scale release from Broadway Limited Imports has piqued my curiosity — so let's learn about more about these locomotives.

Which Prototype Is It?

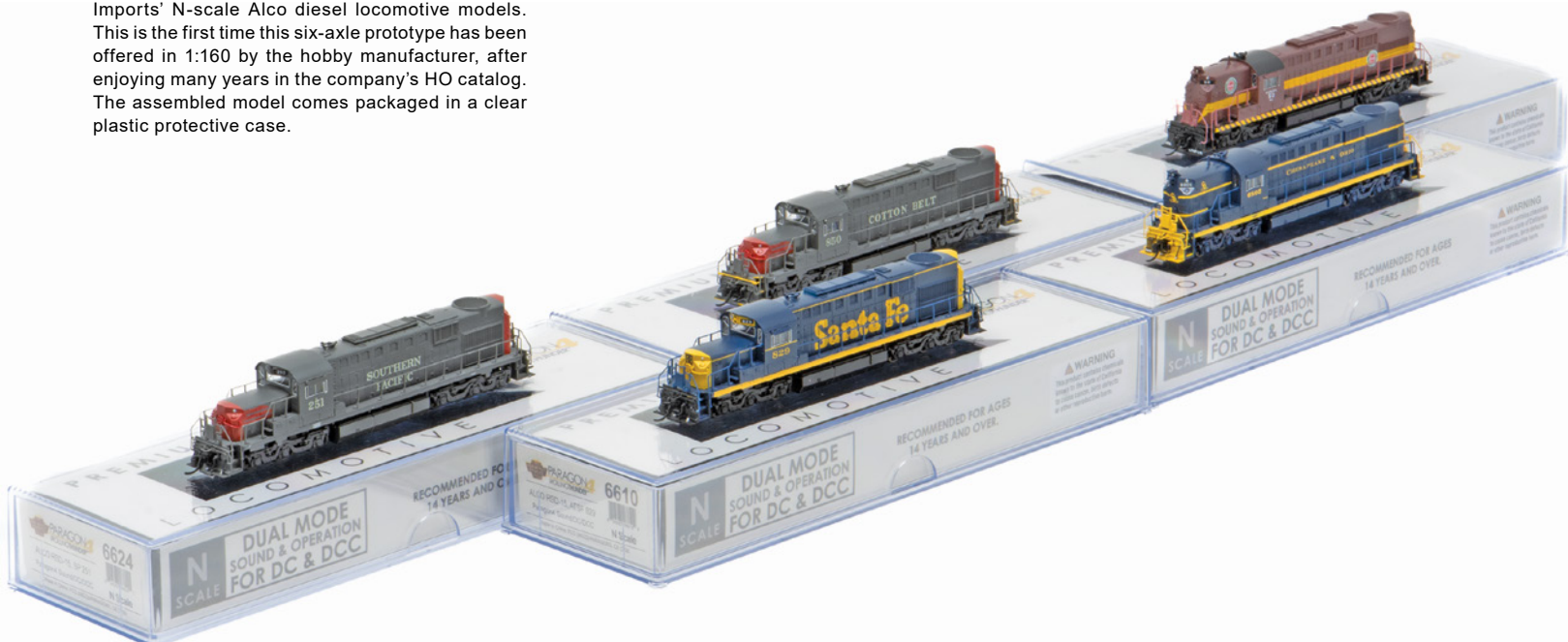
If you check Broadway Limited's website, you'll find this model listed among the company's N-scale diesel locomotive offerings and labeled "RSD-15," which is correct. As you scroll through the releases (there are 11 paint schemes, 10 road names, and all but one comes in two road numbers), you'll discover an RSD-7 (Chesapeake & Ohio) and RSD-17 (Canadian Pacific) at the bottom of the bunch. BLI provides variation in the details included for these models and this tooling includes low- and high-nose versions. The model is based on the six-axle RSD-15 diesel locomotive built in the late 1950s (see the Prototype



Above: Southern Pacific operated with several subsidiaries during its long history in North American railroading. St. Louis-Southwestern (SSW) 850 includes the informal "Cotton Belt" as its name on the long hood. The other RSD-15 is decorated in similar "bloody nose" livery and carries Southern Pacific on its long hood; however, 251 arrived in 1960 to subsidiary Texas & New Orleans (T&NO). One of three RSD-15s for T&NO 250–252, lettering did not reflect this name as was provided for SSW/Cotton Belt RSD-15s. Notice the yellow safety highlights on the Cotton Belt unit, which is an accurate variation to the scheme and common to SSW's early diesel locomotive roster.



Below: Impressive collection of Broadway Limited Imports' N-scale Alco diesel locomotive models. This is the first time this six-axle prototype has been offered in 1:160 by the hobby manufacturer, after enjoying many years in the company's HO catalog. The assembled model comes packaged in a clear plastic protective case.





Above: Broadway Limited's RSD-15 features a multi-piece plastic body shell with separate etched screens and other added details. The model comes with Digital Command Control and audio output features. This Southern Pacific RSD-15 is one of two road numbers (251 and 252) and replicates an early 1960s look when these units were assigned to the road's Texas & New Orleans subsidiary.

Profile Gallery on pages 30 through 33); however, Alco's RSD-7 and RSD-15 as well as Montreal Locomotive Works (MLW) RSD-17 all shared the same 66-foot, 7-inch platform and other common characteristics.

Regarding Alco's RSD-7 and RSD-15, editor Tony Cook visited his resources and references, and in addition to the prototype views shared across this review and the Prototype Profile Gallery proceeding it, he dove into the details for spotting differences and

shares his findings.

This big Alco is a favorite of mine, whether we're talking the vintage mid-1950s Gilbert HO effort (see *HO Collector's* First Quarter 2018 edition and Dale Smith's article on this early plastic Alco offering) or the excellent reproduction that helped establish Broadway Limited Imports in the hobby in the mid-2000s. I've always felt challenged to easily spot RSD-7 and RSD-15 models... then there's Alco's RSD-12 in the mix that can add confu-

sion. The RSD-12 (produced in low- and high-hood versions) can easily be drawn out of this group and identified by its shorter length (I believe it's a bit more than seven feet shorter than Alco's RSD-7 and RSD-15 and roughly the same length as an RS-11, but rides on six axles versus that model's four). If you're looking through pictures and trying to determine, just compare fuel tank areas and you'll easily spot the shorter length of this region between

continued on page 41





Above: A pair of Cotton Belt RSD-15s at work in Memphis, Tenn., in June 1966. SSW's roster included 10 examples delivered as 850–859 and renumbered 5150–5159. The big beasts are on record in Joe Strapac's series of books on SP/SSW as having the shortest careers of any Cotton Belt diesel locomotive, lasting a dozen years. — Ray Cook photo, Kevin EuDaly collection

Left: Southern Pacific 3100 at Eugene, Ore., on May 8, 1976. This view finds this RSD-15 renumbered, rebuilt, and serving the hump yard at Eugene late in its career. — Kevin EuDaly collection

Below: It is easy to see and appreciate why these Alco diesel locomotives gained the nickname "Alligator" or simply "Gators." Just like the reptile, these long beasts were cantankerous; Alco's 251 prime mover was not popular and reference indicates the radiator was challenged to deal with hot weather.



A pair of Gators passes a freight in this scene shot outside under natural light. The diorama is a TTrak module. — *Justin Sobeck photo*







Above: Broadway Limited Imports includes a pair (C&O 6805 and 6811) of these sharp-looking Chesapeake & Ohio models among its production. The manufacturer's RSD-15 tooling is very close to the appearance of an RSD-7 and these make for fine stand-in models.

Below: Chesapeake & Ohio 6800 at Russell, Ky., in 1963. C&O was a buyer for the RSD-7, which introduced the look carried over to Alco's RSD-15. — Eugene Huddleston photo, Kevin EuDaly collection





continued from page 36
the trucks on RSD-12s and know what you're examining.

On to the RSD-7 versus RSD-15... I've seen reference that states there are no discernable differences between these two, beyond the low-nose option built for many RSD-15s and only high hoods built for RSD-7 models. In pulling images from Kevin EuDaly's slide collection, I noticed brake wheel attributes that may help differentiate the two similar Alco diesel models. I found the brake wheel mounted on a stand and located behind the cab on the fireman's
continued on page 45

Right: Many details are separately applied on this N-scale diesel locomotive; however, the long hood's grab irons and grab irons on models with high hoods up front feature molded-on features for this detail. The paintwork was very good on this C&O effort.





Above and Below: The model includes a frame and pilot section, separate from the upper body sections. The walkway includes tread pattern and pilot steps have a separately applied section with tread detail. Air horn, bell, and antenna details vary, as does their placement, depending on the road name.





Above: This six-axle Alco diesel locomotive is certainly a welcome addition to N scale. This early diesel era Alco joins BLI's roster that includes F-units, early diesel switchers, the ever-popular SD40-2, and contemporary SD70ACe and ES44 models.

Below: Santa Fe 838 waits between assignments at the road's busy Argentine Yard in the Kansas City area. Note the raised section on the rooftop dynamic brake section and enlarged screen on the long hood (above the "n" in Santa Fe). — *Kevin EuDaly collection*

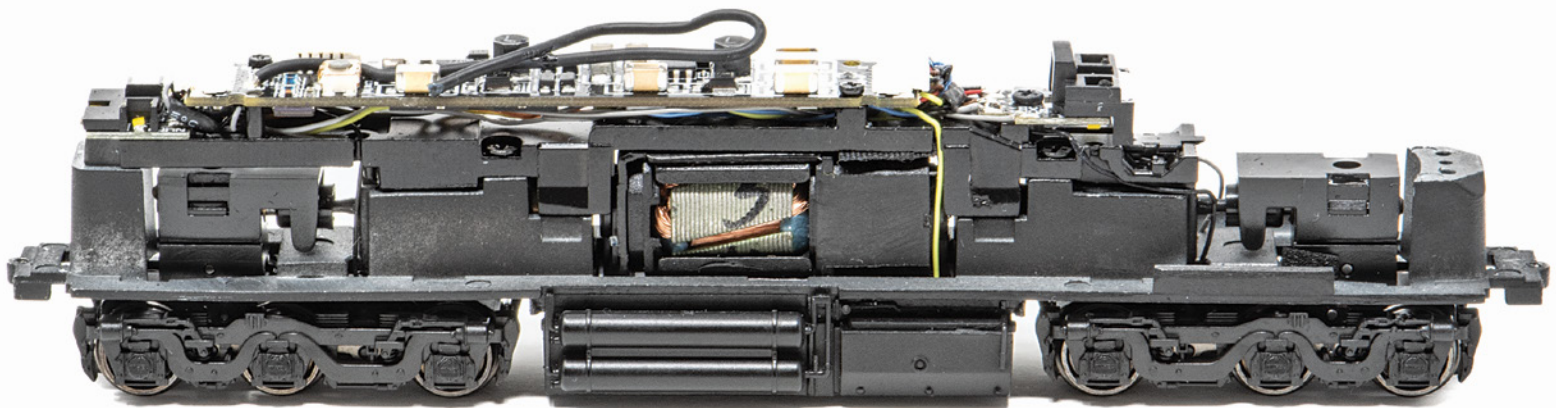




Above: Much is packed inside Broadway Limited's N-scale RSD-7/RSD-15. Lighting is provided by LEDs and there is no wiring tethering the shell to the chassis. This ready-to-run N-scale Alco retails for \$299.99 and includes DCC and sound features.



Above and Below: Working knuckle couplers are mounted to the locomotive's die-cast metal chassis. Once the couplers are removed, the plastic body shell will slide off the frame revealing the mechanism. The tanks are a separate, detailed plastic section with an opening on the base and an open grating covering the speaker (above). The footboards are see-through on the pilots and all axles are driven on this solid-performing N-scale Alco diesel locomotive. This run comes equipped with Paragon 4 electronics providing Digital Command Control and audio output.



continued from page 41

side on Pennsy and Santa Fe RSD-7s. The other RSD-7 buyer, Chesapeake & Ohio, shows a brake wheel mounted on the lower portion of the short hood; however, it is located in a recessed circular area (akin to the look of many RS-11 units). Examination of RSD-15 units appears to confirm that all (low- and high-hood) have a brake wheel on the lower portion of the short hood... but with no recessed area behind the wheel. The wheel is mounted on the flat surface of the nose. I invite Alco enthusiasts to please share information with your MRN team and readers if you can help confirm this assertion or show a variation to this spotting rule. Broadway Limited Imports labels its two C&O models (6805 and 6811 in as-delivered blue with yellow striping) as RSD-7s and notes in their descriptions they are "similar" to the tooling's RSD-15. As for that single RSD-17 in the group, check the side bar on page 48 for information on this interesting and unique locomotive. Now that I've had my Alco fix, I'll hand the review back to Justin.

Alco built a total of 29 RSD-7s (16-cylinder 244 prime mover producing 2,400 hp) followed by 75 RSD-15s (16-cylinder 251 prime mover producing 2,400 hp). Reference shows the two demonstrator RSD-7s originally featured a 2,250-hp rating and were modified to 2,400-hp when sold to Santa Fe. The long, short hood when presented in a low-nose version gave way to the RSD-15's "Alligator" or "Gator" moniker.

BLI's Big Alco

I believe this is the first medium-sized Alco diesel locomotive to come with factory-installed Digital Command Control (DCC) and sound in N scale, and many N Scalors (myself included) have been eager to own and operate this model. As this review was wrapping up, Broadway Limited announced a new Stealth series is coming that will offer buyers the option of a standard DC edition. Watch for a Stealth version as a possibility in future runs of this N-scale Alco diesel locomotive model.

Santa Fe had the biggest roster of RSD-15s with 50 units (800-849) spread

over several orders. Santa Fe 829 was part of the third batch (Alco serial number 83566) and joined the roster in spring 1960. These various orders came at a time when Santa Fe was transitioning its diesel paint scheme from black with silver ("Zebra" livery) to blue with yellow featuring large billboard presentation of the road name on the side of the long hood ("Bookends" scheme). Santa Fe 829 was renumbered to 9829 in 1970, and I located a photo on RR Picture Archives (rrpicturearchives.net) showing the unit stored at San Bernadino, Calif., in 1974; and reference indicates it was soon sold to Precision National Corp. and scrapped during the first half of 1975. The dead line view (after a bit more than a dozen years of service) finds the unit retained its "Bookends" repaint to the end (Santa Fe introduced its Yellowbonnet livery in August 1972).

C&O rostered a dozen RSD-7s classed MRSA-24 and numbered 6800-6811, built from February-April 1956. The 6805 was assigned builder number 81906 from that lot, featuring the unique notched hood corners and angled number boards to increase visibility lineside against the rather brutish squared hood design. The RSD-7 was one of Alco's first production efforts to adopt the notched corners look that became a signature feature of this series of locomotives. C&O later traded this and other Alcos in against Electro-Motive Division (EMD) SD18s. As several railroads would in this era, EMD was requested to retain the Alco sideframes and put them under the new unit. This made for an interesting SD18 for C&O, which rode on these trade-in tri-mount trucks. The reasoning behind this move was to retain the more desirable General Electric-built traction motors used in Alco first-generation diesel offerings.

Ore hauler Duluth, Missabe & Iron Range (DMIR) had a half-dozen high-hood RSD-15s in their maroon and cream color scheme (reproduced by BLI for this release) delivered in spring 1960. This review's DMIR 50 was given builders number 81756 but didn't remain with Missabe long-term. U.S. Steel has long had a controlling

interest in their ore and coal hauling roads situated around the Great Lakes, and Missabe's RSD-15s (50-55) were transferred to Bessemer & Lake Erie (B&LE) in northwestern Pennsylvania in 1964 and became its 881-886 in the mid-1960s. While there is a slim prototype window for the Duluth, Missabe & Iron Range RSD-15 models, it is an attractive look. BLI offers BL&E as a road name in this release, representing DMIR's units in their second career. These big RSD-15s went on to a third career in Canada and began serving Cartier Mining (91-96) in the early 1970s, with reference showing they were retired in the late 1980s.

While Santa Fe was Alco's big buyer for RSD-15s, Southern Pacific's (SP) "Bloody Nose" livery comes to mind when a railfan thinks of a Gator locomotive; however, SP's investment was small in these locomotives. SP only went for a trio of RSD-15s, delivered in 1959 as SP 4816-4818. After unsuccessful trials in road service, they were transferred to subsidiary Texas & New Orleans (T&NO) and renumbered 250-252, and later again in 1965 to 5160-5162. By the late 1960s, they became a fixture on the hump yard at Eugene, Ore. They were rebuilt in the 1970s and once again renumbered, to 3100-3102, as heavy switchers shoving cars over the hump or trimming in the bowl of the yard. SP 251 was assigned builders number 84384 and was delivered in August 1959. Given the SP's routine renumbering, the era for SP/T&NO 251 is very specific and would be the early 1960s.

St. Louis-Southwestern (SSW)/Cotton Belt received RSD-15s near the end of Alco's production with 10 units (850-859). Cotton Belt 850 was given builders number 83486 and delivered in March 1960; this unit was renumbered into SSW's 5150 series in 1965. The RSD-15s only lasted for 12 years on the SSW; all were scrapped in the early 1970s.

Several Santa Fe RSD-15s survive in preservation or private ownership. Austin Steam Train Association (austinsteamttrain.org) owns former Santa Fe 842 and it's their SP "Black Widow" scheme tribute unit 442. The Texas excursion road moved from steam to diesel around 1999 with its acquisition



of this Alco. In late 2016, this RSD-15 encountered issues and went out of service. The road currently uses a rebuilt GP40 for trips and you can find out about a restoration project for the big RSD-15 on the website for Austin Steam Train Association, which operates from Cedar Park, Texas, on the north side of Austin. Illinois Railway Museum (irm.org) has former Santa Fe 841 in its collection, numbered 2407 and decorated for secondhand owner Lake Superior and Ishpeming. The museum is located in Union, Ill., between Chicago and Rockford. Montreal Locomotive Works' RSD-17 demonstrator is preserved at the Elgin County Railway Museum (ecrm.ca) in St. Thomas, Ontario, Canada. The unit retains its CP Rail livery and appears in the chopped-nose look it received in the 1970s.

The Models

Arriving in the typical clear plastic two-piece jewel case with foam insert and cardboard liner, Broadway Limited's RSDs come with dense white foam planks to protect the molded-in color plastic walkway handrails all around the unit. If you plan to return the model to its packaging, retain these protectors and reinsert them carefully so they will protect the intended profile of the handrails.

