



Model Railroad News

The All-Scale News Monthly

IN THIS ISSUE

"From the Archive"
Switchers with 567s in HO

Pioneering Dash 8 Series Diesel

GENERAL ELECTRIC's C39-8

Rivet Counter in HO scale from ScaleTrains.com

PAGE 34

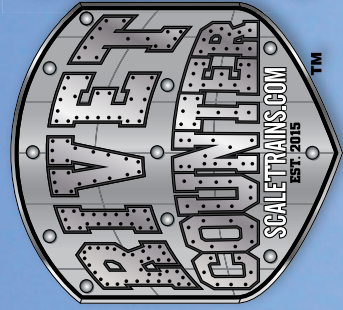


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February 2019

Model Railroad News



(Actual Models Shown)

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Preproduction model shown

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The Train List



34



16



52



24



30

Columns & Departments

From the Archive90

Timetable 94
Dealer Directory96
Advertising Index98

HO-Scale Reviews

- 16 — Rapido Trains SW1200RS
- 24 — Con-Cor MUM54 Bride and Groom set
- 30 — Brawa German Ten-Wheeler
- 34 — ScaleTrains.com Rivet Counter C39-8
- 52 — Rapido Trains Northern Pacific Boxcar

O-Scale Review

- 48 — Bachmann Spectrum Derrick Car

N-Scale Review

- 80 — Model Power Service Station & Mart

Book Review

- 84 — White River Productions Southland

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About the Cover:

In this edition Ryan Crawford provides an in-depth examination of the ScaleTrains.com General Electric C39-8 diesel locomotive model. The two buyers of this 1980s six-axle Dash 8, Conrail and Norfolk Southern, share the cover and review of this new Rivet Counter release.



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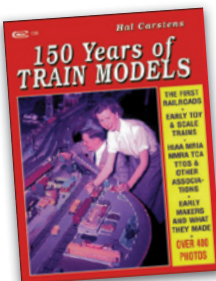
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Guest Editorial: The Humpback of Erie, Pa. — The C39-8

The mid-1990s was an interesting time to be a model railroader and railfan in Southern California. Fresh out of high school, enrolled in junior college and working my first job at a hobby shop, I started getting back into model railroading. With a driver's license and a set of wheels, I discovered a model railroad club only a few miles from home and was able to make regular trips to railfan spots on my beloved Southern Pacific, then in the process of being acquired by crosstown rival Union Pacific. One of the lasting impressions was the incredible variety of power then, from predecessor roads, lease companies, and roads acquired via mergers. Trains could be seen with all kinds of exotic power, and over on the old Santa Fe, there was a veritable rainbow too.

One such consist was encountered in 1998, while prowling the area near the old SP and Santa Fe (UP and BNSF) crossing in Bloomington, Calif. A train was approaching on the BNSF with a couple of then-ubiquitous LMX B39-8Es, and a rare interloper, Conrail 6020... a C39-8. With the Pentax 35mm camera, I snapped a few frames, and eventually forgot about the roll. While having seen these humpbacked C39-8 brutes before, dressed for Conrail and Norfolk Southern, as lease and run-through power on the SP, it was the first time committing one to film. I thought they were interesting looking units, and wouldn't mind having an HO scale model to run with my SP power. Brass was out of my budget, and I thought that no way any company would make a plastic model; just too rare and weird for anyone to consider!

Fast forward a couple decades and I'm still in the hobby, but REALLY in the hobby. After spending a few years at a couple hobby shops, I got my big break with Microscale Industries utilizing my modeling abilities and railfan knowledge in a role in R&D and graphic design. A few years later, I made the career leap yet again, this time to Athearn. Another decade later, things changed yet again, with the opportunity to help found ScaleTrains.com. Desiring to be on the cutting edge of the hobby,

we also wanted to shake things up right out of the gate. UP's 8,500-hp GTEL "Super Turbine" was one such model; who would ever have imagined one of those in plastic? We did! Before long, we were kicking around the idea of another never-done-before model in plastic: General Electric's C39-8 diesel locomotive.

Based upon the success of the GTEL, we began to consider the C39-8. While its owner list and total quantity built was better than the GTEL, it was a fraction of the SD40-2, as well as the Tier 4 GEVO, then in the works with the company. Making anything is a risk, since R&D time for a model can easily consume six to eight months; time spent gathering photos, drawings, and then more months of time spent working with your engineering team at the factory developing the CAD for the model and its numerous parts. And then the time the factory needs to cut the tooling, and make sure the parts both mold and assemble correctly. All told, it's at least a year to nearly two years and a LOT of capital to go from concept to a completed model arriving for a hobbyist's collection.

ScaleTrains.com decided to go forward with the C39-8 project. The folks at the Pennsylvania Northeastern Railroad accommodated our request to measure and photograph their pair of former Conrail units, which my colleague Mike Hopkin and I did in late 2015. As much fun as it may be for a railfan/modeler like myself to be around 1:1 railroad equipment, it's still work. Liability waivers to sign, PPE or personal protective equipment to don, safety briefings to attend, and working safely around unforgiving railroad equipment, while juggling cameras and measuring tools. After several hours in Pennsylvania's dreary late fall weather, our task was complete. We'd each loaded up our respective camera's memory cards with a total of nearly 2,000 high-res images of the pair of C39-8s and taken many measurements.

We turned our data over to our design team; they would turn the 1:1 version we'd climbed all over into 1:87 and 1:160 reproductions. I waited months for

the first 3D drawings to show up, then spent several more months reviewing them, and going back-and-forth with the design team to make sure everything was right. Tedious work that I'm sure is responsible for the steadily increasing number of gray hairs I'm finding these days, since the last thing you want to happen is commit to tooling, then find a major error exists.

But after months of R&D, tooling, and artwork, plastic C39-8s finally became a reality. When I opened up the red box and looked over the fruit of months of hard work, I couldn't believe it. While one of GE's more obscure models, the C39-8s did get around. I saw several C39-8s myself, far from their home rails of Conrail and Norfolk Southern. Most folks model what they remember growing up with; for me, that means modeling Southern Pacific from the late 1980s, until the road's end in 1996. That period and those operations included the uncommon C39-8. Having experienced them, it's even sweeter to have helped make the model become reality. And from customer response and sales numbers, we picked another winner.

A few months ago, I discovered several rolls of forgotten 35mm film. I found a photo lab that still deals with that mysterious stuff, and figured I'd take a gamble and see if they could salvage anything from the nearly 20-year-old exposed roll. Most of the frames were good, despite their age and my amateur efforts of the time. While going through the images, I stumbled across the shot of the train with Conrail 6020 in the consist. I couldn't help but smile and think back to that day nearly two decades ago, thinking how pigs would fly before we ever saw a plastic model of one. Well, bacon has officially taken flight, with several ScaleTrains.com C39-8s on my workbench as proof. Southern Pacific, Santa Fe, Conrail, and most C39-8s may be history, but through the magic of model railroading, and our willingness to take a gamble, they now exist on layouts all over the world.

— Paul Ellis
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The Rapido Trains Inc. HO Scale model represents two of the H-6 subclasses: H-6-d, 20 of which were built in 1910 and 1911 in the number series 1323 to 1342; and subclass H-6-g, built in two batches in 1912 and 1913 for a total of 56 locomotives and numbered 1354 to 1409. The original locomotives of the two subclasses were largely identical in specifications and dimensions, although the passage of time created some visually distinct locomotives.

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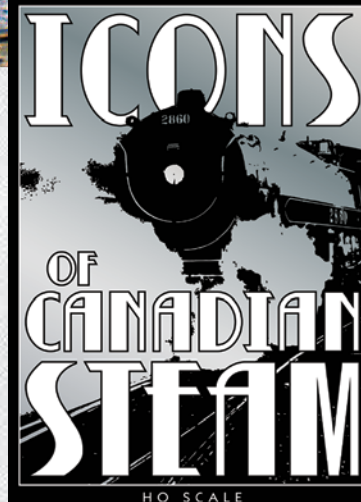
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ORER Use

I'm not a modeler, but I do read *MODEL RAILROAD NEWS* as it is a great blend of prototype information as part of the new product reviews. This info provides good background information for the modeler who may not be a rail fan, but who wants to model as accurately as possible.

Going back to the February 2018 issue, the information on page 37 pertaining to the *Official Railway Equipment Register* (ORER) may need clarification. The ORER was primarily used by railroad employees such as a freight agent or yardmaster, and not the shipper. The shipper would contact the freight agent with information on the product to be shipped and its destination. The railroad freight agent, in addition to getting the billing and freight charges calculated, would notify the yardmaster to supply a car based on this shipper-supplied information. The yardmaster used the ORER to provide the requested car.

Some cars were "free-runners" and could be loaded with an appropriate commodity to any destination in the direction of the railroad that owned the empty car, or a car from the "home road" that the shipper was located on could be used. Some cars were not "free-runners," but were assigned to

specific customers and routing, and were restricted to those customers. If an appropriate car was not available locally, the freight agent would order an empty car sent from another location to the customer's siding.

Although I'm sure these procedures basically remained the same through the years, I use the past tense as I was involved in these procedures almost 35-40 years ago.

— Jeff Kovacs, via e-mail

Appreciate the clarification on The Official Railway Equipment Register usage. I'm glad you find value in the prototype information covered in MODEL RAILROAD NEWS! Your editorial team feels the models and their prototypes go hand-in-hand in enjoyment of the hobby. — Tony Cook

John Deere from Ertl

Regarding the Ertl Farm Country train set included in November 2018's *MODEL*

RAILROAD NEWS, I seem to remember another set decorated for John Deere in yellow and green.

— Dave Klein, via e-mail

Ertl produced John Deere items for its "Authentic Railway Designs" HO model train line in the late 1990s, but I can't find evidence on the Farm Country line including a John Deere train set.

The John Deere offerings from Ertl included a 9510 combine, and tractors reproducing 4020, 8300, and 8410 prototype models. You'll also find a 1948 Peterbilt tractor truck with flatbed hauling a pair of 4020 tractors, and a more contemporary Kenworth T600B tractor truck with flatbed hauling a pair of 8300 John Deere tractor models. This was an interesting and short-lived line of HO products from Ertl. Watch for more coverage in the future in either MRN's "From the Archive" or as a feature article in HO Collector (www.hottraincollector.com) quarterly. — Tony Cook

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2017 - 2018

Paul Wester and Paul K. Withers

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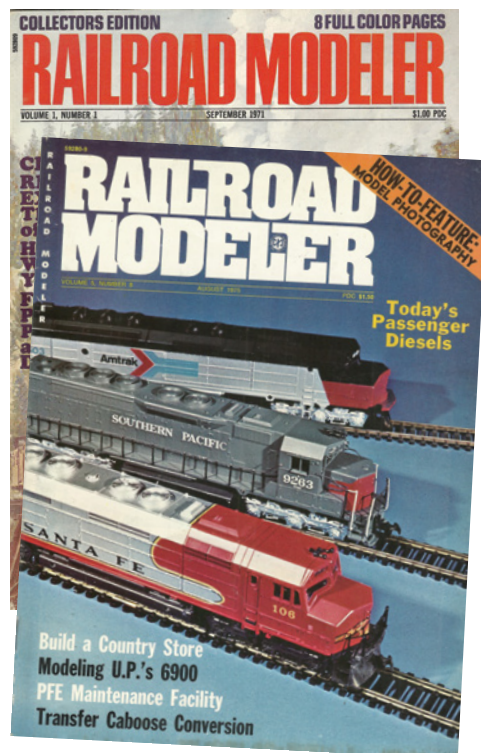


Last Run

Long-time *MODEL RAILROAD NEWS* readers will know the name Denis Dunning. If your enjoyment of model railroading goes back to the 1970s, you may also know Mr. Dunning's work from *Railroad Modeler* magazine. During the 1970s and into the 1980s, Denis Dunning served as the editor for this monthly publication. In the 1960s, he worked with Noch promoting that European hobby manufacturer's scenery and related products. In a review of static grass application done in the recent past for *MRN*, Mr. Dunning shared with me that he remembered the first time this type of grass applicator was introduced in the hobby, back when he was with Noch.

Denis Dunning passed away recently at his home in Wofford Heights, Calif. He will be missed in the hobby and in the pages of *MODEL RAILROAD NEWS*.

Left: I remember asking Denis if that was his Porsche in this picture that ran next to his editorial in *Railroad Modeler's* August 1975 edition. He confirmed it was and said how neat the little sports car was to take out train watching.

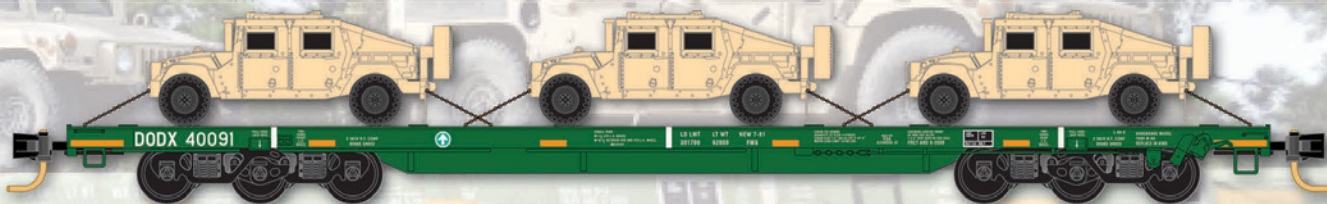


Above: *Railroad Modeler's* first edition arrived in September 1971. The monthly hobby magazine was produced by Challenge Publications of Canoga Park, Calif. As a kid, I fondly remember enjoying this magazine and was pleased with the opportunity to work with its editor Denis Dunning at *MODEL RAILROAD NEWS*.

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N
SCALE 1:160

Locomotives/Rolling Stock

Coming releases and re-releases reproduce equipment from President George H.W. Bush's funeral train



From HO to G scale, MTH Trains plans Union Pacific 4141 models



HO, O, & G — MTH Electric Trains will provide models of Union Pacific's George Bush 41 locomotive in three scales. The coming MTH models for HO scale will offer buyers a non-sound DCC-ready SD70ACe retailing for \$219.95. For \$309.95, MTH will offer this SD70ACe with its Proto-Sound 3.0 electronics for audio output, light function controls, and DCC operation. In addition to the specially decorated UP 4141

unit, MTH will produce the regular livery UP 9096 that served in the consist of the Bush funeral train operation.

For O scale, MTH will produce Premier and RailKing editions. The planned Premier O-scale UP 4141 and UP 9096 will arrive with Proto-Sound 3.0 and retail for \$519.95 each. The smooth-side UP "Council Bluffs" baggage car (MSRP: \$99.95) will also appear in MTH's Premier line. MTH's

Above: A bright and chilly December 8, 2018, saw railfans across the Midwest from Kansas City, Mo., to Omaha, Neb., out to get a glimpse of Union Pacific 4141 and the special consist assembled for President George H.W. Bush's funeral train. Following the journey from Houston, Texas, and the late president's services, to delivering him to his final resting place at the George Bush Presidential Library and Museum in College Station, Texas, the train returned north for display in Omaha. This view shows the train just west of Atchison, Kan., on its way to Omaha. Out now or coming soon, you'll find a number of releases reproducing this special SD70ACe and select UP passenger car equipment. — *Shane T. Mason photo*

O-gauge RailKing line will see the two UP SD70ACe diesels offered for \$369.95 each. Both RailKing releases will feature MTH's Proto-Sound 3.0 electronics. A RailKing UP baggage car will also be offered.

Finally, MTH's RailKing One Gauge G-scale line will include an SD70ACe with Proto-Sound 3.0 listed for \$749.95. The new G-scale SD70ACe will include UP 4141 and UP 9096 releases.

MTH Electric Trains, 7020 Columbia Gateway Drive, Columbia, MD; 410-381-2580; www.mthtrains.com

Athearn Genesis UP 4141 enhanced re-issue



HO — Look for a late 2019 arrival for a new production of Athearn's HO-scale Genesis-series SD70ACe decorated for Union Pacific's 4141. Enhancements for this 2019 edition will include the employment of LED lighting, rubber MU hoses on the pilots, black radiator fan houses on the roof,

and commemorative box. The non-sound UP4141, equipped with 21-pin decoder socket, retails for \$249.98. Athearn's DCC and sound version lists for \$339.98 and will come with SoundTraxx Tsunami2 audio.

Athearn Trains, 1600 Forbes Way, Suite 120, Long Beach, CA 90810; 877-422-9316; www.athearn.com

Kato UP 4141 re-issue



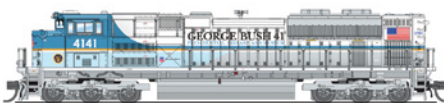
N — Kato will have a production of N-scale SD70ACe diesels later this year, providing hobbyists with another opportunity to purchase UP's 4141 and "Spirit of the Union Pacific" special livery examples. Kato will have non-sound releases available first in July, followed by DCC-sound models in August. Those wanting sound-equipped can select from factory-installed ESU LokSound or Train Control Systems audio.

Kato USA, Inc., 100 Remington Road, Schaumburg, IL 60173; 847-781-9500; www.katousa.com

HO — Walthers will offer its Mainline-series SD70ACe decorated for UP's 4141 by year's end. The model will be offered in a DCC-ready non-sound version for \$149.98, and with DCC and ESU sound system for \$209.98.

Walthers also plans a fall arrival

Broadway Limited N-scale SD70ACe



N — Broadway Limited Imports (BLI) expects to deliver its all-new N-scale SD70ACe during February. The manufacturer added a UP 4141 model to its first production of SD70ACe diesels. The model will retail for \$249.99. Visit Broadway Limited's website for more information.

Broadway Limited Imports, 9 East Tower Circle, Ormond, FL 32174; 386-673-8900; www.broadway-limited.com

Walthers Mainline HO SD70ACe and Proto passenger cars



for a new run of "Council Bluffs" baggage car models with Presidential Seal (#920-9203). Additional Proto-series car models will include factory-printed numbers and names for the first time.

Wm. K. Walthers, Inc., 5601 W. Florist Ave., Milwaukee, WI 53218; 800-487-2467; www.walthers.com

Review and Model Photos by David Otte

Rapido Trains HO scale
GMD SW1200RS diesel locomotive
with DCC and sound
Canadian National 1368
#26552, MSRP: \$325.00

Rapido Trains
500 Alden Road, Unit 16
Markham, Ontario L3R 5H5 Canada
855-572-6917
www.rapidotrains.com



Modelers received a big surprise at the 2018 Trainfest event held in Milwaukee, Wis., this past November. Rapido Trains, rather subtly I might add, announced its intentions to release renderings of Electro-Motive Division's (EMD) famous SW1200 series diesel-electric switcher. The new EMD SW1200 model is due by the end of 2019. Rapido Trains displayed only a simple color poster in the manufacturer's booth. However, on that color poster at least a dozen different variations and paint schemes were illustrated, certainly whetting the appetites of modelers with a desire for this mid-1960s EMD prototype. *MODEL RAILROAD NEWS* tipped readers off to this news in the January 2019 edition; additional details on this coming offering are included in this issue. Right now, hobbyists can get a taste of what to expect by picking up Rapido Trains' recently released 1:87 model of the General Motors Diesel (GMD) SW1200RS. This is the Canadian version of the EMD switcher design with unique modifications for Canadian National (CN) and Canadian Pacific (CP).

A Short Chronology of Electro-Motive Division's SW Series

The diesel-electric switcher, as railfans have come to picture it with the traditional end cab and long nose out front, had its start during the Great Depression. Alco, a longtime erector of steam locomotives, outshopped its 600-hp "HH" (High Hood) model diesel-electric demonstrator in 1931. The small diesel switcher set a precedent for the now familiar switcher carbody

layout, that offered good visibility, excellent clearance, and easy engine accessibility. While over the next few years Alco would have the new diesel switcher market to itself, the Electro-Motive Corporation (EMC) along with affiliate Winton Engine Company, both subsidiaries of General Motors (GM) since 1930, soon ventured into the market.

Earlier efforts by GM and Winton to produce a two-cycle diesel engine had paid off in the form of the in-line 8-cylinder 600-hp Winton model 201A engine. The Budd Company selected this prime mover as power for its new streamlined Burlington *Pioneer Zephyr* passenger train in 1934. EMC had previous experience building distillate engine powered railcars, but the new diesel engine offered greater possibilities for railroad application. In early 1935, the company introduced a 102-ton, 43-foot-long, 600-hp switcher prototype that utilized various subcontractor-built electrical and structural components including a General Electric generator and General Steel Casting's one-piece cast-steel frame.

Perhaps the new design's most visible feature was a short height hood that provided greater forward visibility over Alco's HH series – an arrangement all future Electro-Motive switchers would follow for the next 45 years. Meanwhile, a 12-cylinder version of the model 201A engine had been developed and a 900-hp prototype joined the roster by spring of that same

year. These two developments would subsequently yield the SC- and NC-series production switchers ("S" for 600 horsepower, "N" for 900 horsepower, and "C" for cast frame) along with their optional welded frame versions, the SW and NW series, over the next five years.

Not long after production commenced, GM realized several weaknesses in its 201A engine and set out to alter the design. The result of this quest for improvements was the model 567 engine. Both the 6-cylinder and 12-cylinder variations were of a more compact 45-degree V-type engine design and now produced 600-hp and 1,000-hp respectively. This new prime mover led to the introduction of the SW1 and NW2 switchers in February 1939. Both models now featured electrical components entirely built by EMC and, as new techniques in welding provided stronger frames (an assembly process Electro-Motive could also now accomplish in house), the diesel builder dropped the expensive outsourced cast frames.

A bit heavier at 124 tons and about a foot longer than its predecessors, the higher horsepower NW2 would become a hot commodity for railroads and industries alike. Even more significant, the late production NW2 body saw the implementation of an important visual characteristic for the builder's switcher series. The change eliminated the older design's two-step taper in the hood and now simply

Facing Page: Rapido's HO scale offering represents one of the 192 GMD SW1200RS delivered to the Canadian National between 1955 and 1960. Modified from the stock EMD design for use on branch lines and in yard service, these units came equipped with Flexicoil trucks geared for speeds up to 65 miles per hour, larger fuel tanks, drop steps, MU connections, and unique headlight/number board and class light casings. Found in use system-wide during their first three decades of service, by the end of the 20th century most of the units had been relegated to yard service or utilized in one of the railroad's RS1200RM rebuilding programs. The last SW1200RS was retired from CN's active roster in 2016, with a handful of examples continuing to see work on short lines and in industrial capacities yet today.

saw the hood, angle downward in a single taper to a height just below the windshield of the cab (no flat area). This would remain the look of the Electro-Motive switcher, regardless of horsepower rating, for years to come. Although not built during the war years, production of the NW2 would total 1,145 units by the time it was replaced in the Electro-Motive Division catalog (Electro-Motive became a full division of GM in 1941) by the 1,200-hp SW7 model in December 1949. The use of NW would be dropped in favor of the SW designation for all switcher units going forward.

EMD would continue to revise its 567 prime mover, and the 567B variant would be utilized in the SW1 replacement in 1950. That 1950 release was the 8-cylinder, 800-hp SW8 model. A new 1,200-hp model, the SW9, would replace the SW7 in the 1951 catalog. Rather than continue with the somewhat confusing out of sequence number designations for new models in its product line, in 1954 EMD simply listed its new line of switchers with their respective horsepower ratings. The new mid-1950s additions included the 600-hp SW600, the 900-hp SW900, and the 1,200-hp SW1200. Externally, the different models were rather hard to distinguish, but those units equipped with 6- and 8-cylinder engines could usually be identified by their use of a single exhaust stack, whereas the 12-cylinder models featured twin stacks.

Not surprisingly, in an era where the industry was seeing ever-growing consists and heavier equipment, the more powerful SW1200 would prove the most popular of the new offerings with a total of 1,056 units being built for more than 70 railroads (second in

all-time EMD switcher sales totals only to the NW2), including export models. In addition, a special modified design built by General Motors' Canadian locomotive building subsidiary arrived, the GMD SW1200RS. With the development of a new 645 engine, the mid-1960s saw the SW900 and SW1200 models replaced by the SW1000 (1,000-hp) and SW1500 (1,500-hp) in 1966. EMD's lower 600 horsepower model received only 15 takers in the ten years prior the mid-1960s arrival of the new 645-equipped switchers, and no 600-hp successor switcher appeared in the line from that point forward.

Rapido Trains' SW1200RS

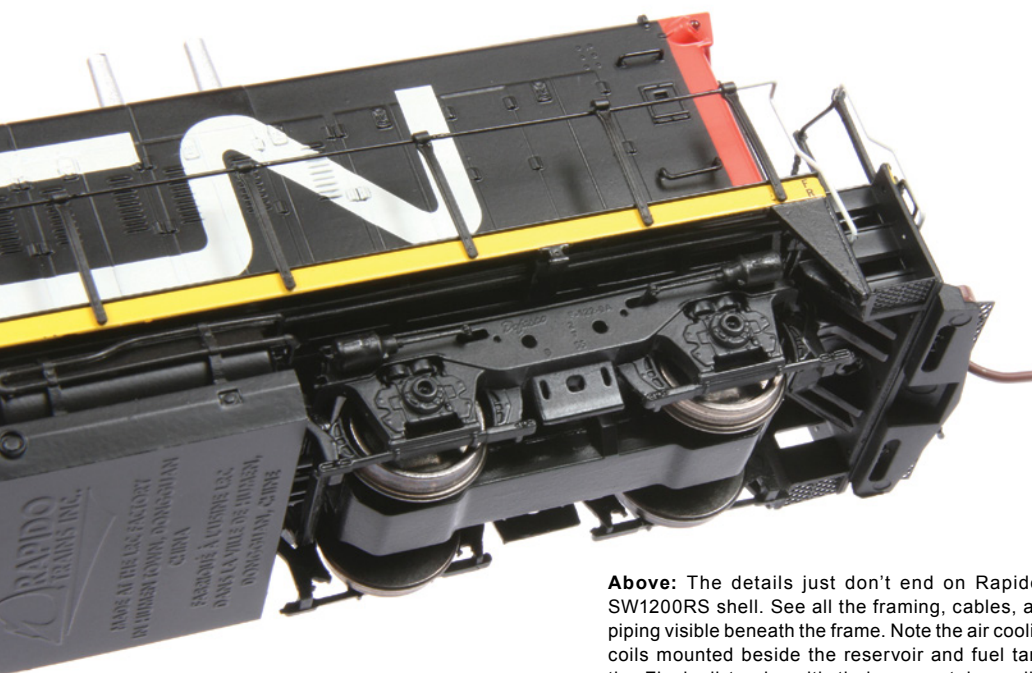
Rapido's initial SW1200 prototype model release, as mentioned previously, strictly follows the look of the Canadian railway market examples. The locomotive initially reflected Canadian National's need for a lightweight medium horsepower switcher to work its many branch lines that had yet to be upgraded with heavier rail. Commencing in September 1955, GMD would provide CN with



Above: The manufacturer has taken advantage of the SW1200RS's large rear cab windows by providing its 1:87 rendering with a fully detailed interior — complete with red painted fire extinguisher, silver refrigerator, black control stand and seating, and even a cab lighting function on DCC sound equipped models. Fantastic! Note also the addition of the all-weather window on the engineer's side of the cab that was typical of the entire fleet. Other details include photo-etched windshield wipers, and simulated black gaskets around the window glass, LED-equipped headlight/number board casing and classification lights, and a late production style widened traction motor blower access hatch at the base of the cab. Lettering includes 1368's appropriate class designation GR-12y neatly printed on the cab side.

192 examples of the SW1200s that were set up for road switcher service and delivered in nine different batches through mid-1960.

The SW1200 units would carry CN class designations GR-12d, e, f, h, k, l, r, u, and y, and be numbered 1204–1268 and 1271–1397. Between 1958 and 1960, the Canadian Pacific, having briefly tested one of CN's new switchers, would purchase 72 similarly equipped SW1200s for branch line service. Although GMD never referred to them as such, the switcher would become known as the "SW1200RS"



Above: The details just don't end on Rapido's SW1200RS shell. See all the framing, cables, and piping visible beneath the frame. Note the air cooling coils mounted beside the reservoir and fuel tank, the Flexicoil trucks with their separately applied cylinders, speed recorder with cable (where appropriate), blackened metal wheel sets, and, just like the real deal, "Dofasco" molded-in the plastic sideframes. This release comes outfitted with working inspection lights over each side of the rear truck. Wow!

By-The-Numbers

GMD SW1200RS

Rapido Trains

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ozs @ Full Slip)

Pull	÷	Loco Wt	=	Efficiency
3.0		10.7		28.0%

DCC

Throttle Setting	Scale MPH
Min	1.3
Mid	36.3
Top	67.2

among railfans, as a reflection of its multipurpose use as both a yard switcher and light road engine.

While Rapido is also offering the CP's SW1200RS in its initial product release, this discussion will focus primarily on the units modeled for the CN. Before getting into the anatomy of the CN SW1200RS, however, let me first set the stage for this HO scale endeavor. From its exacting scale proportions, to the crisp molded-in features of its carbody tooling, to the overabundance of separately applied details, and to the overall fit and finish of the assembled model, the Rapido SW1200RS is undeniably a museum quality piece. Simply put, everything we have come to expect from a Rapido Trains crafted model regarding its appearance is present in this model — period. The accompanying photos and captions will attest to this fact.

So, just how did a GMD SW1200RS differ from the standard EMD model you ask? Well, perhaps the biggest differences performance wise were the trucks and gearing. The CN units were equipped with EMD's newly designed Flexicoil truck (with sideframes cast by the Dominion Foundry & Steel Company or "Dofasco" on the GMD built units). This provided a smoother ride outside of the yard limits and, paired with 65:15 ratio gearing, allowed the units speeds up to 65 miles per hour, as called for on

branch and main line trackage. Likewise, multiple unit operation was a possibility in this capacity; MU connections and end platform drop steps were employed, as was an enlarged 775-gallon fuel tank for those potential longer branch line runs. Of course, up to this point, this optional equipment was not entirely unheard of regarding SW1200s at work in the U.S. at the time either. The New Haven's small fleet of 20 such equipped switchers comes to mind. What further set the CN units apart, though, were their unique headlight/number board and frog-eye style classification light casings mounted at each end of the locomotive.

While all the visual characteristics mentioned above are apparent on the Rapido CN decorated renderings, the manufacturer didn't stop here (nor would we expect it to); road number specific attributes have been incorporated as well. Forgoing any specific railfan designated production phases for the SW1200RS, there were a number of noticeable alterations made by GMD during their construction at the behest of the railroad. For starters, the majority of the units were delivered with hood mounted handrail; these

were replaced with frame mounted stanchions and rails on most of the switchers within the first decade of service. The louvered vents in the hood doors were relocated from their position on the lower half of the door to near the top, beginning with number 1248 of the GR-12h group.

