

THE B&O MODELER



QD EXTRA

*Number 49.5
Published Late Summer 2019*



Recap of B&O Related Products Announced at the NMRA National Train Show and Over the Past Month

A publication of the B&O Railroad Historical Society (B&ORRHS) for the purpose of disseminating B&O modeling information. Copyright © B&ORRHS – 2019 – All Rights Reserved. May be reproduced for personal use only. Not for sale other than by the B&ORRHS.

Editor—John Teichmoeller rmighpr@comcast.net

Managing Editor—Scott Seders sseders@comcast.net

Supervising Editor and Baker—Kathy Farnsworth dollhousekathy@gmail.com

Model Products News Editor—Clark Cone cconss@carolina.rr.com

Index Editor—Jim Ford jimford40@sbcglobal.net

Modeling Committee Chairman—Bruce Elliott agelliott88@yahoo.com

Modeling Committee Members – Robert Witt witt2000@Yahoo.com

Greg Smith Publications@borhs.org

Publications Committee Chairman--- Greg Smith Publications@borhs.org

Manuscripts and photographs submitted for publication are welcome. Materials submitted are considered to be gratis and no reimbursement will be made to the author or the photographer(s) or his/her representative(s). Please contact the editor for information and guidelines for submission. Contact the editor for photo guidance. Statements and opinions made are those of the authors and do not necessarily represent those of the Society.

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

FROM THE EDITOR

COMMENTARY BY JOHN TEICHMOELLER

As Scott notes below, we felt it appropriate to devote an extra issue to the raft of new product announcements since the next regular issue of *The Modeler* will probably not come out until November. By concentrating on new products we have tried to develop more information that is often missing on new product announcement on such important issues to modelers as the appropriate era, detail level and accuracy of tooling for the B&O item claimed. We also reached out to some of our readers and the Modeling Committee for additional input. As always, there is only so much you can say for digital artwork and thumbnail descriptions, and examination of the final product may prove us wrong.

Modeler No. 50 will include the usual New Products section in its consist listing items issued in the ensuing months.

JT

NEW PRODUCTS

BY SCOTT SEDERS AND THE MODELER STAFF

B&O modelers have been blessed with a multitude of B&O related model products announced since the publishing date of *B&O Modeler No. 49*. Due to the large number of models and the need to provide information in a timely manner for B&O modelers we decided to create this special edition of the *B&O Modeler*.

Scott Seders
Managing Editor

Bowser AS-616 – HO Scale



Bowser has announced AS-616 models that will be of interest to B&O modelers in the 1967-1970 timeframe. For additional information see <https://www.bowser-trains.com/new/ds4410002019.html>. Pre-orders are due by 8-30-19.

Many C&O AS-616s near the end of their service lives played an important role in the coal fields on the Monongah Division. They were based at Fairmont, WV and used as yard switchers and on mine turns.

These AS-616's fall under three categories:

1. 2250. The only unit to be repainted in the B&O paint scheme.
2. Units transferred to the B&O but never repainted. These included 2212, 2225, 2229, and 2231.
3. Units remaining under C&O ownership but were seen on the Monongah Division. These included 2208, 2209, 2217, 2220, and 2222.

As of now, we only have the illustrations to refer to. The paint schemes appear to match actual photographs. The detailing shown (horns and MU arrangement attached to the end railings) also appear to match the prototype. Refer to photos below.

