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A: news_in@modellismoferroviario.it
Oggetto: Rapido News 156 - New passenger trains and other awesome stuff!



Rapido Newsletter Vol. 156
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Dear Rapido Customer,

Two new announcements and order deadlines? That must mean it's time for another newsletter! So, without further ado, Rapido News 156...starts...right...**NOW!**

Rapido Open House - Illinois Railway Museum, October 2022

- Last call to join us!

New Announcements!

- NEW! HO Scale BART Trains - A, B, C Cars
- RE-RUN! HO Scale Superior Stainless Budd Coaches

September Order Deadlines - September 15th, 2022

- N Scale Rohr Turboliner - 5% Early Bird Special

October Order Deadlines - October 17th, 2022

- HO Scale Procor 3000 cu ft Sodium Chlorate Hopper Car
- HO Scale Southern Pacific B-50-15 and B-50-16 Boxcars

Second Section

- We're Hiring!
- Upcoming Shows
- New Arrivals

- Factory and Tooling Updates
 - Ordering UK products - All You Needed To Know!
 - *Model Railroader* Q&A With Jason Shron
-



Ready to enjoy a day at the IRM? Photo courtesy of Drew Hartmann.

Rapido Open House - Illinois Railway Museum!

This is your last call to join us at the wonderful [Illinois Railway Museum](#) for our open house in early October.

- Sunday, October 2nd is our general public **Rapido Meet and Greet**. No need to RSVP. Just come to the museum as normal and you'll find our display. We look forward to seeing you in person!
- Monday, October 3rd is our **US Dealer Open House**. Dealers - please come and bring your families to take part in a fun Rapido day out. **Please RSVP by Wednesday September 28th**. If you don't RSVP, the bouncers won't let you in! To RSVP, you can just reply to this email.
- We're doing a **Live Stream** from the Dealer Open House at 11 CDT (Noon Eastern and 9 Pacific), and we have lots of new announcements! Please [follow us on Facebook](#) to ensure you don't miss it!

We look forward to seeing everyone at the IRM in October!



NEW! HO Scale BART Trains!

Did you expect the [HO Scale BART Legacy Fleet](#) from us? Surprise! We're taking the rapid transit section by storm!

To help celebrate the 50th anniversary of Bay Area Rapid Transit in 2022, we have teamed up with BART to produce the Legacy fleet of A, B and C cars.

Ready to see a video about the BART cars? [Click here](#), the photo above or below to watch. Then hurry back and check out the renders!



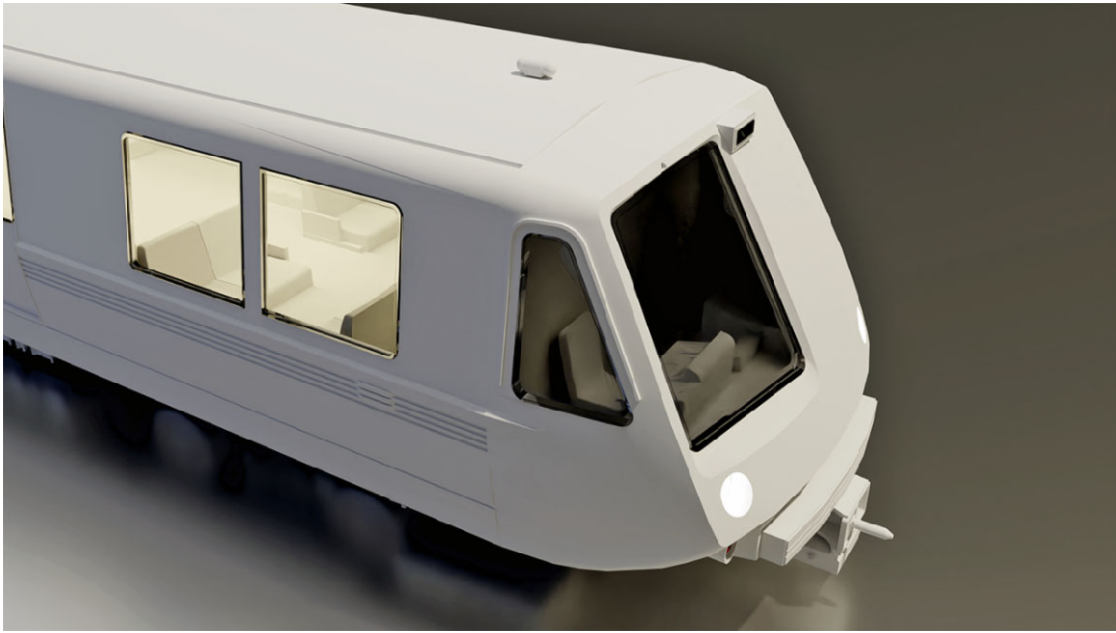
Let's go check out those renders! First up is the original [A style cars](#).



*Ready to get your 'BART' on?
3D renders are subject to revision.*



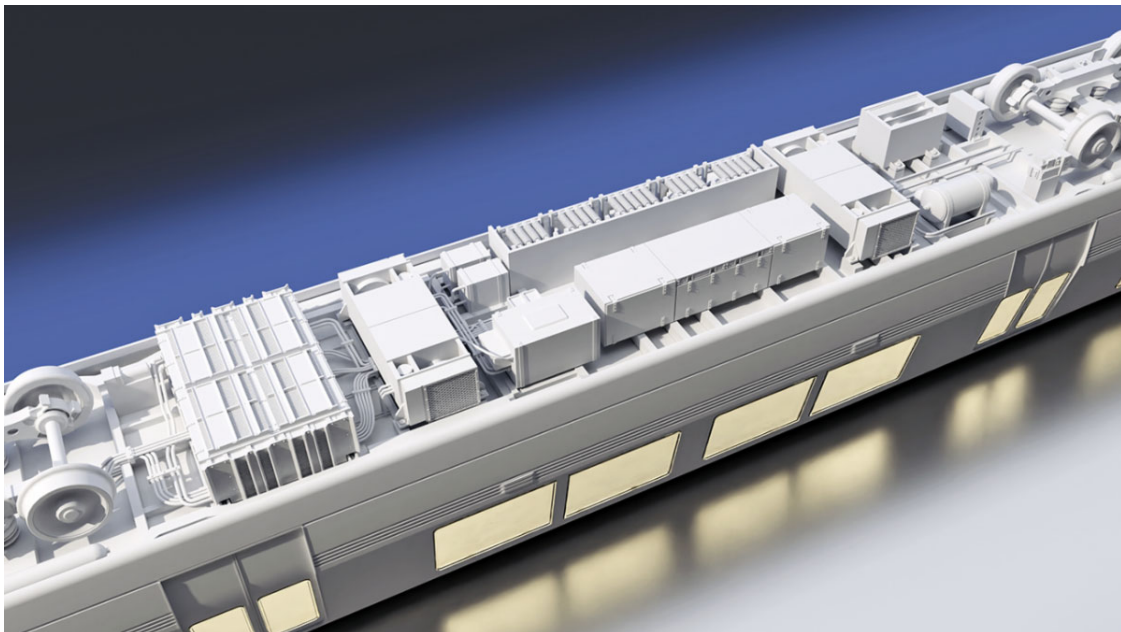
*This is an unpowered "B" car.
3D renders are subject to revision.*



*Check out that interior detail!
3D renders are subject to revision.*

Since its opening in 1972, Bay Area Rapid Transit trains have moved commuters and riders around the San Francisco Bay Area using these iconic cars. Instead of using traditional railcar manufacturers, BART contracted with Rohr Industries to create their first transit vehicles and contracted industrial design firm Sundberg Ferar to develop the trains' futuristic look.

Check out the [Legacy Fleet's](#) underframe!



*Possibly the **MOST** detailed rapid transit model, ever?
3D renders are subject to revision.*

The original cab and center cars (A Cars and B cars) built by Rohr Industries between 1968 and 1975 were mechanically identical, with the exception of the cab overhanging one end of the A cars. Despite being the face of the system, the streamlined fiberglass cab became an operational issue as they limited flexibility in building trainsets. To resolve this, the first of the "C Cars" were delivered in 1987 by Alstom, featuring a more traditional flat cab, allowing them to be used both on the ends as well as in the middle of the consist. Additional C Cars were built by Morrison-Knudsen between 1994 and 1996.

Below you'll see more renders of the [A, B and C Cars](#).



*An "A" Car with headlights on.
3D renders are subject to revision.*



*Now here it is with the markers lit.
3D renders are subject to revision.*



*A "C" Car, looking good.
3D renders are subject to revision.*

Can you believe some of these cars have been around for 50 years?

Each [Rapido BART Car](#) features:

- Operates on HO Scale Track
- Designed from original blueprints, design drawings and field measurements.
- Track-powered flicker-free interior lighting compatible with DC and DCC layouts.
- Directional lighting, including headlights and red tail lights.
- NEM-style close-coupling system, so your cars always remain as close as possible through any trackwork.
- Minimum 18" radius (22" radius preferred).
- Full, multi-color interior detailing.
- Low-profile drive system in A and C cars allowing for a complete interior with no visible motor.
- Full underbody detail including separate electrical lines, conduit and equipment boxes.
- Highly-detailed, non-operating front couplers on A and C cars.
- DCC-equipped models feature accurate sound recordings.

The BART trains are available as:

- A-B-B-A Sets (A Cars powered, B Cars unpowered)
- Individual C Cars (Powered)
- Individual B Cars (Unpowered)
- A Cars with Display Case (Unpowered)

Here are illustrations of the A, B and C cars:



PRELIMINARY ARTWORK AND CONCEPT DRAWINGS. SUBJECT TO CHANGES OR REVISIONS BEFORE PRODUCTION.

Click on the photo to check out the BART Legacy Fleet catalog.

BAY AREA RAPID TRANSIT LEGACY FLEET (A, B, C CARS)

In celebration of the 50th anniversary of Bay Area Rapid Transit (BART) in 2022, Rapido Trains is very pleased to be bringing you the BART Legacy Fleet in HO Scale! Produced in close collaboration with the Bay Area Rapid Transit, this represents Rapido's first foray into the rail-based rapid transit market!

Since its opening in 1972, Bay Area Rapid Transit trains have moved commuters and riders around the San Francisco Bay Area using these iconic cars. These pioneering cars were designed specifically to reduce association with aging transit equipment used in other cities. Instead of using traditional railcar manufacturers, BART signed a contract with Rohr Industries to create their first transit vehicles and contracted industrial design firm Sunberg Ferrar to develop the trains' futuristic look.

Besides being recognized for its status as a groundbreaking achievement of civil engineering, BART is also known for its roster of very distinctive rolling stock. The original cab and center cars (A Cars and B cars) built by Rohr Industries between 1968 and 1975 were mechanically identical, with the exception of the cab overhanging one end of the A cars. Despite being the face of the system, the streamlined fiberglass cab became an operational issue as they limited flexibility in building trains. To resolve this, the first of the "C Cars" were delivered in 1987 by Alstom, featuring a more traditional flat cab, allowing them to be used both on the ends as well as in the middle of the consist. Additional C Cars were built by Morrison-Knudsen between 1994 and 1996.

BART has run these trains for 50 years, with the external appearance largely unchanged since the initial concepts toured around the Bay. With BART structures paralleling the Santa Fe, Southern Pacific, and Western Pacific's Bay Area lines, these have continuously served as a sharp contrast to the often grimy freight service through the area, with sleek aluminum cars flying past freight drags and commuter service on elevated viaducts paralleling the railroad right-of-way.

Each Rapido BART Car features:

- Designed from original blueprints, design drawings and field measurements.
- Track-powered, flicker-free interior lighting compatible with DC and DCC layouts.
- Directional lighting, including headlights and red tail lights.
- NEM-style close-coupling system, so your cars always remain as close as possible through any trackwork.
- Minimum 18" radius (22" radius preferred).
- Full, multi-color interior detailing.
- Low-profile drive system in A and C cars allowing for a complete interior with no visible motor.
- Full underbody detail including separate electrical lines, conduit and equipment boxes.
- Highly-detailed, non-operating couplers on A and C cars.
- DCC-equipped models feature accurate sound recordings.

MSRP	DC	DCC
A-B-B-A Train	\$519.95 USD	\$659.95 USD
	\$749.95 USD	\$899.95 USD
C Cars	\$279.95 USD	\$279.95 USD
	\$339.95 USD	\$409.95 USD
Individual B Cars	\$89.95 USD	\$109.95 USD
A Car + Display Case	\$149.95 USD	\$179.95 USD

SPECIAL OFFER: 5% pre-order discount on all orders received by Jan 16th, 2023

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This is a conditional announcement. We honestly don't know the interest in these trains, although we think it will be strong. The [BART Legacy Fleet's](#) preliminary order deadline is January 16th, 2023. Order by then and you will receive a 5% "Early Bird Special" discount.

You can order these directly from BART by [clicking here](#). We strongly urge you to support BART's first foray into model railroading and buy directly from the [Railgoods store!](#)

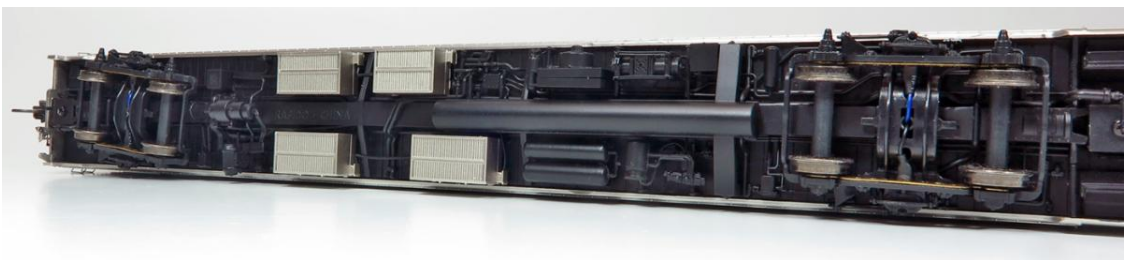


Re-Run! HO Scale Superior Stainless Budd Coaches!

The classic [Superior Stainless Budd Coaches](#) are back! But they're bringing a twist this time around: VIA Rail Canada HEP1 and HEP2 cars, with all new features... and tooling! Read on to find out!



[30 Budd Coaches](#) were delivered to Canadian Pacific in 1954 and 1955 and were initially numbered in the 100-series. All but one of the original coaches were transferred to VIA Rail Canada in 1978 and, save for those damaged in derailments, are all still in use today. They form the backbone of most of VIA Rail Canada's services to this day, found not only on the busy Quebec City-Windsor corridor, but on all other services across the country, including The Canadian, Ocean, Hudson Bay and northern Quebec services.



Incredible underbody detail!

In the late 1980s, VIA Rail upgraded its entire ex CPR Budd stainless steel fleet with Head End Power (HEP), which allowed newer locomotives to be able to heat and cool the trains without the need for aging steam generator cars. These cars are called “HEP1 cars” and are typically found on long-distance trains today.

Additionally, VIA Rail began purchasing second-hand [Budd cars](#) throughout 1990s from Amtrak and other owners to supplement its fleet and allow for expansion. These cars would be completely rebuilt as either first class “VIA 1” Cars or Coaches and were called “HEP2 cars”.

Our models are based on the original, steam-heated Canadian Pacific cars. However, we have tooled new HEP2 car sides as well as both HEP1 and HEP2 car ends.



All-new HEP2 window arrangement and ends!

Each [Rapido Superior Stainless Coach](#) includes:

- Realistic stainless steel finish
- HEP 2 cars feature an all-new side window arrangements
- HEP 1 and HEP 2 cars feature all-new end tooling with HEP receptacles and cables
- Track-powered interior lighting compatible with DC and DCC layouts
- Full underbody detail including separate air, steam and electrical lines
- Separate metal grab irons, stirrups and end gates
- Accurate D22 brake equipment and piping
- Super-detailed 41-NDO-11 trucks with end frames

- Full, multi-color interior detail
- 3D CP beaver shields on CPR models
- Sprung diaphragms

Lots of true-north schemes and variations on this run. Check them out below.



Ready to read the Budd Coach sales catalogue? Check it out below by clicking on the photo to open up the PDF.

FLUDED PASSENGER CARS FROM RAPIDO TRAINS INC.

SUPERIOR Stainless

HO SCALE

BUDD COACHES AND VIA RAIL HEP1 AND HEP2 COACHES

Rapido is pleased to announce the Superior Stainless Budd Coaches, as well as VIA Rail HEP-equipped Coaches, in HO Scale.

All 30 Coaches were delivered to Canadian Pacific in 1954 and 1955 and were initially numbered in the 100 series under Canadian Pacific. All but one of the original coaches were transferred to VIA Rail Canada in 1978 and, save for those damaged in derailments, are all still in use today. They form the backbone of most of VIA Rail Canada's services in this day, found not only on the busy Quebec City/Windsor corridor, but on all other services across the country, including The Canadian, Ocean, Hudson Bay and northern Quebec services.

Beginning in the late 1980s, VIA Rail upgraded its entire ex-CP Budd stainless steel fleet with Fixed End Power (referred to as HEP), which allowed newer locomotives to be able to heat the trains without the need for aging steam generator cars. These cars are called "HEP1 cars" and are typically found on long-distance train today. Many coaches and baggage cars can also be found in intercity service on the Quebec City/Windsor corridor.

Additionally, VIA Rail began purchasing second-hand Budd cars throughout 1990s from Amtrak, and other second-hand/forth-hand owners to supplement its fleet and allow for expansion. These cars would be completely rebuilt as either first class "VIA 1" Cars or Coaches and were called "HEP2 cars". These cars contain pass-through MU (multiple unit) cables and are almost exclusively found in intercity service on the Quebec City/Windsor corridor.

Our models are based on the original, steam-heated Canadian Pacific cars. However, we have included new HEP2 car sides as well as both HEP1 and HEP2 car ends.

Most of the Budd cars originally purchased by Canadian Pacific, as well as those bought used by VIA Rail, continue to form an integral part of both intercity and long distance services to this day. They will no doubt find a suitable use on your model railroad too.

Each Rapido Superior Stainless Coach includes:

- Realistic stainless steel finish
- HEP2 cars feature an all-new side window arrangements
- HEP1 and HEP2 cars feature all-new end tooling with HEP receptacles and cables
- HEP1 and HEP2 cars feature working end marker lights
- Track-powered interior lighting compatible with DC and DCC layouts
- Full underbody detail including separate air, steam and electrical lines
- Separate metal grab irons, stumps and end gates
- Accurate D22 brake equipment and piping
- Super-detailed 41-INCH-11 trucks with end frames
- Full, multi-color interior detail
- 3D CP beaver shields on CPR models
- Sprung diaphragms
- Metal Headstock/Carler-Immole couplers

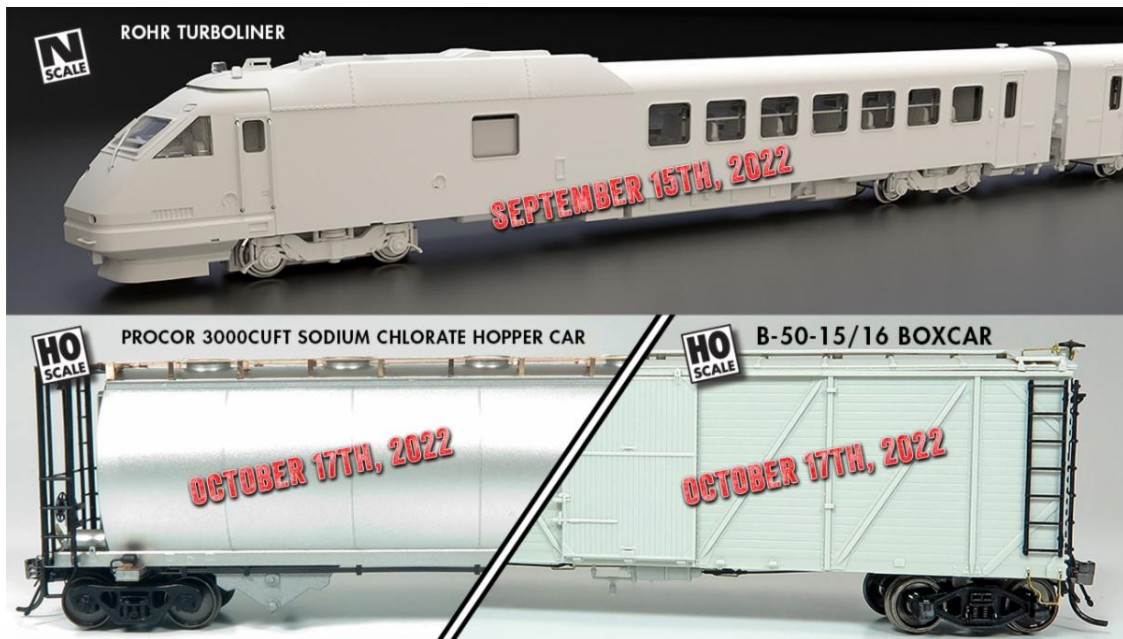
MSRP \$124.95 USD \$144.95 CAD

WANT MORE CARS? Unnumbered cars of any scheme we're offering are available. Must be ordered in 6-packs. Contact us for more info.

PRE-ORDER DEADLINE JAN 16th, 2023

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Tel: 905-478-2314, Fax: 905-478-2323, Web: www.rapidotrains.com

The return of the [HO Scale Superior Stainless Coaches](#) should make a splash! The order deadline is January 16, 2023. Order now and order often!



September and October 2022 Order Deadlines

The [N Scale Rohr Turboliner](#) is up first with its conditional order deadline next week on September 15th. Following that is the [HO Scale Procor 3000cuft Sodium Chlorate Hopper](#) and the [HO Scale Southern Pacific B50-15/16](#) boxcars on October 17th. Let's get right to them!