BLI's application of road-specific details is very well presented, with C&O 6805 offering the most contrast in this study — the pilot details are excellent, with air and MU hoses, coupler cut levers, and appropriately contrasted colored handrails. This

may be the first N-scale locomotive with accurately depicted open-grate, see-through footboards on each pilot! Other separate details like the high-mounted bell, etched radiator fan grille, brass cab sunshades, firecracker antenna, and Leslie three-chime air horn are also fine features, with no apparent adhesive residue anywhere. Painting and printing (yellow over blue is very challenging to make look good) were evenly applied and opaque all around the model. The silvered window frames, cab side mirrors/shields, and classification lights are nice touches, and really highlight the well-detailed plastic body tooling. The handbrake wheel on the short hood and a few freestanding wire grab irons really make the nose details pop. BLI's Pennsylvania Railroad (as-delivered Brunswick Green with gold lettering and no keystone heralds present) and Penn Central (black with white lettering and "PC" logo) versions have a different horn and bell location per prototype, and the attention to these details should not be overlooked among a large release like this one.

The other high-hoods in this RSD-15 release are Duluth, Missabe & Iron Range (50 and 53) and Bessemer & Lake Erie 885 and 886. As noted, the DMIR group moved to B&LE in the mid-1960s, and details (bell mounted at the top front of the short hood, firecracker antenna, and other items) are similar between these offerings. The maroon handrails on BLI's Missabe offerings are lighter than the body color's maroon. Molding the hue into the plastic seems to work well for

the majority of this production, with only this effort's maroon coming out a tad light or somewhat translucent in appearance.

Santa Fe's blue with yellow freight livery (introduced in the early 1960s) is a sharp scheme. BLI's blue and yellow colors look authentic, with the blue handrails holding their hue well in comparison to the look of the body. The pilot faces, trucks, and tanks are accurately depicted in black. The Cooper typeface billboard lettering has the proper style and thickness. Notice the added red warning labels on the sides of this RSD-15, the black with silver builder's plate in the yellow frame stripe below the cab, and yellow "Keep Off" warning on the pilots... all enhancing the appearance of this fine model.

The paintwork on BLI's "Bloody Nose" Gators does fine service to this famous scheme for Southern Pacific fans. The lettering on the long hoods (Southern Pacific and Cotton Belt) and road numbers on the cab sides appear in an accurate typeface and look solid against the gray background. This light color lettering can occasionally appear shadowy or too light on some attempts, but BLI has handled this well. Note the inclusion of very small white road numbers above the number boards over the windshield... good catch and a nice addition on this model. Along the sill on both SP and SSW releases, you'll spot the builder's plate with what appears to be the lessor information located at the right of the black with silver plate, and other labeling including "F" for front. The trucks and tanks are presented in gray. The trucks and handrails are color-molded plastic, as may be the tanks. To the credit of both SP and SSW offerings, all the gray colors match well and maintain a uniform appearance for this release. You'll spot the application of yellow on the Cotton Belt release's footboards, pilot railings, and pilot step edges. Though SSW shared this "Bloody Nose" livery with parent Southern Pacific, Cotton Belt power in this era did have these yellow additions, lacking on SP units (rendered accurately by BLI for these releases).



Left and Facing Page: The well-executed side-frames are plastic with a very good detail and dimensional depth to their appearance. The model, like the prototype, rides on 40-inch wheels. The flexible handrails come molded in color and include good stanchion detail replicating the prototype's design. Note the hoses, railing, and cut lever on the pilot.



Above: Outside the several Class 1 railroads included in this run, ore haulers are represented by Missabe (shown above), Bessemer & Lake Erie, and Lake Superior & Ishpeming. Note the accurate bell and firecracker antenna on this Missabe RSD-15.

The Lone, Well-Traveled Canadian RSD-17



Left: This is Broadway Limited's Canadian Pacific 8921 release from this N-scale production. It serves as a stand-in for a very unique Montreal Locomotive Works (MLW) locomotive (the prototype lacked the notched upper corners and had more rounded ends like other MLW output). Built in May 1957 was a single MLW RSD-17 that was demonstrator 7007. It was painted for and worked as Canadian National 3899 for approximately a year; then worked for Pacific Great Eastern as that road's 624 (decorated in orange with a green stripe) in 1958; and then moved to Canadian Pacific (wearing the maroon and gray decoration of this model). The unit saw Action Red repainting with CP Rail lettering and in the 1970s received a chopped-nose modification. You can visit this one-of-a-kind RSD-17 at St. Thomas, Ontario, Canada's Elgin County Railway Museum (ecrm.ca).



Below: Duluth, Missabe & Iron Range 51, an RSD-15 built by Alco in 1959 (serial 81757), looks fresh in 1961 at Duluth, Minn. — Alvin L. Schultze photo, David Oroszi collection



Operating Gators

All units evaluated came set to the default address of “03” and it was easy to program them to their respective cab numbers using my Digitrax (digitrax.com) Zephyr DCC system. The SSW 850 and SP 251 MU’d nicely in Engine Driver, when I took them for a spin on the Mississippi Valley N Scalers (mvns.railfan.net) TTrak layout on display at a Springfield, Ill., Train Fair show in March 2023. This show is sponsored by the Springfield Model Railroad Society (springfieldtrainfair.com) and is a great swap meet and train show to attend. I had about two dozen N-scale hopper cars from various manufacturers for these RSD-15s to handle. There were no issues with navigation (even of the smaller radius turns on the TTrak modules).

Tipping the scale at 2.9 ounces each, a pair of RSDs should pull anything you desire. They are equipped with magnetic knuckle couplers that mated with a Micro-Trains (micro-trains.com) height gauge without issue, and couple up well with other equipment — the added detail air hose didn’t cause any operational interference.

The only operational downside noted is the limited amount of ground clear-

ance on the fuel tanks; their die-cast construction and metal speaker grate shorted the layout's DCC system on high joints.

The sounds are fantastic on these; the chug and roar of the 251-series prime mover, air compressor, radiator fan, the dead ring of the steel bell, and the whiny Leslie three-chime horn make them stand out in the crowd. Sound volume was lost in the roar of the train show hall but was adequate on our basement layout. The increased capacitance of the Paragon 4 system is very apparent — there were no power related stalls during several hours of run time, after hitting the rails in hour four of the running display layout with no ongoing track cleaning, and the slow-speed performance of these locomotives is remarkable.

A look under the hood shows that the journal power pick-up strips are hard-wired to the decoder, and the one-piece die-cast metal frame provides the heft for these brutes. The decoder also has a reset button, allowing a nuclear option when a reset of CV8 won't do. All lighting is bright and has a good

Gator Tummy Trouble Resolved



I encountered challenges in road trials of these RSD-15s on a TTrak layout, with ground clearance between the tank base and railheads being an issue and causing shorts. I took a look at BLI's online reference section and decided the tank wasn't fully seated and I dug into the model. Removing the fuel tank allowed for a couple of observations: the mounting tabs at each end were not square, forcing the tank down, and there is a sheet of stout cardstock located between the speaker and mechanism casing. I did not find this cardstock section shown on the diagram and I felt it was cut about 1/8 inch too thick and forced the fuel tank piece down more than 1/16 inch. A quick trim making a pair of small sidecuts allowed the cardstock to fit within the perimeter of the tank base. The tank, now seated a tad bit higher, gave me sufficient ground clearance. Another test trip on two different layouts confirmed that this alteration doesn't affect the sound or running capabilities of these fine locomotives and resolved this issue.

incandescent bulb appearance when on. As with other BLI units, the sound must be activated when the unit is initially placed on the rails, and then the headlights will respond to the appropriate directional commands. I only briefly looked into the depth of the DCC functional features on these RSDs, which includes "Switch Mode" and "Record & Play" operational mapping. Both lend themselves to the later uses

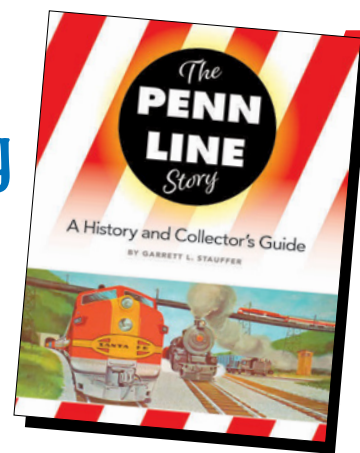
of these big motors — to shove heavy hump cuts or perform yard trimming duties. Additional horn and bell sounds are also available, but I was satisfied with the default selections.

If you are a diesel era modeler, or just in the market for a unique locomotive offered in many favorite roads, Broadway Limited Imports' RSD-15 should have some appeal with the variety offered in this release. **MNR**



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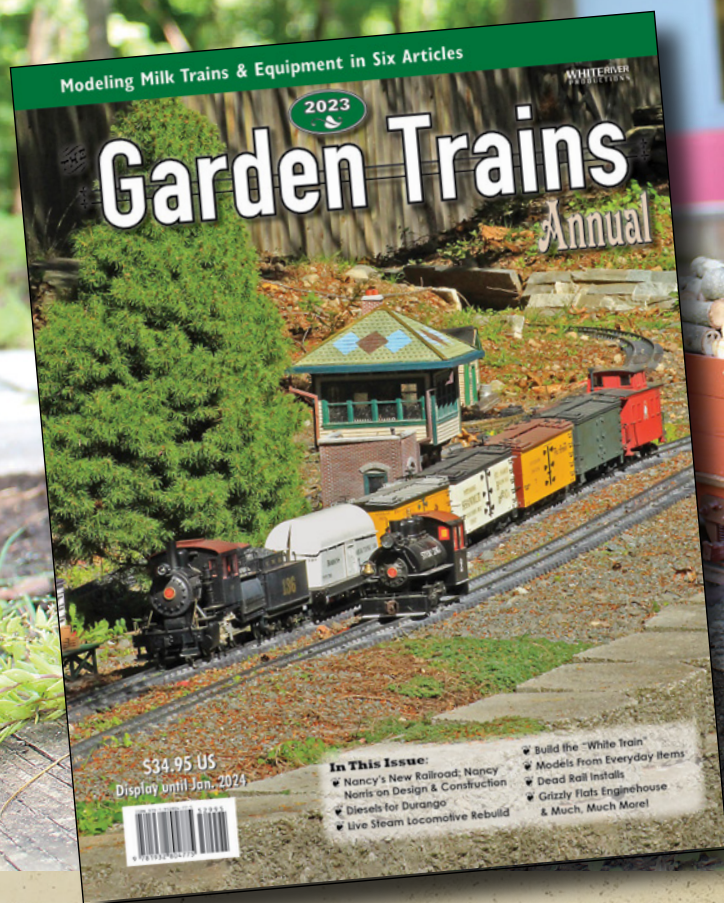
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GP40-2 Receives Wide Nose

New GP40-2W from Atlas Model Railroad Company

Review by Shane T. Mason

Atlas Master Line N-scale
GP40-2W diesel locomotive
Gold edition DCC-sound
Canadian National
"Zebra Stripes" 9633
40 004 881, MSRP: \$259.95

Atlas Model Railroad Company
atlasrr.com

Atlas Model Railroad Company expands its N-scale diesel locomotive collection with the arrival of a GP40-2W release. You'll find this four-axle locomotive labeled as a GP40-2LW by some, but for this review I will go with Atlas' GP40-2W naming. This wide-nose or "comfort cab" equipped variant is built on the company's established GP40-2 offering that has been among Master Line releases since the time I was born in the mid-1990s. In researching past four-axle offerings (GP38, GP40, and GP40-2) from Atlas, it was fall 1997 when the Dash 2 edition entered the company's line. Across a bit more than 25 years, the features have been revised and enhanced, with older style "Rapido" claw couplers giving way to knuckles and electronics that enjoyed many upgrades (though even the first batch of N-scale GP40-2s from Atlas in the late 1990s came with Digital Command Control-friendly

mechanism and versions with a silent DCC decoder in place from the factory).

Announced in early 2020 and delivered in late 2022, Atlas' first production of GP40-2W diesel locomotives has been eagerly anticipated by many N scalers. Atlas tooled what they label as "early" and "late" renditions of this locomotive for this N-scale production. Though this might give the impression of denoting production phases, this label is more general and

applicable to details. Atlas states in its release "the terminology 'early' and 'late' is used when referring to various road names on this run. 'Late' CN and former CN units feature ditch lights, snow shields and have their air horn relocated to the top of the long hood." The production includes undecorated models (in DCC-sound Gold series and Silver Sound Ready series, with standard DC mechanism with socket ready to accept a decoder and speaker preinstalled and wired to electronics).





Facing Page and Above: Atlas adds a wide-nose variant to its GP40-2 diesel locomotive offerings. This new GP40-2W comes assembled with DCC-sound or standard DC (with easy conversion to digital and sound operation thanks to a pre-installed speaker in the mechanism). Canadian National bought several orders of this GMDD-built four-axle locomotive in the 1970s. While the attention may focus on the front and its wide nose, the rear end is equally interesting with its accurate single light. Atlas has offered GP40-2s for N scale since the late 1990s. This 1997 ad (shown below) was the introduction for this series of models.

The Prototype

Electro-Motive Division's (EMD) GP40-2 on its outside was not very different from the prior model produced before this 1972 "Dash 2"-enhanced four-axle locomotive replaced the GP40 (built beginning in 1966). A water-level sight glass was the major exterior change (and only appearing on the engineer's side of the unit). The interior is where the diesel builder went to work with new prime mover components and updated electricals that were among more than 40 component changes in the move to the Dash 2 series. Not long into the Dash 2 era, another important enhancement came for the GP40-2... though not from EMD in the U.S., but General Motors Diesel Division (GMDD) of Ontario, Canada. Canada led the way in development of the wide-nose or "comfort cab" on diesel locomotives. Early examples included units built by GMDD and Montreal Locomotive Works. For this 3,000-hp GP40-2, the "W" came with the wide nose in 1973 for GO Transit, followed by Canadian National (CN).

Canadian National was one of two buyers and the major purchaser of

GMDD's GP40-2 with wide nose. CN's GP40-2 orders included four groups according to Rob Sarberenyi's webpage *EMD's GP40-2 - Original Owners* found on TrainWeb (trainweb.org/jaydeet/gp40-2.htm). Mr. Sarberenyi labels these Canadian National units as GP40-2LW and reserves GP40-2W for a small collection of GO Transit roster members (9808-9814 and 707-710) built approximately the same time (early/mid 1970s) as CN's units.

The "comfort cab" is also referred to as a "safety cab," later standardized to "North American Cab," and adopted by most North American railroads. This full-width cab design allowed for better crash protection and provided space for additional equipment on board like a refrigerator and hot plate, bettering crew amenities. Canadian National designated these engines as the GP40-2L representing the lightweight frame ordered to allow for increased fuel and sand capacity. While I find reference to CN ordering GP40-2Ls, railfans and Atlas with its model refers to these models as GP40-2Ws or GP40-2LWs, with the "W" inclusion noting the wide nose.

NEW DCC-READY ATLAS N GP40-2 LOCOMOTIVE

For years it's been the question: "Is it going to deliver that and more?"

Atlas is proud to announce the GP40-2 with factory-installed Digitrax DCC sound.

The new GP40-2 locomotive gives you two choices. You can choose the DCC "ready" "plug & play" GP40-2 that comes equipped with a PC board designed to be replaced by a Digitrax Command Control (DCC) decoder equipped board. These units are perfect for anyone who may or may not have plans to use DCC technology in the future. The second option is a DCC-ready unit equipped with a factory-installed Digitrax decoder - the perfect choice for modelers who currently use DCC. The decoder delivers 128 speed step control, four digit addressing and many other exciting DCC features.

Additional features of the GP40-2 include directional lighting, black sand wheels, a dual flywheel equipped 3-pole stator armature motor with low friction mechanism, and full rollers with heavy-mount Regio couplers which can easily be changed to Kato couplers.

The following units will be equipped with a PC board designed to be replaced by a DCC decoder equipped PC board.

Model	Description	Road
9600	GP40-2	Union Pacific
9601	GP40-2	Union Pacific
9602	GP40-2	Union Pacific
9603	GP40-2	Union Pacific
9604	GP40-2	Union Pacific
9605	GP40-2	Union Pacific
9606	GP40-2	Union Pacific
9607	GP40-2	Union Pacific
9608	GP40-2	Union Pacific
9609	GP40-2	Union Pacific
9610	GP40-2	Union Pacific
9611	GP40-2	Union Pacific
9612	GP40-2	Union Pacific
9613	GP40-2	Union Pacific
9614	GP40-2	Union Pacific
9615	GP40-2	Union Pacific
9616	GP40-2	Union Pacific
9617	GP40-2	Union Pacific
9618	GP40-2	Union Pacific
9619	GP40-2	Union Pacific
9620	GP40-2	Union Pacific
9621	GP40-2	Union Pacific
9622	GP40-2	Union Pacific
9623	GP40-2	Union Pacific
9624	GP40-2	Union Pacific
9625	GP40-2	Union Pacific
9626	GP40-2	Union Pacific
9627	GP40-2	Union Pacific
9628	GP40-2	Union Pacific
9629	GP40-2	Union Pacific
9630	GP40-2	Union Pacific
9631	GP40-2	Union Pacific
9632	GP40-2	Union Pacific
9633	GP40-2	Union Pacific
9634	GP40-2	Union Pacific
9635	GP40-2	Union Pacific
9636	GP40-2	Union Pacific
9637	GP40-2	Union Pacific
9638	GP40-2	Union Pacific
9639	GP40-2	Union Pacific
9640	GP40-2	Union Pacific
9641	GP40-2	Union Pacific
9642	GP40-2	Union Pacific
9643	GP40-2	Union Pacific
9644	GP40-2	Union Pacific
9645	GP40-2	Union Pacific
9646	GP40-2	Union Pacific
9647	GP40-2	Union Pacific
9648	GP40-2	Union Pacific
9649	GP40-2	Union Pacific
9650	GP40-2	Union Pacific
9651	GP40-2	Union Pacific
9652	GP40-2	Union Pacific
9653	GP40-2	Union Pacific
9654	GP40-2	Union Pacific
9655	GP40-2	Union Pacific
9656	GP40-2	Union Pacific
9657	GP40-2	Union Pacific
9658	GP40-2	Union Pacific
9659	GP40-2	Union Pacific
9660	GP40-2	Union Pacific
9661	GP40-2	Union Pacific
9662	GP40-2	Union Pacific
9663	GP40-2	Union Pacific
9664	GP40-2	Union Pacific
9665	GP40-2	Union Pacific
9666	GP40-2	Union Pacific
9667	GP40-2	Union Pacific
9668	GP40-2	Union Pacific
9669	GP40-2	Union Pacific
9670	GP40-2	Union Pacific
9671	GP40-2	Union Pacific
9672	GP40-2	Union Pacific
9673	GP40-2	Union Pacific
9674	GP40-2	Union Pacific
9675	GP40-2	Union Pacific
9676	GP40-2	Union Pacific
9677	GP40-2	Union Pacific
9678	GP40-2	Union Pacific
9679	GP40-2	Union Pacific
9680	GP40-2	Union Pacific
9681	GP40-2	Union Pacific
9682	GP40-2	Union Pacific
9683	GP40-2	Union Pacific
9684	GP40-2	Union Pacific
9685	GP40-2	Union Pacific
9686	GP40-2	Union Pacific
9687	GP40-2	Union Pacific
9688	GP40-2	Union Pacific
9689	GP40-2	Union Pacific
9690	GP40-2	Union Pacific
9691	GP40-2	Union Pacific
9692	GP40-2	Union Pacific
9693	GP40-2	Union Pacific
9694	GP40-2	Union Pacific
9695	GP40-2	Union Pacific
9696	GP40-2	Union Pacific
9697	GP40-2	Union Pacific
9698	GP40-2	Union Pacific
9699	GP40-2	Union Pacific
9700	GP40-2	Union Pacific

STOP BY YOUR LOCAL HOBBY DEPOT TO FIND THESE AND MORE GREAT ATLAS PRODUCTS!