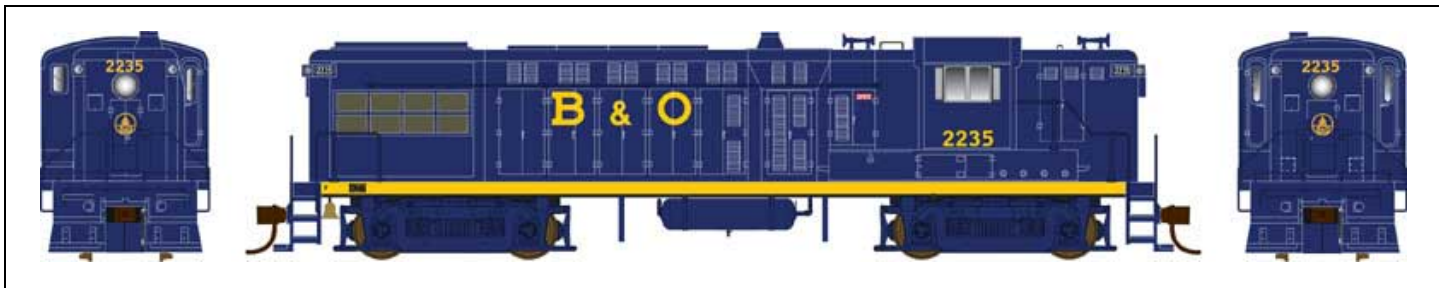
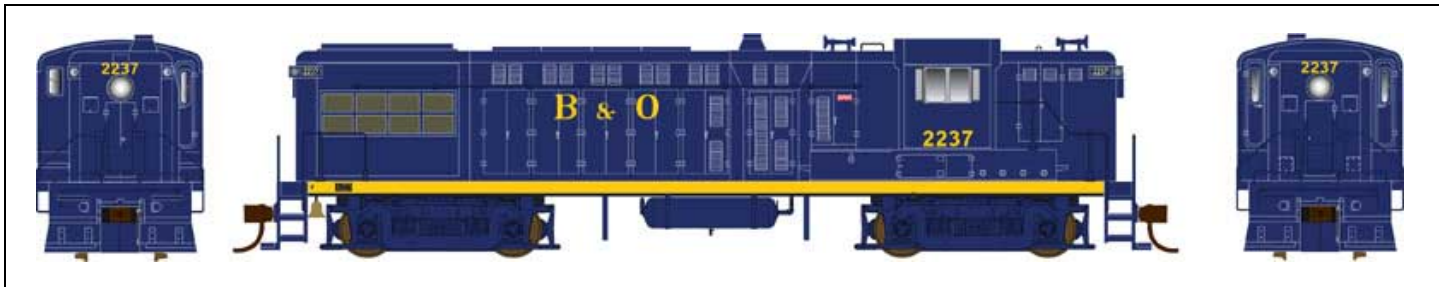


B&O AS-616 2250 Fairmont, WV 6-09-68 John D. Hahn photo, D. Scott Seders collection.



C&O AS-616 2220 Fairmont, WV 5-28-70 Terry A. Arbogast photo. Used with permission.

Bowser AS-16 – HO Scale



Bowser has announced another run of B&O AS-16 models. For additional information see <https://www.bowser-trains.com/new/ds4410002019.html>

According to Jim Mischke's excellent *Baltimore and Ohio Diesel Locomotive Roster* book, B&O AS-16 6203 was renumbered to 2237 in 1966 and was sold in 7-69. The 2237 represents a hybrid paint scheme used following the discontinuance of the sunburst paint scheme. It featured B&O on the side of the long hood in Roman style lettering with a solid yellow frame stripe.

B&O 6201 was renumbered to 2235 in 1966 and was sold in 11-69. The 2235 represents the final B&O scheme prior to implementation of the Chessie System paint scheme.



