

Blackstone  Models™

## H0n3 Product Catalog



# Introduction

## About Blackstone Models

The Blackstone Models brand was created in 2004 as a division of SoundTraxx®. Our goal is simple – design and manufacture models that look incredible and run flawlessly. As fans of the narrow gauge, it was a natural choice to begin with prototypes that we know and love. Blackstone Models strives to push the technology, exhaust every avenue for information, and research how our models are used in order to provide products that exceed expectations and give our customers



the most value for their dollar. We have a full-time professional staff who work tirelessly to create detailed drawings and specifications so that our production team can build the beautiful models you see in the pages of this catalog.

## Miniature Versions of the Prototype

Once a decision has been made to produce a particular model, we begin the research phase. This involves exhaustive study of the prototype through first-hand measurements, historical photos and railroad blueprints. This allows us to create accurate dimensional drawings in 3D, including any variations that may exist between road numbers or eras. As part of this research, photos, drawings, and in some cases movies, are used to establish the correct decoration, which encompasses lettering, heralds and paint schemes for each model.

## Designing for Operation

Even a great-looking model isn't much fun if it doesn't perform well and operation is the word-of-the-day when creating any Blackstone Model.

Our rolling stock feature our famous, free-rolling trucks and are carefully weighted for smooth operation. Like our locomotives, all rolling stock is ready-to-run, with detail parts and couplers onboard, ready to cut into your waiting train.

Our engineers design our locomotives for operational reliability – they will provide hundreds of hours of operation, capable of running at slow speeds and without the need for overly large radii. The engines pick up track power using all drivers and tender wheels to provide smooth running over even the most finicky switches without stalling or derailing. Running HOn3 trains is fun again!

A thoughtful combination of die-cast and plastic construction when engineering our locomotives provides excellent detail, while furnishing the additional weight needed in the necessary places for reliable operation and superior pulling power. Golden white LEDs provide hours of maintenance-free illumination. These models will be your best runners!



## The Sound System

The Blackstone Models locomotives are equipped with custom SoundTraxx Tsunami® Digital Sound Decoders. Tsunami is a high performance sound system for savvy model railroaders, providing the benefits of today's Digital Command Control (DCC) technology with the addition of high quality, digital onboard sound.

Waves of pure 16-bit digital sound will delight your senses, with effects so amazing you won't believe your ears! This sound system can produce as many as 24 sound effects, including the bell, whistle, airpump, dynamo, snifter valve, injectors, firebox blower, side rod clank, brake squeal, exhaust chuff and more, all recorded from the prototype.



Each Blackstone Models locomotive has a custom sound system designed for it, so that all your models will not only sound prototypically correct, but they will all have their own unique "voice." Each sound system is pre-programmed and ready-to-run without any adjustments, but with the help of Tsunami's Sound Mixer, you are able to customize the sound levels of every effect to your personal taste. Tweak them to suit your needs and then select your favorite whistle from the eight authentic narrow gauge whistles built in.

The sound of the steam exhaust keeps a steady beat, aided by advanced electronics, which precisely deliver four chuffs per revolution at any speed. The Dynamic Digital Exhaust™ feature adjusts the timbre and volume of the chuff in response to changes in the locomotive load.

More than a sound system, Tsunami includes SoundTraxx' Hyperdrive™ technology, which further refines the already smooth and precise locomotive operation.

In addition to supplying a luminous glow to the headlight and backup lights, the Dyno-Light effect mimics the gradual increase in lamp brightness as the generator spools up and provides power to the headlight.

While Tsunami is first and foremost a premium DCC sound decoder, it is also capable of operating on a DC, or "analog" layout. This means you can take your locomotive to visit a layout running with a conventional powerpack. Show off your favorite models anywhere you travel!

**Below:** Details such as these dual 11" single-stage compressors accentuate the unique appliances of each prototype.



**Below:** From domes to bells to dynamos, our meticulous research adds an authentic touch to each model.



**Below:** Blackstone Models K-27 No. 464 on a diorama created by Rick Newton. (Photo enhanced with steam effects.)



# C-19 Locomotives

## Brief History

In the summer of 1881, the Denver and Rio Grande Railway placed an order for 12 new Class 70 consolidations to be used over the expanding narrow gauge. These new 2-8-0s were essentially "beefed up" versions of an earlier design and weighed in at approximately 70,000 pounds. The new engines sported a slightly larger boiler and cylinder casting when compared to their smaller cousins.

The D&RG re-organized as the Denver and Rio Grande Western Railroad in 1921. In 1924, the 10 remaining Class 70 engines from the 1881 purchase became numbers 340-349. During this motive power reclassifying effort, they were also given the new power designation of C-19 - "C" for Consolidation and "19" for approximately 19,000 pounds of tractive effort.

Blackstone Models is pleased to introduce the C-19 Locomotive, faithfully reproduced in HO<sub>n</sub>3 scale featuring die-cast construction and individual detail parts. Each C-19 is equipped with engine-specific cabs, pilots and tenders depending on the most common practice of the prototype.

## Design and Construction

The C-19 has been designed to comfortably navigate on layouts with a minimum turning radius of 18 inches. C-19 locomotives measure 7.4 inches over the couplers and 6 inches over the wheels. Our engineers have designed this exceptional locomotive to operate smoothly at slow speeds without stalling or derailing. Reliable power pickup, achieved with all-wheel electrical pickup, is key to its amazing running ability.

The engine has been manufactured from primarily die-cast metal, placing most of the weight in the front of the locomotive, while the lighter tender is constructed of a mixture of materials. This balance provides the best possible pulling power for this model. All lights use golden white LEDs, providing the warm glow that predates today's harsh, modern lamps. Detail parts are fashioned from a combination of wire and a high strength, thermoplastic engineering resin, for the best and most accurate reproduction.