Next, the headlight/number board casings changed with the arrival of 1289 of the GR-12i class; the old versions' "bump" over the headlight was smoothed out using an angled sheet metal visor. The small ventilated access hatch for servicing the rear traction motor blower located on the right side of the cab was widened starting with the GR-12k lot. The SW1200's traditional stair-like platform steps were modified during the production of the GR-12r group (1319 and later) to the Canadian ladder style step. This afforded more space in the stairwell for crew members. Finally, by the time the final two classes, GR-12u and GR-12y, were rolling off the production line, the air horn array had been moved from a mount that extended out from the front face of the cab to one that extended up above the roof. The units were also now sporting CN's characteristic silver painted barrel-shaped centrifugal type spark arrestors attached to their manifolds; the earlier production units' stock conical exhaust stacks would be replaced with these devices by the railroad during the same time period.

Add to this list even more variations: the addition of the engineer's all-weather cab window; how the left side handrail terminated at the cab (straight



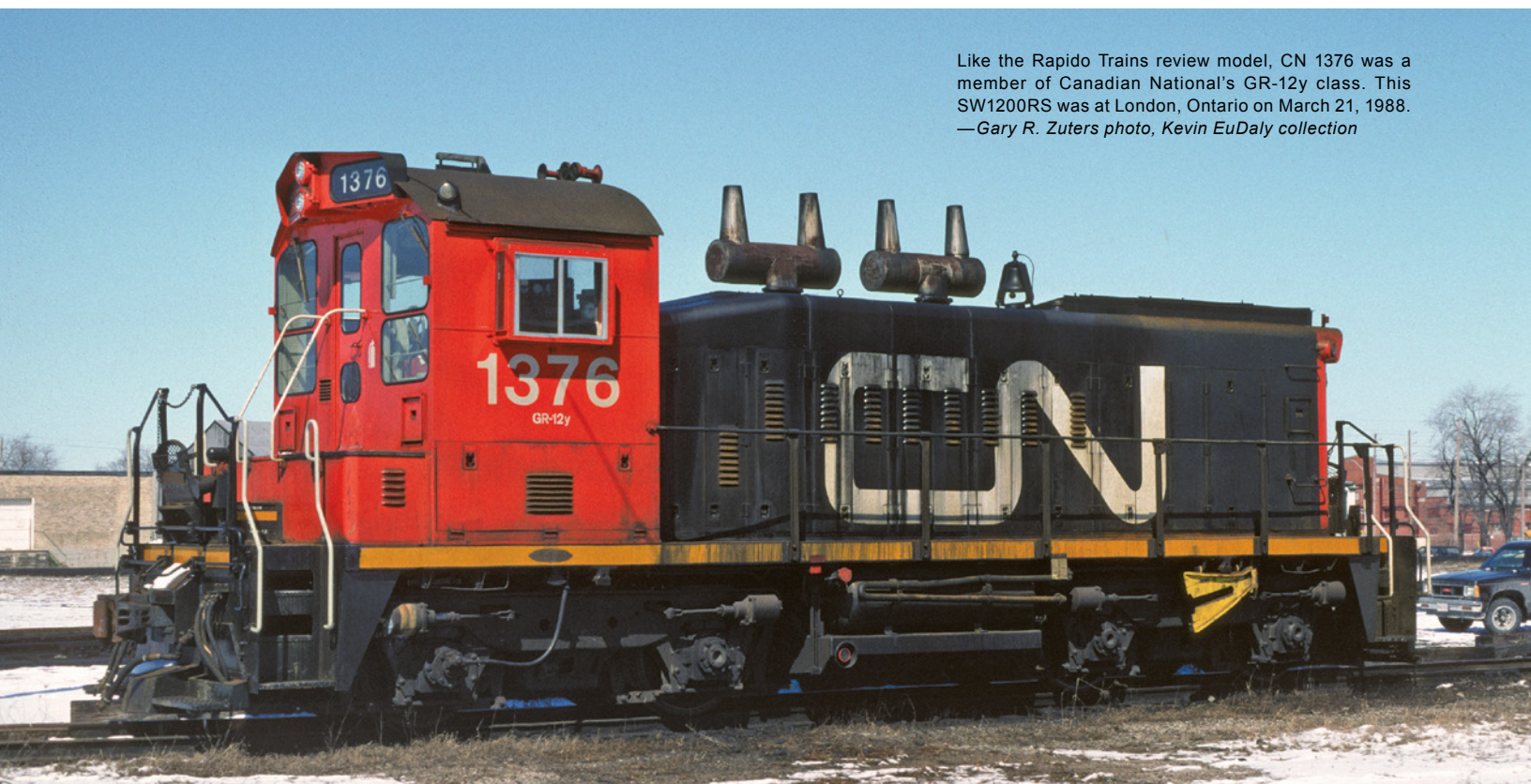
Above: Measuring just a bit more than six inches long, Rapido's new SW1200RS captures the proper proportions of the GMD-built prototype well, including its 44 feet, 5 inch length over coupler pulling faces, 22 feet between truck centers, 10 foot width, and a height over cab of 14 feet, 7 inches. The separate injection-molded hood, cab, and walkway components exhibit crisp molded-in details, while the die-cast metal chassis provides the bulk of the model's almost 11 ounces of weight. She may be small, but the SW1200RS proved capable of handling almost three dozen freight cars on level track during testing. Its dual-flywheel-equipped can motor and all-wheel drive and electrical pickup also aid in providing the Rapido switcher with excellent scale speeds and trouble-free operation on layouts equipped with minimum 18-inch radius curves and Code 70 rail.

or angled upward); either straight or conical stacks exiting the spark arrestor; the use of canvas covers and various winterization hatch-like box designs applied to the radiator intake and exhaust grilles; and the re-railing frogs commonly carried over both sides of the front truck. One can see just how challenging a task it was for Rapido to keep all the details straight for each unit it was producing. Nevertheless, this now seasoned purveyor of magnificent models shines through once again.

Take for example *MODEL RAILROAD NEWS'* review sample, CN 1368.

Canadian National 1368

Delivered in April 1960, the unit was part of the final GR-12y class (numbers 1358–1397) and thus delivered with all the new modifications to the carbody GMD employed along the way, including the relocated air horn and spark arrestors. While all the CN SW1200s were delivered in the pre-1961 Canadian National Railway green



Like the Rapido Trains review model, CN 1376 was a member of Canadian National's GR-12y class. This SW1200RS was at London, Ontario on March 21, 1988.
—Gary R. Zuters photo, Kevin EuDaly collection



Above: As always, Rapido provides exceptional packaging ensuring its exceptional models arrive in the hands of hobbyists undamaged. Included with the SW1200RS is a comprehensive (and often humorous I might add) Operators Manual, as well as several bags of extra detail parts, such as re-railing frogs, colored flags, and winterization hatches, with which the modeler may further customize their SW1200RS.

and gold scheme, the HO scale CN 1368 has been rendered in the attractive post-1972 switcher scheme with black hood, red cab and hood end, and yellow frame stripe, which was utilized up until about 1992. The model matches photos I found of the real unit dated from the mid-1980s very well, right down to the small red and white fire extinguisher locator symbol marking the front left hood door, conical shaped arrestor stacks, straight left side handrail terminating at the cab, and the Nathan Airchime M3H horn located atop the cab roof. While I did note that the prototype as photographed had been outfitted with radiator winterization gear in preparation for cold weather and those notorious re-railer frogs, the model is not so factory equipped. But Rapido has included these optional details (along with a variety of exhaust stacks, flags, and spare sunshades and wind deflectors), fully painted, in an enclosed parts bag for application by the hobbyist. Super cool!

It's interesting to note that CN 1368 would end up being involved in one of two mid to late 1980s rebuilding programs that recycled 26 of the road's SW1200RS roster members. Between 1986 and 1987, CN's Pointe St. Charles Shops would mate the cab and frame of eight switchers with the long hoods of GP9s to create the 1300-hp SW1200RM, or "Sweeps" per the railfan nickname, numbered 7100-7107. The program was not deemed worthy of additional funding and a second group of 18 switchers, including CN 1368, was rebuilt in a more conventional fashion with a new 1200-hp rated 645C prime mover and retaining their full carbody (less the spark arrestors). Renumbered 7300-7317, several of these SW1200RMs would last on the roster through 2013 before retirement, with 7311 still in company service through 2016. CN 1368 would become CN 7302 in mid-1987, and later see service as CANAC International 7302 and

Savage Incorporated 7302.

Furthermore, this red cab switcher scheme is available from Rapido Trains in five additional road numbers. The modeler may also find the early green and gold as-delivered paint version, black cab switcher arrangement, or even the CN North America units with white diagonal hood stripe to also be of interest, with the former two also produced in six road numbers and the latter in three. Painted but unnumbered and undecorated examples saw production too.

While Rapido's masterful orchestration of all the details has provided modelers with a SW1200RS worthy of the diesel aficionado's display shelf, the Canadian-based manufacturer has a knack for providing an excellent drive mechanism too. This great drive places the switcher



at home on the operator's layout, whether the modeler chooses the Digital Command Control (DCC) and sound version or those designated as DC silent (non-sound equipped).

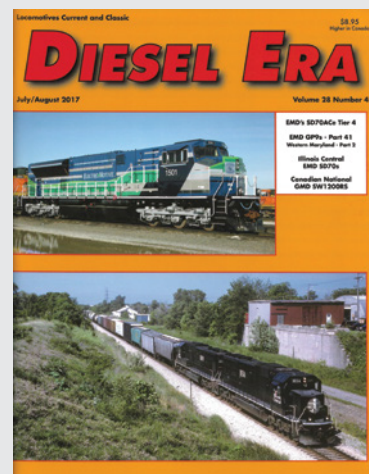
Combined with the optional factory equipped ESU LokSound decoder, the model's presence on one's pike is further enhanced with exceptional scale speed control and tractive effort — see the provided "By The Numbers" data. You also will find LED lighting effects, which include independent control of the headlights, number boards, class lights, and cab interior illumination (not to mention the constantly lit inspection lights over the rear truck); and, of course, realistic audio of a real 1200-hp 567C prime mover and all the usual incidental sounds. There are 18 different functions to manipulate. My ESU favorite, "Full Throttle" system, is included, along with curve squeal sounds, a must for a true switcher, and the choice of appropriate playable horn recordings — the K3L for CP or the M3H for CN.

Above: As the saying goes, the devil is in the details and Rapido takes full advantage of this attribute in its SW1200RS with the application of more than 150 separately applied parts. Examining *MRN's* sample, one will note the use of the late-style headlight/number board casing with angled visor, the frog-eyed classification lights, photo-etched screens over the radiator intake and exhaust openings, wire-formed handrails with plastic stanchions, grab irons added to the side of the hood, ladder-style stairwells, walkways exhibiting raised tread plate, MU connections, see-through footboards, and coupler cut lever. Of course, this wouldn't be a true CN switcher without those characteristic barrel-shaped spark arrestors extending up from the top of the hood!

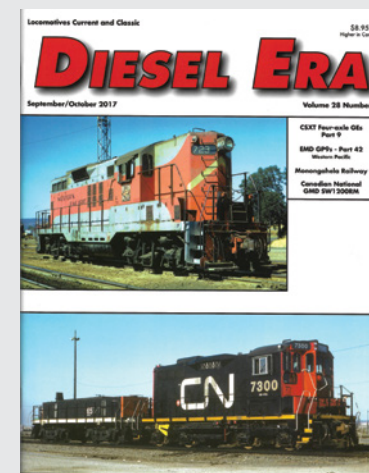
Place Your Orders Now!

Just for the record, I have no association with Rapido Trains, nor am I encouraged to write positive reviews for *MRN* advertisers — I just really appreciate high quality models, it's as simple as that. With that said, I do believe Rapido's HO-scale GMD SW1200RS is plenty encouragement enough for modelers wanting to add an EMD-built switcher to their roster to go ahead and place a pre-order now, sight unseen, for one of the future SW1200 offerings. Don't let the Canadian origins of the current models discourage you. Regardless of road name, these SW1200RS renderings are certainly a worthy addition to any hobbyist's collection or layout. **MRN**

Suggested Reading



To gain a better appreciation for the endeavor Rapido Trains undertook to produce its CN SW1200RS models, I suggest reading "Canadian National GMD SW1200RS" in the July/August 2017 issue of *Diesel Era*. The 16-page article provides illustrated coverage of all nine classes of the GMD switcher, plus a complete roster with renumberings and retirement dates. Many of the photos are in color; all include captions pointing out the various design alterations carried out during the switcher's five year production span, as well as later modifications made by the railroad.



A follow-up article in the September/October 2017 issue of *Diesel Era* provides additional information and photos of those units involved in the SW1200RM rebuilding programs. You can purchase back issues, find out about subscribing, and view other titles available from Withers Publishing by visiting www.dieseleramag.com.

Rapido Trains' HO-scale EMD SW1200



HO — Following up on the announcement included in *MODEL RAILROAD NEWS'* January 2019 edition on Rapido Trains' coming SW1200 switcher, the above collection of illustrations shows the provisional group planned for the first production.

The model will reproduce Electro-Motive Division's (EMD) popular SW1200 prototype. Rapido Trains' HO-scale SW1200 will include a die-cast metal frame with smooth-running drive system. You'll be able to select between a non-sound, standard DC release, and models with dual-mode DC-DCC electronics that will include ESU's LokSound. The audio output will provide accurate EMD 567 prime mover sounds.

The model's lighting will include illuminated number boards, classification lights, inspection lights, and directional headlights, as well as lighted interior.

Reproducing the many variations in prototypes, Rapido Trains will offer its SW1200 models with Type-A or Flexicoil truck sideframes, as appropriate. Road-accurate details will include proper handrails, including crash bars located inside the detail cab interior. The model will come with correct exhaust stacks and battery box styles, as per prototype appearance. The pilots and underbody will possess a range of details, including

the appearance of MU connectors and working drop steps as appropriate for each release.

In the planned production, Rapido Trains has no less than 20 looks spread across more than a dozen roads. Among the interesting models, Rapido Trains plans a "Bloody Nose" scheme Southern Pacific with all the road's intricate and

elaborate lights on both front and back of the unit. Select road names will see more than one livery, such as the two schemes planned for Rock Island, and three looks for Grand Trunk Western SW1200 models.

Rapido Trains, 500 Alden Road, Unit 16,
Markham, Ontario L3R 5H5 Canada; 855-
572-6917; www.rapidotrains.com



Above: Rock Island 934 will be one of Rapido Trains' HO-scale SW1200 diesel switcher models. The production plans to provide Rock Island's red-and-yellow livery with white speed lettering and the earlier maroon-and-yellow paint scheme. Models will include road-specific details and are expected before the end of 2019. —Kevin EuDaly collection

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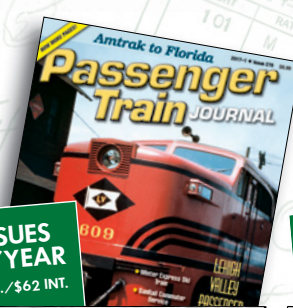
**Model
Railroading**



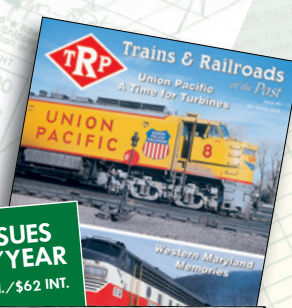
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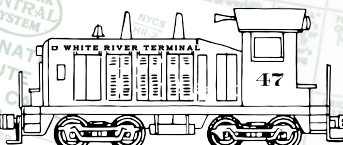


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A Married Couple in Suburban Service: Con-Cor's MUmP54 Bride and Groom



Review and Photos by David Otte

Con-Cor HO scale

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There are many facets to the business of moving passengers by rail beyond the famous name consists with which railfans have become so enamored. In fact, subways and suburban commuter trains based around large metropolises have transported more people on a daily basis in a single year than Santa Fe's transcontinental *Super Chief* or New York Central's Midwest-bound *20th Century Limited* ever did in their lifetimes. Nonetheless, the hobby industry has usually focused on the more glamorous subjects to model, further perpetuating this imbalance. This situation is slowly being corrected in HO scale, as a number of progressive manufacturers are now directing model railroaders' attention to the light at the end of the tunnel. They have recently brought to market 1:87 renderings based on the likes of New York City subway equipment, the Budd Rail Diesel Car, and modern multi-level commuter trainsets — all of which *MODEL RAILROAD NEWS* has reported on during the past couple of years.

Now a new addition strikes a blow

for the mass people movers of the industry, Con-Cor's MUmP54 electric multiple unit railcar with trailer. Known as the "bride and groom" to Pennsy fans, the new married couple is a derivation of the P54 class passenger car introduced in 2012 by the longtime model railroad manufacturer. The powered car and unpowered trailer set is being offered in multiple lettering schemes based on the Pennsylvania Railroad's (PRR) Tuscan Red and black paint arrangement, Futura lettering, PRR road name presented in modified block lettering, and the 1960s era large Keystone heralds without road name. Each version comes in two limited edition road numbers.

Pennsy's Versatile MP54 Class

Not long after the turn of the 20th century, Pennsylvania Railroad engineers set about planning a new all-steel car design for use in commuter services radiating out from the soon to be finished Penn Station in New York City. The cars, designated as coaches, would feature 54 foot, 6 inch passenger compartments (hence the "P54" classification) seating 72 patrons and including a single lavatory. The exterior of these P54s would exhibit an overall length of 64 feet, 6 inches over buffers. Combination cars as well as baggage and baggage-mail cars saw production and shared the same construction and exterior dimensions

of the coach, including characteristic porthole-shaped end windows, which earned the car series the nickname "owl-eyed cars."

They were initially utilized as non-powered, steam locomotive hauled passenger cars. Railroad management, however, had already determined that electrifying the high traffic rails in the Northeast would be necessary in the very near future, and thus made sure its car design could be readily adapted into self-propelled units. This use of the P54 series first came to fruition beginning in 1908, whereby almost 300 powered cars, now with an "M" placed in front of the designation for multiple-unit motor equipped (also listed as "MUmP54"), were employed by Pennsy subsidiary Long Island Railroad (LIRR) on its 650 volt direct current (DC) electrified lines. Successful in this endeavor, the LIRR would eventually amass a roster of more than 900 MP54 types by the 1930s.

Meanwhile, the PRR proper put its first DC-powered MP54s into transfer service between Penn Station in New York City and Jersey City, N.J., in 1910. With the Pennsy's large-scale electrification project utilizing alternating current (AC) at 11,000 volts and 25 cycles underway by 1915 starting with the main line between Philadelphia and Paoli, Pa., the road began adding AC equipment to its

MP54 cars soon enough. Finally, the West Jersey & Seashore Railroad (later Pennsylvania-Reading Seashore Lines), another PRR subsidiary, also operated a small fleet of 18 MP54s on its Camden to Atlantic City, N.J., electrified lines beginning in 1912.

As the PRR's AC electrification endeavor continued to expand to such cities as Washington D.C. and Harrisburg, Pa., by the mid-1930s, more powered cars were added to the roster through purchases from Pressed Steel Car Company, American Car & Foundry, and Standard Steel Car Company, along with new cars built by Pennsy's own shops or rebuilt from existing non-powered cars. Each powered car was typically outfitted with a single two-axle power truck rated at 400-hp, but, as improved electrical equipment was developed, this rating would be increased on later units to 450 and even 508-hp. A single pantograph was positioned over the power truck end with a motorman's cab and controls located at each end of the car, as were multiple unit (MU) connections. While multiple powered cars could be operated as a coupled consist, non-powered trailers were also employed.

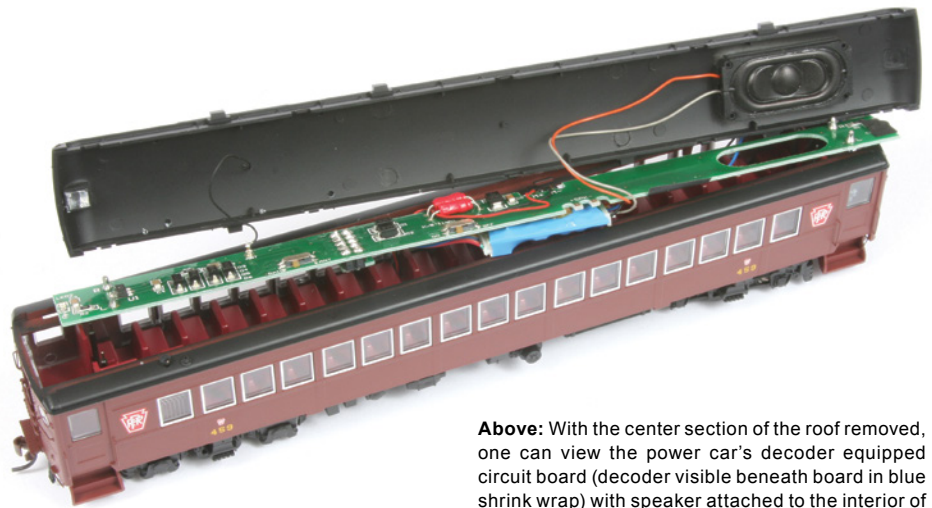
Specific to the current Con-Cor offering, a total of 46 MP54-type "married pairs" were erected at the PRR's Altoona Shops between 1932 and 1937. The groom consisted of a MP54E3 variant of the powered car (motor coach numbers 459–496, motor

combines numbered 4568–4575). It carried a 740-hp rating, almost twice the horsepower of the original units, due to its bride being a non-powered coach trailer (numbered 1–42) or a baggage-RPO trailer (numbered 5416–5419). While the standard MU cars had rooftop mounted headlights at both ends of each unit, the bride and groom set only displayed a single headlight at either end of the coupled pair. To further denote the union between the power car and trailer, the PRR paint shop crews included a small Keystone herald just above the road numbers listed on the sides of these cars.

While the MP54 design offered the PRR the desired standard for suburban commuter car equipment, which totaled almost 500 cars by the early 1950s, it was not the most comfortable ride for patrons or crewmen. Although

Above: With the center section of the roof removed, one can view the power car's decoder equipped circuit board (decoder visible beneath board in blue shrink wrap) with speaker attached to the interior of the roof. A single wire with plug makes contact between the board and pantograph assembly while two slide switches, one for car lighting and the other for selecting between overhead and rail power, are located on the lighting board as well.

a portion of the fleet did receive new roller bearing equalized trucks by the late 1950s, unmodified units that still rode on the original friction bearing trailing truck design provided a rough ride. The aging cars were also quite noisy due to their worn and loose fitting parts and their old toothed-gear drive trains, which eventually earned them the nickname "red rattlers." Meanwhile, the motorman often suffered from a drafty vestibule cab during cold weather. Depending on the traction motors equipping the unit, the cars could attain maximum speeds between 50 and 65 miles per hour. The early versions of the AC motors proved to have poor acceleration,



Above: Con-Cor's newly released HO-scale bride and groom MP54 set features a powered car with pantograph and a non-powered trailer. These prototypes seated 72 patrons each and included one lavatory, plus a control cab at either end of the coupled pair. Some 46 such marriages were performed by the PRR's Altoona Shops between 1932 and 1937. Unlike the prototype, however, both of the HO-scale grooms (the unit with the pantograph) trucks, despite being of mixed wheelbase lengths and journal design, are powered by the can motor drive hidden beneath the floor.



The details on these Con-Cor models are exquisite with separately applied wire handholds, window glazing, end door chains, MU connections, WABCO air whistle, photo-etched windshield wiper, and detailed working pantograph all visible in this view alone. The power truck, which was outfitted with two 370-hp traction motors in the case of the MP54E3, is an accurate recreation of the Hyatt roller bearing outfitted PRR 2D-8-P1 truck.

which didn't help the MP54s' time sensitive schedules with frequent stops.

Nevertheless, the MP54s persevered. The Pennsylvania-Reading Seashore Lines would end electric service in 1949, while on the LIRR the multiple unit cars would serve through 1972 with about 400 members of the Pennsy fleet surviving the 1968 Penn Central merger. Several PRR MP54s were actually still serving commuter lines under contract with Conrail in 1976, and a few of the rebuilt cars even made a final stand on the Southeast

Philadelphia Transit Authority's (SEPTA) lines until the last of the kind was retired in 1981. Today, several examples of the MP54 exist in various states of disrepair at about a dozen museums throughout the Northeast.

Con-Cor's Bride and Groom

While I'm not aware of any of the surviving prototypes still being operational as self-propelled units, Con-Cor has delivered some fine ready-to-run examples of these once plentiful Pennsy MU cars for modern railfans and even former patrons of the commuter trains alike to reminisce over, at least in the HO scale world.

Concurrent with the bride and groom release, as well as in past production runs, the manufacturer has offered not only the self-propelled variants of the MP54 decorated for Long Island, Penn Central, Pennsy, and SEPTA, but the various P54 class passenger car versions as well — coach, combine, baggage, and baggage-mail, which have been decorated in various PRR schemes. You'll also find offerings for other roads that purchased these cars secondhand, such as Norfolk & Western and Santa Fe. For a current list of available models, consult the company's website (www.con-cor.com).

Compared to original PRR diagrams of the MP54 class cars, the HO-scale models come out perfectly regarding general dimensions. And when compared to prototype photos, it appears Con-Cor has done a thorough job of picking up on all the pertinent details, as we have witnessed in the company's past successful modeling projects for General Motors' Aerotrain, Union Pacific's M-100000, the Pioneer Zephyr, and others. While the one-piece plastic carbody displays the anticipated fine molded-in details like the delicate rivet heads outlining the windows, the car side structural battens, the large air intake grilles centered on the left side of the motor car, and the MU connections situated along the end sills, it's the presence of all the separately applied parts that makes these models really pop.

Present are wire handholds at the vestibule doors and grab irons running up car ends; flexible plastic safety chains stretched across the end doors; flush-fitting clear glazing fills the window openings, with the lavatory compartment's single frosted window even featuring a fancy diamond pattern. A photo-etched wiper blade and the MP54's signature WABCO (Westinghouse Air Brake Company) trombone air whistle are present over the control cab end windows. An impressive working sprung pantograph, assembled from

some two-dozen metal and plastic components (including the often-missed grounding switch), is included on the motor equipped unit. The inside includes a one-piece interior, molded in tan plastic with the appropriate style seating, partition walls, and restroom details.

On the powered car, Con-Cor has properly replicated the unit's traction motor equipped 2D-8-P1 Hyatt roller-bearing truck with 8 foot, 8 inch wheelbase along with the MP54's shorter 8 foot wheelbased 2C-P2 friction journal trailing truck. Two of these are correctly included on the non-powered trailer car. All the trucks also include pilots per PRR practice.

I was especially tickled to find that the manufacturer has even included the curved handholds that appear on the underside of the vestibules' trap floor doors, which are modeled in the closed position on the HO-scale renderings. When the commuter cars came to a stop, the conductor would pull up on the hinged trap door and secure it to the interior side of the vestibule, revealing the steps below; the exposed handhold would then aid in the loading and unloading of the car. Likewise, the underframes of the married couple, especially the motor car, feature a plethora of add-on parts representing the various appliances and other accoutrements found on the prototypes. Very well done!

MODEL RAILROAD NEWS' particular samples, MP54E3 PRR 459 and trailer PRR 467, wear the Pennsy's passenger equipment paint scheme instituted in 1962 and lasting through to the Penn Central era: dark Tuscan Red carbody with black painted roof, underside, and trucks. Lettering includes large Keystone heralds and no road name displayed on the car sides. The models sport silver window frames, as some cars were outfitted with metal sashes during a 1950s rebuilding program. The previously mentioned use of the small Keystones above the road numbers on the married pair MP54s is also present on the 1:87 rendering. The overall quality of paint/graphic application and assembly of *MRN's* bride and groom was excellent. Although the trailer car appears to be misnumbered based on PRR roster records, as 467 was a motor car.

Referring to the interior, note there is no drive mechanism visible. That's because the manufacturer has gone through the painstaking effort of hiding it beneath the floor. There is

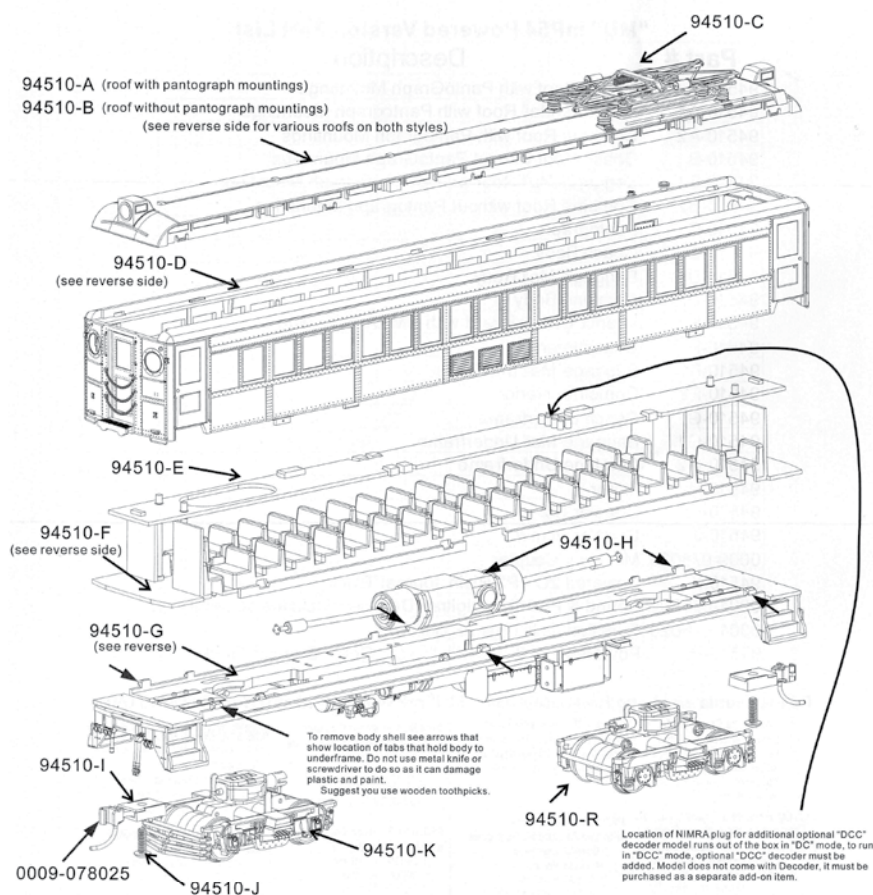
Below: The ceiling mounted circuit board of the trailer has been set aside, so that one can see the interior insert with its seating for 72 passengers, as well as the wall partitions and lavatory section. Note the center section of the roof snaps off easily, so modelers can add some finishing touches to the interior, such as seated passenger figures, rather easily. The four metal electrical contact posts on which the lighting board is mounted are visible at either end of the passenger compartment.



