

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 narrow gauge fans, 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 you the most value for your 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. We use photos, drawings, and in some cases movies 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 product.

Our rolling stock models feature our popular 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.

Our engineers design our locomotives for operational reliability — they will provide hundreds of hours of operation, are capable of running at slow speeds, and do not need 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 derailling. Running HO_{n3} trains is fun again!

We engineer our locomotives with a thoughtful combination of die-cast and plastic construction, which 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

Blackstone Models locomotives are equipped with custom SoundTraxx Tsunami® Digital Sound Decoders. Tsunami is a dual-mode, 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 so that all your models will not only sound prototypically correct, but will all have their own "voice." Each sound system is pre-programmed and ready to go without any adjustments. And with the help of Tsunami's Sound Mixer, you can 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 included in the decoder.

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



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



C-19 Locomotives

Brief History

In the summer of 1881, the Denver and Rio Grande Railway (D&RG) 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 (D&RGW) in 1921. In 1924, the ten 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 C-19 Locomotives are faithfully reproduced in HO_{N3} 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. All models are equipped with a SoundTraxx Tsunami sound system.

Design and Construction

The C-19 is designed to navigate layouts with a minimum turning radius of 18 inches. This model measures 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 all-wheel power 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

Our C-19s have over 100 hand-placed parts! Each model features prototype-specific details such as handrails, number boards, cabs, tender detail, headlights, ladders, stacks and more.

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.

Current Release

Visit www.blackstonemodels.com to view all the models in the current release, as well as a cross-reference chart of C-19 features.

C-19, D&RGW No. 342

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. This model is available with or without light weathering (weathered version shown).



C-19, D&RGW No. 345

Often referred to as the "Durango Switcher," this later-era version of 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. This model is available with or without light weathering.



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 No. 346 "post-wreck" cab sides and domes, Pyle headlight, K2 Pyle dynamo, two 9 1/2-inch single-stage compressors, and a long flared-side tender. This model is available with or without light weathering.



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.

This model is available with or without light weathering.



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. It is available with or without light weathering.



Right: Blackstone Models C-19 on Rick Huntrods' layout.



Class 70, D&RG No. 401

This Class 70 locomotive represents the C-19 configuration in the late 1910s. 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, ES Pyle dynamo, and a tall straight-side tender. It is available with or without light weathering.



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

This painted, unlettered 2-8-0 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, an ES Pyle dynamo, and a long flared-side tender.



Below: Gold leaf color pinstriping on the domes of this Painted, Unlettered "Diamond Stack" 2-8-0 add a touch of elegance.



Right: 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 (Nos. 450 - 464) built by the Baldwin Locomotive Works. Although originally equipped with Vaucrain 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_{n3} 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 SoundTraxx Tsunami sound system.

Design and Construction

These models comfortably navigate 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.

The K-27 boasts exceptional slow-speed operation. Track power is picked up by all drivers and tender wheels for smooth running over even the most finicky switches.

Die-cast construction of the engine and tender provides excellent detail while furnishing the additional weight needed for reliable operation and superior pulling power. These models include golden-white LEDs, which provide realistic lighting and will operate for hundreds of hours.

Amazing Details

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

There are six 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. Each version has over 100 hand-placed detail parts.

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

Current Release

Visit www.blackstonemodels.com to view all the models in the current release, as well as a cross-reference chart of K-27 features.



Above: Blackstone Models K-27 No. 453 and rolling stock on Mike May's layout.



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

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. This model is available with or without weathering.