## Amazing Details

There are eight different variations, each with its own unique look. Each model features unique details such as handrail locations, number boards, cabs, tender detail, headlights, ladders, stacks and more. Each version has over 100 hand-placed detail parts.

Couplers are already in place, both front and rear, so these locomotives are ready to take their place on your railroad from the moment you take them home!

## Historically Accurate Lettering

From the beginning, our staff has researched the heralds, fonts and paint schemes as they vary from one version to another as was appropriate for the era. Our herald artwork and lettering are created from remaining prototypes, photos, drawings, and blueprints to provide the most accurate reproduction possible.

## C-19 Features Cross-Reference

	D&RGW No. 345	D&RGW No. 342	D&RGW No. 346, "Post-Wreck"	Class 70 D&RG No. 401	RGS No. 40	RGS No. 41	Unlettered, "Diamond Stack"	Unlettered, "Later Style"
Royal Gorge Route Herald		✓						
Flying Grande Herald	✓		✓					
RGS "41" on Tender						✓		
RGS Rising Sun Herald					✓			
D&RG "401" on Tender				✓				
Black Boiler	✓	✓	✓	✓	✓	✓		✓
Russian Iron Boiler							✓	
Short Flared Side Tender	✓				✓		✓	
Short Straight Side Tender						✓		✓
Long Flared Side Tender			✓					
Tall Straight Side Tender		✓		✓				
"Post-Wreck" Sand Dome			✓					
"Post-Wreck" Steam Dome			✓					
Fluted Style Sand Dome	✓				✓		✓	
Fluted Style Steam Dome	✓						✓	
Round Style Sand Dome		✓		✓		✓		✓
Round Style Steam Dome		✓		✓	✓	✓		✓
Road Pilot		✓	✓	✓	✓	✓	✓	✓
Switcher Pilot and Footboards	✓							
Pyle Headlight	✓		✓			✓		✓
Box Headlight		✓		✓	✓		✓	
Pyle Rear Light	✓							
Wood Panel Cab	✓	✓					✓	✓
Steel Sheathed Cab				✓	✓	✓		
"Post-Wreck" Cab			✓					
11- Inch Compressors	✓				✓		✓	✓
9 1/2- Inch Compressors		✓	✓	✓		✓		
ES Pyle National Dynamo		✓		✓	✓	✓	✓	
K2 Pyle National Dynamo	✓		✓					✓

# Early 2013 New Release

## C-19, D&RGW No. 342

The C-19 No. 342 is decorated with the Royal Gorge Route herald. This model features a road pilot, wood panel cab sides, box headlight, two 9 1/2-inch single-stage compressors, an ES Pyle dynamo, round domes, and a tall straight side tender. Weathered version shown.



## C-19, D&RGW No. 345

Often referred to as the "Durango Switcher," this later-era version of the No. 345 is decorated with the Flying Grande herald. It takes to the rails with a switcher pilot, wood panel cab sides, Pyle headlight, two 11-inch single-stage compressors, a K2 Pyle dynamo, and fluted domes. The short flared side tender is accompanied by a Pyle rear light.



## C-19, D&RGW No. 346, "Post-Wreck"

This version of No. 346 is decorated with the Flying Grande herald and represents the prototype after the wreck in 1936. This model features a road pilot, unique 346 "post-wreck" cab sides and domes, Pyle headlight, two 9 1/2-inch single-stage compressors, and a long flared side tender.



# C-19 Locomotives



## **C-19, RGS No. 40**

Rio Grande Southern No. 40 is decorated with the Rising Sun herald and is equipped with a road pilot, steel sheathed cab sides, box headlight, round steam dome, fluted sand dome, ES Pyle dynamo, one 11-inch single-stage compressor, and a short flared side tender.



## **C-19, RGS No. 41**

Our Rio Grande Southern No. 41 sports a large "41" on its tender sides. This model features a road pilot, steel sheathed cab sides, Pyle headlight, two 9 1/2-inch single-stage compressors, an ES Pyle dynamo, round domes, and a short straight side tender.



## **Painted, Unlettered, "Later Style"**

This locomotive comes painted and unlettered. Based on later versions of the C-19, this model features a black boiler, road pilot, wood panel cab sides, Pyle headlight, two 11-inch single-stage compressors, a K2 Pyle dynamo, round domes, and a short straight side tender.

### **Class 70, D&RG No. 401**

This Class 70 locomotive is based on our C-19 design, and represents the C-19 configuration in the late 1910s era. It is decorated with yellow D&RG lettering on the cab sides and a large "401" on the tender. This model features steel sheathed cab sides, box headlight, one 9 1/2-inch single-stage compressor, round domes, and a tall straight side tender.



### **2-8-0, Painted, Unlettered, "Diamond Stack"**

This 2-8-0 consolidation arrives painted, unlettered and is based on our C-19 locomotive design. It comes with a diamond smokestack and a "Russian Iron" boiler jacket. This model features a road pilot, wood panel cab sides, box headlight, fluted domes, an 11-inch single-stage compressor, and a round side tender.



*Below: Gold leaf color pinstripping on the domes of this Painted, Unlettered "Diamond Stack" add a touch of elegance.*



*Left: The D&RG No. 401 features an early Baldwin cast smoke box front with a "new" electric box headlight.*

# K-27 Locomotives

## Brief History

In 1903, the Denver and Rio Grande Railroad took delivery of fifteen 2-8-2 narrow gauge locomotives (numbers 450 - 464) built by the Baldwin Locomotive Works. Although originally equipped with Vaucain compound cylinders, by 1929 eleven of these engines, now classified as K-27s, had been upgraded with modern piston valve cylinders.