N Scale Rohr Turboliner - September 15th, 2022

The iconic [Rohr Turboliner](#) is coming to N Scale, but we need to make sure we have enough interest to continue. N Scalers, this is your time to shine! The September 15th order deadline is just around the corner. If you order by the

15th, there is a better chance we will actually make this train, **AND** you get a 5% early purchase discount!

But wait, there's more! Check out the new video we have for the Turboliner by [clicking here](#) or the photo below.

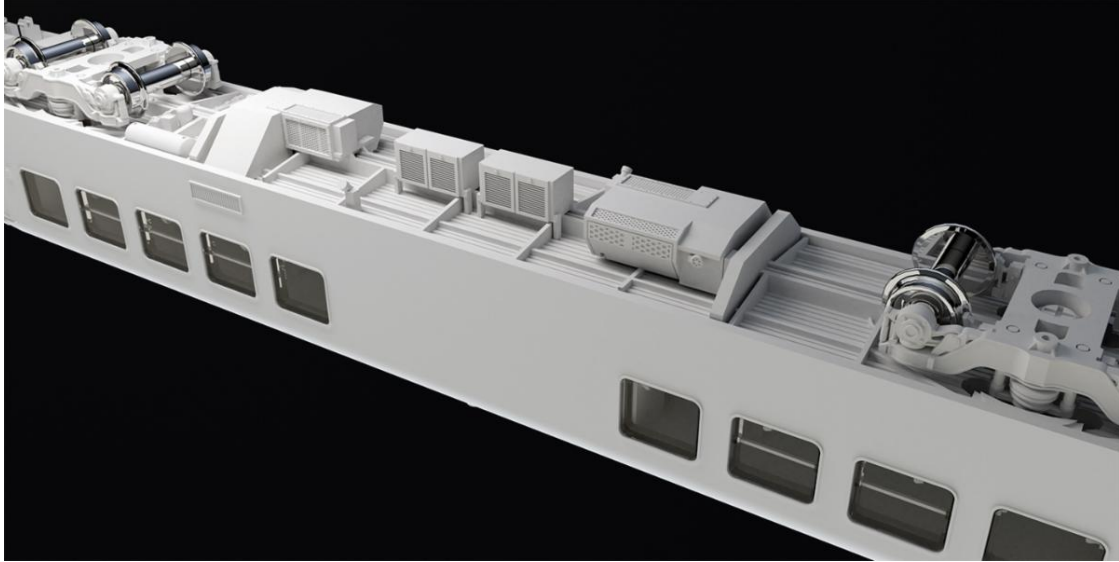


Now, let's see those [N Scale Turboliner](#) renders once more.



*Yes, that cab interior is **N SCALE!**
3D renders are subject to revision.*

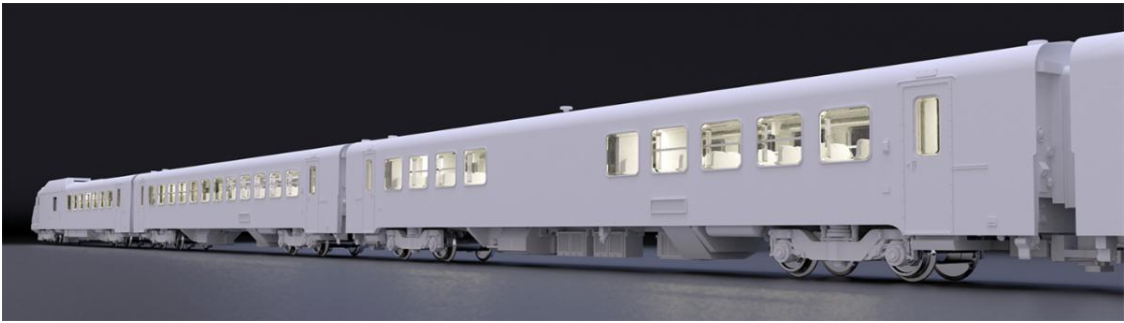
N Scale models never looked so good! But this is just the start, you'll be amazed at the level of detail on the [Turboliner's underframe](#)...peek at them below!



*Remember, this is N Scale! That detail level is incredible!
3D renders are subject to revision.*



*Perfect for N Scale.
3D renders are subject to revision.*

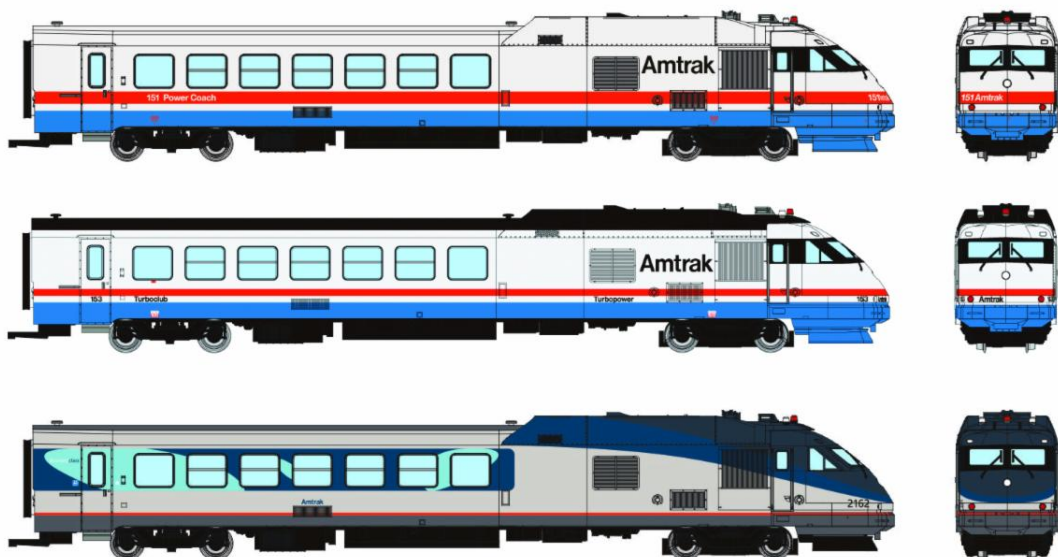


*Those lights are really captivating. And this is just a render!
3D renders are subject to revision.*

Each [N Scale Rohr Turboliner model](#) features:

- Accurately designed using original blueprints and field measurements
- Tinted windows, interior details and flicker-free interior lighting
- Separate factory installed handrails
- Highly-detailed trucks including third-rail shoes
- Working headlights, marker lights and cab-mounted strobe lights
- Both Power Cars come with smooth, reliable drive systems for optimal performance
- DCC models feature ESU sound decoders in each power car with accurate sounds sourced and remastered from original videos
- All wheel electrical pickup. Yes, we mean every...single...wheel!

Remember, your Turboliner will come in a gorgeous bookcase-style box like the N scale TurboTrain and [Canadian](#) models. Now, let's look at the three schemes being offered on the initial run:



Here's the Rohr Turboliner sales catalog. It has everything you need to know when ordering your set(s)! [Click the photo below to open the PDF.](#)



Rapido Trains Inc. is pleased to bring speed to the rails with the Amtrak Rohr Turboliner in N Scale!

In the early days of Amtrak, efforts were made to improve passenger services along key corridors. Following the success of the French-built RTG Turboliners in the mid-1970s in the Midwest, Amtrak turned to Rohr Industries in California to build modernized Turboliners for use along the Empire Corridor.

Entering service starting in September 1976, these new RTL Turboliners quickly proved their value, bringing passengers back to the rails. Equipped with third-rail shoes, they operated on electric power through New York's Grand Central Terminal (and later Penn Station), switching to gas-turbine power once out of New York City. Painted in Amtrak's stunning red, white and blue Phase III paint scheme, they operated on most Empire Corridor services, as well as regular appearances on the Adirondack to and from Montreal in the early years. Occasional equipment needs even put the Turbos on other rare adventures outside their normal call of duty, including the Niagara Rainbow to Detroit via Southwestern Ontario, and the Maple Leaf to Toronto via Niagara Falls.

After nearly 20 years of service under their belts, Amtrak selected one RTL set in 1994 to be rebuilt into what would be called the RTLII, incorporating several improvements including new turbines, a remodelled interior, a striking new demonstrator paint scheme, in addition to extending the lifespan of the set for several more years. While this set continued in service until 2003, no other RTLII sets were ever commissioned.

Further redevelopments and improvements of the fleet into the RTL-III's was never fully realized, and all were retired from active service in 2004. Conventional equipment has since been utilized on the Empire Corridor services in place of the once mighty Turboliners.

5% EARLY BIRD DISCOUNT ON ALL ORDERS PLACED BEFORE SEPTEMBER 15TH



Don't forget, your 5% "Early Bird" discount ends on September 15th, 2022! That's just a few days away for the [N Scale Rohr Turboliner](#) order deadline. So make sure you get your orders in asap!

We really want to make this model. We just need to know that you want us to make it!

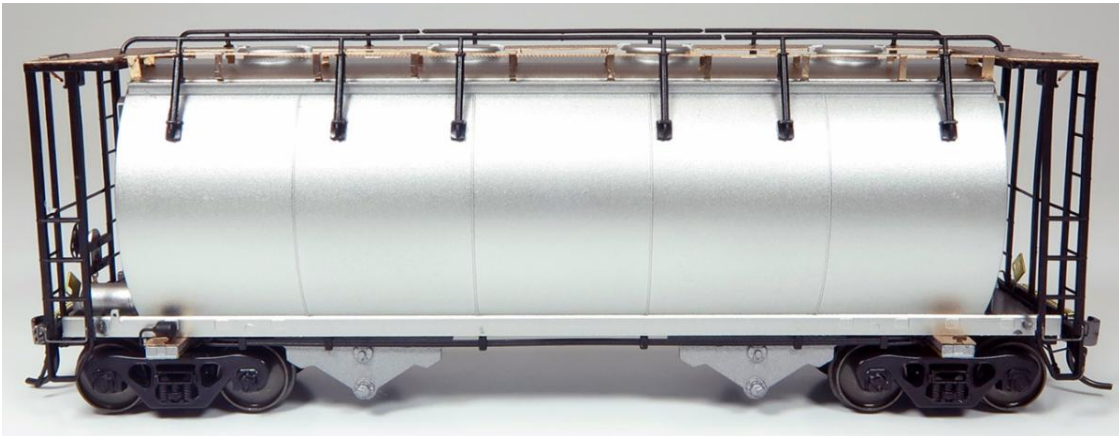


HO Scale Procorm 3000 cu ft Sodium Chlorate Hopper Car October 17th, 2022

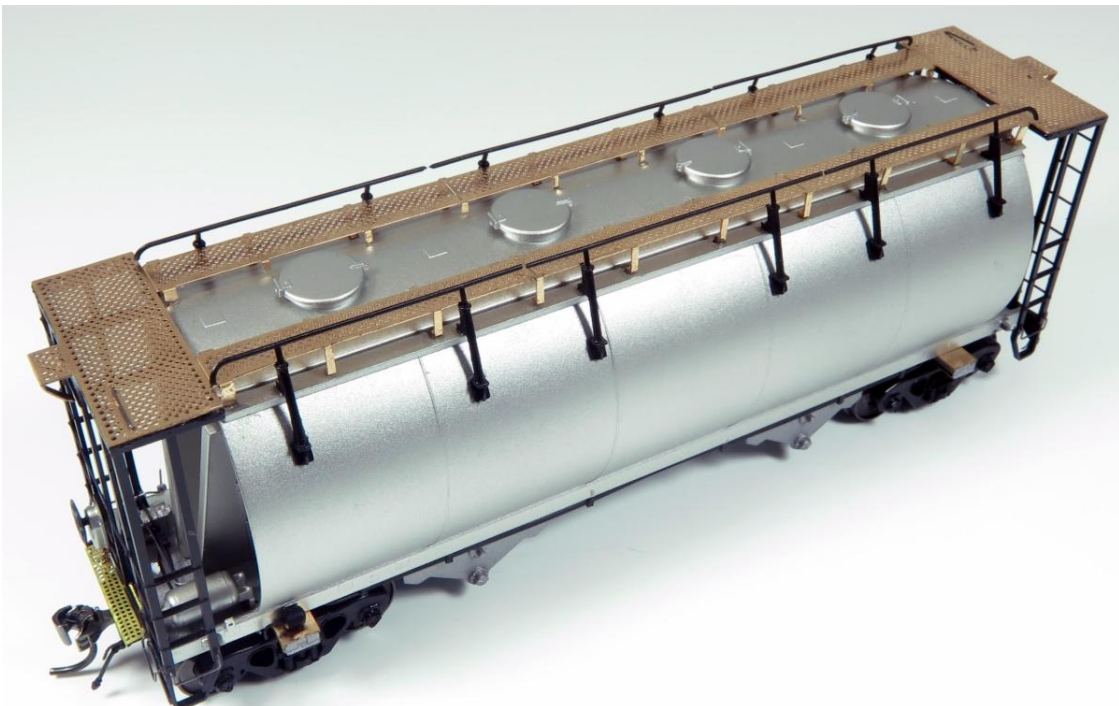
The Rapido [HO Scale Procorm 3000 cu ft Sodium Chlorate Hopper](#) is the answer to your hungry paper mill on your layout. And to complement these amazing cars, we now have beautiful samples to show! With these samples also comes an order deadline of October 17th, 2022. So scroll down to check them out!



*Those hoppers sure are looking good.
Pre-production samples are subject to revision.*



*A nice side view, highlighting the piping.
Pre-production samples are subject to revision.*



Check out all of that detail!

Pre-production samples are subject to revision.

The [HO Scale Sodium Chlorate Hopper](#) features:

- With or without top handrails
- Sparger outlet gates
- Etched walkways
- Separate grab irons installed at the factory
- All-new 100-ton Ride Control trucks with HydraShox hydraulic snubbers
- Etched placards (Side placards packed in polybag)
- Full end cage details
- Accurate paint and lettering
- Rapido semi-scale couplers
- MANY road numbers available for each scheme
- Available in singles or multi-packs
- Multi-packs boxed for individual sale

Only two main schemes on the first run, plus unlettered versions of both styles.



Click on the sales catalogue for the Procor sodium chlorate hopper by clicking the photo below. It will open up as a pdf file.

HO SCALE **PROCOR 3000CUFT** **RAPIDO TRAINS INC.**
SODIUM CHLORATE HOPPER

Pre-production samples shown, subject to revision.

Order Deadline
OCTOBER 17TH, 2022

MSRP	6-Pack	\$359.70 / \$419.70	US / CAD
	Single Car	\$59.95 / \$69.95	US / CAD

In the early 1980's sodium chlorate began to replace chlorine as a bleaching agent in the paper making process. Historically, sodium chlorate had been transported in solution form in tank cars. With significant increase in demand, a more efficient delivery method was needed. Transportation in crystal form by covered hopper car was a natural solution. However, a means to address the corrosive properties of sodium chlorate was required.

Procor took on the challenge to come up with an alternative and went on to develop an all-aluminum construction covered hopper car. Parallel in concept to the aluminum bodied wheat board covered hopper previously built by National Steel Car (NSC), the Procor engineered car incorporated two fundamental design changes: lower cubic volume, due to higher commodity density (3,000 cu. ft. compared to 4,100 cu. ft.) and upgrade from 70 ton (220,000 lb Gross Rail Load) to 100 ton (263,000 lb Gross Rail Load).

Over the years Procor would assemble a fleet of more than 1,300 aluminum sodium chlorate service covered hopper cars, a portion of which was constructed by NSC and Thrall. The Rapido version is representative of later production cars fitted with steel gull wing end structures.

The Procor 3000cuft Sodium Chlorate Hopper features:

- With or without top handrails
- Sparger outlet gates
- Etched walkways
- Separate grab irons installed at the factory
- All-new 100-ton Ride Control trucks with HydraShox hydraulic snubbers
- Etched placards (Side placards packed in polybag)
- Full end cage details
- Accurate paint and lettering
- Multiple road numbers available for each scheme
- Available in singles or multi-packs (orders must order multi-packs)
- Multi-packs boxed for individual sale

** Decoupled cars have 66 individual car numbers depending on paint scheme. These will be available as a six pack (six individual cars shrink wrapped together) and are **not** easily broken up for individual sale.

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During the launch of the [HO Scale Sodium Chlorate Hopper](#), we mentioned once a sample is ready we would set an order deadline. Violá! October 17th, 2022 is the day to remember. Until then, make sure you get your orders in for this popular car!



*Check out this B50-16 with Murphy Radial roof and wood sides.
Pre-production samples are subject to revision.*

HO Scale Southern Pacific B-50-15 and B-50-16 Boxcar

When the [B-50-15 and B-50-16 Boxcar](#) was announced, we wanted to wait until we had samples to show before calling for the order deadline. Well, we now have those samples and the order deadline has been set for: October 17th, 2022.

Ready to see a few samples of this car?



*This is a B-50-15 with Murphy Radial roof and wood sides.
Note the K brakes.
Pre-production samples are subject to revision.*



*Here's the B-50-15, with steel sides and a Viking roof.
Note the AB brakes.
Pre-production samples are subject to revision.*

Rapido's new [HO Scale B-50-15 and B-50-16 Boxcar](#) models include a variety of unique details, including:

- Accurate sides in both wood and steel styles
- Viking and Murphy roofs
- Corrugated and Dreadnaught ends
- K- and AB-style brake systems as appropriate
- Separate ladders and grab irons
- All-new T-section trucks
- Free rolling turned metal wheelsets
- Carmer cut levers
- Metal stirrup steps
- Semi-scale couplers
- Accurate paint and lettering
- Each scheme will be available in either three- or six-packs with different numbers on each car. Each pack can be broken up for individual sale.

Scroll on down to check out the schemes and variations on this run.

B-50-15 - ORIGINAL (WOOD SIDES, MURPHY ROOF)



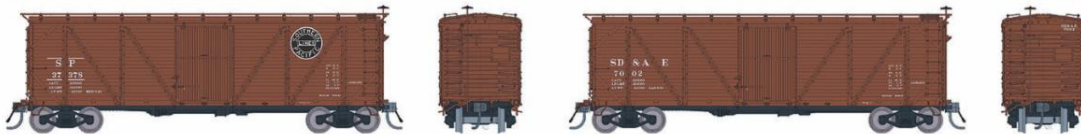
B-50-15 - ORIGINAL (WOOD SIDES, VIKING ROOF)



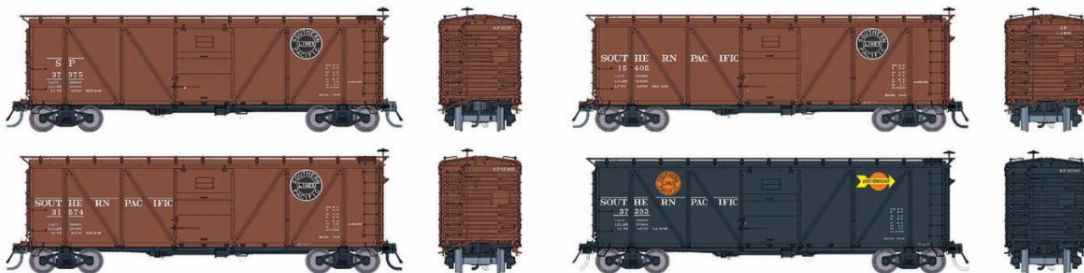
B-50-15 - REBUILT (STEEL SIDES, VIKING ROOF)



B-50-16 - ORIGINAL (WOOD SIDES, VIKING ROOF)



B-50-16 - REBUILT (STEEL SIDES, VIKING ROOF)



With every new product launch comes a new catalog. The HO Scale B-50-15/16 catalog has all of the needed info to help make your ordering decisions. Click the photo below to view it.

SP B-50-15/16 BOXCARS HO SCALE



Beginning in 1925, the Southern Pacific built nearly 5,000 40' outside braced wood boxcars in two classes – B-50-15 and the B-50-16. These cars were built to nearly identical designs, the primary difference being in the ends used. The 3900 cars in the earlier B-50-15 class used corrugated steel ends, while the 1903 cars in class B-50-16 used "Dreadnaught" ends. Both groups of cars used a variety of different roofs, with the Murphy radial roof and the Viking roof being the most common. In fact, nearly all B-50-16 received Viking roofs. Most of these cars were delivered with T-section trucks, though many were later upgraded with "Bettsdorf"-style trucks.

Starting in the 1930s the Southern Pacific started a program of re-siding cars in both classes, replacing the wooden sides with steel sheet sides inside of the side bracing. This program continued on and off for many years, and not all cars were rebuilt. The steel sided cars in particular remained in service for many years, with 227 B-50-15 and 25 B-50-16 cars still in revenue service as late as 1970. Because of their antiquated-looking construction, they really stood out in a train by that date.

Over the years these cars carried several versions of Southern Pacific paint schemes. Starting in 1955 they were also renumbered into more cohesive groups, the original numbers being in many unrelated groups.

Rapido's new HO scale model of these classic boxcars include a variety of unique details, including:

- Accurate sides in both wood and steel styles
- Viking and Murphy roofs
- Corrugated and Dreadnaught ends
- K- and AB-style brake systems as appropriate
- Separate ladders and grab irons
- All-new T-section trucks
- Free rolling turned metal wheelsets
- Carner out levers
- Metal stirrup steps
- Semi-scale couplers
- Accurate paint and lettering

Each scheme will be available in either three- or six-packs with different numbers on each car. Each pack can be broken up for individual sale.

