

THE B&O MODELER



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Tangent's New Class I-18 HO-scale Caboose

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AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering, news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available, Regular annual memberships are only \$45.00. If you would like to join, click [here](#) to fill out our membership application, print a copy and mail it to:

B&ORRHS

Attn: Membership

P. O. Box 1608

Sykesville, MD 21784-1608

UPCOMING EVENTS FOR POTENTIAL B&O MODELS ON DISPLAY OR B&O PRESENTATIONS

Listed below are activities of potential value to B&O fans that have been scheduled into the fourth quarter of 2020. Due to the corona virus challenges, some or all may be cancelled, so check the links given to determine status. Meanwhile be sure to patronize your speakeasy hobby shop—a secret rap on the door and your order comes back through the mail slot.

2020

B&O Historical Society Western Mini-Con – Has been cancelled.

Rescheduled Great Scale Model Train Show, Timonium. The May show has been cancelled but the show owners hold out the possibility of rescheduling. Check their [website](#) for more details.

[B&O Historical Society Eastern Mini-Con](#) – July TBD, 2020 at B&O HS World HQ in Eldersburg, MD.

[St. Louis RPM](#) – Has been cancelled.

[Mid-Atlantic RPM](#) – September 10 – 13, at the DoubleTree by Hilton Baltimore – BWI Airport.

B&O Historical Society Annual Convention – September or October in the Akron, OH area. Information should be out by early July. Check the B&O HS [website](#) for more details.

[RPM Chicagoland](#) – October 30-31, NIU Naperville Conference Center in Naperville, IL.

UPDATES AND ERRATA

Modeler No. 50

Pages 12-16: The modeler from Bavaria is Thomas Goernig, not Robert. My apologies. I have hopes that we will be seeing more of his work.

Page 62: Model of standard milk stand in photo is by Tom Greco, not Tom Dupee. Proof that your editor is not competent to photograph and record information about convention models and needs someone to take over that task.

NEW PRODUCTS

BY CLARK CONE AND THE MODELER STAFF

Caboose aficionados are in for a real treat in the first half of 2020! The year started off with Tangent Scale Model's release of multiple HO versions of the B&O's iconic International Car Company (ICC) I-18 car body style. Then Athearn announced an HO version of the later ICC-built class C-26 as well as an N-scale model of the C-26. Note: The Athearn car is a different car from the Tangent I-18. Chessie System Historical Society did a resin kit for the C-26 class but I'm sure Chessie era modelers will welcome this RTR version.

The fleet of forty-six I-18s was B&O's first set of non-railroad produced cabooses. Delivered in 1965 and 1966, most survived to become part of CSX. Continually modified through the years, the cabooses wore many paint schemes, beginning with B&O blue at delivery and including the standard yellow Chessie System repaint and multiple color Safety schemes starting in 1973. Additionally, across the years, various details such as marker lights, window screens, toilet dump pipes and retention tanks, air vents, and end lights were changed, added, or removed. Mike Shylanski's review of the I-18 appears on page 17 in this issue but we reproduce here the nice publicity material for both cars. We can probably talk Mike into doing a review for the Athearn car when it comes out later.

Athearn Class C-26 Caboose, HO-scale



Era: 1971+

HO ICC Caboose B&O #C-3717
 HO ICC Caboose B&O #C-3754
 HO ICC Caboose B&O #C-3799
 HO ICC Caboose B&O #C-3818

Equipped with DCC & Lights
 ATHG78526
 ATHG78527
 ATHG78528
 ATHG78529

Equipped with DCC, Sound & Lights
 ATHG78326
 ATHG78327
 ATHG78328
 ATHG78329



Athearn plans to release their new caboose based on prototypes built by ICC beginning in the late 1950s. The B&O's C-26 came out in 1971 and of course, the B&O's had to be different from the "standard" ICC design. Details include illuminated marker lights, overhanging X-panel roof, and roller-bearing caboose trucks with axle driven generators. The models feature

interior details, see-through steps, flush window glazing, formed wire grab irons, machined metal wheelsets, coupler lift bars, trainline and brake hoses, and full underframe detail.

Sound-equipped cabs feature a *Soundtraxx Tsunami SoundCar* decoder with air horn or trainline air whistle, rail joint clickety-clack with optional wheel flat spot sounds, brake set/release sounds including brake squeal, emergency brake application sound, and adjustable flange squeal.

For more information: [Athearn ICC C-26 Caboose](#).

Tangent Scale Models

Tangent Scale Models is now offering their first caboose model, the class I-18 steel bay window caboose, introduced in 1965. Six paint and detail schemes, plus two undecorated detail versions are available.



The first version is in the as-delivered B&O blue paint scheme. B&O made safety changes between delivery and, in 1968, the updates included changes to the end steps and platform locations, changed railings and protective side screens on the bay windows. This version is available in four numbers.

The 1973+ repaint scheme (above right) is the yellow Chessie system scheme including blue graphics, orange (vermillion) striping and silver roof. This version includes the as-delivered Pyle lanterns and standard toilet dump pipe. Four road numbers are available in this version.



The green Chessie Safety 1973+ scheme is available with the correct road number C-3000 and features a large safety emblem and the “BE ALERT, DON’T GET HURT” slogan. The bay windows on this version have the prototype’s added four extra air vents.

The white Chessie Safety 1975+ scheme is another safety scheme, with LONG CHANCES SHORTEN LIVES across the length of the caboose. Modern details include the added blue toilet retention tank and white chlorinator overflow pipe. This caboose is available in its prototype number of C-3003.



The Raceland Repaint 1980+ cabooses (above left) feature Chessie “box” style markers replacing the Pyle lanterns and an FRA-approved Star Model 845-F Incandescent flashing end light. This caboose is available in number C-3019.

The Chessie System 1982+ scheme (above right) includes a slightly faded paint scheme and bright yellow bay window patches where the caboose has been renumbered. Both cabooses in this scheme, 903014 and 903045, feature the updated toilet retention tanks, Chessie “box” style markers, COTS and Inspection interval lettering, and FRA red end lights of the I-18 class cabooses that survived until 1982.

Note: Unlit (no electronics included) undecorated kits are available in both the 1968+ detail package and the 1979+ era details. No couplers are included with the undecorated kits.

The kits include Tangent 70T Gould Roller Bearing trucks with power pickup and 33” 110 tread wheels. All of the models are equipped with DC/DCC compatible interior and marker light lighting powered through pickups on the caboose trucks that include 33” CNC machined wheels. Mike Shylanski’s coverage elsewhere in this issue may provide a more substantive rationale for deciding which of these models to purchase—if, of course, you can’t afford them all.

For more information or to purchase: [B&O I-18 Caboose](#)

Athearn Genesis GP18, HO-scale

Athearn plans to release their new GP18 as B&O’s one and only GP18; 6599. The unit was built in January 1962. The ETA is March 2021.



For more information: [Athearn Genesis B&O GP18](#)

Athearn Genesis GP7, HO-scale



Athearn plans to release Genesis GP7 in the Chessie System paint scheme as freight unit 5610 and former passenger unit 5628. ETA is April 2021.

For more information: [Athearn Genesis GP7 B&O](#)

Athearn ES44AC, HO-scale

Athearn announced a new line of legendary railroad paint schemes from the past -with a modern twist-starting with the Genesis ES44AC. This line is designed for the “So, they didn’t have it, but it’s my railroad” modeler. Introducing “Legendary Liveries”—where inspiration becomes reality (isn’t that what most of our model railroads are all about?) A patched Chessie System ES44AC operated by B&O will feature an antenna

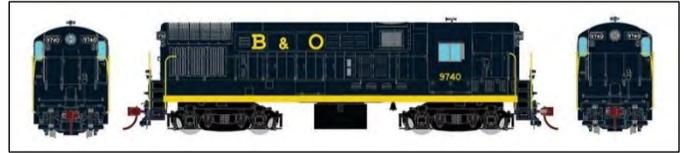


dome, large front snowplow, a nose door without a window, three side window cab, sunshades, rear brake wheel, high rear vertical headlight, and steerable trucks. Sound equipped models have a DCC decoder with *SoundTraxx Tsunami2* sound that functions in both DC and DCC mode. DC models are DCC-ready with Quick Plug plug-and-play technology with a 21-pin NEM connector.

For more information: [Athem Chessie System ES44](#)

Rapido Trains Fairbanks Morse H16-44 Phase III, HO-scale

Rapido is releasing the HO-scale Fairbanks Morse H16-44 Phase III with sound and DCC in the final B&O paint scheme. Bachmann has offered this version of the H16-44 for years and Atlas did an earlier phase.



For more information: [Rapido H16-44](#)

Accurail Pullman-Standard 40-ft. Boxcars, HO-scale

Accurail is releasing an HO-scale 40 ft PS-1 steel boxcar. Lettering on the model represents a prototype Pullman-Standard car delivered to the B&O in September 1963. However, per somewhat confusing info. in *Color Guide*, p. 75, these cars started life as PRR X43 (dating back to 1950-51, or earlier) and were rebuilt and leased to B&O and C&O by Chicago Freight Car. Co. Accurail’s variations include "Sentinel Service" and "Time Saver Service" in 3-car sets. No class specified or visible on artwork but *Color Guide* says B-19.



For more information: [Accurail PS 40-ft Boxcars](#)

Athem 40-ft Boxcar with Youngstown Steel Doors, HO-scale

And here we are again: B&O modeler’s second favorite boxcar. The HO-scale ready-to-roll models with Youngstown sliding door will be released next November in the Baltimore & Ohio “Orange Comet Timesaver” scheme (undoubtedly using the time tested shell with cast-on details). No, you don’t need a whole train of these. Bob Chapman’s article on the M-55h was in *Modeler* No. 46.



For more information: [Athem 40-ft Boxcar](#)

Bachmann Trains Passenger Cars, HO-scale

Bachmann will be releasing three HO-scale “B&O painted” passenger cars.

72 Ft Smooth-Side Baggage Car



No B&O classes specified; Cars are likely stand-ins with attractive paint jobs. Run with your blue and gray Alco PAs. Knowledgeable reviewers welcome.

For more information: Bachmann Trains, 215-533-1600, bachmanntrains.com

Smooth-Side Coach with lighted interior



Smooth-Side Observation with lighted interior



Tangent Scale Models PS 4750, HO-scale

Tangent Scale Models has released a group of HO-scale PS 4750 triple-bay covered hopper cars in B&O/Chessie markings. This release accurately replicates the prototype cars with solid side posts Pullman-Standard built from 1972 to 1974.

This model represents B&O's only order of PS 4750s produced in July 1973 in stunning Chessie Yellow and Blue paint. Specific correct car appliances are included for B&O cars, including Portloc outlet gates, plate mounted ACI labels, and Gypsum running boards. Even the car number appears on the draft gear per B&O's lettering standards! Accurate body-mounted brake gear and truck brake beams are mounted. The trucks have Timken rotating roller bearing caps. The new Chessie cars are available with 12 road numbers!

For more information: [Tangent B&O PS 4750](#)



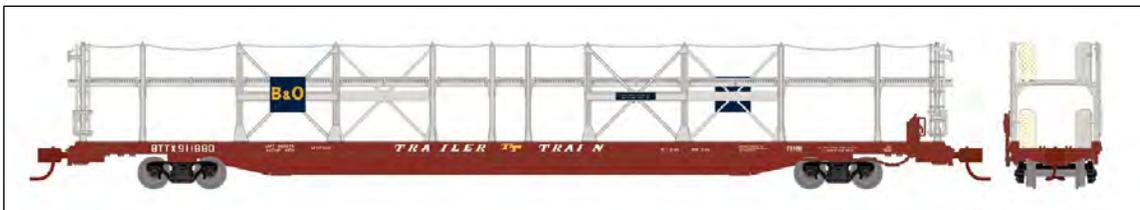
Athearn Caboose, N-scale

Athearn will release an N-scale bay-window caboose in December 2020. The ready-to-run model features newly-tooled trucks with an axle-mounted generator, separately applied wire grab irons, walkway tread on the end platforms, and clear window glazing.

For more information: [Athearn B&O Caboose](#)



Athearn Bi-Level Autorack, N-scale



Athearn is releasing the F89 bilevel autorack in N scale series in its October 2020 production schedule. Features of the N-scale model include a heavy diecast underframe, realistic undulating safety railing, accurate end bridge plates per era and prototype practice, body-mounted operating knuckle couplers, and 70-ton roller-bearing trucks with 33-inch machined metal wheelsets. Who wants to guess what a load of N-scale autos will cost you?

For more information: [Athearn Bi-Level Autorack](#)

Broadway Limited Imports USRA Light Mikado, N-scale

The USRA built a total of 625 light Mikados, with 641 copies built after the USRA ended control. With copies, over 50 railroads used the USRA light 2-8-2's. BLI's models follow the original designs closely. Railroad specific variations are not modeled on these locomotives. The B&O light Mikados were painted black and graphite. Features include:

- Blackened metal wheelsets, in gauge
- Brass whistle and valve details
- Die-cast metal body and chassis



- Electrical pickup on six drivers and all tender wheels
- Flywheel-equipped can motor geared to first and fourth axles; side rods transfer power to other drivers
- Golden-white light-emitting diode (LED) headlight
- Magne-Matic couplers front and rear, at correct height
- Operates on codes 55, 70, and 80 rail
- Paragon3 dual-mode sound decoder supports Rolling Thunder system
- Recommended minimum radius 9 3/4"
- Traction tires on two rear drivers
- Weight: 3.4 ounces (engine and tender), 2.4 ounces (engine alone)
- Wire grab irons and other detail parts

For more information: [BLI Light Mikado](#)

MTH Electric Trains USRA Heavy Pacific, O-scale

MTH is releasing a 3-rail O-scale USRA 4-6-2 Heavy Pacific with Hi-Rail wheels and Proto-Sound 3.0. The loco will be released with two color schemes. Availability is TBA and requires an advanced reservation.