Rolling Stock

About Our Rolling Stock

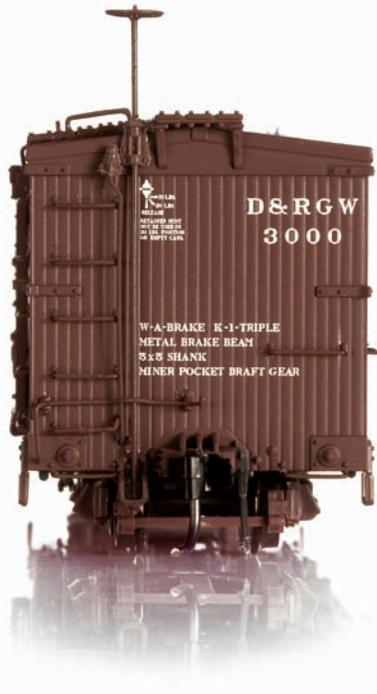
Blackstone Models HO_n3 rolling stock is designed for operation. While each model is designed and manufactured to accurately represent the prototype, we also engineer our models to roll smoothly and be truly ready-to-run.

Design and Construction

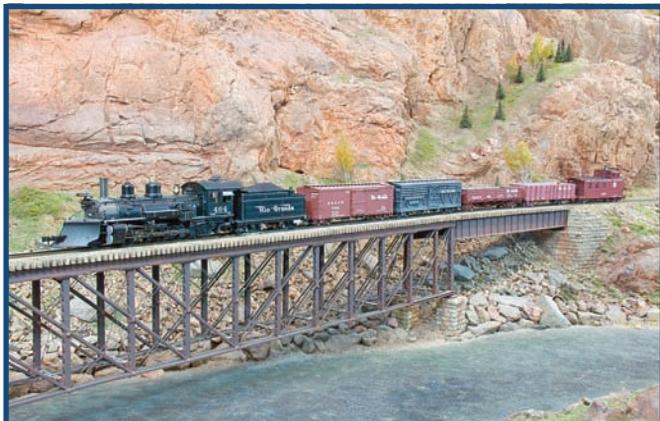
All of our rolling stock models are constructed with a die-cast chassis and free-rolling trucks with blackened metal wheels. Grab irons and detail parts are individually placed to complete each car. They are equipped with factory-mounted Kadee couplers, so all you need to do is take them out of the box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

Amazing Details

We returned to the 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.



Bill Beverly's Blackstone Models K-27 No. 464 hauls rolling stock on the Slim Gauge Guild Model Railroad Club layout.

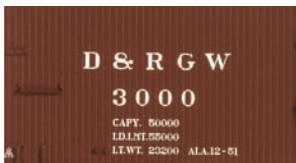


Paint and Livery

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.



**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**



Flying Grande Herald



Royal Gorge
Route Herald



Moffat Tunnel
Herald



Rising Sun Herald

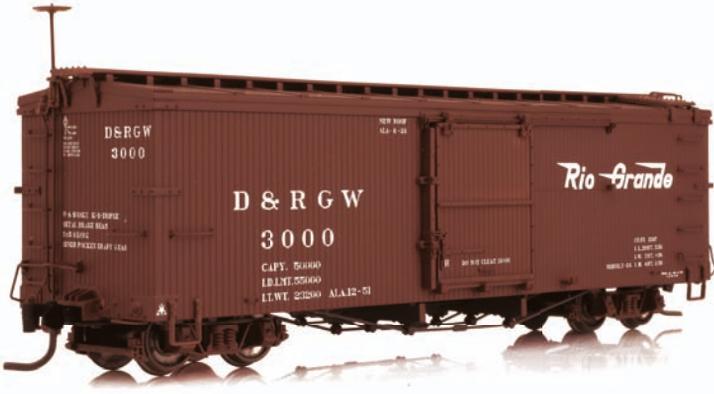


Animas Canyon
Route Herald



Acorn Herald

Boxcars



Brief History

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

These boxcars are available in either weathered or non-weathered paint shades. In addition to the freshly shopped cars of Boxcar Red, we offer 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 the lesser-known Moffat Tunnel and Royal Gorge Route heralds.

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

3-Bay Hoppers



Brief History

Paramount to the East Broad Top Railroad's (EBT) 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.