The following units will have decoder pre-installed:

Model	Description	Road
9600	GP40-2	Union Pacific
9601	GP40-2	Union Pacific
9602	GP40-2	Union Pacific
9603	GP40-2	Union Pacific
9604	GP40-2	Union Pacific
9605	GP40-2	Union Pacific
9606	GP40-2	Union Pacific
9607	GP40-2	Union Pacific
9608	GP40-2	Union Pacific
9609	GP40-2	Union Pacific
9610	GP40-2	Union Pacific
9611	GP40-2	Union Pacific
9612	GP40-2	Union Pacific
9613	GP40-2	Union Pacific
9614	GP40-2	Union Pacific
9615	GP40-2	Union Pacific
9616	GP40-2	Union Pacific
9617	GP40-2	Union Pacific
9618	GP40-2	Union Pacific
9619	GP40-2	Union Pacific
9620	GP40-2	Union Pacific
9621	GP40-2	Union Pacific
9622	GP40-2	Union Pacific
9623	GP40-2	Union Pacific
9624	GP40-2	Union Pacific
9625	GP40-2	Union Pacific
9626	GP40-2	Union Pacific
9627	GP40-2	Union Pacific
9628	GP40-2	Union Pacific
9629	GP40-2	Union Pacific
9630	GP40-2	Union Pacific
9631	GP40-2	Union Pacific
9632	GP40-2	Union Pacific
9633	GP40-2	Union Pacific
9634	GP40-2	Union Pacific
9635	GP40-2	Union Pacific
9636	GP40-2	Union Pacific
9637	GP40-2	Union Pacific
9638	GP40-2	Union Pacific
9639	GP40-2	Union Pacific
9640	GP40-2	Union Pacific
9641	GP40-2	Union Pacific
9642	GP40-2	Union Pacific
9643	GP40-2	Union Pacific
9644	GP40-2	Union Pacific
9645	GP40-2	Union Pacific
9646	GP40-2	Union Pacific
9647	GP40-2	Union Pacific
9648	GP40-2	Union Pacific
9649	GP40-2	Union Pacific
9650	GP40-2	Union Pacific
9651	GP40-2	Union Pacific
9652	GP40-2	Union Pacific
9653	GP40-2	Union Pacific
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9660	GP40-2	Union Pacific
9661	GP40-2	Union Pacific
9662	GP40-2	Union Pacific
9663	GP40-2	Union Pacific
9664	GP40-2	Union Pacific
9665	GP40-2	Union Pacific
9666	GP40-2	Union Pacific
9667	GP40-2	Union Pacific
9668	GP40-2	Union Pacific
9669	GP40-2	Union Pacific
9670	GP40-2	Union Pacific
9671	GP40-2	Union Pacific
9672	GP40-2	Union Pacific
9673	GP40-2	Union Pacific
9674	GP40-2	Union Pacific
9675	GP40-2	Union Pacific
9676	GP40-2	Union Pacific
9677	GP40-2	Union Pacific
9678	GP40-2	Union Pacific
9679	GP40-2	Union Pacific
9680	GP40-2	Union Pacific
9681	GP40-2	Union Pacific
9682	GP40-2	Union Pacific
9683	GP40-2	Union Pacific
9684	GP40-2	Union Pacific
9685	GP40-2	Union Pacific
9686	GP40-2	Union Pacific
9687	GP40-2	Union Pacific
9688	GP40-2	Union Pacific
9689	GP40-2	Union Pacific
9690	GP40-2	Union Pacific
9691	GP40-2	Union Pacific
9692	GP40-2	Union Pacific
9693	GP40-2	Union Pacific
9694	GP40-2	Union Pacific
9695	GP40-2	Union Pacific
9696	GP40-2	Union Pacific
9697	GP40-2	Union Pacific
9698	GP40-2	Union Pacific
9699	GP40-2	Union Pacific
9700	GP40-2	Union Pacific

HOBBY TRAX

ATLAS

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Besides the lightweight and revised cab on GMDD's GP40-2L, another major spotting difference was the height of the locomotive. The new lightweight frames were made of taller I-beams, resulting in the engines riding a few inches higher than other similar GP40-2s. This collection includes three orders received in 1974 and 1975, making up CN's 9400 through 9632. CN's final order of GP40-2Ws (1976's group of 35 units numbered 9633–9667) were built to standard GP40-2 specs with respect to frame, though they retained the safety cab option. These 35 GP40-2W engines were heavier, and carried less fuel and sand, all while riding at a lower height than the previous GP40-2L engines. CN classified these as GF-430a to GF-430g. Many examples of these units still exist on smaller roads and branch lines, and are depicted by Atlas in this production.

Atlas' Model

Atlas created a newly tooled shell for its GP40-2 to create a really nice

reproduction of Canadian National's interesting and uncommon looking wide-nose GP40-2s. For this review, I have CN 9633 (which would be the first unit from the final order of 1976) and I find most of the major details present on this ready-to-run release. The paint is crisp and accurate to the prototype. In this example (and three additional road numbers in this release), CN's "Zebra Stripes" livery appears. I'm always impressed with the quality of the small printing on today's better models... and this is one of them. The only flaw I found was damage to the last "3" in the road number on the engineer's side of the cab. One stripe on the fireman's side of the body also had a bit of a dip in the top just below the snow guard. Otherwise, the application of the colors, the meeting locations between them, and presentation of yellow sill striping were well executed.

Molded-on details are not overlooked as the doors, vents, and fan grilles are sharp and well defined. The N-scale body presents most of the details that

Above: CN 9631 is at Mohawk Yard in Glenville, N.Y., in September 1999. This unit, built by GMDD (serial number A3266) in spring 1976, shows the air horn cluster is missing from above the bell and residing on the long hood roof near the radiator fans. This style is similar to Atlas' late version model. — Jim Conroy photo, Kevin EuDaly collection

make this GMDD GP40-2 variant unique, like air intake snow guard shields behind the cab, high-mounted bell between the number boards up front, single rear light, painted-on marker lights, separately applied top of nose grab irons, and sand fill covers. Separately applied cab sunshades are in a small bag with the model to be added later by the modeler to reduce the chances of this part being broken off in transit. The major spotting feature I was disappointed to find missing is the snowplow, which is not included on the front pilot of this model.

This GP40-2W is one of the first releases from Atlas to sport newly tooled ditch lights. In the last year or two, Atlas has started to include ditch lights on more releases. While the ditch lights are a welcome addition



Above and Right: This is a very good model and it operates well. You'll note the absence of a snowplow on the front pilot and the truck sideframes are standard Blombergs and not the later M-types. I plan to investigate the speaker situation (shown at right between the trucks), I think the quality of the audio will improve with an adjustment to the speaker's mounting. All wheels are geared on this twin-flywheel driven N-scale GP40-2W diesel locomotive model, which comes with body-mounted knuckle couplers.



and greatly enhance the authentic appearance of these locomotives, I encounter challenges with the light tubing used to pipe the illumination from the LED on the electronics board to the ditch light openings. At times, the output strength can be dim or not lined up very well, causing less light to reach the ditch light. This N-scale GP40-2W model shows a little bit of light bleed around the base of the ditch light housings; however, I was pleased by the power of the light when in operation. The headlight, ditch lights, and number boards are all on different functions and can be turned on and off independent of each other when operating in DCC.

I'm happy to report, Atlas' N-scale GP40-2W runs as good as it looks! The locomotive is powerful and smooth running on Code 55 track. I measured this locomotive's pulling power at .9 ounces with an overall weight of 2.5 ounces. The trucks sport the manufacturer's new wire-feed track power truck plates as opposed to the old-style brass running strips. This means the plate touching the axles is soldered to a wire that runs up the side of the frame and pins into the mechanism, providing a more

reliable power feed instead of hoping the trucks are pushing up on the brass strips notched into the frame.

This Gold-series sample is equipped with ESU's LokSound V5 decoder with its speaker mounted under the mechanism in the fuel tank. I am a fan of ESU, but I found the sound to be a bit hollow and tinny to my ears. My guess is this example's speaker sounds like it may not be sealed fully. As-is, I'd rate it as good sound quality, and I think with a bit of tinkering at my workbench and some minor adjusting to this speaker it'll improve. ESU's LokSound V5 decoders are packed full of sounds that bring operating these miniature diesel locomotives to life. With more than 14 horns, four bells, and tons of other sounds to use, you can fine tune or customize the audio to any desired prototype. Modelers who own ESU's LokProgrammer can also change the file loaded to the decoder, in case you buy multiple locomotives and want each unit to have a unique-sounding 16-cylinder 645E3 prime mover. The independent brake is a lot of fun to switch cars with when high momentum is adjusted into the decoder... again making for realistic operations that add to the fun of operating.

Conclusion

This is a solid Atlas effort reproducing the wide-nose GP40-2 in N scale. Like other Atlas 1:160 locomotives, these GP40-2Ws are well detailed and reliable running models. These GP40-2W models would look good on the point of a Canadian National road freight or leading a branch line local in hand-me-down service. In addition to this review's Zebra Stripes CN, Atlas offers a newer look with website URL present below a large "wet noodle" on the unit's long hood and the row of white diagonal stripes are reduced to a single angled white divider separating the red nose from black body (with three road numbers offered). Those mentioned hand-me-down GP40-2W operators are present in this release with a gray with orange Guilford, Huron Central (wearing Genesee & Wyoming livery), and blue Pan Am Railways; all offered with multiple road numbers. The Sliver Sound Ready GP40-2W retails for \$149.95 and road names and road numbers match the Gold series. These wide-cab Geeps are sure to stand out on any layout and are great additions to N-scale options. **MRN**

Safety and Fantasy GEVOs

from Broadway Limited Imports



Review by Justin Sobeck
Model Photos by Shane T. Mason

**Broadway Limited Imports N-scale
Paragon 4
ES44AC diesel locomotive
with DCC and sound**

**Kansas City Southern 4859
7296**

**Union Pacific 8076
7309**

Broadway Limited Imports
broadway-limited.com

Broadway Limited Imports (BLI) has an updated release of its popular N-scale ES44AC Evolution Series or GEVO diesel locomotive with the manufacturer's latest Paragon 4 electronics and several new paint schemes and road numbers.

Prototype-inspired looks include a mix of regular livery and special paint schemes for General Electric's (GE) ES44AC as you'll find it in service on

Above: Kansas City Southern 4859 traded in its Belle Heritage livery for shiny silver and serves as a safety awareness tool for the railroad, in addition to being a regular member of consists covering many parts of North America. Broadway Limited Imports' recent N-scale ES44AC diesel locomotive production includes a wide range of looks for this common General Electric diesel locomotive.

Class 1s. CSX is represented by three "Pride in Service" releases: 9-1-1 First Responders, 1776 Veterans, and 3194 Law Enforcement. Kansas City Southern (KCS) 4859 "Safety Starts Here" sleek silver special paint is included in the production, as are several Norfolk Southern Heritage units: Conrail (NS 8098), original Norfolk Southern (NS 8114), Pennsylvania Railroad (NS 8102), and Southern Railway (NS 8099). Not to be overlooked in all the colorful offerings, BLI has a blue General Electric "NextFuel" GECX 3000 model is also among the group that represents a retrofitted GEVO that was set up as a testbed around 2014 and powered by natural gas versus diesel fuel. If you're desiring standard uniform ES44AC power, BNSF's current "wedge" look

is available in two road numbers (6317 and 6324), Norfolk Southern with "horsehead" logo on the long hood and white band surrounding the number boards over the windshield comes in two numbers (8119 and 8140), and Union Pacific (UP) in "Building America" look is offered as 8103 or 8110.

Contemporary North American railroading offers an abundance of special commemorative paint schemes, and a wide selection of fallen flags remembered with famous looks, adorning modern motive power. While BLI produces several legitimate special looks, the manufacturer has gone beyond and into the realm of "what if" with several N-scale ES44AC locomotives in this production. These schemes



Above: Kansas City Southern 4859 decorated in the special "Safety Starts Here" livery leads a Union Pacific mixed freight (with a pair of UP General Electric locomotives in the consist) on the famous Moffat Route formerly owned by Denver & Rio Grande Western. The train is a Denver to Grand Junction manifest near Bond, Colo., on February 14, 2023. — John Shine photo

(clearly marked as "Fantasy Paint Scheme" for those wondering and/or concerned) include Canadian National (green with gold), Great Northern (orange and green), Santa Fe (black with silver Zebra stripe and Blackbonnet), Southern Pacific (Black Widow scheme with Union Pacific-style flag), and Union Pacific (two-tone gray Greyhound look with two versions of striping color offered). You will only find at TrainWorld (trainworld.com) the mentioned Blackbonnet Santa Fe and Black Widow dressed Southern Pacific ES44s in two road numbers each.

This review will examine KCS' special paint 4859 and yellow-striped UP 8076 two-tone gray fantasy paint GEVO releases.

The Prototype

This model reproduces the first of locomotive builder General Electric's "Evolution Series," which came about and was designed to meet a series of elevating emissions standards as outlined by the U.S. Government's Environmental Protection Agency. ES44s began production in 2003, and were the next step up in GE's evolving six-axle units. The ES44AC and ES44AH embodied lessons learned from earlier AC4400CW and AC6000 (also a model in BLI's catalog) platforms which had success with many buyers – creating a production run of nearly 4,000 locomotives that are found to be equally suitable for unit train, manifest, or intermodal service (and set up with AC or DC traction

Below: On this unit's long hood is round safety slogan emblem with one side presenting the message in English (facing page) and the other side sharing the message in Spanish.





Above: Warning and identification labels appear all around the body of this N-scale ES44AC. For those 1:160 enthusiasts who see this level of decoration executed on many HO offerings and wish for the same in N scale, Broadway Limited's work in this area is very welcome. The model comes assembled with flexible handrails that were sturdy and durable and looked good with little lean or sway to them.

motors). While GEVO is now a broad term that could be used to describe any of modern GE/Wabtec products, it started with the ES44s.

GE's ES44s are built on a 73-foot, 2-inch platform carrying a 5,000-gallon fuel tank hanging between the trucks, a V12 4-stroke diesel prime mover producing 4,400 hp, and overall weight of 213 tons. The AC traction motors allow for great pulling effort, and the C4 variant (employed by BNSF) has additional success with different weight distribution, thanks to center idler axles and traction motors on the outer axles of each truck.

The overall ES44 profile is rooted in the safety cab and component design dating back to the C40-8Ws built by

General Electric in the early 1990s, but with a larger radiator cab section to account for the larger cooling and air exchange needs of the Tier 2 compliant prime mover. ES44s also ride on GE's proven high-adhesion type or radial trucks, depending on their respective road's service specifications. Current operators of ES44s include Class 1s BNSF, Canadian National, the newly merged CPKC (Canadian Pacific and Kansas City Southern, including GEVOs on subsidiary KCS de Mexico), Norfolk Southern, and Union Pacific. Other operators include Florida East Coast, Ferromex, Iowa Interstate, Savatrans, and lease units for General Electric (GECX) and Citicorp (CREX) – so these units are very visible in the modern railroading scene.

Kansas City Southern 4859 is GE serial number 62787, and part of a sixth order of ES44s numbered 4830-4869 that went into service beginning October 2014. Many were delivered in primer from GE and painted at

Facing Page: You likely will never see your N-scale GEVO or most other equipment this close (without the aid of magnification). This view shows the rear of Broadway Limited's ES44AC diesel locomotive model. Enlarged to this proportion, you can find some soft-edged areas on the white striping on the pilot and the black and red bands running around the body. The model's silver and black paint application is smooth and looks good. The back end offers a separate sand filler hatch below the twin lights (which include clear lenses). The rear vertical railings on the tail of the unit are separately applied, as is the brake wheels (appearing on the left side of the long hood in this view).

Mid-America Car, Inc. in Kansas City, Mo., adjacent to KCS' Knoche Yard. Prior to its silver "Safety Starts Here" scheme applied in early 2020, the 4859 was painted in Belle Heritage colors.

Union Pacific 8076 is a prototypical ES44 (UP classification is C45AH) roster member, built in 2013 – and dressed in the wings and U.S. flag "Building America" scheme. Broadway Limited's Greyhound two-tone livery with yellow stripes is certainly an honorable departure from reality and rooted in the road's fine passenger





Above: There are two renditions of this Greyhound fantasy paint scheme in this Broadway Limited N-scale ES44AC production. This review shows the version with yellow striping. The other version swaps its yellow stripes, road number, and road name presentation for a light aluminum hue.

traditions. The highest accomplishment of a fantasy paint job might be making a railroad enthusiast question whether this model is based on a real locomotive. Given the many UP looks that depart from traditional Armour Yellow dress, this yellow-accented Greyhound and BLI's model with aluminum stripes (UP 8075) look authentic enough to give one pause to debate at the casual glance.