ORDER DEADLINE: OCTOBER 17TH, 2022



B-50-16



B-50-15

MSRP	
US	CANADIAN
\$254.95 (SINGLE)	\$64.95 (SINGLE)
\$104.55 (3-PACK)	\$104.55 (3-PACK)
\$320.70 (6-PACK)	\$320.70 (6-PACK)



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 Tel. 1-855-666-0917 Fax: 1-953-674-3322 Website: www.rapido trains.com

Item Name _____
 Phone Number _____

Now that we have samples to show off, the order deadline for the [HO Scale B-50-15 and B-50-16 Boxcar](#) is October 17th, 2022. Don't delay... order today!

SECOND SECTION



Second Section - September 2022

All sorts of videos, upcoming shows and samples to show!

...plus we're **HIRING!**



Rapido is Hiring!

Project Manager

Are you the next Gretzky?

We are looking for someone full time to do project design. That means coordinating the design of new models, including creating 2D line drawings of real trains; creating painting diagrams; communicating with the factory (via illustrated PDF documents, email and Teams); and working with the project management team here. Required skills include:

- must be proficient in 2D drawing using Adobe Illustrator or Corel
- must be a train nut and know a lot about trains
- must be able to work with Adobe Creative Suite (specifically InDesign, Illustrator, Photoshop and Acrobat) and MS Office
- must have graphic design skills

- must be an excellent communicator - written, oral, and in silly videos
- must be able to translate measurements into drawings
- must be very detail-oriented and be able to spot and fix mistakes
- must be organized and be able to work to a tight deadline
- must be a team player
- must be able to count rivets
- being a Star Trek or Doctor Who fan is a valuable asset
- can you say "Mr. Crusher!" in a studly British accent?
- being able to list every third and fourth doctor story – in order – will guarantee you an A+ in Jason's interview. Further to that–

MOHAN: We'd like to inform you that Jason is no longer involved in the hiring process. Please disregard the last three bullet points.

JASON: Hey!

BOBBY: I'm staying out of this. If you are the right candidate for the job, please [click here](#) to learn more!



We're Leaving Our Hearts in San Francisco!

Rapido is coming to the Bay Area! Josh, Jordan and Matt will be at the [50 Years of BART](#) celebration of Bay Area Rapid Transit on September 10th. Join us, as well as other vendors and displays, at the Lake Merritt BART Station plaza in Oakland between 11am and 4pm. We'll be there to answer your

questions about our newly-announced HO Scale BART trains, as well as show off some of our other products. Come out and meet the team!



California Southern Model Railroad Club Meet and Greet

On September 14, Matt and Jordan will be holding a public "Meet and Greet" at the [California Southern Model Railroad Club](#) between 4-8 PM Pacific in Norwalk (Los Angeles County). Stop by and say hello! We'll also be bringing along several new tooling samples and talking about the latest product announcements.

OTTER VALLEY RAILROAD
Open House Event!

OTTER VALLEY RR

Saturday
September 10!
10 AM-5 PM

RAPIDO

Rapido will be attending the [Otter Valley Railroad](#) open house event this September 10 from 10 AM to 5 PM! If you're in the area, make sure to stop by and talk with the team and have a look at our latest product samples! Here's the address: 37 Tillson St. Unit E Tillsonburg, Ontario Canada N4G 0B7



Rapido will be attending the 60th annual New Haven Railroad Historical and Technical Association, Inc. reunion and train show this September 10 at the Essex Steam Train & Riverboat museum in Essex, Connecticut! Make sure to stop by for a chat with Bill and have a look at our latest samples. Everyone is welcome to attend!

More show info can be found on the NHRHTA website here:

<https://www.nhrhta.org/reunion>

New Videos!

AUGUST UNBOXING

WATCH THE
VIDEO ON:
Click Here!



Have you watched our August Unboxing video? No?! Then here's your chance to check it out. [Click here](#) or the photo above to watch!

PC&F B-100-40



WATCH THE
VIDEO ON:



Click Here!



Want to see a short informative video about the [N Scale B-100 boxcar](#)? [Click here](#) to watch Jordan discuss all of the finer points on this excellent car!



Shipping and Arrival Updates

LOTS of new items are arriving, both at your dealer or to our warehouse soon! What could they be? Let's find out:

- [HO Scale AutoFlood Hoppers](#) - *In stores now!*
- [N Scale B-100 Boxcars](#) - *In stores now!*
- [HO Scale Amtrak E8 #4316](#) - *Shipping from our warehouse!*
- [HO Scale USRA Single-Sheathed Boxcars](#) - *Shipping from our warehouse!*
- [HO Scale 3800 cu ft Cylindrical Hoppers](#) - *Arriving this month!*
- [HO Scale Procor 5820 Covered Hoppers](#) - *Arriving next month!*

Factory and Tooling Updates

Have a look at some of the latest photos from our factories!



YES! The [D-10 Ten Wheeler](#) is almost here!
This is a final pre-production sample. The factory has ordered materials for production and we expect delivery in the first half of 2023.



A top down view of this beautiful [D-10 Loco](#).



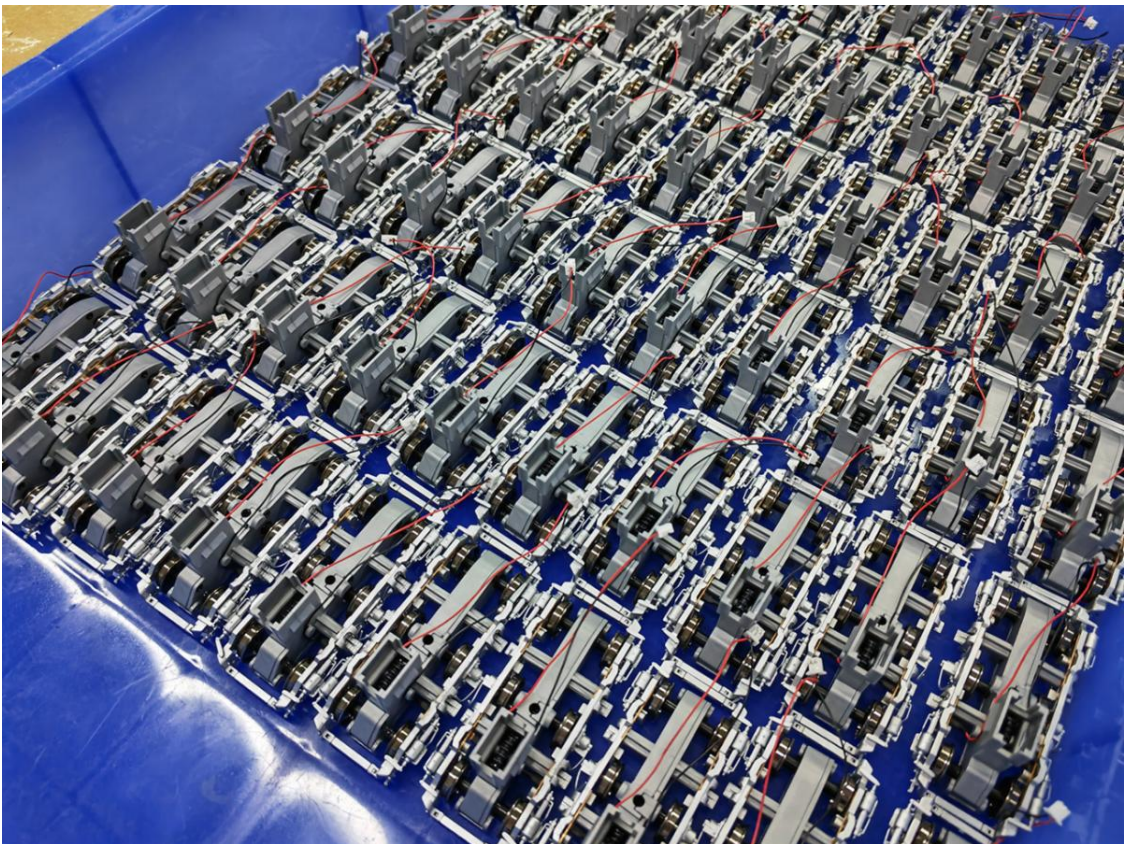
*Those [E8 Loco shells](#) are ready to go! Well, minus the chassis, motor, glass, details... OK, they are not ready to go. They are just shells!
They will be ready later this month.*



Trays of E8 Loco chassis, piled high.



A close up of the [E8 Loco](#) chassis.



[E8 trucks](#)! Many, many trucks!



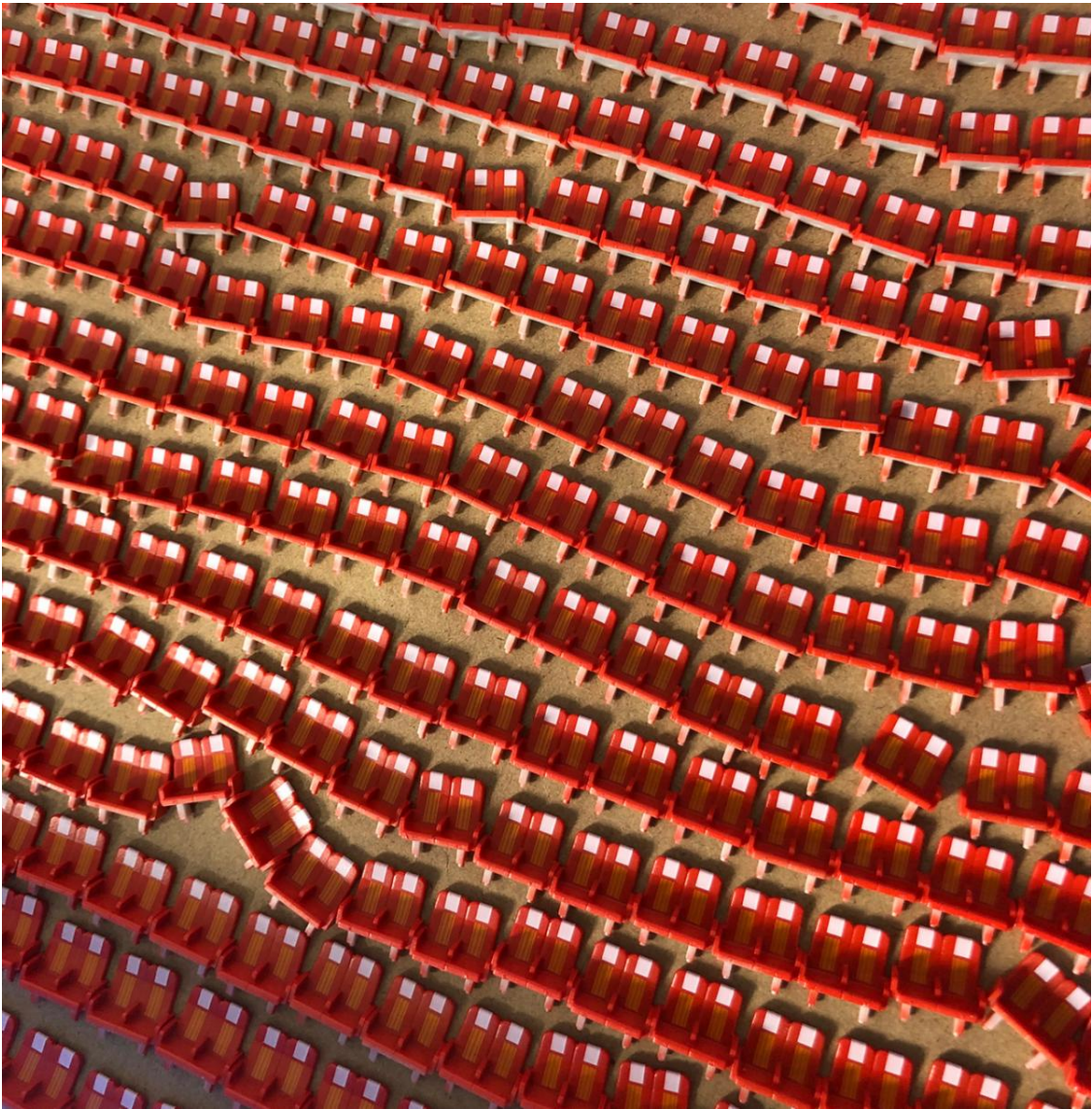
Here come the [Rohr Turboliners!](#)



Waiting for the blue and red striping to be applied on this [Power Car](#).



An early [Turboliner](#) coach.



*That's a lot of [Turboliner](#) seats!
Does anyone else make seats this detailed in HO scale?*



North of the border! A CP [USRA Single-Sheathed Boxcar](#).



Here's a Reading [USRA Single-Sheathed Boxcar](#).



New York Central, road to the future. Grab one of these [USRA Single-Sheathed Boxcars](#) before it's too late!



The D&H! A popular [USRA Single-Sheathed Boxcar](#).



A staple of Canadian railroading: The [3800 Cylindrical Hopper](#).



Those [Procor Hoppers](#) look great!



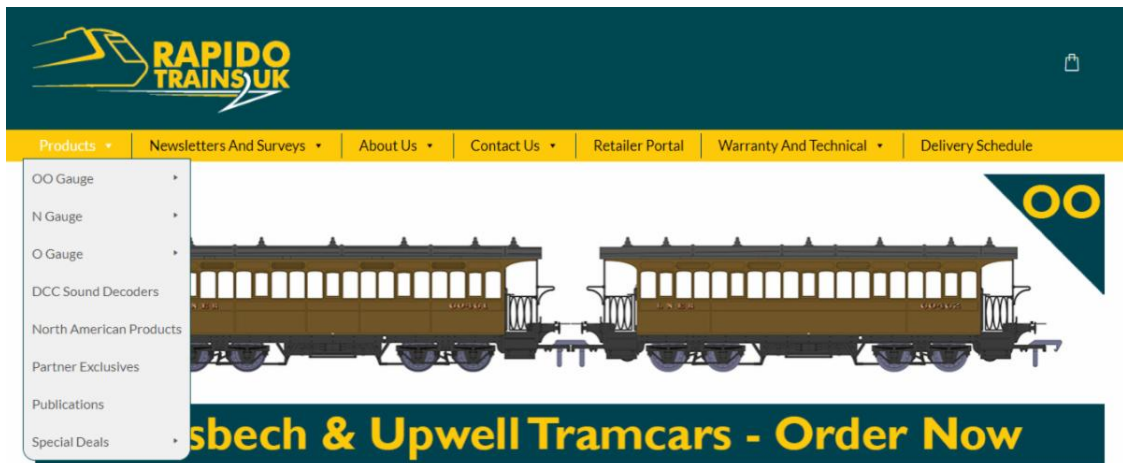
An [X-3 Tank Car](#) taking shape.



Lot's of [X-3 Tank Car](#) end caps.



These exclusive HO scale Autofloods for [Heartland Hobby Wholesale](#) are all decorated. They just need assembly.



Ordering UK products - All You Needed To Know!

Hello mate! If you're a Rapido UK fan living in either Canada or the United States, you can now order products direct from the [UK website](#). That's it. Nothing more, it's that simple.

If you're a UK customer who buys North American models, you can order those off the [Rapido UK website](#), too! Those UK blokes do it all!



Model Railroader Q&A With Jason Shron

Our chief bottle washer, Jason Shron, has just been featured in a Q&A on the [Model Railroader website](#). This short article will give you a glimpse into some of his insights about the hobby and contains some good advice both for those of you new to model railroading as well as seasoned veterans. We highly recommend it! Please [click here](#) to read.

This closes out September's newsletter. In less than a month spooky season will be here and so will more exciting announcements. Stay tuned! And don't forget our **Live Stream** on October 3rd!

Until then,

Bobby

Bobby Allard
The Grand Poohbah of Newsletter
and Marketing Officer
Rapido Trains Inc.

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Canada: 500 Alden Road, Unit 21, Markham, ON L3R 5H5

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SUPERIOR *Stainless*



BUDD COACHES AND VIA RAIL HEP1 AND HEP2 COACHES

Rapido is pleased to announce the Superior Stainless Budd Coaches, as well as VIA Rail HEP-equipped Coaches, in HO Scale.

All 30 Coaches were delivered to Canadian Pacific in 1954 and 1955 and were initially numbered in the 100-series under Canadian Pacific. All but one of the original coaches were transferred to VIA Rail Canada in 1978 and, save for those damaged in derailments, are all still in use today. They form the backbone of most of VIA Rail Canada's services to this day, found not only on the busy Quebec City-Windsor corridor, but on all other services across the country, including The Canadian, Ocean, Hudson Bay and northern Quebec services.

Beginning in the late 1980s, VIA Rail upgraded its entire ex CPR Budd stainless steel fleet with Head End Power (referred to as HEP), which allowed newer locomotives to be able to heat the trains without the need for aging steam generator cars. These cars are called "HEP1 cars" and are typically found on long-distance trains today. Many coaches and baggage cars can also be found in intercity service on the Quebec City-Windsor corridor.

Additionally, VIA Rail began purchasing second-hand Budd cars throughout 1990s from Amtrak and other second/third/forth-hand owners to supplement its fleet and allow for expansion. These cars would be completely rebuilt as either first class "VIA 1" Cars or Coaches and were called "HEP2 cars". These cars contain pass-through MU (multiple unit) cables and are almost exclusively found in intercity service on the Quebec City-Windsor corridor.

Our models are based on the original, steam-heated Canadian Pacific cars. However, we have tooled new HEP2 car sides as well as both HEP1 and HEP2 car ends.

Most of the Budd cars originally purchased by Canadian Pacific, as well as those bought used by VIA Rail, continue to form an integral part of both intercity and long distance services to this day. They will no doubt find a suitable use on your model railroad too.

Each Rapido Superior Stainless Coach includes:

- Realistic stainless steel finish
- HEP2 cars feature an all-new side window arrangements
- HEP1 and HEP2 cars feature all-new end tooling with HEP receptacles and cables
- HEP1 and HEP2 cars feature working end marker lights
- Track-powered interior lighting compatible with DC and DCC layouts
- Full underbody detail including separate air, steam and electrical lines
- Separate metal grab irons, stirrups and end gates
- Accurate D22 brake equipment and piping
- Super-detailed 41-NDO-11 trucks with end frames
- Full, multi-color interior detail
- 3D CP beaver shields on CPR models
- Sprung diaphragms
- Metal Macdonald-Cartier knuckle couplers

**MSRP \$124.95 USD
\$144.95 CAD**

WANT MORE CARS? Unnumbered cars of any scheme we're offering are available. Must be ordered in 6-packs. Contact us for more info.

PRE-ORDER DEADLINE JAN 16th, 2023



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RAPIDO

BUDD COACHES AND HEP1 AND HEP2 COACHES

DEALER NAME



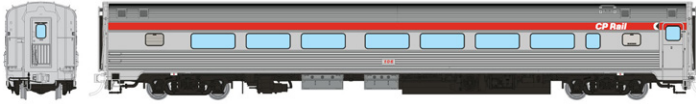
CANADIAN PACIFIC (1955-late 1960s)

Item #	Number	Item #	Number
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<input type="text"/>	115101 104	<input type="text"/>	115104 121
<input type="text"/>	115102 112		



VIA RAIL (HEP 2 COACH) (1996-present)

Item #	Number	Item #	Number
<input type="text"/>	115123 4110	<input type="text"/>	115125 4119
<input type="text"/>	115124 4115	<input type="text"/>	115126 4121



CP RAIL (1968-early 1980s)

Item #	Number	Item #	Number
<input type="text"/>	115105 106	<input type="text"/>	115108 116
<input type="text"/>	115106 108	<input type="text"/>	115109 125
<input type="text"/>	115107 114	<input type="text"/>	



VIA RAIL (HEP 2 CLUB) (1996-present)

Item #	Number
<input type="text"/>	115127 4006
<input type="text"/>	115128 4008



VIA RAIL (EARLY) (1978-mid 1990s)

Item #	Number	Item #	Number
<input type="text"/>	115110 101	<input type="text"/>	115113 111
<input type="text"/>	115111 103	<input type="text"/>	115114 119
<input type="text"/>	115112 107	<input type="text"/>	



VIA RAIL (HEP 2 ECONOMY) (2020-present)

Item #	Number
<input type="text"/>	115129 4111
<input type="text"/>	115130 4112
<input type="text"/>	115131 4114



VIA RAIL (HEP 1) (1998-present)

Item #	Number	Item #	Number
<input type="text"/>	115115 8104	<input type="text"/>	115118 8118
<input type="text"/>	115116 8107	<input type="text"/>	115119 8121
<input type="text"/>	115117 8112	<input type="text"/>	



VIA RAIL (HEP 2 BUSINESS) (2020-present)

Item #	Number
<input type="text"/>	115132 4007
<input type="text"/>	115133 4009



VIA RAIL (HEP 1) (2020-present)

Item #	Number
<input type="text"/>	115120 8100
<input type="text"/>	115121 8109
<input type="text"/>	115122 8110



PAINTED, UNLETTERED

Item #	Type
<input type="text"/>	115097 HEP 1 Coach
<input type="text"/>	115098 HEP 2 Coach
<input type="text"/>	115099 Budd Coach

WANT MORE CARS? Unnumbered cars of any scheme we're offering are available. Must be ordered in 6-packs. Contact us for more info.