EBT 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. Blackstone Models HO_{n3} EBT 3-Bay Hoppers are available with either 30s-era lettering or the 40s-era Acorn herald in weathered paint.

Stock Cars



Brief History

The classic stock car (or “cattle car”) was used all over the Denver and Rio Grande Railroad (D&RG) for transporting cattle from the stockyards around the southwestern part of the country. In 1903, the D&RG 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 (D&RGW), with much of the wood being replaced and slightly redesigned to reflect updated specifications.

D&RGW 5500 Series Stock Car

The Blackstone Models HO_{n3} D&RGW 5500 Series Stock Car 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.

Cars are available in gloss black paint, as well as in shade variations or with weathering.

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



Refrigerator Cars



Brief History

Refrigerator cars, or “reefers,” were merely uninsulated, ice-filled boxcars to protect perishable cargo. The first Denver and Rio Grande 30-foot “short reefers” were built in 1908 at the Burnham Shops in Denver. They were numbered 32-81 and had 20-ton, 4’ 8” arch bar trucks with inside-hung brake shoes to prevent them from freezing.

In 1926, ten of the cars were retired, and the Denver and Rio Grande Western Railroad (D&RGW) rebuilt the remaining forty. They equipped the cars with new needle beams, corrugated Murphy roofs, icebox bulkheads, and other upgrades. The cars were also repainted with American Refrigerator Transit

Yellow, and Boxcar Red roofs and ends. Perishables were kept cool in these cars through the mid-1950s.

D&RGW 30-Foot Refrigerator Car

This Blackstone Models release of HON3 30-Foot Refrigerator Cars accurately represents the D&RGW 1926 rebuild of the initial 1908 refrigerator cars. These freshly shopped models are available in three D&RGW liveries – Flying Grande, Moffat Tunnel, and Royal Gorge Route. They are also designed to accommodate a SoundTraxx Tsunami SoundCar® Digital Sound Decoder to add authentic sounds for rolling stock.



Blackstone Models 30-Foot Refrigerator Car pre-production decoration sample on Jim Vail's layout.

Flatcars



Brief History

Of all cars in the rolling stock fleet of the Colorado narrow gauge, flatcars were probably the most versatile, and the most abused. Their many uses stemmed from the relative lack of restrictions for the kinds of loads they could handle. Ranging from lumber to farm and industrial equipment, many diverse lading combinations were possible. If a customer's goods were not fit for boxcar loading, a flatcar would probably do the job.

In addition to traditional revenue service use, flatcars were often put to alternate uses by rebuilding them into gondolas, various tank cars, idler flats, and an array of company work equipment. While this frequent adaptation

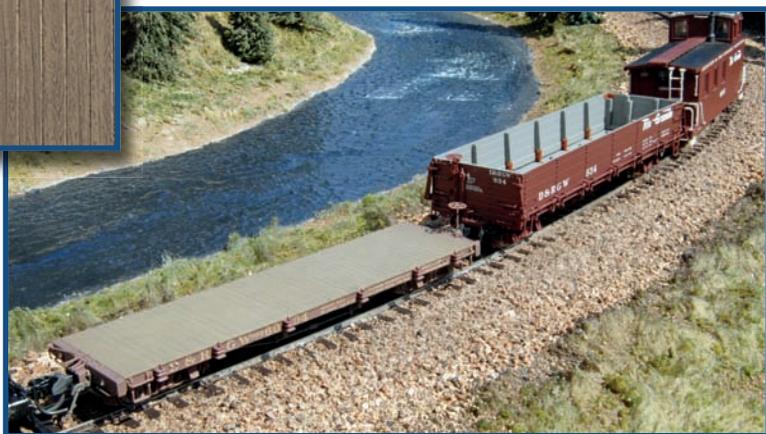
of gondolas and flatcars generally took place prior to the 1890s, this series of flatcars came along during a time when the Denver and Rio Grande Railway was initiating a small replenishment of an aging flatcar fleet. The D&RGW 6000 Series Flatcars saw their own varied service uses throughout their checkered careers. By March of 1926, several of the remaining cars were rebuilt by replacing the side bearings and reinforcing the body bolsters.