For more information: [MTH USRA Heavy Pacific](#)

MTH Electric Trains Insulated Boxcar, O-scale

MTH is also releasing an O-scale insulated boxcar in 3-rail, ready to run. Class M-75. Prototype information and photo is on page 82 of the Morning Sun *Color Guide*. Yellow body signified an insulated car. Bring it closer to prototype by changing that side sill. Advanced reservation required.



For more information: [MTH Insulated Boxcar](#)

Lionel Trains 2-8-2 Mikado, O-scale

Lionel has announced a 2-8-2 Mikado with sound and *LionChief* Bluetooth and DCC control. The model will be painted in black and graphite and carry the road number 4500 (the surviving USRA light Mikado in the B&O Museum). Of course there is nothing to make it B&O in-service specific. (See Bruce Elliott's rant in the 2019 Convention models article.) It is expected around the end of September 2020. Advanced reservation required.



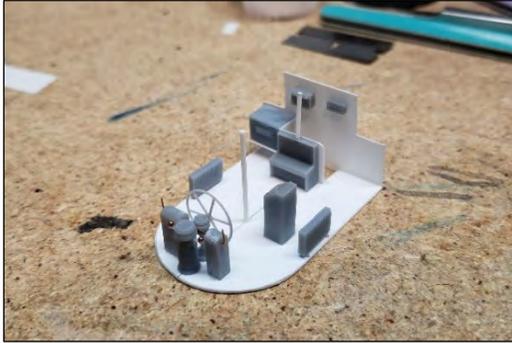
For more information: www.lionel.com

NEW PRODUCTS SECOND SECTION, BLURB EDITION

COMMENTARY AND SELECTION BY JOHN TEICHMOELLER

Here are miscellaneous product citations picked up by scanning ads in the enthusiast press, some with more info, some with less or next-to-no info. So we guessed sometimes. If you think our guesses are wrong or have more questions about these offerings, speak up. Of course if you have purchased one of these products, detailed reviews are welcome.

Gotham Rail & Marine Tugboat Pilothouse Interior Details, HO-scale

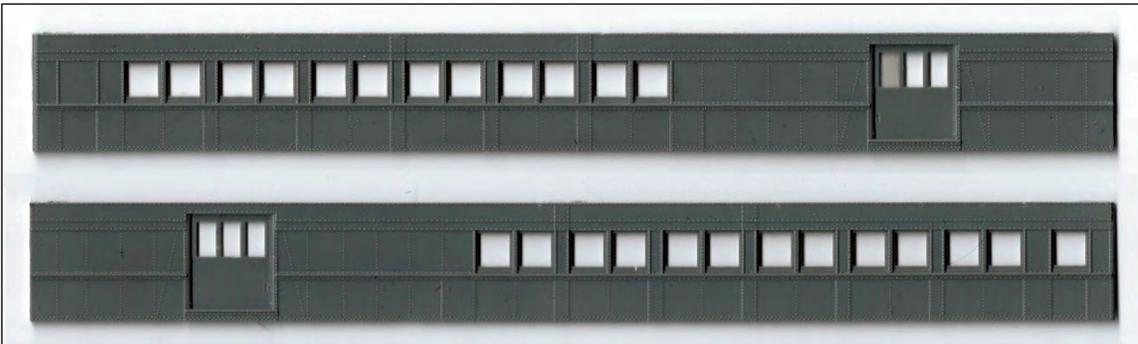


Paul Strubeck is offering a 3D-printed set of pilothouse interior details for the Walthers diesel tug (a Lehigh Valley prototype but I've seen a number of these painted up as B&O tugs) and for the Frenchman River diesel tug which is the Reading/B&O's *Lehigh*.

For more information: <https://gothamrailmarine.com/>

Bethlehem Car Works Combination Baggage-Coach, Class D-4, HO-scale

Kit number 612; resin sides and ends on Branchline core kit. Available from Bethlehem Car Works, B&ORRHS and Pro-Custom Hobbies. Will be available in May 2020.



For more information: www.bethlehemcarworks.com

Intermountain Coil Car, HO-scale

This is a re-release and revision/upgrade of the car done back in 2004 by Red Caboose. See "Enthusiast Press" section for commentary on the review in *Model Railroad News*.



For more information: <https://www.intermountain-railway.com/ho/html/32537.htm>

Rapido EMD SW1200 Switcher, HO-scale

Ads show this run is decorated in the original (small yellow stripe) classic color scheme. Jim Mischke noticed some other errors on the pre-production “artwork” and sent information to Rapido which has a reputation for “doing it right.” Maybe they’ll come out with the later wide-sill yellow stripe version if they do a second run.



Prototype info provided by Raymond Stern: B&O purchased 8 locomotives built in May and June 1957, numbers 9614-9621. The January 1, 1958 locomotive service/assignment list shows these 8 locomotives assigned as follows.

B&O 9614-9615 Washington, IN yard service

B&O 9616-9617 Cincinnati, OH Stores Yard service

B&O 9618-9621 Brunswick, MD Brunswick - Frederick local and yard service

Rapido's models will have road numbers 9614, 9616, and 9620 so all three of these services is covered. B&O-specific details unknown. Reservations supposedly closed November 18, 2019

For more information: [Rapido HO-scale SW1200](#)

Rapido B&O Lightweight Streamlined Diners, HO-scale

Road numbers 1083 and 2024. There was some internet grousing about these which are a Canadian National prototype and bear little resemblance to the B&O cars with above numbers. Rapido says they were a disclosed stand-in, done at the request of some customers. It’s hard to resist that great paint job, ain’t it?



For more information: [Rapido Lightweight Streamlined Diner](#)

Accurail 36’ “Single Sheathed” Fowler Boxcar, HO-scale

Artwork in advertisement is stenciled B&O class M-31 with is correct for the road number 178542 illustrated. Many modelers really like Accurail products because of their economy and don’t mind the cast-on detail. Knowledgeable reviewers invited. There is plenty of info out there on Fowler boxcars so commenting on the fidelity of this model should be easy.



For more information: [Accurail Fowler Boxcar](#)

MTH EMD NW2, S-scale



Road names will include B&O and the CSX Cumberland Locomotive Shop green version (You must provide the shop complex).

For more information: [MTH EMD NW2](#)

MicroTrains RPO/Baggage Car, N-scale

Brief review in July 2019 *NMRA Magazine*. Nice looking model. No class claimed but road number and overall appearance close to E-7b. Trucks are a bit too far outboard, possibly to prevent fouling center sill on sometimes too small radius track. Knowledgeable N-scaler opinions welcome.

For more information: [Micro-Trains Passenger Cars](#)



EXTRA SECTIONS FROM THE READERS

BY JOHN TEICHMOELLER AND READERS

We encourage readers to comment on and/or correct content in *The Modeler* and especially share a snapshot or two of their latest projects. It's amazing how someone else's modeling efforts can inspire you to reload a new blade into the Xacto knife and pierce the nozzle of a new ampoule of cyanoacrylate. Here is the latest batch of gleanings from my e-mail inbox and Groups.io postings.

From an unidentified e-correspondent of Raymond Stern:

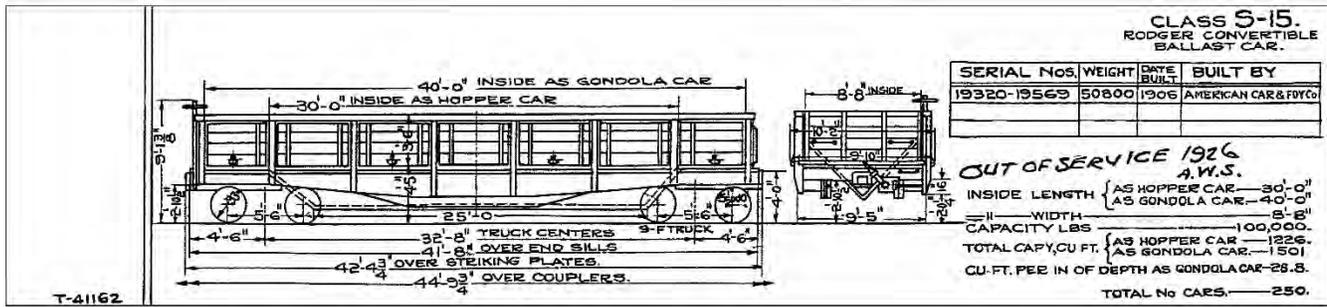
I have mentioned the unique EM-1 whistle linkage and the fact that it is almost ignored on models. These photos showed up on Facebook today. I think the engine is 674 (7624).



From Thomas Goernig:

Here is my model of SF-22. Attached two pictures, this is how far I have come, still needs painting and lettering. I am thinking of using cabooses trucks and installing a decoder for the light. Anyhow no snow until today here. (Supposedly she was built from an old Hart convertible ballast car, see diagram on the following page. JT)





Reader reports on their “Pandemic Projects” as Tom Greco calls them:

From Rick Blackford:

Rick said he was working on his Gloor Craft I-10 caboose kit. Wow, that got me excited as I wasn’t aware that such a thing existed in HO-scale. Whoops, it doesn’t— In response to an e-mail to Rick, he straightened me out and noted it actually is an I-16. For more about this class, see the Index for articles in *Modelers* from 2010, 2014 and 2018.



From Jim Ford:

It’s a “What If?” Imagine that the B&O had inherited one more snowplow from the BR&P. It follows the lines of X32, which Jim Parker photographed at Leroy on the Rochester Sub in 1966. The truck-center distance is about five feet shorter, a mistake I discovered after I was pretty far down the line. Construction is styrene, paint is Model Master Insignia Red over a grey primer, decals are by Tony Hines. The number was next in the series and vacant. I think it was Bob Chapman who said that the surest way to get a model produced commercially was to scratchbuild it, but I doubt that anyone is going to do this one in N-scale. I haven’t had the nerve to dump baking soda on my layout to see if it’ll clear the tracks.



From Tom Greco:

HO-scale model of the Albion, Indiana station based on a 1954 color slide backdated to red and black trim paint.



B&O MODELING IN THE ENTHUSIAST PRESS

CAPTURE AND COMMENTARY BY JOHN TEICHMOELLER

Note: I try to pick up articles and books of B&O modeling interest from the general modeling press. However, after being a print subscriber of Model Railroader Magazine for 62 years, I have let my subscription lapse. Accordingly, if any readers happen to notice relevant items from MR, I will be happy to cite them if you let me know. I did subscribe to the “electronic” version of MR via Zinio. I read the e-version of MR but find it hard going because of their navigational control, and I miss a lot. Anyway, you may regard some of this issue’s selections as “peripheral” but here they are. JT

“Maintenance of Way Master: Jordan Spreader,” in *Model Railroad News*, April 2020, pages 70-75 reviews the reissued and upgraded model of Walthers’ Jordan spreader. This model is identified as being in Walthers’ Proto series so detail should be good. This release was not indicated as being lettered for B&O and there was a nice variation among models; I know enough about these marvels to be dangerous, but I’ve got to believe this model is either close to something the B&O operated or could be modified. See *B&O Modeler*, Vol. 2, No. 5, September/October 2006 for an article by Jeff Hanke on modifying the original Walthers run. There are two different specimens in the B&O Museum in Baltimore.

West of Cumberland, Book Three, by Terry Arbogast. I am not the person to review this latest volume of Terry Arbogast’s *magnum opus* but just want to point out that even if you aren’t interested in Fairmont, there are some marvelous photos and oral history transcripts regarding the Lidgerwood ballast unloading machines that were repurposed to reprofile steam locomotive driver flanges. The book weighs in at 5 lbs. on my bathroom scale, so if you don’t want to buy it but are hungry for more Lidgerwood stuff, borrow a copy from a friend and turn to the following pages:

P. 307 Track map of Fairmont engine terminal showing Lidgerwood track

P. 313 1943 photo yard looking south showing Lidgerwood track

PP. 319-320 Description of Lidgerwood operation by Manuel Garcia, shop foreman at Fairmont. He says the Lidgerwood was used only to true flanges, not tires. However, another oral history (the reference I neglected to mark and now can’t find it) says it trued tires also.

PP. 332-333 Views of the Fairmont Lidgerwood machine and “ground tackle.”

“Sandy Valley & Elkhorn Railway Equipment” by Thomas W. Dixon, Jr in *The Chesapeake & Ohio Historical Magazine*, May/June 2019, pages 33-40. This article was cited in another article in the *C&OHS Magazine*. It caught my attention because I thought it might shed some light on why the B&O, (owner of this land-locked branch that was finally sold to its connecting road, the C&O) acquired a sizeable fleet of side-dumping 50-ton hopper cars. It did not—interesting article nonetheless—but it did include a photo of SV&E No. 227616. One specimen of these cars, B&O class N-13, survived as an historical specimen and is in the B&O Museum.

“Tangent Scale Models introduces its first caboos: Baltimore & Ohio’s I-18,” no author shown, and **“Prototype Profile & Model Survey: Baltimore & Ohio Cabooses”** by Tony Cook, both in *Model Railroad News*, March 2020, pages 14-19. The first two pages are basically a product announcement (*MRN* will have a more comprehensive review in its May issue) and Tony Cook’s profile is a nice summary for those who haven’t coughed up the bucks for the extensive B&O caboos literature by Bob Hubler and Dwight Jones. Cook even picks up on the old Varney bay window caboos’ similarity to the B&O’s I-7 (See *Modeler* No. 50.)

“Striped Sharks on the Prowl: BLI’s HO-scale NYC Baldwin RF-16s,” by David Otte in *Model Railroad News*, March 2020, pages 54-62. If I recall correctly, when BLI announced their intention to do sharks they were discouraged by the volume of reservations, and for a while the word on the street was that the project was dead. But it arose from the dead, and B&O versions are part of BLI’s production run. While this review is Lightning Stripe NYC specific, the models are given good marks operationally and visually. The review states that a number of road specific details were incorporated but we defer comment to a more comprehensive review of the B&O versions by a knowledgeable BLI model owner and shark lover. I did notice in the review model photos that BLI has included the little sandbox covers on the pilot; I may be wrong but don’t believe these have ever shown up on production shark models. Adding them to a model that lacked them would be a simple styrene craft bit project, but matching the factory paint on the pilot might not be so simple.