MSRP \$124.95 USD \$144.95 CAD

PRE-ORDER DEADLINE JAN 16th, 2023

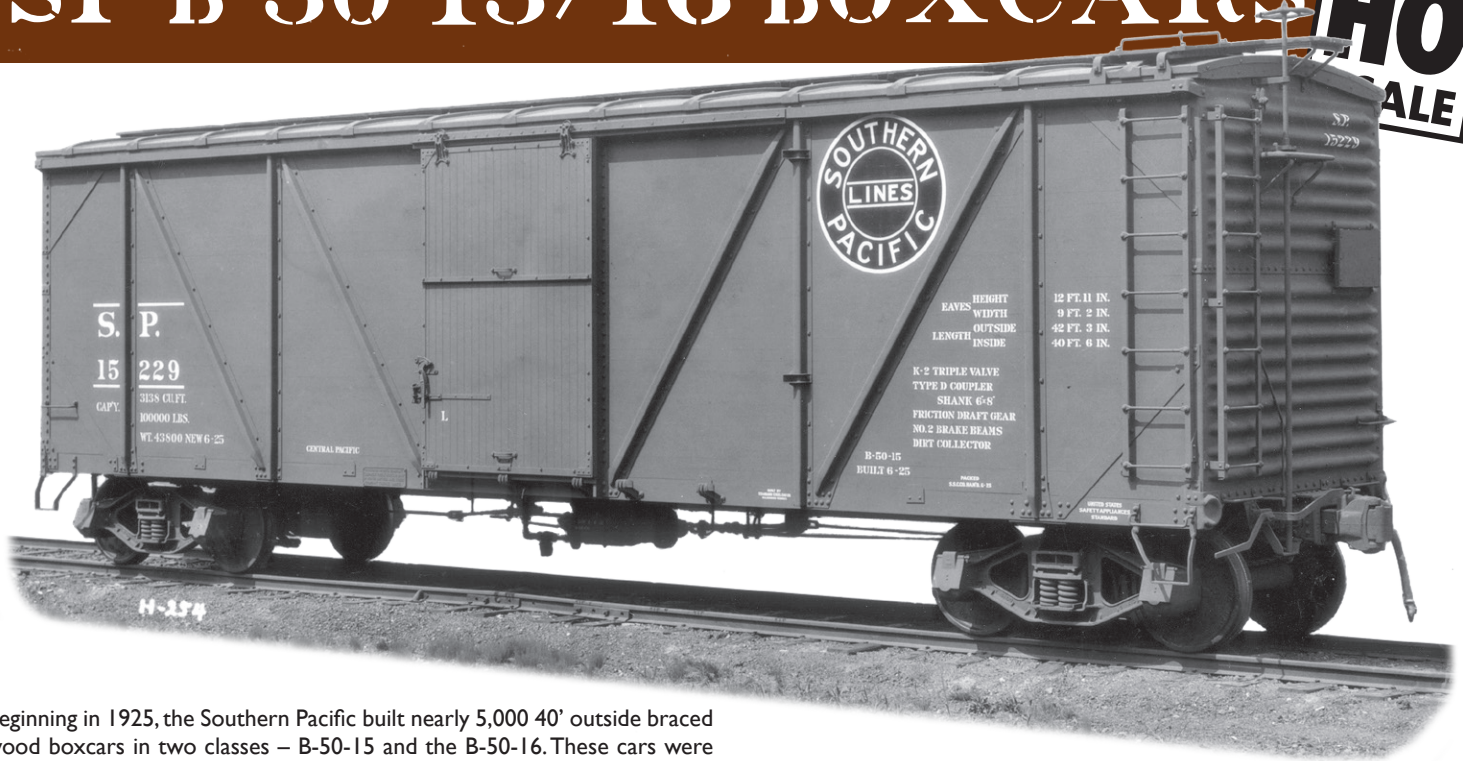


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SP B-50-15/16 BOXCARS

**HO
SCALE**



Beginning in 1925, the Southern Pacific built nearly 5,000 40' outside braced wood boxcars in two classes – B-50-15 and the B-50-16. These cars were built to nearly identical designs, the primary difference being in the ends used. The 3900 cars in the earlier B-50-15 class used corrugated steel ends, while the 1003 cars in class B-50-16 used "Dreadnaught" ends. Both groups of cars used a variety of different roofs, with the Murphy radial roof and the Viking roof being the most common. In fact, nearly all B-50-16 received Viking roofs. Most of these cars were delivered with T-section trucks, though many were later upgraded with "Bettendorf"-style trucks.

Starting in the 1930s the Southern Pacific started a program of re-siding cars in both classes, replacing the wooden sides with steel sheet sides inside of the side bracing. This program continued on and off for many years, and not all cars were rebuilt. The steel sided cars in particular remained in service for many years, with 227 B-50-15 and 25 B-50-16 cars still in revenue service as late as 1970. Because of their antiquated looking construction, they really stood out in a train by that date.

Over the years these cars carried several versions of Southern Pacific paint schemes. Starting in 1955 they were also renumbered into more cohesive groups, the original numbers being in many unrelated groups.

Rapido's new HO scale model of these classic boxcars include a variety of unique details, including:

- Accurate sides in both wood and steel styles
- Viking and Murphy roofs
- Corrugated and Dreadnaught ends
- K- and AB-style brake systems as appropriate
- Separate ladders and grab irons
- All-new T-section trucks
- Free rolling turned metal wheelsets
- Carmer cut levers
- Metal stirrup steps
- Semi-scale couplers
- Accurate paint and lettering

Each scheme will be available in either three- or six-packs with different numbers on each car. Each pack can be broken up for individual sale.

ORDER DEADLINE: OCTOBER 17TH, 2022



B-50-16



B-50-15

MSRP

US

\$54.95 (SINGLE)
\$164.85 (3-PACK)
\$329.70 (6-PACK)

CANADIAN

\$64.95 (SINGLE)
\$194.85 (3-PACK)
\$389.70 (6-PACK)



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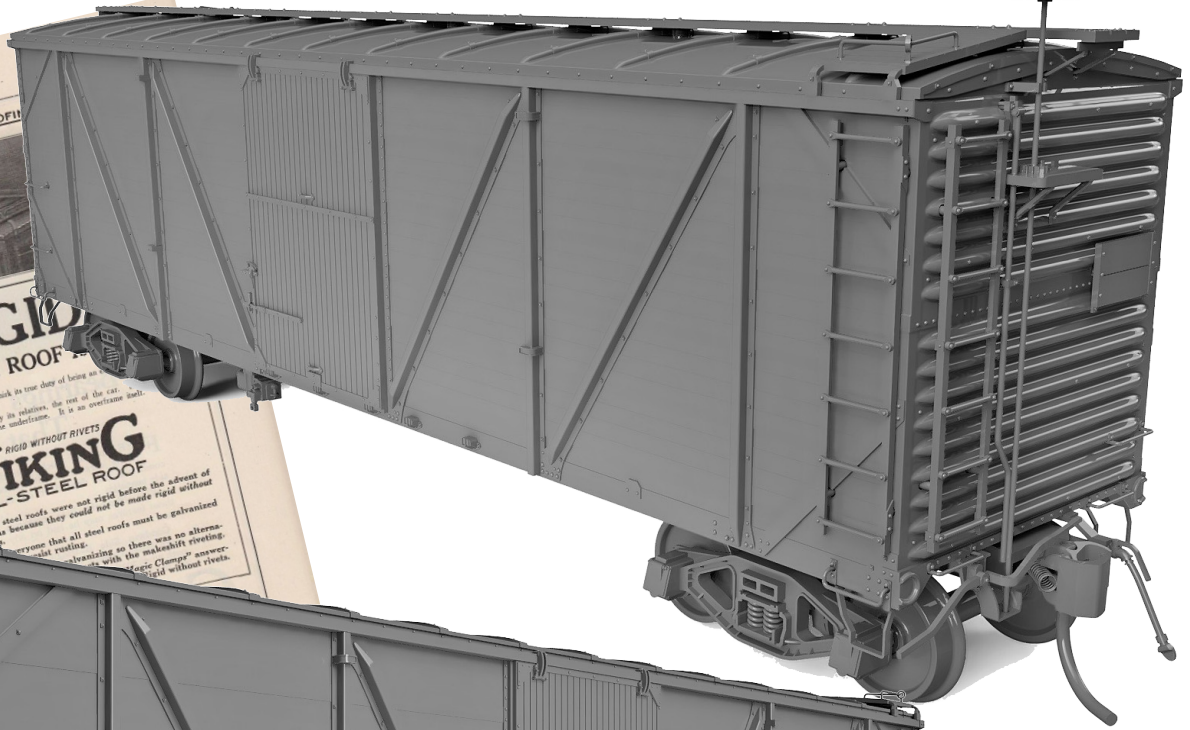
Store Name _____
Phone Number _____

RAPIDO

SP B-50-15/16 BOXCARS

HO
SCALE

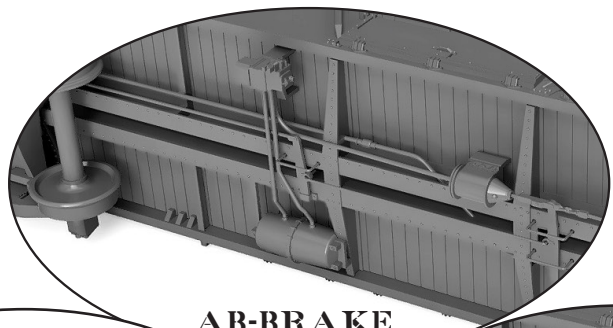
B-50-15



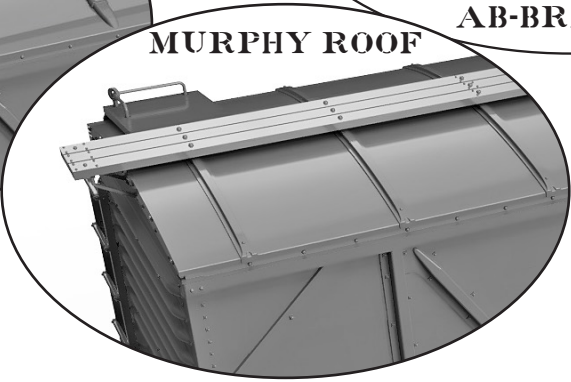
B-50-16



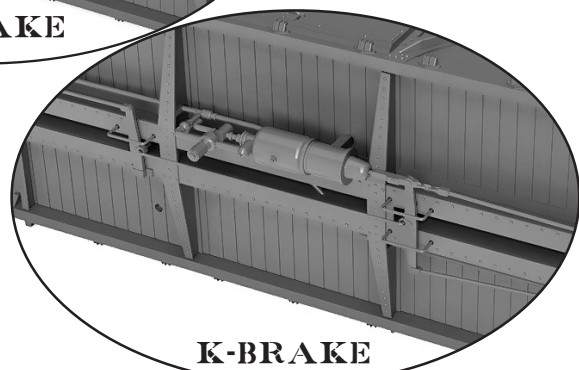
VIKING ROOF



AB-BRAKE



MURPHY ROOF



K-BRAKE



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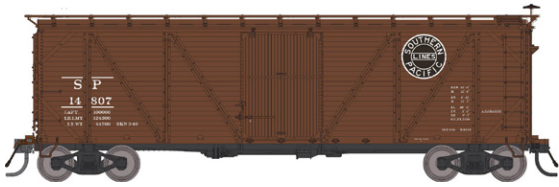
RAPIDO

Store Name _____
Phone Number _____

SP B-50-15/16 BOXCARS



B-50-15 - ORIGINAL (WOOD SIDES, MURPHY ROOF)



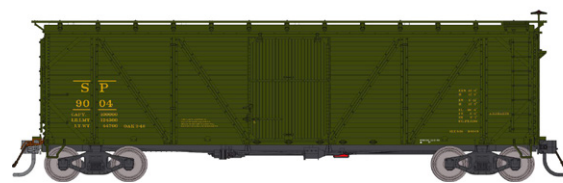
Southern Pacific 1931-1946

Item	Description
<input type="text"/> 171001	6 Pack
<input type="text"/> 171001A	Single 14195, 14520, 14587, 14692, 14712, 14807

Southern Pacific 1946-1952

Item	Description
<input type="text"/> 171002	6 Pack
<input type="text"/> 171002A	Single 14478, 14665, 14780, 14928, 15102, 15203

B-50-15 - ORIGINAL (WOOD SIDES, VIKING ROOF)



Southern Pacific 1931-1946

Item	Description
<input type="text"/> 171003	6 Pack
<input type="text"/> 171003A	Single 15245, 15294, 15371, 15393, 15478, 15691

Southern Pacific Passenger service

Item	Description
<input type="text"/> 171005	6 Pack
<input type="text"/> 171005A	Single 9001, 9004, 9008, 9010, 9013, 9015



Southern Pacific 1946-1952

Item	Description
<input type="text"/> 171004	6 Pack
<input type="text"/> 171004A	Single 15242, 15315, 15419, 15469, 15485, 15618

Southern Pacific MOW

Item	Description
<input type="text"/> 171006	Southern Pacific MOW 3 Pack
<input type="text"/> 171006A	Single MW 1126, MW 1128, MW 2622

B-50-15 - REBUILT (STEEL SIDES, VIKING ROOF)



Southern Pacific 1931-191946

Item	Description
<input type="text"/> 171007	6 Pack
<input type="text"/> 171007A	Single 15235, 15248, 15294, 15564, 15743, 15912

Southern Pacific Overnight (Early)

Item	Description
<input type="text"/> 171008	6 Pack
<input type="text"/> 171008A	Single 9342, 9366, 9372, 9405, 9417, 9420

MSRP

US

\$54.95 (SINGLE)
\$164.85 (3-PACK)
\$329.70 (6-PACK)

CANADIAN

\$64.95 (SINGLE)
\$194.85 (3-PACK)
\$389.70 (6-PACK)

Decorated cars have six individual numbers per paint scheme. These will be available as a six pack (six individual cars shrink wrapped together and easily broken up for individual sale).

ORDER DEADLINE: OCTOBER 17TH, 2022



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Store Name _____
Phone Number _____

RAPIDO

SP B-50-15/16 BOXCARS



B-50-16 - ORIGINAL (WOOD SIDES, VIKING ROOF)



Southern Pacific 1931-1946

Item	Description
<input type="text"/> 171051	6 Pack
<input type="text"/> 171051A	Single 37378, 37386, 37395, 37429, 37452, 37516

San Diego & Arizona Eastern

Item	Description
<input type="text"/> 171052	3 Pack
<input type="text"/> 171052A	Single 7000, 7001, 7002

B-50-16 - REBUILT (STEEL SIDES, VIKING ROOF)

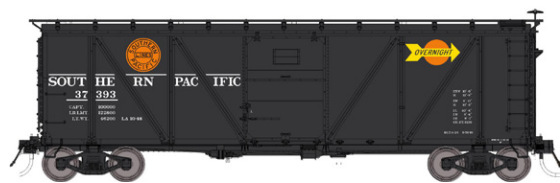


Southern Pacific 1931-1946

Item	Description
<input type="text"/> 171053	6 Pack
<input type="text"/> 171053A	Single 37342, 37370, 37375, 37393, 37405, 37439

Southern Pacific 1956 +

Item	Description
<input type="text"/> 171055	6 Pack
<input type="text"/> 171055A	Single 114392, 114410, 114464, 114536, 114548, 114602



Southern Pacific 1946-1952

Item	Description
<input type="text"/> 171054	6 Pack
<input type="text"/> 171054A	Single 31569, 31574, 31626, 31639, 31791, 31884

Southern Pacific Overnight

Item	Description
<input type="text"/> 171005	6 Pack
<input type="text"/> 171005A	Single 37393, 37498, 37570, 37578, 37749, 37821

ORDER DEADLINE: OCTOBER 17TH, 2022

PAINT SCHEME INFORMATION.

These cars were originally painted in SP's standard boxcar scheme which changed very little prior to 1946 – the only significant change being the elimination of periods after the "SP" initials in the reporting marks.

In 1946 the scheme changed to include the "SOUTHERN PACIFIC" road name spelled out in place of the "SP" reporting marks with one-inch thick white lines above the name and below the car number.

In 1952 this scheme was modified by eliminating the one-inch lines.

In 1956 the SP renumbered these cars into a more cohesive series.

These dates are the dates that the lettering diagrams were changed. Obviously not all cars were painted at once, as many wore an earlier scheme for years after the implementation of a newer version.



MSRP

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RAPIDO

**HO
SCALE**

PROCOR 3000CUFT SODIUM CHLORATE HOPPER



Pre-production samples shown, subject to revision.

Order Deadline

OCTOBER 14TH, 2022

MSRP

6-Pack **\$359.70 / \$419.70** US / CAD
Single Car **\$59.95 / \$69.95** US / CAD

In the early 1980's sodium chlorate began to replace chlorine as a bleaching agent in the paper making process. Historically, sodium chlorate had been transported in solution form in tank cars. With significant increase in demand, a more efficient delivery method was needed. Transportation in crystal form by covered hopper car was a natural solution. However, a means to address the corrosive properties of sodium chlorate was required.

Procor took on the challenge to come up with an alternative and went on to develop an all-aluminum construction covered hopper car. Parallel in concept to the aluminum bodied wheat board covered hopper previously built by National Steel Car (NSC), the Procor engineered car incorporated two fundamental design changes; lower cubic volume, due to higher commodity density (3,000 cu. ft. compared to 4,100 cu. ft.) and upgrade from 70 ton (220,000 lb Gross Rail Load) to 100 ton (263,000 lb Gross Rail Load).

Over the years Procor would assemble a fleet of more than 1,300 aluminum sodium chlorate service covered hopper cars, a portion of which was constructed by NSC and Thrall. The Rapido version is representative of later production cars fitted with steel gull wing end structures.

The Procor 3000cuft Sodium Chlorate Hopper features:

- With or without top handrails
- Sparger outlet gates
- Etched walkways
- Separate grab irons installed at the factory
- All-new 100-ton Ride Control trucks with HydraShox hydraulic snubbers
- Etched placards (Side placards packed in polybag)
- Full end cage details
- Accurate paint and lettering
- Multiple road numbers available for each scheme
- Available in singles or multi-packs (Dealers must order multi-packs)
- Multi-packs boxed for individual sale

* Decorated cars have six individual car numbers depending on paint scheme. These will be available as a six pack (six individual cars shrink wrapped together and are **easily broken up for individual sale**).



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RAPIDO

**HO
SCALE**

PROCOR 3000CUFT SODIUM CHLORATE HOPPER



Order Deadline: **OCTOBER 14TH, 2022**



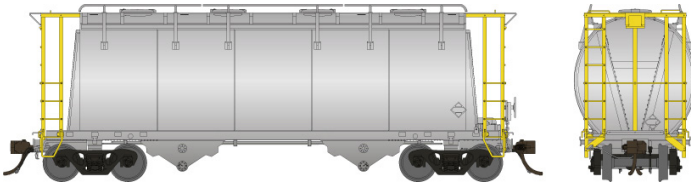
PROCOR - w/Handrails (UNPX / PROCOR Wordmark) 1998+

Item # 6-Pack #1 172001	Road # 127225, 127228, 127230, 127232, 127241, 127248	Item # Single Car 172001A	Road # Road Number Randomly Selected	Item # 6-Pack #2 172002	Road # 127223, 127236, 127244, 127250, 127257, 127260	Item # Single Car 172002A	Road # Road Number Randomly Selected
Item # 6-Pack #3 172003	Road # 127229, 127238, 127252, 127263, 127270, 127274	Item # Single Car 172003A	Road # Road Number Randomly Selected	Item # 6-Pack #4 172004	Road # 127234, 127246, 127249, 127265, 127267, 127280	Item # Single Car 172004A	Road # Road Number Randomly Selected



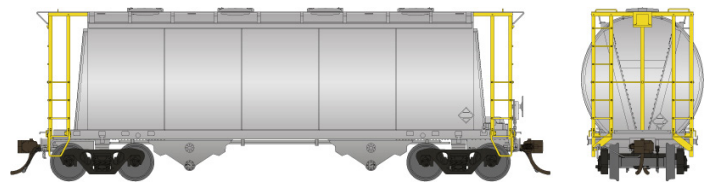
PROCOR - w/o Handrails (UNPX / No Wordmark) 2000+

Item # 6-Pack #1 172005	Road # 127405, 127408, 127412, 127416, 127420, 127428	Item # Single Car 172005A	Road # Road Number Randomly Selected	Item # 6-Pack #2 172006	Road # 172430, 127435, 127439, 127442, 127445, 127449	Item # Single Car 172006A	Road # Road Number Randomly Selected
Item # 6-Pack #3 172007	Road # 127453, 127459, 127463, 127468, 127471, 127473	Item # Single Car 172007A	Road # Road Number Randomly Selected	Item # 6-Pack #4 172008	Road # 127481, 127483, 127488, 127490, 127495, 127499	Item # Single Car 172008A	Road # Road Number Randomly Selected



Painted / Unlettered - w/Handrails

Item #
172098 Single Car



Painted / Unlettered - w/o Handrails

Item #
172099 Single Car

MSRP

6-Pack **\$359.70 / \$419.70** US / CAD
Single Car **\$59.95 / \$69.95** US / CAD

DEALER
NAME



CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5
USA: PO BOX 796 • HIGGANUM • CONNECTICUT • 06441
Tel. 905.474.3314. Fax. 905.474.3325. Visit. www.rapidotrains.com

RAPIDO



BAY AREA RAPID TRANSIT LEGACY FLEET (A, B, C CARS)

In celebration of the 50th anniversary of Bay Area Rapid Transit (BART) in 2022, Rapido Trains is very pleased to be bringing you the BART Legacy Fleet in HO Scale! Produced in close collaboration with the Bay Area Rapid Transit, this represents Rapido's first foray into the rail-based rapid transit market!

Since its opening in 1972, Bay Area Rapid Transit trains have moved commuters and riders around the San Francisco Bay Area using these iconic cars. These pioneering cars were designed specifically to reduce association with aging transit equipment used in other cities. Instead of using traditional railcar manufacturers, BART signed a contract with Rohr Industries to create their first transit vehicles and contracted industrial design firm Sundberg Ferar to develop the trains' futuristic look.