B&O AS16 2237 Cincinnati, OH 6-28-67, The Garys photographer, Jim Mischke collection



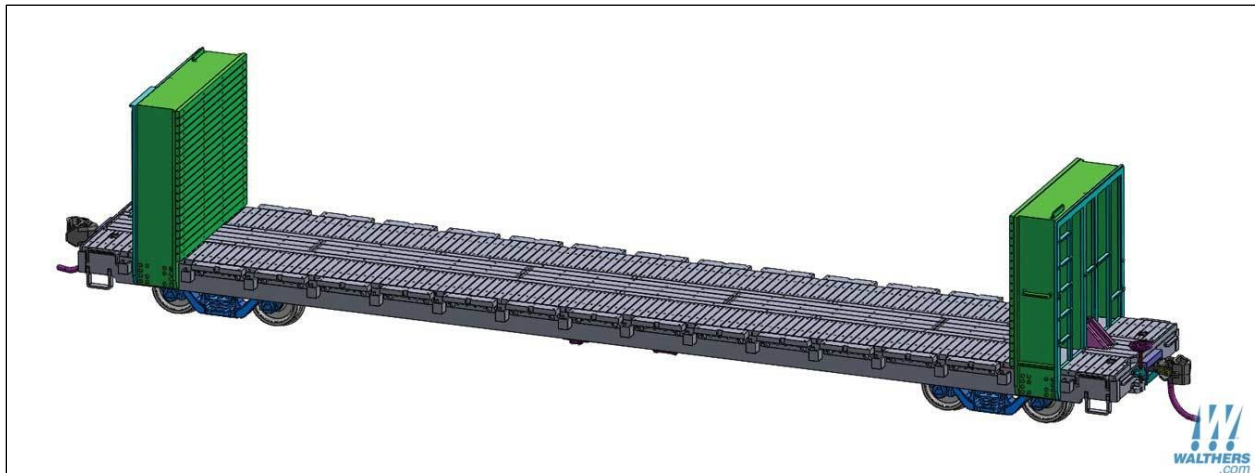
B&O AS16 2238 Cincinnati, OH 6-22-67, photographer unknown, D. Scott Seders collection

ScaleTrains.com B&O SD40-2 – HO Scale



ScaleTrains.com announced an additional run of B&O SD40-2's in their Rivet Counter line. This run will consist of two new road numbers (7611 and 7617). For additional information see <https://www.scaletrains.com/>

Walthers 60' PS Bulkhead Flatcar – HO Scale



Walthers announced production of a 60" Pullman-Standard bulkhead flat car in their Mainline series. 4 B&O cars will be produced. See <https://www.walthers.com/search/page/2?q=pullman+standard+flatcar> for additional information.

B&O leased a group of these cars from Trailer Train beginning in 1968. Initially they were used to haul wall board from the National Gypsum Company and United States Gypsum Corporation plants located in Shoals, IN. Later, they were also used to haul large loads such as farm implements, pipe, etc. These cars were delivered in brown TTX paint with B&O stenciled on the bulkheads. Some cars featured Roman style B&O lettering while others used sans serif style lettering. At this time, it is unknown which lettering style Walthers will be producing.



PTTX 90605 c. 1968, B&O Railroad photo, C&O HS collection.



PTTX 90601 11-15-73 Elizabethport, NJ, photographer unknown, D. Scott Seders collection.

Walthers 53' Railgon with B&O Patched Reporting Marks – HO-scale



Walthers is releasing Railgon gondolas with B&O patched panels in their Mainline series. The prototype gondola being modeled was built by Thrall. Unfortunately for B&O modelers, the series leased by B&O were cars built by Pullman-Standard. While similar to the Thrall cars, there were differences. See photo below.