Blackstone Models is pleased to introduce the K-27 in the modern piston valve configuration, faithfully reproduced in HO<sub>n3</sub> scale featuring die-cast construction and individual detail parts. Available in both inboard and outboard piston valve versions, each K-27 is equipped with engine-specific cabs, pilots and tenders depending on the most common practice of the prototype. All current-production K-27 locomotives come with a custom Tsunami sound system.

## Design and Construction

The K-27 boasts exceptional slow speed operation and a minimum operating radius of 18 inches. K-27 Locomotives without snowplows measure 8.8 inches over the couplers and 7.25 inches over the wheels. K-27 Locomotives with snowplows measure 9.2 inches over the couplers and 7.25 inches over the wheels. Track power is picked up by all drivers and tender wheels, providing smooth running over even the most finicky switches.

Die-cast construction of both the engine and tender provides excellent detail, while furnishing the additional weight needed for reliable operation and superior pulling power. Golden white LEDs will operate for hundreds of hours without needing replacement and provide the most realistic lighting available.

## Amazing Details

Exhaustive research of the prototype through first-hand measurements, historical photos and railroad blueprints has resulted in one of the finest and most accurate K-27 models ever built.

*Below: Blackstone Models K-27 No. 453 on Mike May's diorama.*



There are six different variations in our latest offering, each with its own unique details. Handrail location, number boards, cabs, tenders, headlights, ladders, and more are all specific to the locomotive represented. There are over 100 hand-placed detail parts.

We've installed couplers front and rear, so these locomotives are ready for their road or switching assignments.

## K-27 Features Cross-Reference

	D&RGW No. 453	D&RGW No. 462	D&RGW No. 463	D&RGW No. 456	D&RGW No. 461	RGS No. 455 "Post-Wreck"
Outboard Piston Valve	✓	✓	✓			
Inboard Piston Valve				✓	✓	
"Post-Wreck" Piston Valve						✓
Flying Grande Herald	✓	✓		✓		
Moffat Tunnel Herald					✓	
Royal Gorge Route Herald			✓			
RGS Rising Sun Herald						✓
Green Boiler			✓			
Road Pilot			✓		✓	
Switcher Pilot	✓			✓		
Snowplow		✓				✓
Round Cornered Tender		✓	✓	✓	✓	
Square Cornered Tender	✓					
"Post-Wreck" Tender						✓
Tender Rear Light	✓			✓		
Doghouse	✓					

*Below: Our K-27 locomotives display superb detailing from the backhead to the front number plate.*





**K-27, D&RGW No. 453**

Number 453 is an outboard piston valve model that stands out as the "Durango Switcher," complete with doghouse. Added features include a switcher pilot, tender rear light, and square cornered tender. It is decorated with the Flying Grande herald.



**K-27, D&RGW No. 456**

Number 456 is an inboard piston valve model. This locomotive's features include a switcher pilot, tender rear light, and round cornered tender. It is decorated with the Flying Grande herald.



**K-27, D&RGW No. 461**

Number 461 is an inboard piston valve model. This locomotive's features include a road pilot and a round cornered tender. It is decorated with the Moffat Tunnel herald.



# K-27 Locomotives



## **K-27, D&RGW No. 462**

Number 462 is an outboard piston valve model. This locomotive's features include a snowplow and a round cornered tender. It is decorated with the Flying Grande herald.



## **K-27, D&RGW No. 463**

Number 463 is an outboard piston valve model. This locomotive's features include a road pilot, green boiler jacket, and round cornered tender. A Royal Gorge Route herald in Aluminum Bronze paint decorates the tender.



## **K-27, RGS No. 455, "Post-Wreck"**

Number 455 is a "post-wreck" piston valve model. This locomotive's features include a snowplow and "post-wreck" style cab and tender. It is decorated with the Rio Grande Southern Rising Sun herald.

# About Our Rolling Stock

## Rolling Stock

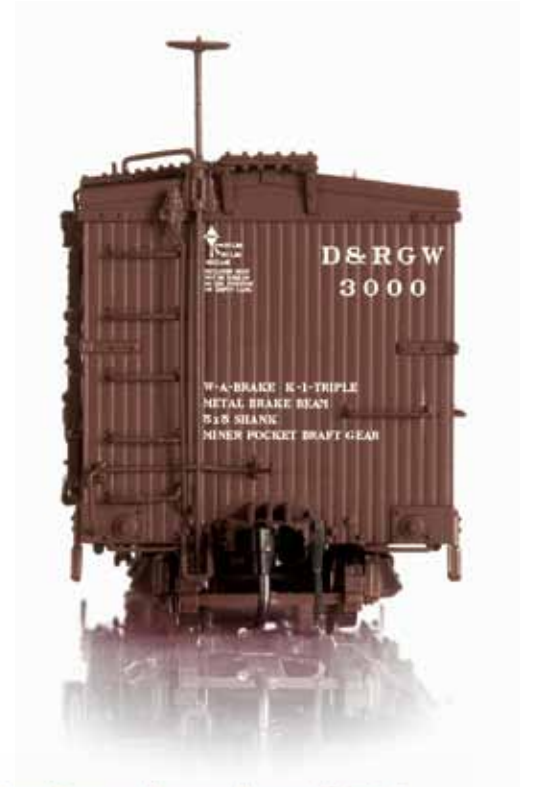
Blackstone Models HO<sub>n</sub>3 rolling stock have been designed for operation. While each model is designed and manufactured to accurately represent the prototype, we also engineer our models to roll smoothly and be truly take-out-of-the-box and ready-to-run.