The Models

The biggest change from Broadway Limited Imports for this run of N-scale GEVO locomotive models is under their hoods with upgraded Paragon 4 dual-mode Digital Command Control (DCC) decoder and sound that comes installed on all releases in this production (see page 15 for news of a recent addition of a Stealth series joining the company's line). Broadway Limited Imports' well-proportioned and hefty N-scale model of GE's ES44 looks very sharp and certainly catches the modeler's eye when first removed from the box. An oversized, friction-fit jewel case with interior foam safely ensconces the assembled reproduction, with dense foam planks behind the handrails to

help protect and keep their shape, and a non-stick sheet of clear plastic keeping any of the details from hanging up on the foam. Appropriately placed warning labels around the body are legible under magnification, and correct K5H air horn cluster appears with four bells rear, and one forward — providing the distinctive horn that Nathan developed for these units. Separately applied grab irons appear on top of the nose, MU hoses and coupler cut levers are a nice touch, as are the light gray GPS and Qualcomm transmitters on the cab roof for PTC and Distributed Power Unit operations. Couplers are a Micro-Trains Line compatible magnetic knuckle coupler, and the height was found to be satisfactory.



Above: The two-tone gray Greyhound-inspired decoration on this N-scale ES44AC is accented by yellow striping and lettering along with black applied to top surfaces of the unit and below the sill areas. Note the warning labels on the unit and color high-lights applied to details on the cab roof.

Right: A successful fantasy paint scheme employs enough aspects of a real livery to instill an authentic appearance, while still going beyond reality to achieve its desired purpose. UP 7800 shows the common "Building America" decoration as it leads a westbound near Flatonia, Texas, on March 4, 2023. Compare the prototype with Broadway Limited's model and you'll find this N-scale release comes off as believable. — *Tony Cook photo*



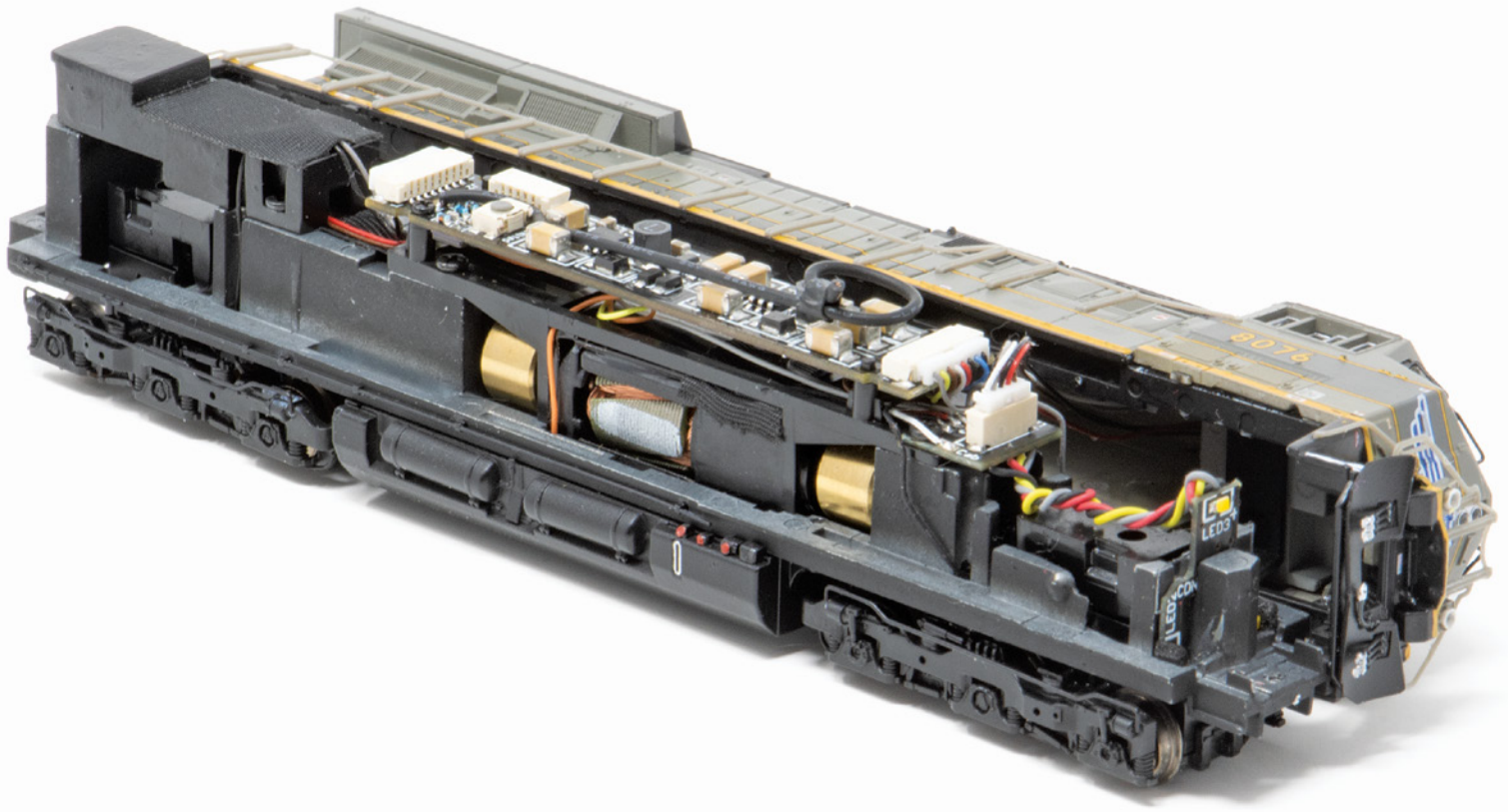
The color selection and application on KCS 4859 was very good across the various contours and details of this modern locomotive — an overall silver carbody with three equal stripes and the large "Safety Starts Here" logo on the side of the engine compartment. The overall matte finish looks good and this special livery roster member may be one you would want to operate in clean condition, or use it as a base for a weathering project. Advertised with a die-cast metal chassis, precision drive train, and integral decoder with back EMF (electromotive force) for enhanced low speed performance, the models tips the scale at 3.4 ounces. Broadway Limited's ES44 was at home with 25 cars on an undulating Kato

(katousa.com) Unitrack test loop, and also performed well solo with nearly 40 cars on a T-Trak layout — all cars were weighted within tolerance of NMRA specifications and had metal wheelsets. All ES44 wheelsets passed the NMRA Mark IV standards gauge for flange placement, and coupler height was also found to be satisfactory.

Hitting the DCC test track, it was easy to reprogram the engines away from the "03" default setting and enter cab number as the address for operation. Broadway Limited includes a small information sheet in the case, but also

includes instructions for downloading a more thorough PDF instruction sheet. A quick test on DC confirmed that while it does indeed work under this power system, DCC is where it's at with these factory-equipped Paragon 4 electronics.

In DCC mode, the startup sequence includes ballast crunching, door closing, priming of the engine and its startup. To my ear, the horn and bell volume were adequate at the factory settings. Throttle response was sluggish at first, but improved over time as the unit ran. Current pick-up seems better in my experience on these Paragon



Above: This model includes a die-cast metal chassis with separate tank section (note the paint accents to the gauge and filler caps on the tank area). The drive includes twin flywheels, capacitor for keeping movement and sound operable across poor track conditions, and ability to send signals to Broadway Limited's Rolling Thunder low-frequency bass sound system for enhanced audio experience.

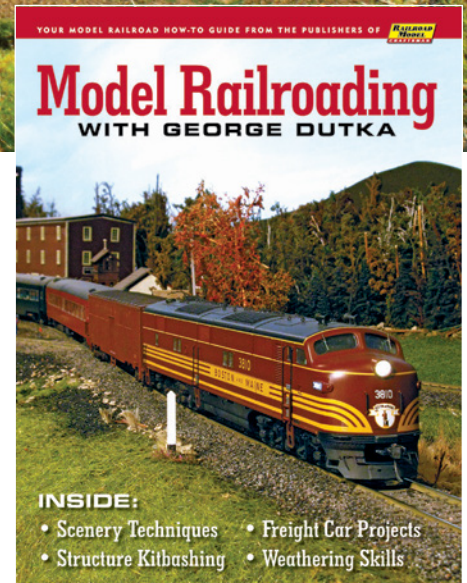
Below: Direct from their packages are the two N-scale Broadway Limited Imports ES44AC diesel locomotive models reviewed by *MODEL RAILROAD NEWS*. This production presents this assembled locomotive with the manufacturer's Paragon 4 DCC-sound electronics. The releases in this offering carry a \$299.99 suggested retail price.

4 releases, perhaps due to improved electrical and truck suspension design, as well as the big help of a decoder with capacitor and "keep alive" technology. Sound-equipped locomotives require stable continuity or adequate capacitance to navigate successfully over and across power distribution issues in trackwork, and this recent benefit is helpful and welcome! I ran this Paragon 4 GEVO side by side with a previously released Paragon 3 ES44 and the performance was comparable

enough that no exception was taken, and they behaved fine together when consisted. BLI's "Pro Mode" lighting allows for additional fidelity of these functions where applicable on BLI's Paragon 4 equipped units, while the Switcher setting grants enhanced slow speed operation and independent operation of auxiliary lighting features. For users of BLI's Rolling Thunder Sound amplification system, these units also have the wireless antenna required to transmit signal to the receiver. **MRN**



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Overlooked, But Worth The Wait

All-New SD38-2 from ScaleTrains



Review by Tony Lucio

ScaleTrains Rivet Counter HO-scale SD38-2 diesel locomotive with DCC and sound

**Elgin, Joliet & Eastern 666
SXT33123**

**Frisco 298
SXT33143**

ScaleTrains
scaletrains.com

Above: ScaleTrains shipped its first HO-scale SD38-2 diesel locomotive models in early 2023. Frisco (left) and Elgin, Joliet & Eastern (right) are the two road names that arrived. The rest of the announced road names have been delayed due to production concerns and now are expected in late August. These DCC-sound SD38-2 offerings sell for \$284.99 (non-sound, standard DC models sell for \$189.99).

When I was a budding railfan in the late 1980s, the alphabet soup codes that identified diesel locomotives were among the first things I had to learn to decipher, first for spotting purposes, then for understanding their specifications and uses. Then, as now, certain additional features required deeper investment into arcane details that weren't always obvious or relevant, but the basics (usually) seemed simple enough. To my learning eyes, Electro-Motive Division's (EMD) second-generation locomotives were the easiest to recognize and classify. Their angular panels, unique trucks, and modular layouts

gave them a distinct family similarity, whereas stub noses, rounded cab roofs, and hoods devoid of fan blisters were traits common to both Alco and General Electric. It was easy to narrow an EMD down to a specific model starting with axle counts: four axles made a "GP," and six axles made an "SD." Quantity of radiator fans then identified the class: two large fans flanking a single smaller fan made a 35; two large fans made a 38; three large made a 40; three on a flared hood made a 45; three bubble-topped fans made a 50; anything too clean and shiny was probably a 60. If I couldn't see the axles but noticed a pair of fans in the middle of the hood, that was an SD by default. Now, of course, this field mnemonic was not foolproof, but rare and exotic models typically had their own distinguishing features. It was the phase exceptions and catalog oddballs such as 39s, 49s, 59s that were the most troublesome end-stage bosses, thwarting my quest to master lineside EMD identity.

Another aspect I came to appreciate, if not assume, about EMD's second-generation offerings was their scalability. It seemed every GP-series was upscaled into a bigger, brawnier SD version by simply lengthening its frame to accommodate extra axles (or perhaps conversely, the larger ones were shrunk?). And thus, like Popeye after a dose of spinach, the GP35 turned into an SD35, GP40 to SD40, GP50 to SD50, and so on: in the real world all were numerous and easy to spot! But realizing this seemed to reveal some conspicuous omissions. Answering the question "why isn't there a GP45?" required understanding that of course the SD45's monstrous prime mover wouldn't fit in a smaller frame (nor make much sense to use even if it could). On the other hand, one of the most popular locomotives of the era was unquestionably the GP38, yet I never saw or heard of an SD version. How did EMD miss this obvious opportunity?

Of course, the answer was EMD



didn't miss the opportunity, as its design approach all but assured an SD38 (or virtually any specification equation shaken out of the catalog sheets) could be built at whim. But when trying to find a use for the sum of its particular parts, the SD38 was as perplexing an equation as my theoretical GP45 would have been. However, it did have one advantage toward finding a place in the real world: unlike the thirsty 20-cylinder 45-series, the 38 used a more parsimonious prime mover: EMD's "plain jane" 16-cylinder 645, rated for 2,000 horsepower in its naturally aspirated form. That engine was a natural fit in the smaller four-axle GP series; indeed, despite its somewhat low 2,000-hp output, the GP38 was beloved for its versatility. Its low-fuss

power plant and small overall footprint gave it outsized capability; then, what advantages would a six-axle version bring? Six axles were prescribed where greater tractive effort and (to a lesser extent) better weight distribution was required. Of course, tasks demanding six traction motors' worth of grunt typically required a high-output prime mover to power them, otherwise things weren't going to get moving very quickly. Railroads clearly preferred fast and lots of it, because EMD couldn't build turbocharged 3,000-hp SD40s quickly enough. What possible role would an overbuilt but underpowered SD38 have in that kind of landscape?

In situations where heavy loads and tasks met schedules that might abide a slower pace, fuel and maintenance

Above: Frisco's lettering style recalls a more elegant age of the Art Deco era. Its use with bold disco-era hues and stripes layouts proves it's about as timeless as logotypes get, and its stretched proportions suit the long SD38-2 well.

Below: Frisco 298 was built in 1979 by EMD (serial number 786187-3). The locomotive was working the yard at Memphis, Tenn., on July 16, 1979. Frisco owned four SD38-2s (296–299), all arriving in mid-1979. Two came with dynamic brakes and two (like this one) came without this feature. ScaleTrains reproduced both styles for its Frisco release. — David M. Johnston photo, Kevin EuDaly collection





savings could prove worthwhile. After all, traction motors were the same, so tractive effort would only improve with more of them; the slightly better responsiveness offered by a normally aspirated EMD might even be favorable for hump and yard duties, even when the locos were more heavily ballasted for same. Thus, the SD38's catalog calling was slow-speed drag and yard service where time was seated behind brute force. Yet even perfectly tailored use cases still comprised a tiny niche, one many railroads found equally well suited to older (meaning cheaper if not already paid off) units. Thus, from 1967 through 1979, just 104 SD38s and 90 SD38-2s (the improved version released in 1972) were ever built, and only ordered by a handful of railroads. By comparison, 1,268 SD40s and 3,957 SD40-2s were built to fill orders placed by nearly everyone, meaning the more

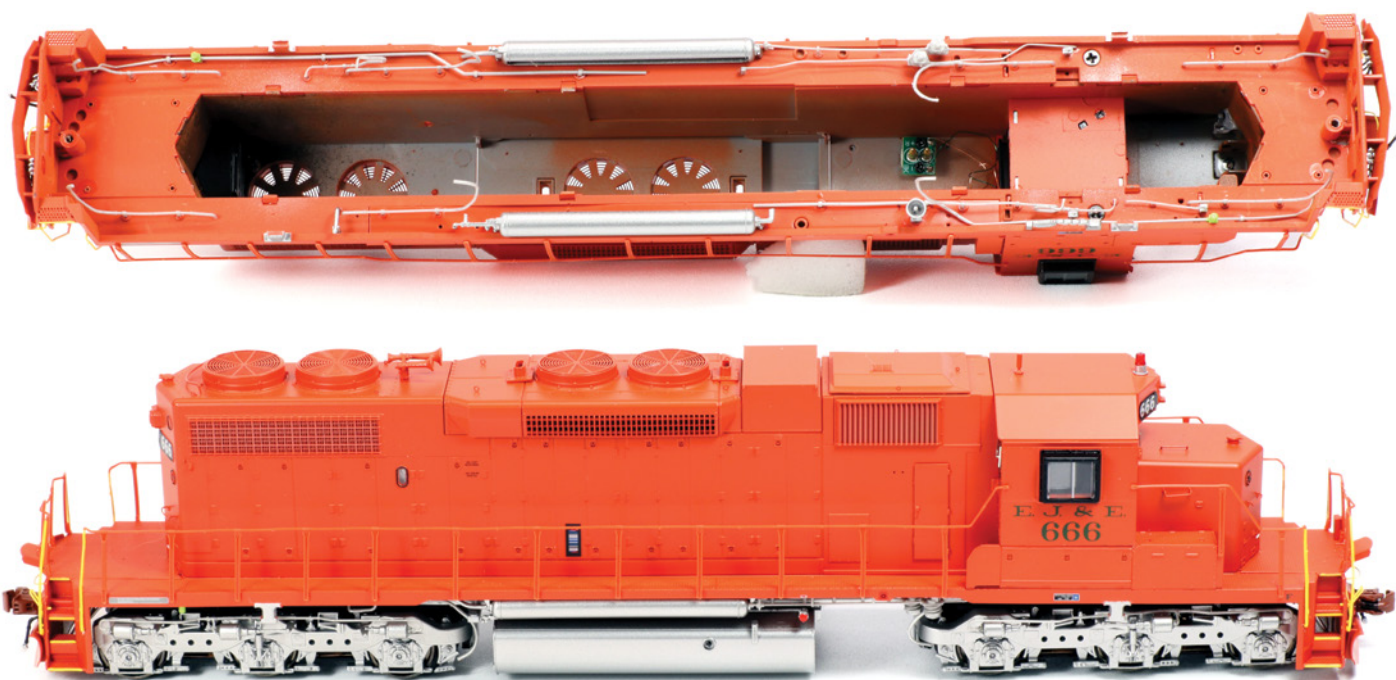
powerful loco was favored by a ratio of roughly 26 to 1! Given their small numbers and relatively captive assignments, often restricted to terminals, or owned by short lines and industrial concerns not readily known or accessed by average railfans, SD38s were nearly mythical in their day. Yet despite the typical railfan's stubborn attraction to operating myths, the fact that SD38s didn't look terrifically different from SD40s made them mostly overlooked in favor of contemporary chimeras like Alco Centuries, cursed double-diesels, weird B-units, and vanishing first-generation relics. It's no wonder many railfans are surprised to learn SD38s did (and still do) exist!