D&RGW 6000 Series Flatcar

The Blackstone Models D&RGW 6000 Series Flatcar is offered freshly shopped with wood-grain treatment on the decking. The current release includes models with D&RGW or RGS lettering, as well as a painted, unlettered version.



Left: All D&RGW 6000 Series Flatcars have enhanced decking, simulating the wood grain of the deck.



Right: Blackstone Models Flatcar, Drop Bottom Gondola, and Caboose on Ken Patterson's diorama.

Drop Bottom Gondolas



Brief History

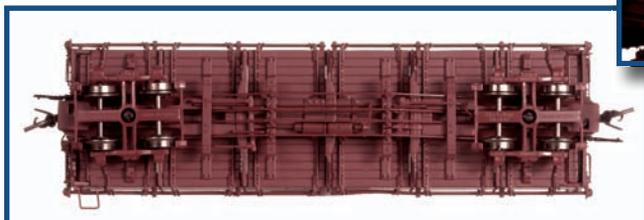
The National Car Company built the drop bottom gondolas for the Denver and Rio Grande 3-foot gauge system in 1904. The cars in the 800 - 899 series had a dump door mechanism, but were equipped with tall racks designed for loading processed bituminous coal known as "coke." The cars sported a slightly longer and wider body than many of the 30-foot freight cars of the era. The drop bottom door provided a more efficient unloading method compared to the usual labor-intensive procedure. Horizontal operating rods were placed on each side of the car and four dump levers with a ratchet and pawl were placed on the rods' ends. Chains running from each of the twelve lower dump doors rolled up over the operating rods

when the doors were in the closed position. To open the doors, the lever would be rotated to a position that would release the ratchet teeth on the pawl, and the doors would dump the car loading on the ground or into storage bins in coal facilities.

800 Series Drop Bottom Gondola

The Blackstone Models HO_n3 D&RGW 800 Series Drop Bottom Gondolas feature the unique underbody detail that is difficult to model by hand. Our models are available in three different herald designs and liveries to match the cars' appearance from the 1920s to the 1960s.

Right: Blackstone Models Drop Bottom Gondola end details.



Left: Blackstone Models Drop Bottom Gondola underbody details.

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 painted, unlettered coaches in freshly shopped Pullman Green and Passenger Car Red paint with yellow lettering.

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.

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 you can incorporate interior lighting if desired. Purchase our custom interior Accessory Lighting Decoder for an easy-fit solution.

Special Limited Edition "Chili Line" 3-Pack

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



Left: Bay windows installed on "Chili Line" coaches enabled the conductor to view the train along the sides of the consist for safety observations and eliminated the need for a caboose.



Above: 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 (D&RGW) 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 lives toiling on the rails from the late 19th century and into the 1960s.

A SoundTraxx Long Caboose Lighting Decoder brings this model life.





D&RGW 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 reproductions possible. 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 re-create specific appearances in varying eras.

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 takes advantage of this design and makes illuminating your caboose a snap.

Our detailed liveries accurately capture the lettering as it was seen on these cars throughout the years. Models come freshly shipped and some versions are available with a lighter shade of Caboose Red to represent fading from the sun. We also offer a painted, unlettered version for adapting this handsome car to your own pike. For fans of the Durango & Silverton Narrow Gauge Railroad, we have produced a limited edition No. 0540 to add a little color and bring present-day memories to your railroad.



ProTraxx™



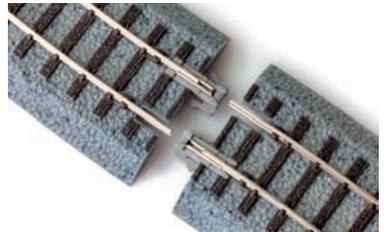
ProTraxx sections shown above are a 480mm radius curve and a straight section measuring 228mm long.