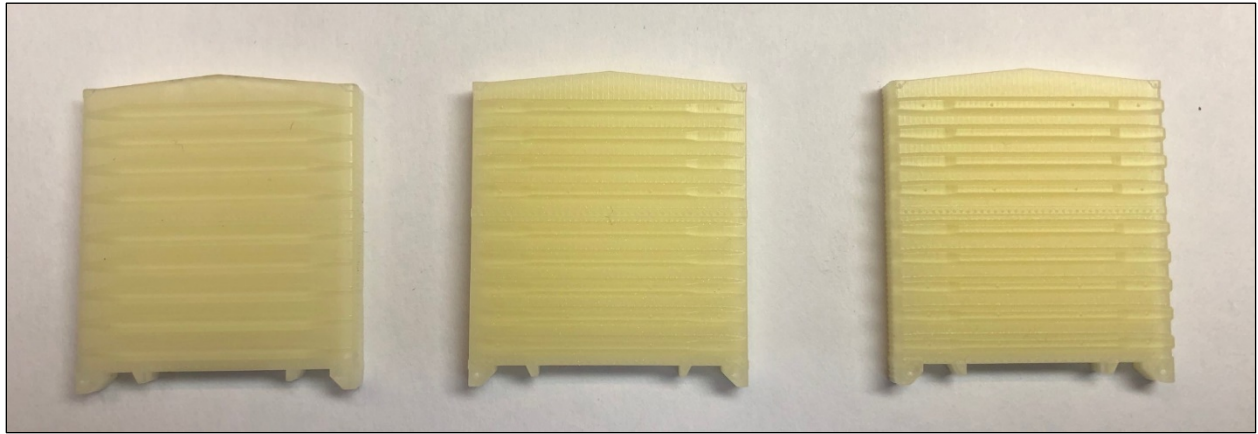
B&O began leasing these cars in July, 1984.