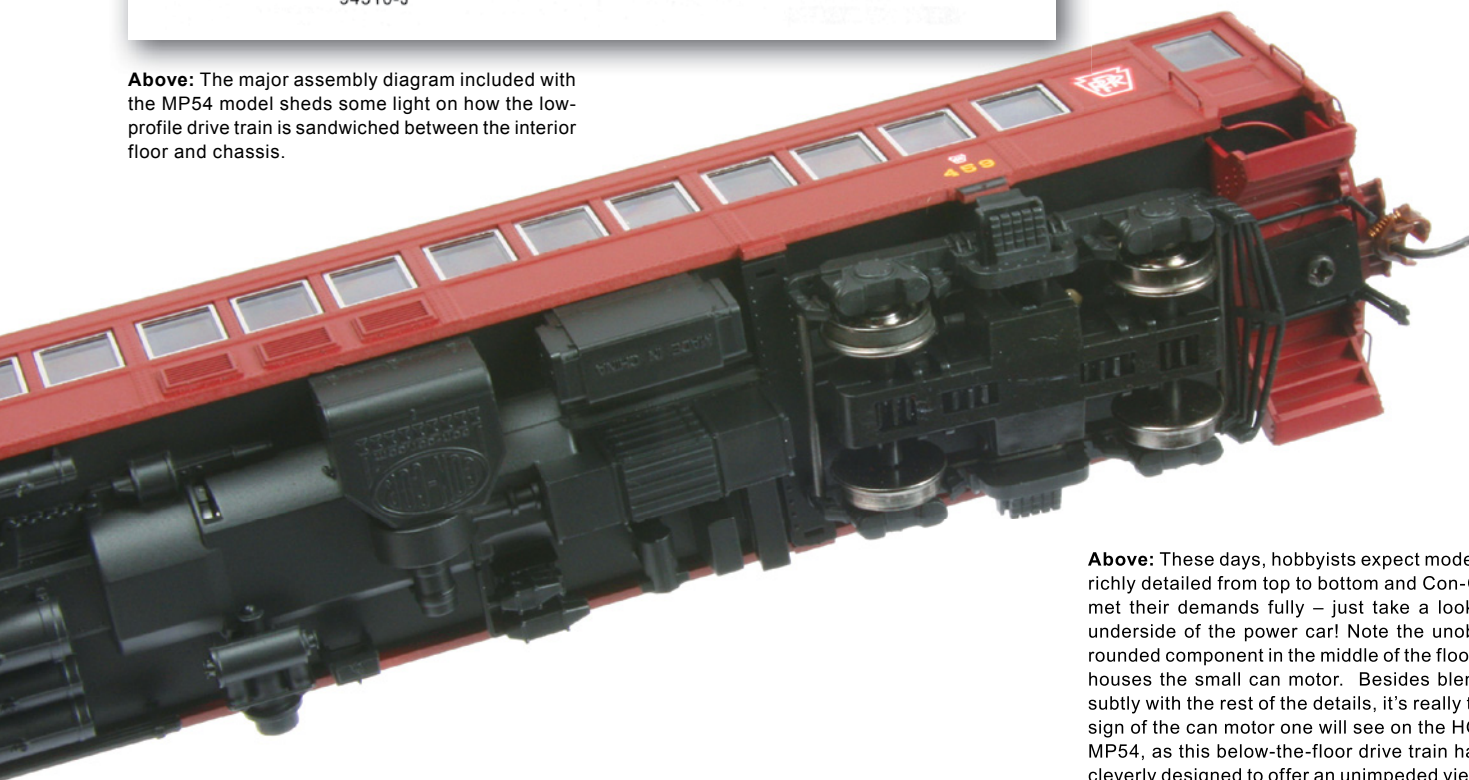


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"MU" mP54
"HO" Scale Coach/ Combine/ Baggage-Mail
(Coach Body Shown)
Powered Version



Above: The major assembly diagram included with the MP54 model sheds some light on how the low-profile drive train is sandwiched between the interior floor and chassis.



only a shallow motor enclosure evident beneath the underframe, which in turn blends in nicely with the other underbody details. Thus, the flywheel equipped can motor truck gear towers, and the connecting drive shafts that power all four axles (in contrast to the prototype's single-powered truck) on the HO-scale MP54E3, are completely invisible to the observer. Outstanding! Additionally well executed is the unobtrusive LED-equipped lighting board located in the ceiling of the car. This provides a warm yellow glow to the interior, as well as illumination for the directionally controlled headlights on the married couple; the lighting is designed to operate on both standard DC and Digital Command Control (DCC) powered layouts without modification. An on/off switch on the circuit board allows the modeler to manually control general car lighting as desired.

The lighting board on the powered model also provides an 8-pin decoder connection, an oval-shaped cutout for the installation of an aftermarket speaker, and an additional slide switch that offers the operator the option of powering the MP54 realistically

Above: These days, hobbyists expect models to be richly detailed from top to bottom and Con-Cor has met their demands fully – just take a look at the underside of the power car! Note the unobtrusive rounded component in the middle of the floor, which houses the small can motor. Besides blending in subtly with the rest of the details, it's really the only sign of the can motor one will see on the HO-scale MP54, as this below-the-floor drive train has been cleverly designed to offer an unimpeded view of the interior. Note also the metal pilot on the truck, the handrail on the bottom of the vestibule trap door, and the louvered vents on the car side.



Above: Pennsylvania Railroad 480 is representative of the MP54 model produced by Con-Cor in HO scale. This electric was at Trenton, N.J., in late April 1962. —Dick Kuelbs photo, Kevin EuDaly collection

through its overhead pantograph. As a DCC-ready model, the powered MP54 may be ordered through Con-Cor with a sound decoder installed (the decoder may also be purchased separately for modeler installation). The decoder unit is based on the Digitrax SDH166 offering. The additional electronics are a bit of a tight squeeze with the decoder mounted to the bottom of the lighting board.

Besides the automated operating sounds of the traction motors and air compressor, the decoder comes pre-programmed with five functions to manipulate: headlights on/off, the audio of passing grade crossing bells, an authentic WABCO whistle, track squeals, and grade crossing whistle sequence. The modeler also has the

ability to mute all operating sounds. Recordings of an actual PRR MP54 and a similar Lackawanna electric MU were used in the production of the sound program. Very cool sounds and well worth the additional cost for the audio alone in my opinion.

Operation under DCC is also a benefit, with this sample able to maintain a low speed of just a bit more than three scale miles per hour and a maximum of 58 scale miles per hour — pretty much right on the money for the prototype. The powered units admittedly don't weigh very much even with decoder and speaker installed, just nine ounces, but traction tires have been fitted to a single wheel on each truck (opposite sides), which aided in delivering *MRN's* review sample with a 2.3 ounce drawbar pull. This equates to about a dozen MP54 trailers on level track and on minimum 18-inch radius curves. The powered

MUs are quite capable, if the modeler limits their use to prototype operation. Meeting National Model Railroader Association (NMRA) operating specs and outfitted with Kadee compatible plastic operating knuckle couplers, Con-Cor's bride and groom appeared to be a truly happy couple, performing flawlessly during my testing.

Congratulations are certainly due for Con-Cor's new bride and groom set, as well as the manufacturer's entire MP54 modeling endeavor. The project has been a seemingly top-notch effort from the get-go, further enhanced by the addition of the company's optional custom sound decoder. While you may not specifically model the Northeast and its many suburban commuter train themes, the Con-Cor MP54 and its associated passenger car variants are worthy of every HO scale enthusiast's attention. **MRN**

Classic German Ten-Wheeler

Review by John Menges
Model Photos by Tony Cook

Brawa HO scale

German Federal Railroads
Class 57.10 steam locomotive
#40846

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German
www.brawa.de



Most MODEL RAILROAD NEWS readers know the German firm Brawa for their HO and N scale lamps and cable cars, but they may not be aware that for several decades Brawa has also produced high-end HO and N scale rolling stock. Their latest HO steam locomotive release, the German Federal Railroads Class 57 (Prussian G 10) 0-10-0, continues Brawa's tradition of well detailed models of both past and present European rolling stock. Brawa is only the second major European firm to offer a Class 57/Prussian G10 in HO; the other being Roco which has had one in their line-up since the 1980s. The Class 57 (Br 57 in German) has found widespread appeal with European-prototype model railroaders, as it was a common German locomotive that found its way across the continent courtesy of two world wars, and lasted into the early 1970s on German rails.

The story of the Prussian G 10 locomotive began in the first decade of the 20th century, when European freight trains were getting heavier, and larger locomotives were needed to pull the increased tonnage. The Royal Prussian Railroads responded by developing the G 8 (later Br 55) 0-8-0 as a mainline freight steam locomotive. The design revealed shortcomings, so engineers went back to the drawing board and developed an improved G 8.1 (also Br 55), and the G 10. The G 10 was a similar-looking locomotive to the G 8.1, but with an 0-10-0 wheel

arrangement and a lower axle loading. The G 10 design allowed for use in both main line and branch line service. The G 10's designers incorporated proven designs from other Prussian engines of the era by using the wheel arrangement and running gear of the T 16 (later Br 94) 0-10-0 tank locomotive, the boiler and cab of the P 8 (later Br 38), and the three-axle tender of the G 8.1. The new locomotive was a two-cylinder engine (important to note when discussing European steam locomotives) that rated 1,100-hp and reached a maximum speed of 60 kilometers per hour (37 mph). It measured 62 feet buffer-to-buffer and stood 15-1/4 feet tall. Both engine and tender weighed 76 tons. The new locomotive was first built in 1910 by Henschel & Son in Kassel, and later Borsig in Berlin, Krupp in Essen, and Rheinmetall in Düsseldorf, all locations in Germany.

By 1925 and the conclusion of production, railways operated 2,677 examples of the G 10s. The locomotives worked the Prussian Railways, the Alsace-Lorraine Railways, the Saar Railways, and after 1923, the Deutsche Reichsbahn Gesellschaft (German State Railway Company, or DRG). Outside of Germany, 370 copies of the G 10 locomotive were built for foreign railroad administrations in Austria, Lithuania, Poland, Romania, and Turkey. The units built for Romania proved so popular that 520 examples were built domestically in Romania for that country's railways from 1926-1944. After World War I, a group of 222 G 10s was sent to

neighboring countries of Germany as war reparations. Over the course of production, modifications were made, and several variations appeared. The biggest spotting differences on G 10s were early models had round cab roofs, while later G 10s/Br 57s had large flat roof vents, and each G 10/Br 57 had either two, three, or four domes on the boiler. While initially classified as G 10s on the Prussian Railways, the class was designated the Br (Baureihe) 57 at the creation of the German State Railways in 1923.

After the consolidation of the regional State railways into the Deutsche Reichsbahn, the Br 57s spread to every area of Germany. You could find the Br 57s working main line and branch line freight trains, the occasional passenger train, and they saw use as switch engines in major yards. The Br 57s continued their duties throughout the 1920s and 1930s but were gradually displaced starting in 1939 with the introduction of the Class 50.

During World War II, many Br 57s were sent to the Eastern Front to be used on regauged Soviet tracks, with a number of them receiving armor plating and camouflage paint schemes. At the end of the war, more than a thousand Br 57s were considered lost by the Reichsbahn, due to war damage or abandonment in former occupied territories. Figures reveal 730 Br 57s remained in the Western zone of Germany, and 112 remained in the Eastern zone. Those left in West Germany continued to work in local freight service, but were largely retired



Above: *MODEL RAILROAD NEWS'* sample Br 57 is lettered for Bw (Bahnbetriebswerk: engine terminal) Bayreuth. Bayreuth, located in the Franconia region of Germany, saw a lot of freight going to and from regional breweries, so it probably hauled a lot of beer during its day.

in the 1950s, as diesels and electrics began to take their jobs. From 1959 to 1967 the Deutsche Bundesbahn's (DB) roster of Br 57s went from 149 to just seven. Many Br 57s became switch engines, as tank engines were retired after WWII, and the Br 57s had tenders, so they could work longer without a trip to the coal docks. In the 1960s, Hagen yard in the Ruhr and Haltingen yard in Baden became two of the last terminals where the Br 57s worked. DB's remaining Br 57s were reclassified as 057s in the 1968 computer renumbering scheme, and all were retired by September 1970. The last Br 57s in East Germany were retired two years later in 1972. Of all the Prussian G 10s/ Br 57s that ran on the German railways over their more than 60 years of service, only two German-built originals survive in Germany today. Eight more Romanian-built Br 57s have been imported by German railfan societies and museums since the end of the Cold War, but these examples are not operational.

The only operating Br 57 in the German-language area is ÖGEG

Below: Brawa's HO-scale Br 57 collects electricity from drivers, as well as from tender wheels. The rear two axles on the locomotive include traction tires fitted on the drivers for enhanced pulling power.

(Österreichische Gesellschaft für Eisenbahngeschichte Austrian Society for Railway History) 657 277, based out of Linz, Austria.

Brawa's Br 57

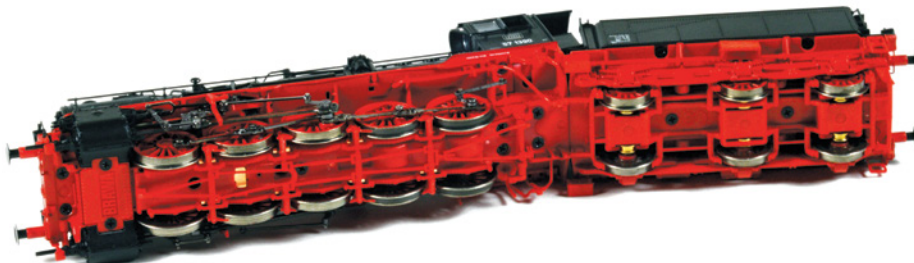
Brawa's latest release of their HO-scale Br 57 is the round cab roof, two-dome version; engine No. 57 1390 that was built by Borsig Locomotive Works of Berlin in 1914. *MODEL RAILROAD NEWS'* sample was lettered for the Bayreuth engine terminal, in the Era III (1950s–1960s) DB paint scheme. The model comes packaged in Brawa's familiar yellow box containing a plastic clamshell holder with sleeve that secures the locomotive and tender in place. Inside the plastic cradle, there is a small parts bag with a wrench for removing the side rods, optional hoses and dummy screw couplers, an optional front NEM-type coupler armature, and a coal load for the tender. A folded owner's manual in English and German and a six-page decoder manual in both languages round out what you will find inside.

On removing the locomotive and tender from their packaging I was impressed by the sharply defined details, as is true of other Brawa models. The lettering and paint application

were uniform and crisp, although some lettering was so tiny I could not read it even with magnification. The body and chassis of both the locomotive and tender are die-cast zinc, with numerous plastic and metal details applied separately. All the piping and ladders and appliances found on a typical German steam locomotive were present except the bell, which was missing from *MRN's* sample.

In a departure from the norm, there was no coal load molded into the tender shell. The modeler can choose to display the model with an empty coal bunker or install the plastic coal load insert to model an in-service locomotive. The cab interior was well appointed with full backhead detail, including painted gauge faces. There are no seats for the crew, as was the case with German steam locomotives. Brawa does not include engineer and fireman figures, but Preiser and Noch both make appropriate Era III DB steam locomotive personnel in HO. The hinged cab deckplate extends from the cab floor to the tender deckplate, as do sprung black plastic doors on both sides. Underneath the deckplate is a 10-pin socket connecting the engine with the tender. The wiring transmits Digital Command Control (DCC) signals and current between the two models.

The Br 57 rides on fine spoked metal wheels that were all in-gauge except the last driven axle, which was a millimeter or two narrow according to my NMRA gauge. One interesting thing to note with the Br 57's drive rods is a rod connection on the left rear



By-The-Numbers

Güterzuglok BR 57.10 der DB

Brawa

HO 1:87 • Type: Steam Locomotive

Pull Power (Ozs @ Full Slip)

Pull	÷	Loco Wt	=	Efficiency
2.2		15.15		14.5%

DCC

Throttle Setting	Scale MPH
Min	4.3
Mid	24.1
Top	43.6



Above: Brawa's HO-scale Br 57 ten-wheeler model is impressive, as is its packaging. The locomotive and tender come wrapped in protective plastic film, and are sandwiched securely in a plastic hinged inner container that fits into a cardboard frame and covered by an outer slip cover. The model sells for approximately \$500.

driver that powered the tachometer. This was a common feature on German steam locomotives that has not been reproduced on most scale models over the years. It is good Brawa included this detail that other manufacturers may have omitted to keep costs down. The tender comes equipped with a close coupler mechanism and NEM coupler socket with a hook-and-loop coupler. If desired, you can easily exchange the provided couplers for a close coupler. The front of the locomotive does not have a close coupler mechanism. However, you'll discover a coupling armature with an NEM socket provided separately in the parts bag. Brawa supplies two types of dummy screw couplers for both the locomotive and tender, as well as brake hoses and steam lines, if the modeler wishes to install them for a display model. Surprisingly, the Br 57 does not have sprung buffers like previous Brawa HO steam locomotives.

Brawa powers its Br 57/ G 10 with a can motor equipped with dual flywheels located in the boiler, which drives the rear two axles of the locomotive via a worm drive and gear tower in the firebox. I greatly appreciate that the motor is inside the locomotive and not in the tender, which is a design employed by some steam locomotive models. Firms that do locate their motors in the tender do so, I think, on the rationale that a motor and gearbox in the locomotive will block the open space between the chassis and the boiler. But that is not the case with Brawa's Br 57, as the narrow

firebox extends far enough under the running boards and over the rear axle, that it hides the gearing onto the frame of the Br 57. The model picks up current from all wheels of the locomotive and tender, and the decoder and circuit board are housed in the tender. The speaker is mounted directly behind the smoke generator, for great exhaust sound coming out of the smokestack; not on the underside of the tender.

Brawa locomotives have traditionally been smooth runners, and the Br 57 is no exception. Using my Piko Smart Control, I gave the sample model an address on the programming track and then proceeded to test the model on Kato Code 83 Unitrack. The locomotive ran flawlessly in both directions for several hours of testing, and at one point pulled 30 Era III European freight cars on flat track with no difficulty.

Below: The accessory bag contains several optional user-applied details. I recommend modelers use CA adhesive for attaching hoses and dummy couplers.





deactivated mode, but it could be heard at higher speed steps like 24 or 25 on a 28-step scale.

The headlights and tender lights are warm-white LEDs, as are the cab interior light and the spotlight under the cab roof overhang that illuminates the coal bunker and tender deck. The Br 57's eight-channel sound speaker emits superb synchronized chuff sound that gets noticeably louder as speed increases past step 11, and will cease chuffing when the locomotive decelerates to a stop and activates brake squeal. The two whistle functions are perfect sounding German steam locomotive whistles for the Br 57. Unfortunately, they are not playable whistles like with some American steam locomotive models. The decoder gives the operator two injector pump sound functions (slow or fast) for the Br 57, which sound great when the locomotive is idling. Functions 23 and 24 are volume controls for all active sound functions. It is nice to have available right away on the Smart Controller, rather than having to take the locomotive out of operation and put it on a programming track to manipulate sound CVs. Lastly, the smoke generator, while its profile is pretty thin, put out a respectable plume for four-and-a-half minutes. I appreciate that Brawa included a smoke generator, but a pulsated exhaust synchronized to the chuff rate, rather than a continuous exhaust, would make this model even more



Above: The locomotive and tender connect via a 10-pin cable that serves to transmit information between the electronics in the tender and drive mechanism in the locomotive. All lighting on this model is provided by LEDs.

realistic. It would also be nice to have a cylinder purge steam function, like with the REE Modelés' 141 E Mikado, reviewed in the April 2018 *MODEL RAILROAD NEWS*.

Conclusion

In my opinion, if there is a "most well-proportioned European steam locomotive" award, it should go to the Deutsche Bundesbahn Br 57. It really is a joy to watch and listen to Brawa's HO-scale Br 57 steam locomotive model. That having been said, quality control could be a bit better especially for the price of the model, and considering

that sending a locomotive to Europe for service is cost prohibitive since international postal rates have risen in the last few years. Nonetheless, on the rare occasion when I have had to send a locomotive back to Brawa for service it has always been returned promptly and fixed at no charge. The Br 57 is imported by several European-specific train shops in North America and is retailing for a bit more than \$500. Brawa offers an excellent selection of higher-end European HO freight and passenger car models to complement the Br 57. You'll find those offerings available at Brawa dealers in the U.S. and Canada. **MRN**

Right: No. 57 3088 at the South Westphalian Railroad Museum in Siegen, Germany, in August 2018. This example was one of the very last Class 57s used by DB at Haltingen yard, a busy yard for German/Swiss cross-border traffic. —Norbert Will photo, John Menges collection



Pioneering GE Brute from ScaleTrains.com

Review and Prototype Photos
by Ryan Crawford
Model Photos by Tony Cook

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Consider this for moment if you will... you're an 18-year-old freshman at Lincoln Land Community College in Springfield, Ill., in 1993. Your railroading interests are starting to expand, and you find yourself trackside practically every spare moment. One beautiful autumn morning after class, you rush out of the campus parking lot and make a beeline for Norfolk Southern's (NS) Iles Tower on the south side of Springfield. You know you'll see a train in short order at Iles, as this is where the former Wabash main line between Decatur, Ill., and Kansas City, Mo., crosses Southern Pacific's former Gulf, Mobile & Ohio Chicago to East St. Louis, Ill., line. You patiently wait for a train to show up, and then all of a sudden, the Bearcat scanner crackles to life: "416...clear at the Drive In...out." The anticipation grows as another transmission is received from the scanner a few minutes later: "416...clear West Iles...out." You are well aware from your experience, the next signal is Iles interlocker. You grab your venerable Cannon AE-1 35mm camera loaded with Kodachrome 64 slide film, jump out of the car, and nail the shot as 416 bangs over the diamond and passes the tower. During the few seconds that your view finder is filled

up with the photographic subject, you notice a large, boxy General Electric (GE) leading the train. This is not something you're unfamiliar with as you identify the locomotive as a Norfolk Southern GE C39-8, one of the most powerful and modern six-axle diesel models purchased by the carrier to date. The train continues to thump across the interlocker as you get in the car. You finally see the "Freddy" bringing up the rear of the last auto rack, the train rounds the curve and heads out of sight. You're feeling good about bagging NS Train 416 and go about your day as if nothing was really unusual.

But what makes this seemingly ordinary photograph so interesting 25 years later? The answer: On this particular morning, NS train 416 was led by C39-8 8657, one of the 139 examples owned by Norfolk Southern. What's even more intriguing is that now you can model this early 1990s scenario at Iles Tower with the help of ScaleTrains.com and their newly-tooled and recently released HO-scale Rivet Counter General Electric C39-8 diesel locomotive model!

ScaleTrains.com Does It Again

ScaleTrains.com's HO-scale replica of the unique GE six-axle C39-8 is the first model of this General Electric prototype offered in plastic, and comes

Above: ScaleTrains.com's meticulously detailed HO-scale C39-8s are a welcome addition to the HO modeling community. This photo shows some Phase III traits, such as the three sets of radiator vent screens on the rear of the long hood roof, and the classification lights. The units also share the 4,400-gallon fuel tank and the X-panels on the side of the front nose and on the rear of the car body under the number boards.

decorated in three road names with several road numbers, along with a smattering of detail variations.

This new release is offered in the ornately detailed Rivet Counter series, for which the company has become well known. It comes decorated for Norfolk Southern in six road numbers (8577, 8597, 8612, 8622, 8635, 8656), and Conrail (CR) in five road numbers (6001, 6007, 6012, 6018, 6019). ScaleTrains.com's NS and CR C39-8s are offered in two variations; their as-built appearance from the factory, or with detail variations as they appeared later in their careers. The Benton, Tennessee-based manufacturer is also offering this uncommon GE six-axle diesel decorated for the Pennsylvania Northeast Railroad (PNRR). The PNRR scheme is quite interesting, because this short line operating between Telford and Warminster, Pa., is the only current railroad in North America using GE C39-8s. The pair of PNRR C39-8 units was purchased from the Norfolk Southern. ScaleTrains.com has faithfully reproduced these two

On November 27, 1996, NS C39-8 8577 squeals around the curve at Hazel Dell Junction south of Springfield, Ill., with hot auto-parts train 145 destined for Ford's Claycomo plant in Kansas City. NS 8577 leads NS GP59 4635 and a Southern Pacific B30-7. It was common for SP units to operate in 145's locomotive consists because this train was responsible for handling SP connection traffic to Kansas City, as well as the Ford auto parts. NS 8577 represents a Phase II C39-8, one of the road numbers offered in this first release. Norfolk Southern's Phase II C39-8s include details such as extended range and high capacity dynamic braking (three intake vents behind the cab) and the lack of the extra small radiator intake screen on the very end of the car body. One other noticeable difference between a Phase II and Phase III car body is the built-out radiator intake sections on the rear of the car body. In this view, 8577 is equipped with ditch lights, a 4,400-gallon fuel tank, NW sub-lettering, blanked out nose headlight, blanked out marker lights, and GSC trucks. These details are all present on ScaleTrains.com's model. One very interesting detail that was obviously added much later in its career is the small vertical grab on each side of the nose. —Ryan Crawford photo



PNRR models to represent prototypes 8211 and 8212. The manufacturer's PNRR 8211 appears in prototypical NS black paint with patched-out NS markings. The PNRR 8212 offering comes decorated in an extremely accurate faded Conrail blue paint with the appropriate paint patches. Pennsylvania Northeastern Railroad 8211-8212 were originally built as Conrail 6017 and 6021, respectively, in 1986. The units went to NS after Conrail was split up by CSX and NS on June 1, 1999. According to the ScaleTrains.com website, the research and development for this HO-scale release was aided by the PNRR. The railroad allowed ScaleTrains.com's employees to gather data and field measurements from the actual locomotives.

One interesting detail note concerning ScaleTrains.com and their appetite for correctness throughout this unique release is the addition of the letter "L" in red paint on the cab side of Conrail 6001. Although this

particular model is not the focus of this review, it is noteworthy, as not all of Conrail C39-8s carried this "lease" identification marking. The red "L" denotes the unit being in lease service to Southern Pacific in the early to mid-1990s. This is just one of many examples of how true these Rivet Counter HO-scale locomotives are to the prototype.

You can purchase these Rivet Counter C39-8 releases with a factory-installed ESU LokSound V4.0 sound decoder or without a decoder. The non-sound versions are Digital Command Control (DCC) and sound-ready with an available 21-pin NEM socket.

This review will focus on ScaleTrains.com's meticulous Rivet Counter HO-scale C39-8s decorated for Norfolk Southern (8635) and Conrail (6012). These are both detailed to represent these units as they were originally delivered from General Electric's Erie, Pa., factory. Both *MODEL RAILROAD NEWS* review sample models came equipped with an ESU LokSound

V4.0 sound decoder featuring the electronics manufacturer's "Full Throttle" software.

GE Model Designations

Before we begin this thorough review and examination of the new ScaleTrains.com HO-scale C39-8, it may help some readers if I explain a little about General Electric locomotive model designations and try to eliminate some of the confusion that surrounds these locomotives.

The models we are reviewing are C39-8 (C for C+C wheel arrangement, 39 represents 3,900-hp, and -8 refers to the Dash 8 series). When referring to this GE model, you'd call it a "C-39-Dash 8." In this review, I will also refer to the successor of the C39-8, which was GE's very popular Dash 8-40C. The Dash 8-40C is sometimes referred to as a C40-Dash 8. I will use General Electric's original designation of Dash 8-40C. Enough about confusing model designations, let's get on with the review of these excellent models.



Above: This elevated side view shows the nicely molded car body lift lugs, the optional NS exhaust stack with extension, and the 4,400-gallon fuel tank with the associated cross-mounted air tanks both fore and aft of the fuel tank. This prototype has GSC trucks which are molded to perfection, and include the casting holes in the proper locations and the super-fine emergency brake chain under the cab along the top of the truck. The yellow accents of the step edges and vertical handrails are exact attributes of these prototypes when they were built by General Electric in the mid-1980s.

By-The-Numbers

Norfolk Southern C39-8

ScaleTrains.com

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ozs @ Full Slip)

Pull	÷	Loco Wt	=	Efficiency
4.5		20.35		22.1%

DCC

Throttle Setting	Scale MPH
Min	0.9
Mid	42.1
Top	64.2

By-The-Numbers

Conrail C39-8

ScaleTrains.com

HO 1:87 • Type: Diesel Locomotive

Pull Power (Ozs @ Full Slip)

Pull	÷	Loco Wt	=	Efficiency
4.6		20.35		22.6%

DCC

Throttle Setting	Scale MPH
Min	1.0
Mid	41.6
Top	65.0

Prototype History

Between January 1984 and June 1987, General Electric built a grand total of 161 C39-8s for two U.S. customers, Norfolk Southern and Conrail. These were built at GE's famous erection shop in Erie, Pa. The new C39-8 model ushered in a distinctive look for heavy-haul diesel locomotives with its round cab roof, boxy car body design, micro-processor-controlled circuitry, and impressive tractive effort. The looks of the C39-8 even earned it a few interesting nicknames, such as "toaster" and "camel." The "toaster" moniker obviously was derived from the locomotive's boxy image, which mimicked an electric toaster (potentially a GE product) one would use in the kitchen.

The C39-8 model utilized GE's upgraded 7FDL-16 (16-cylinder) diesel prime mover rated at 3,900 horsepower. According to the NS C39-8 article in the September/October 2000 issue of *Diesel Era* magazine, General Electric constructed one C39-8 demonstrator (607) in March 1983. Even though there were relatively few C39-8s built by GE, they certainly had a good quantity of detail variations, or what fans more commonly term as phases and sub-phases. This current Rivet Counter GE C39-8 offering from ScaleTrains.com comes with either a Phase II or Phase III body with the associated details. According to the ScaleTrains.com 2018 *Catalog Volume 1*, the company also is planning a future C39-8 production with earlier production phase variants in HO scale. (Editor's Note: Since this review arrived, ScaleTrains.com made

its announcement for a second run of C39-8s. Check this edition of *MODEL RAILROAD NEWS* for details.) The two model locomotives presented, NS 8635 and CR 6012, were built with what is known as the Phase III car body.

Norfolk Southern's C39-8s

Norfolk Southern purchased 139 C39-8s (8550-8688) between January 1984 and June 1987. All the Norfolk Southern C39-8s came decorated in the standard black paint scheme with white lettering. This included the famous streaking NS logo on the side of the car body and the standing horse, or Thoroughbred logo, on the front and rear bordered by white stripes.

According to the wonderful book *Norfolk Southern 1995 Review* (1995, Hundman Publishing) by Scott Lyndsey, NS' C39-8s weighed approximately 390,000 pounds, and produced 106,790 pounds of tractive effort at 10.9 miles per hour. This combination of weight, adhesion, and state of the art electronics was a perfect fit for Norfolk Southern as coal-hauling locomotives, and as such were originally assigned to the coal fields of Virginia. As newer Electro-Motive Division (EMD) SD60s and GE Dash 8-40Cs began arriving, the C39-8s saw use throughout the system hauling any train imaginable.

As NS owned a majority of the C39-8s built by GE, the road ended up with five different production phases in its fleet. To keep things simple, I will list the NS units and the associated model phases and date built information. However, I will avoid discussing



all of the phase detail variations, beyond what is pertinent to the review models, due to the incredible amount of information. I will provide in-depth detail discussion for these fine review models.