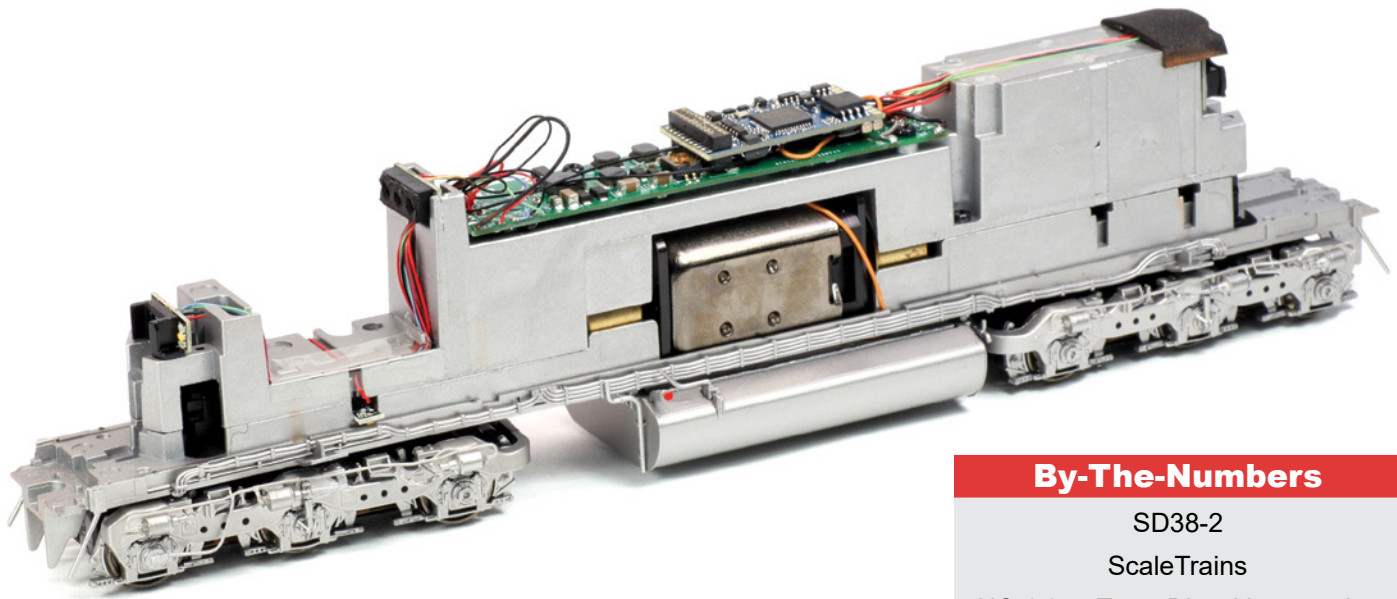
What's not surprising in turn is that models of them were essentially just as rare until now. Lo, the unsung hero sometimes does get his due after all!

In 2022, ScaleTrains announced an

Above: An all-weather cab window might not be something you'd associate with a railroad whose namesake cities connect with a southwesterly line, but as these locomotives were designated for yard and switching tasks, Frisco had them prepped for all contingencies - with a tiny bit of extra luxury versus the smaller two-pane windows EJ&E deemed sufficient.

HO SD38-2 for delivery by the end of that year. Keen observers will note that only accounts for the Dash-2 variant but is no less a welcome acknowledgement of the SD38 line. Unfortunately, production quality concerns slimmed the initial release to a far more limited set of road names than announced. The concerns are being addressed back at the factory in China and the balance of announced road names will be available as soon they're brought up to snuff, later in 2023. For now, ScaleTrains supplied two of the three accepted road name deliveries: Elgin, Joliet & Eastern (EJ&E); and St.





Above: Removing the screws (which secure the model's draft gear boxes) is all you need to do to extract the chassis from the shell, but it's a tight fit so use caution. Modern models are a marvel of packaging and space utilization; to that end I noted the wire connections to the circuit board behind the cab wall are a pinch-and-break risk so be careful on reassembly. With the shell removed, you can better appreciate the frame plumbing details. Note the LED boards above the front truck.

Louis-San Francisco Railway, better known as "Frisco." Both were among the SD38-2's better-known owners, with EJ&E tying with Bessemer & Lake Erie as its number one purchaser, owning 13 examples. By comparison, Frisco owned just four. Strangely enough, while such a reduced set of names wasn't ScaleTrains' intent, as a reviewer I doubt I could have asked for a more striking contrast of prototype use cases and detailing!

Frisco ordered its four SD38-2s in two separate pairs: one with dynamic brakes, and one without. Each pair was destined for a distinct hump terminal in Frisco's network: the dynamics went to Cherokee Yard in Tulsa, Okla., while the plain units went to Memphis, Tenn. Frisco found the locomotives' characteristics ideally suited to replace the aging secondhand units which had previously held down those assignments. Frisco's SD38-2s were both the last of that model built by EMD, and one of the last new locomotives ordered by Frisco prior to its merger

into Burlington Northern; they didn't wear Frisco colors very long but looked sharp doing it. By contrast, EJ&E ordered its SD38-2s to supplement six SD38s it had purchased new. Not only was EJ&E an eager champion of "the SD38 spec," it was perhaps the only road to use them in main line service systemwide. In the heyday of the mid-century industrial Midwest, EJ&E served numerous steel customers along with dwindling coal mines throughout its territory in northern Illinois and northwest Indiana. Tonnage was high but not hotly scheduled, so the term "drag" was aptly used to describe such trains that EJ&E slung about its system. Those trains were in contrast to the more expedient "belt runs" EJ&E was known for as a bridge line around Chicagoland congestion, but even there an SD38(-2) might be spotted on occasion. Never a glamorous railroad, EJ&E's locomotives were about as conservative and plainly styled as they came, although they wore vivid orange in an apparent nod to high visibility amidst the industrial fallout of the rust belt (as well as the smothering beige and green of interstitial prairie and cornfield). However, EJ&E dared aspire to glamor with a Bicentennial scheme of its own, naturally applied to one of its SD38-2s.

Facing Page: A peek inside the shell reveals the clever spring-pin contact pickup used by ScaleTrains for rooftop lighting; note also the hair-thin magnet wire leading from the contacts to the cab beacon. In this view you can also note the additional detail plumbing, including the pinched sanding line which I haven't yet bent back to shape. Do you see the tiny splash of extra color provided by the air line canister?

By-The-Numbers

SD38-2

ScaleTrains

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ozs @ Full Slip)

Pull	÷	Loco Wt	=	Efficiency
2.5		18.2		13.7%

DCC

Throttle Setting	Scale MPH
Min	0.8
Mid	36.6
Top	62.0

As presented, these models offer an exceptional opportunity to compare and appreciate the depth of research and detailing ScaleTrains can render on its aptly named Rivet Counter line. Road-specific detailing is nothing new, and I'm no stranger to comparing models and spotting differences, even in the (numerable) cases where I don't boast expert-level knowledge of particular prototypes. That said, I was astonished and delighted at how many contrasting details were displayed by these two models. Features both obvious and subtle vary between the two, with such wide-ranging application that it seems if something could be changed, equipped, or specified differently by EMD or a railroad, EJ&E and Frisco might have been diametrically, philosophically opposed to each other on principle. It's a good thing they never merged! From nose lengths, brakes, stepwells, pilots, plows, radiator screens, air filters, exhausts, windows & shades, horns & position, cab vents, nose vents, beacons, antennas,



electrical cabinets, drop steps, jacking pads... it's all different and I'm still not sure I didn't miss something! Having a wide canvas of disparate details such as these for comparison is a fun learning opportunity, as you discover things you might never have observed or paid attention to otherwise. Take heed: the question of "why was 'this' done 'that' way?" let alone "why was it even an option?" can open a rabbit hole you're not prepared for, especially in cases where the answer seems like it may as well be arbitrary. Perhaps in some cases it was: how would You have specified your EMD?

While poring over these details, I did note a few assembly issues. The Frisco unit's front train line hose was missing, though I somehow didn't notice this until posing the models for photography. Even though I hadn't handled them much and the hose wasn't in the box, I suppose it's still possible it was lost after delivery. A certain factory goof was a wheel sanding line on the EJ&E unit being pinched between the shell and the frame; fortunately, this

Above: As expected, road-specific details are in abundance on ScaleTrains' HO-scale Rivet Counter SD38-2 diesel locomotive model. Assembly was good on these samples, although you will spot a slight bit of haze from adhesive on Frisco 298's pilot surface around the hoses and coupler cut lever. Note this Frisco sample was missing its trainline hose; ScaleTrains provides very responsive customer service and situations such as this can be resolved without great effort.

component is made of Delrin so it wasn't permanently broken. Loosening the frame (as I did to remove the shell for chassis photography) was enough to free the hose, which could be bent back to shape. The EJ&E also had a misaligned drop step, and its rear coupler was too high. That coupler issue was especially vexing to track down. When comparing the models with my Kadee height gauge, all four couplers passed a quick visual check with nothing egregiously amiss. Yet when I coupled the rear of the Frisco to the rear of the EJ&E, there was a full 1mm offset. I rechecked them against the gauge and again they looked flush to the tops of the gauge knuckle. Recouple the units together, and there was an offset! What in the world was going on? I finally placed a card and a harsh light and studied the Kadee gauge more intensely and perhaps

what we would nominally pass as flush, was actually "not quite a hair" low on the Frisco, and "slightly more than a hair" high on the EJ&E. Which meant if those particular couplers were ever mated together, their individual offsets would equate to a good deal more than two hairs. And yet failing either of them against the gauge seemed like splitting hairs! Of course, adherence to exact standards and tolerances is the bedrock of sound engineering and operating practice, and when it comes to trouble-free operations couplers definitely merit such scrutiny. So if anything this confounding display of pass/fail defect detection proved an excellent refresher course. (Amusingly enough I feel compelled to point out that once again, even when veering slightly beyond perfection, our two review models did so differently.) Ultimately, and thankfully, when I



Above: This HO-scale SD38-2 comes equipped with ScaleTrains plastic knuckle couplers. The smooth-performing mechanism is ideal for replicating the switching and hump yard operations these prototypes found as everyday tasks. The rest of this first production will be arriving in mid-2023; check ScaleTrains online for updates on this all-new addition to its motive power roster in HO scale.

reassembled everything, including the couplers after chassis inspection and photography, the couplers were in proper alignment. So, it probably came down to an extra quarter turn of the screw, or maybe even the pinched sand line.

As typifies ScaleTrains models, paintwork is excellent. In fairness, an EJ&E unit might be almost impossible for anyone to mess up given its plain pumpkin paint, but the subdued drab green lettering and ACI tags are laser-crisp and well-aligned. Its silver trucks — more functional than decorative to EJ&E's tastes — are in similarly smooth relief. The Frisco unit is undeniably the more extroverted specimen given its tri-band paint, black walkways, thin noodle lettering, and contrasting handrails. All these elements were smooth, even, level, and sharp. The handrails are especially noteworthy in my mind, as evenly masking and painting white railings in contrast to red stanchions on a single-piece casting could not have been easy! My sole nitpick is that the primary color seems hued more toward red instead of the more prototypical

Vermillion. However, as a Chessie System fan, I'm quite accustomed to Vermillion being rendered in the darker tones it tended to display within a short time.

As with the paint, performance was equally sublime. Both samples came DCC-equipped from the factory with ESU's LokSound 5 decoder and delights in abundance. The sound of a naturally aspirated EMD 645 is a treat whether at idle or high notch and the reproduction from this model was clean and crisp and a volume that wasn't too harsh or resonant. The lights were an especially fantastic treat: beacon effects, number boards, headlights, and class lights can all be individually controlled. The class lights are especially fun to operate as they can, like the dearly departed prototypes of yore, change from white to green to red. Ground lights are also present on these models. Ah, the delights of modern models, making every night session seem like Christmas (so long as you have a DCC controller). ScaleTrains' instruction pamphlet is rather annoyingly and flimsily oversized in foldout despite its lack of depth, but it covers the basics you'll need to get up and running and lists where to download the full ESU LokSound manual. These models haul as well as they look with a 5-pole skew-wound motor and dual flywheels on tap; mine crawled to life at DCC step 1 and notched through

the steps with silky silent smoothness. If you turn the sound effects off you might not hear anything at all! Another nice feature on these is ScaleTrains' "PowerPack" standby capacitor, which smooths over trouble spots with backup power. Reserve power is such that when I picked up an idling locomotive, it continued to stay lit and play sounds in my hand for a few seconds before turning off, which was almost alarming at first. Modern magic strikes again!

As you might have gleaned from my intro narrative, I wasn't the relatively rare and hardy modeler bating his breath for an SD38-2 through all these long decades since the few prototypes were built. But I'm thoroughly impressed, and can only imagine that those who relished spotting these in the field, or need some to fill prototypically niche layout roles, will be utterly delighted and overjoyed with these ScaleTrains Rivet Counter SD38-2s. If the initial releases are an indication, the delayed batch due back from rework should be well worth the wait. The few detail and adjustment issues I noted were incidental, unserious types that would not discourage my purchase. Perhaps in the future ScaleTrains will revise the frame and tool up Flexicoil trucks suitable for the no-dash SD38 - then I could return to wishing I could see the sight-glass side of the loco to be sure which one I'm looking at. **MRN**

Smooth-Side Dining

Bachmann's 85-foot Lighted Dining Car



Review by Tony Cook
Model Photos by Pamela Varney

**Bachmann Silver Series HO-scale
85-foot Smooth-Side Dining Car
Pennsylvania Railroad 4414
14805**

Bachmann Trains
bachmanntrains.com

Bachmann has been building a growing collection of scale-length, smooth-side passenger cars for its HO-scale Silver Series rolling stock line. The same design smooth-side passenger cars have also been popping up in Bachmann's N-scale line (with 1:160 modelers also seeing fluted-side examples). Currently, Bachmann's HO-scale smooth-side passenger car model offerings include a baggage, coach, observation, and the dining car appearing in this review. The cars are 85 feet (with the baggage appropriately following prototype and being shorter at 72 feet). The assembled models (except for the baggage car) come with interior detail and illumination. One road number is available for each of these liveries across the four body styles (with three numbers available for Bachmann's Pennsy "Fleet of Modernism" coach model). The models are recommended for operation

on 22-inch radius curves or wider. The design includes body-mounted knuckle couplers (Bachmann's own plastic E-Z Mate Mark IIs that checked fine when examined with an NMRA gauge).

The dining car road names include Baltimore & Ohio (blue and gray), Pennsylvania Railroad (two schemes, "Fleet of Modernism" look and Tuscan Red), Southern Pacific (*Daylight* scheme), and Union Pacific (Armour Yellow with gray). This dining car carries an \$85 suggested retail price. I found examples selling in the mid to upper \$50 range from several hobby dealers. The model comes ready to run and wrapped in clear film and residing in a plastic tray inside a window-display box. There is no paperwork provided.

Like the other smooth-side passenger cars in this series, this is the first time for these models to appear in Bachmann's catalog; meaning these are new tooling additions to the Silver Series line. Many passenger car models in the current HO line have heritage in the company's Spectrum series (heavyweight combine, coach, and Pullman) or date to the 1970s (full-dome, Old-Time, and 1860-1880 cars have upgrades with roots in older toolings). This series of smooth-side streamlined passenger car models is a

Above: Pennsylvania Railroad's basic dress in the streamline era was Tuscan Red. This popular scheme is reproduced well on this Bachmann HO-scale dining car model.

welcome addition to Bachmann's line.

This level in the hobby has room for these offerings. The models have a good look and operate well. This dining car, and the rest of this series of passenger car models, rides on metal wheels in plastic sideframe trucks with metal pickups touching the back surface of the wheels.

If you are looking to build a more expansive consist beyond the car types in the current Bachmann line, I would judge these models to be generally in league with Walthers Mainline offerings for price and features. Both include interiors, come assembled, can navigate tighter radius curves, and provide a handsome scale-length appearance. Bachmann provides factory-installed lighting for its series (an option for Walthers Mainline). Details are molded on Bachmann's cars (and executed well); Walthers models have starter points for installing a separately sold kit of wire grab irons. If you added lighting (which requires the addition of the LED board inside and replacing trucks) and installed the details to bring both manufacturers' HO passenger cars to more equal footing, the investment would be similar in retail dollars.

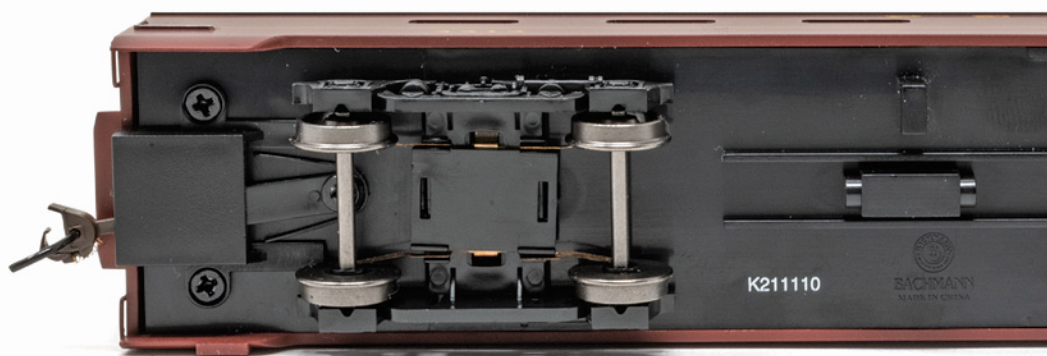


Right: The model includes body-mounted couplers with enough reach on the armature to allow for running on model railroads with curves of 22-inch radius or wider. The assembled HO model includes flush-mounted window material on its sides and ends, interior detail, and illumination. Smooth paint application and clean, sharp lettering and stripes make for a solid-looking release. Note the silver accented corner railing.



By gently prying the shell away from the frame, you can release it and access the model's innards. The interior section is a single piece of plastic molded in a neutral beige hue. A dozen tables with chairs reside on half of the car floor, with kitchen facilities on the other side of the interior.

I appreciate what Bachmann has brought to market with this group of Silver Series HO passenger cars. As a kid, I quickly decided shorty streamliners weren't cool but then was challenged to serve my 1:87 traveling public with scale-length options from the likes of AHM that possessed little weight (this Bachmann model weighs 5.5 ounces), rode on deep-flange plastic wheels, and couplers attached to trucks; all factored into trouble maintaining my schedules. All these worries are non-issues in this situation and you can have an authentic-looking



passenger consist that will be a pleasure to operate. If you're looking to start a passenger service on your pike, I suggest looking at Bachmann's new "Daylight Special" train set (00776) with a GS-4 Northern steam locomotive and three of these passenger cars (along with track, power, and controller). **MRN**

Above: Bachmann's design provides the stability and solid performance of body-mounted couplers with the ability to operate on tighter curves... both features are pros for this effort. The underframe detail is basic but serves its purpose.