Besides being recognized for its status as a ground-breaking achievements of civil engineering, BART is also known for its roster of very distinctive rolling stock. The original cab and center cars (A Cars and B cars) built by Rohr Industries between 1968 and 1975 were mechanically identical, with the exception of the cab overhanging one end of the A cars. Despite being the face of the system, the streamlined fiberglass cab became an operational issue as they limited flexibility in building trainsets. To resolve this, the first of the "C Cars" were delivered in 1987 by Alstom, featuring a more traditional flat cab, allowing them to be used both on the ends as well as in the middle of the consist. Additional C Cars were built by Morrison-Knudsen between 1994 and 1996.

BART has run these trains for 50 years, with the external appearance largely unchanged since the initial concepts toured around the Bay. With BART structures paralleling the Santa Fe, Southern Pacific, and Western Pacific's Bay Area lines, these have continually served as a sharp contrast to the often grimy freight service through the area, with sleek aluminum cars flying past freight drags and commuter service on elevated viaducts paralleling the railroad right-of-way.

Each Rapido BART Car features:

- Designed from original blueprints, design drawings and field measurements.
- Track-powered flicker-free interior lighting compatible with DC and DCC layouts.
- Directional lighting, including headlights and red tail lights.
- NEM-style close-coupling system, so your cars always remain as close as possible through any trackwork.
- Minimum 18" radius (22" radius preferred).
- Full, multi-color interior detailing.
- Low-profile drive system in A and C cars allowing for a complete interior with no visible motor.
- Full underbody detail including separate electrical lines, conduit and equipment boxes.
- Highly-detailed, non-operating couplers on A and C cars.
- DCC-equipped models feature accurate sound recordings.

MSRP

A-B-B-A Train	DC	\$549.95 USD	\$659.95 CAD
	DCC	\$749.95 USD	\$899.95 CAD
C Cars	DC	\$229.95 USD	\$279.95 CAD
	DCC	\$339.95 USD	\$409.95 CAD
Individual B Cars		\$89.95 USD	\$109.95 CAD
A Car + Display Case		\$149.95 USD	\$179.95 CAD

SPECIAL OFFER: 5% pre-order discount on all orders received by Jan 16th, 2023



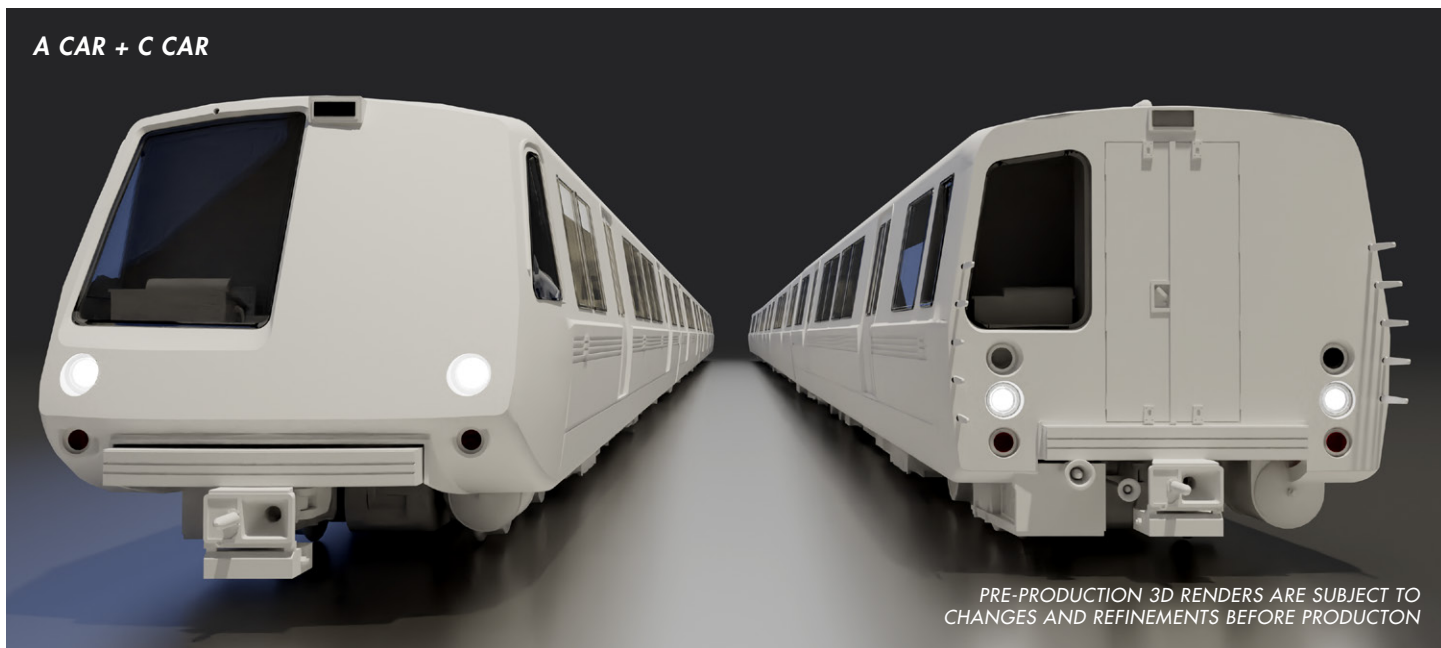
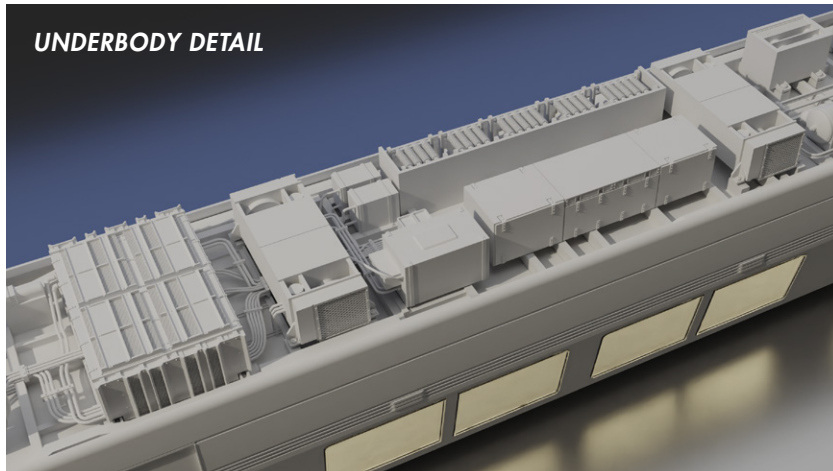
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**HO
SCALE**

BAY AREA RAPID TRANSIT LEGACY FLEET (A, B, C CARS)

DEALER
NAME



PRE-PRODUCTION 3D RENDERS ARE SUBJECT TO
CHANGES AND REFINEMENTS BEFORE PRODUCTION

SPECIAL OFFER: 5% pre-order discount on all orders received by Jan 16th, 2023



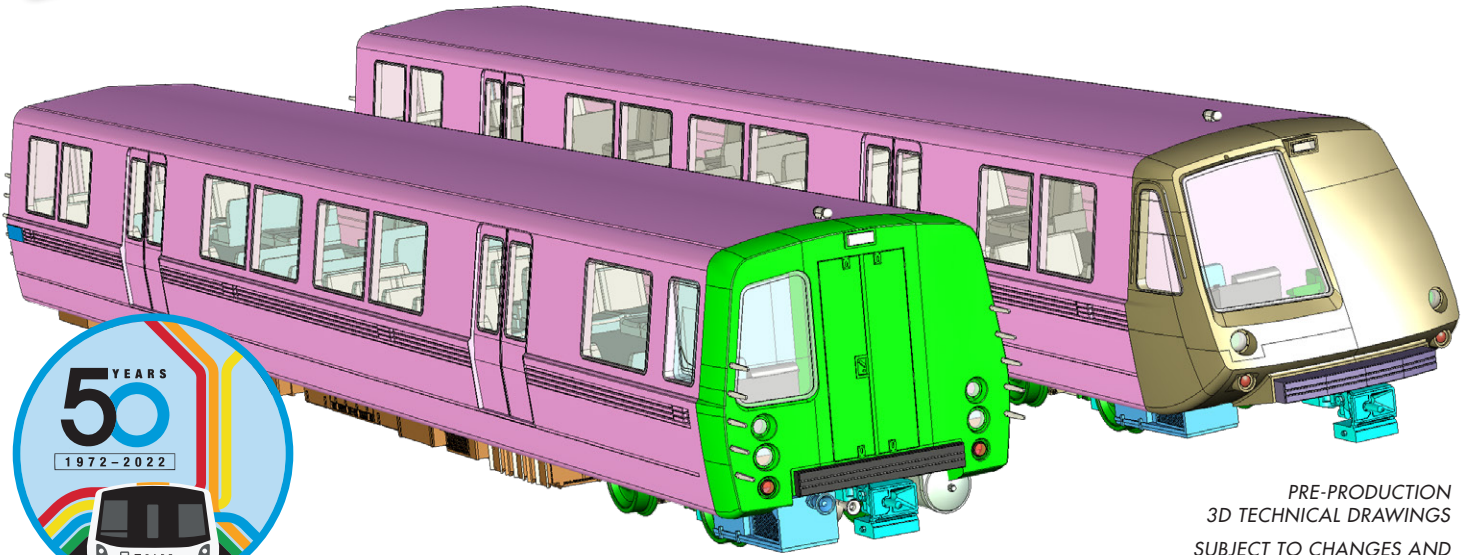
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RAPIDO



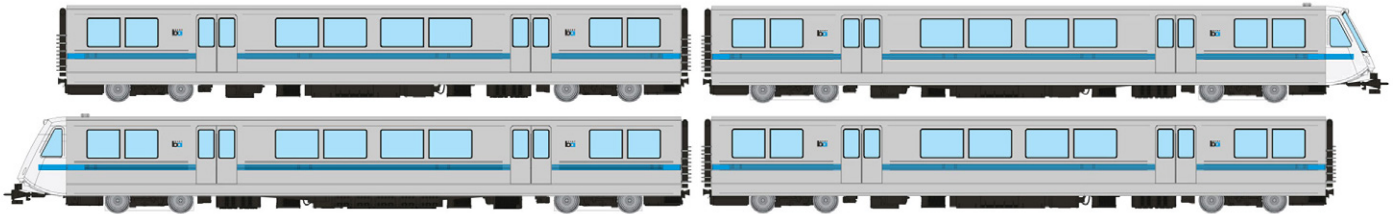
BAY AREA RAPID TRANSIT LEGACY FLEET (A, B, C CARS)

DEALER
NAME



PRE-PRODUCTION
3D TECHNICAL DRAWINGS
SUBJECT TO CHANGES AND
REFINEMENTS BEFORE PRODUCTION

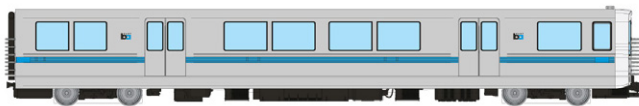
4-CAR TRAIN (POWERED A CARS, UNPOWERED B CARS)



DC/Silent SKU 204001
\$549.95 USD **\$659.95 CAD**

DC/DCC/Sound SKU 204501
\$749.95 USD **\$899.95 CAD**

C CAR (POWERED)



DC/Silent SKU 204002
\$229.95 USD **\$279.95 CAD**

DC/DCC/Sound SKU 204502
\$339.95 USD **\$409.95 CAD**

B CAR (UNPOWERED)



SKU 204003
\$89.95 USD **\$109.95 CAD**

A CAR (UNPOWERED) + DISPLAY CASE



SKU 204004
\$149.95 USD **\$179.95 CAD**

SPECIAL OFFER: 5% pre-order discount on all orders received by Jan 16th, 2023



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RAPIDO

N
SCALE



TURBOLINER

BY RAPIDO



Rapido Trains Inc. is pleased to bring speed to the rails with the Amtrak Rohr Turboliner in N Scale!

In the early days of Amtrak, efforts were made to improve passenger services along key corridors. Following the success of the French-built RTG Turboliners in the mid-1970s in the Midwest, Amtrak turned to Rohr Industries in California to build modernized Turboliners for use along the Empire Corridor.

Entering service starting in September 1976, these new RTL Turboliners quickly proved their value, bringing passengers back to the rails. Equipped with third-rail shoes, they operated on electric power through New York's Grand Central Terminal (and later Penn Station), switching to gas-turbine power once out of New York City. Painted in Amtrak's stunning red, white and blue Phase III paint scheme, they operated on most Empire Corridor services, as well as regular appearances on the Adirondack to and from Montreal in the early years. Occasional equipment needs even put the Turbos on other rare adventures outside their normal call of duty, including the Niagara Rainbow to Detroit via Southwestern Ontario, and the Maple Leaf to Toronto via Niagara Falls.

After nearly 20 years of service under their belts, Amtrak selected one RTL set in 1994 to be rebuilt into what would be called the RTL-II, incorporating several improvements including new turbines, a remodelled interior, a striking new demonstrator paint scheme, in addition to extending the lifespan of the set for several more years. While this set continued in service until 2003, no other RTL-II sets were ever commissioned.

Further redevelopments and improvements of the fleet into the RTL-IIIs was never fully realized, and all were retired from active service in 2004. Conventional equipment has since been utilized on the Empire Corridor services in place of the once mighty Turboliners.

5% EARLY BIRD DISCOUNT ON ALL ORDERS PLACED BEFORE SEPTEMBER 15TH

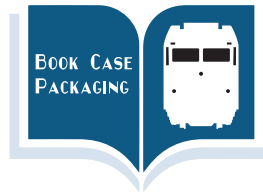


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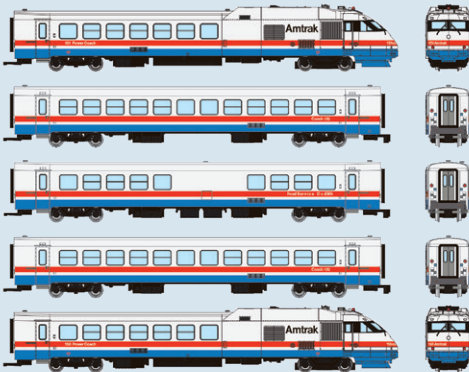
The Rapido N Scale Rohr Turboliner features:

- Accurately designed using original blueprints and field measurements
- Tinted windows, interior details and flicker-free interior lighting
- Separate factory installed grab irons
- Highly-detailed trucks including third-rail shoes
- Working headlights, marker lights and cab-mounted strobe lights
- Both Power Cars come with smooth, reliable drive systems for optimal performance
- DCC models feature ESU sound decoders in each power car with accurate sounds sourced and remastered from original videos
- All wheel electrical pickup. Yes, we mean every ... single ... wheel!



Bookcase packaging similar to our UAC Turbo!

		USD MSRP	CAD MSRP
5-car sets	(DC)	\$449.95	\$499.95
	(DCC)	\$679.95	\$779.95
Extra cars		\$64.95	\$79.95



Amtrak Phase III (Early)

	Consist Number	DC/Silent	DCC/Sound
Set #1	150, 170, 171, 172, 151	525001 <input type="checkbox"/>	525501 <input type="checkbox"/>
Set #2	154, 176, 177, 178, 155	525002 <input type="checkbox"/>	525502 <input type="checkbox"/>
Additional Cars			
Coach #182		525101 <input type="checkbox"/>	
Coach #184		525102 <input type="checkbox"/>	
Food Service Coach #183		525103 <input type="checkbox"/>	

Amtrak Phase III (Late)

	Consist Number	DC/Silent	DCC/Sound
Set #1	152, 173, 174, 175, 153	525003 <input type="checkbox"/>	525503 <input type="checkbox"/>
Set #2	156, 179, 180, 181, 157	525004 <input type="checkbox"/>	525504 <input type="checkbox"/>
Additional Cars			
Turbocoach #185		525104 <input type="checkbox"/>	
Turbocoach #187		525105 <input type="checkbox"/>	
Turbocafe #186		525106 <input type="checkbox"/>	



Amtrak Phase V

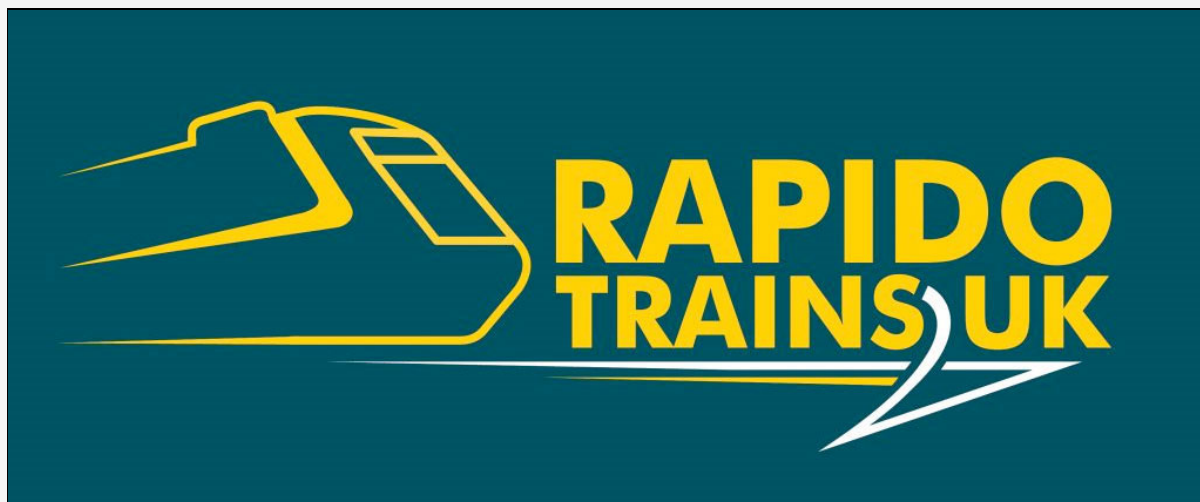
	Consist Number	DC/Silent	DCC/Sound
	154, 176, 177, 178, 155	525005 <input type="checkbox"/>	525505 <input type="checkbox"/>
Additional Cars			
Coachclass (unnumbered)		525107 <input type="checkbox"/>	

Note: Phase V painted models utilize an RTL-I body style



5% EARLY BIRD DISCOUNT ON ALL ORDERS PLACED BEFORE SEPTEMBER 15TH

Da: Rapido Trains UK <customerservice@rapidotrains.co.uk>
Inviato: venerdì 26 agosto 2022 13:03
A: news_in@modellismoferroviario.it
Oggetto: New projects, updates AND a Wisbech & Upwell special!



Rapido UK Newsletter No. 21
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[Click here to view as webpage](#)

Dear Rapido Customer,

We left you with a teasing question last time: What was BR's first line to be fully dieselised?

Did you work it out?

Surprisingly, it was the Wisbech & Upwell Tramway.

We know that you've been waiting patiently to be able to order the non-Titfield versions of the Wisbech & Upwell bogie coaches and you'll be pleased to know that order book is now open.

We know how popular the Wisbech & Upwell is and so we wondered what other W&U themed models we could make? That's why you'll find THREE very exciting W&U announcements this time, including TWO new tooling announcements.

Normally, we'd start with all the new announcements but we have lots of other very exciting and important news that we also want to share with you and it could run the risk of getting lost amidst all the W&U brouhaha.

So, we're splitting the newsletter into two distinct parts. Here's what you'll find in this issue:

Part 1:

- **Welcome to Dan**
- **Order deadline reminder**
- **First listen to the '15XX'**
- ***Lion* in colour**
- **Titfield figures update**
- **A word about North American orders**
- **Exclusive 'E1' announcements**
- **'E1' correction**
- **Factory update**

Part 2 (the W&U bit!):

- **W&U coaches: order book opens**
- **Super-exciting W&U announcement No. 1**
- **Super-exciting W&U announcement No. 2**
- **Super-exciting W&U announcement No. 3**
- **Wisbech & Upwell then and now**

Without further ado, I declare this newsletter open!



Dan Thomas is now Rapido's fourth Dan. It also seems customary for Rapido UK Dands to be photographed with [Welsh Highland Railway](#) Garratts!

Welcome Dan!

The first order of business is to say a big 'hello' to Dan Thomas, who joins us as our full-time graphic artist.

Dan hails from South Wales and is not only a skilled graphic designer but also a seriously talented railway modeller. He will take on the bulk of our graphic design requirements, from producing livery artwork to the adverts you see in the model press.

He's already produced the Lion artwork you'll see in a minute as well as working on [something Fleetline related](#)...

Welcome to the Rapido family, Dan!



Dan is a dedicated 'OO9' modeller and is particularly proud of this 2-6-0, built from [a Roxey Mouldings](#) 'Troodos' Cyprus Government Railways kit.

The addition of Dan to the team means that we no longer have to rely on help from the North American business for our graphic design needs. We'd therefore like to place on record our thanks to Bill, Josh and Bobby for their help.

While we're dishing out the thanks, we couldn't have got to where we are today without our UK designer, Corwin Bainbridge. Corwin has been doing graphic design for us on a freelance basis and he's gone above and beyond to dig us out of many a hole.

Together, Dan and Corwin will make a formidable graphics team!

September 1st 2022: order deadline day!

Here's a reminder that the order book for FIVE products closes on September 1st 2022. That means that you only have a handful of days to get your orders in for:

- [WR '15XX' 0-6-0PT](#)
- [Liverpool & Manchester 0-4-2 Lion](#)
- [GWR 'Loriot Y' machinery truck](#)
- [GWR Diagram. AA20 'Toad' brake van](#)

PLUS

- [The Titfield Thunderbolt Train Packs \(both Standard and Deluxe\)](#)

The only way to secure the model (or models) you want is to order now, either from [your local Rapido UK stockist](#) or by clicking on the buttons below.