ProTraxx HOn3 Snap-Together Track System

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

We designed 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.



Blackstone Models locomotive and freight running on ProTraxx.



Lighting Decoders

Right: Long Caboose Lighting Decoder

Below: Passenger Coach Lighting Decoder



Accessory Lighting Decoders

Designed by SoundTraxx, these Accessory Lighting Decoders provide flicker-free light effects for your models. Using 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.

Passenger Coach Lighting Decoder

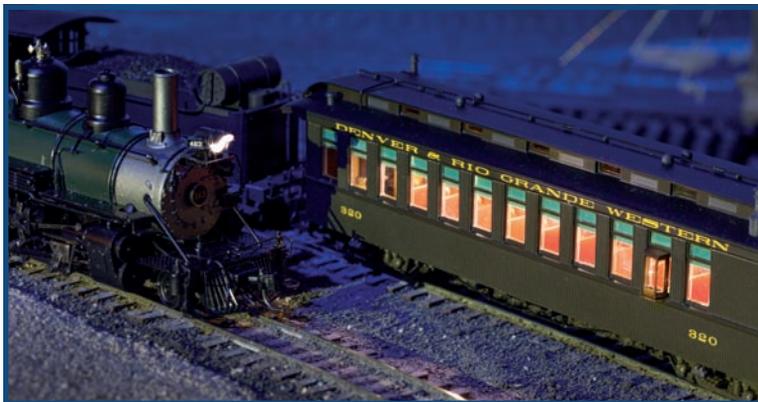
Add ambiance to your layout with the warm glow of golden-white light emanating from your passenger coaches.

Measuring 124mm x 12mm, 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 80mm x 18mm 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.



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.

Tsunami SoundCar Sound Decoder

The 16-bit Tsunami SoundCar Digital Sound Decoder is the only DCC decoder that replicates rolling stock sounds, such as clickety-clacks, flat spots, brakes, and couplers. Measures 47mm x 14mm x 8.5mm.



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.



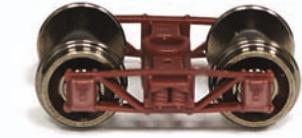
4' 8" Arch Bar Tank Car Trucks

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



4' 8" Arch Bar Reefer Trucks

Designed specifically for refrigerator cars, these 20-ton capacity trucks are perfect for adding a prototypical look to short reefers. These trucks are available in Boxcar Red.



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 colors: Boxcar Red, MOW Gray, 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.



Future Releases

D&RGW K-36 and K-28 Locomotives

These ready-to-run models will be equipped with a road pilot, doghouse, precision can motor, maintenance-free lighting, and a DC/DCC SoundTraxx Digital Sound Decoder.

D&RGW K-36 Mikado

The K-36 Class Locomotives constitute the largest steam engines purchased new for use on the Rio Grande narrow gauge, and saw extensive use throughout the railroad system. These engines quickly became the workhorses for freight operations on the Rio Grande when they were received from Baldwin Locomotive Works in August 1925. This release will include four K-36 Mikados that survive to this day: Nos. 481 and 486, which are in service on the Durango & Silverton Narrow Gauge Railroad, and Nos. 483 and 489 at the Cumbres & Toltec Scenic Railroad. Also part of this release will be No. 485, which was scrapped after meeting its demise in the Salida turntable pit in the early 1950s.