## Design and Construction

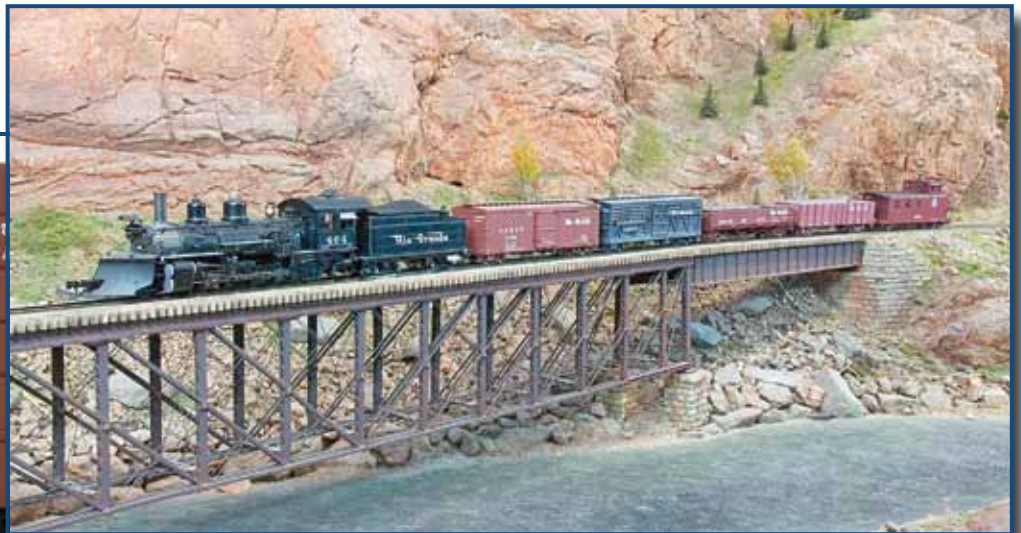
All of Blackstone Models rolling stock have been constructed with a die-cast chassis and free-rolling trucks with blackened metal wheels. Grab irons and detail parts are individually placed to complete each car. They come with factory-mounted Kadee couplers, so all you need to do is pull them out of the box and go!

## Amazing Details

We returned to Denver and Rio Grande Western Railroad's standard specifications and the remaining prototypes wherever possible to achieve a superbly detailed and accurate model. Appearance features such as accurately placed and scaled hardware, underbody detailing, and fine nut-and-bolt applications place our freight and passenger cars in an exclusive class of their own.



*Below: Blackstone Models K-27 No. 464 hauling rolling stock on Bill Beverly's layout.*



# Rolling Stock Decoration



**Freshly Shopped  
Boxcar Red**



**Light Sun Fade  
Boxcar Red**



**Heavy Sun Fade  
Boxcar Red**



**Light Sun Fade, Weathered  
Boxcar Red**



**Non-Weathered  
Stock Car Black**



**Weathered  
Stock Car Black**

## Blackstone Models Paint and Livery

We've pushed the bar on the accuracy of our paint and livery as well. We have painstakingly researched heralds, numbers, and paint schemes to ensure that our models will live up to the high standards that our customers expect. Most of our cars are offered in both a lightly weathered treatment or in a pristine, freshly shopped appearance. We are the first to offer cars painted in varying shades to reflect the effect of the sun on the color and sheen of the paint.

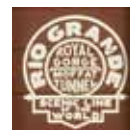
Our graphics are accurate, crisp and clear. We create our herald artwork and lettering from remaining prototypes, photos, drawings, and blueprints to provide the most accurate reproductions possible.



Flying Grande Herald



Royal Gorge Route Herald



Moffat Tunnel Herald



Rising Sun Herald



Animas Canyon Route Herald



Acorn Herald

# 3-Bay Hoppers



## Brief History

Paramount to the East Broad Top Railroad's ability to efficiently handle steady coal traffic into the 20th century was the acquisition of a large fleet of steel hopper cars - indeed, the EBT was the only American narrow gauge to switch to steel cars. The first quantities of "modern" 2-bay hoppers were constructed by the Pressed Steel Car Company in 1913, but the EBT soon began building steel hoppers itself, and a 3-bay design became the standard for the later cars. Most of the earlier 2-bay cars were eventually rebuilt to the classic 3-bay configuration. Eventually, over 260 of the hoppers would see regular service on the EBT, handling coal and rock loadings until the end of common-carrier operations.

While most of the steel hoppers remain on the old home territory in Pennsylvania, a number have found their way to other narrow gauge railroads around the country. Today EBT hoppers continue to serve as ballast cars in Colorado and New Mexico on the Durango & Silverton Narrow Gauge Railroad and the Cumbres & Toltec Scenic Railroad, in Alaska on the White Pass & Yukon Route, and even in Iowa, on the Midwest Central Railroad.

## East Broad Top 3-Bay Hopper

The steel 3-bay hopper is a must-have for model railroaders interested in the wonderful little EBT Railroad, as well as for freelancers looking for a classic piece of rolling stock history. A variety of road numbers are available with either 30s-era lettering or the 40s-era Acorn herald in weathered or non-weathered paint. Additional versions include a painted, unlettered black car and a car with only reporting data lettering.

Denver and Rio Grande Western Railroad Hoppers feature the famous Flying Grande herald in weathered or non-weathered paint schemes. Although historically this car didn't run on the Rio Grande, many of our customers have requested hopper cars in this style to run with the rest of their consists.

Please see the current price list for ordering information.