“A Car of Many Covers: Evans Coil Car from Intermountain Railway Co.,” by Tony Lucio in *Model Railway News*, April 2019, pages 44-50. The B&O rostered several versions of “Cushion Coil” cars, starting with the P-40 class, rendered in HO-scale as a box of sticks/1 in 5000 kit. Then a slightly longer version of the Cushion Coil design was represented by the Walthers product. The new Intermountain car is the third generation of coil cars on the B&O. It isn’t totally new because it is a slightly enhanced revision of the model originally issued in 2004 by Red Caboose. At least one revision in this run is added lettering on the tops of the coil covers that informs the crane operator that these are “long covers” and will not fit the shorter cars. (I’ll have to go back and add that lettering to my Red Caboose car.) Lucio offers a brief history of the car type. There may be some prototype discrepancies in the model’s highly visible air brake components, but they are not mentioned. Lucio does note that the Red Caboose car used trucks with brake beams, while this current model uses “standardized Accurail parts.” This car, unlike the Ambroid and Walthers cars, has a straight, not fishbelly, sill. Numerous photos of the models (B&O version with slanted covers and MKT version with curved cover) appear in the review. This review even includes Jim Kincaid’s scale drawings from the October 1996, *Mainline Modeler*. There is a great color photo on page 45 of B&O 306236 said to be taken in Dallas in October 1969. Another prototype photo shows B&O 306157 with covers from Milwaukee Road and N&W. As long as they were on a long car! One observation I made was that prototype photos show the grab irons and railings on the covers are black on the model whereas the prototype photos show them in the grey color of the hood, a simple matter to change.

For B&O-specific coil car information, see **“Coil Steel Rides the B&O,”** by Mike Shylanski in the Fourth Quarter 2007 *Sentinel*.



THE NEW TANGENT B&O CLASS I-18 HO-SCALE CABOOSE MODELS

REVIEWED BY MIKE SHYLANSKI
MODEL IMAGES BY M. SHYLANSKI

Christmas came a little late for the modern-era B&O and B&O/Chessie modeler this year. Tangent Scale models released a stunningly beautiful, highly accurate, ready-to-run model of B&O's I-18 class bay window caboose. The jewel-like model has been released in six different versions so far, several of which are paint schemes in striking colors that B&O developed for its Safety Slogan caboose program. We will review them all and show examples. One clarification is in order before we start. Some of you may know that I have worked with a manufacturer on decorating modern B&O cabooses. However, I did not work on these Tangent products (but probably wish I could say I did!).



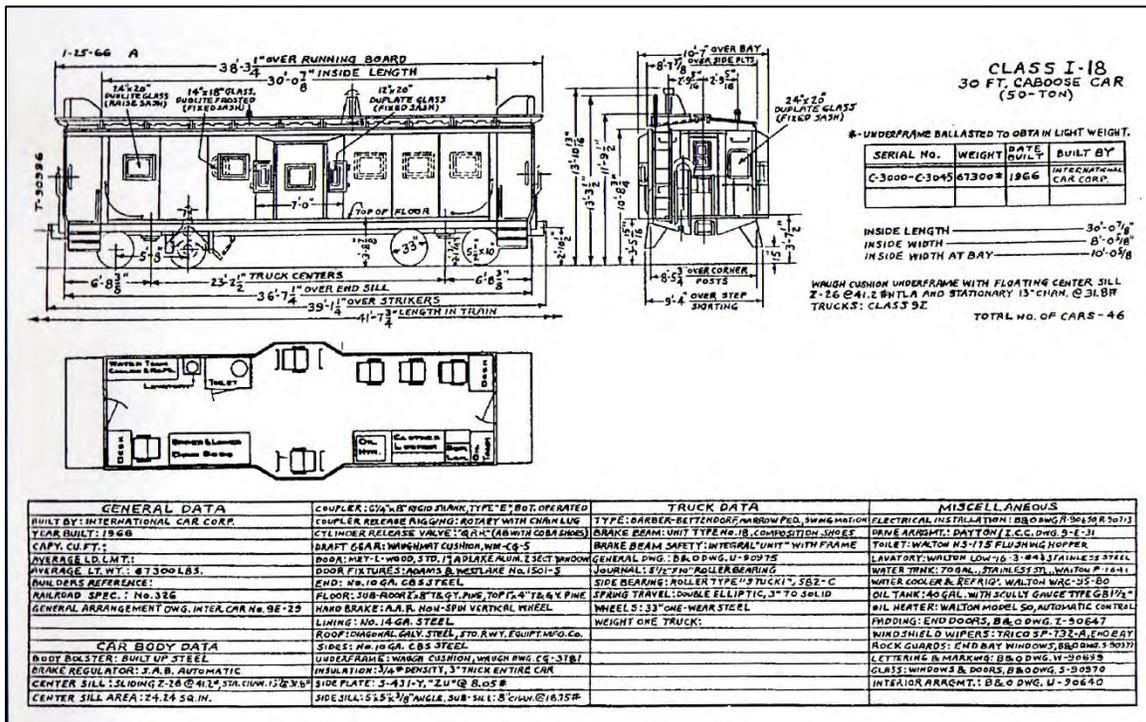
The beautiful new Tangent I-18 caboose will look great on any B&O layout.

The Car History

First the mandatory bit of prototype history. The Class I-18 car was a little longer than previous B&O bay window cabooses. It was also an all-welded car that, for the first time, was produced by a car builder, not a B&O shop. The first I-18 dates to December 1965 when the International Car Company, Kenton, Ohio, made C-3000 available for inspection by B&O and ICC firm officials. The car was painted in a very satisfying looking B&O blue with yellow ends. A largish "B&O" and Capitol Dome were in white, as were the car number and smaller stencils. This car was to be followed by 45 very similar cars in 1966. The whole series of cars comprised C-3000 through C-3045.



C-3014, Julian Barnard photo, location unknown, B&ORRHS/Barnard/Wolford collection



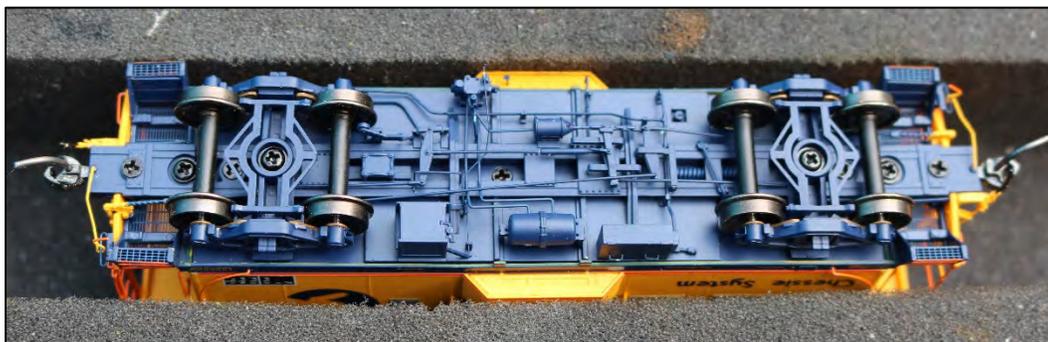
The cars were modern steel cars that featured a Waugh cushion underframe, a system that evolved from the old Duryea system that B&O had favored in the past. Crew comfort was improved over that of previous B&O cabooses. There were more comfortable seats, and there was a flush toilet. The cars sported an oil heater, although these were not universally loved by the trainmen. According to caboose authority Dwight Jones, the original heaters needed to be improved.

Over the years, the I-18s were overhauled and upgraded, often at the B&O's DuBois, Pennsylvania car shop. The paint schemes on the cars changed drastically. Many cars got the yellow, vermilion, and blue Chessie System paint scheme, while a smaller number were repainted at DuBois in bright, sometimes garish colors as part of a program to promote employee safety. These were the so-called "Safety cabooses."

The First Run of Tangent Cars Measures Up

Tangent kept their I-18 project pretty quiet. The announcement that the cars were available came almost as a thunderclap for modern day B&O modelers. For years they had put up with generic bay window cabooses produced by Athearn or Walthers, cars that bore little more than a generic resemblance to actual B&O cars, however they might be painted and lettered.

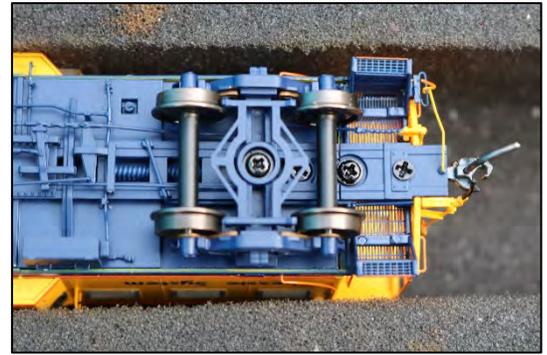
By contrast the Tangent model is highly accurate and remarkably detailed. The dimensions of the cars are spot on. I measured the width of a blue-bodied model car at edge of the bay windows, the length of the running board, the distance between truck centers and other dimensions of the car using scale rules and even a caliper.



The beautiful and surprisingly sturdy underframe of one of the new Tangent cars.

I was quite impressed with the accuracy of the model. The car is wonderfully detailed inside and out. There is a wealth of simulated brake gear, and a portion of the Waugh cushion spring detail can be seen if you flip over the car.

The windows are glazed and covered with good looking, etched metal screens. There are newly tooled trucks that have the right wheelbase and look good. They are trucks with electrical pickup so that the lighting system installed in the cars can be energized. More on this controversial lighting below. Finally, the paint and lettering are exquisite and highly accurate right down to the tiny paint and lubrication dates painted on the cars.



A portion of the return spring on the Waugh cushion underframe can be seen.



The roof detail (C-3000 here) such as running board, ladders and smoke jack look very sharp, especially since the diagonal panel roofs were painted aluminum color. (The roof may appear to be blue in this photo depending on your computer screen but on the model it is definitely silver/aluminum.)

Are the cars perfect? They are not. Some of the cars are not as free rolling as they should be, evidently due to the electrical pickup incorporated into the truck side frames. One of my six cabooses, a green Safety caboose, does not roll at all freely, and I have heard this issue from others. At least two of the remaining five cabooses are only fairly good runners. Despite being less than free rolling, I was able to operate my green caboose flawlessly for an hour on a modular club layout with some rough track here and there. My unscientific opinion is that it has the “drag” of roughly three of today’s freight car models. This is not a deal breaker, and I may find a way to make the model car more free-rolling.

The side window screens on the bay windows are gorgeous but need to be handled with care. I managed to bend one of the screens the first time I operated it. At least I can say that bent screens were at times seen on the real thing as well. I managed to prick my finger on one of them when removing a car from its packaging. You need to examine the car windows carefully when you receive a car. My blue caboose looked “funny” to me, and I discovered that one of the window screens was missing. Luckily for me, I found the missing piece in the packaging. I put a little canopy glue on the car window and replaced the screen. No more issue. And one bit of metal underbody detail (I think it is a release rod) has a tendency to wander.

Now for the lighting. Like other purchasers of the Tangent cars, I was initially puzzled by the lighting system. The literature provided with the car states that you can activate the lighting by waving the provided magnetic-tipped wand over any of three switches attached inside to the underside of the caboose roof. I placed a car on an active DCC layout at the Great Scale Train Show and waved the wand until I was plenty frustrated. I could see nothing. I was disappointed and thought I had a

defective car. Later I contacted Tangent, and I was advised to try again, as the lighting effect was “subtle.” I marched down to the basement train room at home and set up a DC test track and grabbed a flashlight. I closed the door to plunge the room

into darkness. Then I energized the test track and tried the lighting wand. Voila—lights. They are faint, however. Waving a wand on either end of a Tangent I-18 model will activate the corner marker lights. A couple of the Tangent models also have the large red flashing marker light that was installed long after the cars were delivered. These are a lot more obvious when you activate them, especially since they flash on and off continuously when powered. Now, it would appear that there was a factory problem, and the small corner marker lights show clear to the rear when they should show red. I suspect Tangent will fix this in future runs. In the meantime, *Modeler* editor John Teichmoeller suggests coating the affected lens-like area with clear red finish at least once offered in the Tamiya paint line.

The middle magnetic switch activates lights in the center interior of the car that, again, are faint but good looking in a darkened or totally dark room. This is really the only time you can see that there are seats and other interior details inside the car. This detail is almost impossible to see through the screened windows during “daylight.” Interestingly, all of the lights are hooked to a so-called “keep alive” circuit. If the power to a caboose is interrupted, the lights will continue to be on for about five or six seconds. This should help in the case of brief power glitches on a layout.

Impressive Variety of Cars in the First Run

I was really impressed by the choice of cars that Tangent produced in the first run of the I-18. The paint schemes are well chosen, and in two cases are unique schemes found only on a single prototype car. Clearly Tangent was looking for accuracy but was willing to take a marketing risk. Each car has paint and sometimes body detail appropriate for an actual prototype. I think it would be fair to suggest that Tangent obviously consulted the very detailed *Encyclopedia of B&O Caboose*, Volume 2 by Dwight Jones when producing its cars. The details and even the chronological years on the model car consolidated stencil data boxes all conform with the meticulous data presented by Mr. Jones. Incidentally all of the models in this first run of Tangent I-18 cars have simulated screens on the bay windows that, per the Jones book, were applied in 1968.

“Kicking the Tires” on the White Car

I decided to do a very thorough check on one of my model cars before examining the others. I picked the white-bodied B&O C-3003. The prototype was painted in a one-of-a-kind white scheme with a green Safety Cross over a stylized railroad track



The cabooses with the FRA mandated flashing end light such as 903014 here are sure to be prized by modelers. These lights look and work great in a darkened room. Note the very nice detailing on the car end.



Three-quarters view of C-3019. The Tangent I-18 models look great from every angle.

as part of the 1973 and 1974 Safety Caboose program. The model car also correctly duplicates the prototype's unique safety slogan "LONG CHANCES SHORTEN LIVES" painted in black across the top of the side of the caboose, with two words on either side of the bay window. I took out my copy of the Jones book and found the various dates the car was painted and serviced and looked for those dates on the car. I needed to use a magnifying glass or to enlarge the electronic image of the model I had on my computer to see some of the smaller lettering on the model.