Below: The body shell can be easily removed from the frame, revealing the interior section and lighting board. The dark-colored canister on the left end is a capacitor that will help provide constant illumination for this model.



Twilight Take on a Geep

Walthers Proto Union Pacific GP9 Phase II



Review by Tony Cook
Model Photos by Pamela Varney

Walthers Proto HO-scale
GP9 Phase II diesel locomotive
with ESU LokSound 5 and DCC

Union Pacific 267
920-42711, MSRP: \$319.98

Wm. K. Walthers
walthers.com

The Proto series has been a mark of quality in the hobby since its introduction more than three decades ago. This series' efforts with Electro-Motive Division (EMD) four-axle, first-generation Geeps began in 1992 with the arrival of an HO-scale GP18. What you see in this 2022 GP9 production is far removed and much more advanced. Over the years, the tooling on the cab and hood sections for this Geep have seen revisions improving its fidelity. I'm in the process of examining examples from various production runs for a future feature in *HO Collector* quarterly

(hotraincollector.com) to compare and contrast the evolution of this EMD Geep's plastic shells.

Walthers has been busy with HO GP9 offerings recently. In addition to this Proto-series later-phase replica, in the mid-level Mainline series you'll find a GP9 with Phase II characteristics that also came decorated for Union Pacific (UP), with the earlier look that features "Serves All The West" slogan. The other UP road numbers in this Proto GP9 Phase II release include two non-sound releases: 280 (920-49711) and 292 (920-49712), and sound-equipped 288 (920-42712).

This Proto effort is a good-looking example of a repainted Union Pacific diesel in its twilight years. Compare the model photos with the prototype view on the facing page, and you'll see this HO rendering represents its original well.

Union Pacific GP9s

According to Don Strack's UtahRails website (utahrails.net), Union Pacific's first GP9s came in early 1954 (when the

Above: Walthers delivers this Proto GP9 locomotive model as you see it, fully assembled and ready for operation. The release includes standard DC offerings and ESU-equipped DCC-sound examples.

model was new in EMD's line). The units were numbered beginning at 130 (immediately after the earlier GP7s, which came with 700-series numbers that changed to 100-129 in 1953). This review's UP 267 came from a group of 45 GP9s built (EMD order 5362) in August and September 1954. This was near the conclusion of UP's orders for this 1,750-hp diesel locomotive. The last new GP9 carried road number 299 and joined the roster in fall 1954. UP's GP9s included variety with some equipped with steam generators, and some examples receiving turbochargers as part of a test that led to EMD's GP20 model.

This review's example appears to have remained mostly as-delivered during its career. In its announcement for this release, Walthers noted the following details: Leslie S3L-R air horn mounted on a stand, whip-style radio antenna, Western-Cullen amber



Above: UP 267 (built in August 1954) was at Denver, Colo., on October 20, 1974, looking fresh and showing off the classic 1970s "We can handle it" slogan on its cab. This GP9 would not be "handling it" for much longer, as Union Pacific retired 267 in August 1980, according to Don Strack's UtahRails (utahrails.net) website. Santa Fe bought this GP9 in March 1981, and it was rebuilt into a yard slug (ATSF 103). — *John Tudek photo, Kevin EuDaly collection*

Below: Though "We can handle it" appears on a wild array of models (I've seen old-time wood boxcar models incredulously offered with this scheme), the popular and well-remembered slogan was rather short-lived (an application standard from September 1972 to October 1975). Initially, the red lettering was designed to be free of black edging (which was discarded overall with this scheme); however, the decision was reversed in spring 1973 and thin black lines came back as a standard. Note this model sports black outline or edging, as does the prototype above... with the prototype's black looking a bit thinner than the model's.





By-The-Numbers

GP9 Phase II

Walthers Proto

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ozs @ Full Slip)

Pull	÷	Loco Wt	=	Efficiency
3.6		14.7		24.8%

DCC

Throttle Setting	Scale MPH
Min	1.0
Mid	36.6
Top	62.0

beacon, canvas-style sunshades above cab windows with large armrest on the lower window frame, and UP-style air vent. The product announcement stated the model was based on prototypes in service during the 1960s and 1970s; in reality, with the “We can handle it” slogan on its cab sides, this unit resides firmly in the 1970s.

The paint application was even across this HO GP9 with UP’s well-known yellow executed well, as was the look of the gray. The Harbor Mist

Gray regions of this GP9 are where the assembly combines plastic body shell components with many added details (like on pilot faces), the model’s flexible handrails (molded in gray), and other separate pieces like the tanks between the trucks. A good model can move up or down based on how well the manufacturer is able to achieve uniform hue across these varied items. I found the look very pleasing on this UP release. From the added rooftop details down to the pilot



Above: Given its fame in railroading, it is interesting to note the lack of a shield herald included on Union Pacific freight motive power decoration for so many years. The road revised its Armour Yellow dress beginning in October 1975 by dropping “We can handle it” and replacing the slogan with a 24-inch shield herald on cab sides. Since the mid-1970s, a red, white, and blue UP shield has been a standard feature on most diesel locomotives on the roster.

Below: The wheels (all geared and all conducting electricity) were in gauge on this sample. The body-mounted metal knuckle couplers met up fine with the parameters of a Kadee Coupler Height Gauge.



Facing Page: The vent located on the cab roof is a neat detail that this Proto HO GP9 shares with its UP prototype. Note the speed recorder attached to the lead truck’s rear axle. Though a 1970s look, this model retains its footboards on the pilots (as seen on the 1974 prototype view shared on the previous page).

details and tanks, the gray matched up well to my eyes with no distraction from parts or sections that appear in a gray that doesn’t play well with the overall plastic shell’s color. Red striping is fairly opaque all around, though slightly challenged with a minor bit of transparency here and there. The red lettering is excellent and appears properly sized, placed, and in the correct typeface. The Blomberg trucks (with Hyatt roller bearing detail on the axles) are molded in a silver hue and enhance the look of this reproduction. I’m surprised by many HO models that miss getting Union Pacific’s colors and the look of its lettering right... this is not one of those underperforming efforts.

The inclusion of ESU electronics

offers a favorite electronics system among operators. The digital sound output reproduces EMD’s classic 567 prime mover well and will bring back memories of watching these 1,750-hp units move around a yard or handle a local job. Walther’s Proto drive is smooth and solid from its initial run onward.

Conclusion

While EMD’s F-units have a large group of fans and much love, the Geep from the same early diesel era can be a bit forgotten. Utilitarian in appearance versus its more stylish bulldog-nose F-unit sibling, a Geep is certainly also a thing of beauty and classic first-generation diesel locomotive option. Walther’s effort is a good one and this 1970s appearance was pretty much the last stand on Union Pacific for these veterans. By the early 1980s, the road’s roster was in flux with the incorporation of Missouri Pacific and Western

Pacific motive power, as well as the return of select Rock Island locomotives. Combine those changes with the cycle of a downturn in the economy in the 1970s to more robust years in the mid 1980s, and these units moved to retirement and vanished from many Class 1s, including Union Pacific. Today, you’ll find rebuilt GP38s, GP40s, and SD40s holding down the jobs that once were the work-a-day world of a Geep like this Walther’s GP9. This type of locomotive could be a second-string player in a yard setting populated with higher-horsepower SD40-2s and C30-7s, or the star of a shelf layout focusing on switching a low-density branch line.

With DCC and sound included, this release resides near the top of suggested retails and a bit north of \$300. With some shopping diligence, buyers can locate Walther’s Proto GP9s in the \$270 plus range... a very good value. **MRN**

Early Editions of Geeps

Atlas O's 2-rail GP7



Review by Tony Cook
Model Photos by Shane T. Mason

Atlas O-scale
GP7 Phase II diesel locomotive

Rio Grande 5106
2-rail unpowered
30150006, MSRP: \$229.95

Missouri Pacific 4208
2-rail powered with DCC-sound
30150016, MSRP: \$499.95

Atlas O
atlaso.com

Atlas O recently delivered a production of its Master-series Electro-Motive Division (EMD) GP7 diesel locomotive models. There are several options available for this 1:48 reproduction. You see 2-rail versions in this review (which come with scale wheels, scale knuckle couplers, and a pilot in fixed position). The alternative in O from Atlas is a 3-rail edition

Above: Atlas' O-scale GP7 diesel locomotive comes fully assembled in several styles, including powered and non-powered options as well as 2- and 3-rail editions. This GP7 is EMD's first-generation innovator that sits across the development bridge (the ill-fated BL2) between F-units and hood units. This is an ideal locomotive model for an enthusiast interested in scale 1:48, or an excellent display piece for those invested in other scales.

with digital control and audio output. Smoke output is included on powered GP7s in both setups. Unpowered offerings are available in 2- and 3-rail. This review's Rio Grande model is non-powered, while the Missouri Pacific GP7 model includes powered drive and DCC-sound. Looking over the road names offered in this production, I find two road numbers for powered GP7s and a third number is available with the unpowered GP7 option. This allows for a three-unit lashup with two powered and one non-powered GP7 from releases in this production, and each can possess a unique road number. For Rio Grande GP7s, Atlas produced 5105 and 5111 (powered), plus 5106 (unpowered and shared in this review).

Both liveries in this review are early diesel era looks. While not road-specific (though you'll note dynamic brake details accurately present on the Rio Grande unit and absent from the Missouri Pacific release, both as per prototype), EMD's GP7s tended to be fairly generic with respect to details and I find both reproductions satisfy well the railroad depicted. The other detail that appears, where appropriate, is the inclusion of a winterization hatch over the radiator fan positioned near the center of the long hood.

I focus generally on HO and my assistant editor, Shane Mason, is an N scale modeler... we both were very taken with these models. Especially the Rio Grande example and thoughts of pairing this diesel with narrow gauge



Above and Below Right: Many early diesel schemes, largely developed by General Motors designers, share some general elements. This Missouri Pacific blue with gray is a simple but stylish example of first-generation diesel dress. Both GP7s reviewed are 2-rail versions and come equipped with scale wheels, scale knuckle couplers, and fixed pilots.

Right: Missouri Pacific 4208 is new in this view and ready for service. Built in the early 1950s, research shows this GP7 was wrecked and off the roster before renumbering. — Kevin EuDaly collection



steam (as would be found on the north end of what is now the Cumbres & Toltec excursion railroad) had us both excited. I collect scales that are outside my core HO interest, and Atlas O models are frequent additions to my collection. If you've never dabbled in O, I urge you to consider sampling an unpowered Atlas O locomotive. The cost is attractive and you'll have a fun display piece... though I warn you that you may desire to dabble more in 1:48 model railroading after sampling an Atlas locomotive release.

This GP7 is typical of what I've experienced with Atlas efforts in O scale. The model is built to solid scale proportions and includes separately applied grab irons, lift rings, pilot details, and more. The paint application is very good on each GP7 examined, with colors looking accurate and representations of these early diesel paint schemes giving an authentic and impressive representation of this 1950s







Facing Page and Above: Excellent scale proportions are a highlight of the tooling used to create Atlas O's plastic shell for this GP7. In addition to this GP7, there is an O-scale GP9 Atlas offers. Other early diesel locomotive prototypes in the company's Master-level line include EMD F-units (F2, F3, and F7), SW-series switchers, Alco's RS-1, and Fairbanks-Morse Erie-Built.

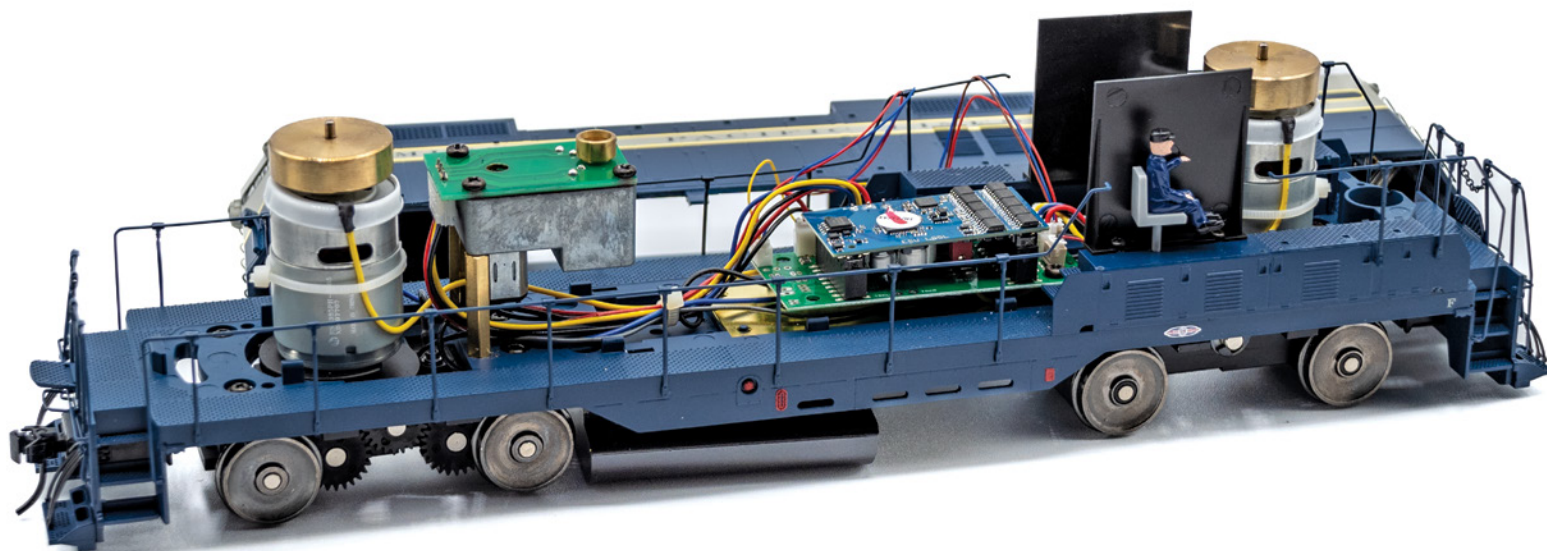
Below: This is what lies beneath the shell on Atlas O's GP7 diesel locomotive. Drive motors with flywheels on top reside over each truck. Ahead of the motor on the long hood end (left in this view) is the smoke generator unit, with electronics (including ESU LokSound) located behind the cab. A large round speaker is mounted in the metal fuel tank. I found no paperwork (beyond a warranty card), so accessing the innards was a bit of an adventure. I checked online forums for tips and managed to accomplish the task without a major effort or, and most importantly, any damage to this excellent GP7.

era of North American railroading.

The multi-part design includes a die-cast metal chassis, truck sideframes, and fuel tank. The body shell is plastic with the hoods (short and long) as one piece and the cab and raised area beneath the cab are separate plastic components. The cab includes clear window material (with positionable panes side windows) with windshield wipers as added details. The handrails are sturdy metal and include the pipe look of EMD's GP7.

Curious to examine the drive mechanism, I began investigating the underside of this GP7 looking for what might require removal to allow

the shell to lift away from the chassis. A check of online forum questions found others had this quandary. While a long screwdriver and some careful handling through the bottom of the sideframe might do the trick, I removed the sideframes and had easy access to two screws at each end of the unit that released the shell. The sideframes are mounted by two small screws to the sides of the geared section with wheels, and are easily accessed and removed. Once the four sideframes are taken off, you'll have no challenge reaching the two screws at each end that hold the plastic shell in place. These are fairly small screws and mount through metal





Above: Rio Grande's paint scheme settled by the early 1960s and remained fairly constant for the rest of the road's history. This Atlas O GP7 wears the as-delivered look. The view of 5106 at left shows the revised scheme that became standard. You'll note the striping is a lighter hue (closer to yellow) on the early, more elaborate striping style versus the more orange hue employed later. These colors are always up for debate among enthusiasts and modelers of this well-loved railroad.

Left: Rio Grande 5106 is about 20 years old in this early 1972 view and working its final year for the railroad. Research shows Rock Island acquired this GP7, along with several others in late 1972. By the late 1970s, Precision National owned this Geep and it spent time in lease service. — Kevin EuDaly collection

into the plastic shell, so be careful when returning them and go easy so you don't damage their home in the shell.

Remember to pull the connections between the handrails and the cab, then you'll find the body can be lifted away. Wiring (running to the upper outer corners for directional lighting) tethers the shell and chassis. You'll see the crew figures included in the cab (decorated and seated in gray chairs) with a black upright partition simulating interior and serving to block light leak. The ESU decoder is the blue section residing on the green board near the center inside of the model. For those wondering about

refilling the tank for the smoke unit. You'll be pleased to know the operation described to gain access into this GP7 is not necessary for fluid replenishing. The brake section on the long hood is separate from the rest of the body. You can gently rock it upward and release it and you'll find the gold opening easy to access to load more smoke fluid oil when needed.

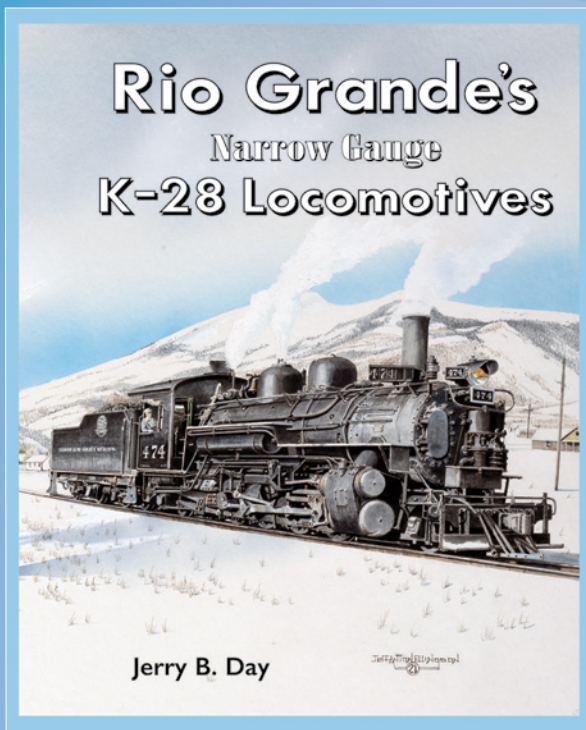
The other road names in this run are Detroit, Toledo & Ironton (early herald presentation on orange body); Erie Lackawanna (early 1960s look with gray body, brown horizontal band and yellow ends); New York Central (black with cigar-band herald on ends and cab sides); and Union Pacific

(Armour Yellow with "Serves All The West" slogan). I noted this production was not promoted as featuring a strict adherence to road-specific features, but check out the additional light details provided to Atlas' Union Pacific GP7 releases.