# Narrow Frame Tank Cars



## Brief History

The first UTLX Narrow Frame Tank Cars were built in 1924 by converting old standard gauge tank cars and mounting the tanks on a steel channel framework. Beginning their work on the Denver and Rio Grande Western Railroad's (D&RGW) Farmington Branch and beyond, the leased UTLX cars ultimately saw service across the railroad's system hauling crude oil and gasoline.

While most of the cars carried the familiar UTLX reporting marks throughout their narrow gauge sojourns, six of the tanks were sold to the Penn-Conley Tank Corporation in the mid-1930s. Sporting new CYCX reporting marks, the tanks were used to transport Texaco gasoline throughout the southwest region of the D&RGW narrow gauge until the early 1940s.



**Above:** Tank Cars are equipped with side ladders where prototypically accurate.

**Right:** Blackstone Models K-27 No. 458 pulling Narrow Frame and Frameless Tank Cars on Jim Granflaten's layout.



## Narrow Frame Tank Car

Using standard specifications and the remaining prototypes, we created detailed and accurate versions of the Denver and Rio Grande Western Railroad's UTLX and CYCX Narrow Frame Tank Cars.

Our UTLX Narrow Frame Tank Cars feature yellow lettering and are available weathered or non-weathered. Some of the road numbers also are equipped with tank side ladders.

In stark contrast to the UTLX cars, the CYCX Narrow Frame Tank Cars feature white "gothic" style reporting marks and utilize a simpler approach to the data painted on the tank ends. These cars are offered in weathered and non-weathered versions. None of the CYCX cars are equipped with tank side ladders. Because they were few in number, CYCX cars are a special addition to any modeler's HO<sub>N3</sub> collection.

Please see the current price list for ordering information.

# Frameless Tank Cars



## Brief History

The first UTLX Frameless Tank Cars arrived on the Rio Grande narrow gauge in 1937 to transport road oil in Southwest Colorado. The frameless style allowed the trucks on the 6,500-gallon tank cars to be switched from standard to narrow gauge. After the paving season ended in 1939, UTLX replaced the tanks' Andrews-style trucks with Bettendorf trucks. Many of the frameless cars continued service transporting crude oil on the narrow gauge line from Chama, New Mexico, to a refinery in Alamosa, Colorado. It was at this time that Lafayette Hughes, owner of the "Gramps" oil field near Chama, had the GRAMPS logo emblazoned across the leased tank cars, purportedly so his grandchildren would know which tanks cars hauled his oil. The cars remained in service until 1964.

## Frameless Tank Car

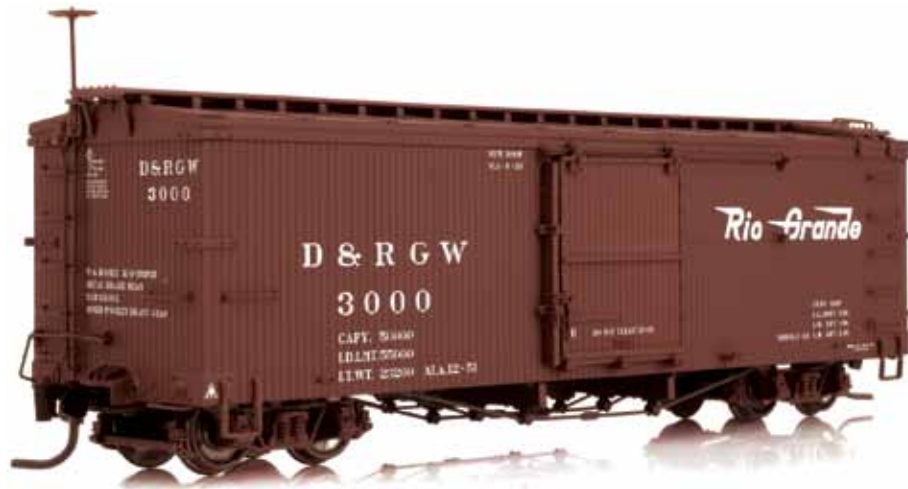
Blackstone Models' UTLX Frameless Tank Cars are modeled after the Van Dyke-style cars that traversed the Denver and Rio Grande Western and Rio Grande Southern Railroad's tracks throughout Colorado from 1939 into the 1960s. These models are available in three road numbers and are decorated with yellow "UTLX" lettering and the silver "GRAMPS" logo. They come equipped with Bettendorf trucks and are ready to cut into virtually any consist. All road numbers are available weathered or non-weathered.

Please see the current price list for ordering information.

*Below: Narrow Frame and Frameless Tank Cars on Jim Vail's layout.*



# Boxcars



## Brief History

In 1904, the Denver and Rio Grande Railroad received 750 boxcars from the St. Louis-based American Car and Foundry. They were assigned road numbers 3000 - 3749. By 1924, the fleet was in dire need of replacement or repair. Now re-named as the Denver and Rio Grande Western Railroad, the company replaced much of the wood while the hardware and trucks were re-used to construct relatively new cars. As rebuilt, the boxcars were equipped with sheet metal Murphy roofs while the side and end doors of most were upgraded with Camel hardware.

## D&RGW 3000 Series Boxcar

The Blackstone Models D&RGW 3000 Series Boxcar sits firmly in an exclusive class of its own. Movable doors, in addition to all the detail and design that goes into every piece of rolling stock, provide a level of authenticity not found in most ready-to-run boxcars.

*Below: Blackstone Models Boxcars on Jim Overman's layout.*



These boxcars are available in either weathered or non-weathered paint shades. In addition to the freshly shopped cars of Boxcar Red, Blackstone Models offers many road numbers painted in varied hues of this base color, emulating the look of these well-used cars after years spent sitting in the elements.