First, I checked the lower sill on the two-window side of the car. There are both an almost readable builder's stencil and a brake badge on the sill under the bay window. You can actually see some of the brake scheme diagram on the brake badge. Amazing. Elsewhere on the side sill are stencils in black for the water fill and battery charging receptacle, and, yes, there is a simulated receptacle on the model at the appropriate spot. There are correct stencils for when the prototype car had its trucks serviced and was re-painted white at DuBois. The data in the black boxes of the consolidated stencil appears to be correct. There is a date of 11-75 in one spot that matches the time in 1975 when the car received its toilet retention tank. There is a good looking ACI label. I have to admit that I have not yet "read" the model label—and I do know how to do that—but, from what I have learned about these models, I am betting that the colorful stripes used so optical readers could scan the car owner and number are accurate. There is a readable trust stencil over each bay window, as there should be for C-3003 in the 1970s.



The model of C-3003 is a sharp ensemble of white, silver and black components.

The other side of the car has similarly correct and attractive lettering. This side of the car has three windows to the left of the bay window and a small one to the right. The small window is near the toilet on a real car. The model has a simulated toilet waste retention tank below and to the right of the bay window and below the small window. The tank is painted blue. The car's brake reservoir is on this side as well, and it has an updated service date on it painted over a strip of what looks like the same blue paint. There is a photo on the Tangent web site that shows these applications of blue paint on C-3003 as of 1976. This suggests brake servicing in 1975 when the afore-mentioned tank was installed. So, as suggested on the box for this model, this offering represents the 1975 or later version of the car.

If I understand Jones's data on this car correctly, the C-3003 received the large red flashing rear marker in late 1979, so, to be anal, this model can only represent a car as it looked from November 1975 until December 1979. I suppose you could find a way to model the large FRA light, and that would make the car "good" up until it was badly damaged by fire around the end of 1984.



The other side of C-3033 is surprisingly different looking. Note the blue toilet retention tank attached to the underframe and the vent stack protruding above from the roof.

The Blue Car Shines as Well

Let's have a look at the blue model car, C-3033, the one that may be of special interest to the late 1960's modelers out there. The blue and yellow pool service paint scheme of model C-3033 will please the B&O traditionalists. The numbers and letters are Roman, unlike those of the Safety cabooses or their Chessie scheme brethren. The B&O I-18 class and a code for the car builder are proudly displayed in white lettering on both sides of the car. Also simulated is a paint stencil inside a dotted box on the lower left side of the car body. It correctly indicates that the car was painted by ICC at Kenton in December 1965. Jones indicates that the car was re-painted in June of 1973, presumably into Chessie System colors. A 38-inch Capitol Dome in white is displayed proudly on both sides of the car. The model has builder's plates on both sides and a brake badge on one side, as per the prototype.



The C-3033 is an excellent rendition of the car as it would have looked in 1968. Note the builder's plate and the stunningly detailed brake badge which you can barely see below the "3" in the road number on the sill under the bay window. The smoke jack cap is even "see through."

The ends of the car are yellow, while the roof is silver. It's a very handsome car. Now, the trucks are blue on the model, which I think is OK. The B&O tracing for pool service blue and yellow cabooses with white lettering did call for blue truck side frames. However, a later I-18 paint diagram from 1971 calls for black trucks. That would have applied in the case of blue I-18 repaints, if any. This is probably a moot point since most caboose trucks become a railroad grunge color within months.

The Green Safety Caboose Looks Good

The other Safety caboose in the first run of Tangent I-18 cars, C-3000, also appears to be well and accurately decorated. This is a very sharp looking model, and one that I was pleased to show off on a B&O train at the Timonium show. Unlike the white caboose, this one does not have a toilet waste retention tank. Instead it has a simulated waste pipe that emptied onto the tracks. It's the kind of arrangement found on countless passenger cars during the heyday of the railroads in this country.

This car is not typical of the eight Safety Slogan I-18 cabooses in one respect. With the exception of C-3035, the other I-18 Safety cabooses have half of their slogans painted to the left of the bay window, and half to the right. Often, but not always, these words were over a white band painted on the top of the car side on either side of the bay window. The real C-3000 and the model both are missing the white band, while the slogan "BE ALERT, DON'T GET HURT" is entirely on the right side of the bay window. Also, the Safety Cross and stylized track are larger than normal on this car. Please compare with our images of C-3003. Surely these features make the model a collectable.



The C-3000 was the only dark green I-18 caboose. The green of the car body really sets off the green Safety cross. The cross and track are unusually large on this car. What a feast for the eye!

Now Tangent calls this car a "1973+" model on the box. Well, yes, the car was painted green in 1973 at DuBois, but Jones has found an interesting photo of the car just after it left DuBois. It would appear that at the same time it was painted green, this car had its main bay windows plated over. The plating was later removed, probably in less than a year. The caboose got the toilet retention tank in November 1975, so, as modeled, this car is only "good" for 1973 or 1974 to 1975. There were more changes: later the car received a two-box consolidated stencil and yellow wheel dot. Then in 1983 the car was re-numbered 903000, but it remained green. If you overlook the toilet detail, this specific version of the car model is more or less good from 1973 or 1974 to 1983. It was a risk for Tangent to produce this car, and we wish them well on marketing it.



This, the three-window side of the car, looks really good to me. The silver of the battery box is balanced by the colorful safety cross. Super. Pay no attention to the bent window screen, the work of this ham-fisted reviewer. Or maybe it's those kids from Carroll Park.

The Chessie System Versions

It is always a tad risky for a manufacturer to produce a model in Chessie System colors. It is surprisingly hard to get the right look. At least one manufacturer consistently produces diesels with a vermillion that is clearly too red. Tangent appears to have nailed the colors on its I-18 cars of the first run. One model even features faded Chessie paint. More on that below. B&O Chessie modelers have been waiting for these cars for a long time, and this is reflected in the fact that certain of the Tangent Chessie yellow cars sold out the first week they were on sale. (All are now sold out at Tangent!)

Tangent, having researched these cars thoroughly, produced Chessie cars in several distinct phases. The first of these they call the 1973+ version. These would be cars that were painted into Chessie yellow, vermillion, and blue in 1973 at DuBois. Because the ACI label was in use, the large Ches-C, *i.e.* the blue Chessie Cat “C”, was painted above that label and fairly high on the car. The models have only a waste pipe, not a toilet retention tank. I examined the C-3040 and found it to be as carefully rendered and attractive as the three cabooses we previously examined. The prototype car would have received its toilet retention tank in 1975 and its flashing FRA rear marker in 1979, so readers can judge as to whether this particular Chessie caboose is right for them. Tangent produced three additional numbers in this style caboose.



The eye catching Chessie colors are well captured on the Tangent cars. Note the older style marker lights on the corner ends of C-3040.

The second style of Chessie I-18 is what Tangent calls the 1980+ model. Only one car, the C-3019, was produced. It represents a car that was repainted at Raceland, since the DuBois car shop had been sold off by this time. There are some distinctly C&O minor touches to the paint job that we will not dwell on. The model has a fabulous-looking rear flashing marker on it. This looks good even working in the “subtle” mode rendered by Tangent. Tangent even modeled the extra conduit that was put on the underside of the roof overhang to power the flashing markers. Cool. In June 1982 this car was renumbered with a “90” prefix, so the model is “good” for 1980 to 1982. It appears to have sold out.

Third and final is a very interesting and well rendered renumbered I-18 Chessie caboose. Tangent really outdid itself with this effort. Take a look at the comparison photo I set up of Caboose 903014, the former C-3014, and a freshly painted C-3040 on the track behind it. The yellow on the 903014 is a faded, in-service yellow. Moreover, there is patch painting that is done in a “new”, i.e. darker yellow basically the same as that of C-3040. The new car number on the bay window is on such a patch.



This car is a looker. It almost cries out for a scale coupler without the Kadee-style glad hand. The RP-25 wheels are not that evident on the I-18s. Both couplers and wheels are concessions to the real world in which these models will operate.

Note the small patch to the right where a car shop removed the now unwanted ACI label. Either the original unfaded paint was underneath or the shop retouched the spot on the real car. Perhaps both applied. There is also a spot on the right end of the sill where a darker blue or black has been patch painted to make a spot for the application of some inspection data.



This car has the toilet retention tank to the right of and below the bay window. If you magnify the small lettering you will find “RA” for Raceland car shop in several places, just as on the real car.



This is the kind of scene that B&O/Chessie modelers have wanted to create for a long time. Note the simulated faded yellow on the 903014 as opposed to the pristine yellow of the car above. (If you can't see the faded areas, play around with the color balance on your computer screen.)

On the model, as on the prototype, work done at Raceland Car Shop is reflected in the data of the two-box consolidated stencil. This car has not only the nice flashing rear marker, but also boxy replacement corner markers. Neat. Two car numbers were offered of these 1982+ cars, and unless I miss my bet, these were among the first Tangent cars to sell out. Incidentally, 1982 was the year when the cabooses started getting "90" prefixes on the Chessie System.



Here is the "two window" side of the 903014. Note the patch painting on the bay window done so a new "90 series" number could be applied. Also note the different colored paint simulating a spot where an ACI label was removed. Fabulous.

Where Do They Go from Here?

Tangent makes the claim that the I-18 was never produced in HO-scale model form even in brass. (The Chessie System Historical Society offered a resin kit of the later C-26 upon which we will comment below, and Overland brought in an HO-scale brass C-27A.) This certainly would explain why the fairly standard I-18 models have proved so popular. The Safety cabooses (of which “faux” versions painted on the Athearn Southern Pacific bay window shell were produced years ago) should appeal to collectors. Tangent can easily produce the other six cars, all of which would make pretty attractive models. I would be surprised if the company did not make some 1966 as-built blue cabooses with the original side screens as well. These would be in high demand, in my view.

Tangent Versus New Athearn B&O Bay Window Cabooses

People are sometimes confused over the differences between the I-18 (C-24) and several classes of cabooses that followed on the B&O-- the C-26, C-26A, and C-27. All were bay window cabooses of about the same size, but there were some striking differences. This is quite important to HO-scale modelers, who might be tempted to think—wrongly—that the announced Athearn models of the class C-26 cabooses are going to be almost identical to the Tangent models of the I-18. They are not.

The C-26 (The original B&O class system was abandoned by now, hence no “I” class.) was an evolutionary improvement over the I-18, and there were a lot more of them built than I-18s. Cabooses C-3700 through C-3827—128 total cars--were built in 1971. (So if your modeling era is somewhere between the 1965 of the I-18 and the 1971 of the C-26, you wouldn’t have the latter.) While the newer C-26 was built to about the same length and width as the I-18, the car’s roof and end railings were quite changed. Most obvious was the fact that, due to updated Association of American Railroads standards, no running board (aka roof walk) was to be put on the cars. This meant there were no end ladders either. This alone makes the C-26 and later classes look quite different from the I-18. The C-26 had a diagonal impression in the roof panel that held the smoke jack, unlike the I-18. Beginning with the C-26 class, B&O cabooses got a generator that was connected to one of the trucks with a shaft, spotting features that are hard to miss.

Also pretty obvious are changes in the windows. The C-26 had a single window on the left side and one oval window on the right on the side of the car that had the stove and the toilet. The other side of the car had three windows on the left and no window to the right of the bay window. The bay is shaped a little differently on the newer cabooses as well. Later, the C-26A (C-3828 to C-3924 built 1975 and C-27 (C-3925-C3986 built 1978) class cabooses acquired roof panels with X impressions rather than the diagonal panel ones used in the past.

While, as noted above, you cannot really see the interiors of the HO-scale models with window screens, the interiors of the C-26 and C-27 classes were different from that of the I-18 as well. There were fewer bunks and more seats and, as mentioned above, the toilet was now on the same side of the car as the oil heater.

Finally, Athearn most likely will use a different lighting system in its cabooses. The more expensive of two versions of the Athearn cabooses will have a sound system as well. So many choices, so few dollars.

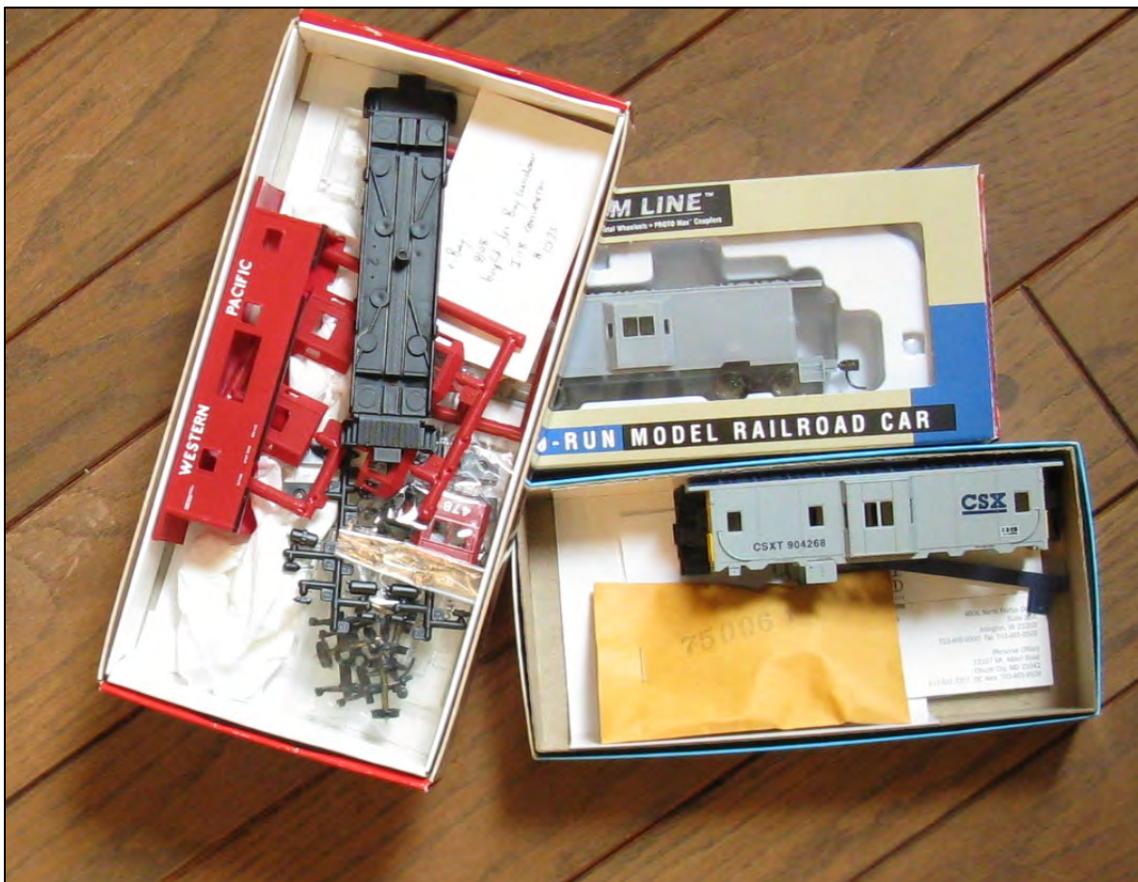
More Reading

To learn more about the I-18 cabooses, I heartily recommend the classic book on B&O cabooses penned by Robert Hubler called *Cabooses of the Baltimore and Ohio Railroad*. The book gives a very readable overview of the development of B&O cabooses and has some nice photos, including a few in color. Volume 2 of the Dwight Jones *Encyclopedia of B&O Cabooses* has lots and lots of interesting and useful information on I-18 cabooses. Dwight also reproduces interesting memos about Brotherhood complaints about “comfort factors.” You might also consider purchasing Volume 1, which covers the C-26 and C-27 cars that followed the I-18. Finally, the Tangent Scale Models web site has some good historical and descriptive data and a few photographs of I-18 cars. Enjoy!