Above: D&RGW 489, Flying Grande Herald Friends of the Cumbres and Toltec Scenic Railroad, Richard L. Dorman Collection; Photo by Richard B. Jackson



Above: D&RGW 475, Moffat Tunnel Herald Friends of the Cumbres and Toltec Scenic Railroad, Richard L. Dorman Collection; Photo by Robert W. Richardson

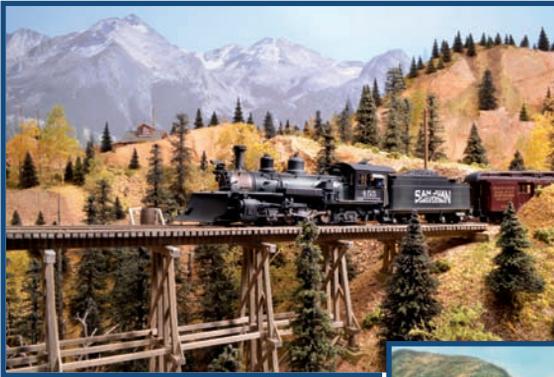
D&RGW K-28 Mikado

Nicknamed the "sport model," the K-28 Class Locomotives were ordered from ALCO and delivered to the D&RGW in 1923 for multiple uses throughout the narrow gauge system. Mostly known for pulling the famous passenger train, The San Juan, they also saw service pulling the Shavano, the Chili Line, and Silverton mixed trains, as well as many different freight assignments. Included in this release will be Nos. 473, 476 and 478, which survive today on the Durango & Silverton Narrow Gauge Railroad. The other engines replicated in this release will be Nos. 470 and 475, which served the D&RGW until 1942 when they were transferred to the U.S. Army for use on the White Pass & Yukon Railroad. Following the war effort, these locomotives were shipped to the Lower 48 and scrapped.

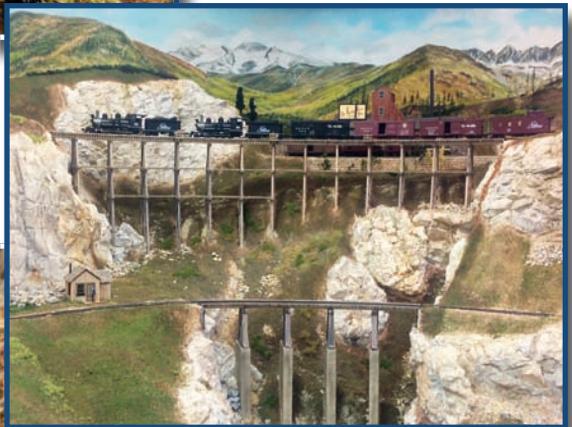
Customer Photos

We'd like to extend a "Thank you" to our talented customers who sent us photos! For more inspiration, visit our website at www.blackstonemodels.com and check out our Blackstone Models Facebook page to view an album of customer-submitted photos.

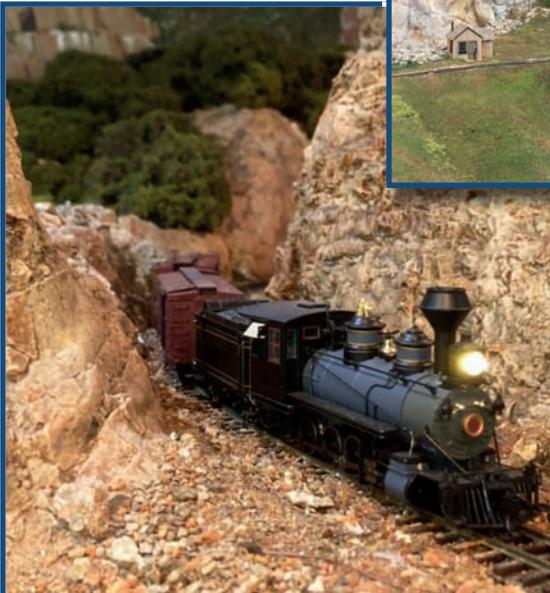
Below: Blackstone Models customized K-27 on Rick Huntrods' layout.



Below: Blackstone Models locomotives and rolling stock on Bob Lenz' layout.



Below: Blackstone Models 2-8-0 hauling rolling stock on Kevin Kussow's layout.





Front and back cover photography by Ken Patterson.

Blackstone Models™

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