Norfolk Southern 8550-8551 were the prototype testbed units built in January 1984. These first two locomotives carried GE sub lettering on the cab early in their careers but were eventually re-stenciled with NW (Norfolk & Western) sub-lettering, which matched with siblings numbered through 8613. The first two prototypes represent Phase Ia C39-8s. Units 8552-8563, built in October, November, and December 1984 are considered Phase Ib units. Norfolk Southern 8564-8613, built between April and August 1985 are labeled as Phase II units, with subtle detail variations among them.

One major production change to the Phase II C39-8s was an increase to the size of the fuel tank from 3,900 to 4,400 gallons. C39-8s 8614-8663, built between May and October 1986, are considered Phase III units. Norfolk Southern's final 25-unit order for C39-8s saw construction between March and June 1987. However, they were not built sequentially by General Electric. These units closely resembled GE's future Dash 8-40C model, displaying the newest version of GE's car body design. These units are identified as C39-8E; the E standing for "enhanced." These 25 enhanced C39-8Es were modified from the previous C39-8 design by GE with a reversed headlight position, angled cab roof, simpler hood openings, slanted radiator intakes on the rear/side of the car body, and lacked the noticeable bump between the cab roof and the car body. The

C39-8Es came with a 7FDL-16K1 prime mover, which was a new variation of the C39-8's original design. To be quite honest, if you weren't familiar with NS' locomotive numbering system at the time of construction, it was difficult to distinguish between a C39-8E and the standard production Dash 8-40C.

The locomotive I am reviewing is 8635, which puts it near the end of the Phase III production category. Details on this unit include three sets of early radiator exhaust grilles on the top of the long hood, General Steel Castings (GSC) truck sideframes, lack of a headlight knock-out plate on the low nose, a wheel hand-brake on the side of the short nose, Hyatt journal

Above: This fireman's-side view of ScaleTrains.com's Rivet Counter HO-scale Conrail C39-8 allows us a nice look at many of the interesting details found on this release. Conrail's options included standard dynamic brakes (two intake screens behind the cab), a "bathtub" exhaust silencer (sans the extension), a prototypically accurate red speed recorder cable, and Adirondack trucks with rotating bearing caps.

bearings, a large 4,400-gallon fuel tank, and squared-off cab door corners. These units delivered with "GE-style" lettering from the factory.

Conrail's C39-8s

Conrail purchased a small fleet of C39-8s, 6000-6021, which were assembled from June through August 1986. Conrail's C39-8s wore the carrier's standard blue paint with the rails-on-

Exemplifying one of Conrail's C39-8 lease service assignments, the 6005 leads Southern Pacific's intermodal train CHEGF (Chicago-IMX to Eagle Pass, Texas – Forwarder) southbound near Girard, Ill., on SP's St. Louis Subdivision on July 18, 1993. It should be noted, SP not only leased Conrail C39-8s at the time, but also leased Conrail's obscure C32-8s during this period. It was literally impossible to know what would lead SPCSL trains during this time period, as the railroad was in the midst of ordering new power in the form of Dash 9-44CWs and rebuilt Morrison-Knudsen SD40M-2s. The ScaleTrains.com release of Conrail's GE C39-8s perfectly replicates the Phase III details and options found on the carrier's 22-unit order. —Ryan Crawford photo





Above: A common trait among Conrail's 22 C39-8s is the large anti-climber pilot on the front, the dual Sinclair antennas on the cab roof, and red marker lights. This ScaleTrains.com release also includes two round sand hatches, a single toilet vent, and two bent grabs on top of the nose. To further add to the frenzy of details, the number boards have white numbers on a black background, and the walkways are correctly painted black. A close inspection reveals the single wind deflector/mirror and intricate wiper details. As with any ScaleTrains.com Rivet Counter diesel model, the two review C39-8s featured near-scale width coupler boxes and associated near-scale buffers.

wheels logo, also commonly referred to by some fans as the "can opener" logo on the long hood. Conrail's 22 examples are considered Phase III C39-8s, and include some of the same car body details as the NS Phase III C39-8s.

A few notable detail differences include two dynamic intake and exhaust screens on the fireman's side of the car body behind the cab, an anti-climber pilot on the front, and Adirondack truck sideframes. As we will see, ScaleTrains.com has not spared a single detail difference between the two railroads' C39-8s, and you'll find all the options and Phase III traits are represented. The fact that the Conrail 6012 model possesses two dynamic brake intake and exhaust screens exemplifies this dedication, as it was an optional detail on only the 22 Conrail C39-8s. Other similar details include the X-panel embossed sheet steel on

the sides of the short nose and rear of the long hood nose below the number boards, a drop step on the rear pilot, 4,400-gallon fuel tank, and three sets of radiator screens on the top of the long hood at the rear of the unit. Conrail used its C39-8 fleet indiscriminately all over the system in intermodal, mineral, and general freight service.

Super HO-scale C39-8s

Excited was an understatement when I received these review models in the mail. These ScaleTrains.com Rivet Counter releases were immaculate, from the paint and lettering to the sound decoders expertly fitted inside their HO-scale bodies. As with any ScaleTrains.com Rivet Counter HO-scale locomotive model, they were packaged in a large red box made of stiff cardboard measuring 15 inches by 7 inches by 3 inches. The model

comes wrapped in clear film and carefully secured in a plastic see-through clamshell, held together by a clear plastic sleeve. The sleeve is placed inside the box with heavy foam surrounding it as a protective measure. The model has detailed instructions on how to carefully remove it from the packaging. As I have stated in prior reviews concerning ScaleTrains.com models, these are not toys and should be handled as carefully as possible to avoid breaking the intricate details these Rivet Counter C39-8s possess.

One further comment on the handling of these models, ScaleTrains.com instructs the user to handle the model's midsection. I found this advice to be very true, and I should add they can be handled easily by reaching your hand over the middle of the car body and holding the fuel tank with your thumb on one side and with your

forefinger and middle finger on the other side. Inside the box is a nice tri-fold instruction manual that includes important information on how to clean the model, how to remove the locomotive shell, and how to get the unit up and running with the installed ESU LokSound V4.0 sound decoder.

Thoroughbred C39-8s

Scaletrains.com's use of True-Color Paint for these new Rivet Counter releases was excellent. The black and white applied to NS 8635 is outstanding, with all the numbers and lettering in the proper places, and all of the warning labels legible under magnification. NS 8635 exhibits crisp separations of white lettering and logos on the black paint. ScaleTrains.com's literature states this particular NS C39-8 did have "GE Style" NS logos and lettering. This can be seen in the road number on the cab, which exhibits thicker numbers with numerals spaced closer to each other versus what you observe on other Norfolk Southern motive power. Also, the large NS logo adjoining the five white streaking stripes on the side of the car body have what looks to be a larger radius inside the middle of the "S" when compared to photos of other NS C39-8s. The C39-8 car body has a step located about two-thirds of the way back, where the door sections become wider. This could have caused some paint application issues, however the white markings on the review model are well done with no voids in the white paint at this tricky location.

This release also has the small "SOU" sub-lettering below the road number on the cab. This denotes the unit as being owned by Southern Railway, which still

was a subsidiary of Norfolk Southern when these C39-8s were built. One of the many prototypically accurate details of the NS model is the "F" on the long hood end of the frame, which denotes the long hood as front on these units. This is correct for this NS C39-8, as it did have a single control stand located on the right-hand side of the cab looking long hood forward. Norfolk Southern termed this single control stand arrangement as bi-directional, allowing the engineer to easily position him/herself no matter which way the unit was facing. It should be noted that most of the NS C39-8s were set up to run long hood leading. This release also includes the yellow step edges on all the steps, and yellow accents on the vertical portions of the handrails, and the coupler lift bar handholds which is an exact attribute of these units.

Big Blue C39-8s

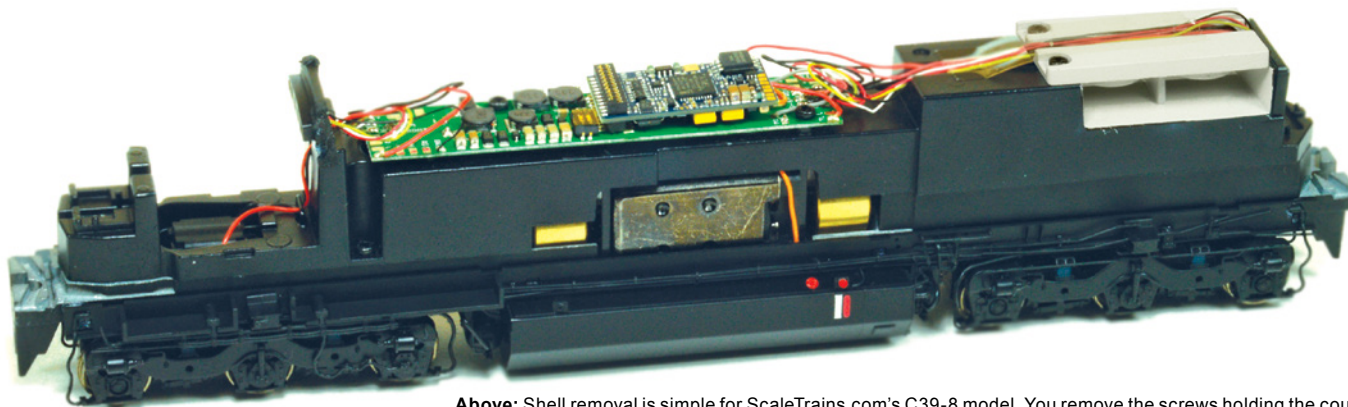
The True-Color Paint adorning Conrail 6012 was equally impressive, with the blue looking very prototypical along with the black trucks, fuel tank, walkways, and pilots. The black paint on the walkways was most likely anti-skid surfacing applied at the factory. Conrail's C39-8s were set up to run with the short hood leading and this is represented by a small block "F" on the front of the frame on both sides of the model.

Like the NS example, the Conrail model displays crisp paint separations where the white lettering has been applied to the blue car body. ScaleTrains.com accurately replicated the as-built skinny road numbers on the cab sides, and placed the bottom line of the lower can opener stripe

abutting the cab walkway on the rear of the engineer's side of the cab. These are very nice and intricate paint details. The white highlight on the bottom step at all four corners of this release is also appreciated, as this is exactly the way units were delivered from GE. Per prototype practice, the CR units display white painted vertical handrails at the steps, and a white accented coupler lift bar hand hold. The words Conrail are of the proper size and typeface, and are in exact placement according to the photos in the reviewer's collection. Both ScaleTrains.com models include an astounding amount of accurate details. These new releases do share some detail traits which include the proper wheel handbrake on the right-hand side of the short nose, the six-panel radiator sections on top of the end of the long hood, and very subtle walkway tread. These attributes are exactly like the prototype according to online photos and photos in this reviewer's collection.

This release also incorporates a truly awesome detail and that is the embossed X-panel sheet steel sections at the proper car body and nose locations. This detail screams 21st century model engineering, and is truly one of the coolest attributes of this outstanding model. These embossed X-panel parts are located on both Rivet Counter releases on the sides of the short hood, on the end of the long hood directly beneath the number boards, and on the walkway access hatches. To appreciate the two models' X-panel details, it was necessary for me to view the models from different angles using bright light.

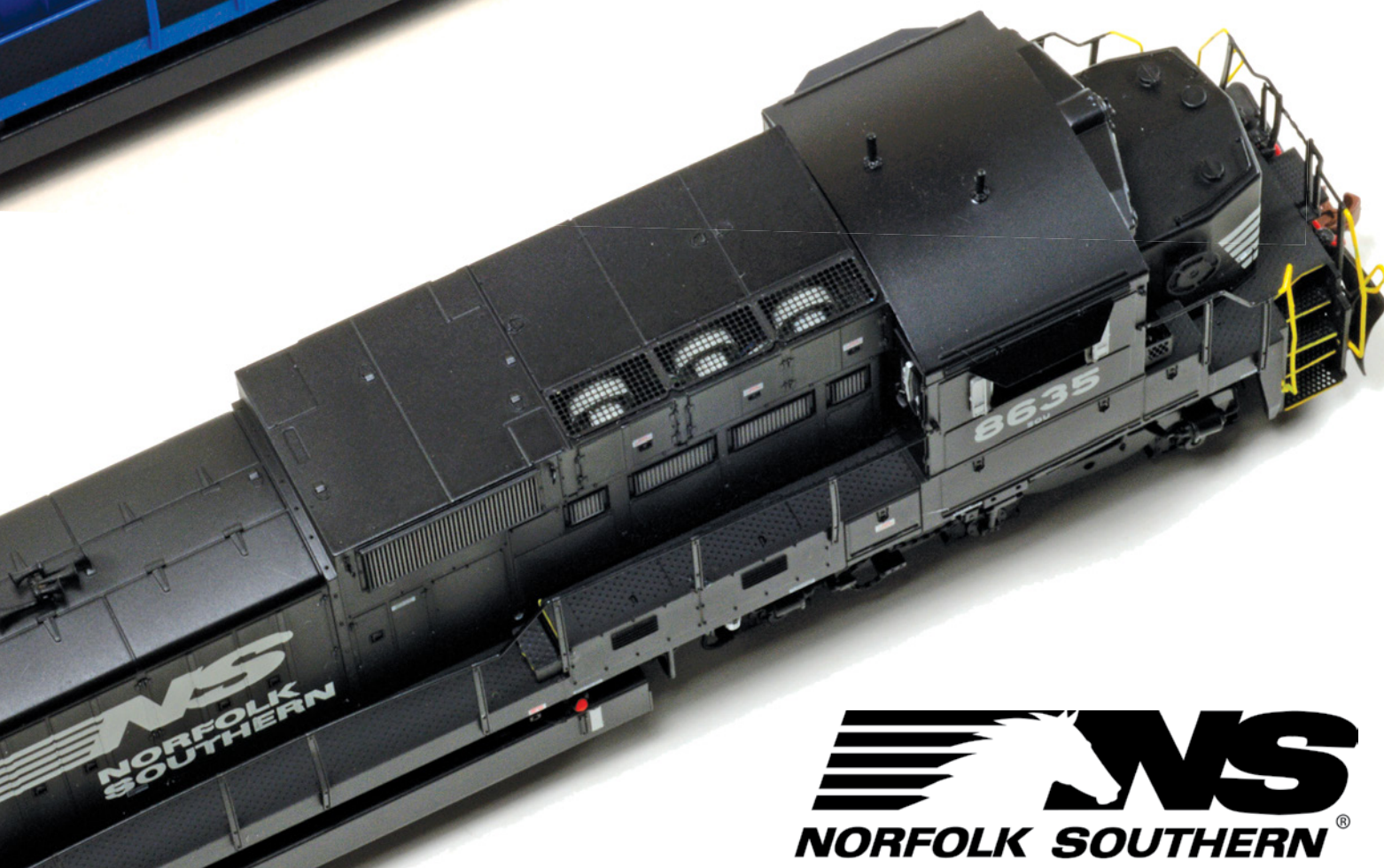
Moving to the top of the long hood, the mold lines for the access hatches are crisply detailed into the shell and



Above: Shell removal is simple for ScaleTrains.com's C39-8 model. You remove the screws holding the coupler pockets in place on the die-cast metal chassis. The coupler pockets slide out through the pilot face, and the plastic shell easily and smoothly slid off the drive. No wires run between the drive's electronics and the shell.



I was very impressed with the awesome tooling and attention to detail on these new Rivet Counter releases. One of the many prototypical attributes of the models was the dynamic brake sections with see-through screens. Note the variation with the two openings on the roof behind the cab for the Conrail model and three openings on the NS C39-8. Norfolk Southern purchased extended-range dynamic brakes, which is the reason for three rooftop openings versus the two on the Conrail unit.





include the very interesting triangular lift rings found on the prototypes. The molding detail on top of the body shell is so fine that the triangular/hinged lift lugs are laying in the flat position. The hatches themselves are for general maintenance and power assembly change-out.

One notable difference between these two releases is the options each railroad sought from General Electric. The dynamic brake intake and exhaust grilles are located directly behind the cab, with Conrail 6012 displaying two sets of screens and NS 8635 displaying three sets of screens. The reason for the difference is NS opted to equip their Phase III C39-8s with high-capacity extended range dynamic brakes, while Conrail found no need for such an accessory. ScaleTrains.com leaving no stone unturned on these beautiful releases even includes prototypically accurate prime mover exhaust stacks. NS 8635 has an exhaust silencer with a stack extension, and Conrail 6012 uses what is known as a "bathtub" exhaust silencer. Conrail C39-8s lack the stack extension, which is another neat attribute to the prototypes and their

Above: An impressive all-GE consist leads train X-15 out of the NS yard at Decatur, Ill., on August 21, 1993. NS 8663, a Phase III C39-8 built in October 1986, leads two C36-7s of two car body styles, and a C30-7 westbound and into the interlocking limits at Mosser on Decatur's west side. Train X-15, normally routed west on the Springfield-Hannibal District, will take a left at Mosser and head down the Brooklyn district toward St. Louis, due to the rampant flooding of the Mississippi River at Hannibal, Mo., during the summer of 1993. This view affords a good look at the pilot, yellow-accented railings, drop step, the NS-optional three dynamic brake intake screens, and large snow plow. The classification lights are still in place but were not used during this time period. —Ryan Crawford photo

detail variations. Norfolk Southern 8635 displays two properly-located Motorola firecracker-style antennas on the cab roof, and Conrail 6012 has one large and one small Sinclair Excalibur-type antenna on the cab roof in the proper locations. Both models' antenna combinations represent two-way radio and end of train device communications. The horns on both models were in the correct location according to the prototype, and they consisted of a Nathan P135R24 horn on the NS unit and a Leslie RSL-3R horn on the Conrail version. Both are the exact types of horns found on the prototypes when they were new. I will discuss the horn audio distinctions later in the review.

MODEL RAILROAD NEWS' sample models also exhibit one other notable Phase III GE C39-8 detail, and this is located at the rear of the radiator section on the

sides of the car body. According to the *Diesel Era* article used as a resource for this review, the radiator intake sections did change over time. The Phase III C39-8s have a small vertical screen at the very end of the car body. This was meticulously tooled into these releases exactly like the prototypes.

One of the interesting traits of the Phase III GE C39-8 was the older style number board frames on the cab and at the rear of the long hood. These number board frames were used on all C39-8s through Phase III examples. ScaleTrains.com did not disappoint with this detail as the number boards are the proper built-out type. This release also has the correct color combination for the number boards, with NS 8635 wearing black numbers on a white background and Conrail 6012 showing the opposite. The typeface of the numerals was exactly



Above: On August 15, 1998, Conrail C39-8 6003 and SD60I 5623 lead train SXRKCK (Streator, Ill., to Kansas City BNSF Argentine yard) off Conrail's Kankakee Belt connection trackage and on to BNSF's Transcon at South Streator, Ill. This awesome overhead view shows some great rooftop details. The Leslie RSL-3R horn, the small and large Sinclair "Excalibur" antennas on the cab roof, the "bathtub" exhaust silencer, the six-section radiator, the white paint highlight on the step portion of the walkway behind the engineer's side of the cab, and the black painted walkways are all incorporated into this new ScaleTrains.com Rivet Counter HO-scale Conrail C39-8 release. A neat detail trick would be to reproduce the covers over the middle section of the radiator vent on the rear of the long hood. —Ryan Crawford photo

as found on the real units.

As expected from this new ScaleTrains.com Rivet Counter release, the handrails are razor sharp, straight, and are the proper body color throughout. All the grab irons are straight and colored correctly, including the unique Dash-8 style bent grabs located on top of the nose on both of the MRN sample models. If you were to purchase the later versions of the ScaleTrains.com Conrail C39-8 release, you would find the appropriately detailed reverse L-shaped grabs on the front of the nose, which aided crews climbing the steps onto the front walkway. According to online photographs, I narrowed down the year the reverse L-shaped grabs were added, and



Left: This is the way you will receive your Rivet Counter HO-scale C39-8. ScaleTrains.com does a great job of protecting the models in a sturdy 15 x 7 x 3-inch box with plenty of foam and a protective clamshell and clear sleeve.

Right: One of the neatest tooling tricks of this ScaleTrains release is the X-panel sheet steel panels incorporated into the shell. If you look very closely at this view of CR 6012, the embossed X-panels are located under the marker light locations and on the access hatches just above the walkway. The small round white detail denotes the plastic diffuser for the walkway lights. The rear pilot detail was excellent with the model displaying two types of spare knuckles in their respective holders, an "E" knuckle on the right and "F" knuckle on the left. I should point out that this release also includes the prototypically accurate hose retaining bars near the bottom of the pilot. However, the hoses are outside of the holders; that's OK, as this was normal for any railroad. This angle affords us a great view of two interesting details: the tiny hand grab located to the left of the sand filler hatch; and, the second is the tread pattern located between the two sets of radiator screens on the top of the hood.

that appears to be early 1991. So, if you model before 1991, your Conrail C39-8s should have the same detail variation as the review model.

MODEL RAILROAD NEWS' review sample models have exquisitely intricate and correct pilot detail. Norfolk Southern 8635 has the proper drop steps at both ends, and Conrail 6012 has a drop step on the rear with a massive anti-climber pilot on the front of the unit. The front of the CR unit also has a correct small snow plow. The NS review model had a large plow applied to the front and rear pilot, which is prototypically accurate. Both *MRN* sample models had accurate actuating hoses and train-line air hoses on both front and back, which have a proper dangle and are of the proper size. The glad hand detail on the end of the hoses is represented by flat silver paint. Also, both sample models had a nicely rendered red MU cable front and back that was plugged into the dummy sockets on the pilot. According to prototype photos, these units had two dummy receptacles and one live receptacle. The Conrail unit has the correct red MU plug cover on the live receptacle and the NS unit cover is black. Additional details on the Conrail model include the accurate spare knuckle holders on the rear pilot, with a rusty coupler knuckle included, and the smaller front-mounted snow plow. These are very nice prototype details.

The intricacies of this ScaleTrains.com release just won't quit, as exemplified by the difference in the two models' truck side frames. Norfolk Southern 8635 has the General Steel Casting trucks with two round casting holes located between the axles. The

truck sideframes on NS 8635 have the prototypically correct GSC trucks with the Hyatt journals. Conrail 6012 has the Adirondack trucks, which differ slightly from the GSC trucks. The shape of the trucks themselves are a bit different and the casting holes are located closer to the outboard axles front and rear. Just when I thought this was about as good as it gets, I found that 6012's Adirondack trucks featured the prototypical open roller bearings

and they do rotate!! Not only do they rotate, but they have been engineered nearly perfectly as there is no wobble of the bearing whatsoever. They are nice and tight, just like they should be. This is an awesome detail trait that has been perfectly executed on this ScaleTrains.com Conrail C39-8 release.

There is no doubt ScaleTrains.com did their homework with these Phase II and Phase III C39-8 offerings, as they offer the unit-specific trucks for each





Above: As stated in the introduction, this is the exact scenario I was referring to as Norfolk Southern 8657 leads train 416 past Iles Tower and over the Southern Pacific diamond on the south side of Springfield, Ill., on October 8, 1993. NS 8657, built in October 1986, represents a Phase III C39-8, constructed in the same order as the review NS model. General Electric C39-8 Phase III details include a wheel handbrake on the side of the short nose, lack of a headlight knockout on the front of the nose, classification lights, exhaust stack extension, GSC trucks, 4,400-gallon fuel tank, and a large plow. ScaleTrains.com has meticulously included these details on its new Rivet Counter HO-scale offering. It's as if they knew I was going to write a detailed HO-scale model review exactly 25 years after I photographed this unit in Springfield. —Ryan Crawford photo

particular model. Norfolk Southern and Conrail used both types of trucks on their C39-8s. They even go so far as including the Hyatt journal bearings on the Adirondack trucks used by the NS. The additional truck details are incredibly accurate with the proper sander line hoses protruding down in front and rear of each truck. One thing I did notice was the speed recorder cable on these two releases had a few interesting bends, which were exactly the same on the prototype. Norfolk Southern 8635 has a black speed recorder cable and Conrail 6012 displayed a red speed recorder cable, which is accurate for these C39-8s. The fuel tanks are of the 4,400-gallon capacity and also correct for both NS and CR Phase III C39-8s.

Final Product Perfection

One thing I want to point out to the reader is the fact that these MRN review models have nearly 25 etched metal see-through grilles located on the sides and roof of the car body.

These models have been meticulously assembled, with the utmost attention given to the assembly process. Not a single screen or screen frame on either of the models was bent or misshapen. Also, all the cab glass was straight and clean with nicely rendered etched-metal frames. All detail parts were perfectly aligned and assembled including the etched metal parts, such as the wind deflectors and windshield wipers. There were no signs of glue-oozing or bent handrails. ScaleTrains.com deserves a hugeatta-boy for not only producing the phase and detail variations of these very unique GEs, but also for having them assembled in a meticulous and careful manner.

On the Test Track

When a model of this caliber is used on the layout, every modeler's wish is that the locomotive performs as well as it looks. ScaleTrains.com has you covered in this department. Both MRN review models ran flawlessly with no noise or vibration in the gears or motor.

The LokSound V4.0 sound decoders representing the chugging of the GE 7FDL-16 were excellent and reminded me of seeing and hearing these units in regular service in central Illinois in the mid-1990s.

For more detailed model performance data concerning these two ScaleTrains C39-8 releases, please see the By-The-Numbers section. Once I placed the models on the test track and turned on my Digitrax DCC system, everything was quiet... that is until I pressed function button F8 on my controller. The start-up sequence was prototypical as the engine sound came to life just like the real thing. As is normal for a LokSound decoder, you must wait until the start-up sequence has been completed before the engine will move. This decoder nuance is a prototypical attribute.

I moved the unit back and forth on my test track and noticed that the sound and motion were in harmony. I also appreciated the independent air let-off when the unit was about to

move, which is another neat attribute of these LokSound decoders. To test the front and rear headlights on both models I pressed F0 on my controller and the LED headlights were brightly illuminated and corresponded to the locomotive's direction. The dimming of the LED headlights was accomplished by pressing function button F12.

These ScaleTrains.com releases also have operable classification lights. Norfolk Southern 8635 utilizes accurate tri-color class lights that will toggle between green-white-red by pressing function button F5. For those of us who didn't get to see prototypical classification lights in regular use: white lights indicate extra section, green lights indicate second section of same train number (used in timetable-train order territory), and red lights indicate marker lights (normally used when the locomotive is in helper service and shoving at the rear of the train). Conrail 6012 has only red marker lights, commonly found on Conrail diesels of the era. ScaleTrains.com has taken the liberty of setting up the Conrail C39-8 marker lights in a prototypical manner for the modeler right out of the box. The red marker lights were normally used while in helper service with the unit shoving at the rear end of the train. ScaleTrains.com has set this up with function button F5, which will dim the headlight in the direction of travel, and simultaneously set the opposite end of the unit's red marker lights to the on position. If you're using your C398 to shove a long train up the Allegheny Mountains, then all you will need to do is press F5 on your controller.

I'm always intrigued to hear the bell and the horn of any new sound-equipped model because that is what I remembered most while being trackside some 20 years ago, when these units were considered front line power. LokSound delivered nothing but memories, as I pressed function button F2 and NS 8635's Nathan P135R24 horn belted out the melodic P135 sound I became accustomed to back in the 1990s.

Likewise, Conrail 6012's Leslie RSL3R sounded great and made it definitely sound "Conrail-ized." The bells on each unit were slightly

different, which matched a few online YouTube videos I downloaded for this review. ScaleTrains.com's instruction booklet lists 16 different horn sounds and two different bells. However, all the programming is already done for you out of the box.

The next sound I reviewed was the dynamic brake sounds, which were enabled by using function button F4. This has to be enabled when the unit is moving, and it sounded dead accurate for these C39-8s. If the modeler purchases a later variation of either of these C39-8s, they would include operable ditch lights just like the prototype units. These two MRN review models were GE factory fresh, and did not include the ditch lights.

MODEL RAILROAD NEWS' review sample C39-8s checked out well in the wheel-gauge and coupler height category by using my NMRA Mark IV Gauge and a Kadee coupler height gauge. For anyone interested, in the November 2017 issue of MRN I had the opportunity to review the ScaleTrains.com Rivet Counter SD40-2 decorated for Burlington Northern 7048. For that particular review, I did replace the provided ScaleTrains.com metal knuckle couplers with Kadee No. 158 scale-head whisker couplers. The coupler replacement required me to slightly enlarge the near-scale draft gear box of the Rivet Counter SD40-2 to accept the Kadee couplers. I did not replace the included ScaleTrains.com couplers on either of these Rivet Counter C39-8 sample models, so I do not know if the coupler replacement would require the same alterations.

In Closing

The ScaleTrains.com Rivet Counter HO-scale GE C39-8 is definitely a winner for those of us who love modern GE high-horsepower diesels. I was lucky enough to witness these brutes in action, and I am doubly delighted they are available in HO scale now and for future generations to enjoy.

The rarity of the C39-8 prototype can't be overstated. This was the pioneering GE model that paved the way for the successful Dash 8-40C up through the more modern Evolution Series GEVOs, which are so commonplace today. Do not hesitate in getting your hands on

one of these excellent models. At the time of this review, ScaleTrains.com did have an online YouTube video showing each road number and paint variation. Hats off to ScaleTrains.com's team for successfully producing a super-detailed and well-researched HO-scale diesel locomotive of a rare GE prototype. **MRN**

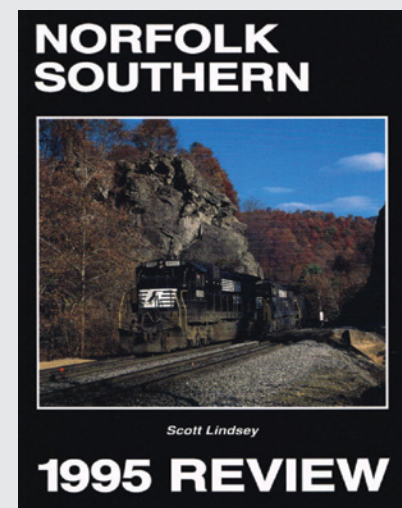
Suggested Reading

Diesel Era September/October 2000 – Volume 11 No. 5 (Withers Publishing), "The General Electric C39-8 Norfolk Southern's Forgotten Workhorses" by Paul K. Withers

Norfolk Southern 1995 Review (Hundman Publishing) by Scott Lindsey

Conrail The Final Years 1992-1997 (Withers Publishing) by Paul K. Withers

Railfan & Railroad (White River Productions) April 2018 – "Dutch Country Dinosaurs" by Dale L. Woodland



Ditch lights among highlights of ScaleTrains.com's second C39-8 release for HO scale



HO — ScaleTrains.com is preparing a second production run for its HO-scale General Electric (GE) C39-8 diesel locomotive models. This impressive Rivet Counter release will see the addition of ditch lights on select releases in this new collection.

New Conrail C39-8 offerings will come equipped with operating ditch lights mounted on the front pilot face. The lights will alternately flash when horn is blown, as per prototype. Representing late 1990s prototypes, the coming Conrail units will include retrofitted inverted-L nose grab irons, and large vertical grab iron on right side of the long hood end, as well as General Steel Casting (GSC) truck sideframes. Four Conrail road numbers (6000, 6002, 6008, and 6013) are planned for this production.