[Visit our website](#)

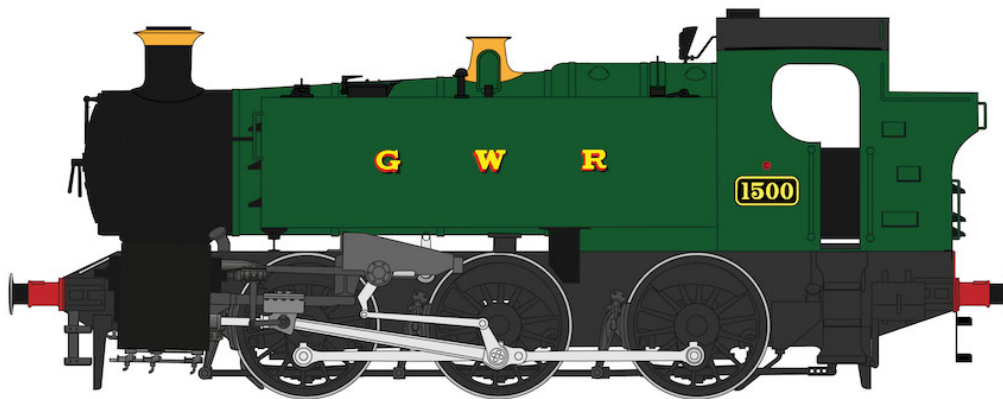


[Click here](#) or on the above image to watch our sound-fitted '15XX' in action. You only have until September 1st to [get your order in](#), so don't delay!

'15XX' video

Warranty Engineer Dan (not to be confused with 'new' Dan) has fitted a sound decoder to our '15XX' EP, using the sound file that our friends at [Digitrains](#) have generated for us.

[Click here](#) or on the above image to have a listen. Impressive, innit?

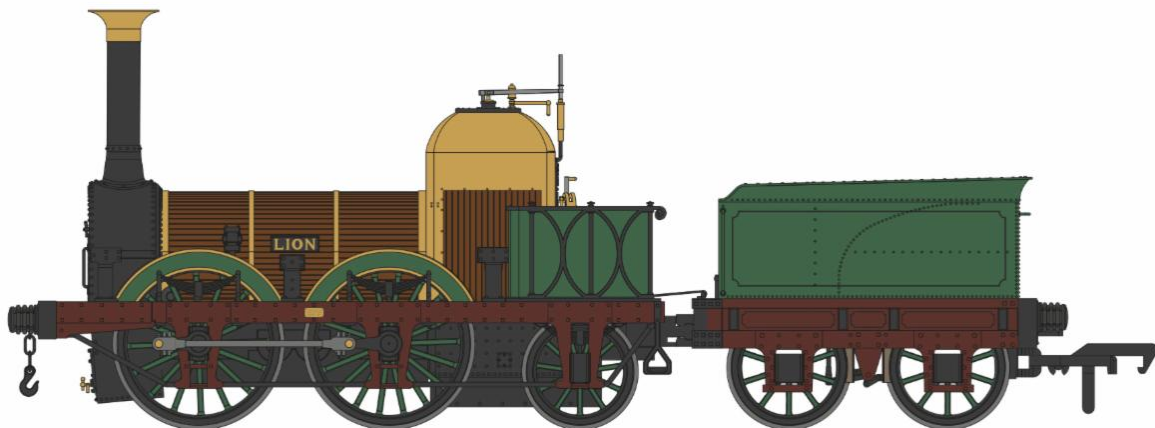


We're also delighted to announce that we've received enough 'expressions of interest' (EOI) to put our 'what might have been' GWR-liveried '15XX' into production. If you registered with us, you'll soon (if you haven't already) receive an invitation to convert your EOI into an actual order.

[Click to order your green 15XX DCC Ready](#)

[Click to order your green 15XX DCC Sound Fitted](#)

The rest of the '15XX' models can be ordered by [clicking here](#). Remember that deadline... September 1st is just around the corner!



This is [1930 Condition Lion \(SKU913001\)](#). It's available in either DC/Silent or Sound-fitted form (SKU913501).

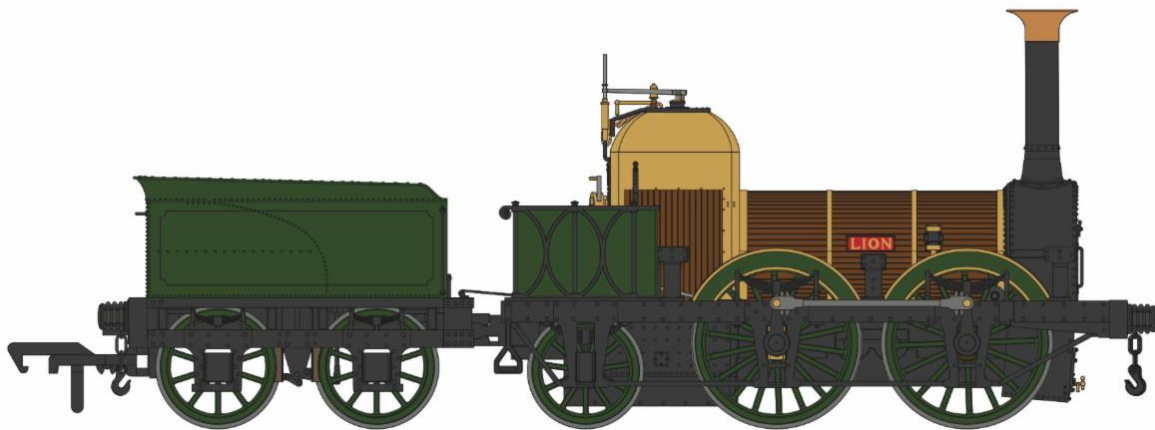
Lion: in colour

We've said that *Lion* will be available in [1930 Condition](#) and [1980 Condition](#) but have never shown what those liveries actually look like.

Well, we've got 'new' Dan on the case and he's produced these preliminary artworks to show them off.

If you were undecided about which *Lion* to order, this will hopefully make your decision easier. Remember: you've only got until September 1st to make up your mind but you can order by clicking [here](#):

Order your Lion today



This is [1980 Condition Lion \(SKU913002\)](#). Again, a version is available with factory-fitted sound decoder ([SKU913502](#)).



Rev Weech at the controls of Thunderbolt! Modelu has completed work on the poses and the uniforms but some final finishing off to the sculpting is required before the figures enter production. They really look the part, don't they?

Titfield Train Packs

This really is the last call for one of the signature items in the Rapido UK range.

It's probably worth emphasising the point that our current licence with STUDIOCANAL only covers us for one production run. And now that the planned range from another manufacturer have been cancelled, **this is your only chance to buy highly detailed, ready-to-run, 1:76 scale models of *The Titfield Thunderbolt*.**

If you miss out now, that's it.

And if you need any further encouragement, we've received the first samples of the figures that will be included free in the Deluxe Pack. We're not often speechless here at Rapido but all we can say about the work [that Modelu has](#) done is: 'wow'!

Click here to order your Titfield train packs:

The Titfield Thunderbolt Deluxe Pack

The Titfield Thunderbolt Standard Pack



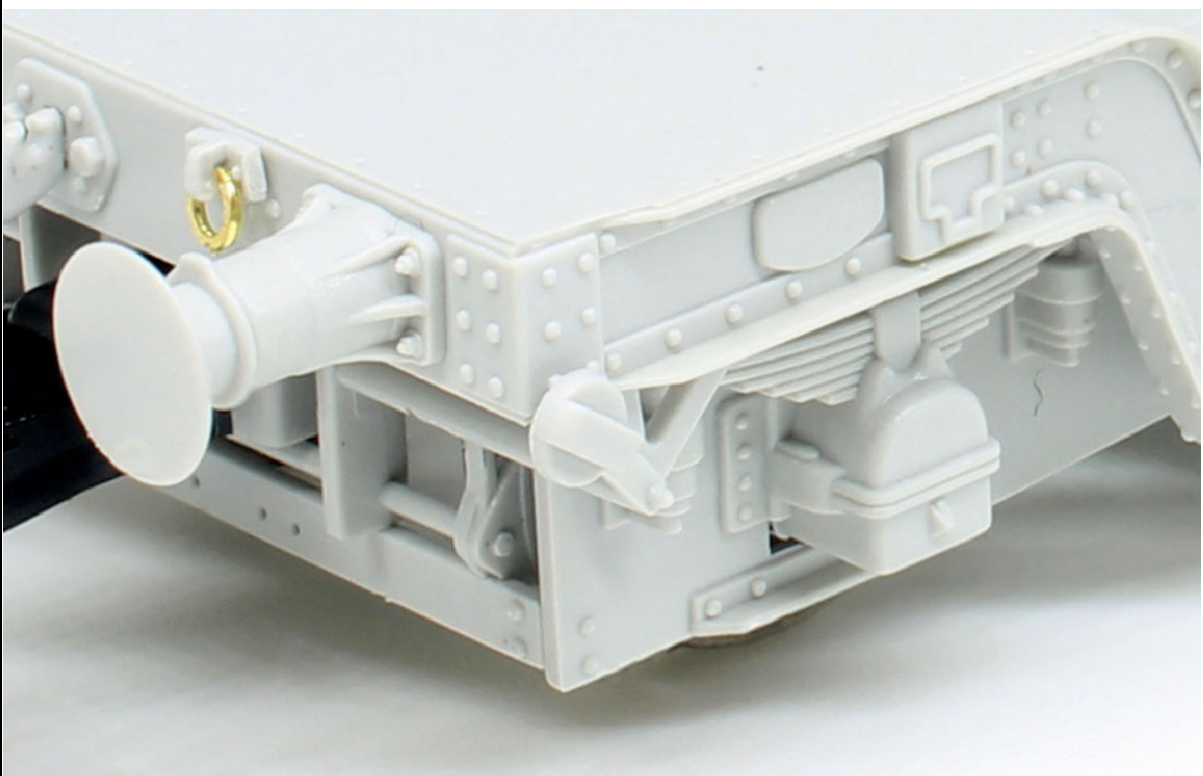
*"Oh Sam, what a little beauty!"
Ollie Matthews, the Bishop of Wellchester, takes a well-earned breather!*

'Loriot Y' and Dia. AA20 'Toad'

We have to be honest, both [the 'Loriot'](#) and [the 'Toad'](#) have been ready for production for a while so there's not a lot more we can say about them to encourage you to buy... other than, feast your eyes on all that detail... and then get clicking on the buttons below!

[Order your 'Toads'](#)

[Buy your 'Loriot Y'](#)



Our UK designers have gone to great lengths to ensure that our 'OO' gauge GWR 'Loriot Y' machinery truck is the best on the market. There are three versions to choose from and you can order [by clicking here](#).



The final figure in our range is the Squire, Mr Chesterford. He stands in characteristic pose next to one of our wonderful Dia. AA20 'Toads'. There are ten to choose from and you can order yours [by clicking here](#).



North American orders

If you're a Rapido UK customer living in either Canada or the United States, you can now order products direct from the UK website.

Our intention was for the [new North American website](#) to handle 'local' UK orders but as the team in Markham are still ironing out bugs in their site, we thought we'd ease their burden by handling [the orders ourselves](#).

If you're a UK customer who buys North American models from our Canadian sister company, don't worry: [our website will still](#) handle orders as usual.



['E1' No. 2 Yarmouth](#) looks resplendent in full 1930s Southern Railway livery in this colourised image. This is how sole-surviving No. 110 will appear when it returns to service on the [Isle of Wight Steam Railway](#)... and you can own your own 1:76 scale version too!
Photograph: IoWSR COLLECTION

Exclusive Island 'E1'...

If you wondered why we hadn't included a Southern Railway green 'E1' in our initial release, it's because we were putting the finishing touches to a deal for the [Isle of Wight Steam Railway](#) to get this livery as an exclusive edition.

The IoWSR is home to the sole surviving 'E1', No. 110 *Burgundy*. If you've not kept track of this engine, it left the [East Somerset Railway](#) in 2012 for the Isle of Wight where it will be restored as No. 2 *Yarmouth* in 1930s condition.

This model is limited to just 500 pieces and the RRP is £164.95. They will only be available from the railway's shop. The railway is having a few technical issues at the moment and so, at the time of writing, you can only order over the

phone or by popping into Havenstreet station. They will be available to order online in due course!

Please don't ask if they will be price-matched to other retailers because these models will not be discounted. The railway needs to every penny raised by the sales of these models to return this locomotive to service.



Here is one of two 'E1s' that are exclusive to [Train Times](#): 'E1' No. 113 in lined LBSCR black livery.

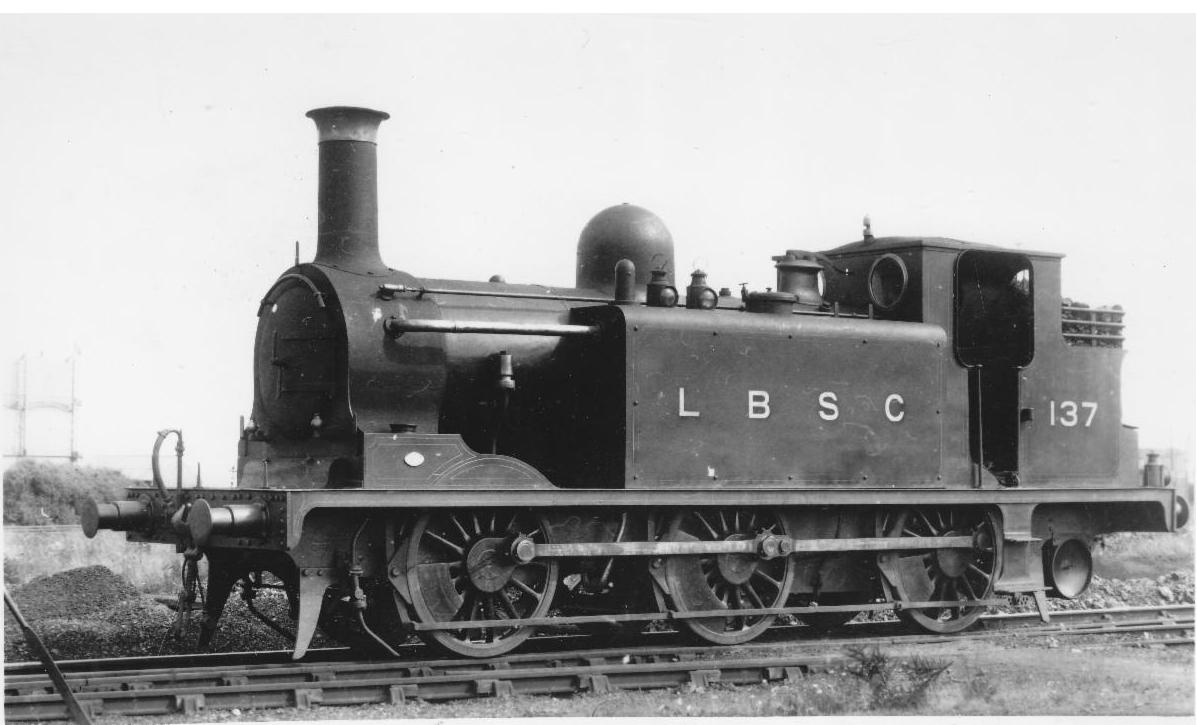
Photograph: TRAIN TIMES COLLECTION

...plus black ones announced!

Last issue, we announced that [Train Times in Eastbourne](#) had commissioned two 'E1s' in LBSCR lined black. We're now delighted to be able to announce the identities of the models in question:

- [No. 113](#)
- [Loco Dept New Cross](#) (formerly No. 111 *Montpelier*)

Both are available to order now and will feature parts unique to these models.



This is [the new 936006](#): No. 137 in LBSCR umber. It has the later Marsh boiler but still retains its Stroudley chimney.
Photograph: BRIGHTON CIRCLE

'E1' correction

While on the subject of 'E1s', thank you to everyone who has contacted us to essentially say that I've made a massive cock up with LBSCR No. 694 (SKU936006).

This locomotive carried LBSCR lined black... and not umber.

In my defence, the lining pattern is the same and it's not easy to tell in black and white photographs.

ANDY: Sounds like a bad workman blaming his tools!

RICHARD: Ahem...

Marsh introduced two new liveries in 1905: lined umber for passenger engines and lined black for goods engines. The lining pattern for both was effectively the same. Lined black became the standard livery for the 'E1' until 1921 when shortages of paint forced the LBSCR to adopt umber for goods engines. Some 'E1s' received this livery between 1921 and the end of 1923, when Southern Railway black became the standard.

Anyway, after further research (thanks to Gary at Train Times!), we have amended the running number of SKU936006 to the following:

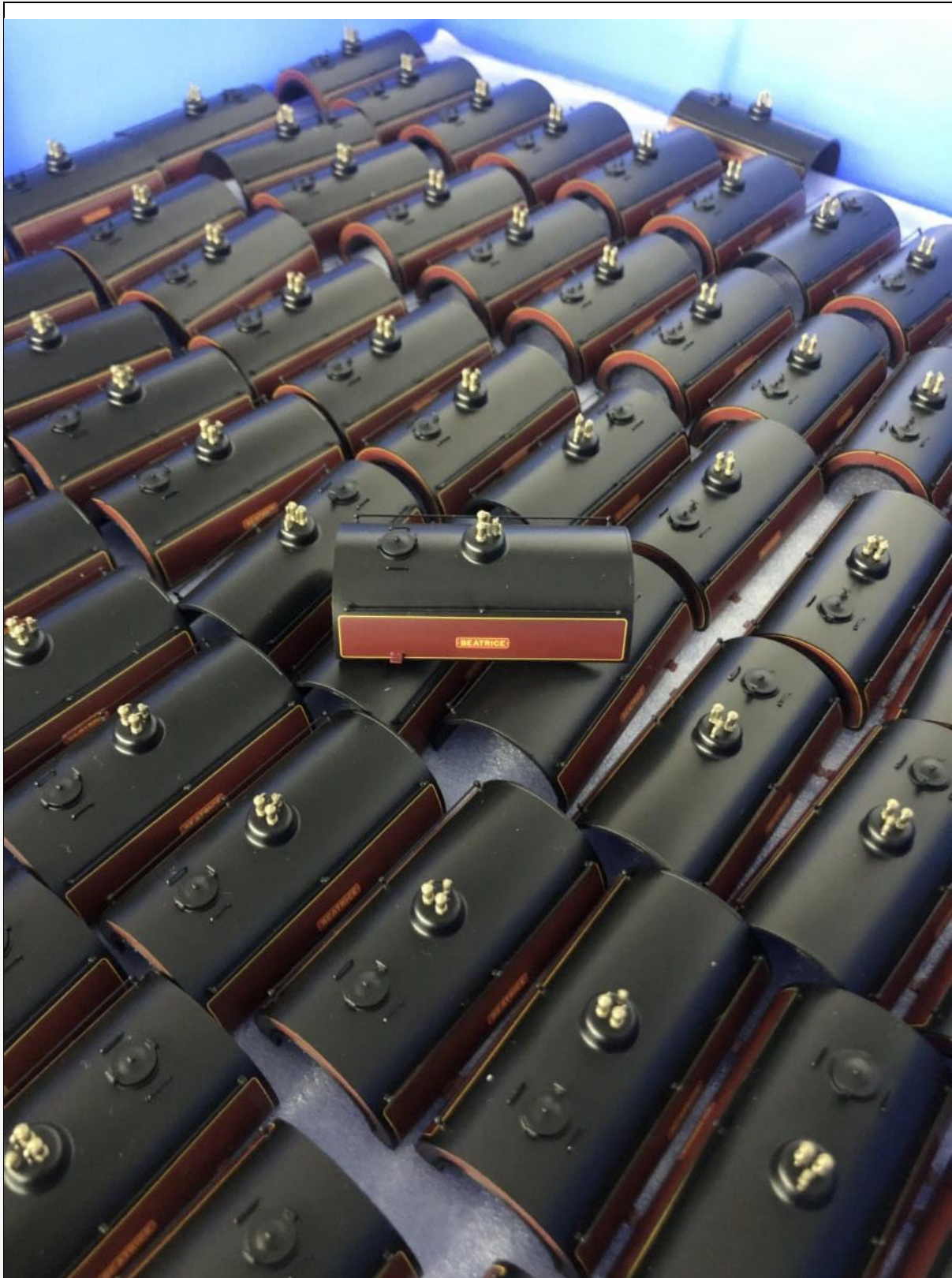
[SKU936006: No. 137](#)

This has a late condition boiler but with Stroudley chimney. Remaining specification is as previously advertised.

Apologies for any inconvenience caused.

ANDY: It shouldn't happen again as I've taken him out back and beaten him about the head repeatedly with a copy of [Peter Wisdom's Southern Style Part Two](#).

RICHARD: Ouch.



Completed saddle tanks for [SKU903003/SKU903503 Beatrice](#). By the time you read this, these parts will have been fitted to models.

Factory update

Good news: assembly of [Hunslet 16in 0-6-0STs](#) has started! All the parts have been made and painted and are now – quite literally – being stuck together.

The factory has surpassed all expectations with the livery application and these promise to be absolutely stunning little locomotives.

The not so good news is that we're waiting on ESU to supply decoders. We have no idea when they'll be delivered and, consequently, can't say when the Hunslet will land in the UK. It's likely to be towards the end of the year but we'll keep you posted.