The D&RGW 3000 Series Boxcars are offered with three different heralds – the Flying Grande herald, as well as lesser-known Moffat Tunnel and Royal Gorge Route heralds.

Please see the current price list for ordering information.



**Above:**  
All Blackstone Models Boxcars and Stock Cars come with moveable doors.



# High Side Gondolas



## Brief History

Between 1898 and 1906, the Denver and Rio Grande Railroad purchased approximately 1300 new narrow gauge gondolas from American Car and Foundry for use on its extensive 3-foot gauge system in Colorado. After two decades of hard service on the Colorado narrow gauge lines, these various gondolas were rebuilt in the 1920s.

In addition to coal, these cars often handled limestone, precious minerals, pipe, maintenance equipment, and an array of other commodities as the needs of the railroad evolved. The rotary dump in Salida, Colorado, while efficient, was hard on the top sideboards and stakes of the high side gondolas. This resulted in the railroad's periodic replacement of these boards and stakes and the addition of stake splices. The splices were added in order to alleviate the chore of replacing entire stakes each time the top of the stake was damaged. Due to this process, the side stake and splice appearance of the high side gondolas changed regularly through the years.

## D&RGW 1000 Series High Side Gondola

Blackstone Models has produced the D&RGW 1000 Series High Side Gondola design to represent many of the cars after the 1920s-era rebuild. The versions replicated in these models were equipped with the cast Cardwell "economy" draft gear. Side stakes are hand-applied and represent various splice patterns to match the prototype cars. Interior bracing detail and varying floorboard heights to match the prototype cars round out the extreme attention to detail represented in this model. Our gondolas are offered with varying paint shades, unique detailing, and optional weathering so that you may build a diverse fleet. The Blackstone Models D&RGW 1000 Series High Side Gondolas are available in three different herald schemes to match the cars' appearances from the 1920s to the 1960s.

Please see the current price list for ordering information.



**Above:** Interior bracing contributes to the overall accuracy of the High Side Gondola.



**Left:** K-27 No. 464 hauls High Side Gondolas on Bill Beverly's layout.

**Below:** Hand-applied side stakes and splices provide exceptional accuracy in road number variations.



# Stock Cars



## Brief History

The classic stock car (or “cattle car”) was once a mainstay of American railroads in the era of livestock rail transportation. They were used all over the Denver and Rio Grande Railroad for transporting cattle from the stockyards around the southwestern part of the country. In 1903, the Denver and Rio Grande ordered 350 new stock cars from American Car and Foundry numbered 5500 - 5849. Arriving by the spring of 1904, these 30-foot, 25-ton capacity cars became the mainstay of the D&RG livestock cars.

In 1926, the cars were extensively rebuilt by the new Denver and Rio Grande Western Railroad with much of the wood being replaced and slightly redesigned to reflect updated specifications. During the rebuilding many stock cars were modified with a middle deck on the inside to accommodate larger loadings of sheep and other small livestock. This enabled the railroad to nearly double the capacity of the car. A “D” after the car number usually, though not always, signified the change to the double-deck or “sheep car” style.

## D&RGW 5500 Series Stock Car

The Blackstone Models HOn3 version of the D&RGW 5500 Series Stock Car is factory painted and ready-to-run. This release is available in two body styles after the 1926 rebuild – B2/3 and B2/6.

Also known as the simpler “early style,” the B2/3 style was the predominant look after the rebuild. It is decorated with D&RGW lettering and the road number.

The B2/6 style, or “later style” implemented in 1939, has three additional lettering boards sporting D&RGW lettering, the road number and the Flying Grande herald.

Newly shopped cars are painted a gloss black, while some road numbers feature a matte black paint, representing the slight fading that occurs from a few years of exposure to heat and sunlight. They also are available weathered or non-weathered.

*Below: Blackstone Models Stock Car No. 5678 sits on Peter Gloor's layout.*





**D&RGW 5500 Series  
Double-Deck Stock Car**

The Blackstone Models HO<sub>n</sub>3 version of the D&RGW 5500 Series Double-Deck Stock Car includes a middle deck for transporting small livestock. This release includes cars with the B2/3 and B2/6 body styles.

Cars are factory painted in a gloss black, while some road numbers feature a matte black paint to represent slight fading from sunlight and the elements. For the freelancer, our Double-Deck Stock Car is available painted and unlettered. They also are available weathered or non-weathered.

Along with all of the features that Blackstone Models builds into every piece of rolling stock, both doors on all versions of the stock car are repositionable.

Please see the current price list for ordering information.

*Below: Blackstone Models Stock Cars custom painted by Jim Vail.*



**Above:** Interior floorboards with white lettering complete the look of the Double-Deck Stock Car.

# Passenger Coaches



## Brief History

From 1880 to 1882, the Denver and Rio Grande Railway ordered approximately 60 Jackson and Sharp narrow gauge coaches that would become the quintessential open platform style of car used on the Colorado 3-foot gauge line well into the 1950s. Typical of D&RGW equipment, the coaches went through various transformations in the early years. By the early 1900s, many of the cars had been converted from the old "duckbill" style roofs to the "bullnose" style that was more prevalent in later years. In the 1920s, the cars were lowered and reinforced to accommodate safety concerns. By the 1930s, the majority of cars had been rebuilt with double pane windows. A handful of the coaches survived on the D&RGW into the 1960s for use on the Silverton Branch.