For more information see <https://www.walthers.com/search?q=910-62%2A%2A>

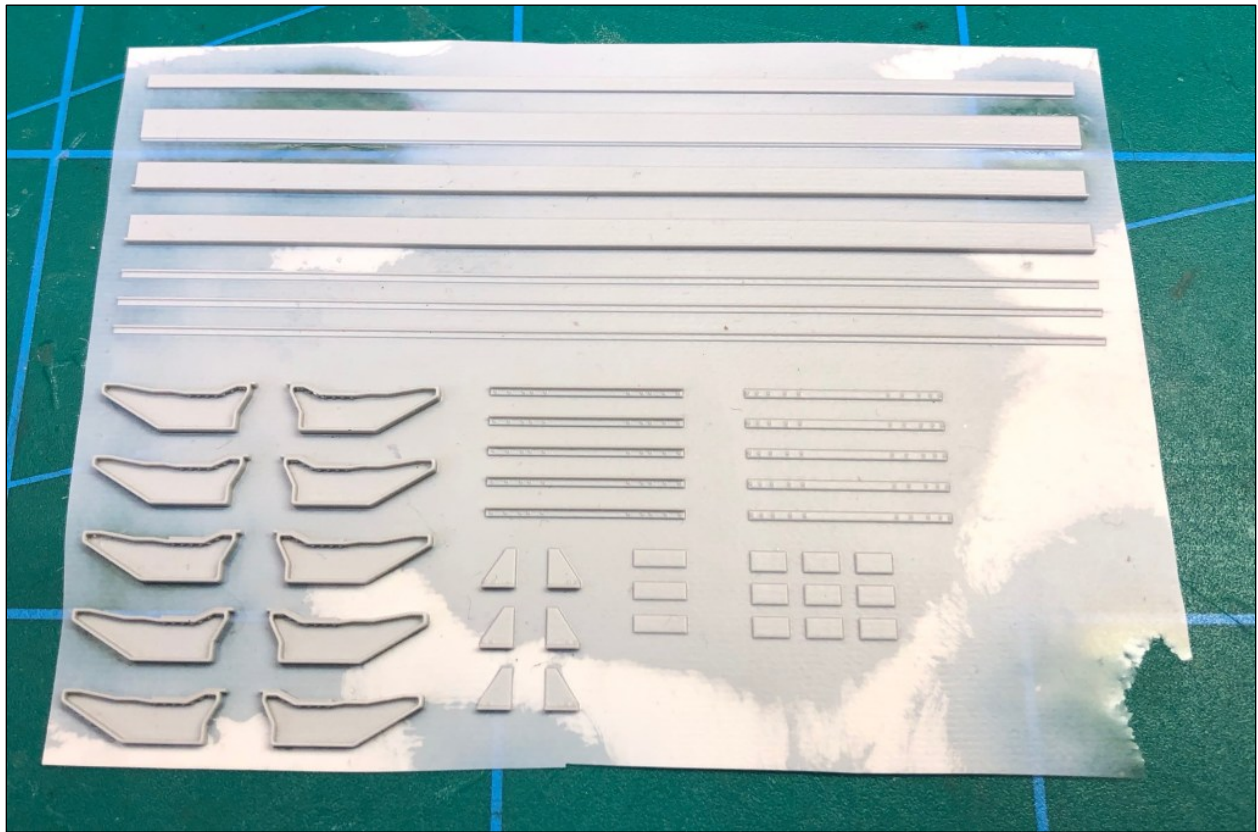


B&O 350064 Lakeland, FL 7-27-86, S. H. Jackowski photo, Rick Selby collection

National Scale Car M-55 Roofs/Ends and Duryea Underframe – HO Scale



National Scale Cars has announced resin ends for class M-55a, M-55c and M-55f boxcars. In addition a roof is also under development. These parts are designed to fit Intermountain or Red Caboose 10' H 40' 1937 AAR Boxcars.



In addition to the M-55 ends and roofs, National Scale Cars is also developing new patterns for a more modern variation of the Duryea underframe. This is the version used under many 1937 AAR cars etc. This will include photo etched parts in addition to the resin castings.

The underframes are designed to work with Intermountain and Branchline 40' boxcars and for some resin offerings, which National Scale Car is doing patterns for other manufacturers. They will probably work for most 40' box cars. Price is TBD.

For additional information see <http://nationalscalecar.com/>.

Resin Car Works B&O M-59 Boxcar Conversion Kit – HO Scale



Resin Car Works is Chad Boas who brought us the resin kit for the O-48 gondola a few years ago.

Chad is developing a conversion kit for the B&O M-59 double door boxcar. This kit will come with the ends, doors and lower side sills and is \$16. The modeler must provide the core kit. The core kit to be used with these parts is the former Branchline (now Atlas) 40' AAR post-war kit with a 6' door (part number ATL 20001384). According to Raymond Stern at Pro Custom Hobbies, undec kits are no longer available at Atlas, Walthers and Horizon Hobbies. The good news is decorated cars will strip nicely in 90% Isopropyl Alcohol.

This is a welcome addition as B&O acquired 900 M-59's in 1946-47 which was one the the larger postwar orders of auto cars purchased. There is a lot of modeling potential as these cars received several different paint schemes over their service life.

For additional information see <http://www.resincarworks.com/>.

Moloco ACF 50' Boxcars – HO-scale

Nick Molo recently sent out this exciting email announcing a new group of ACF 50-foot boxcars. As of yet, no specific cars have been announced. However, the email did include a photograph of a B&O class B-97 car from series 485200-485313 purchased in 1970. Hopefully we will see it in production soon.



ACF fifty-foot boxcars


Using our system of parts alongside new tooling, we will be producing ACF fifty-foot boxcars, Plate B, Plate C, Exceeds Plate C, Welded, Exterior Post, Waffles or none

With our current system of parts and details with new tooling the ACF fifty boxcar is a reality. We are filling in the holes of the ACF catalogue that other manufacturers have missed. Like ACF, we are approaching this project with common standards and built to customer orders. Like 70t frames as well as 100t frames. 25K floors as well as 50K floors. Door offerings like single sliders, double sliders, single plugs or double plugs, combo doors. Insulated cars and non-insulated cars. Low pitch roofs, pitched roof cars. Precision Design or not. Cushioned and fixed frames. Below is a selection and basic roll out of what's to come.