Addendum:

The November/December 1984 issue of *Model Railroad Magazine* had an article on kitbashing an I-17 and an I-18 using multiple slices of the Athearn bay window caboose. Both resulting cars were “suggestive” of their prototypes but deviated in numerous aspects. I started accumulating assorted components for my own kitbash, realizing I would have to develop an effective technique for rendering those gasketed end windows and come up with a way of modeling the window screens as

well as developing skills to make the side window openings neat and square. Along the way there was brief excitement when Overland advertised factory painted C-27a class cars in Chessie and CSX schemes; but alas they were C-27a's, quite different in details from the I-18 as Mike points out. Despite my hopes, Overland never did the I-18. A final glimmer of hope appeared when in 2007 the Chessie System Historical Society partnered with Wright Track Models to announce a one-piece body of...regrettably, the C-26. Jeff Hanke published a nice review of the kit in the January/February 2009 *B&O Modeler*. At the Timonium show I asked one of the CSHS chaps why they did the C-26 instead of the I-18, the latter offering more market potential because of its 5 or so years prior prototype introduction. The answer was that they had more information on the C-26. I asked if the safety screens were available (for my potential kitbashing project) and was told that possibly some arrangements could be made, but I never followed through. About that shoebox full of kitbash components....John Teichmoeller.



Over the years I accumulated various components for a potential I-18 kitbash. Now thanks to Tangent, that's not necessary. There were a number of details I never could figure out from the clearance diagrams and published photos; unfortunately, while the B&O Museum has an I-18 in its collection, it is "off campus" out on loan to another museum and not available for my closer inspection.

B&O ROCKS AT CHICAGOLAND!

PHOTOS AND REPORT BY BOB CHAPMAN



B&O presence was solid at the Chicagoland 2019 Railroad Prototype Modelers meet (once known as "Naperville). Two clinics featured the B&O - Eric Hansmann on the Allegheny Branch, and Henry Freeman on the Cumberland Division. Eric covered his research activities to correctly model operations and industries on Pittsburgh's six-mile Allegheny Branch in his 1926 era. Henry focused on 1950s operations on the Cumberland Division and its connections.



Eric Hansmann modeled M-15b #184191 from a HO scale Westerfield cast resin kit, adding Kadee arch bar trucks and such details as HiTech air hoses. The prototypes were built in 1916-17 - perfect for Eric's 1926 era. No wagontops needed! Among the hundreds of models displayed were eight B&O representatives, shown below.



Eric also displayed class M-23 36-foot double sheathed boxcar #185364, built in 1915. The HO scale model is Accurail, modified with styrene strip trim along the eaves and as end sill flanges. The photoetched ladders are from Yarmouth Models, and the trucks are Tahoe Models. Hopefully Eric will elaborate on how he did this car for *The Modeler* especially with some comments about his roof weathering technique.



Chad Boas unveiled the newest kit in his line of kits and minikits – HO scale B&O class M-59 boxcar #298567. Chad supplies cast resin parts to adapt a Branchline AAR boxcar (six-foot door) to correctly model the B&O prototype. Detailing includes a Morton running board from Kadee. This would also make a fine article for *The Modeler*. Readers may recall that Chad produced the limited run O-48 gondola kit for us in 2016. In August of 2019 your editor had the privilege of visiting Chad's fine layout and his workspace.



Craig Wilson presented a well-researched clinic on modeling open loads; among the models featured in the clinic and on display was B&O bulkhead flatcar #8809, one of eight prototypes modified for gypsum wallboard service. The HO scale car was modeled from an InterMountain 70-ton flatcar. The US Gypsum load was a balsa core, covered with a wrapper. Photoshopped from a photo of the prototype. The car correctly requests return to Shoals, Ind., home of the US Gypsum plant. Jim King is working on a piece about these wallboard flats for *The Modeler*.



A Chicagoland tradition is a free minikit each year for attendees; readers may recall 2016's minikit kit offered parts and instructions to modify an M-53 wagontop to the earlier M-15k. This project seems to continue to resonate with many modelers (do you suppose a Tangent-quality RTR offering would be profitable?). First here was Clark Propst who showed his completed HO- scale model, #371238.



Another fine modeling job on the HO scale M-15k minikit, this time #370038 from Tom Baldner.



A final HO scale 2016 minikit completion – this time #370853 from George Toman. Known for museum-quality rolling stock modeling, George superdetailed a Fox Valley M-53 core. Amazingly, the three M-15k's sport three different numbers from the decal sheet!



Dwarfing nearby models was O scale Class M-15bc #279999 by Precision Scale, shown by Hans Sondericker. This one-of-a-kind prototype features roof hatches and floor outlets.



In 1957, a young Bob Chapman was surprised to see a large caboose #1599 trailing a freight headed eastbound from Cincinnati, and quickly snapped a photo. Research from Bob Hubler and Dwight Jones uncovered its history - it was one of a small fleet of cabooses built in 1912, passing to the B&O with the Ohio & Mississippi Railroad acquisition, and placed by B&O into Class I. From 1941 to 1957, #1599 was the class's sole survivor. Bob's photo of #1599, running out her final miles resplendent in fresh paint and large initials, is the only known image of the O&M Class I fleet.



Bob scratchbuilt #1599 in H0 scale from styrene siding and strips around an Athearn "blue box" carbody. The model was featured as *Model Railroader's* "Model of the Month" in May 1995.

QUICKIE KITBASH: B&O I-5BA CABOOSE FROM AN I-12

BY JEROEN GERRITSEN

PHOTOS BY AUTHOR EXCEPT AS NOTED

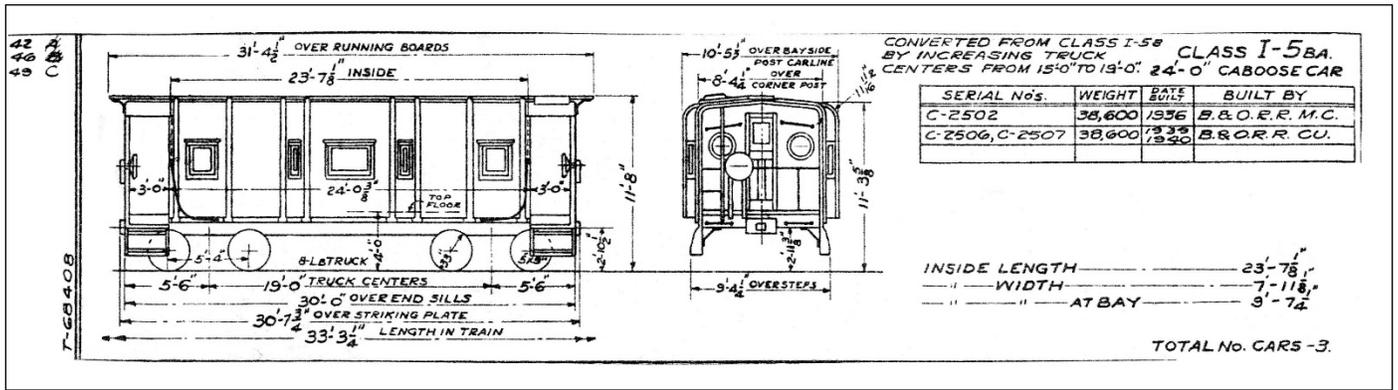


Figure 1. Just another wagontop, right? Not so fast—for starters check out those porthole end windows.

The Prototype

Between 1924 and 1929 the B&O built 401 composite (steel frame, wood sheathed) 8-wheel cabooses in its shops in the I-5 class. Over the years members of this original class received various modifications and were accordingly subclassed. Between 1936 and 1939 the railroad rebuilt 7 wrecked cabooses experimentally by applying all-steel bodies using John Tatum's "wagon-top" style. The first, C2501, was classified as I-5a. It had distinctive "skirts" along the lower sill. The remaining six, C2502-C2507, were classified I-5b and differed slightly physically from the C2501. (To the novice B&O enthusiast it might seem strange that these steel wagontops, which looked nothing like the wooden I-5s, would be a "subclass" of the I-5s. But many of us just take this seeming anomaly in stride.) Nevertheless, these cabooses have historical importance because they were the prototype for B&O's iconic I-12 wagon tops built in 1941, 1942, and 1945. In the 1940s the 6 I-5bs had their truck center distances increased from 15 to 19 feet to make them more stable in pusher service. The I-5bs were then reclassified as I-5ba. But you will see photos of I-5ba cars where the paint shop didn't apply the "a." Application of "additional weight" seems to be somewhat confusing, but that doesn't affect the modeler. Most significantly and visually, these cabooses differed from the later I-12s in their unique round porthole end windows. Since their underbody and side sills were inherited from the parent I-5 cabooses, unlike I-12s, they had no Duryea cushion underframe, and the side sill showed below the side sheathing. The above is a gross simplification. Many interesting details about the evolution and lives of the I-5ba cabs, as well as photos during their lives, can be found in the Society's book, *Cabooses of the Baltimore & Ohio Railroad* by Robert Hubler, pages 56-60 and in *Encyclopedia of B&O Cabooses, Volume 3, Wagontops and Others*, by Dwight Jones, pages 34-64. Even the above references bring up some unresolved questions!

Modeling the first "round window wagontop," the I-5a, was covered by Chris Tilley in the Vol. 5, No. 6 (Nov./Dec. 2009) issue of *The Modeler*.



I-5ba diagram



C2502 headed west at Martinsburg next to the Bridge Shop, 6/1970. Note numerous body patches and stain from stove fuel oil filler spillage on right side. It seems like a lot of modelers feel obligated to painstakingly paint the window sash green, yet you will see a lot of B&O cabs without the green, like here. John Schletzer photo scanned from *Caboose of the Baltimore & Ohio Railroad* by Robert Hubler.



C2507 survives as the ticket office at Wappacoma on the South Branch Valley Railroad, photographed 9/20/2014, at the 2014 Society Convention, John Teichmoeller photo.

The Model –A Quickie Kitbash

For this model I modified an I-12 styrene caboose kit from Spring Mills Depot (Spring Mills issued a small number of undecorated kits). The same kitbash could be done with a Pacific Mountain Scale Shops kit of an I-12. Modifications included round portholes in the ends (I used styrene tubing), carving down the side sills to expose underframe and bolsters, and reconfiguring the underframe to remove visible parts of the Duryea underframe of I-12s. The model was decorated in the scheme of 1950.

Ends

The round portholes are the most distinctive characteristic of the I-5b and ba and were very easy to model. From scaling photographs of I-5bs, I estimated that the porthole frames were approximately 19" in diameter (outside), which comes out to 7/32" in HO. Some rivet heads around the square window frame need to be shaved off. I drilled each square window out to 7/32" (centered on the square window), and cemented a slice of 7/32" styrene tubing in the hole. After the cement has set, I shaved the tubing down on the back side to the same thickness as the end, see Figure 2.



Figure 2. Ends with porthole frames installed.

Carbody

The carbody needs to be reduced in depth at the bottom by 6" scale to expose the underframe and the ends of the bolsters. I used a miniature plane on the styrene body casting, followed by sandpaper on a flat surface.

Underbody

Sometimes articles about improving underframes on B&O cars have some handwringing about fabricating what is often viewed as a complicated Duryea underframe, what with its separate structure supporting brake gear parts separate from the sliding center sill. And now brace yourself as we are going to eradicate a Duryea underframe. Modifications to the underbody include removal of the Duryea components, and repositioning the coupler boxes so that the underframe has the appearance of a standard I-5 (or I-1) underframe (Figure 3). I didn't modify the solid center sill because it's not visible from the track (it should be two channels). I installed 0.020 x .030 stringers on each side of the center sill, and

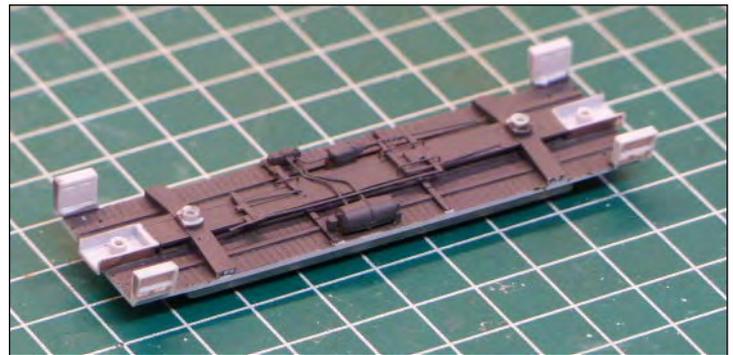


Figure 3. Modified underframe.