This is another fine example from Atlas O that will please 1:48 followers and likely recruit some new O scale fans. In addition, Master offerings, you'll find Trainman and the new Premier series (populated with former MTH Trains toolings) from Atlas. The company offers a wide range of rolling stock, passenger cars, structures, and naturally track (the item that put Atlas on the hobby map). **MRN**

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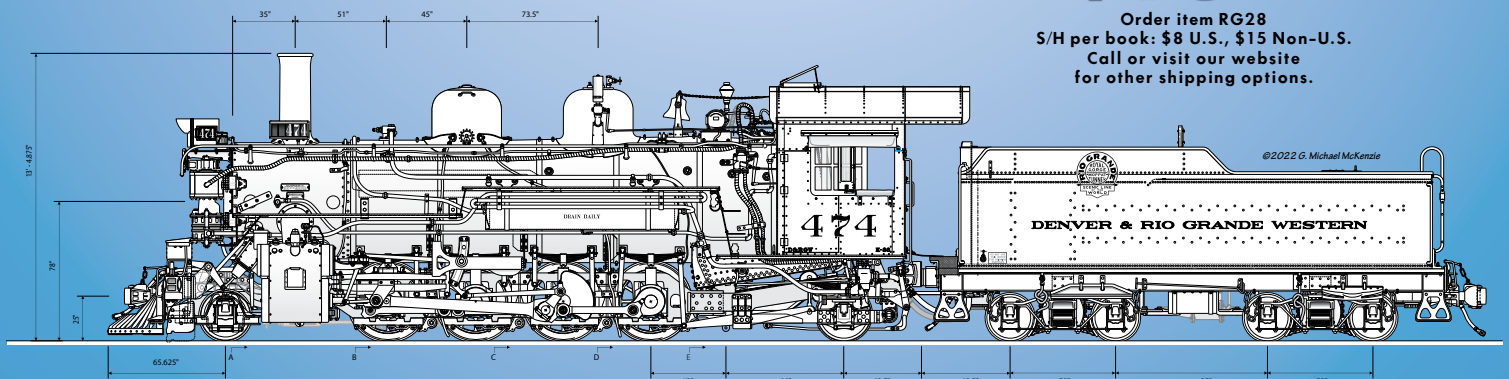
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New releases for Athearn containers and trailers in HO

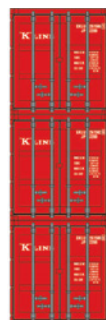


HO — Athearn's 25-foot trailer will return with a new group of two-pack offerings that will ship in March 2024. The road names will include Canadian Pacific, Chicago & North Western (shown above), Florida East Coast, Maine Central, Nacionales de Mexico (shown above), and Southern Pacific (shown above). These offerings are new paint schemes for this plastic HO model, which will come assembled with painted rims and other accents. The two-packs retail for \$49.99 each.

A new collection of Athearn's

20-foot intermodal containers will arrive during March 2024 with three-pack offerings for eight popular road names: Container Transport, Hong Kong Islands (shown below on the right), Hyundai, Integrated Container Service, ITEL, K-Line (shown below on the left), SSI, and Trans Freight Lines. The assembled plastic HO containers will include individual road numbers in the three-pack set (MSRP: \$39.99).

Athearn, athearn.com



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Hey, Big Brother is Here!

Jacksonville Terminal Company adds HO scale



Review by Bruce Hochberger
Model Photos by Pamela Varney

**Jacksonville Terminal Co. HO-scale
Ocean 53 Body container
with 1-1-1-1 doors**

**Oceanex 53-foot container
953036-1, MSRP: \$22.95**

**Sea Star 53-foot container three-pack
953051-3, MSRP: \$59.95**

Jacksonville Terminal Company
jtcmodeltrains.com

The long-awaited Jacksonville Terminal Company (JTC) entry into the HO marketplace has arrived! A new JTC model offers the Ocean 53-foot container faithfully reproduced in HO scale. This Ocean container prototype is distinguished by having its IBC castings at the outer corners and located at the 40-foot standard position on the container. Like their N-scale containers, JTC's

HO containers have magnets in the bottom and metal plates on top (all inside and out of sight) to hold the containers together on a well car. On visual inspection of the containers, the paint was even and crisp. Lettering and details were sharp and readable under a magnifying glass.

The containers measure to the Ocean 53 dimensions of 53 feet long and 102 inches wide, which makes this example a little wider than most. The pins and holes at the 40-foot interlocking point were a little short of a scale 40 feet by my check and a little wider too. Checking against other manufacturers' products, I found JTC containers fit Athearn's (athearn.com) 53-foot chassis well, and these new HO Ocean containers fit Kato (katousa.com), Intermountain/A-Line (intermountain-railway.com), Rapido Trains (rapidotrains.com), Athearn (athearn.com), and Walther's (walthers.com) 53-foot well cars except Walther's Gunderson all-purpose rebuilt well car and Atlas' (atlasrr.com) 53-foot Thrall well car. My attempts at placing JTC's container in these various well cars was accomplished with all models unmodified (you could likely make some adjustments if desired to make a fit, as has often been the case with models of containers and well cars).

Above: Jacksonville Terminal Company's first HO release is this 53-foot container model. On the back of the package, the company known for its many N-scale releases includes "Hey, Big Brother is Here!"

JTC's Ocean 53 containers were a different story when matching up with containers from other current manufacturers. I found them compatible with 20-foot containers (when those shorter containers are located in the bottom of the well car) offered by Athearn, Walther's, and A-Line (ppw-aline.com),

Below: JTC's HO 53-foot container weighs 1.9 ounces. The model comes assembled and decorated. There is a separate underframe that appears cemented in place. The vertical door rods are separately applied details.



while they did not fit the PT Trains (pttrains.pt) containers. Matching up with 40-foot containers, JTC's model fit with Athearn, Walthers, Atlas, and ScaleTrains (scaletrains.com). They did not fit on top of A-Line's 40-foot containers due to the JTC pins being too wide. The fit with 45-foot containers was a different story. JTC's model fit atop Atlas containers fine; with Walthers' 45-footer the JTC pins were too wide, with Athearn models JTC's pins were too long, and with Aurora Miniatures, JTC's match-up was both too wide and too long. Matching up with other manufacturers 53-foot containers, I found JTC containers fit with Athearn's Stoughton and Monon examples and in the top position only. Jindo containers fit on the bottom, but did not mate on the top connections. CIMC containers fit snug on some and loosely in others in both top and bottom positions. Atlas' Jindo containers fit loose on the bottom and snug on top when matching them with this JTC effort. Walthers' Sigmas containers would fit, though effort was required. Intermountain/A-Line's Monon and Hyundai fit both top and bottom positions with JTC. ScaleTrains' 53-foot containers fit loosely in both top and bottom positions. Kato containers fit

loosely in the bottom position, yet did not fit on top, as Kato pins were too large. Rapido Hyundai containers did not fit top or bottom. Container interconnectivity is similar to various containers fitting into various well cars... there are challenges that most model rail enthusiasts who enjoy this era of modeling can confirm.

Jacksonville Terminal Co. offers the following decorations: Oceanex, "large LTL" scheme (light blue container shown in this review), APL large logo "No Lift" labeling, APL large logo early scheme, Trailer Bridge patched ex-APL, Crowley blue and brown schemes, and Sea Star two-tone livery (featured in this review). These HO containers come in three-pack sets for \$59.95, and \$22.95 single model releases.

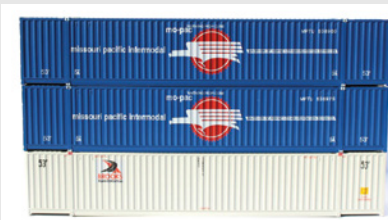
JTC's 53-foot Ocean containers are a welcome addition to HO scale. Though some issues with properly fitting with other manufacturers' well cars and containers may be a problem for some, most modelers will find a way to make them fit. They may seem priced a bit more than some others, but this is likely due to the magnet-and-metal components included in this model. While more of a necessity for N scale, I am not sure of the same need for magnets in HO containers. **MRN**

Bruce Hochberger is an Iowa native and resides today in Nebraska. Bruce models the Pacific Northwest in HO; this is his first review for MODEL RAILROAD NEWS.

But Wait, There's More...



New from Jacksonville Terminal Company are several "Visionary Series" releases for this HO-scale Ocean 53-foot container. You'll find a trio of famous model railroads (Virginian & Ohio, Allegheny Midland, and Virginia Midland shown above) offered in a set and individually. A pair of Missouri Pacific containers and a Brooks Transportation model (shown below) are also in this series. If you're curious about Brooks Transportation, JTC's owner is Stan Brooks and this is his home road container livery.



Snowball Creek Electronics introduces Occupancy Detector



ELECTRONICS — Snowball Creek Electronics presents its first model railroad product, the Dual Auto-Sense Block Occupancy Detector. This detector uses a proven tuned-coil front end design, followed by a precision-rectifier, amplifier, and microprocessor signal processing to create the most sensitive detection in the market today. The detector monitors two separate blocks with an isolated current-sense coil for each and provides two isolated open-collector outputs per block to interface with virtually any signaling system on the market.

Snowball Creek Electronics' unit requires a DC power input of 6-18 volts. The detector can sense resistor values of greater than 47K Ohms across the rails, making this detector the ultimate device for rolling stock detection. No more manual tweaking of pots to adjust for block current drains. This detector will automatically measure and retain a baseline value for

the block it is attached to, and use that baseline value every time it is powered up. Remeasuring the baseline value is as easy as pressing a button.

The company states the unit is easy to install, requiring the installer to run a block feeder wire through the sense coil using one loop, and supply power to the device. The unit has four M3 mounting holes, and screw terminals to connect power and outputs.

Snowball Creek Electronics, snowballcreek.com

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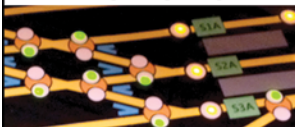
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Model Railroad Structures & Accessories

Stella Scale Models releases return in Bollinger Edgerly Scale Train line



HO — Bollinger Edgerly Scale Trains announces the return of several kit releases to market that were previously offered by Stella Scale Models. Shown here are the New Erie Cafe (above), Hancock Station (above at right), and Brubaker's Barn (right). You can view the complete line of craftsman kits at Bollinger Edgerly Scale Trains online.



Bollinger Edgerly Scale Trains, besttrains.com

Chocolate Factory coming to HO from Walthers Cornerstone



HO — Walthers expects a summer arrival for its new Chocolate Factory (933-4166) kit. The release provides plastic components (molded in four colors with clear acetate for windows) for assembling the industry's two large buildings and separate two-story brick office. Details include two tall storage tanks, pipe bridge connecting the buildings, rooftop electrical and HVAC details, yard sign, and more. This new Cornerstone Chocolate Factory kit carries a \$119.98 suggested retail price.

Above and Below: Sold as a Chocolate Factory, there are many possibilities for this new HO-scale Walthers Cornerstone kit release. The brick office (at right above) comes with this offering.



Wm. K. Walthers, Inc., walters.com

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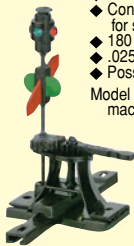
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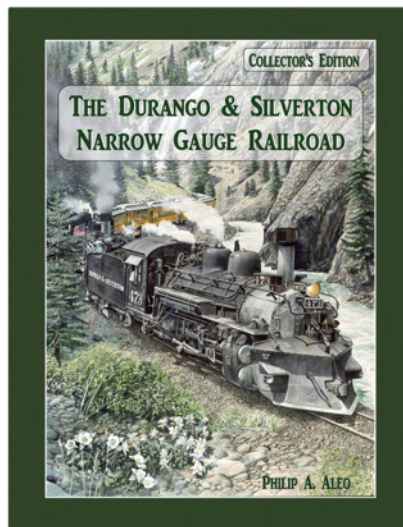
By **FRANK A. WRABEL**

BOOK — Pennsylvania Railroad Technical & Historical Society (PRRTHS) offers a new hardcover book documenting Pennsylvania and Philadelphia & Reading passenger operations to Atlantic City and the Jersey Shore. This area became a vacation destination in the Northeast in the years after World War I. Frank A. Wrabel's

narrative covers the history of this line through the present day. The 8 1/2 x 11-inch book contains 376 pages and more than 730 illustrations. The book retails for \$80 (PRRTHS members may purchase the book from the society for \$65), plus shipping and handling.

Pennsylvania Railroad Technical & Historical Society;
prrths.org

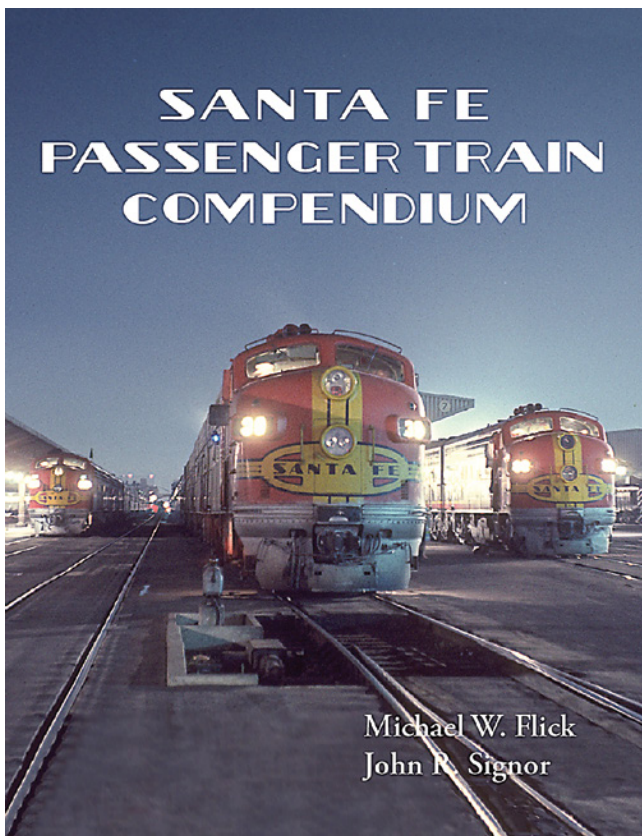
New Philip Aleo book offered in hardcover and softcover versions



BOOK — This recent book release covers the 45-mile narrow-gauge railroad and its surroundings, as well as history with vintage news articles and photos, and contemporary color images across 191 pages. The book is offered as a 8.75 x 11.25-inch hardcover version and an 8.5 x 11-inch softcover edition. Check Aleo Publications online for pricing and additional information on *The Durango & Silverton Narrow Gauge Railroad* release.

Aleo Publications, aleopublications.com

New hardcover resource documents Santa Fe passenger trains



BOOK — The Santa Fe Railway Historical and Modeling Society (SFRHMS) announces a compendium of articles from the group's publication, *The Warbonnet* and earlier publications, including new and expanded information in some cases, documenting some of the major name trains that made up Santa Fe's passenger service. Compilers Michael Flick, a long-term authority on Santa Fe passenger equipment and operations, and John Signor, long-time editor of *The Warbonnet*, picked the

best of the best, checked for up-to-date information, and made this a quick, easy-to-use introduction into the high-class railroading that was Santa Fe and its passenger service. *Santa Fe Passenger Train Compendium* is 756 pages with 543 black & white photos and 283 color images, as well as 16 maps. The publication sells for \$85 from SFRHMS and is a hardbound title with dust jacket.

Santa Fe Railway Historical and Modeling Society,
sfrhms.org

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A photograph of a red and white locomotive, number 1975, on a track. The locomotive is a modern model, possibly a diesel or electric locomotive, with a prominent front end and large headlights.

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A photograph of a model signal light, showing its internal components and the signal itself. The signal is a small, cylindrical structure with a light lens and a mounting bracket.

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Rio Grande Steam Finale is a new hardcover release



BOOK — Center for Railroad Photography & Art's next hardcover book, *Rio Grande Steam Finale*, is scheduled to be released October 1, 2023. Edited by Scott Lothes and Elrond Lawrence, the 10 x 10-inch book includes a map and nearly 200 photographs. Pre-order information will be announced this summer on the publisher's website.

In the 1950s and 1960s, many of the nation's greatest railroad photographers journeyed to southwestern Colorado and northern New Mexico to document the final years of Denver & Rio Grande Western's narrow-gauge railway. Drawing from thousands of images of Rio Grande narrow gauge in the Center for Railroad Photography & Art's archive, this book gathers work on this subject by Tom Gildersleeve, John Gruber, Victor Hand, Don Hofsommer, Jim Shaughnessy, Fred Springer, Richard Steinheimer, and Karl Zimmermann. Inside *Rio Grande Steam Finale* you'll find a gallery of black & white and color images, lavishly presented and many published for the first time, covering the narrow gauge from Alamosa to Chama, Durango, Farmington, and Silverton. The trains are captured in furious action,

climbing steep mountain grades, crossing high trestles, winding beside rivers, and traveling vast flatlands. Thundering steam locomotives billow plumes of smoke, some doubled together at the head end and some assisted by rear helpers placed ahead of timeworn cabooses; they're seen from trackside, from hilltops, from pacing cars, and from inside the cab. Exquisite scenes at day, night, and dusk capture the railroad people, engine houses, rolling stock, lineside structures, and magnificent scenery that shaped Rio Grande's legendary narrow gauge system.

Engaging essays by Hofsommer and Zimmermann, both of whom experienced the narrow gauge first-hand in the 1960s, provide context and personal insights. Extensive captions add context to the stories of the photographs, which trace the pattern of typical train operations of the era. The book concludes with a chapter of contemporary photographs of the lines that have survived to become today's Durango & Silverton Narrow Gauge Railroad and Cumbres & Toltec Scenic Railroad.