Two variations of patched Conrail livery are coming for this new run. Featuring a Phase III body, CSX 7483 will represent an ex-Conrail C39-8 with Adirondack truck sideframes, blanked front and rear marker lights, and white cab roof. CSX 7486 will feature a patched Conrail Quality paint job, and will include operating front and rear marker lights, GSC truck sideframes, and blue cab roof.



Above: This pre-production sample shows one of two patched Conrail C39-8s in CSX service, which dates them to the early 2000s, that will be included in the coming second ScaleTrains.com production run.



Above: CSX didn't purchase General Electric's C39-8 originally. However, the road acquired this interesting 1980s prototype following the 1999 split of Conrail between CSX and Norfolk Southern.



Above: Though it's an uncommon prototype that only saw Conrail and Norfolk Southern orders, select General Electric C39-8s enjoyed second careers. The next ScaleTrains.com production of its Rivet Counter HO-scale C39-8s will present two looks for Savage Alberta Railway. This trio of pre-production Savage C39-8s features the Canadian short line's full repaint livery. In addition to this style, you'll also find Savage C39-8s coming wearing the dark blue YN3 livery of former owner CSX with that road's lettering painted over on the long hood. The other secondhand C39-8 short line owner in the second run will be Pennsylvania Northeastern with two offerings; one black ex-NS paint and the other blue ex-Conrail paint.



Above: Responding to requests, this second production run of ScaleTrains.com C39-8 diesel locomotive models will include examples with ditch lights. NS models will include this feature on both ends.



Above: Debuting in 1983, this light blue with red and white bands General Electric 607 was the C39-8 demonstrator unit. For this release, ScaleTrains.com will produce an accurate Phase II shell.

A pair of repainted ex-Conrail C39-8s will be available in CSX's YN2 livery in this next release.

The light blue GE demonstrator C39-8 will include a newly tooled Phase II body with operating cab roof beacon, and front and rear tri-color classification lights.

The new Norfolk Southern C39-8s will present 1990s to early 2000s prototypes with four road numbers: 8570, 8585, 8592, and 8608. The Phase II body shells will come with operating deck-mounted ditch lights that will flash alternately when horn is operating.

Returning secondhand C39-8 owner Pennsylvania Northeastern will be joined by another road that picked up this six-axle GE used, Savage Alberta Railway. Savage was a Canadian short line that served about 350 miles in the Alberta province from 1999 to 2006. ScaleTrains.com plans two Savage liveries for its second C39-8 production. One Savage C39-8 look will be a repainted CSX dark blue YN3 offering, and the other will be a full lighter blue Savage repaint.

The second release Pennsylvania Northeastern models will include an ex-Conrail blue patched unit (8212) and an ex-Norfolk Southern black locomotive (8211).

You can reserve these C39-8s now direct from ScaleTrains.com. The non-sound, standard DC release has a suggested selling price of \$169.99. Models with Digital Command Control and ESU LokSound sell for \$259.99.

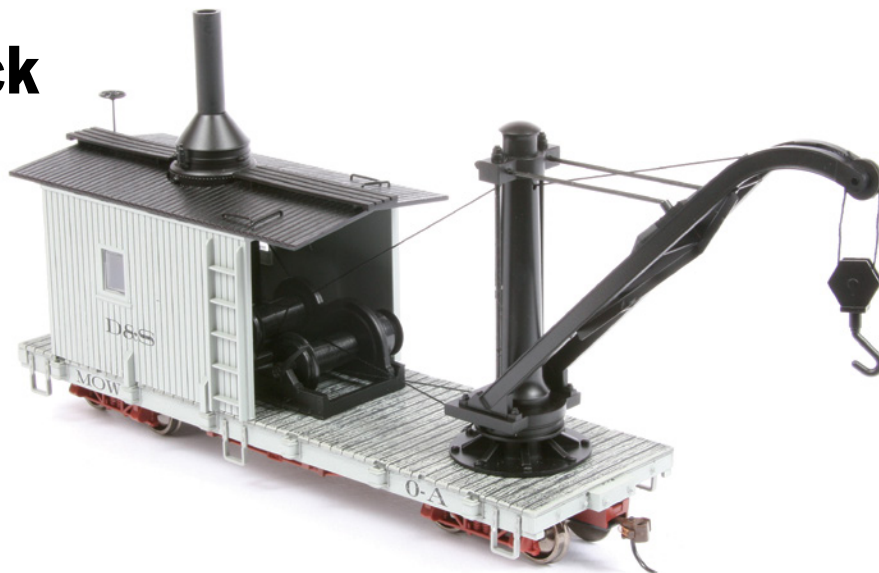
ScaleTrains.com, 7503 Highway 411, Benton, TN 37307; 844-9TRAINS; www.scaletrains.com

Narrow Gauge Derrick Raises the Bar

Review by Jeff Saxton
Model Photos by David Otte

Bachmann Spectrum On30 scale
Derrick Car
Durango & Silverton #OA
#26904, MSRP: \$99.00

Bachmann Industries, Inc.
1400 East Erie Avenue
Philadelphia, PA 19124
800-356-3910
www.bachmanntrains.com



While On30 scale has been around for about 65 years, for much of that time it was a hidden corner of the hobby, with few people actively modeling in the scale (as I well know, having once published a popular On30 scale fanzine). Bachmann discovered that hidden corner around 20 years ago, and pretty much brought it to everyone's attention. I remember the "dark days," when you scratchbuilt everything; it was indeed welcome exposure for On30 when Bachmann began producing fully assembled models in the 1990s.

This derrick car is a new release from Bachmann, and it's a great addition to the Spectrum On30 scale lineup. For anyone who may not have followed the growth of On30 scale, it's a way to have affordable 1:48 narrow gauge

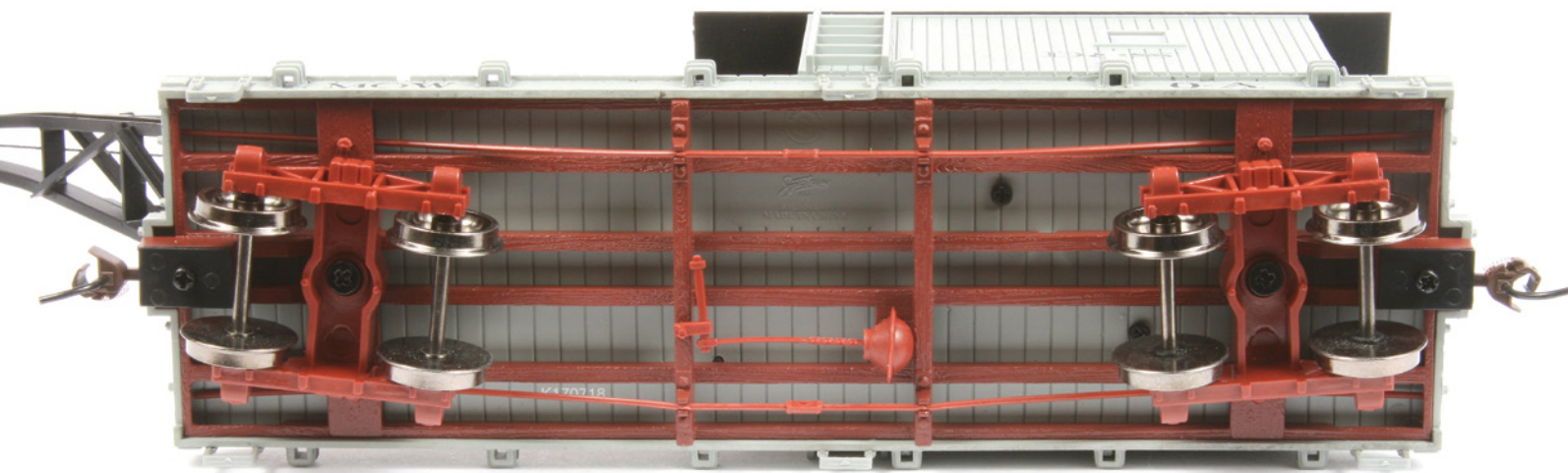
modeling by using the existing HO track gauge of 16.5 mm to represent trains that used 30-inch gauge in the real world. While not very common in North America, 30-inch lines operated extensively in the rest of the world, and this scale and gauge combination offers a freedom not normally found in strict prototype model railroading. This segment of model railroading is popular enough that White River Productions publishes an *On30 Annual* to support this category of the hobby.

Shop-made work cars, the prototype inspiration for this release, served on railroads everywhere. A commercially made railroad crane was expensive, but if you had common items like an old flatcar, a crane, a winch, and some ingenuity, you could create a utilitarian piece in your own shops, with almost no investment other than

time and labor. Stationary pillar cranes like this model's design were once everywhere, usually with a capacity rating up to a few tons, perfectly sized for a railroad's light duty needs in lifting a variety of objects. While not based on any single prototype, this car is nonetheless absolutely typical if not exactly prototypical of any derrick car.

The Durango & Silverton never had a car like this, nor did the original Denver & Rio Grande Western narrow gauge, but then they weren't 30-inch gauge lines either. The actual "OA" was originally an 1880s boxcar converted to an outfit work car. It was then

Below: The underframe matches those of Bachmann's existing line of On30-scale freight car releases. Details include wood frame, truss rods, and vacuum brake rigging. The model comes equipped with metal wheels and body-mounted knuckle couplers.



rebuilt into a wrecking car (with half the boxcar shell removed, and a fixed, solid wood boom extending forward from the middle of the car). Finally, it was converted back into an outfit boxcar around the time of World War I. The Friends of the Cumbres & Toltec Scenic Railroad (www.ngtrainpics.photoshelter.com) have photos of both incarnations, just use "OA" as your search term.

Shipped in Bachmann's now ubiquitous green Spectrum box, the model was well protected inside soft foam inserts and a sheet plastic liner. I encountered no damage on this sample. The model weighs in at 3.1 ounces, and the flatcar itself measures seven inches over the couplers and is just over two inches wide at the stake pockets. With the crane facing forward, the boom adds another two-and-a-half inches to the length. At the tallest point (the stack) the model measures four inches.

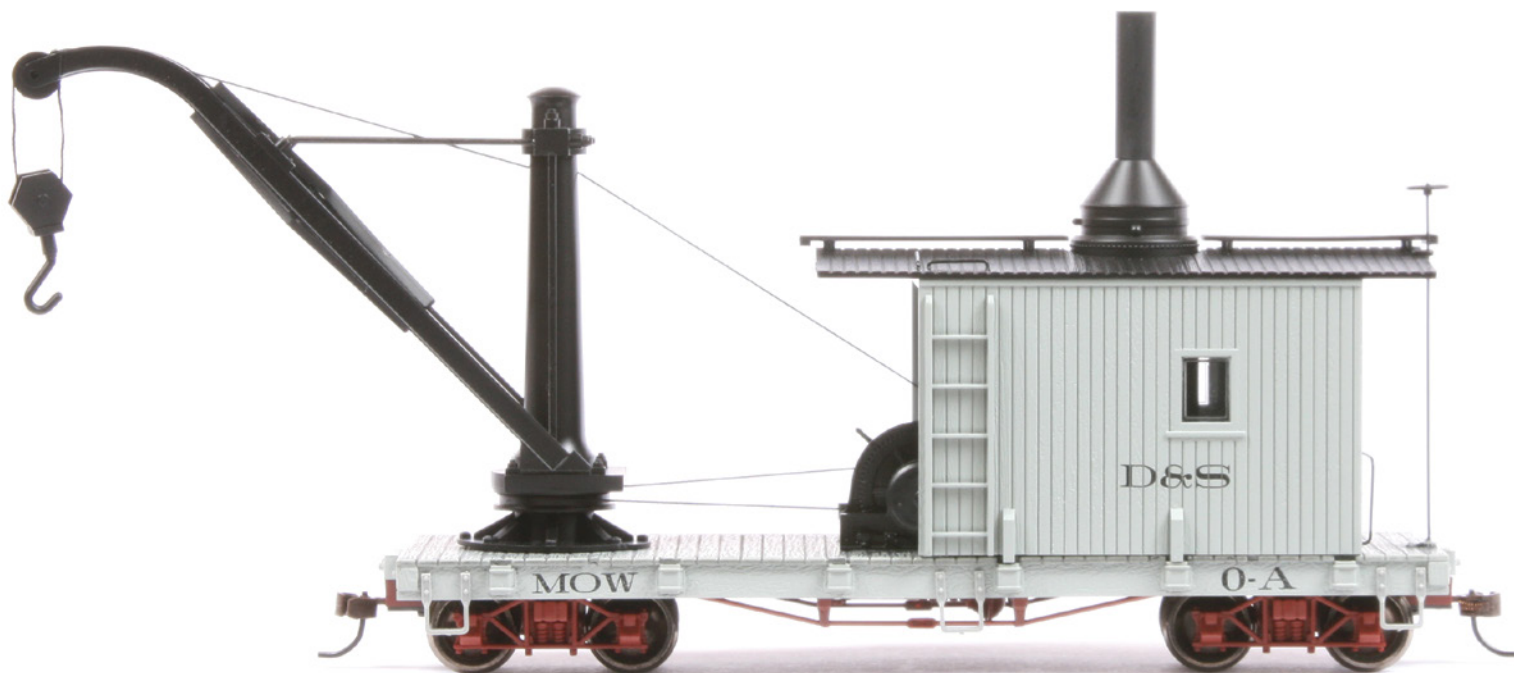
The flatcar itself is identical to Bachmann's regular On30 flatcar, and the entire model is made from injection-molded plastic parts. Various detail parts and wire grab irons have been added to the body. The result is a model that is finely detailed and delicate. The engraved boards feature a wood grained surface texture, with the decking having a weathered black wash preapplied. All the paint was evenly applied, with no blemishes or problem areas; the underframe parts are molded in a rust colored plastic. All lettering was neatly and squarely applied. I saw no glue smears or other signs of sloppy assembly and, overall, the car is very well done right out of its box.

The car rides on plastic archbar trucks with metal wheelsets, and these wheelsets matched NMRA RP-25 standards. The knuckle couplers supplied are Bachmann's E-Z Mate Mark II type. On my test loop, the model easily negotiated 18-inch radius curves and maneuvered No. 4 switches without issues. You will need an idler flatcar for the boom overhang to couple this car into a train.

Inside the cabin is a plastic vertical boiler and two drum steam winches for operating the crane. It closely resembles several hoist engines as made by Clyde, Lidgerwood, and others. A positive added touch is the inclusion of the



Above: The non-business end of the car is functional, yet plain. There should be a ladder here as well, otherwise the brake wheel is less useful. I plan to shorten the brake staff to a height that a crew member could stand and operate from the deck of the car. The derrick car is built on the manufacturer's existing On30 flatcar tooling. The model's flatcar base and crane equipment house come molded in a gray color with black roof. The underframe and trucks come molded in a rust colored plastic.



Above: A well-proportioned asymmetric design adds visual appeal to this recent addition to Bachmann's line of On30 narrow gauge offerings. Sold under the Spectrum brand, this model comes fully assembled and retails for \$99.

"gypsy drum" mounted on the left side of the front shaft, a necessity on such winches, and usually left off models. It's just a shame the cabin interior is mostly unseen, as the hoist is an excellent little model, right down to the hand-operated frictions and foot-operated drum brakes, lacking only the throttle controls. A crafty modeler could replace this enclosed cabin with a scratchbuilt open-sided one to feature the hoist more prominently, or just eliminate the cabin entirely.

The pillar crane is an excellent model in its own right (technically it really isn't a derrick as it isn't stayed, pure pedantry on my part), and Bachmann would be wise to offer it separately. It can be manually rotated 90 degrees to either side, but the boom is a fixed design and the hook cannot be made to rise or fall. In other words, it is a static model, not a functioning toy. Black synthetic thread is used for the cables, one for the slewing (rotating) action, and one for the hook. This thread is a good representation of steel cable, with no fuzziness as one often sees with cotton threads used in this application. The only problem here is that the hook, like all model hooks, is far too light to

tension the thread, so it dangles oddly when hanging. In the real world, the hook would likely be lowered and fixed to an eyebolt on the deck during transit.

While this isn't really a piece of rolling stock you would normally see in regular train service, it would be the focal point of a repair shop scene or small trackside diorama telling a story about its use on the railroad. Bachmann's On30-scale derrick car sets a standard for quality and affordability, as do the manufacturer's offerings in other scales. With this pleasing selection of an uncommon piece of equipment, this car could certainly find a use on every On30 narrow gauge railroad. **MRN**



Above: In addition to Durango & Silverton, this Spectrum derrick car is available decorated for maintenance of way with "MOW" lettering in three colors: gray, Oxide Red, and yellow (right). The other

available road name is White Pass & Yukon (left). Bachmann offers a complete line of locomotives and rolling stock for its Spectrum On30 series that presents 1:48 models that operate on 1:87 track.

General Steel Castings 60-foot flatcars return from Tangent Scale Models



HO — Tangent Scale Models has a new production run available for its General Steel Castings (GSC) flatcar replica. The versatile 60-foot prototypes saw introduction in the 1950s and served on many railroads across the U.S. and Canada. The flatcars hauled lumber, wallboard, poles, heavy equipment, and more. Granite City, Ill.-based General Steel Castings provided railroads with finished flatcars, and also sold flatcar bodies and related components to railroads for their shops to build custom versions of these popular freight cars.

This new release provides eight selections offering modelers examples dating back to the flatcar's early days to contemporary looks.

Two Tangent releases present mid-1950s GSC flatcars. Featuring classic white Railroad Roman lettering, the original brown 1956 Santa Fe flatcars

are Mineral Red, include accurate FT-7 classification, and come in four road numbers. Another 1956 prototype is Tangent's Wabash release. This release includes white lettering and comes in four numbers.

The black with white lettering Northern Pacific (NP) flatcars represent a 1962 prototype. Available in three road numbers, this is a new road name for this Tangent 60-foot flatcar replica.

In 1964 Wabash merged into Norfolk & Western's (N&W) system. Members of the 200-car Wabash flatcar fleet saw repaint into N&W livery. This all-new scheme from Tangent represents a Decatur, Ill., shops car with stacked lettering dating to 1971. The model includes a separately applied ACI label.

Tangent's Burlington Northern flatcar release is an interesting offering. Reproducing an ex-NP flatcar that received Cascade Green and ultra-

simplified decoration, this late 1980s prototype includes accurate crooked reporting marks and data, and era-accurate COTS label.

Missouri Pacific (MP) flatcar replicas include three variations in this new Tangent Scale Models offering. All three provide maintenance-of-way (MOW) looks for MP prototypes in Union Pacific (UP) service.

The MOW post-2005 "Eagle" release presents a brown flatcar patched by UP. The car is accurate for use after 2005 thanks to the inclusion of yellow delineators on the sides of the frame. Two green MOW flatcars return and come with and without delineators.

The fully assembled HO-scale flatcar retails for \$38.95 and is available direct from Tangent and from select hobby dealers.

Tangent Scale Models, P.O. Box 6514, Asheville, NC 28816; 828-279-6016; www.tangentscalemodels.com

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Review by Chris Atkins
Model Photos by Tony Cook

Rapido Trains HO scale
Northern Pacific 10000-series boxcar

Pre-War (1923) NP 13787
#130001-4, MSRP: \$49.95

"Main Street" Slogan (1951) NP 10080
#130008-5, MSRP: \$49.95

Rapido Trains
500 Alden Road, Unit 16
Markham, Ontario L3R 5H5 Canada
855-572-6917
www.rapidotrains.com



Rapido has recently released its Northern Pacific (NP) 10,000-series, 40-foot double-sheathed boxcar model. A first not only because this quintessential NP freight car has never before been manufactured in plastic, but this is the Canadian company's first model of an exclusively U.S.-owned prototype.

Numbered from 10000-13999, this series was so large and well maintained for so many years, they are considered by many to be Northern Pacific's "signature" boxcar. The cars bore Northern Pacific's radial roof design over a wood-framed, double-sheathed body with sturdy fishbelly underframe. The 4,000 cars built across 24 months, beginning during July 1923, lasted well into the Burlington Northern era, with photo evidence of the cars in company service as late as 1982.

The Prototype

Following World War I, Northern Pacific was starved for boxcars to meet

the demands of wheat and lumber shippers, and was no longer able to secure adequate foreign road fleet members to meet the seasonal rush. The 1923 Northern Pacific "Approval for Expenditure" (AFE) file sums up the need for boxcars; "We have not added to our box car equipment since 1918, and we now have 2,517 fewer box cars than we had in 1914. During the season of heavy grain movement we have, in the past, been able to accumulate foreign box cars to enable us to handle this traffic. During the past season we have been unable to do this and will probably not be able to do so in the future."

Acting on the transportation crisis brought on by World War I, President Woodrow Wilson established the United States Railroad Administration (USRA) on December 28, 1917. In order to reduce the freight car shortage, one of the USRA's accomplishments was the creation of several standard

freight car designs, including a double-sheathed boxcar with a fishbelly steel underframe. The NP never received any of these cars during the war, but instead relied on a modified truss rod design built in its own Brainerd, Minn., shops in 1918.

For its 10,000-series fleet, Northern Pacific officials based the boxcar design on a USRA standard plan. These cars were built by several freight car manufacturers. The largest builders were Western Steel Car & Foundry, American Car & Foundry, and General American Car & Foundry. Each builder supplied 1,000 cars. These orders were followed by the Pullman Car & Manufacturing Company and Pacific Car & Foundry, with both builders supplying 500 examples of this boxcar.

As delivered, the cars had Bettendorf U-section trucks. Originally, they had K-type brakes with Miner Ideal lever-style handbrakes. Car builders





employed Hutchins roofs, which had radial steel sections, giving the boxcars a classic NP-style rounded roof. You'll find this roof design on many Northern Pacific stock cars and refrigerator cars, and on other boxcars of this era. The 4,000-cars used Youngstown Murphy 7/8 ribbed steel ends with a lumber door on the A-end. An additional 500 cars (14000-14499) were built at the company's Brainerd shops in 1932 following the same design, but used Dreadnaught ends, a new fishbelly underframe, and different brake arrangement.

The underframe was painted black to match the trucks; this appearance remained throughout the life of the fleet. The rest of the car received a coat of Metallic Brown with arched Northern Pacific lettering and centered data on

Facing Page and Below: Rapido Trains frequently promotes its attention to underbody details on its models. This NP boxcar is no exception and faithfully reproduces the early K-style brakes (facing page model) and AB-style brake rigging (below) applied in later years to these boxcars.

left side of door. At this time there was no Northern Pacific monad herald used on freight cars. As the cars aged, they were repainted as needed, generally matching the current company boxcar paint guidelines.

The first change dates to the early 1940s. The small, 36-inch Monad herald was added to the area right of the door and the roof was painted black. In 1945, the railroad began replacing K-brakes with AB-brakes, which took several years to complete. The lever-style handbrakes remained. The paint scheme remained the same, but in addition to the roof, the ends were painted black.

Beginning in 1951, the larger 48-inch Northern Pacific Monad herald was used with the "Main Street of the Northwest" marketing slogan written in a script typeface and centered under the Monad. The roof and ends were painted Metallic Brown to match the sides. This is the paint scheme most of the cars remained in until being scrapped.

After 1956, the company decided that cars in the series would no longer be

Above: This is one of the early looks for Rapido Trains' new HO-scale Northern Pacific boxcar model. This large fleet of NP cars served the road from the 1920s and beyond the road's 1970 merger into Burlington Northern.

repaired or repainted but were disposed of when maintenance was needed. This was also the year more than 300 cars transferred to company service use. This included renumbering to the 200,000 series. The company service cars were common until Burlington Northern purged its maintenance-of-way fleet in 1982. Another use that began in 1956 saw more than 1,000 of these boxcars converted to log flats. Many of those examples lasted until the BN stopped hauling logs in the 1980s.

As the cars aged, the interiors became unsuitable for clean loading, and some were assigned to more mundane service like hide loading. Hides contaminated a car's interior, preventing the car from being used for any other commodity. A "HIDE LOADING ONLY" stencil appeared on the exterior of boxcars in this service.





Above: Northern Pacific 10278 displayed a weathered look from years of service, but was still going strong when this picture was taken at Altoona, Pa., in late 1961. —Kevin EuDaly collection

Below: This view shows the A- and B-end of Rapido Trains' HO-scale Northern Pacific boxcar. The rounded roofline was a signature Northern Pacific feature for this boxcar and other freight cars. The model accurately presents a Hutchins-style roof with wood plank running boards. Note the inclusion of the lumber door opening on the A-end (left).





Some of these boxcars remained in use past 1980, maintaining their original 10,000 series road numbers.

The Model

Rapido Trains delivered its new HO-scale model with paint schemes used throughout the prototype's life. The company is marketing the releases as NP Pre-war 1923-1938 with K-brakes, red ends and roof; NP 36-inch Monad 1940-1944 with AB-brakes, red ends and black roof; NP 36-inch Monad 1945-1950 with AB-brakes, black ends and roof; NP 48-inch Monad 1951-1956 with AB-brakes, "Main Street of the Northwest" slogan, red ends and roof; NP 48-inch Monad 1956-1982 with AB-brakes, "Main Street of the

Below: Rapido Trains provides its own MacDonal-Cartier knuckle couplers and accurate 33-inch metal wheels on this NP boxcar model. In addition to the offerings cataloged by Rapido Trains, you'll find exclusive releases available from the Northern Pacific Railway Historical Association.

Northwest" slogan, red ends and roof, numbered for company service; and an undecorated model.

In addition, a car matching the 1951-1956 and 1956-1982 paint scheme, but without a road number, is available directly from the Northern Pacific Railway Historical Association (NPRHA). The NPRHA also has a decal set with road numbers for that paint scheme, along with many special markings such as "HIDE LOADING ONLY" stencils.

The model comes well packed in a plastic carriage, enclosed in a windowed cardboard box. The combination ensures that none of the model's delicate parts are broken in shipping and makes a handsome display on the hobby shop shelf. Included in the box is a single sheet describing the history of the car with a

Above: This appearance with Monad herald and "Main Street of the Northwest" slogan reproduces an early 1950s prototype for this 40-foot boxcar. The fully assembled HO-scale model retails for \$49.95 and comes in a variety of NP liveries.

couple sharp photos of the cars in their heyday. There is also a nice shout out to the members of the NPRHA that helped Rapido Trains in making the model possible.

Weighing nearly four ounces, having MacDonal-Cartier knuckle couplers, and metal wheels, the car is ready to place on many owners' layouts as is with no modifications or enhancements necessary. If your operation includes remote uncoupling with a magnet, standard Kadee #5 or #58 couplers are easily swapped out by removing a small self-tapping screw holding each coupler pocket in place. The models are very close to matching the height of a





Above: October 10, 1966, finds NP 13325 wearing the final 1951-1956 paint scheme in hide service at Butte, MT. It is still reporting the original road number given at the Pullman Car & Manufacturing Company in 1925. This survivor was one of the last 500 cars in Northern Pacific's 10000 series double-sheathed boxcar order. —Matt Herson photo

Kadee coupler height gauge.

Out of the box, the first thing that stands out is the crispness of the lettering against the Metallic Brown paint. With the help of a magnifying glass, the fine print on the side sills, car ends, doors, and even air reservoir can be easily read, although the latter appears to be upside down on the pre-war models. Each model has a reweigh date appropriate to its paint scheme.

The car's paint closely matches the Metallic Brown sample included in the NPRHA's Drift Card set. The paint used on these cards was mixed using the original formulas discovered in the historical society's archive. Also called Mineral Brown or Boxcar Red, the model can appear more red than brown under certain light, which might be why Rapido refers to the cars as having red paint.

The boxcar features the iconic Northern Pacific radial roof with nicely detailed modeled wood running boards including nail heads and accurate bracing. All of the delicate grabs and stirrups, which often get broken off in normal handling, are

made of metal. The stirrups are quite remarkable in their fineness and the angle in which they stick out from under the side-sill.

The ends are accurately detailed with coupler cut levers, pole pockets, ladders, and grab irons. There is a lumber door and nail board on the A-end, while the B-end has a brakeman's platform under the lever-style hand brake mounted atop the brake mast. The Youngstown Murphy 7/8 ribbed steel ends appear to match photos of the prototype and include several strategically located rivets.

A matte black was used on all of the underbody, which has complete brake rigging including a train line and durable air hoses on both ends. The pre-war models have KD-type brake rigging, with the triple valve attached to the brake reservoir. The brake rigging is very finely detailed.

New to this model are Rapido's Bettendorf U-section trucks. The black plastic trucks have great detail and come with Rapido's own 33-inch, free-rolling, blackened metal wheelsets. The trucks are also attached to the car with self-tapping screws, which have an integrated washer that fits very tightly to the truck.

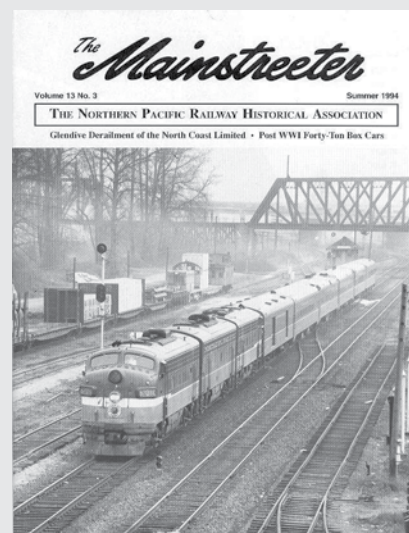
The doors come molded in place to allow the guides and hardware to be accurately modeled. The car body can

easily be removed from the underbody. There are four tabs holding the shell and underframe securely together. Sliding a hobby knife between the car sides and underbody quickly releases the tabs without marring or otherwise damaging the model. The steel weight is attached to the model with the same screws used with the trucks.

Conclusion

Rapido Trains has certainly built a very accurate, highly detailed, yet robust model of this double-sheathed

Reference



boxcar seen throughout the Northern American rail network for dozens of years. As a fan of the Northern Pacific, I'm often looking at old black and white photos of busy yards and playing a game of "find the NP boxcar." It never fails, the distinctive arched Northern Pacific name shows up in every corner of North America.

For prototype modelers of all roads, this car will be at home on any layout modeling the steam era, just after World War I into the transition and first-generation diesel eras. This is also a great car for Burlington Northern modelers looking for a tool car to add to their work trains, or who want to really dirty up a car and label it for hide service. Collectors or modelers who can appreciate a beautiful boxcar that performs well right out of the box will want to pick up at least one. Given the quality of this offering, I look forward to seeing what other signature freight cars Rapido brings to market. **MRN**

Chris Atkins models late 1960s era Wyoming and Montana operations of the Northern Pacific and Burlington Route. Chris' career involves the design of integrated circuits. He also manages the Northern Pacific Railway Historical Association's company store. He and his family live in North Texas, where he helps put on two train shows annually. This is his first review for MODEL RAILROAD NEWS.

A good reference on this Northern Pacific prototype is John W. Barry's "Post-WWI Forty-Ton Box Cars" article. Mr. Barry's feature appeared in the Summer 1994 edition of *The Mainstreeter*.