There are still limited numbers of Hunslets available to order and you can order yours by clicking on this button:

[Order a Hunslet](#)



Here are factory-supplied samples of four of our 11 versions of [our SECR 10t van](#). These were taken off the production line... and the rest of the shipment is en route to the UK!

However, we have a bit more good news because both [the SECR 10t vans](#) and [the two-plank ballast wagons](#) have left the factory. Again, the factory has done a stunning job with these and they shouldn't disappoint.

As it'll take a couple of months – at least – for them to circumnavigate the globe, here is another image to tide you over...



Here we have four factory-supplied samples of [the SECR two-plank ballast wagon](#). In this view, you can see SECR, Southern and BR liveries, as well as the extended and cut-back floor plank styles.

Welcome to Part 2: The Wisbech & Upwell Tramway section

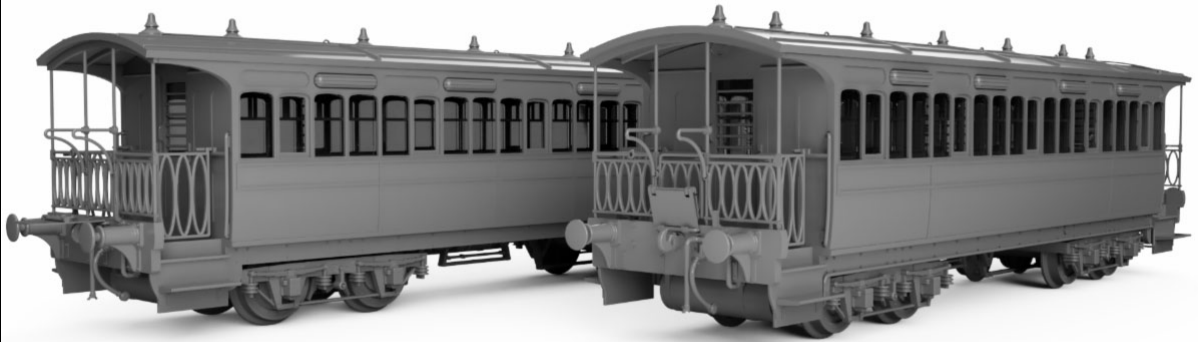
Now we come to the bit that you've all been waiting for: the Wisbech & Upwell section of our newsletter!

Can't remember what's in it? No problem:

- **W&U coaches: order book opens**
- **Super-exciting W&U announcement No. 1**
- **Super-exciting W&U announcement No. 2**
- **Super-exciting W&U announcement No. 3**
- **Wisbech & Upwell then and now**

Before we fully immerse ourselves in the W&U, please remember that Wisbech is pronounced *wiz-beach* and not *wiz-beck*

OK, here we go...

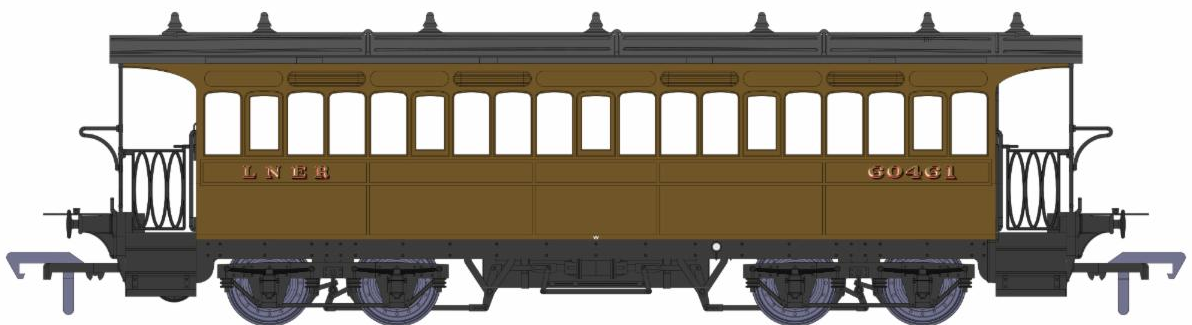


Here are 3D renders taken from the CAD file of our W&U bogie coaches. Both were built at Stratford Works in 1884 under order A17. Composite No. 7 was built to Diagram 602; Second No. 8 to Dia. 603.

Wisbech & Upwell coaches order book opens

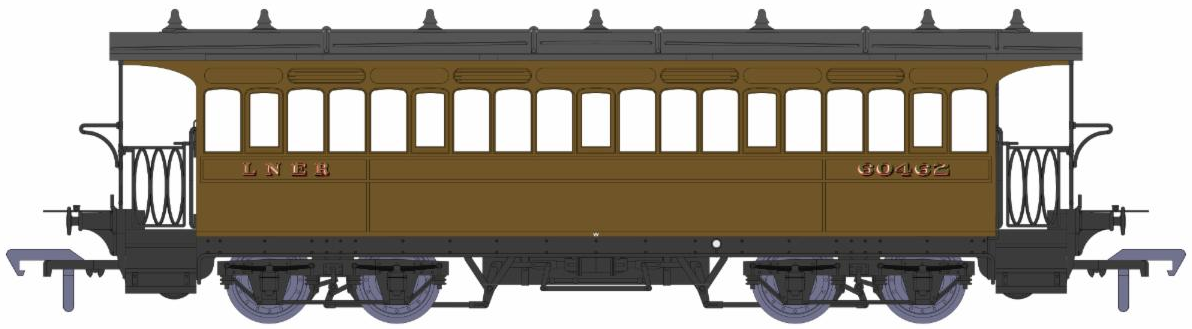
We know that you've been desperate to order non-Titfield versions of our W&U bogie coaches... [well, now you can!](#)

There are five versions to choose from:



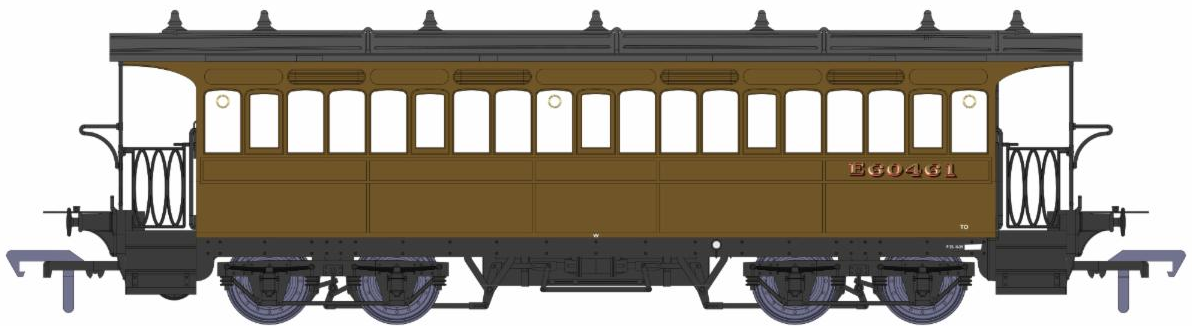
Pre-Production Artwork - Subject to Change

[919001: Third No. 60461, LNER livery](#)



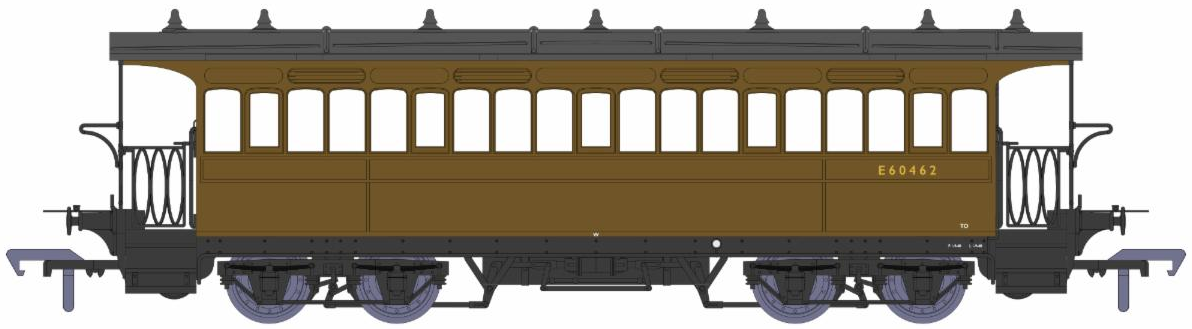
Pre-Production Artwork - Subject to Change

[919002: Third No. 60462, LNER livery](#)



Pre-Production Artwork - Subject to Change

[919003: Composite No. E60461, BR livery \(with LNER style number\)](#)



Pre-Production Artwork - Subject to Change

[919004: Third No. E60462, BR livery \(with Gill Sans number\)](#)



Pre-Production Artwork - Subject to Change

[919005: No. 7, GER livery \(as preserved\)](#)

Although both vehicles look similar at first glance, they're actually very different.

They were both just over 37ft long (over buffers) and had a maximum height of 10ft 2in – rather squat by railway standards. No. 7 could hold ten First Class passengers and 22 Second, whilst No. 8 had a total capacity of 34 Second (later Third) Class passengers.

However, details like body panelling and roof layout were unique to each vehicle. Needless to say, designer Linný has done a magnificent job in re-creating the subtle nuances between them.

As with all Rapido models these models feature a high level of detail on the outside, underside and inside, including different roofs, interiors, end steps, handbrakes and other detail fittings. All interiors will be fully visible with a removable roof.

RRP is £74.95 each and the order deadline is December 1st 2022. You can order from [your local Rapido UK stockist](#) or by clicking on the button below:

Order your W&U coaches

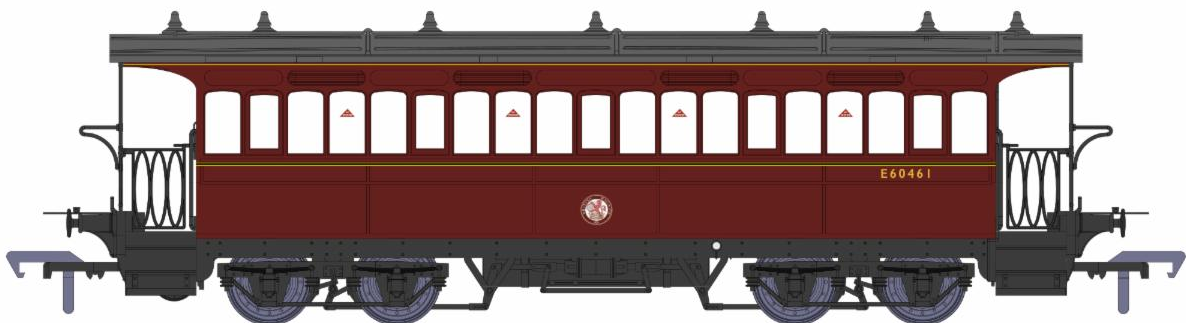


A fine portrait of No. E60462 and E60461 on the Kelvedon & Tollesbury Light Railway in Essex. The LNER transferred both coaches here after passenger services on the W&U ceased on December 31st 1927. They worked here, still with their unusual longitudinal seating, until that line closed in 1951.

Photograph: LENS OF SUTTON



After the KTLR closed, stardom beckoned for No. E60462 (GER No. 8) for it featured in The Titfield Thunderbolt. Fully restored into GER livery at Stratford Works, it was scrapped on March 9th 1957. No. E60461 (GER No. 7) was sold and its body became an onion store before being rescued for preservation. Acquired by [the M&GN Society](#) in 2002, it has been fully restored, complete with a Titfield-style bar.



Pre-Production Artwork - Subject to Change

919006: Third No. E60461, BR maroon with coaching stock roundel.

STOP PRESS: Spoof-liveried W&U coaches!

We had nearly got this newsletter completed when some bright spark electronically painted the W&U coaches in BR maroon with the coaching stock roundel.

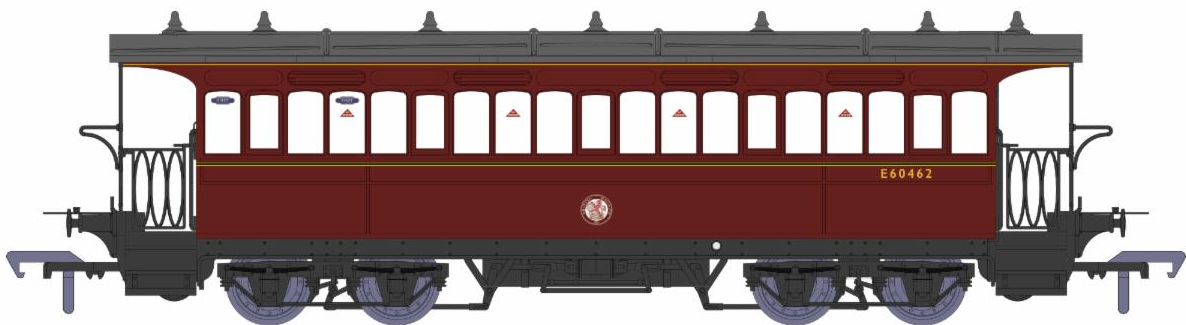
ANDY: It genuinely wasn't me!

RICHARD: Anyway, both coaches were withdrawn long before BR started to paint its coaches maroon. But given how good [Rails' LNER Dynamometer Car](#) looks in maroon, we thought why not add them to the range of 'what might have been' liveries.?

So we have.

Here is what both coaches could look like... but we'll only make them if we receive enough 'expressions of interest' (EOI). To register your EOI, click here:

Express an interest in our 'what if' W&U coaches



Pre-Production Artwork - Subject to Change

[919007: Composite No. E60462, BR maroon](#)



A 3D render of our forthcoming Wisbech & Upwell Tramway Train Packs. The 'C53s' feature all the same high-quality details as Model Rail's 'J70s' but have an upgraded circuit board and Next18 decoder socket.

Super-exciting W&U announcement No. 1:

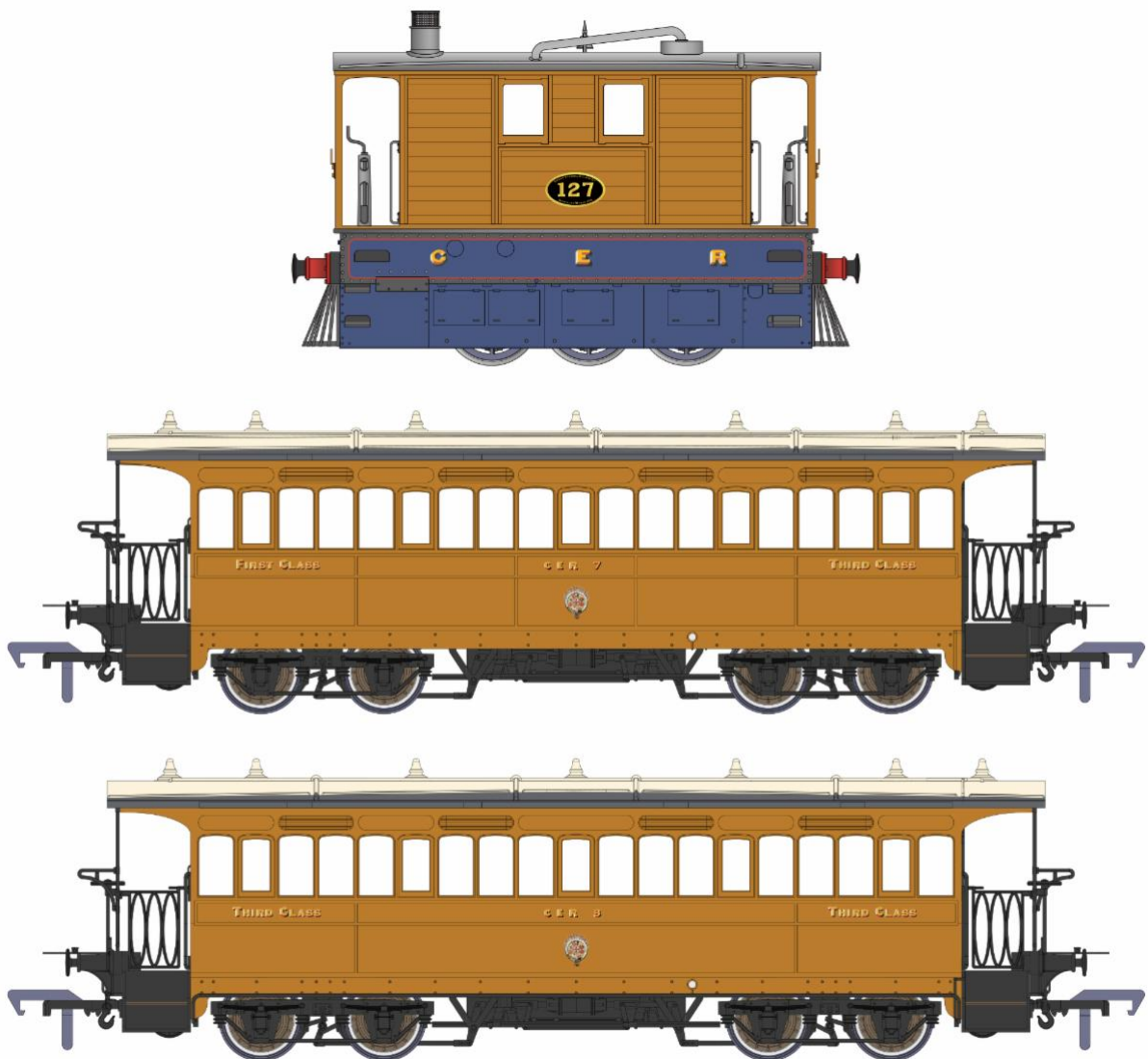
Great Eastern Railway Train Packs!

We're delighted to announce 'OO' gauge Great Eastern Railway-liveried [Wisbech & Upwell Train Packs](#), comprising GER liveried 'J70s' and GER-liveried W&U bogie coaches.

When *Model Rail* commissioned the 'J70', it opted for LNER and BR liveries. In the days of the Great Eastern Railway, these tram locomotives (they were classified 'C53' then) and coaches wore matching liveries, creating a rather quaint little rural train.

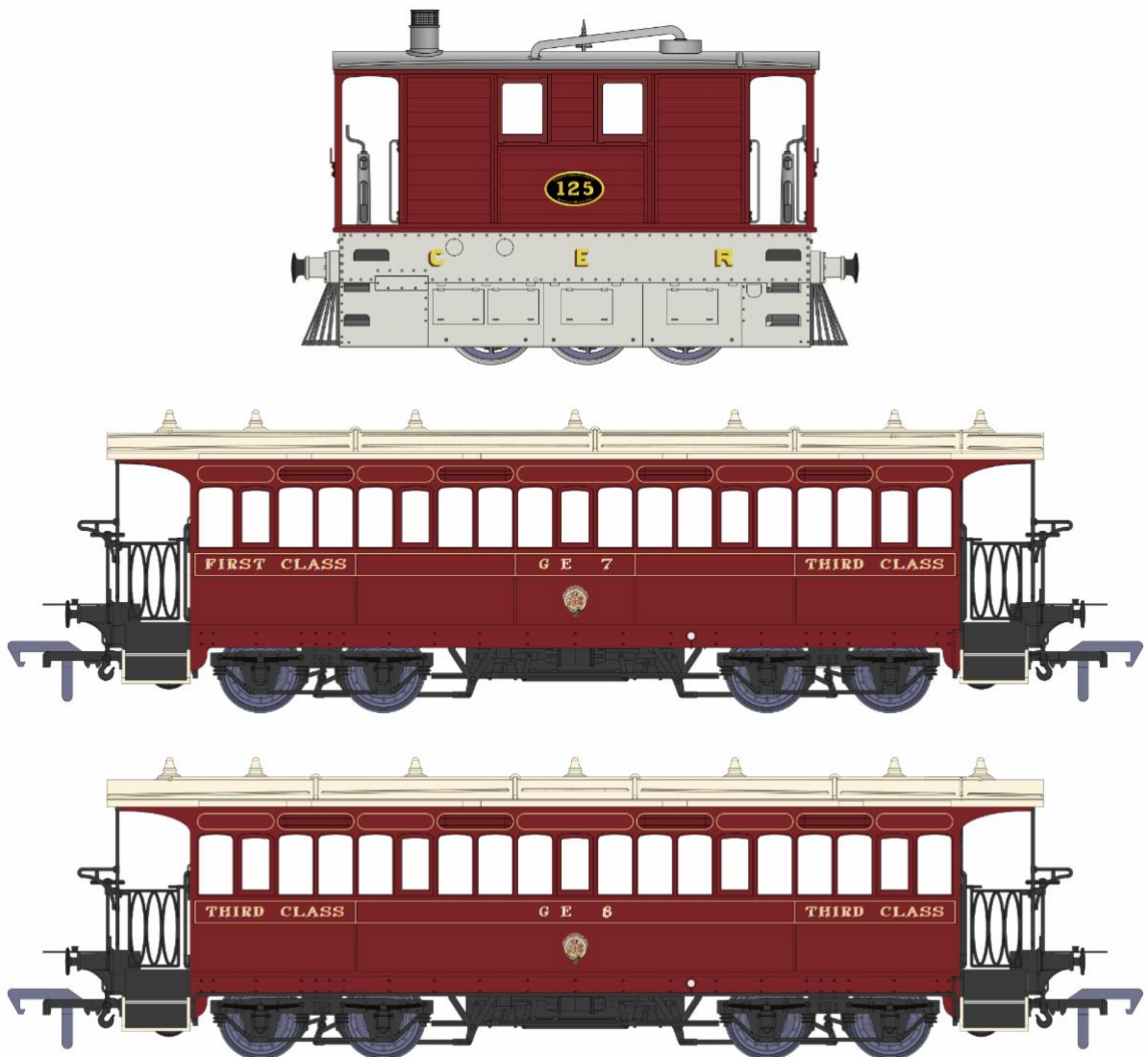
Now, strictly speaking, the 'C53s' were goods engines but it's highly likely that they would have been pressed into passenger service on the W&U when required.