## Jackson and Sharp Open Platform Passenger Coach

We offer individual coaches in two road numbers and painted, unlettered versions in Pullman Green and Passenger Car Red paint. The Pullman Green paint scheme that was typical of the 1920s through the mid 1950s-era includes yellow lettering and a black roof with Pullman Green passenger coach trucks. Designed to replicate the Jackson and Sharp Open Platform Coaches that traversed the rails in the Southwest, these fabulous coaches include an amazing array of details inside and out!

In addition to the accurate paint and livery, underbody detail, and characteristic "bullnose" roof, we've incorporated details such as lamp vents, restrooms, roof conduit, stove, coal bin, water cooler, and painted interior seating with Buntin seat frames. Door headers have either arched or squared ends, depending on the version. All colors are available in their freshly shopped liveries.

*Below: Blackstone Models Passenger Coaches interior detailing include a stove, Buntin style seating, and a water cooler.*





Our custom-designed passenger car trucks are packaged with electrical pickup wipers, so the industrious modeler can incorporate interior lighting if desired. Purchase our custom interior Lighting Decoder for a quick easy-fit solution.

### **D&RG Passenger Car Red 3-Pack**

In addition to individual coaches, our 3-pack of Open Platform Passenger Coaches in Passenger Car Red with 1910 D&RG Nos. 287, 305 and 309 adds a colorful option to our offering of coaches. Only available as a 3-pack, these coaches are the perfect complement to your "early" passenger trains.

### **Special Limited Edition "Chili Line" 3-Pack**

The prototypically accurate, limited edition release 3-pack of "Chili Line" Jackson and Sharp Passenger Open Platform Coaches represent Nos. 284, 306 and 320. These coaches come with pre-installed bay windows. They were used in consists throughout the 1930s on the "Chili Line," the D&RGW narrow gauge branch line that ran from Antonito, Colorado, to Santa Fe, New Mexico, until the abandonment of the branch in the fall of 1941.

Bay windows enabled the conductor to view the train along the sides of the consist for safety observations and eliminated the need for a caboose.



Please see the current price list for ordering information.

*Below: Blackstone Models Pullman Green Passenger Coaches on Jim Granflaten's layout.*



# Long Caboosees



## Brief History

Between 1912 and 1923, the Denver and Rio Grande Western Railroad rebuilt five worn-out short cabooses in order to maintain a small fleet of durable and up-to-date cars. Eventually consisting of road numbers 0503, 0505, 0517, 0540, and 0574, these “rebuilt” were more or less new cars that utilized much of the hardware of their old forerunners. Favored by railroad crews, the car bodies were 25 feet in length and sported wider end platforms than the earlier long bodies. Featuring a more traditional “round” roof style, these cabooses were based out of terminals all over the D&RGW narrow gauge system up to the end of operations.

These little “hacks” were essentially the office, living room, kitchen, bedroom, and sometimes game room for the hearty working men that chose to spend their life toiling on the rails from the late 19th century and well into the 1960s.

## Long Caboose

The long cabooses shared major dimensions that were essentially identical, however, the span of 11 years between their construction yielded some differences in the details.

Blackstone Models has incorporated these differences into the various road numbers for the most accurate reproduction possible. Number 0503, for example, reflects its uniqueness with angled footsteps, larger cupola end windows, and individual awnings for the cupola side windows. We’ve

reversed the “A” and “B” ends, essentially turning the chassis 180 degrees and locating the longer end of the caboose opposite from all the others. You will find molded detail variations in all of the road numbers as we have endeavored to bring you a model that is strikingly faithful to the prototypes. Other variations in these long cabooses include distinctions in ladder dimensions, window moldings, awnings, cupola grab irons, and the 1950s addition of ladder extensions. We have included a special collection of additional parts for you to add to your caboose depending on your desire to recreate specific appearances in varying eras.

Like all of our rolling stock, the Long Caboose is equipped with smooth-running trucks and full underbody detail. The wheels are insulated, with electrical pickups on both trucks to facilitate the addition of lighting circuitry. Our Caboose Lighting Decoder is intended to take advantage of this design and make illuminating the interior of your caboose a snap.





Blackstone Models is proud to offer 12 unique versions of our Long Caboose representing two distinct eras. Our detailed liveries accurately capture the lettering as it was seen on these cars throughout the years. In addition to the five road numbers available in two different era schemes, we offer a painted and unlettered version for adapting this handsome car to your own special pike. For fans of the Durango & Silverton Narrow Gauge Railroad, a limited edition No. 0540 has been produced. This caboose will add a little color and bring some present-day memories to your historical railroad reproduction.

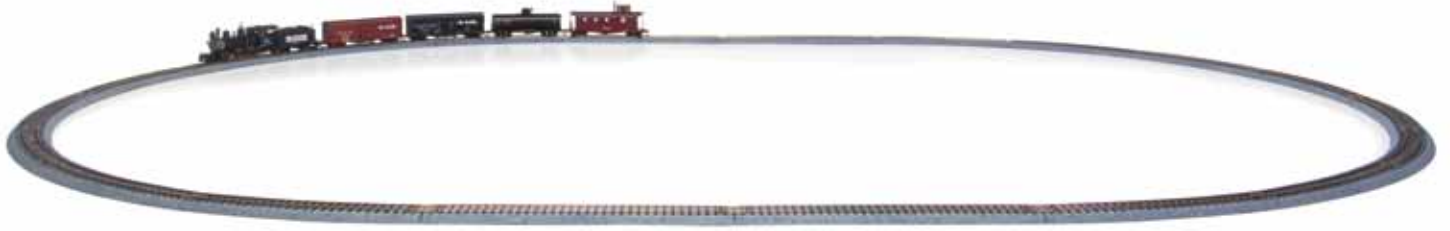
Please see the current price list for ordering information.