0.020 x 0.030 crossbearers to replace the Duryea crossbearers. Brake gear was installed as on a normal caboose without the additional frame that suspends brake components below the traveling Duryea center sill. The coupler boxes were reinstalled scale 12" inboard by cutting scale 12" off the ends of the center sill. A Pacific Mountain Scale Shops kit would require more extensive surgery because the coupler box is cast as part of the underbody; perhaps this would be a place for your Dremel with a steel milling bit. On the end of each bolster I cemented an 0.040" thick end cap, and each end cap had 4 rivets decaled to it.

In my Micro-Mark punch set, I found one that is only slightly oversize for the tubing used for the portholes. I punched the glazing from thick transparency film, sanded the edges down lightly until they just fit in the portholes, and then glued them in place with Micro Kristal Klear. The model was further assembled, painted, and decaled per instructions. That's all!



I-5ba No. 2502 Ajin/imported by Overland. This model was purchased painted and lettered in 6/2001 from Peach Creek Shops. Maybe you can barely make out that the class lettering is incorrect as I-5b instead of I-5ba. This model has a nice and very subtle representation of the distinctive Alan Wood Steel "AW" Super Diamond floor plate for the roofwalk and end platform decking with which at least some of the class were equipped. John Teichmoeller photo.



Bruce Elliott's C2502, correctly lettered as I-5b because it still has the 15' truck center distance. This is an old Trains Inc. brass car. Bruce used the photo on his 2014 Christmas card. C2502 was an historic car because it was the one painted gray with black and white "zebra stripe" ends displayed at the 1939 New York World's Fair, so Bruce and I can both talk caboose trivia to our visitors. Somewhere I even have one of those Topps trading cards showing the car with red end stripes. Dwight Jones even found an in-service photo of this car painted gray. JT

2019 B&O HISTORICAL SOCIETY CONVENTION MODELS

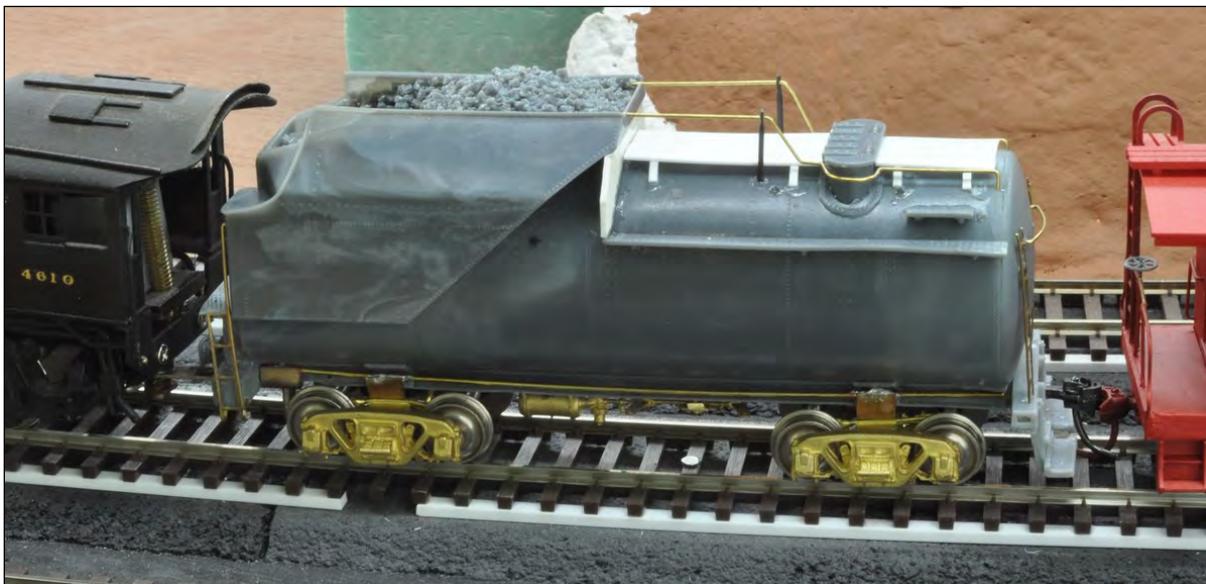
BY JOHN TEICHMOELLER

We had an improved turnout of models for the 2019 Convention. There were a total of 17 models presented by 4 modelers. Photos of all models are mine except where noted. Oh, yes, a note about those model photos. No, they aren't the greatest and they were taken "in situ" with available light and in the dim light with my back killing me. You should have seen the images before some photo editing touches, too. Is there a better way to do it? Sure. Like the PRRT&HS where *Keystone Modeler* editor Jim Hunter and art director Tim Garner typically spend an afternoon carefully lifting each model in their model room to their "Photo Studio in a Box." So we have a position open for "Convention Model Photographer" who can do maybe not as good of a job as Jim and Tim but a better job than John; you're welcome to have use of the "Photo Studio in a Box," too. Pay is....well, you know not to ask.

Bruce Elliott brought three models built by the late David Grover. There was a tribute to David in *Modeler No. 50*, but here is a briefer version.

David was a B&ORRHS member who passed away in November of 2018. He was perhaps best known for the business he ran, Eddystone Locomotive Co. David custom built steam locomotives from railroads in the Mid-Atlantic and New England area. His favorite locomotive was the camelback. [Note, the camelback is not to be confused with the "camel" –see Railroad History No.219, Fall/Winter 2018. The B&O had both types. JT]. His favorite railroad was the B&O. It was my pleasure and honor to know him and to have the opportunity to help the family with the settlement of David's estate. The three models that are on display here showcase an artist's work and a love for not only the B&O but also for the hobby. He created and sold detail resin parts castings that were "essentials" to upgrade everyday models into B&O-specific renditions. This included cabs, footboard pilots and tender footboards tenders, headlights, back-up lights, backheads, steps, road pilots, cab floors, ash pan dump levers, etc. Anyone with an Akane Q-4b, a Rivarossi S-1 or any of the Q-3s by various manufacturers over the years could have benefitted from a handful of detail parts that were B&O specific. Interestingly, even the newest Q-3 models are not produced with the requisite B&O-specific parts. And unfortunately with David's passing, the parts line is also gone.

Model descriptions here are lightly edited versions of the thorough one-page write-ups by Bruce that accompanied the model display. Bruce went "beyond the 4x6 card!"



Q-4b tender Photo by Bruce Elliott on his layout since my in-situ convention photo was too blurry.

The Prototype—135 were built for the Q-4 and subsequent sub classes by Baldwin between 1921 and 1923. It was built on a 27-A frame with an 18-A tank and rode on 51-MA trucks (Andrews style leaf spring). It carried 17.5 tons of coal and 12,000 gallons of water.

The Model—This is a one piece resin casting by the late David Grover. I believe that either a Precision Scale or Westside tender was used as the master to which a front beam buffer, coupler pocket and a “toad stool” head end brakeman’s seat was added. The rear beam with footboards is a separate casting by David. The top tank platform was built from Evergreen styrene 2x10’s with 2x4 supports. Ladder stock is from Walthers and grab irons are from Precision Scale. Power is routed via the truck frame to a pair of phosphor bronze strips wrapped around the frame to a brass wire that simulates the train air line. Another phosphor bronze strip is soldered to this brass wire behind the front beam, wrapped around the frame and is secured to the body with the drawbar pin which is threaded into the body. Cal-Scale tender brake parts round out the details along with a rerailing frog.



Q-3 No.4535 The road number was chosen to correlate with my layout time and assignment location of Fairmont, ca. 1950-55. This model showcases three basic details of USRA B&O 2-8-2s using parts supplied by David. Often USRA 2-8-2s lettered B&O have more detail upgrades done to the locomotive itself as opposed to similar upgrades to the tender. This results these days in a model with a lot of electronics and little authentic detail/appearance.

There are a number of details that would be pertinent to locomotives from the 1940s and later including: a head end brakeman’s cab, a back-up tender light, a tender rear beam with footboards (where service required footboards) and correct lettering/numbering. These would be easy enough to design into the production run; however the manufacturers feel that these slight changes aren’t necessary to sell a model, at least to B&O fans. All USRA Q-3 models fall short of a post WWII version (which is the era most of us model) in at least one and often many ways, including this Athearn model which has the tender ladder on the wrong side.



B&O Ta No.5501

This locomotive was built at Mt. Clare in 1926 using the boiler from an S class 2-10-2. It had 74” drivers, 30x30 inch cylinders, Baker valve gear and 225 lb. steam pressure. It was the first Mountain type to go into service on the B&O and was retired in March of 1953. Its intended use was to power passenger trains over Sand Patch unassisted. It was not

duplicated but was relegated to a “protect” engine. However, its performance led to the eventual development of the T-3 class during WWII.

Several years ago I was asked “if I had my druthers, what locomotive would I like to have?” My answer was a Ta 4-8-2. It was a model that had never been commercially available before. During the settlement of David Grover’s estate I came across this model, and it was gifted to me by David’s wife. I wish I knew more about what it took to make this fine model. I know it has a boiler from a Rivarossi S-1 and a tender from an LMB S-1. The model features one of David’s S-1 cabs, boiler backheads and S-1 pilot. It has a can motor and a host of extra castings. I believe this is a one-of-a-kind model just as the prototype was also one –of-a-kind.

Tom Greco brought six models he has built pursuant to his NMRA Master Model Railroader designation. Readers have seen some of these before, either in *The Modeler* or in the B&O on-line discussion group. The models deserve better photos.



Scratch-built Brill Model 250 B&O class GE-3 No. 6945 Gas Electric. This version of the Model 250 has never been done commercially (the “baggage” version was done in brass). Let’s keep encouraging Master Resinsmith Steve Funaro to produce the body—he at least told me he has it “on his list”.)



Scratch-built Trailer T-65 No. 6165. The B&O’s gas-electric trailers were each neat in their own way.



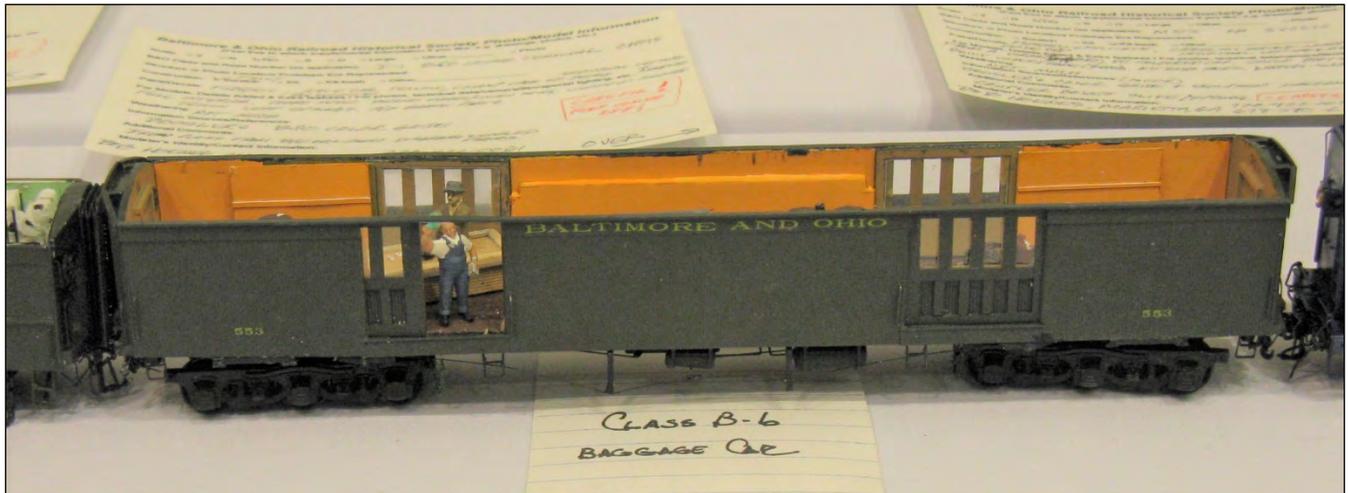
Scratch-built Class P-13 Well Flat No. 9904



0-4-0t Class C-16 No. 97. This a substantially upgraded and detailed Rivarossi model. Tom has darkened the valve gear on the stock model which improves it tremendously. The white blob next to the stack is one of Tom's cats taking advantage of the boiler warmth for a nap. There will be a rude awakening when the blower turns on, the bell rings or the whistle blows.



Scratch built Railway Post Office Class H-8 No. 75 and mail crane. Notice the complete interior detail.