The Coach Yard National Limited – HO Scale

1940 B&O NATIONAL LIMITED



The *National Limited* was the premier Baltimore & Ohio train on its route between New York City and St. Louis, with major stops in Washington, D.C., and Cincinnati. The all-Pullman version of the *National Limited* was introduced on April 26, 1925, as trains No. 1 and 2. On April 20, 1932, it became the first long-distance train to be entirely air-conditioned, and was further modernized in 1940. The Coach Yard will offer an 8-car heavyweight 1940-rebuilt *National Limited*, along with a four-car add-on set, as well as number of individual cars in the 1950s paint scheme, FACTORY pro-finished: lettered and painted per prototype in HO scale. See your dealer and make your reservations now!



2140 National Limited rebuilt heavyweight 8-car set-1940		
	B&O 1302, B&O 1305	Heavyweight Baggage Dorm Lounge
	B&O 3550, B&O 3557	Modified - Heavyweight 54-seat Chair
	LOCH DOON, LOCH EARN	Heavyweight 10-1-2 Sleeper, plan 3585h
	EMERALD FALLS, EMERALD BROOK	Heavyweight 8-4 Sleeper, plan 4022d
	B&O 1077, B&O 1080	Modified - HW Diner, 28 Dining, 12 Lounge seats, class F-4cc
	QUEEN CITY CLUB	Heavyweight 8 section Buffet Lounge, plan 4025L
	EAST NORWOOD, EAST AKRON	Heavyweight 12-1 Sleeper, plan 3410a, modified skirts
	PALM ISLANDS, CAPITOL ESCORT	HW Drawingroom - compartment - Buffet Sun room Lounge, plan 3975t
2140.1 Four car add on set		
	PARK FALLS	Heavyweight 14-section sleeper, plan 3958c
	B&O 3554	Modified - Heavyweight 54-seat Coach
	CASCADE DRIVE	Lightweight 10-5 sleeper modified roof, plan 4072f, built 1940
	B&O 42, B&O 44	Heavyweight RPO, 6 window
Individual Cars (with truck-wells) - 1950s paint scheme - lettered B&O		
2141	B&O 1303, B&O 1304	Heavyweight Baggage Dorm Lounge, modified-thermopane windows
2142n	B&O 3553, B&O 3555	Modified - Heavyweight 54 seat Chair, lettered "National Limited"
2142	B&O 3551, B&O 3555	Modified - Heavyweight 54 seat Chair, modified-thermopane windows
2143	LOCH AWE, LOCH LOMOND	Heavyweight 10-1-2 Sleeper, plan 3585h
2144	EMERALD BAY, EMERALD FALLS	Heavyweight 8-4 Sleeper, plan 4022d
2145	1078, 1079	Heavyweight Diner, 40 seat, modified-thermopane windows
2146	QUEEN CITY CLUB	Heavyweight 8 section Buffet Lounge, plan 4025L
2147	EAST YOUNGSTOWN, EAST SPARTA	Heavyweight 12-1 Sleeper, plan 3410a, modified skirts
2148	PALM KEY	Heavyweight Drawingroom - compartment - Buffet Sun room Lounge, plan 3975t, modified skirts
2149	PARK CITY	Heavyweight 14-section sleeper, plan 3958c, modified skirts
2150m	CASCADE MUSIC	Lightweight 10-5 Sleeper, plan 4072f, modified roof, blt 1940
2150	CASCADE SOUND	Lightweight 10-5 Sleeper, plan 4072f, standard roof, blt 1940
2150	CASCADE DRIVE	Lightweight 10-5 Sleeper, plan 4072f, standard roof, blt 1940
2151	B&O 43, B&O 42	Heavyweight RPO, 3 window

The Coach Yard is producing brass models of the B&O's National Limited. They will offer an 8-car set as it appeared in 1940. In addition, a 4-car add-on set of cars will be available, also as they appeared in 1940.

Also available are 14 individual cars as they appeared in the 1950s era paint scheme.

For additional information see <http://thecoachyard.com/Pages/Equipment/BONL.html>

Spring Mills Depot B&O I-5/1/2/3 Caboose Update – HO-scale

Recently, Bill and Ken were kind enough to send out an update on this project.