*Below: Blackstone Models Long Caboose with custom animation and lighting by Laurie McLean.*



*Below: Blackstone Models K-27 and Long Caboose on Rich Mossholder's layout.*



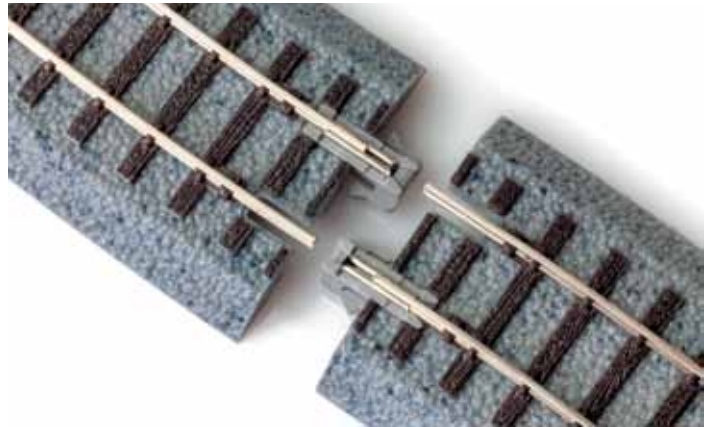


## ProTraxx HOn3 Snap-Track System

Blackstone Models ProTraxx is the first-ever snap-track system for HOn3 layouts. No cutting, no bending, no spiking, no soldering, no fuss – laying HOn3 track is a snap with ProTraxx!

Manufactured and developed by Blackstone Models, we've chosen to design our system around the familiar Kato UniJoiner for a simple-to-put-together, reliable track system that can be enjoyed by beginners and seasoned modelers alike.

ProTraxx features painted and textured ties with Code 70 nickel-silver rail mounted on a ballast-colored roadbed. Each type of track is packaged individually, and a starter set is available with everything you need to form a complete oval.



*ProTraxx sections shown above are a 480 mm radius curve and a straight section measuring 228 mm long.*



# Accessory Lighting Decoders



*Above: Long Caboose Lighting Decoder*



*Above: Passenger Coach Lighting Decoder*

## Accessory Lighting Decoders

Designed by SoundTraxx®, these Accessory Lighting Decoders provide flicker-free light effects for your models. Using SoundTraxx' SuperCap™ technology, these decoders maintain power at short station stops in DC for as long as two minutes. With your DCC system, you can turn lights on or off, change lighting effects, and adjust the brightness to suit your taste. Accessory Lighting Decoders also have three extra functions for additional interior lights or marker lamps. Although these decoders were designed specifically for Blackstone Models Passenger Coaches and Long Caboose, they may be used in other small cars and coaches too.

## Passenger Coach Lighting Decoder

Add ambiance to your layout with the warm glow of golden-white light emanating from your passenger coaches. Measuring 124 mm x 12 mm, the Passenger Coach Accessory Lighting Decoder secures neatly to the underside of the model's roof. Just wire it to the pickup wipers on the coach, couple to your preferred locomotive, and enjoy the sight of the lighted coaches as they roll around your layout.

## Long Caboose Lighting Decoder

Don't leave your trainmen in the dark – illuminate your crummy with the Long Caboose Accessory Lighting Decoder. This decoder measures 80 mm x 18 mm to fit perfectly against the model's interior ceiling. The pre-installed pickup wires on the caboose attach to the decoder for easy installation. Utilize the extra output functions to dramatically enhance the end of your narrow gauge consist.

*Below: Blackstone Models Passenger Coach with the SoundTraxx Passenger Coach Lighting Decoder.*



# Accessories

Customize and upgrade your HOn3 fleet with Blackstone Models accessories. Blackstone Models free-rolling trucks feature blackened nickel wheels. All items come assembled and ready to install. Please see the current price list for ordering information.

## K-27 Doghouse Assembly

Officially referred to as the brakeman's cabin, this structure mounts on the top of your tender tank to protect your trainman from inclement weather.



## K-27 Road Pilot Kit

When your locomotive isn't assigned to yard switcher duties, equip it with this road pilot for the traditional look as it traverses your mainline.



## K-27 Snowplow Assembly

Battle the elements and keep your track clear with this classic snowplow.



## K-27 Switcher Pilot Kit

Put your Mudhen to work switching cars around the yard by outfitting it with this switcher pilot.



### 5'0" Passenger Coach Trucks

These composite trucks were standard for most Rio Grande coaches from 1881 onward, and work well on many early-era passenger cars. They are available in Pullman Green and black. Electrical pickups are included.



### 4'8" Arch Bar Trucks

This 30-ton capacity truck became common in the early 20th century. Although they were typically used on Rio Grande narrow frame tank cars, they may adapt well to various types of rolling stock.



### 3'7" Arch Bar Caboose Trucks

The leaf springs added to these traditional arch bar trucks provide extra comfort for trainmen. These trucks are available in Caboose Red. Electrical pickups are included.



### 4'8" Bettendorf Trucks

Originally designed in 1939 to replace Andrews trucks on UTLX Frameless Tank Cars, this 30-ton capacity truck style is just the ticket for many later-era freight cars.



### 3'7" Arch Bar Trucks

The most common freight car truck style used in early railroading, this American Car & Foundry design is still in service today on historic narrow gauge railroads. Choose from three available colors – Boxcar Red, MOW Grey, and black.



### 4'8" EBT Vulcan Trucks

Widely used on the East Broad Top (EBT) Railroad, the Vulcan frame truck is a unique addition to any piece of rolling stock in your fleet.



**Below:** C-19 No. 343 hauling Blackstone Models rolling stock customized by Jim Vail.



# Blackstone Models™

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