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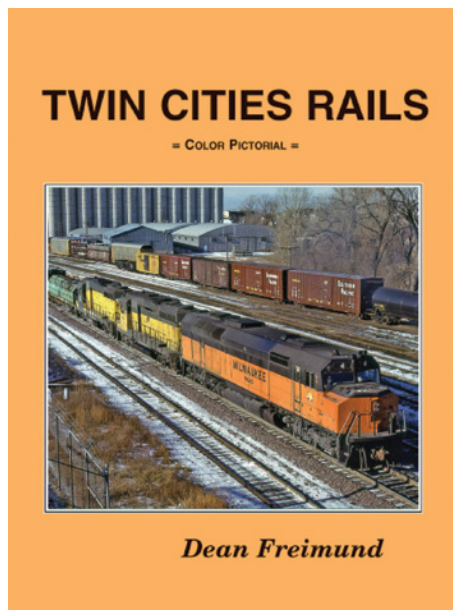
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There's Much To See in the Twin Cities

Dean Freimund's *Twin Cities Rails*



Review by Ryan Crawford

Four Ways West

Twin Cities Rails
by Dean Freimund
MSRP: \$69.95

Four Ways West
fourwayswest.com

A new 144-page, all-color title published by Four Ways West has recently hit the hobby shop and book store shelves, authored by former railroader Dean Freimund. *Twin Cities Rails, Color Pictorial* focuses on the many railroads that call Minneapolis-St. Paul home. Author Freimund walks the reader through the varied and complex corporate changes that have taken place over the last 60 years in the twin cities of Minneapolis and St. Paul.

The author is well-versed in telling tales of this area's railroad scene as he spent a good portion of his life in and around Minneapolis-St. Paul. He hired out as a locomotive engineer for Soo Line in 2006, a position he worked for eight years. With his personal experience, the author gives a unique

perspective to the Soo Line-Canadian Pacific merger, which is the main presentation of three successive sections of the book.

As a railfan in central Illinois over the past 30 years, Minneapolis-St. Paul was always on my radar. Yet, I never did find the time to visit this interesting area in the upper Midwest. I am glad to have added this title to my collection as author Freimund does a great job of documenting the ever-changing railroad scene in the Twin Cities, with tons of excellent images and narrative captions allowing for a detailed analysis and historical perspective of Minneapolis-St. Paul's local railroad operations. This book contains a mesmerizing number of top-quality photos by 18 contributing photographers as well as Mr. Freimund himself.

The book begins by examining how Burlington Northern and its several predecessors became the building blocks of the Twin Cities' railroad operations. With 18 separate sections, *Twin Cities Rails* tells a detailed story of every railroad that operated in the Minneapolis-St. Paul metroplex. The photo captions tell most of the story and are informative and precise. As I read the book in preparation for this review, I noticed a good number of overhead photographs which I much appreciated. This is really the best way to railfan Minneapolis-St. Paul

which affords views of locomotives and freight cars that can be difficult to obtain when you're out railfanning on the flat prairie. There is no doubt that the author took his time to methodically choose photos for this pictorial and he chose some real gems. There are Burlington Northern F-units in brand new paint; tired Rock Island diesels leading freight trains; Minneapolis, Northfield & Southern transfers behind rare SD39s, the transformation of the Minnesota Transfer into Minnesota Commercial, and a small section on Metro and North Star commuter service around the city. Whew! The author packs a ton into 144 pages.

Whether you fancy Class 1 freight operations, early Amtrak or short lines, author Freimund has included it within this book. Seeing the plethora of motive power diversity during the last 60 years in the Twin Cities is certainly what makes this survey very entertaining. I enjoyed both the crazy locomotive consists, and the mundane everyday stuff which is all included. A few specific images that stood out were a trio of Chicago & Illinois Midland green SDs working off

Facing Page Bottom: Author Freimund does not ignore the contemporary railroad scene in this new book as depicted by this nice overhead view of action at Midway Yard in St. Paul with a new logoless BNSF Dash 9 mixing it up with Wisconsin Central SD45s and two former BN SW1000s switching the yard. The amount of motive power variety in this book is astounding!



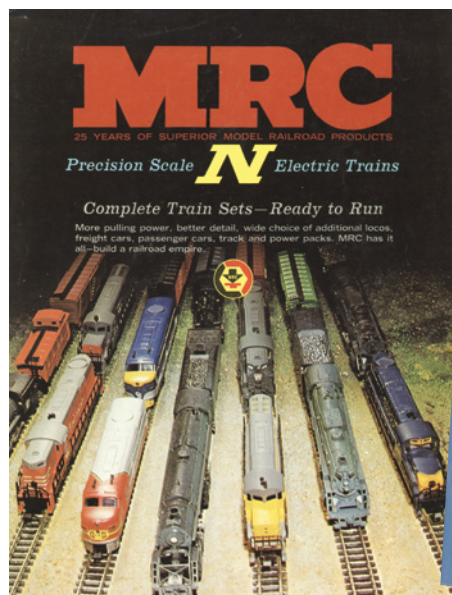
Below: It seems that every flip of the page brings up something more interesting than the previous page. Here we see a new Rock Island SD40-2 (4792) leading an elderly ex-UP F3A (457) on a transfer going over the Robert Street bridge on June 23, 1974.



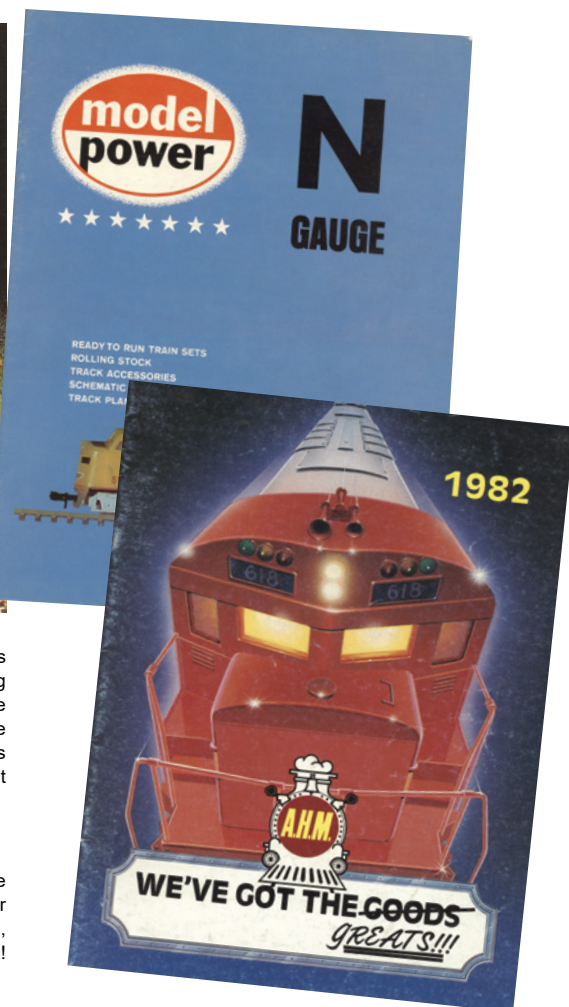
Left: An example of exotic motive power found in this new Four Ways West title, at Hoffman Avenue Interlocking on March 4, 1982, Chicago & Illinois Midland SD38-2s 74 and 70 bracket one of their two SD18s (C&IM 61) as BN train 192 heads east to Chicago. Between September 1978 and October 1982, C&IM and BN traded horsepower-hours which allowed C&IM to use BN units on western coal trains way-billed to two separate destinations on C&IM. As a result of this agreement, C&IM was required to place at least four of their SDs in the pool to supplement the use of BN power.

horsepower hours owed to Burlington Northern shown at Dayton's Bluff, the cover photo with a Milwaukee Road FP45 leading Chicago & North Western GP30s, and a photo from Ed Kanak's collection of McCloud River SD38s leading Great Northern train 83 on its way west from Electro-Motive Division during a delivery trip to the McCloud River! I mean, seriously, today this kind of variety can only be found on a model railroad! Among the great equipment showcased, is also some very interesting bridge and structure photos complement the title. Minneapolis-St. Paul has several interesting bridge structures spanning the mighty Mississippi River which makes up the eastern border of the two cities. There are several excellent views with trains going over bridges which should entice fans of railroad photography or modelers wanting to replicate a cool scene. I should add that the book visits several of the area's hot spots and some "nook and cranny" locations providing the reader with different views of trains in different locations. About the only issue I have with *Twin Cities Rails, Color Pictorial* is that it does not include a map of the area. Due to my unfamiliarity with the region, I was hoping for a map to help me pinpoint certain photo locations. *Twin Cities Rails, Color Pictorial* spans 60 years and several railroads making it a must for a railfan or modeler whose interests lie in railroad operations of the upper Midwest. If you're a modeler this book helps solve mysteries about freight car roofs and locomotive hoods due to the incredible number of overhead views. I can easily see this book being popular and I would not hesitate in getting a copy. Author Dean Freimund did us all a huge favor with his choice of excellent images and excellent information about the railroads of Minneapolis-St. Paul. **MRN**

Yugoslavia's (now Slovenia) Mehano was a prolific builder of model trains for the North American hobby market beginning in the 1960s and continuing until the early 2000s. Many of the manufacturer's offerings made the rounds, appearing across several lines. The N-scale RSD-15 diesel locomotive is a prime example of Mehano's efforts and the longevity enjoyed by them. Produced in low- and high-hood, the six-axle RSD-15 debuted around 1970 in Model Rectifier Corporation's big push into a full line of N scale. By the mid 1970s, Model Power was importing this Mehano locomotive in its line, and this model was part of a second series of 1:160 product distributed by AHM in its final years in the early 1980s. In this edition's review of Broadway Limited Imports' model of this Alco prototype, Justin Sobeck shared that his first locomotive was a Santa Fe RSD-15 from AHM in the 1980s (similar to the one shown below in the "Sliver Eagle" train set). If you enjoy vintage pieces, you should have both the low- and high-hood RSD-15 in your collection. **MRN**



Above and Right: Mehano's N-scale RSD-15 was featured in Model Rectifier Corporation's catalog (above) around 1970. The model found a home later with Model Power (1970s catalog shown at the right above) and Associated Hobby Manufacturers or AHM in the early 1980s (1982 catalog shown at right).



Below: From AHM's line in the early 1980s came this "Silver Eagle" train set with a red-and-silver Warbonnet Santa Fe RSD-15 and loads of extras, including a blinking water tower and free grass mat!

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modelrailroadnews.com/timetable

CALIFORNIA, CROCKETT, June 24-25, 2023. Carquinez Model Railroad Society June Open House at Independent Order of Odd Fellows, 645 Loring Ave. Enjoy our 30x60' HO and HO_{N3} mushroom-design model railroad on three levels, modeling Northern California from Oakland and across Donner Pass to Sparks. Free parking. Admission: Donation \$5.00, Under 16 Free with Paid Adult. Contact Ron Lehmer at (510) 787-6703, or visit cmrstrainclub.org

FLORIDA, TALLAHASSEE, June 24-25, 2023. 32nd Tallahassee Model Railroad Show & Sale at North Florida Fairgrounds, 441 Paul Russell Road. Enjoy our family-friendly two-day event of interest to model railroaders of all ages and skill levels. Shop our vendors for trains, accessories, collectibles, or clothing, and visit various operating train layouts for action, sights, and sounds. Admission good for both days. Presented by Big Bend Model Railroad Association. Refreshments available, Free parking, Wheelchair accessible. Admission: Adults: \$10.00, Age 12 and Under Free. Contact Andy Zimmerman at (850) 524-4399, or visit bbmra.club

ILLINOIS, COLLINSVILLE, July 28-29, 2023. St. Louis Railroad Prototype Modeler Meet at Gateway Center, One Gateway Drive. Enjoy our 16th annual meet with 100 tables featuring more than 4,000 models in various stages of completion. More than 200 tables for leading manufacturers, historical societies, select vendors, and Learning Stations. Full schedule of 21 clinic presentations. Operating layouts and home tours. See website for details. Wheelchair accessible, Door prizes, Free parking, NMRA event, Refreshments available. Admission: Fri./Sat. \$35.00, Saturday Only \$25.00. Contact Lonnie Bathurst at (217) 556-0314, or visit stlrpm.com

INDIANA, FRANKLIN, August 5-6, 2023. Franklin Train Show at Johnson County Fairgrounds, 250 Fairground St. Enjoy our train show featuring demonstrations, displays, operating layouts, and more. Presented by Central Indiana Division NMRA. Refreshments available, Free parking, Door prizes, Wheelchair accessible, NMRA event. Admission: \$7.00 Per Person, Age 16

and Under FREE with Adult. NMRA Members \$5.00. Contact Michael Roderick at (317) 833-3556, or visit cidnmra.org

KANSAS, OVERLAND PARK, July 27-28, 2023. Kansas City Flyer 2023 NMRA MCR Annual Convention at Holiday Inn & Suites, 8787 Reeder Street. Enjoy clinics, layout and prototype tours, non-rail program, full model and photo contest. Train show with 7,000 sq. ft. of vendor tables and operating layouts. See website for convention details, hotel, and registration info. Presented by NMRA Mid-Continent Region. Wheelchair accessible, Door prizes, Free parking, NMRA event, Refreshments available. Admission: \$95.00 Per Person (Includes Banquet). Contact Larry Alfred at (913) 782-6584, or visit mcor-nmra.org/Conventions

MAINE, KENNEBUNKPORT, July 5, 2023. Ice Cream Night at Seashore Trolley Museum, 195 Log Cabin Road. Join us for our first Ice Cream Night of the season! Held every Wednesday in July and August from 5:30-7:30PM, guests are treated to a special evening trolley ride on our heritage railway through our campus and an ice cream sundae with all the fixin's! Wheelchair accessible, Refreshments available, Free parking. Admission: \$12.00 Per Person. Contact Katie Orlando at (207) 967-7800, or visit trolleyuseum.org

NEW JERSEY, PHILLIPSBURG, June 16, 2023. Evening Train Ride and Ice Cream Social at Phillipsburg Railroad Historians, 10 Pine Alley at Cross St. Visit our museum and enjoy a ride on our Centerville & Southwestern miniature railroad and an old-fashioned ice cream social. Our museum picnic area is right next to the NS freight line. Free parking. Admission: Free. Contact Paul Carpenito at (610) 826-2580, or visit prrh.org

NEW YORK, ROCHESTER, June 17, 2023. Father's Day Train Rides at Rochester & Genesee Valley Railroad Museum, 282 Rush Scottsville Rd. Enjoy a fun day out with Dad with vintage train rides that depart every half hour from our historic 1909 Erie Railroad train station. During your visit, you will enjoy train rides that tour our museum grounds as you visit New York's largest collection of historic trains. Enjoy a mile-and-a-half round trip train ride through our bucolic museum grounds. Tour our exhibits and take a peek behind the scenes in our Restoration Shop. Refreshments available, Free parking. Admission: \$15.00 Adults, Youth/Seniors \$10.00. Contact RGVRM at (585) 533-1431, or visit RochesterTrainRides.com

NEW YORK, ROCHESTER, July 1, 2023. Trains & Trolleys at Twilight at Rochester & Genesee Valley Railroad Museum, 282 Rush Scottsville Rd. Board a vintage freight train for a ride through the bucolic countryside. Transfer to an authentic electric trolley that will transport you to our Trolley Park where you will enjoy complimentary ice cream and a free outdoor jazz concert. Presented by the Rochester & Genesee Valley Railroad Museum and New York Museum of Transportation. Free parking, Refreshments available. Admission: \$20.00 Adults, \$10.00 Youth/Seniors. Contact RGVRM at (585) 533-1431, or visit RochesterTrainRides.com

OHIO, SEVILLE, June 10 and 24, 2023. June Trolley Rides at Northern Ohio Railway Museum, 5515 Buffham Road. Take a ride on a vintage trolley on the museum's demonstration railway. Trolleys depart at 11AM, 12PM, 1PM, 2PM AND 3PM. Tour the largest collection of historic trolley and traction vehicles in Ohio! Free parking. Admission: \$5.00 Adults, \$2.00 Age 6-12, Age 5 and Under FREE with Adult. Contact NORM at (330) 769-5501 or visit trainweb.org/norm

OHIO, INDEPENDENCE, June 9-11, 2023. 2023 New York Central System Historical Society Annual Convention at Holiday Inn Cleveland South, 6001 Rockside Road. Enjoy our convention including bus tour to Bucyrus, Marion, and Galion, Ohio, three days of prototype and modeling presentations, a banquet with guest speaker, and NYC SHS "Collinwood Shop" Company Store. See website for details. Pre-registration required, Wheelchair accessible. Admission: NYC SHS Members \$199.00, Non-Members \$243.00 (includes one year membership). Contact Ralph Schiring at (402) 203-5931, or visit nycshs.net

OHIO, MARION, August 12, 2023. 2023 Summerail at Palace Theater, 276 W. Center St. Enjoy a day of high-quality multi-media presentations, railroadiana show and sale. Tour nearby Marion Union Station and AC Tower Museum. Presenters include Cory Behrendt, Joe Biancke, Mike Biehn, James DuBose, Steve Gilschinski, Chris Guss, Elrond Lawrence, John Leopard, Scott Lothes, Vic Neves, and George and Candy Pitarys. Purchase tickets at the door, CASH ONLY. Refreshments available, Free parking, Door prizes, Wheelchair accessible. Admission: \$30.00 Per Person, \$5.00 Train Show Only. Contact David Oroszi at (937) 238-5655, or visit summerail.com

OHIO, DAYTON, June 24-25, 2023. 16th Annual Carillon Park Rail Festival at Carillon Historical Park, 1000 Carillon Blvd. Enjoy our event featuring vendors, flea market, miniature train rides, and more. See website for details. Presented by Carillon Park Rail & Steam Society, in partnership with Dayton History. Refreshments available, Free parking. Admission: \$14 Adults, \$12 Seniors, \$10 Children. Contact Dave Oroszi at (937) 238-5655, or visit railfestival.com

PENNSYLVANIA, KUTZTOWN, July 15, 2023. July Flash Train Meet at Renninger's Antique & Farmers Market, 740 Noble St. Enjoy our model train meet hosted under large outdoor pavilions. All new and used train-related merchandise and memorabilia is welcome. Free parking. Admission: Free. Contact Renninger's Kutztown at (610) 683-6848, or visit renningers.net/kutztown

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WISCONSIN, WAUPACA, June 17-18, 2023. Strawberry Fest Model Train Show at Waupaca Recreation Center, 401 School Street. Enjoy our train show featuring new and used model trains for sale in all scales and gauges. Presented by Waupaca Area Model Railroaders. Wheelchair accessible, Refreshments available, Free parking. Admission: FREE. Contact Pat Lyons at (715) 341-3640, or visit wamrtd.com

TEXAS, GRAPEVINE, August 20-26, 2023. 2023 Texas Express NMRA National Convention at Gaylord Texan Resort & Convention Center, 1501 Gaylord Trail. Enjoy a week-long event including home layout tours, prototype rail tours, clinic presentations, model and photo contests, banquet, and more. See website for details. NMRA event, Pre-registration required. Registration: Varies. Visit 2023texasexpress.com 🚂



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