Paraphrasing their email, the CAD work is complete and they are awaiting their turn to go into production. The DODX flat is in the final stages of CAD approval. If the DODX car is delivered with no issues or hiccups along the way, they will do the B&O I-5/1/2/3 next. Otherwise, the N&W style caboose will be 2nd which is an easier caboose build and THEN the B&O I-5/1/2/3 cabooses will be next.

Alexander Scale Models B&O Interlocking Tower – HO Scale

Alexander Scale Models has announced upgrades to the venerable B&O interlocking tower kit that has been available for decades. The upgraded kit features laser-cut framing wood, siding, embossed shingle roofing, cast white-metal doors and windows, and interior detail parts.

This interlocking tower was modeled after the B&O tower at Wellsboro, IN.

For additional information see <https://alexanderscalemodels.com/>.



Bachmann EM-1 in N-scale



Larry Puckett had an article in the October 2018 *Model Railroader* on adding sound to the original N-scale EM-1; he deemed this was a challenging project. If you procrastinated on this project, you may be glad you did. Bachmann has announced N-scale EM-1 locomotives equipped with dual-mode SoundTraxx Econami Sound Value decoders.

These will be produced as follows:

Numbers 7602 and 7615 with the early sand dome.

Numbers 7623 and 7628 with the later sand dome.

For additional information see www.bachmanntrains.com.

Broadway Limited Paragon3 USRA Light Mikado 2-8-2 – N-scale



B&O took delivery of 100 USRA Light Mikados. These became B&O class Q-3 4500-4599. Broadway Limited chose to produce the "as built" appearance of the Q-3 with the headlight centered on the boiler front. The locomotive details are relatively modern with an "as built" tender lacking a back-up light.

Later, B&O began moving the headlights to the top of the boiler where the bell is and a round number plate was placed in the center of the boiler front. Beginning in 1942, a Capitol Dome emblem replaced the number plate.

See Jonathon Vogel's article on upgrading the Bachmann HO USRA 2-8-2 in *Modeler No. 43*.

For additional information see <https://www.broadway-limited.com/paragon3usramikado2-8-2nscale.aspx>.

Micro-Trains Ice-Breaker Car – N-scale



The advent of open auto racks necessitated the construction of ice breaker cars to remove icicles hanging from the tops of tunnels and low bridges. Beginning in 1964, B&O began converting class N-41 two-bay offset side hoppers for this service. The prototype ice breaker cars were weighted down with 1/3 load of ballast or dirt (weeds grew quickly there). These cars wore several different paint schemes during their service life.

Garry Pace says one of these survives on the “back lot” at the B&O Museum.

Micro-Trains model appears to closely match the prototype. The model includes 3D printed ice breakers that come painted but require trimming from 3D supports.

For additional information see https://www.micro-trains.com/index.php?_route_=baltimore-amp-ohio-rd-b-amp-o-ib-12-rel-7-19-05500550&search=B%26O&description=true



B&O IB-11 No Data, D. Scott Seders collection.

Micro-Trains KTTX Tri-Level Auto Rack – N-scale



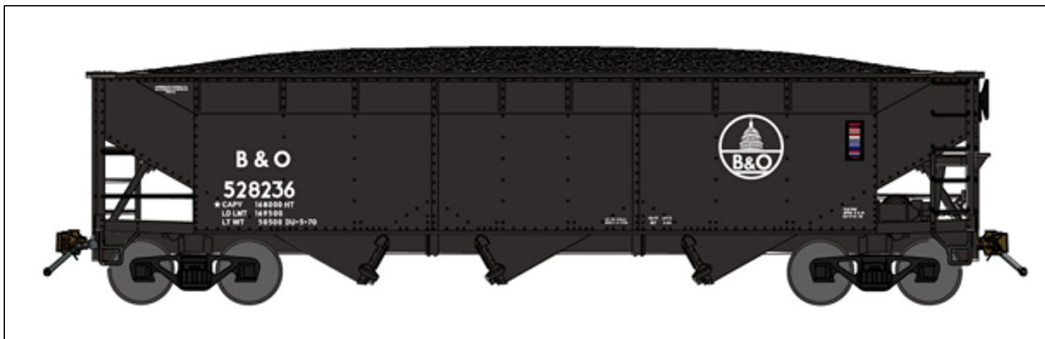
For additional information see https://www.micro-trains.com/index.php?_route_=baltimore-amp-ohio-rd-907185-rel-7-19-11200090&search=B%26O&description=true