Our friends at *Model Rail* have generously given us permission to produce a limited run of GER-liveried 'C53s' to complement GER-liveried [W&U coaches](#). Here's what we have planned:



Pre-Production Artwork - Subject to Change

[SKU952001: Pre-1919 Train Pack](#), with GER No. 127. Before 1919, the locomotive were painted coach brown with ultramarine blue frames and they hauled coach brown tramcars.



Pre-Production Artwork - Subject to Change

[SKU952002: Post-1919 Train Pack](#), with GER No. 125. After 1919, the locomotive livery changed to crimson and grey with the tramcars also being crimson.

RRP is £269.95 (DC/Silent). We also have sound-fitted packs (RRP £369.95) that feature a unique sound project supplied by Digitrains. [The order deadline](#) is December 1st 2022.

Both packs are available to order now either from [your local Rapido UK stockist](#) or by clicking on the button below:

[Order your GER Train Packs](#)



'J70' No. 68226 shunts wagons on one of Chris Nevard's fabulous dioramas. This is one of six BR and LNER -liveried 'J70s' that are available to buy now!
Photograph: CHRIS NEVARD/MODEL RAIL

LNER and BR 'J70s' – available NOW!

There are also still plenty of excellent *Model Rail*/Rapido Trains 'OO' gauge 'J70s' available, although four out of the ten versions have now sold out. [Click here to browse the range](#) or to place an order.



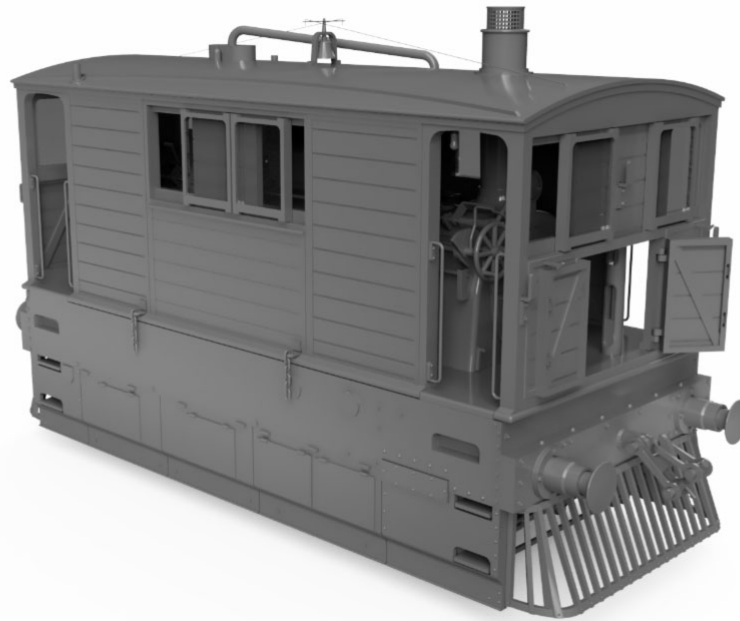
We've effectively enlarged the 'J70' that we originally produced for Model Rail magazine but have added one or two extra refinements as befits the 'senior scale'.

Super-exciting W&U announcement No. 2: All-new 'O' gauge 'J70'

We've often been asked if we'll ever produce an 'O' gauge model? The answer is 'yes' and we're delighted to unveil this, the ['O' gauge 'J70' tram engine!](#)

We're planning to offer [eight versions](#) (which will either be available in silent or sound-fitted form):

- SKU916001: No. 68222, BR early emblem (with side skirts and cowcatchers)
- SKU916002: No. 68217, British Railways lettering (with side skirts and cowcatchers)
- SKU916003: No. 7137, LNER unlined black (with side skirts and cowcatchers)
- SKU916004: No. 138, GER blue/brown (with side skirts and cowcatchers)
- SKU916005: No. 68219, BR early emblem (no skirts)
- SKU916006: No. 68226, British Railways lettering (no skirts)
- SKU916007: No. 7126, LNER lined black (no skirts)
- SKU916008: No. 136, GER blue/brown (no skirts)



Our new model also includes sliding end and side windows, opening end doors, opening firehole door (to reveal flickering firebox glow) and more interior detail.



As with the 'OO' gauge version, we are proposing to make skirted and non-skirted models. The only difference this time, is that there will be full valve gear under the skirts.

RRP is £375.95 for a DC/Silent and £475.95 for a sound-fitted model.

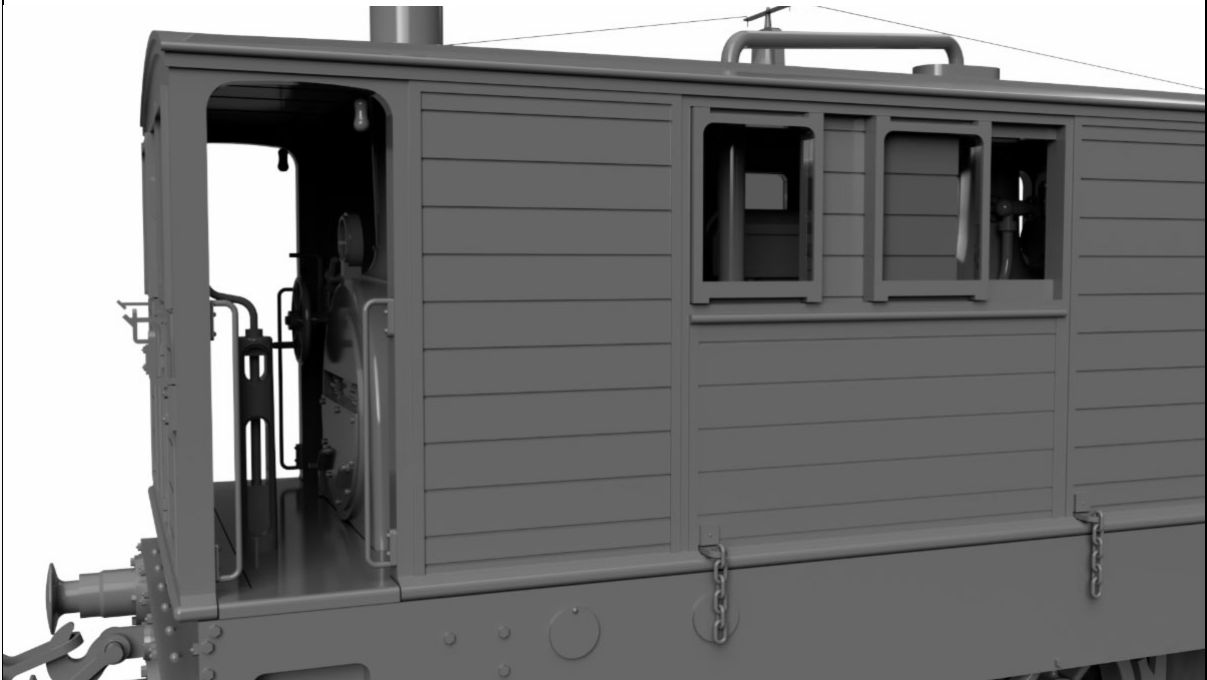
There is a 'but' to this announcement. We've never done anything in 'O' gauge before and, being honest, it's a risk for a new company like ours.

Therefore, at the moment, we're only taking 'expressions of interest' (EOI) for this project. If you want an 'O' gauge 'J70', simply [click here](#) to register:

Fill in our O gauge J70 EOI



As all the 'J70s' were different, we've taken the same approach with the 'O' gauge model as we did with the 'OO' one. We plan to include door bumpstops, safety chains and two- and three-bolt seat mounting plates in the polybag so that you can accurately re-create your favourite tram engine.



If we receive enough EOIs, we'll start production and will contact you so that you can turn yours into an actual order for what promises to be a superb addition to the ranks of ready-to-run British-outline 'O' gauge models. [Register here.](#)



No. D2298 is a 'standard' Class 04, with 3ft 6in wheels and large cab windows. Built in 1960, it went new to Lincoln shed but was withdrawn in 1969. It was purchased by the Derwent Valley Light Railway, one of Britain's few independent railways. It worked the DVLR's last train in 1982 and was bought for use at [the Buckinghamshire Railway Centre](#), arriving at Quainton later that year.

Super-exciting W&U announcement No. 3: All-new 'OO' gauge Class 04

Say hello to our first 'OO' gauge diesel-outline locomotive: the Drewry 204hp 0-6-0DM, [better known as Class 04](#).

It was the arrival of Drewry 204hp shunters in the spring of 1952 that meant that the W&U became BR's first line to be fully dieselised. Steam operation officially ceased on July 4th that year, although one 'J70' was retained until March 1953 as a spare engine.

[The '04'](#) is one of the few BR diesel classes not yet produced to contemporary standards in 'OO' and our new model is expected to boast all those features that modellers now demand, including lights, 'plug & play' DCC interface and factory-fitted sound-speaker.



D2203 requires a full overhaul at [the Embsay & Bolton Abbey Steam Railway](#). This was one of the original quartet, built with 3ft 3 1/2in wheels, small cab windows and, originally, no exhaust stack.

Photograph: Matthew Berry

This will be a very complicated project, with many different detail options. Over the next few years, we plan to produce the first batch of '04s' with 3ft 3 1/2in wheels and original cab design, the main production batch with 3ft 6in wheels and cab with larger windows as well as the Southern Region version too. Skirted and non-skirted options will also be available.

[The project](#) is at a very early stage and liveries and prices are yet to be confirmed. However, development work is underway and we have already undertaken a photographic survey of D2298, courtesy of the Buckinghamshire Railway Centre and D2203 at the Embassy & Bolton Abbey Steam Railway.



We will, of course, produce [Class 04s](#) with side skirts so that the Wisbech & Upwell of the 1950s and 1960s can be modelled. D2201 trundles past Trafford House, between Boyce's Bridge Depot and Outwell Basin Depot, with a featherweight train in the mid-1960s.

Photograph: IC ALLEN/TRANSPORT TREASURY

Wisbech & Upwell: then and now

I've never really had much call to explore the Fens south of Wisbech and so never had the opportunity to work out where the W&U actually ran. However, it's only having to make the journey down to Rapido's Kent HQ that I've become much more familiar with the route and can easily spot key locations.

There were a few places I couldn't quite identify and after an hour or so using Google Street View and the excellent maps in Chris Hawkins and George Reeve's *The Wisbech & Upwell Tramway*, I was able to fill in the gaps.

But why not share this knowledge? I thought you might like to see what the W&U looks like today, 56 years after it closed.

All archive images are by Dr IC Allen (courtesy [Transport Treasury](#)) unless otherwise stated.

We start our journey at Wisbech East station...



1. *D2201 brings a short train into Wisbech East station from the March end. This platform served W&U trains (the trackbed was raised to make accessing the coaches easier) with March-Magdalen Road trains using the two platforms to the right. The buffer stop on the left is on one of the W&U sidings, with the former depot area just out of shot. on the left. The signalbox box still proclaims Wisbech Station – it was not named Wisbech East until 1948.*



Only the two semi-detached houses and little bungalow remain today. Wisbech East closed in 1968 and the station site – behind where I'm standing - is now a housing estate and the new buildings – not to mention a large shrub – prevented me from obtaining a more accurate angle!



2. *The W&U ran parallel with the March-Magdalen Road main line for a short distance before it swung south, crossing over Elm Road. To the right of the camera is the Wisbech canal, which was built in 1794-1795 as part of a plan to link the River Nene with the Great Ouse. It fell derelict in 1922. The W&U followed the canal for much of its length. The GER main line's bridge over the canal is just to the right of the locomotive. On the road is a feast of Morrises: against the kerb is a Morris 8 Series 2 from about 1937 or '38, the van is a Morris Commercial J Type and the car with 'L' plates is most likely a Morris Isis.*



Sadly, the vegetation has grown so much that you can no longer make out the houses on the left. In fact, the little cottage, angled a bit towards the camera, has gone but the big terraced houses remain. Lots of things have changed, too. The canal is gone, buried under the 1960s dual carriageway and Wisbech fire station (you can just see the red doors under the trees) now sits astride the GER main line. Only a hump in Elm Road gives any clue that there was a level crossing here.



3. The [Railway Correspondence & Travel Society](#) included a round-trip on the W&U as part of its 'Fensman' railtour on September 9th 1956. As there were no suitable coaches available, passengers had to ride in open wagons and, apparently, the weather that day was dreadful. This is New Common Bridge, looking back towards Wisbech, as the train heads for Upwell. Road and rail made a tight 'S' bend over the canal here.

Photograph: MICHAEL MORANT COLLECTION



The site of New Common Bridge is now a busy road junction, with dozens of lorries delivering fruit and fresh produce to Wisbech's myriad food factories. HB Brown's grocers looks to have disappeared long ago... except that I was pleasantly surprised to see that the replacement building still bore 'ghost' lettering, proclaiming 'Brown Grocer'.



4. *One 12t van and a brake van is hardly a taxing load for D2202 as it trundles along Elm High Road, bound for Wisbech. The ornate building was originally part of Fred Wood's Brewery. There was originally a siding here but it was removed after the brewery, itself a former mill, burnt down in 1911. The remains were converted into this rather attractive house.*



All the houses along Elm High Road are set back from the road by an overly large verge. Yes, this is the trackbed for the W&U! The A1101 has become much busier in the last 50-odd years. I had to dash through traffic to reach the central reservation of what is now the hugely congested roundabout with the A47, take a hurried snap and then dash across the road again. I got some rather strange looks from passing motorists...



5. As the W&U was a tramway, all its level crossings were ungated. This one at Elm Bridge was a particular accident blackspot but all is quiet as what appears to be a Rover 90 (it could also be a Rover 60 or 75!) accelerates away from the sharp curve by the Blacksmiths Arms pub. Another pub, the Duke of Wellington is just out of shot on the inside of the bend, on the right.

Photograph: TRANSPORT TREASURY



There's little evidence that a railway was ever here but when you know why the verges are extra wide, it's a dead giveaway. Railway operations were frequently hampered in later years by residents parking cars on the tracks. In some cases, council workers would tip waste asphalt and stones from road repairs on to the railway too!



6. *Both Elm Bridge and Boyce's Bridge Depots were on tight curves. Here, 'J70' No. 68217 hauls an interesting mix of wagons around the bend at Elm Bridge. Behind the locomotive is a Southern van, followed by two LMS-designed vans and there's also a GWR van too. We think we've identified the curious short wheelbase vans with the curved brake levers but if you know for certain what they are, please let us know!*

Photograph: TRANSPORT TREASURY



It's only the little house with the three chimney pots - plus the sharp bend in the road - that give you any clue that this is Elm Bridge Depot. As with most locations along the route, new houses have sprung up and vegetation growth has obscured those important visual clues. Crossing the road here was very challenging!



7. *Outwell Basin Depot was one of the few locations where the W&U ran through open country side. D2202 is crossing the small bridge over the Wisbech Canal at the south end of the yard, bound for Upwell. The very short 1-in-30 'hump' over the bridge caused heavy trains some issues at times.*



Yes, it may look as though I've just taken a picture of some trees but this IS the same location. Just through the undergrowth, the site of the Depot is now under a roundabout.



Just to prove that there used to be a railway here, I turned around to take this picture of the trackbed stretching away towards Outwell.



8. *The W&U re-joined the roadside on the outskirts of Outwell, where it was sandwiched between the A1101 and the Wisbech Canal, with the A1122 road running along the other bank of the canal. The pick-up is a late 1961 Standard 6cwt while the owner of one of the new bungalows to the left of the photograph has also spashed out on a Hillman Super Minx estate.*



This stretch of the Wisbech Canal has not been built over but simply filled in and left to nature. Tree growth obscures the farm buildings on the other side of the A1122. The 'new' bungalows of the 1960s now look rather dated when compared with the newer properties built alongside this stretch of road.



9. You get a good view of the moribund remains of the canal in this view of one of [the Drewry shunters](#) heading away from Outwell, bound for Wisbech. The clothes and the little Morris 6cwt van make this a real period piece.



Tree growth meant that I couldn't quite replicate the angle of the archive view. I nearly came a cropper here too, for the trees kept me hidden from the Turners of Soham lorry coming up behind me...



10. *D2202 draws a lengthy train across Well Creek and into Outwell Village Depot. The junction between Well Creek and the Wisbech Canal is beyond the small iron bridge. To the left of the telephone box was a passing loop, used in later years as a coal siding before it was removed in 1955. The post sticking out of the water on the right hand bank was the remains of one of two chutes that enabled coal to be transferred to waiting barges.*



I didn't get the angle quite right here but it's interesting to see that while so much has changed, the fencing is practically the same while the 'phone box is still there. Outwell Village Depot is now under a housing estate called The Tramway but there's at least a small memorial to its previous use.



11. *This end of Outwell Village Depot is one of the most photogenic spots on the whole line. Judging by the county boundary marker, D2201's nose is in Cambridgeshire while its cab is still in Norfolk. The Morris Minor is parked outside the former GER goods office.*



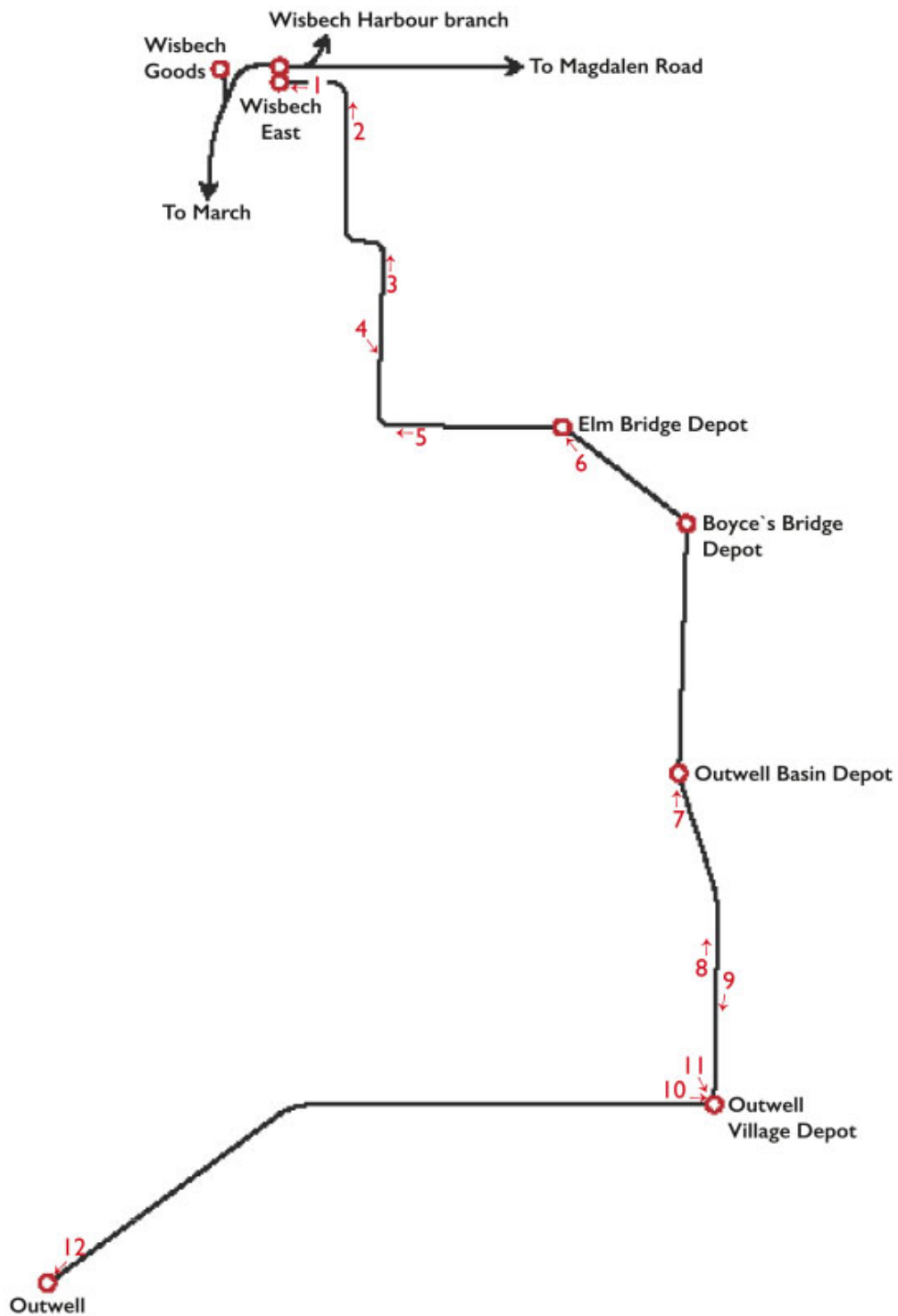
Outwell might look like a quiet Fenland village but you wouldn't believe how long it took until there was a big enough gap in the traffic for me to take this shot. The little goods office is the only surviving W&U structure.



12. *Journey's end: this is Upwell Depot and despite the run-down nature, coal still plays an important role here, judging by the 16t mineral wagons and the Bedford TK and (what appears to be) Dennis Pax coal lorries. Passenger trains once terminated on the tracks that D2202 is standing on.*



Upwell Depot is now buried under another housing estate (Townley Close). The eagle-eyed might spot the only visual clue that this is the same location and that's the handsome house with three upstairs windows in the background.



Here's a schematic diagram of the Wisbech & Upwell showing where all the photographs were taken.

Phew, what an exciting issue that was!

Join us next time for something a little smaller...

Richard
Richard Foster
Sales & Marketing Manager

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