The Northern Pacific Railway Historical Association (NPRHA) is dedicated to preserving the history of America's first northern transcontinental railroad and making it accessible on this website. This is done by the nearly 2,000 members of the NPRHA who support research into the operations, equipment, and facilities of the NP and by modeling and publishing the various research findings. The NPRHA has published *The Mainstreeter* magazine once a quarter since 1981 and extends preservation grants to those preserving railway heritage including structures, publications, research, and educational projects. Information at www.NPRHA.org Company Store at www.store.NPRHA.org.

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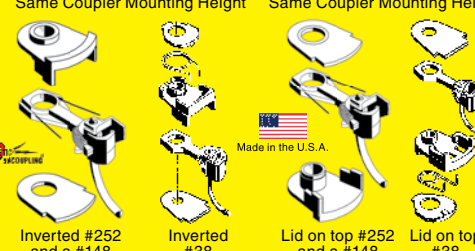
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Märklin Z-scale starter set and G-scale LGB observation



G & Z — Märklin's new Museum Passenger Train set (#81871) offers a well-detailed starter set for Z scale. This set provides a locomotive and three rolling stock selections, plus track, power supply, and controller.

The V60 diesel locomotive reproduces a Franconian Switzerland Railroad prototype and features die-cast metal construction. All three axles are powered and the model's side rods and wheels are nickel-plated with a black hue.

The Z-scale passenger car models include a corridor car, first and second class car, and dining car. The V60 diesel and its three passenger cars reproduce the current appearance for the prototype.

The provided track includes six four-inch straight sections and ten curved pieces of two sizes. Among the track sections, the set comes with a rerailer section. The \$254.99 Museum Passenger Train starter set also comes with a track plan brochure, locomotive controller, and switched-mode power pack. This Z-scale set can be expanded with the separate purchase of one of many track extension set releases.

Announced at last year's Nürnberg

Toy Fair, the new LGB Wernesgrüner Brewery observation car model (#L32352) retails for \$349.99 and reproduces Schönheide Museum Railroad type KB4 prototype.

The finely detailed G-scale model comes with interior that includes a bar and two working table lights. The

model's lights function by collecting power from the provided metal wheel sets. This deep green open-air observation car model is an Era VI release, and is available now from LGB hobby dealers.

Märklin, Inc., P.O. Box 2649, Lake Ozark, MO 65049; 573-365-9522; www.marklin.com



Above: This open-air observation car model from LGB reproduces a prototype that operates on the Schönheide Museum Railroad in Germany. Reproducing the prototype, the G-scale model includes a deep green body with Wernesgrüner Brewery name and logo.


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Norfolk Southern “Red Mane” and more coming for Athearn Roundhouse Dash 9-44CW release



HO — The coming Athearn Roundhouse release of HO-scale General Electric (GE) Dash 9-44CW diesel locomotives promises a variety of looks for this popular prototype. GE's Dash 9-44CW arrived in 1993 and sports a wide nose, Hi-ad trucks, and flared rear radiator section as spotting features.

The model first appeared in 1996 as an Athearn “Blue Box” release and later saw reintroduction as a Ready To Roll model offering. Today, this six-axle GE diesel locomotive model resides in the Athearn Roundhouse line. What you'll receive when purchasing

one of the coming models is a fully assembled example with Athearn's Quick Plug electronics design providing 8- and 9-pin connections for Digital Command Control conversion, LED lighting, factory-applied sunshades, frame-mounted bell, exhaust stack, brake wheel, rear sand filler hatch, and air tanks, as well as separately installed wire grab irons on the plastic body. The model comes with flexible handrails, non-illuminated ditch lights (on select road names), and McHenry scale-head plastic knuckle couplers.

Planned for November delivery, eight paint schemes are coming for this

Athearn Roundhouse HO-scale Dash 9-44CW model.

While many would tell you it's hard to compete with Santa Fe's “Superfleet” livery, Norfolk Southern's “red mane” rebuild certainly tries for most appealing paint scheme in this coming collection. In addition to the NS 8520 with “red mane” and three road numbers for red-and-silver Warbonnet Santa Fe offerings, the release will present the following: BC Rail in blue with white stripes and eye-catching red, white, and blue scheme; BNSF's early “Heritage I” livery; CSX's YN2 look; and Union Pacific with a mid-1990s appearance and two more contemporary versions with “wings” herald. One of those newer Union Pacific Dash 9-44CWs will be UP 9819 with “The Future Network” logo on the long hood.

The tooling includes three cab variations and the models will utilize the most accurate version for each announced release. The Athearn Roundhouse HO-scale Dash 9-44CW lists for \$129.98.

Athearn Trains, 1600 Forbes Way, Suite 120, Long Beach, CA 90810; 877-422-9316; www.athearn.com



Left: Norfolk Southern 8520 appears fresh from the Juniata Shops in Altoona, Pa., on July 20, 2018. This “red mane” locomotive is an example of the road's DC to AC conversion rebuilding work. The unit started out in 1996 as NS 8946 and was a General Electric Dash 9-40CW. — Norfolk Southern photo

Athearn PS-2 4427 covered hopper in N scale

N — Introduced in 1964, Pullman-Standard's PS-2 series 4,427 cubic foot capacity covered hopper provided increased hauling ability for bulk commodities, such as grain, for North American railroads and shippers. The PS-2 line of hoppers arrived in the 1950s and by the mid-1960s, when this 4427 saw release, Pullman-Standard was a dominant freight car builder. Examples of this 4427, which saw production into the late 1960s, saw use all over North America. Some examples remain working in the 21st century.

Athearn's model represents all-new tooling by the hobby manufacturer for its N scale line. The covered hopper will come fully assembled with proper weight, body-mounted McHenry operating plastic knuckle couplers, and 36-inch metal wheels riding in plastic roller bearing truck sideframes. Athearn recommends this new N-scale 4427 covered hopper model for use on Code 55 and taller rail, and the model will navigate 9-3/4 inch-and-wider radius curves.

The announced first production will provide eight road names, which will reproduce prototypes from the car's early days in the 1960s to contemporary era usage. The 4427 covered hoppers with 1960s looks will include Harmon Grain and Pillsbury, both featuring



Above: Featuring gray sides and roof with black ends and underframe bays, the coming Harmon Grain example represents a leaser or X-car with TLDX reporting marks. With its 1967 build date, the Harmon Grain covered hopper provides a representation of a car in service not long after the prototype's introduction.

Below: Showing the long service lives most 4427 covered hoppers have enjoyed, this gray Montana Rail Link pre-production model shows a secondhand owner example dating from the 1990s. Athearn's coming 100-ton three-bay covered hopper will be an ideal model for N-scalers in the grain hauling business.



TLDX reporting marks, and Santa Fe. Moving forward in time, Athearn's dark green Chicago & North Western models will feature a separately applied plate to present the road's herald and a 1979 date. A trio of road names will depict late 1980s cars: Burlington Northern, Union Pacific, and Wisconsin Central.

The newest prototype in the first group will be Montana Rail Link hoppers with a 1990s appearance. Single models carry \$28.98 suggested retail pricing and 3-packs list for \$84.98.

Athearn Trains, 1600 Forbes Way, Suite 120, Long Beach, CA 90810; 877-422-9316; www.athearn.com



Above: In addition to the Harmon Grain and Montana Rail Link pre-production models shown, Athearn plans six other road names for its first production of N-scale Pullman-Standard 4427 covered hopper models. These Athearn illustrations provide examples of the decoration for the coming Santa Fe, Pillsbury, Burlington Northern, Union Pacific, Chicago & North Western, and Wisconsin Central covered hopper models. Athearn will offer this all-new release as a single car offering for \$28.98 with three road numbers available and in a 3-pack set for \$84.98. Look for this new N-scale model to arrive during November 2019.

PIKO America's Rio Grande 2-6-0T ready for backyard runs this spring!



G — PIKO America adds Rio Grande to its roster of G-scale 2-6-0T Saddle tank steam locomotives. The model features a black and graphite colored body with silver driving rods and valve gear. The model comes fully assembled and includes gold bell on the front of the boiler, and Grande Gold band on the saddle tank sides with “flying” Rio Grande lettering. The cab includes white 31 road number and rear coal bin behind the cab including Rio Grande’s “Scenic Line of the World” herald. Included in the detailed cab is a decorated engineer figure.

This new PIKO America Rio Grande 2-6-0T Saddle tank (#38207) is powered by a 5-pole motor, includes directional LED lighting, and comes ready for easy install of smoke and sound features (sold separately).

This year marks the 150th anniversary of the driving of the Golden Spike at Promontory Summit, Utah, and PIKO America has two new Union Pacific (UP) passenger car models. One new G-scale UP passenger car model is a coach (#38648) featuring the

name “Promontory Summit” with the number “1869,” the year of the driving of the Golden Spike. The other new UP passenger car features a combine design with coach seating section and baggage door. That combine model (#38649) features the name “Mission Trails” and number 1923. Both models feature wood-side design with brown and yellow livery with red roof and striping. The cars include working couplers and plastic wheels.

You can enhance these PIKO America G-scale passenger car models with separately sold interior lighting kit (#36135) and ball bearing wheelsets (#36167).

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MTH Train's Premier O-scale GP35

in addition to LED illuminated cab interior, classification and marker lights, and front and rear number boards.

Additional features include detachable snow plow, plus two handpainted crew figures.

Operating features include MTH's ProtoSmoke diesel exhaust system and onboard Digital Command Control/Digital Command System with Proto-Sound 3.0 audio output. The model can be purchased with Hi-Rail wheels and will navigate O42 and wider 3-rail curves. This GP35 can also be bought with scale wheels.

Featuring a \$499.95 suggested retail price, MTH Trains' O-gauge GP35 is available decorated for General Motors' vermillion and white demonstrator; Richmond, Fredericksburg & Potomac; Soo Line's Bicentennial 1776 unit; Southern Railway with high short hood; Western Maryland; and Wheeling & Lake Erie with high short hood. MTH's RF&P and Soo Line GP35 lack dynamic brake details on their hoods, as per prototype.

MTH Electric Trains, 7020 Columbia Gateway Drive, Columbia, MD; 410-381-2580; www.mthtrains.com

O — There's a new group of MTH Electric Trains Premier GP35 diesel locomotive models in O gauge. The release presents Electro-Motive Division's second generation GP35 in 1:48 scale proportions with a plastic body shell, metal handrails, air horn, grilles, fuel tank, pilots, and truck sideframes. MTH provides its Premier O-gauge

GP35 with a metal chassis housing twin flywheel-equipped motors, and metal wheels, axles, and gears. The model comes with MTH's remote-controlled Proto-Couplers and also includes Kadee-compatible coupler mounting pads for easy conversion, if desired. LED-powered direction headlights are included on this O-gauge GP35,



Atlas announces Alco FA-1/FB-1

N — Atlas expects to ship during the second quarter a pair of new diesel locomotive models that will add to the hobby manufacturer's Master Line.

The prototype for this new Atlas addition is Alco's first generation 1,500-hp FA-1 cab unit and booster FB-1. Following Alco's production of road switchers during World War II in the first half of the 1940s, the FA-1 and FB-1 represented the diesel builder's contribution to the cab unit segment of the market. While Electro-Motive Division's F-unit series took the majority of orders for first generation cab units, Alco did some business with its "FA" line offered from early 1946 into mid-1959 with 1,400 examples produced.

The FA-1/FB-1 saw availability from January 1946 through late 1950 with about 450 A-units sold and approximately 250 B-units joining them. The largest FA-1 fleets included Gulf, Mobile & Ohio (55 units) followed by New York Central and Union Pacific (both with 44 units each). Atlas will provide examples of two of the three largest FA-1 owners in its initial production.

Many roads operated smaller groups of these early Alco cab units and not all were minor railroads. For example, the large Pennsylvania Railroad purchased only eight each of the FA-1 and FB-1 models. Both Lehigh & New England and Lehigh Valley could boast larger FA-1 rosters and were each a fraction of the size of the Pennsy.

Atlas' model will be offered in six road names. Buyers will be able to select between standard DC models (Silver series with \$109.95 MSRP) and examples equipped with factory-installed Digital Command Control and sound (Gold series with \$219.95 MSRP).

ESU will provide its LokSound

Right: Erie will be among coming road names for the first Atlas production of Alco FA-1 and FB-1s. Erie 7291 was on the point of a four-unit set of these first generation diesels at Salamanca, N.Y., on May 30, 1965. —Kevin EuDaly collection



system in the new N-scale Alco FA-1/FB-1s. This will be the first time modelers will be able to purchase this diesel model, formerly part of the Walthers' N scale collection, with DCC and sound. Atlas will provide knuckle couplers on these releases and FA-1s will feature LED lighting.

The six announced road names include Erie; Gulf, Mobile & Ohio; Lehigh & New England; Lehigh

Valley; New York Central; and Pennsylvania Railroad. Each road name will include three FA-1 road numbers and three FB-1 road numbers. In addition to decorated models, Atlas plans undecorated FA-1 and FB-1 releases in both Silver and Gold versions.

Atlas Model Railroad Company, 378 Florence Avenue, Hillside, NJ 07205; 908-687-0880; www.atlasrr.com



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Canadian National caboose in HO scale from Sylvan Scale Models



HO — Sylvan Scale Models brings back a limited production for two craftsman-level kits for HO scale modelers. The recently released additions to the Sylvan Scale Models line provide the basis for building high quality reproductions of Canadian National Railway wood-side caboose prototypes.

Sylvan's kit provide flat cast-resin sections for assembling the caboose body, cupola, and frame. You receive photo-etched brass steps and ladders, and clear window glazing. The kit also includes accurate water-slide decals. The builder supplies trucks and couplers of their choice.

The completed HO-scale Canadian National Railway caboose model

presented above shows the original or as-built version (#HO-1029) of the prototype. The model example shown below is the modern version (#HO-1030) of this wood-side caboose prototype. This kit release carries a \$54.95 suggested retail price. Both models were constructed for Sylvan Scale Models by Guy Papillon.

Another new offering from Sylvan Scale Models is a kit to reproduce in HO scale the 1922-built Great Lakes freighter "White Swan" of Manitowoc. The 81-foot waterline model kit (#HO-1125) lists for \$89.95.

Sylvan Scale Models, 32229 Sylvan Road, RR #2, Parkhill, ONT, NOM 2K0;
www.sylvanscalemodels.com



Help restore a unique Erie Lackawanna diesel with Athearn's new Genesis SDP45 release



HO — Athearn's next production of Genesis SDP45s will include Erie Lackawanna (EL) 3639 and Conrail (CR) 6670 releases. The Youngstown Steel Heritage Foundation (YSH) is working to preserve and restore EL 3639, currently wearing what's left of its Conrail blue livery from its years as CR 6670. Available in non-sound version for \$219.98, or with DCC and recently recorded 645E3 20-cylinder prime mover audio by SoundTraxx for

\$309.98, Athearn will provide YSH with a donation from the sale of these SDP45s to aid in the work being done on the prototype's restoration work.

This production, due during September 2019, will include additional Conrail road numbers, patched Conrail units in Morrison-Knudsen leaser service, additional Erie Lackawanna road numbers, and new road numbers for Great Northern and Southern Pacific SDP45s with as-delivered detailing.

These new Genesis HO-scale SDP45 diesel locomotive models will include LED lighting and rubber MU hoses, in addition to a wealth of road-specific details. The non-fundraiser CR and EL, as well as the coming Great Northern, Morrison-Knudsen, and Southern Pacific releases retail for \$209.98 (non-sound) and \$299.98 (DCC-sound).

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Return of the Bs from Athearn for HO Genesis Geeps



HO — More first generation Geeps are coming from Athearn in HO scale. Among the coming releases, this Genesis-series HO model will have booster B-units, as well as regular cab-equipped examples.

The interesting and uncommon Electro-Motive Division (EMD) GPB will be offered decorated for Pennsylvania Railroad (PRR) and Union Pacific (UP) with multiple road numbers and matching livery GP7 (PRR) and GP9 (UP). The Pennsy GP7s will come accurately detailed and without dynamic brake feature, as per prototype, and will wear the road's Brunswick Green. The coming UP GP9s will include the as-delivered mid-1950s version of the road's famous Armour Yellow livery and will include dynamic brake detail, winterization hatch on the long hood roof, cab shades, and more.

Also coming in this late October 2019 arrival look for as-delivered green Canadian National (CN) GP9s

with solid or rounded yellow frame striping, as per prototype, for each of the announced road numbers. The coming CN GP9s will include large round single lights on front and rear, and Canadian-style angled end handrails.

Southern Pacific "Black Widow" scheme GP9s will be included in this new offering. The models will come with early coupler cut lever, full skirting over the tanks, MU catch boxes with footboards on pilots, and signature Southern Pacific light package with front and rear early Pyle light and red emergency light.

The non-dynamic brake Seaboard Air Line (SAL) GP9s will present the road's attractive green with yellow livery. Details on these SAL Geeps will include single-bugle air horns placed on the short hood roof and behind the cab on the long hood, small cab shades, and full skirting over the tanks with inspection slots.

Two Midwestern favorites, Frisco and Missouri Pacific, round out the coming

October 2019 deliveries of Athearn Union Pacific Genesis GP9s.

The new St. Louis-San Francisco, or Frisco, GP7s will feature Phase II body styling with road-accurate extended exhaust stacks and L-shaped grab iron on the unit's nose. The models will be finished in Frisco's early diesel black with gold livery.

Coming Missouri Pacific GP7s will also sport body shells with Phase II characteristics, Mopac-accurate exhaust deflector, and modelers will receive a parts bag with spark arrestors and ACI plates. The coming Missouri Pacific GP7s will be dressed in Jenks Blue with buzzsaw herald on the cab sides.

Athearn's DCC-ready, non-sound Geep retails for \$199.98. Examples with SoundTraxx Tsunami2 audio and DCC list for \$289.98. This production will include LED lighting and rubber MU hoses.

Athearn Trains, 1600 Forbes Way, Suite 120, Long Beach, CA 90810; 877-422-9316; www.athearn.com



Above: EMD's Geeps might have been first generation diesel offerings, but they enjoyed very long careers on North American railroads. This view shows the now-available blue Montana Rail Link GP9 (left) next to a coming Seaboard Air Line GP9 (right). Montana Rail Link began operations in 1987, while Seaboard Air Line joined Atlantic Coast Line in 1967 to form Seaboard Coast Line. The Geep collector can cover many eras and many roads, as this pair of Athearn Genesis HO-scale examples illustrate.

Santa Fe boxcars in Z scale from AZL



Z – American Z Line (AZL) adds Santa Fe to its lineup of Z-scale boxcar model offerings.

The Mineral Red model features a plastic body shell and reproduces the 1937 AAR-design 40-foot prototype with sliding door. The model features separate door, ladders, running boards, and brake wheel. The car comes with metal wheels and knuckle couplers.

AZL's Santa Fe release comes as a single boxcar offering (#904300-1), as a two-pack set (#904370-1), and a four-car set (#914300-1). Each set provides unique road numbers, allowing operators and collectors to purchase all three Santa Fe boxcar releases and amass a collection of seven examples with different road numbers on each model.

Recent Z-scale 1937 AAR-design boxcar deliveries from American Z Line include Union Pacific with "Road of the Streamliners" and "Serves All The West" slogans on the car sides in yellow. You'll also find Atlantic Coast Line and New York Central offerings.

AZL's 40-foot outside-braced boxcar is available decorated for Rio Grande. The single-sheathed wood boxcar model includes a sliding door. The plastic model is decorated Boxcar Red and includes white lettering featuring D&RGW reporting marks and "flying" Rio Grande on the car sides.

American Z Line, 6142 Northcliff Blvd., Dublin, OH 43016; 614-764-1703; www.ztrack.com



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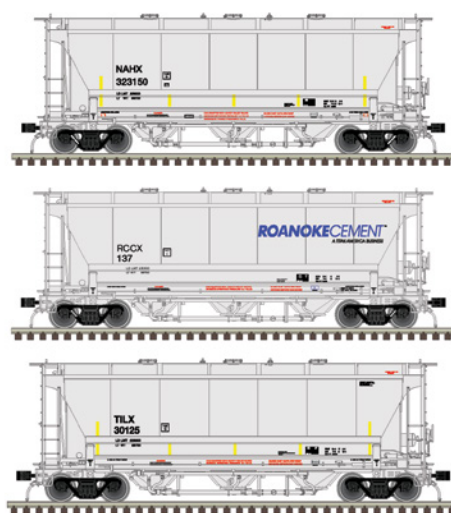
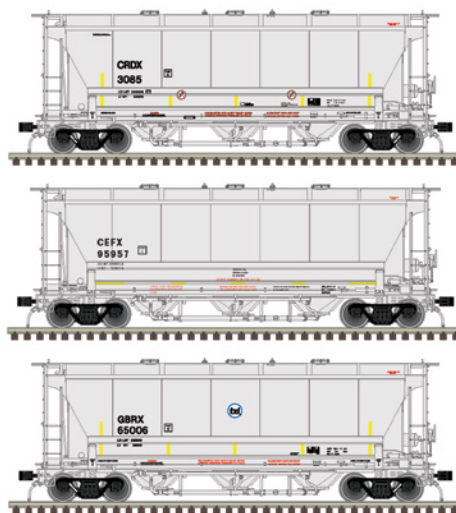
The All-Scale News Monthly

www.ModelRailroadNews.com

Trinity 3230 covered hopper is coming to HO

HO — Featuring all new tooling, the recently announced Atlas three-bay Trinity 3230 covered hopper will be a new Master Line HO-scale freight car model. Atlas plans a third quarter delivery for the first group of these Pressure Differential or PD hoppers. The prototype is a contemporary car that follows a Thrall design first found on North American rails in the late 1990s. The prototype provides railroads with a smaller version of the 5660 PD hopper. Though smaller in capacity, the 3,230 cubic foot capacity still puts 100-tons on the rails, as this car handles heavier commodities.

The new plastic model will be fully assembled and will come with separately applied wire grab irons



and coupler cut levers, as well as etched-metal roofwalks.

The six coming road names for Atlas' 3230 PD covered hopper will represent X-car or leaser examples: Chicago Freight Car (CRDX), CIT Group/Capital Finance (CEFX), General Electric Rail Services (NAHX), Roanoke Cement (RCCX),

TXI (GBRX), and Trinity Industries Leasing (TILX). Multiple road numbers will be offered for each road name. The decorated 3230 PD covered hopper model retails for \$59.95. An undecorated model will be offered for \$49.95.

Atlas Model Railroad Company, 378 Florence Avenue, Hillside, NJ 07205; 908-687-0880; www.atlasrr.com

TrainWorld offers exclusive collection of New York-themed O-gauge Lionel Pullman-Standard covered hoppers



O — TrainWorld has six O-gauge covered hopper models available. Each of the black hoppers feature borough and New York-themed names in white billboard lettering. Decoration includes yellow conspicuity markings, white data and reporting marks, and black and white COTS labels.

The freight car is a LionScale three-bay Pullman-Standard PS-2CD made

at Lionel's North Carolina facility. The model comes with die-cast trucks with rotating bearing caps. The assembled O-gauge covered hopper model comes with operating couplers attached to the trucks. The design provides for easy conversion to body-mounted scale knuckle couplers. Lionel offers a conversion kit (sold separately) enabling operators to change the as-delivered 3-rail version to 2-rail

operation. The covered hopper measures 14-1/2 inches, and presents scale 1:48 dimensions, and will navigate O31 curves in 3-rail operations.

TrainWorld sells its exclusive New York-themed covered hopper models for \$59.99 each. You can order via TrainWorld's website online or by phone.

TrainWorld, 800-541-7010; www.trainworld.com

New run coming for InterMountain Railway's 12-panel 40-foot boxcar in HO and N

HO & N — InterMountain Railway Co. announces a new production of its 12-panel boxcar models for both HO and N scale release.

The manufacturer plans ten paint schemes with new road numbers for previously produced liveries. This new group will feature Chicago & Eastern Illinois for the first time and the Spokane, Portland & Seattle model will see availability as a fully assembled offering for the first time.

This type of 40-foot steel sliding door boxcar was a signature car for Great Northern, and this coming InterMountain Railway Co. production will include five looks for the road. Featuring a 1948 build date, the Express Pullman Green Great Northern release will provide the oldest prototype in the collection. A 1950s brightly colored Glacier Green car will present Great Northern's name in *Empire Builder*-style typeface. Two early 1960s prototypes will sport vermilion bodies with white lettering. Finally, there will be a Big Sky Blue car with 1969 shop date; this model will come with large round white late-era "Rocky the Goat" herald. This modernized example will feature no running boards on its roof, but will retain tall ladders and high-placement brake wheel, as did many prototypes.

The other announced 12-panel boxcar models will include new road numbers for Santa Fe and Southern Pacific releases. The Santa Fe boxcar will be Mineral Red with black roof and will feature the road's *Grand Canyon* train name. Southern Pacific boxcars will be Boxcar Red with black-and-white heralds and white lettering. One set of SP cars will include Texas & New Orleans reporting marks. InterMountain's Santa Fe and Southern Pacific releases will all feature build dates in the mid- to late 1940s.



Above: The only release coming with a modernized appearance will be this Big Sky Blue offering that will lack running boards on its roof and will come with shop visit date of 1969.

Below: InterMountain will release five Great Northern paint schemes for its 12-panel boxcar, plus Chicago & Eastern Illinois; Santa Fe; Spokane, Portland & Seattle; and Southern Pacific.



The coming Spokane, Portland & Seattle model will be Mineral Red with white lettering and will feature a 1949 build date.

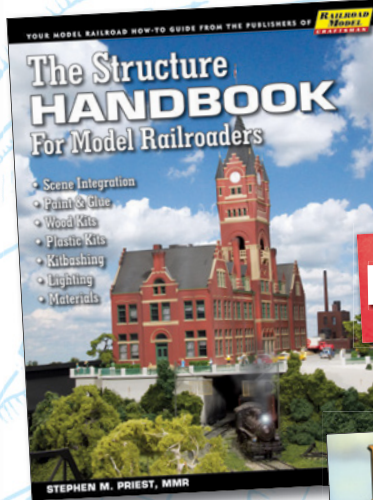
New to this 12-panel boxcar offering is a Chicago & Eastern Illinois car. This Boxcar Red model will include white lettering and a 1951 build date.

The fully assembled HO model carries a \$36.95 suggested retail price. InterMountain Railway's N

scale offering, also arriving fully assembled, lists for \$26.95. The models will come equipped with metal wheels and metal knuckle couplers. The boxcar will feature numerous separately applied details, including ladders, brake wheels, and underbody appliances and piping.

InterMountain Railway Co., P.O. Box 839,
Longmont, CO 80502; 800-472-2530;
www.intermountain-railway.com

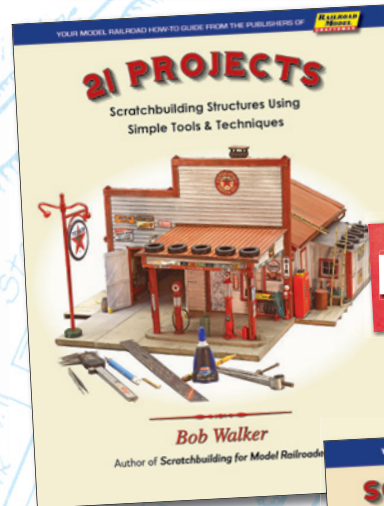
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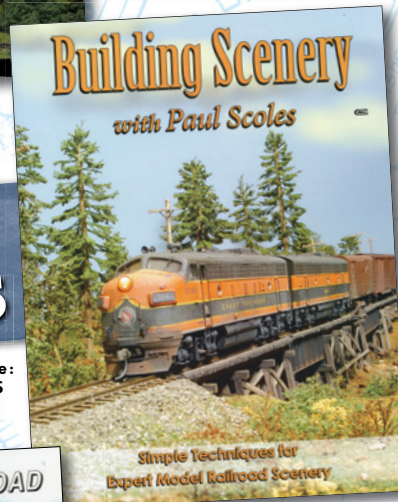
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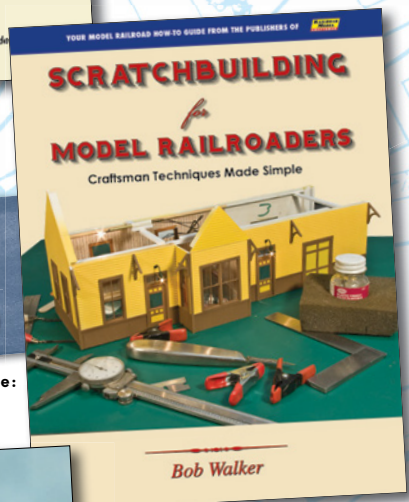
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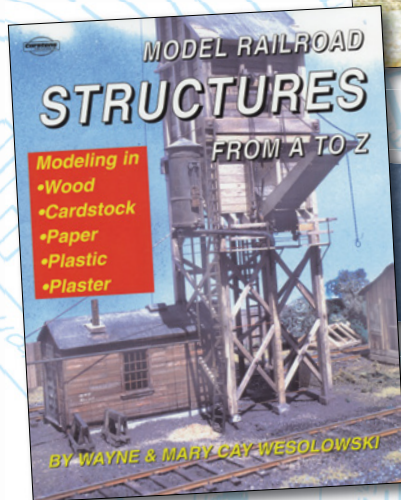
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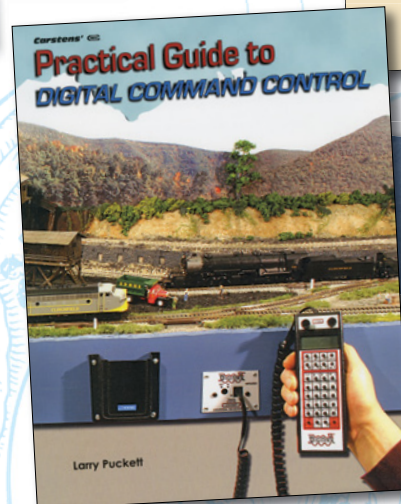
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Norfolk Southern First Responder and Veterans boxcars in HO scale from MTH Trains and TrainWorld



HO — Featuring the colors found on Norfolk Southern's First Responders and Veterans diesel locomotives, MTH Trains and New York's TrainWorld announce two special boxcar models for HO scale.

The boxcar with red wave section and gold separating band is the coming Norfolk Southern First Responders boxcar (#85-74164). The black boxcar with blue wave

and red separating band is the Veterans (#85-74165) release. The models include multi-color labels and decoration that include a hazmat symbol on the First Responders boxcar and U.S. flag on the Veterans offering.

The model is MTH Trains' HO-scale Pullman-Standard PS-1 40-foot boxcar with sliding door. Each of the special limited production releases will have a list price of

\$24.99. The fully assembled plastic boxcar reproduction comes with high quality metal wheels in plastic Bettendorf-style truck sideframes. The car will be equipped with working knuckle couplers and includes separate brake wheel and rooftop running boards. The models are available for order now at TrainWorld's website.

TrainWorld, 800-541-7010; www.trainworld.com

PIKO America Hopper's Hopper is ready for spring!