Scratch built Baggage Class B-6 No. 553

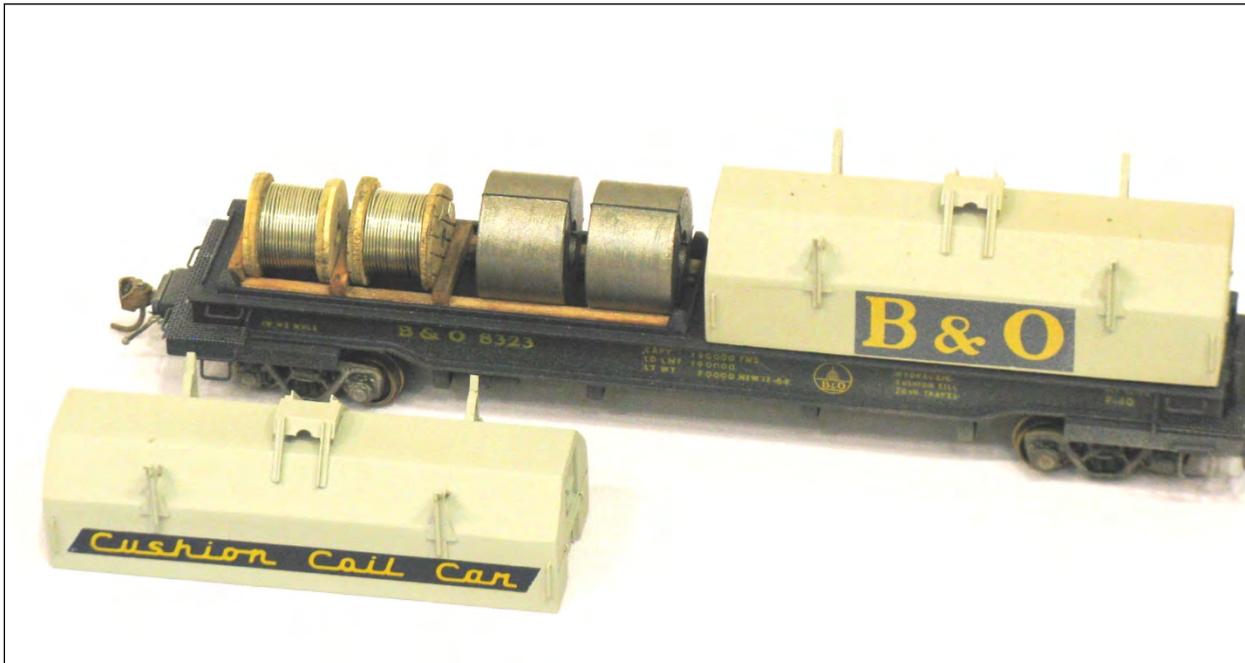


Heavily upgraded Mantua Pacific, Class P-7c No. 5308 with scratch-built tender. When viewed in the display room light, Tom's blue looked very good to me



Scratchbuilt B&O standard milk platform.

Bob Hoenes shared five of his models. At first blush the viewer might mistake these as simply fine examples of iconic but standard B&O cars. However, each had subtle extra attractions:



Cushion Coil car, B&O Class P-40 No. 8323. Remember that old box of slightly-fuzzy sticks Ambroid "1 in 5000" kit? Bob has done a great job of removing the fuzz and assembling the sticks. Along the way he modified the stock kit by incorporating a well floor for the coils (the floor is flat in the stock kit) and added additional details. Somebody at the mill snuck those two spools of cable in with the steel coils. This was the B&O's first class of Cushion Coil cars. They were a little shorter than the later ones, available as models from Walthers and Intermountain.



I-1a caboose No. C427 is an extensively upgraded Quality Craft kit.



Scratch-built B&OCT I-1 caboose No. 1895 with complete interior detail, movable doors and working mechanical brake rigging components. I was in too much of a hurry to turn the data card over and perhaps find out what awards Bob has won for this one and I certainly didn't try to turn the brake wheel to see what happened.



Class M-53 boxcar No. 380670. Yeah, just another wagontop. No, this car is scratch-bashed from a brass wagontop that was disassembled and redetailed. If I understand the data card, Bob also fabricated a sprung center sill to simulate the prototype's Duryea underframe.



Class N-34a No. 630340 wagontop covered hopper from a West Shore Line resin kit. Bob says it has a real cement load.

And last but not least:



P-11 flat car No. 106698. Andy White and I were inspired by Bob Chapman's article on building the F&C P-11 flatcar kit in *Modeler No. 48* so we decided to reduce curatorial storage in the basement of two old "plastic bag" versions of this kit and try assembling them. This is the same car as the PRR's class FM flat as I recall they were acquired during the period of PRR control of the B&O. F&C's tooling has evolved over the years, from a multi-part body and underframe (reviewed by Elden Gatwood in *The Keystone Modeler*) to a one piece underframe, the latter version being the one we had. Bob says it is an easy car, but we were severely challenged by the stake pockets which have to be individually attached. Several options are suggested, and none worked well. The separate resin deck, on the other hand, is very nice, and we had fun weathering it with acrylic paints and chalks. Again and again. The underframe structural elements are pretty complete, and to simulate a really beat-up car, you can break out pieces of the deck boards to have the underframe showing through; we didn't go that far.

CONVERTING ATHEARN'S HO-SCALE B&O 830099 AIRSLIDE INTO AN ACCURATE 1981 MODEL

BY MIKE SHYLANSKI

Introduction

As mentioned in the last B&O Modeler No. 50, the Athearn B&O Airslide cars appear to have been decorated based on photos of cars from around 1980 or perhaps slightly earlier. Athearn chose to leave off the tell-tale evidence from that era like consolidated stencils, but in order to create accurate Airslide models, you need to put them back. Certain of the data from a given as-built car was painted over and replaced by car shops, with the new data describing the enamel coatings for the cars placed in different panels of the car. So, it would be quite difficult to create an accurate, as-built B&O Airslide from the three Athearn cars. You would need to re-paint a car and use decals from several different sets.

Luckily for me, I model the period around 1980. I checked out my options and found that I could turn the Athearn model of B&O 830099 into a pretty accurate model of the 1981 or so prototype. Here's how I did it by patch painting and adding decals appropriate for the 1981 car.



With some work on decals and weathering you can turn the poorly decorated Athearn B&O Airslides into good looking cars.

Challenges and Compromises

While you might think that Microscale 87-424 "Assorted 70-ton Airslide Hopper Cars" (which contains decals to do B&O 830099) would be a great source for this project, in fact it offers very little. The prototype photo that Microscale and Athearn both used shows a car that has been stenciled "HOME FOR REPAIRS DO NOT LOAD" in white letters over a black-painted patch. The Microscale set does render this fairly well. I would say that the lettering is a little too neat looking, however. A related stencil "REAR END ONLY" from the Microscale set is needed for the right sill. This, too, is fairly well rendered. Microscale only gives you two of the "REAR END ONLY" decals, but you could use four. There is a place on each end of the car that has one also. Either you can acquire a second 87-424 set, or you can just live with this shortcoming.

Unfortunately, most of the other material on the Microscale set is poorly rendered. The big B&O and even the numbers in the reporting marks are the wrong font. The Athearn car has “LD” painted on the car side instead of the proper AAR car type, “LO,” but the Microscale “LO” in 87-424 is too big and obviously the wrong font. The 87-424 set does have an “EC 10-81” stencil that is acceptable for replacing the unwanted 1964 “new” stencil. The 2-box consolidated stencil in the MS set is absolutely atrocious and cannot be used on any car.

Meeting the Challenges—Decal Bashing

So, it was off to the decal drawer to see what substitutes I could find. Fortunately, Microscale 87-486 “B&O 70-ton Two Bay Covered Hoppers” has some really useful lettering on it. The large “B&O” and numbers on this set are well done, should you decide to paint and decal a B&O Airslide from scratch. Returning to the project at hand, you can get a properly sized “LO” from this set. The consolidated stencils on the set are not too bad either. I used parts of them as explained below.

The 2-box COTS stencils on the real 830099 are the type that have the very prominent breaks in the white border/outline around the black box containing data. This was not all that rare on the real railroads, but is seldom seen on HO-scale decal sheets. I decided to make my own boxes. Still another Microscale set, 87-260 “Freight Data for Large Capacity Cars,” has some data boxes with the proper “broken line box” look. Unfortunately, the data inside is something totally different from what was needed. Still I decided to use the boxes and add data to them just like the real railroad did. That’s being a little crazy, but I wanted to give it a try. How well can you really read that data?

I started out by removing a small amount of defective lettering and preparing the surfaces which were to receive decals. First, I took Testor’s #50495 Dried Paint Solvent (i.e. remover) and gently stroked a brush dipped in it over the “LD” to remove it. I took care not to wreck the underlying light gray paint. Next, I removed the “NEW 7-64” that Athearn had on the car. Also, I decided to remove the paint in the far-right panel, the erroneous “N-17”. The Athearn model has a molded-on trust plate at the bottom of that panel on one side of the car only. Evidently the railroad that had the car they used as the basis of their model, possibly the CB&Q, put such a plate on their cars. The B&O did not, so I carefully carved it off and sanded in that place. I then painted a black patch in that rightmost panel with Microlux Engine Black paint, a Vallejo product. I put a little black on the sill of the third panel from the left as well. That is just below the bottom of the HOME ROAD decal that MS gives you. After these painted patches were dry, I was ready to prepare the surface of the various spots where I would decal. I applied Microscale Gloss in: the spot where the LD was removed; the very bottom of the third panel from the left; the bottom of the fourth panel from the left; the sixth panel from the left (the one under the big “&”); just above the vibrator bracket on the third panel from the right; the black patch in the first panel from the right; and, finally, the sill to the right of the car body.

After the gloss had dried and made a smooth surface, I was ready to begin. First, I put the tiny “LO” decal in the first panel. Next, I put the reweigh stencil “EC-10-81,” which would have been put on by the GATX Company, in the third panel from the left. I positioned the “HOME ROAD” black decal from MS in the fourth panel, making sure that the black of the decal and the black that I had painted connected. I put the “RETURN EMPTY” stencil from the Microscale set in the panel below the large “O”. The third panel from the right got a yellow and black “wheel dot” decal that I got from my decal drawer.

The trickiest part of the project came on the rightmost panel of the car where I had painted the black patch. First, I added two of the broken-line data boxes that I got from the Modern Freight Car set. This meant that some lettering inside them was sideways! That was OK because I intended to add my own data over this. I found some decent looking data within the consolidated stencil decals printed on the MS 87-486 sheets. I carefully cut it out and, a step at a time, decalcd OVER the sideways data inside the broken-white-line data boxes. The data are not really readable, but the prototype photo shows that the original consolidated stencil data were rather sloppily applied. The look I would achieve was perfect.



Here is one side of the car ready to apply decals. The clear gloss brushed on in the area to receive decals does not show up well in this image but it is there.

Finally, I applied the “REAR END ONLY” decal over the black patch on the lower right sill. This is not too easy since the model (correctly) has a small handle in the lower right of this patch. Also, on the brake end of the model, Athearn has inserted a metal piece that can protrude just slightly into this panel. I filed this bit down and made sure the surface was smooth.

After all the decals were in place, I applied Microscale Flat over all areas that had decals and all areas where I had added gloss near the decals.

Now my hard work was more or less protected. The prototype has a very dirty ACI label on a raised metal bracket in the rightmost panel above the black patch that I added. Tangent Scale Models makes Raised Plate ACI Placards in an 8-pack with just such an ACI label and bracket. I tried to glue it in place but found that the Tangent product is raised a little TOO much. I had to file the prongs off the back of it to both get the panel to look right and also to give me a flat surface for the CA I used to attach it. Later I remembered that Tangent also makes ACI labels on a plate without the offending prongs. Ah, well. At any rate, the final result was good.

Weathering

Now for the weathering. I use mostly brush-applied Vallejo washes to dirty up my cars. The Athearn model was produced in a very light gray that is not really prototypical. Fortunately, many gray cars weather into a lighter gray, as did the 830099. Also, the prototype 830999 had a lot of brownish weathered patches on the car sides. So, first I applied some Vallejo gray wash to try to get at least a little gray onto my model. After a couple of applications were allowed to dry, I did get a gray tinge.

Perhaps the image does not do the results justice, but there definitely is more of a gray look to the top car. Note also how much of an improvement is created by weathering your trucks.”

Next, I tried to duplicate the brownish patches on the car with Vallejo washes. Initially I tried one of my favorites, Vallejo’s “Oiled Earth Wash.” The result was not good, so I wiped off what I had applied with a damp paper towel. Usually Oiled Earth works fabulously well on box cars, but it would appear that it is not the best choice for a gray or white car.

I checked my stash of Vallejo washes and found a small bottle of 73.200 Sepia Shade Wash. This proved to be just the ticket. The brown accents on the prototype could be easily reproduced on the model, especially if a little gray wash were mixed in. (Vallejo products are easy to mix as you work.)

Since several detail parts are attached to the draft gear boxes on the Athearn car, I did not remove the plastic knuckle couplers that came with the car and replace them with Kadee metal couplers as I usually do. The trucks, which are the controversial, rotating-cap roller bearing ones, needed weathering. I do NOT disassemble any rotating cap trucks, having



The REAR END ONLY stencil on the end of the car, placed over the draft gear, was a side stencil cut down to fit. I used two sets of the Microscale 87-424 decals to get this extra bit of detail.



Car 830099 has received three coats of Vallejo gray wash, a process that only takes 10 or 15 minutes per coat. Perhaps the image does not do the results justice, but there definitely is more of a gray look to the top car. Note also how much of an improvement is created by weathering your trucks.

had parts like the caps come off in the past. I did the best I could to weather the sides of the wheels by brushing on Vallejo rust paint with a little black mixed in. Ditto the truck side frames. The photo of the real 830099 shows that the trucks were definitely a rust or dirt color in the early 1980s.



Tastes will differ, but I like to use a large brush to dry-brush Vallejo rust or a mixture of rust and engine black onto the underbody of a car. The draft gear on most in-service cars has a rusty color to it as do the couplers. Dirt or rust streaks should be added to the areas about the wheels to simulate dirt kicked up when the car is in motion.



Using Vallejo paint is a little like being a kid again and playing with mud pies. Taking two or more bottles of different colors you can easily mix up exactly the color you want in seconds. I make a primitive easel out of either a Post-it note or a plastic bag. Weathering wheels is not at all difficult: just try not to get too much paint in one spot. Let the wheels dry for 20 minutes or so. Check for any paint you have slopped onto the wheel tread and, if there is any use a hobby knife to scrape it off.

I dry brushed some Vallejo rust onto the underbody of the car. This really brings out the detail on the car underbody such as the Airslide unloading piping. I painted the draft gear pockets rust, as is usually seen on a prototype that has been in service a decade or two.

I used some of the Vallejo sepia wash on the roof of the car. During this process, the running board developed a noticeable hump. It was pulling loose from the running board mounts. I tried gluing it in place, but without success. I pulled off the running board and used this opportunity to do some weathering of the car roof in the area difficult to reach with the running board in place.



Weathering of the car roof is especially important, since many railroad models are viewed mostly from above. Note the missing running board. Running boards that are popping up are a curse on today's better quality models. It is best to carefully remove the offending part, and apply super glue or, even better, canopy glue to the running board supports before re-seating the running board.