The actual prototype for the car Micro-Trains modeled is a Paragon TTRX fixed-deck trilevel on a flush-deck flat.

The B&O car modeled is KTTX 907185 which is a valid number for a B&O car equipped with a Whitehead & Kales trilevel rack mounted on an F89CH low-level flat built in September-October 1966. It is an accurate paint and lettering scheme on the wrong flat and rack, but given the fact that the correct car and rack are not made in N-scale (or in HO-scale either, for that matter) it will have to do as a reasonable stand-in.

There is not a number series for the B&O cars as they were selected at random, but other known car numbers that got these B&O racks are 901154, 905125, 907196, 907224, 907407, 907435, and 907990.

Bluford Shops B&O 70-ton 3-Bay Offset Side Hopper – N-scale



Bluford Shops announced a new runs B&O offset side 70-ton 3-bay hopper. These ready-to-run cars feature: die cast slope sheet-hopper bay-center sill assembly; injection molded plastic sides, ends, and hopper doors; fully molded brake tank, valve and air lines; body mounted brake hose detail; load; body mounted magnetically operating knuckle couplers; close coupling; and Fox Valley Models metal wheels.

Six road numbers are available. Pre-orders are now open. Delivery is expected in late autumn of 2019.

73891 Baltimore & Ohio post-1970 single \$24.95

73892 Baltimore & Ohio post-1970 2-pack \$49.90

73893 Baltimore & Ohio post-1970 3-pack \$74.85

The artwork shown above is the only image that Bluford Shops has released. It should be noted that this car number represents a class W-10 hopper which is 4” taller than most 3-bay offset side hoppers. The W-10 class gained fame in the early 1960s as they were built as unit train hoppers. They were referred to as “Super 80s” for their nominal 80-ton capacity. The additional capacity is due to the fact they were approximately 4” taller than previous 3-bay offset side hoppers. Refer to the photo below for a hopper with the paint scheme Bluford Shops is doing.

For additional information see http://bluford-shops.com/bluford_93_041.htm.



B&O W-8 625756 Youngstown, OH c. July, 1981 photographer unknown D. Scott Seders collection.

MTH USRA Heavy Pacific – O-scale



From the pilot production photo, its hard to tell exactly what MTH is modeling. It would appear to possibly be a class P-5 or a class P-6, but the boiler does seem to be slightly larger than ether of those engines. A USRA Heavy Pacific's boiler is about 12" larger in diameter. The number that they chose would be for a class P-5. The tender has no relation to the B&O at all.

In summary, it does not appear to be correct for any B&O Pacific.

COMING FUTURE ISSUES

Coming soon...

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.

I-7 caboose by Bob Chapman/50
Poage water column by Bruce Griffin/50-51
Modeling the Sunburst by John Teichmoeller/50
Tangent Gondola by Bruce Griffin/50
M-26d boxcar improvements by Bill Welch/50-51
The B&O at Cincinnati Union Terminal by Bob Chapman/51
I-5ba caboose by Jeroen Gerritson/51
P-31c flatcar kitbash by Jim King 51-52
F-4bm diner by Bob Chapman/52-53
B&O Track Scale by Ed Bommer/52
The 1926 Freight Car Fleet—Hoppers by Eric Hansmann/53