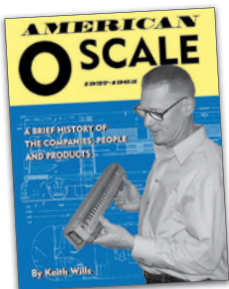


G — PIKO America announces a special one-time production holiday freight car release.

The new Hopper's Hopper (#38893) features an elaborate multi-color mural decorating both sides of the G-scale release. The blue two-bay open hopper car comes with Bettendorf trucks equipped with plastic wheels and attached couplers.

This fully assembled freight car is now available from your PIKO America dealer.

PIKO America, 4610 Alvarado Canyon Road, Suite 5, San Diego, CA 92120; 619-280-2800; www.piko-america.com



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Vehicles & Loads

Jacksonville Terminal Company donates \$6,500 to Gaudynski fundraiser



N — Jacksonville Terminal Company (JTC) started a Harrison's Heart Fundraiser project to benefit the son of Kathleen and Matt Gaudynski. The Gaudynski's son has a Congenital Heart Defect (CHD). Goals of Jacksonville Terminal Company's efforts include assisting the Gaudynski family financially and bringing about more awareness for CHD.

Jacksonville Terminal Company issued a check for \$6,250 to the Gaudynski family in November. The money JTC provided is coming from sales of a specially decorated N-scale container model. If you'd like to participate in the JTC Harrison's Heart Fundraiser, the hobby manufacturer reports limited stock remains available for the special run container model, which sells for \$35 per pair. You can visit JTC's website or call for additional information.

New arrivals from Jacksonville

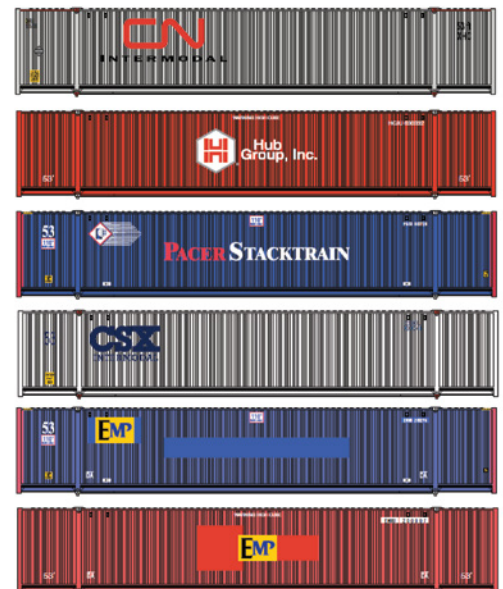
Terminal Company for its 53-foot 6-42-6 container model include six offerings: CN Intermodal (#535002), CSX Intermodal (#535012), EMD ex-Hub Group (#535041), EMD ex-Pacer (#535040), Hub Group (#535003), and Pacer (#535011). This new 53-foot corrugated container model with 6-42-6 sides features connecting pins and JTC's magnetic connection system. Models feature accurate fronts (two styles produced) and the correct end doors (five versions produced). These JTC 53-foot containers come in 2-packs for \$33.95.

Jacksonville Terminal Company products include a variety of N-scale intermodal releases and are available from hobby dealers and direct from the manufacturer.

Jacksonville Terminal Company, 9526 Argyle Forest Blvd., Suite B2, #406, Jacksonville, FL 32222; 904-253-3430; www.jtcmodeltrains.com

Above: Jacksonville Terminal Company's specially decorated fundraiser container is available in limited supply.

Below: New 53-foot container models are arriving now from JTC and include six releases sold in 2-packs.



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Oxford Diecast USA Hot Rods and more in HO



HO – Oxford Diecast USA rolls out nine new vehicle releases for HO modelers. The group includes a pair of eye-catching “hot rod” decorated Chevrolets. The new 1961 Chevrolet Impala (#87CI61004) includes a magenta front end with flames licking back across the hood and front side panels. The rest of the this two-door Chevy’s body is bright yellow. The convertible includes gray interior, chrome accented grille and bumpers, as well as wide whitewall tires.

The other Oxford Diecast USA hot rod paint is a two-tone 1957 Chevrolet Nomad (#87CN57005) station wagon. The HO vehicle

includes blue interior, white roof, clear window material, authentic Chevy badging, and whitewall tires.

The other coming Oxford Diecast USA General Motors licensed vehicles include a Nautilus Blue 1961 Cadillac Sedan de Ville (#87CSD61003), and 1959 Pontiac Bonneville coupe in Seaspray Green (#87PB59003).

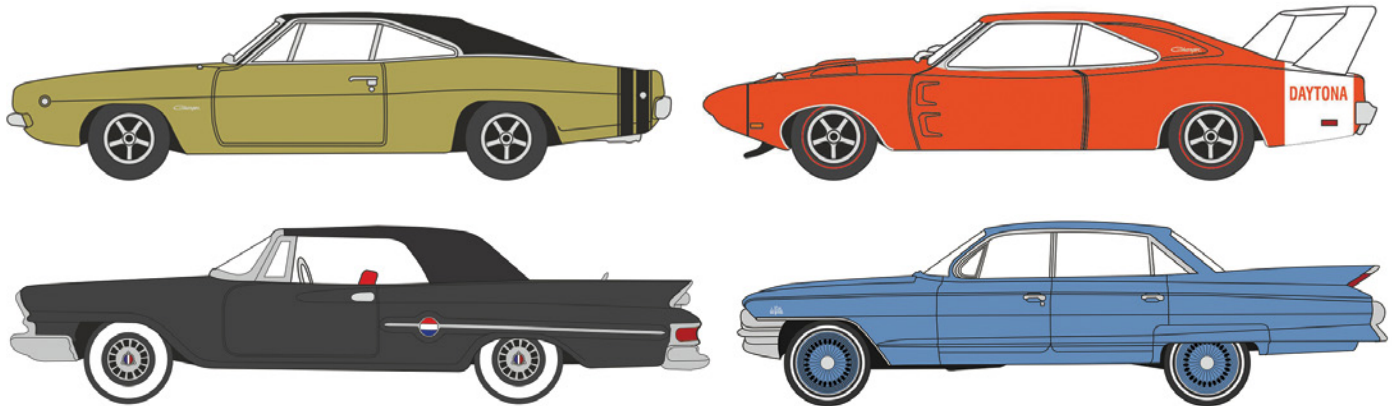
New Chrysler family vehicles from Oxford Diecast USA include a late 1940s DeSoto decorated and lettered for San Francisco taxi service (#87DS46002), and a 1957 Dodge D100 Sweptside pickup truck (#87DP57002) in turquoise with Jewel Black. A sleek black

1961 Chrysler 300 convertible (#87CC61002) with its top up is also new.

Modelers and collectors will want to look for the new tooling late 1960s Dodge muscle car releases. Oxford Diecast USA has a gold and black 1968 Dodge Charger (#87DC68002) and brightly colored orange 1969 Dodge Charger Daytona (#87DD69002).

Oxford Diecast USA, 2095 Daniels St. #38, Long Lake, MN 55356; 775-773-8850; www.oxforddiecast.co.uk

Below: Oxford Diecast USA debuts late 1960s Dodge Chargers (top row) that feature new tooling for HO scale. The bottom row shows a pair of luxury cars (Chrysler 300 and Cadillac Sedan de Ville) that are new from the company and available in HO scale.



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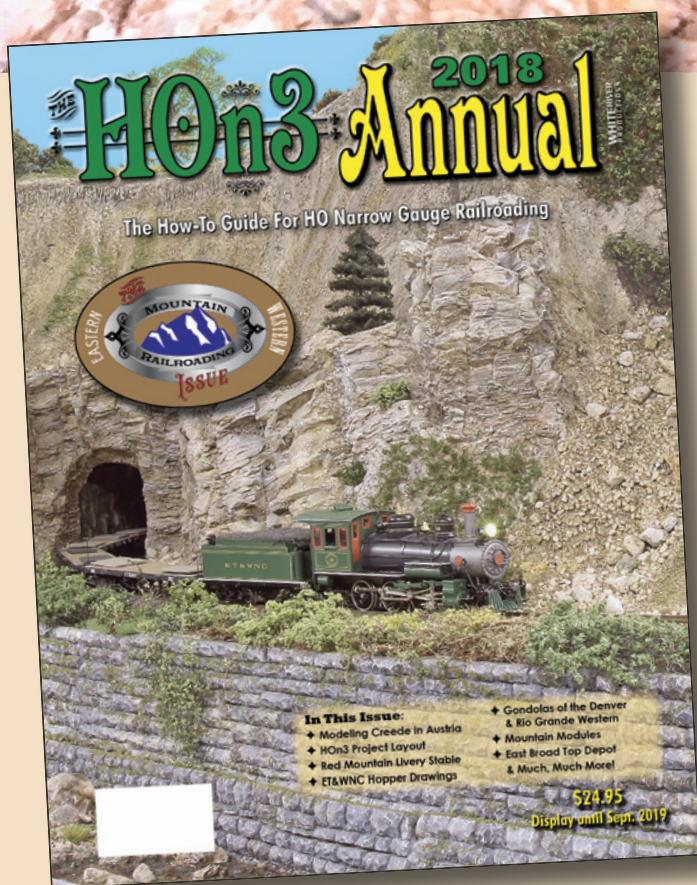
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Diecast Masters 1:50 Caterpillar road graders



1:50 — Diecast Masters offers a special two-piece set of Caterpillar road graders. The new Caterpillar Evolution Series release (#85560) provides fully assembled and highly detailed replicas of Caterpillar's No. 12 road grader (1939-1959) and a current production CAT 12M3 motor grader.

Each 1:50 (near O scale) model features die-cast metal construction, period-accurate paint and Caterpillar badging, as well as era-specific operator figures.

Diecast Masters presents this special release set mounted on a wood base

with identification placard. The set comes protected in handsome flip-top packaging with Caterpillar promotional materials decorating the inside of the case. In addition, the set comes with an informative color booklet tracing the history and evolution of these machines.

3000TOYS.com, 417-659-8697; www.3000toys.com



Ford F-850 Fire Trucks from Athearn in HO scale

HO — Athearn's Ford F-850 fire truck will return with a new collection due to arrive during November 2019.

Nine releases will make up this new production featuring six city names (Boston, Chicago, Detroit, and Orchardville), along with a pink truck lettered for "County Fire Dept." and unlettered fire trucks decorated in red and white.

The fully assembled HO-scale fire truck model will include many separately applied detail parts, including cab interior. The vehicle will also come with clear window glazing and rubber tires. The fire truck model will be an Athearn Ready To Roll series release and carries a \$24.98 suggested retail price.

Athearn Trains, 1600 Forbes Way, Suite 120, Long Beach, CA 90810; 877-422-9316; www.athearn.com

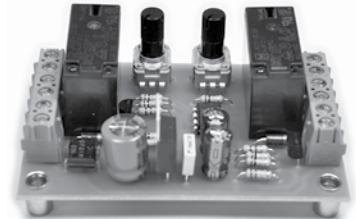


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Arrowhead Models plans accessories



HO – Arrowhead Models announces a new line of detail parts. This new collection of releases will include kits for brake appliances, as employed on the hobby company's Committee Design three-bay hopper car model. Also for use with Arrowhead Models' HO-scale hopper car model, this new series of accessories will include decal sets for creating new and revised looks for this freight car.

Of special note, Arrowhead Models will produce a new line of nickel

silver wheel sets of extraordinarily fine quality with dished axles and correct profiles (both anterior and exterior). Check the company's website for information and updates.

Arrowhead Models' Rio Grande hopper car model, which comes fully assembled, includes some of the coming parts and accessories that will be offered separately.

Arrowhead Models, www.arrowheadmodels.com

PIKO America offers traction tires



G – The recently released General Electric 25-ton diesel locomotive track cleaner model from PIKO America includes traction tires to enhance pulling power for the battery-powered G-scale release.

PIKO America offers a replacement set of traction tires (#36044) that provides four ring-shaped bands.

PIKO America, 4610 Alvarado Canyon Road, Suite 5, San Diego, CA 92120; 619-280-2800 ; www.piko-america.com



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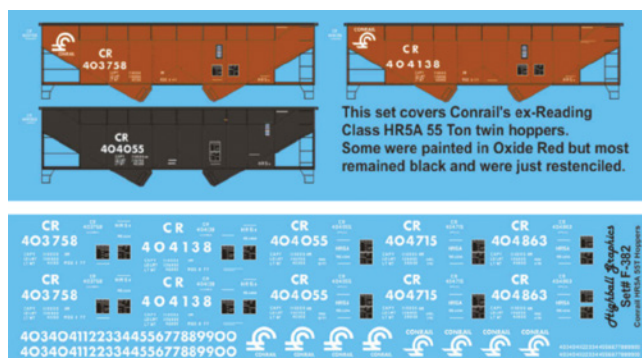
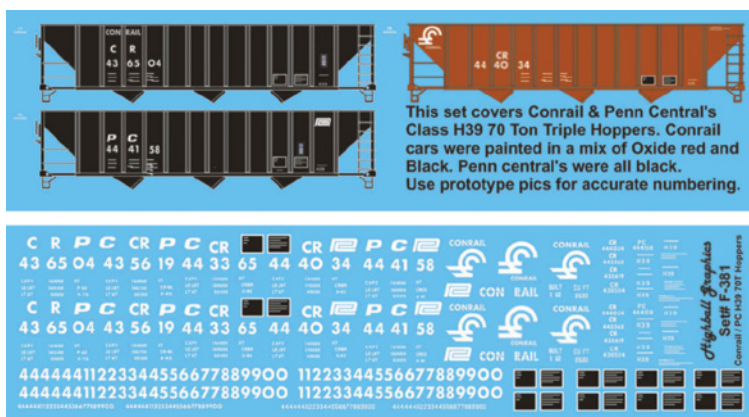


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Conrail and Penn Central hopper decals in HO and N from Highball Graphics



HO & N— Highball Graphics recently added two new sets to its line of water-slide decals. Available in HO and N scale, the sets provide materials for reproducing Conrail and Penn Central hopper car models.

Highball Graphics' Conrail and Penn Central Class H39 set (HO scale #F-381; MSRP: \$8 and N scale #FN-381; MSRP: \$7) provides white

heralds, reporting marks, numbers, and data, as well as black and white COTS labels for lettering 70-ton, three-bay open hopper car models in HO and N. The Class H39 fleet of rib-side hoppers started out in Pennsylvania Railroad service and by the days of Penn Central and later Conrail, you could find examples in Oxide Red and basic black.

The other new hopper car set is Highball Graphics' Conrail Class HR5A (HO scale #F-382; MSRP: \$8 and N scale #FN-382; MSRP: \$7). This decal release provides Conrail materials for ex-Reading 55-ton, two-bay open hoppers. The prototypes were a mix of black cars with reporting marks and Oxide Red repaints with Conrail heralds.

Highball Graphics, P.O. Box 57, West Ossipee, NH 03890; 603-367-8637; www.highballgraphics.com

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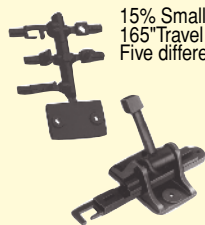
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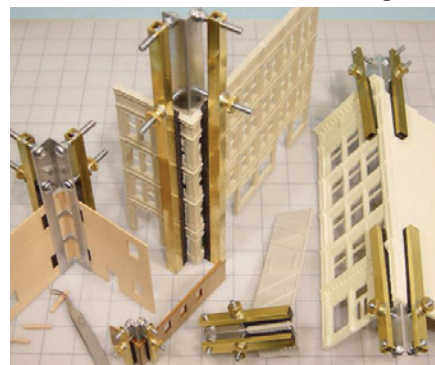


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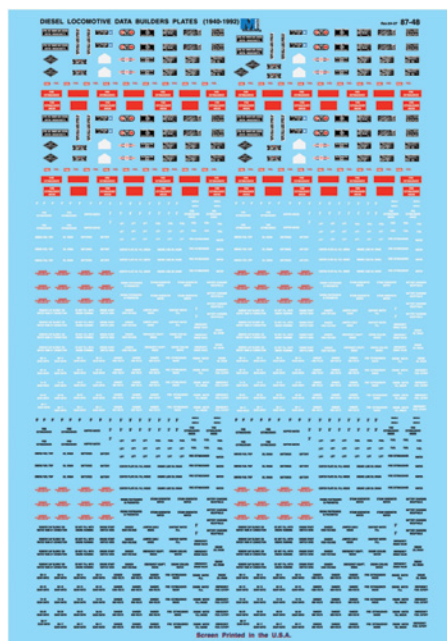
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Diesel Locomotive Builder's Plates from MicroScale Decals



HO, N, & O – MicroScale Decals recently produced a new run for its Diesel Locomotive Data Builders Plates releases in HO, N, and O scales.

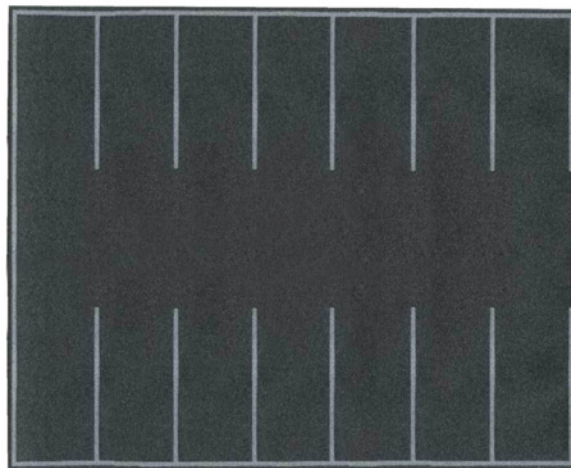
The sheet of water-slide decals covers diesel builder's plates for locomotives produced between 1940 and 1992. The multi-color plates present Alco, Baldwin, Electro-Motive Division, Fairbanks-Morse, Lima, and more. In addition, the set provides identification and warning labels (in black, red, and white) commonly found on access doors on many diesels. This set and many others are available from your hobby dealer and direct from the company.

MicroScale Industries, Inc., 18435 Bandilier
Circle, Fountain Valley, CA 92708; 714-
593-1422; www.microscale.com

Walthers SceneMaster provides ready-made parking lot

HO – A new addition to the Walthers SceneMaster line is a flexible self-adhesive paved parking lot (#949-1260). Retailing for \$9.98, this HO offering comes ready for placement alongside railroad stations, businesses, offices, public buildings, and more.

The 7-7/8 x 6-3/16 inch section includes realistic appearing paved surface with lines providing parking spaces for 14 vehicles. The parking lot accessory cuts easily for customizing it to fit variously sized layout locations. Multiple examples can be matched together to create larger parking lots. The appearance matches the SceneMaster



straight and curved roadway sections (sold separately).

Wm. K. Walthers, Inc., 5601 W.
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800-487-2467; www.walthers.com

Right: Walthers offers three styles of flexible self-adhesive paved roadways that come in rolls of approximately 78 inches, and sell for \$13.98 each. This example is the Vintage Highway (#949-1250). You'll find two styles of Modern Highway offerings, as well as curved sections. The new parking lot release is designed to be compatible with the existing roadway releases.





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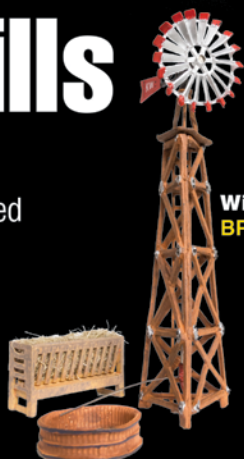
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Review N Scale

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Review and Photos by Dennis Murphy

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www.modelrectifier.com

Recently, I reviewed Model Power's Electric Signal Tower kit (September 2018, *MODEL RAILROAD NEWS*). I don't build many plastic structure model kits these days, but I was totally excited with that one. Now, I'm working on Model Power's Service Station & Mart. This is a recent addition to the company's collection of easy-to-build kits for N scale. This release retails for a bit more than \$30 and provides all the necessary parts to assemble a contemporary era automobile fueling station. As you'll find with so many of these businesses, a convenience store resides in the building.

I found the tooling of the parts on this kit to be very well done. For planning purposes, the completed structure requires a footprint of 4-1/3



inches by 3-2/3 inches. The building is rectangular in design and the tarmac projects out from the center of the building's face. The parts come molded in three colors (white, gray, and brown).

I promptly unwrapped and opened the box for this little kit to have a look. As always, I checked for broken or missing pieces. This is the time I have a close look at the directions. My personal perfect set of directions would be filled with drawings or images and have not too many words. Model Power's instructions certainly didn't disappoint me in the least. They were right up my alley, as they say.

With most models I build these days I take the time to paint the parts before I start construction. But this kit, as noted, provides pre-colored plastic parts and I rather liked the way they looked. So, I went right with how they came from the box, with one exception. Of course, all plastic parts have a little shine to

Above: Model Power's Service Station & Mart kit provides a filling station for vehicles and convenience store for the residents of your N scale pike. This view shows the assembled plastic kit placed on the model railroad and doing what appears to be good business. The kit includes the multi-color signage. Vehicles are not included. This is one of many kits offered in both HO and N scale by Model Power.

them. After I completed the model, I hit it with a light coat of clear dull coat and the plastic shine problem was resolved!

I know I have mentioned in other reviews that you should never break the plastic parts off the sprues, as it will deform or damage the delicate pieces. But I feel it's important enough to say it again. Always use flush cut nippers or a sharp hobby knife when removing the parts. After you remove the parts from the sprue, take a moment and lightly sand the cutting points to clean up those areas and provide smooth contact surfaces.

As for actual construction, I found the parts were well formed and fit together well. This is your basic box-type building construction, with only a little fiddling around to get the parts to fit correctly. And of course, always test-fit all parts before you start adding glue.

This kit also comes with a set of multi-color decals to be used as you see fit. The box and instructions provide guidance on placement for these decorations. The kit also includes a street sign and a set of three "special deal of the day" banners. These are



Left: In addition to this kit, Model Power offers its Service Station & Mart in fully assembled "Built Up" series release. The ready for placement edition of this N-scale structure retails for \$41.98.



ABOVE: This kit provides its plastic parts in three colors: white, gray, and brown. In addition, clear plastic window sections come with this offering. The structure would work for modelers seeking contemporary era buildings, and it's also applicable for use back in the 1960s. With some modification, many other uses could be found for this offering.

some welcome additions to an already fun kit.

This project took me about two hours to complete, including adding the layer of dull coat finish and applying the decals. If I were to rate the difficulty of this kit, I would say it's at the high end of beginner level. And most of that "higher level of beginner" judgment is due to the fragile nature of some of the parts themselves. All in all, this was a fun project.

The kit provides Shell logo decorations for the sign and Shell logos for the fuel pumps. Shell themed red and yellow striping decals are included for above the fuel pumps. With the ease of locating materials online and the

high quality of today's color printers, you could produce about any branded service station of your liking. The same goes for the trio of vertical banners. With some searching and a bit of computer skill, you could make any number of unique looking businesses.

Model Power's line of kits includes a logistics center, meat & produce distributor, paint factory, oil tanks, and more. Model Power offers structure kits in HO and N scale versions. Visit Model Rectifier Corporation's website (www.modelrectifier.com) to view these kits, as well as many other hobby items, including scenery, DC and Digital Command Control units, and more. **MRN**

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HO — This new addition to Walther's Cornerstone line of HO structure kits reproduces a common fixture found in contemporary industrial parks. The new Small Business Center (#933-4132; MSRP: \$59.98) comes with plastic parts molded in five colors for walls and related structure components, and clear plastic sections for windows.

The structure serves as an ideal location for small businesses and light manufacturing operations. The contemporary design features large office windows and double doors for front and side entrances. The kit includes a raised walkway surrounding the front and sides of the building, allowing for authentic reproduction of the prototype with higher front parking lot and lower truck dock residing along its back wall. The "tip-up" concrete panel construction style fits model railroads set from the present back to the

1980s. The kit's design offers the ability for customization of the structure's finished appearance, with molded-in cut lines on select components to allow for a variety of configurations. You can expand this building with additional kits, or make it larger with add-on accessories available separately from Walther's. Details include electrical box, roof vents, and four roof-mounted air conditioners. For placement around the building's exterior, the kit comes with modern square security lights. You can upgrade the provided non-working lights to functioning ones with Walther's Modern Wall Light 3-pack (#949-4318). The back of Walther's HO-scale Small Business Center includes four correct-height truck dock doors with weather bellows and loading doors.

Wm. K. Walther's, Inc., 5601 W.
Florist Ave., Milwaukee, WI 53218;
800-487-2467; www.walters.com



Above: This view of Walther's new Cornerstone Small Business Center shows the back of the structure and one side. Notice the sidewalk appears to be floating in air; the elevated walkway allows for a realistic placement on your pike with the truck loading area along the back of the structure appearing lower than the front entrance to the building. This new HO kit lists for \$59.98 and is available now from Walther's.

Windmills join Built-&Ready Structures in O from Woodland Scenics



O — Woodland Scenics introduces two new releases for its collection of Built-&Ready Structures. The offerings present O-scale windmills that come fully assembled and ready for placement on model railroads or in dioramas.

Above is the well-kept Windmill (#BR5868; MSRP: \$54.99) featuring shiny metal turbine blades sitting high on a tall wooden tower. This windmill comes with an access ladder and handpainted silver and red accents. The release provides a round stock tank and a hayrack, in addition to its O-scale windmill.

The Old Windmill (#BR5867; MSRP: \$54.99) is the other new Built-&Ready Structures release from Woodland Scenics. This O-scale windmill presents an example that was once vital to farm operations, but now seems forgotten or abandoned.

The turbine blades come with

rusted appearance and broken or missing blades. The fully assembled windmill includes an authentically weathered wooden tower finishing its rustic look. This Old Windmill release comes with two oblong stock tanks, a hand pump, and a trough. The additional scene details are unattached for best placement on your model railroad rural scene.

In addition to these Built-&Ready

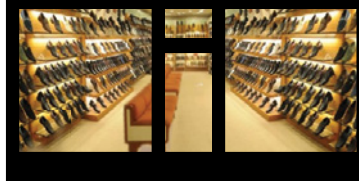
Structures offerings, Woodland Scenics offers handpainted figures in O scale. To complete these windmill scenes, you could select a set of cow figures. Woodland Scenics offers Hereford Cows (#A2767) and Holstein Cows (#A2724). Each set of cow figures includes five adults and two calves in various poses. The cow sets carry \$25.99 suggested retail prices.

Woodland, P.O. Box 98, Linn Creek, MO 65052;
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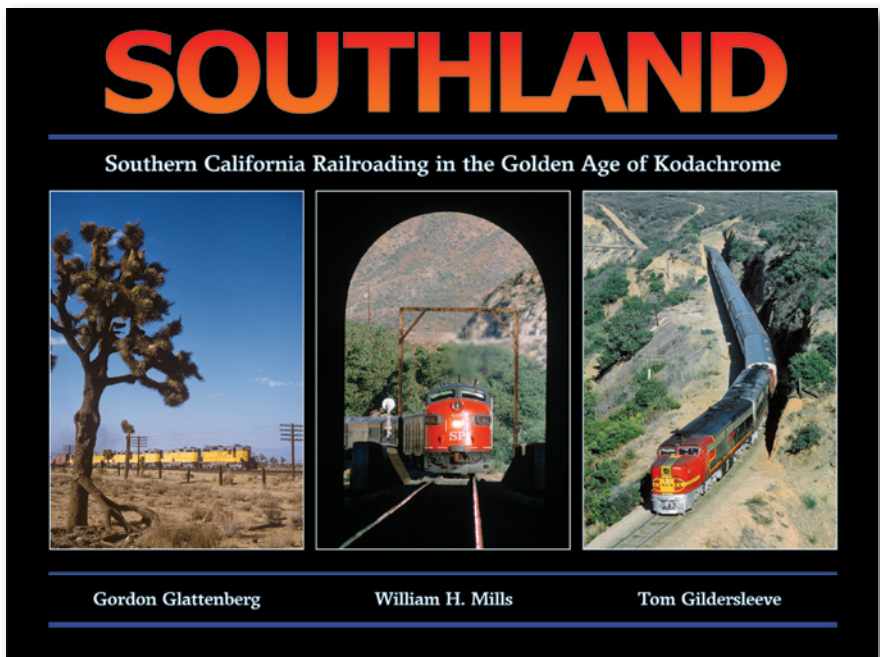
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Lately, White River Productions has been releasing a steady stream of high quality books, and this new one is no exception to that trend. This month I examine the new release, *Southland*, a collection of railfan photos taken in the era of Kodachrome film in Southern California. Initially, I was quite hesitant to review this one, as from the description it just didn't seem like something that would appeal to me, being of a more modern era than I usually follow. I was very wrong in that assessment; this book is gorgeous. It's not really your typical railroad book; it is a paean to a lost time and place via the photos of numerous dedicated railfans who were active in the period, and very good photographers. There is coverage of practically all the railroad companies that existed then, and the most popular locations from all over the southern portion of the state are shown.

As far as the book's subtitle "The Golden Age of Kodachrome" goes, it is noted that the authors and others like them had embraced color slide film over the more traditional black and white film used by "serious" railfans of the pre- and post- World War II years.

While Kodachrome existed prior to World War II, it didn't become popular with the general population until the early 1960s, with the release of the faster versions used in Kodachrome II (ASA 25, introduced in 1961) and



Kodachrome-X (ASA 64, 1962). As anyone who has used Kodachrome knows, it could be a wonderful medium, but it took dedication to get consistently good images with such slow speed emulsions. You always needed more light than you had available, and in that regard, Southern California would seem to have been tailor-made for the use of K64.

The format follows that of other books from White River Productions, a page or two of text at each chapter lead, then lengthy photo captions detailing what is seen in the images.

The book is well made, both in printing and binding quality. Each photograph is crisply reproduced, and many are printed at one per page, so they are full format to allow you to study them in depth. I did not find any typos or similar textual errors in the actual editing. This title again features the maps and page layout skills of Dale Sanders, serving as the title's art director. There are eight area maps, and these show the typical attention to detail by Sanders. Perhaps my only gripe would be the lack of a good overall map of the south half of the





10

state, as a connecting link to the smaller area maps that show each featured area under discussion.

Naturally, since the book is a pictorial, it follows that the photos are the prime focus of the work. The pictures are of nearly everything associated with the region: motive power, stations, yards, facilities along the line, and long scenic shots of trains in operation. As to variety, there are Warbonnets, Zebra Stripes, Bloody Noses, Daylights, Black Widows, Big Red Cars; it's a nearly endless array of color schemes, and they are all here in their glory. Scenes of passenger and freight operations are the mainstay, but individual locomotives and facilities run a close second. Many pictures

Facing Page: Today these diesels are long gone, and this pastoral scene has been supplanted by the bustling city of Mission Viejo. Luckily for us, a number of excellent photographers were on hand to record it as it was.

show small details a modeler would need to be aware of, if they decided to model any of the lines — even in the background there are things not to be missed. Of course, the area was known for its diverse scenery, and the color shots bring the varied regions alive; whether the vacant desert near Goffs, or the bustle of downtown Los Angeles.