I did some filing of the metal parts that hold the running board in place. This slight reduction in size allows the running board to fit a little better. It can expand and contract a bit as the temperature and humidity changes, helping to avoid those "puckers.". I used CA to put the running board back on. When back in place, this part looked too clean to me, so I took a little Pan Pastels 780.5 Raw Umber and rubbed it across the running board with my finger.

Enough is Enough

Now, I did not even consider replacing the incorrect drop grab irons that Athearn used on the B&O Airslides. It would be a difficult job, and it is not worth my time. Still, the level of detail on the car and my lettering improvements combined with weathering left me quite happy with my revised version of B&O 830099. Now Athearn's model of B&O 830117 has lettering very close to that of 830099. Some of the same techniques could be used to "fix" the lettering on 830117 as I used on the other car, but that is a story for another time.

Moving on

It was time to see if I could “salvage” the second Athearn B&O Airslide I purchased, 830168. See the next article.



When you are weathering, you can end up with a somewhat different look on the other side of a car. Here is a view showing a rather different “dirty” look for my model 830099. Note that the “EC 10-81” indicating that the car was weighed at the East Chicago GATX plant in October 1981 is on a cleaner spot of the car. That is because the shop people patch painted this spot before putting on the weigh data. I masked that stencil with tape before applying the liquid washes to simulate this.

MAKING ATHEARN'S HO-SCALE B&O 830168 AIRSLIDE A BETTER MODEL

BY MIKE SHYLANSKI



B&O 830168 Undated Houser Collection photo from p. 59 of *B&O Color Guide to Freight and Passenger Equipment*, courtesy Morning Sun Publications.

Introduction--Changing the lettering to reflect the passage of time

Athearn obviously based their model of B&O Airslide 830168 on a late 1970s image in the *B&O Color Guide*. However, as with the Athearn HO-scale model of B&O 830099, the HO-scale B&O 830168 was factory decorated without some of the characteristic features of a car of that era such as an ACI label or consolidated stencils. We will show you how to add them. It would be possible to turn the model into an as-built car without these more modern features, but you would have a tough time coming up with some of the lettering such as the needed "N-47A." Also the gray color is so light for a "new" 1960s car, that some serious alteration is needed.

Now, Athearn produced a car that has the panel of data on the enamel coating used inside the Airslide displayed in the fourth panel from the right. However, when the car was built, this data was on the second panel from the right. Also, the as-built car had the car's B&O class and some data on the wheels, etc. in the rightmost panel. An unidentified car shop, possibly Brunswick, decided to paint over some of the data on the right and add the then-required ACI label. Next, when a new coating was applied, a car shop partially painted over the original coating data in the second panel from the right. A portion of the data obliterated on the rightmost panel was replaced by similar data moved one panel to the left. Confused? We will step you through it.

Left side OK

First of all, almost all of the decoration of the Athearn car on the LEFT side is just fine and looks quite good. Even the "NEW 7-64" stencil did survive into at least the late 70s, as testified to by the photo. There is no need to do anything to the left side of the car!

Numerous changes for the right side

The right side, of course, is a different story. What I will describe could be regarded as "defacing" the car in an effort to reflect what happened to the prototype over time; you may be satisfied with a pristine car from Athearn—but here is what I did.

As part of the needed changes, first I used a sharp knife to carve off the trust stencil plate on the lower right on one side only of the car. B&O did not put a plate in this location, nor did they use trust plates at this late date. This side of the Athearn model is almost shockingly bare. The good news is that there is no lettering to remove. I definitely planned to add decals, however, so I needed to prepare the surfaces.

I started with the rightmost panel. I took some Vallejo gray-white paint and brush painted a section on the lower rightmost panel. On the prototype most of this extra paint is to the left side of this panel. On the prototype, this painted area is noticeably much lighter than the gray car surface. Consulting the prototype photo, I brushed on the same light paint in a portion of the second panel from the right. To provide for good decal seating, after the paint was thoroughly dry, I brushed

Microscale Gloss over the newly altered panels. I also put gloss on about the lower half of the third, and fourth panels from the right. Finally, I added some gloss on the lower half inch or so of the fourth panel from the left.

Now it was time to find the decals I needed. Frankly I gave up on fixing one of the main things Athearn did wrong on the car. The manufacturer cheated by representing the “new” coating panel in the fourth panel from the left with an original lettering coating panel. This is obviously wrong because a date is incorporated into each label of this sort. The prototype got a coating of “ADM EPOXY” in 1971 whereas the Athearn data has the builder’s description of “ENAMEL COATED CAR APPLIED 7-64. The two coating entries use much different lettering sizes, and, in general, do not look all that much alike. However, I could find no easy replacement for the “bad” data on the car. I decided to live with it.

Now, the prototype has a trust stencil over this coating data entry. I found a generic trust stencil on a Microscale set and decided to add that over the existing lettering. The prototype car has a “RETURN EMPTY CMST. P&P LAKE CITY MINNESOTA” stencil in the fourth panel from the left. I decided to take a RETURN EMPTY to the Milwaukee at Minneapolis stencil from the Microscale 87-260 Large Capacity Freight Car Data set and put it there. Close enough as geography goes. It gets cold both places!

I found an ACI label that looked pretty good in the Microscale 87-260 set and put it in the rightmost lower panel of the car. Clearly you could use an ACI label from a different set. The decal I used nestles right up to the gray-white patch of paint that I put on. Then I tackled the really tough part of the job. I did my best to reproduce the defaced coating data in the second panel from the right. Of course, this panel was completely empty on the as-purchased Athearn model. I went to the Microscale assorted Airslide sheet, 87-5021, and found the bottom of what I needed: five lines of data admonishing people not to use “sharp objects” inside the car or clean the inside of it with boiling water. I installed this and let it dry. Now I needed to add lettering to the second gray-white patch I had brushed on, which was just above the “sharp objects” stencil. What I needed was this:

CU FT 2600
I W WROT
STEEL WHEELS

I looked at the Microscale 87-486 B&O N-42 and N-43 hopper set and found this basic stencil but with the cubic feet marked as “1958”, which would not be correct for our Airslide. I decided to cut out the “1958” and put the remainder of the decal on the car. After this was fixed, I cut a “2600” from the MC 5021 sheet and added it in place of the discarded “1958.” You may need to drag out your OptiVisor for these applications.

The next step with this rather complicated panel of decals was to add the second of two consolidated stencil boxes. This car had fairly neat looking consolidated stencils, unlike sister car 830099. I got two that I liked from a PDC Chessie 100T Hopper set. Moving one panel to the left, I applied the other consolidated stencil, the one with the built date, over the vibrator bracket. This is where it was on the prototype, and that is unusually high up for such a data box. This placement gives the car a unique look.

After all of these decals had set, I coated each area. including the unused glossy areas around the decals, with Microscale Flat. This protects them from damage during handling and also makes it possible to do weathering over the car surface. The prototype car has two small black bands in the second panel from the right where something no longer needed, probably the



Here is a close-up of the newly decaled right side of the model. The patch painting is just barely visible to the left of the ACI label in this image.

original lining application date, was painted out. I took a very fine tipped brush and dipped it into Microlux Engine Black paint and drew these two lines.



The entire car side is ready for weathering. The black B&O lettering looks quite good on a gray car, don't you agree? The sharp-eyed viewer will notice that the right stirrup step is longer than the left. I broke the original stirrup—this happens a lot with the often delicate parts on today's more expensive plastic models—and replaced it with a different one.

Weathering

Now I was ready to weather. I did four applications of Vallejo gray wash to try to get some gray color on this way-too-white car.



It is subtle, but an application of the easy to use Vallejo gray wash definitely darkens the too-white Athearn model without doing much to the lettering. Use two brushes to apply the wash—one medium sized one to apply the liquid and the other larger one to smooth out any brush marks.

That done, I applied a mixture of Vallejo Sepia Wash and Gray Wash to the car sides and roof. On one side of the car, I used very little of the sepia on the car body panels, but did hit the ribs. I decided that I liked this side of the car better than the one that was treated to a heavier wash using both shades of color. I removed the wheels and set the trucks aside. I dry brushed a mixture of Microlux Rust and Engine Black onto the underbody. I also painted the draft gear and parts of the sill rust color. I weathered the wheels and trucks of the car by carefully brushing on a mixture of mostly Microlux Rust with a little black added. After I scraped any extra paint off the wheel treads, I re-installed the trucks and checked the coupler height. The car passed the test, and my project was complete.



The weathered 830168 Airslide model looks right at home with a B&O brother on the left and a Domino Sugar Airslide to the right. You will notice in prototype photos that Airslides often were seen in strings in consists and in yards, not to mention on bakery sidings.

REMEMBERING GEORGE PERRINE: 1924-2020

A GOOD FRIEND AND A VETERAN OF WWII

BY BRUCE ELLIOTT



Bruce and George, May 2006.

I had the privilege of knowing George now for the past 27+ years. I first came to know of him through his long-time model railroad friend, Harry Clark. While Harry had the famous Indian Creek Valley model railroad, it was George, quietly in the background, that made it all work. A model railroad that doesn't operate is of little interest to anyone, regardless of how good it looks, and while Harry had the vision to build it, George made it come alive. George and Harry went back to the early '70s when Harry started on his layout. They developed a relationship based on their mutual railroad interest that would last for decades. Harry had an interest in wanting to recreate the sawmill operation down in Cass, WV, and to that end, both men made several joint trips to Cass to measure all the sawmill structures. Later, Harry would go on to build the only scale model of the operation that exists and is now owned by a man in Silver Spring, MD.

George, like most of us, loved the railroad, and most affectionately the B&O. Ever since I've known him, he has lived in Mountain Lake Park, MD, adjacent to the B&O. Like Harry, he modeled in HO-scale, but unlike Harry, George had a modest sized layout of perhaps 10x15 ft. It was built at a time when freelancing was a common way to build a model railroad. However, George was more of a collector. He just simply loved locomotives, freight cars, passenger cars, and cabooses. Among my earliest memories of George was at the Timonium train shows, always with at least one large bag full of trains. He never failed to spend a lot of time at the B&ORRHS table (of which he was a member). He was also a good modeler, and scratch building was certainly well within his capabilities. As the years started to creep up on him, he started to part out some of his better pieces to good friends. One visit that George made down to Cass on the way home from a family reunion, he asked me "If you had your druthers, what B&O locomotive would you want?" Well I thought we were just talking off the cuff. So I said that I would like to have a B&O B-18 4-6-0. He told me that he had one that he would let me have for a good price, but I would have to wait for the gear box to be replaced, as the zamac gear box on the model that he planned to sell to me had disintegrated. A couple of months passed and one day George called me and said he would simply give me the model. Soon after he brought the model with him down to Cass and presented me with the locomotive. When I asked him what he wanted for it, he said he didn't want a thing for it. He said "when I got it back from the man that was to install the new gear box, it ran just fine by itself. When I put two cars behind it, it never moved another inch" He was

so disgusted he just wanted it to go away. Well, it only took me about an hour to correct the problem. I asked him several times to give me a price, but it only seemed to upset him, so I gave up and accepted my gift. After that, over several years, I purchased several more locomotives from George, each one at the price he originally paid for them which was far less than their value when I bought them.

George was also a long-time member of the model railroad club located at the Allegheny Co. Fairgrounds outside Cumberland, MD. When being able to drive a car long distance became a problem, trips to Cumberland and Timonium became more of a chore than George wanted to handle. Still later, even a short trip to Rowlesburg, WV. was a bit much. Once the B&O Museum was established in Oakland, George spent time there when he could, and was also a contributor to the displays there.

As time went on, George realized that working with his model trains was simply physically impossible. I know this was a big disappointment for him, as he had a large collection. One day, I got a call telling me that he wanted me to help him and his son to start making preparations for his collection of model trains to "go away." I knew this was one of the hardest things he would do. How do you separate yourself from years of something that had given you such enjoyment? As hard as it would be, George decided to give it all up "cold turkey". He knew if he tried to save anything, it would only cause him to start purchasing items that he couldn't enjoy. Everything that was of any value was cataloged and boxed up and sent to Pottstown, PA. to be auctioned off. Several of his scratch-built models went to the B&O Museum in Oakland, MD. What was left was essentially trash. It was sad to know the train room was essentially vacant.

George was a storyteller, and like most of us had so many stories to tell that one could listen to him for days at a time and still not take it all in. Now that book is closed, but I'm thankful to have had the privilege to share them with him and his life with you.

George was also a veteran of WWII, serving in the US Army with the 2nd Armored Division in North Africa, Italy, France and Germany. He was wounded three times. The first time was in Sicily, the second time in France and the third time in Germany. Often in recent years he had traveled to reunions over in France, and the reunion veterans were well received for their actions during the war. He truly had a love for the people that he helped to liberate. Some of his recollections of conditions at the time would almost bring one to tears. George met his lovely wife Mildred after the war and they were soon married and spent 72 years together. After he was discharged from the Army his civilian career was with the US Postal Service. He told me that in the late 40's, early 50's, train no. 11, the Metropolitan Special, daily delivered the mail in town. Picking up and delivering the mail at the B&O's station in Oakland was among his early jobs with the Post Office. This was my early knowledge of George's love of trains. When George retired in 1979, he was the Postmaster in Mountain Lake Park, MD. George was truly a man worth knowing, and I was privileged to know him. I will miss him!



The Sunset B-18c

COMING FUTURE ISSUES

Here's a list of articles for which a) material is in hand or b) is backed by credible author promises, along with prospective publication issue. If you can help or have anything you feel might contribute to the strength of articles on these topics, please contact the editors.



F-4bm Diner by Bob Chapman

- P-25d Flatcar Kitbash by Jim King 52**
- Moloco Insulated Boxcar Review by Mike Shylanski 52**
- Poage Water Column by Bruce Griffin 52-53**
- B&O Track Scale by Ed Bommer 52**
- Winchester Track Scale by Fran Giacoma 52**
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- Piedmont Division Part 2-Fairmont by Bruce Elliott 53-54**
- One Man's Roster—B&O Passenger Car Models by Bruce Elliott 53-54**