

New Release from the Baltimore and Ohio Railroad Historical Society

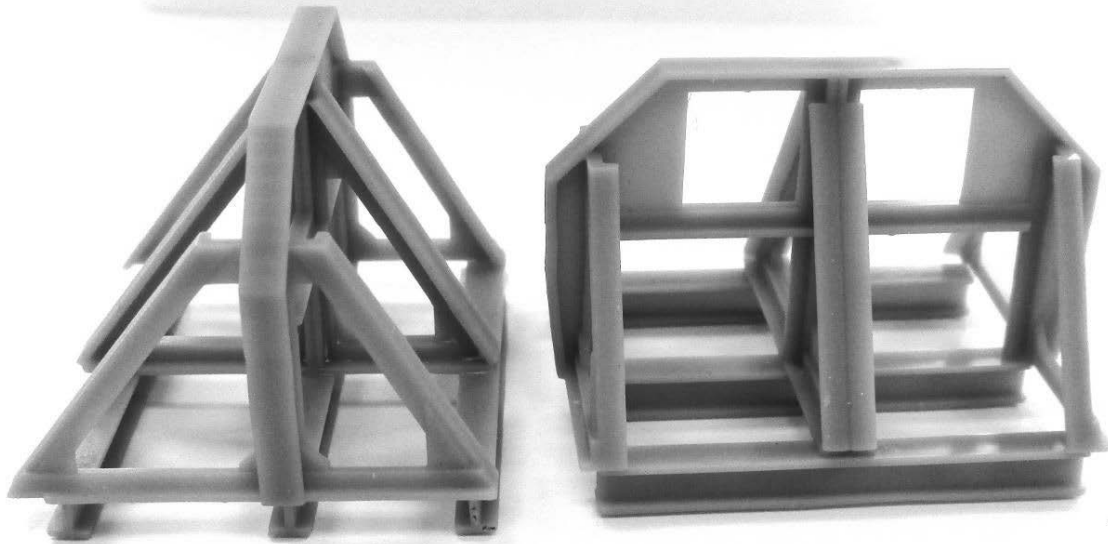
B&O Ice Breaker Car ***Exclusive Run by Bethlehem Car Works***

With the introduction of open-air auto racks in the mid-1960's, the B&O needed a means of protecting the automobiles from icicles hanging from the tunnel roofs. The B&O took a dozen 2-bay offset hoppers and installed these racks on top. The ice breaker cars were placed a couple of cars ahead of the auto racks to prevent debris from hitting the precious automobile cargo in those open-air cars.

Two of these cars were sold to the Buffalo & Pittsburgh.

These 3-D printed racks come in pairs and, with minimal filing, will easily fit onto 2-bay offset hoppers by Athearn and Atlas.

Item # 33610	RETAIL PRICE \$22.75	MEMBER PRICE \$20.45
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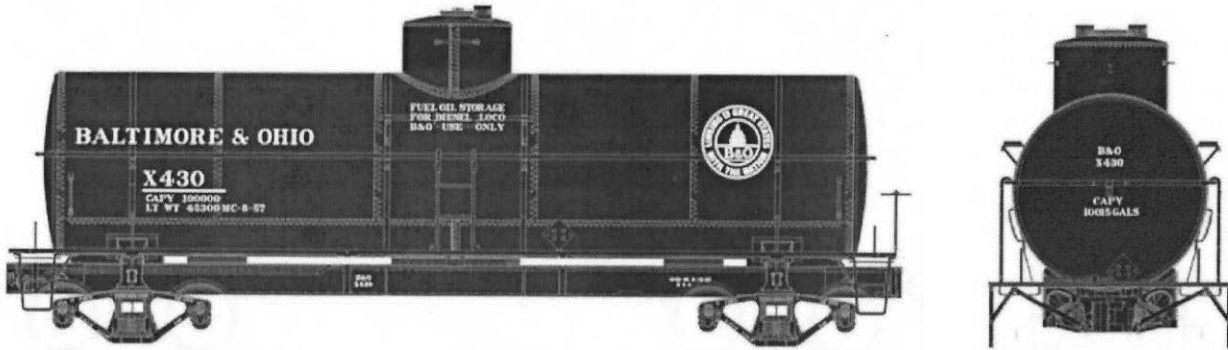
SEE THE SEPARATE 'SENTINEL SALE ORDER FORM' FOR ORDERING THIS MODEL

Baltimore and Ohio Railroad Historical Society

B&O Diesel Fuel Tank Car Custom Run by Tangent Scale Models

The B&O never owned new tank cars. When needs arose, the railroad bought second-hand cars to meet those needs. In the last days of steam operations, tank cars were purchased to act as auxiliary water cars to reduce water stops and eliminate some water stations. As diesel service expanded and diesel fueling stations became necessary, the B&O purchased old tank cars to be restricted to diesel fuel service. Unfortunately, very few cars were the same. With the different service needs, many cars were adapted to service requirements. The car produced by Tangent Scale Models is the closest to the prototype of this car. With minor changes, like changing trucks and brake wheels, a different car can be developed.

Store Item # 33440 RETAIL PRICE \$44.95



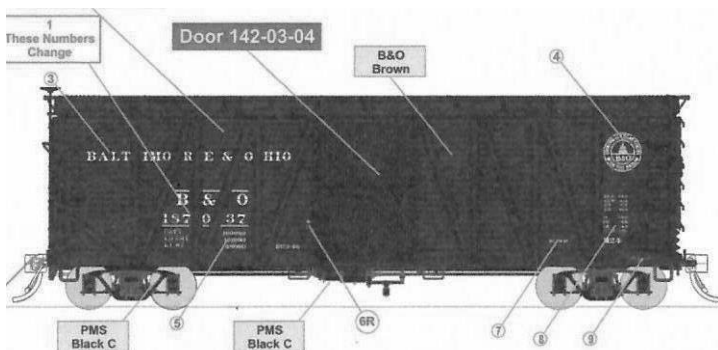
With correct B&O trucks.

USRA Single Sheath Boxcar, B&O Class M-24 Custom Run by Rapido Trains

The B&O originally purchased 500 cars in 1919. In the early 1930's, these cars were rebuilt with Hutchinson Tight Lock Roofs in the Washington, Indiana plant. Thirty of these cars were converted to transport cement and classified as M-24a. As the 1950's approached, the number in revenue service decreased, and by 1957 all were removed in favor of modern steel cars. The road numbers selected for this model were the cars still in service by December 1953. Before and after 1957, a number of the M-24's were transferred into work train service, having only the reporting marks and numbers changed. The society has purchased 300 cars with six different numbers. These cars will be in the 13 Great States Scheme used in the late 1940's and early 1950's.

NOTE that the model was received from the manufacturer with an incorrect color. You will receive that model plus a shell in the correct color.

Store Item # 3344x RETAIL PRICE \$49.95



Road numbers:

B & O 187 0 37	B & O 187 1 35	B & O 187 1 84	B & O 187 2 70	B & O 187 3 66	B & O 187 4 52
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187037 187155 187184 187270 187366 187452

You pick the quantity of cars you are ordering, and Store personnel will select the road numbers so that the stock remains with a similar count of each road number. If you want specific numbers without substitution, enter the numbers on the order form.

Comes with K brakes. Replacement AB brake parts are included.

SEE THE SEPARATE 'SENTINEL SALE ORDER FORM' FOR ORDERING THESE MODELS