Dividing California between north and south at Bakersfield, the famed Tehachapi Loop begins the book, which then generally works geographically north to south, and west to east. Since Tehachapi has always been a railfan attraction, there are numerous shots taken along the line there, and not just the usual locations. These photographers often had to really hike to reach a preferred shooting site. While the book is light on text itself as a historical narrative, the captions (written by another noted

Above: What railfan wouldn't want to be able to shoot a frame like this today. The new hardcover *Southland* book covers an era when nearly any generation of diesel could be seen. This Southern Pacific roundhouse view includes Alco, Electro-Motive Division, and Krauss-Maffei motive power on display. The book's 12" x 9" format is ideal for presenting these vintage Kodachrome slide images.

photographer, Ted Benson) fill in the weight of the book's information. Included in the captions are details of train operations for the specific era in the photos, or what might have been a unique or special situation in any particular image, and this carries through the entire book.

Featured heavily throughout the book are vast scenic vistas, where distant trains are dwarfed by the landscape. Railroads at their most basic are a way to cover distance, and showing them against the immensity of the land gives them scale, if not context. We also tend to forget how empty Southern California really is,



since the modern image of the Los Angeles metroplex holds sway in our imagination and popular culture.

In the Los Angeles basin section, there are scenes of trolleys on city streets, various passenger operations, locomotives in terminal facilities, and shots of yards and stations. It's a safe bet nothing seen in this book could be replicated today after the intervening decades of urban growth in the area. The Santa Fe's "Surf Line" to San Diego gets some nice treatment, then the book heads eastward, where the photos taken along the one-time San Diego & Arizona (SD&A) are impressive, especially knowing what it takes to reach those remote spots to shoot such images. Author Glattenberg recounts having to walk five miles along the SD&A, including through a tunnel, to get some of the images seen in this book. This southern-most area was once my home, since I lived along the Escondido Branch in the early 1980s, though I was saddened to find not a single image of that branch line, where I spent many a lunch hour following the local when it ran.

Anyone reading this book will of course frame its value by their own interests, and for me, the independent feeder railroads hold the greatest amount of appeal, as these were mainly serving mining operations; the Trona Railway that connects to the "Jawbone Branch" of the Southern Pacific between Mojave and Owenyo (the location of the SP's own narrow

Above: Impressive railroading in any era, but the ability to get this shot marks a true railfan. Gordon Glattenberg's account of how it was accomplished is in the book.

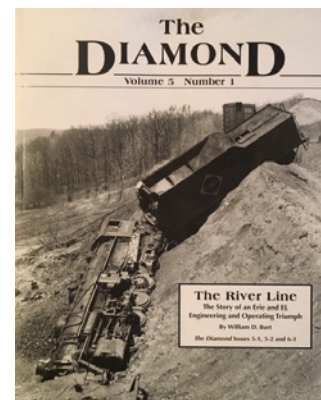
gauge line), or Kaiser Steel's line to Eagle Mountain, or the narrow gauge Plaster City operation farther south near the Mexican border. While each of these are seemingly inconsequential railroads compared to the main lines, each line in turn has a few images included, recording them for posterity.

It's a bit puzzling, but the only length of main line without any photos included that I could discern was the Southern Pacific's Coast Line (let's say from Santa Barbara south to the San Fernando Valley); and the section on the Union Pacific's one-time Los Angeles & Salt Lake from Barstow to the Nevada State Line was a bit sparse. Perhaps a second book is being planned to include these neglected areas? If so, sign me up for one, as it's likely to be worth it too.

If the colorful diversity of California railroading has ever been on your radar, then *Southland* really should be on your bookshelf. It's not your typical railroad history book; the authors have allowed us to see inside their lifetime hobby of capturing trains on film, and they have poured their hearts into it.

The book retails for \$79.95 and includes more than 250 pages. You'll find White River Productions' *Southland* available now from your hobby shop, as well as book dealers, and direct from the publisher. **MRN**

Erie Lackawanna Railroad Historical Society

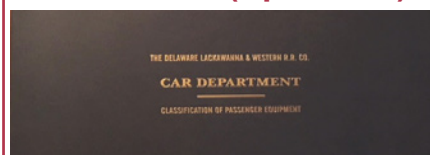


The Diamond Vol. 5 No. 1

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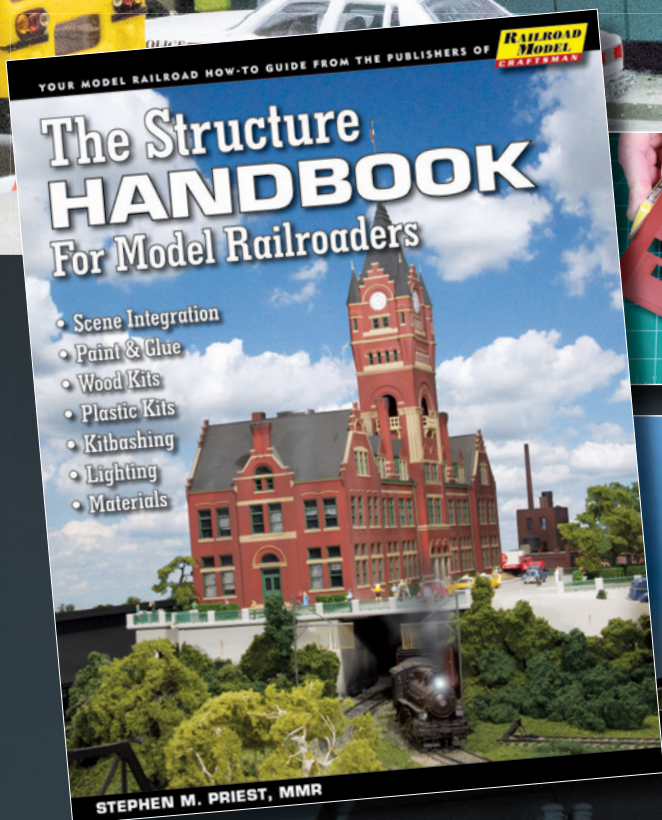
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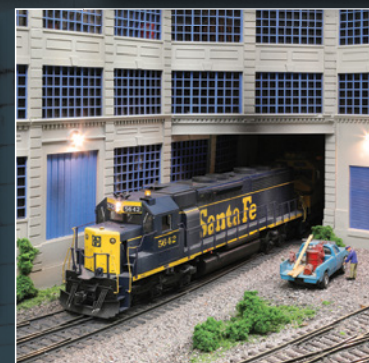
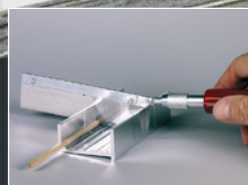
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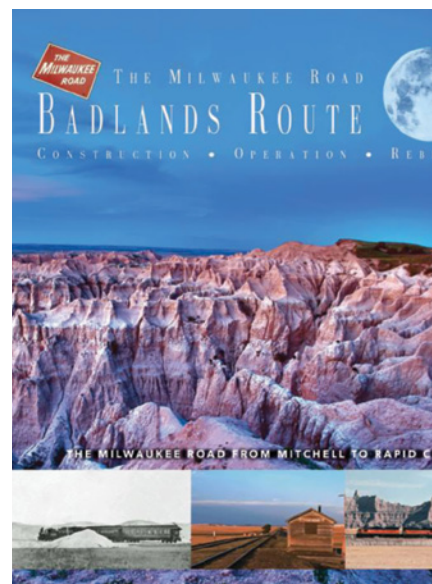
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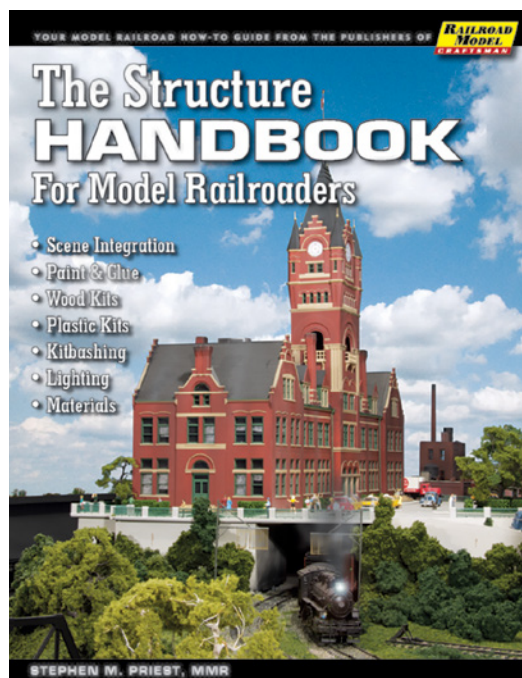
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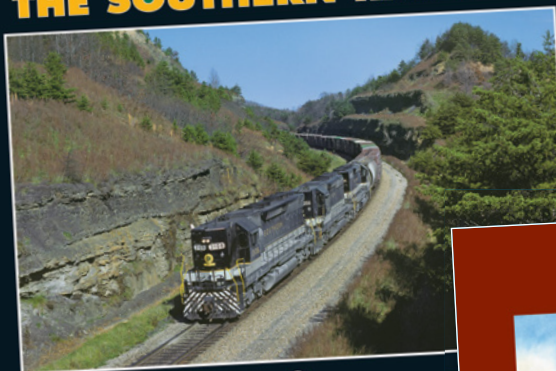


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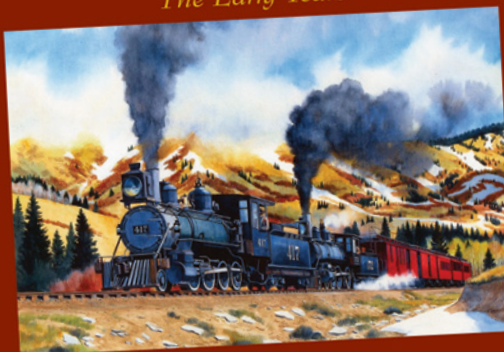


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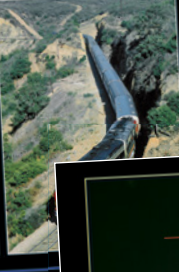
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Switchers with 567s in HO scale

While enjoying David Otte's review of Rapido Trains' recent HO-scale SW1200RS release and the information on Electro-Motive Division (EMD) diesel switchers, I got sidetracked thinking of who made what models in HO of those prototypes over the years.

A switcher would seem a natural for any hobby manufacturer to include in its line of locomotives. However, it is a bit surprising to discover that many companies didn't produce a diesel switcher, and that it is a relatively small stable that exists for members of this class in HO scale.

Following David Otte's prototype presentation of EMD diesel switchers produced from the pre-EMD days with the Electro-Motive Corporation (EMC), through models featuring the 567-prime mover in the mid-1960s, I went searching for HO reproductions from this group. Some are very common and enjoyed long runs in the hobby.

Above: Featuring a locomotive, boxcar, and caboose, C&O 5219 looks to be leading a very basic starter train set release's consist as it crosses a trestle near Portland, Mich., on May 1, 1972. Delivered in 1950, this switcher is an EMD SW7 with a 567 prime mover under its hood. —Eugene Huddleston, Kevin EuDaly collection

Other examples are not so common and saw limited distribution. In this presentation, I will attempt to relabel select switcher models that received one model designation name but appear to be another EMD prototype. I won't call out every single detail or all the variants or production phases but deliver a general overview. As always, I welcome reader input and comment on these research findings.

SW1

Introduced in 1939, the SW1 first surfaced as a plastic model in HO in the early 1960s. Currently, this is the oldest EMC/EMD switcher prototype to appear as a plastic model. There are three distinct SW1 toolings produced and they include Lindberg, AHM, and Walthers.

Though marketed as an SW600,



Above: Broadway Limited Imports offers EMD's NW2 and SW7 switchers in its HO line. This C&O model sports an older livery than the prototype C&O example on the facing page. Note the difference in headlights between the two examples.

Lindberg's HO-scale switcher model is closer to an SW1 prototype in its appearance. Spotting features that lead me to suggest an SW1 rather than the advertised SW600 for Lindberg's

Right: Lindberg's contribution to the collection of early EMD switchers is not without its shortcomings with respect to scale proportions, but it is in the neighborhood of being an SW1 versus its SW600 labeling by the hobby manufacturer in 1962.

effort include front "saddlebag" sand boxes below the radiator intake screens found on SW1s, as well as shorter hood length (23 feet) and smaller wheelbase (21 feet). The SW600 lacked the sand carrying saddlebags on its front porch and included a longer hood (approximately 27 feet), and wheelbase measuring 24 feet between truck centers. The model saw introduction as the only locomotive in Lindberg's 1962 collection of HO releases.

The next plastic SW1 model came in 1976 from Associated Hobby Manufacturers, better known to hobbyists by its initials "AHM." This version was a product of Yugoslavia made by Mehano. It's a bit oversized in about every direction you can measure, as noted by the review in October 1976's *Railroad Modeler* magazine. That mid-1970s review, done at the time of AHM's SW1 introduction, notes the switcher is four scale feet too long! Even going by the modeler's well-known "Three Foot Rule" of not noticing some things, this SW1 has some apparent shortcomings. In addition to being offered by AHM, you'll find Model Power imported this SW1 switcher following AHM's early 1980s demise.

This first seriously well done plastic SW1 came from Walthers in the early 1990s. Those original Walthers HO-scale SW1 switchers boasted accurate dimensions for their plastic shells, separate handrails and other details, and flywheel-equipped drive mechanism residing in a die-cast metal chassis. This 1990s Walthers SW1s came from Roco in Austria.

In 2013, Walthers reintroduced this HO SW1 as a Mainline series release. For its 21st century return, the drive mechanism was modernized with an 8-pin socket for conversion to Digital Command Control (DCC), directional LED lighting was included, and metal knuckle couplers were standard.

Right: A very affordable early EMD switcher with fine quality attributes is Walthers' Mainline SW1 offering. This model first appeared in the 1990s as a Roco-made release.



NW2

EMD's NW2 (1,000-hp) enjoyed a long production run (1939-1949) and saw more than 1,000 examples sold over that period of years. EMD's TR-series included cow (NW2) and calf (cables NW2) units produced for a few roads.

For the HO model railroad enthusiast, this EMD prototype is noteworthy as it appears to be the first to make an appearance as an HO plastic model. In 1956, Revell launched a line of HO with two diesel locomotives: EMD's F7A and SW7. The tooling of Revell's plastic switcher shell is good for its day but is not without some issues. Most notably, I'd say Revell's model is not an SW7, but really closer to an NW2.

In spotting its features, I find the Revell SW7 includes the NW2-style tall arched pair of windows located on the center of the cab face. Revell's model has a radiator intake on the nose that more closely resembles the shorter example, also an NW2 attribute. Curiously, this switcher's tooling includes a small bin located on the nose below the radiator intake screen. The

bin is suggestive of the sand storage feature on the earlier SW1.

The model included separately applied air horn, bell, railings, and headlight lens. An upscale "deluxe" SW7 offered by Revell for a time included illuminated angled number boards. The Revell SW7 switcher shell made a 1980s comeback with Con-Cor. The Con-Cor SW7 model can be had with a Kato-made drive mechanism, quite a smooth-running feat that no other mid-1950s tooled diesel model can claim.

Kato visits the early diesel switcher NW2 prototype for an early 1990s release. The Japanese builder had participated in the North American model train market since the late 1960s, producing products (HO and N) for other companies. The noted collaboration with Con-Cor on its SW7 is among those efforts. In 1991, Kato put its own name on HO locomotives for the first time with its SD40 diesel release. The second Kato HO-scale diesel locomotive was 1992's GP35 Phase Ia, which was followed by the





Left: The first plastic EMD switcher model came from Revell in 1956 with the debut of the well-known hobby company's line of HO trains. Sold as an SW7 by Revell and also later from Con-Cor, I spot this shell to be closer to EMD's earlier NW2 prototype.

first offering of NW2 switchers in 1993.

This excellent reproduction of EMD's NW2 appeared with a Phase I release initially, followed in 1994 with a Phase II offering. Variations provided by Kato for its NW2 included short (Phase I) or tall (Phase II) exhaust stacks and that represented the phase labeling.

The other plastic NW2, and most recently tooled model, comes from Broadway Limited Imports and it represents a very late phase example. The same as the final production NW2 prototypes, this model possesses a single-tapper roof profile on its hood. Research seems to indicate this single-tapper hood is limited to only the final year (1949) EMD produced NW2s.

SW7

Built from 1949 to 1951, EMD's SW7 produced 1,200-hp and sold to a wide variety of railroads. The list of SW7 original buyers includes big North American Class 1 railroads like Chesapeake & Ohio, Great Northern, New York Central, Pennsylvania, Union Pacific, and others; as well as smaller operations such as Detroit &

Toledo Shore Line, Montour Railroad, Peoria & Pekin Union, Weyerhaeuser Timber Company, and others.

The SW7 starts out with an appearance like the last year of NW2 production with some important differences. You'll find the pair of tall arched center windows on the cab face don't exist on SW7s, as observed on NW2s. The SW7 featured a radiator intake screen on its nose that was larger than what the NW2 possessed.

Athearn's second diesel switcher was its EMD SW1500 released in 1966. The first diesel switcher from Athearn was The Hustler from 1957, which had no prototype. This second diesel model did have a prototype, but it wasn't the SW1500 that was new when Athearn introduced its HO model. Diesel spotters will tell you Athearn's "Blue Box" EMD switcher is in actually an SW7. Check out Jim Boyd's article, "Athearn's SW-?" in *Railroad Model Craftsman's* October 1971 edition for more debate and discussion on this subject.

Athearn's switcher release included a cabless version and the company

promoted matching liveries of cow-and-calf pairings of its HO models. According to Jeff Wilson in his *Guide to North American Diesel Locomotives* (2017, Kalmbach Books), EMD's TR4 pair is the appropriate label for the SW7 cow and calf. Going by Jeff Wilson's prototype facts, the rectangular radiator sections on the roof of the SW7 switched from louvers to a screen design in mid-1950. Athearn's tooling presents louvers on the roof radiator sections, which would put that model in the 1949 to mid-1950 production group.

The most recent plastic HO SW7 comes from Broadway Limited Imports. This model includes screens for its radiator roof sections, which would place it as a later production (mid-1950 to 1951) example.

SW8, SW600, and SW900

Life-Like's Proto 2000 introduced plastic HO versions of EMD's series of SW8, SW600, and SW900 in 2002. The trio of switchers shared a similar single exhaust stack appearance and other common attributes. The hood for this group of switchers, as well as EMD's SW9 and SW1200, includes eight access doors with louvers. This differs from the earlier NW2 and SW7 switcher arrangement that included six doors with louvers. The louvers on the NW2 and SW7 models split the sets of louvers into two sections on each of the six doors. The later switchers with eight doors with louvers included louvers along the lower portion of the door in a single group.

The SW8 (800-hp) started production in fall 1950 with EMD producing more than 300 and General Motors Diesel (GMD) building 65 examples. The SW8 finished its production run in early



Left: The series of switchers produced by Life-Like's Proto 2000 line beginning with the mid-1990s release of SW9 and SW1200 models offered hobbyists some of the first finely detailed and highly accurate representations of this type of diesel in HO. Proto 2000 followed with EMD's SW8, SW600, and SW900 models in 2002. This attractive Electro-Motive demonstrator is an SW8 from that 2002 production run.

Right: This HO-scale switcher model debuted in the mid-1960s from Athearn. Sold as a "Blue Box" release through the 1990s, this SW7 originally received an incorrect SW1500 label.

1954. In late 1953, the SW900 (900-hp) joined the line for EMD and GMD. EMD's SW600, the switcher model Lindberg applied to its SW1 switcher, saw only 15 copies sold between early 1954 and early 1962.

SW9 and SW1200

The first diesel switchers from Life-Like's Proto 2000 line came in 1995. The release presented EMD's SW9 and SW1200 (both produced 1,200-hp). Featuring a modular design, the plastic components of the tooling include hood and cab sections with variations produced for the step section behind the cab and exhaust stacks. By producing different back steps with battery box louver variations, and offering single exhaust stack sections or twin exhaust stacks, Life-Like could offer EMD's SW9 or SW1200 and later introduce the SW8, SW600 and SW900 models.

GMD-1

Though I limited my survey to EMD switchers with 567 prime movers produced as HO plastic models, there is a contemporary model of a GMD prototype that should receive mention. Rapido Trains produces an HO plastic model of General Motors Diesel's GMD-1 switcher. Rapido offers both B-B truck versions and A-1-A equipped GMD-1s. Introduced in 1958 and produced through 1960, the GMD-1 included a 567 prime mover with a 1,200-hp output.

The interesting GMD-1 prototype included a long hood, cab, short hood design. For ready-to-run plastic HO models, this is a largely ignored type of early EMD switcher. In the U.S., you'll find NW3 and NW5 switchers with



a similar design offered in the 1940s before the GMD-1's debut. The other 567-equipped switcher with this body style is 1960's RS-1325.

The omission of this series of switchers, beyond the excellent Rapido GMD-1, from plastic models is likely due to the small numbers produced and limited prototype road names that could be offered. The NW3 production (1939-1942) amounted to seven examples, all sold to Great Northern. Introduced after World War II, the NW5 saw an unlucky 13 examples sold by the early 1947 close of production. Again, Great Northern is the player for the NW5, as the road was for the NW3, owning 10 of the 13 produced. Southern Railway bought a single NW5 and a pair went to Union Belt of Detroit.

Compared to the squared style of the NW3 and NW5 short hoods, EMD's

RS-1325 received the GP20's sleek nose with a switcher long hood behind its cab. This inviting looking prototype would seem ideal for many model railroad pikes. However, if you stick to prototype owners, you've got the two production RS-1325s that went to Chicago & Illinois Midland.

Conclusion

This turned out to be an interesting investment of research time, and I hope you enjoyed this brief survey of HO switchers reproducing EMD prototypes that possessed 567 prime movers. Space did not allow for inclusion of HO brass imports. Those efforts could easily make up another article or more.

As always, I invite readers to contribute information or provide feedback and corrections regarding what I've presented in this article. **MRN**

Right: Most EMD switchers enjoyed long careers with many receiving modifications during their years of service. Illinois Central 1303 was working Valley Yard in East St. Louis, Ill., during December 1975. The road's Paducah Shops was famous for recycling first generation EMD Geeps but output also included E-units and switchers. This unit was an SW7 originally and emerged with alterations (note the modified section of the hood near the face of the cab) as an SW13. Examples of these prototypes in miniature generally require the hobbyist to perform revisions to existing models. — *Terry E. Cook photo*



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The Villages, Florida, February 2-3, 2019. The Villages Spring Rail Expo Show & Sale at Savannah Regional Recreation Center, 1545 Buena Vista Bld. Enjoy our train show featuring more than 130 tables of merchandise. Trains, memorabilia and apparel. Operating layouts. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$6.00 (\$5.00 with coupon). Children under 12 with adult admitted free. Contact Alan Goldberg at (352) 603-6870, or visit www.thevillagesmodeltrainclub.com

Beverly Hills, Florida, February 23, 2019. Citrus Model Railroad Club Joint Meet at Citrus Model Railroad Club, 6264 W Corral Place. Joint meeting offers four clinics, refreshments, door prizes, model judging, model displays, and an operating session on the club's HO scale layout. Door prizes, Wheelchair accessible, Free parking. Admission: \$15.00 per person. Contact John P Giammasi at (352) 527-8706, or visit www.citrusmodelclub.org/

Plant City, Florida, March 23, 2019. H.B. Plant Railroad Historical Society Annual Train Show & Swap Meet at Trinkle Bldg., Hillsborough Community College, 1206 N. Park Rd. Enjoy our 29th annual train show featuring more than 100 tables of railroad merchandise and toy trains in all scales and gauges. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: Adults \$7.00, age 12 and under free. Contact Gilbert Thomas, Jr. at (863) 412-3090, or visit www.hbplant.org

Palmetto, Florida, March 9-10, 2019. 42nd Annual RealRail Model Train Show at Bradenton Area Convention Center, 1 Haben Blvd. Enjoy our train show featuring door prizes, interactive Lionel layout, greater Florida LEGO user group layout, kids Comet HO layout, and more. See web site for details. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: Adults \$8.00, Age 13 and under free with paid adult. Contact Bill Clark at (941) 504-2474, or visit www.realrail.org

Atlanta, Georgia, February 12, 2019. Piedmont Division Monthly Meeting at Holy Innocents Episcopal Church, 805 Mt Vernon Hwy NW. Brief announcements, bring and brag, and a clinic presentation. Join us for an evening

of model railroad fun and fellowship. Presented by Piedmont Division, Southeastern Region NMRA. Refreshments available, Wheelchair accessible, Free parking, NMRA event. Admission: Visitors free first three meetings. Contact Gary Jarabel at (770) 509-6941, or visit www.piedmont-div.org

Lewiston, Idaho, March 24, 2019. 8th Annual Lewis-Clark Model Railroad & Collectibles Swap meet at Nez Perce County Fair Building, 1229 Burrell Ave. Enjoy our train show with displays of layouts in various scales, vendors selling model railroad trains and railroad collectibles, Operation Lifesaver Train simulator, how-to clinics, and more. Presented by the Lewis-Clark Model Train Club. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$5.00 adults, Age 12 and under free with adult. Contact Daniel Wise at (208) 816-0845, or visit lewis-clarktrainclub.com/

Urbana, Illinois, March 30-31, 2019. Midwest Central Railroad and IT Division NMRA 38th Annual Train Show at Lincoln Square Village Mall, 100 S Vine Street. Model railroad meet featuring O Scale, HO and N Scale layouts, more than 30 vendors, NMRA demonstrations, various historical society displays, and more. Wheelchair accessible, Free parking, NMRA event. Contact Richard Schroeder at (217) 552-6514

Springfield, Illinois, March 24, 2019. Springfield Railroad Society Annual Train Fair at Orr Building, Illinois State Fairgrounds, 4-H Rd. Enjoy our train show featuring more than 35,000 sq. ft. of new and used model trains for sale, operating layouts, and more. See web site for details. Free parking. Admission: \$10.00 9:00AM Early Bird, \$5.00 after 10:00AM. Contact Ray Moser at (217) 544-4295, or visit www.springfieldtrainfair.com

Indianapolis, Indiana, March 2, 2019. The Indianapolis Model Railroad Train Show and Open House at Emmrich Manual High School Gymnasium, 2405 S. Madison Ave. New and used trains in all scales available for sale or swap. There will be various layouts on display. Nap-town & White River Model Railroad Club will also have an open house during the same hours. Door prizes, Refreshments available, Wheelchair accessible, Free parking. Admission: \$5.00 per person, 12 and under free. Scouts in uniform free with paid adult. Contact Steven Handy at (317) 786-8627, or visit www.naptownrr.org

Fort Wayne, Indiana, March 9, 2019. Maumee Valley Railroad Club Model Train Show & Swap at Coliseum Bingo, 911 West Washington Center Road. Enjoy our train show featuring vendors, layouts, historical and other organizations represented. Refreshments available, Free parking. Admission: \$5.00 Adults, \$7.00 Families, Age 12 and under free. Contact Richard Insley at (260) 482-2203, or visit maumeevalleyrailroad.com/

Spirit Lake, Iowa, April 13, 2019. Prairie Lakes Division TLR/NMRA Spring Meet at Dickinson County Expo Center, 1602 15th St. The event will feature Prairie Lakes Division's HO sectional model railroad, many flea market tables, modeling clinics, model and photo contests and business meeting. Door prizes, Refreshments available, Wheelchair accessible, Free parking, NMRA event. Admission: \$3.00 per person. Contact Jay Davis at (712) 834-2073, or visit www.prairielakesdivision.org/

Lawrence, Kansas, February 9-10, 2019. LMRR 18th Annual Train Show & Swap Meet at Crown Toyota Kingdom, 3400 South Iowa Street. Enjoy our train show featuring new and used model trains for sale, operating layouts, clinic presentations, and more. Presented by the Lawrence Model Railroad Club. Door prizes, Refreshments available, Wheelchair accessible, Free parking, NMRA event. Admis-

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A		G - H			
Accurail, Inc.....	51	Great Decals!.....	82	Passenger Train Journal.....	23
All Electronics Corp.....	83	Great Midwest Train Show.....	95	Piko America, LLC.....	3
Allgheny Scale Models.....	78	Great Scale Model Train Show.....	95	Pine Canyon Scale Models.....	8
American Models.....	8	Great Scale Texas Train Show.....	95	Port Lines Hobby Supply.....	8
Atheam Trains.....	99	Great Train Shows.....	95	R	
Azatrax.....	64	Greenberg Shows.....	95	Railfan & Railroad.....	23
B		Heimbürger House Publishing Co.....	72	Railroad Model Craftsman.....	23
Bachmann Industries.....	100	HO Collector.....	23	Railroadbooks.biz.....	88
Berrett Hill Trains.....	83	Hobby Smith, The.....	75	Rapido Trains, Inc.....	11
Blair Line.....	75	J - L		River Point Station.....	83
Bluford Shops, LLC.....	57	Jacksonville Terminal Company.....	73	Rix Products.....	75
Bowser Manufacturing Co. Inc.....	58	Kadee Quality Products Co.....	57	Roberts' Products Co.....	82
Broadway Limited Imports, LLC.....	6	Kato.....	7	Ron's Books.....	88
C		LaBelle Woodworking Co.....	61	Roundhouse Model Train Show.....	95
Caboose.....	81	LGB/Märklin.....	9	S	
Caboose Industries.....	78	Lewis County Model RR Club.....	61	ScaleTrains.com.....	2
Call To Action.....	88	Litchfield Station.....	67	Shawmut Car Shops.....	64
Chooch Enterprises Inc.....	82	M		State Tool & Die Co.....	57
City Classics.....	83	M.B. Klein, Inc.....	64	StealthTrackCleaner.com.....	82
Coach Yard, The.....	67	Menard, Inc.....	77	Summit USA.....	88
Coffman.....	78	Micro-Mark.....	67	T	
Crusader Rail Services.....	82	Micro-Trains Line Co.....	13	Tahoe Model Works.....	64
Custom Model Railroads.....	81	Miller Engineering, LLC.....	81	Trains & Railroads of the Past.....	23
D - E		Model Railroad News.....	23, 64, 67, 86	TrainShow.com.....	95
Dallee Electronics, Inc.....	75	N		TrainWorld.....	12
DCC Hobby Supply.....	72	Narrow Gauge & Short Line Gazette.....	23	Tru-Color Paint.....	61
Digitrax, Inc.....	76	National Model Railroad Assoc. (NMRA).....	98	W - Z	
Erie Lackawanna RR Historical Society.....	86	NJ International, Inc.....	78	Whistle Stop Trains.....	57
ExactRail, LLC.....	65	NorthWest Short Line.....	57	White River Productions, Inc.....	8, 23, 70, 71, 74, 87, 89
		O - P		Withers Publishing.....	12
		O Scale Trains.....	23	Woodland.....	79
		OK Engines/Streamliners.....	61	World's Greatest Hobby On Tour.....	95
				Zycon.....	64

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