



# THE MLW RS-23



- **FOUR FANTASTIC FREELANCE ROADS WITH A COLORFUL ARRAY OF PAINT SCHEMES**
- **CLASSIC MLW ROADSWITCHER THAT FITS ON ANY SHORTLINE, TERMINAL OR REGIONAL ROAD**
- **INCREDIBLE UNDERBODY DETAILING WITH WORKING GROUND LIGHTS AND MUCH MORE**

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**No Sound: \$249.95 USD**  
**w/SOUND: \$359.95 USD**

**No Sound: \$309.95 CAD**  
**w/SOUND: \$449.95 CAD**



**ORDER NOW**  
**LIMITED QUANTITIES!**

The Montréal Locomotive Works RS-23 locomotive was a staple of local and roadswitching operations for many years. In the mid-1980s and 1990s, many were sold to regional and short line operators. Many freelancer operators also took advantage of these locomotives becoming available!

Freelanced-railroad operations generally look to second-hand locomotives as the mainstay of their power fleet. Not every road has the luxury of brand-new, high horsepower locomotive technology! The RS-23 locomotive provides the necessary power with the agility to navigate tight curves and small spaces where even larger four axle locomotives cannot go.

We're proud to partner with Home Shops to bring you four amazing freelance schemes: Arkansas Valley, Kara Terminal, Splitrock Mining and West Falls Northern. We're offering two road numbers each along with sound and non-sound versions. These will be produced in limited quantities, so make sure you place your orders ASAP!

## THE RS-23 LOCOMOTIVES FEATURE:

- Heavy die-cast frame with many separate details
- Correct Canadian-style AAR trucks
- Photo-etched radiator grilles
- Traction motor details on trucks
- New thinwall cab design with full interior
- Prototypically correct tread patterns on walkways
- Metal grab irons
- Rapido's innovative dead-straight metal handrails with plastic stanchions
- Rubber air and sanding lines
- MoPower capacitor system for uninterrupted DCC running
- DC/DCC ready or Dual-Mode DCC/Sound (Recorded from a real S-13!)
- Suggested minimum radius: 18"



CANADA: 500 ALDEN ROAD • UNIT 21 • MARKHAM • ONTARIO • L3R 5H5  
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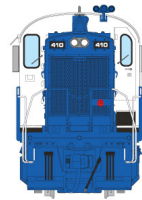
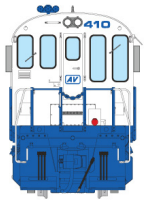
**RAPIDO**



# THE MLW RS-23



## Arkansas Valley "Shortline muscle in the heart of the Ozarks"

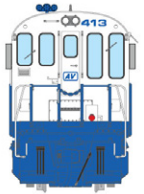


### Arkansas Valley #410 (Blue/White)

Item # (DC/Silent)  
36126

Item # (DC/DCC/Sound)  
36626

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



### Arkansas Valley #413 (Blue/White)

Item # (DC/Silent)  
36127

Item # (DC/DCC/Sound)  
36627

- IDEAL FOR LOCAL FREIGHT, INDUSTRIAL SWITCHING, AND REGIONAL RAIL OPERATIONS
- THE AV BLUE AND WHITE FANTASTICLY HIGHLIGHTS ALL OF THE RS-23 DETAILS AND CONTOURS

By 1964, the Arkansas Valley Railway needed modern, high-horsepower switchers that could also handle road duty across its expanding regional network. Its aging Alco S-series fleet was wearing thin, and the market offered few immediate replacements. Alco stepped in with a creative solution: four unused MLW-built RS-23s from a canceled order, offered on a lease-to-own basis with all tariffs waived. In return, the AV agreed to purchase ten upcoming C-415s once production began. The deal brought four brand-new RS-23s—reassembled, painted in the AV's new blue-and-white image, and delivered to Kansas City in 1965.

Though only a small part of the roster, units AV 410 and AV 413 quickly proved their worth. Their 1,000-hp rating and road-switcher flexibility made them ideal for yard work, locals, and short-haul assignments, filling a critical operational gap during a transitional era. They bridged the space between the AV's aging switchers and the second-generation power that would soon reshape the fleet, becoming dependable utility players across the system.

Rapido's models of AV 410 and AV 413 capture this unique chapter in Arkansas Valley history with crisp blue-and-white paint, clean lines, and the purposeful stance of locomotives acquired through necessity and perfect timing. Distinctive, believable, and rooted in real-world logic, these RS-23s embody the character that makes the Arkansas Valley such a compelling regional railroad.



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# THE MLW RS-23



## KARA TERMINAL "Switching the city that never slows down"



### Kara Terminal #918 (Blue/White)

Item # (DC/Silent)  
36128

Item # (DC/DCC/Sound)  
36628

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### Kara Terminal #919 (Blue/White)

Item # (DC/Silent)  
36129

Item # (DC/DCC/Sound)  
36629

- EXCELLENT FOR WAREHOUSE DISTRICT SWITCHING, ROAD FREIGHTS AND LOCAL OPERATIONS
- THE CLASSIC DARK BLUE, BLACK AND RED ACCENTUATES THE RUGGED LOOK OF THE RS-23

The Kara Terminal Railway is a century-old survivor of reorganizations, electrification, dieselization, and nonstop industrial demand. By the late 1960s and into the 1988–1990 era, the railroad needed locomotives that could handle steep grades, tight curves, and constant switching across dense city trackage. RS-23s 918 and 919 were brought in to supplement the KTRY's Alco switcher fleet, offering compact, sure-footed power that fit the railroad's operating profile perfectly.

These 1,000-hp road-switchers became the dependable link between yard work, transfer runs, and local service, thriving where larger power struggled. Their light axle loading and short wheelbase made them ideal for the KTRY's multi-level territory and industrial spurs, while their Alco lineage kept them consistent with the railroad's long-standing mechanical preferences.

Rapido's models of KTRY 918 and 919 capture this workhorse character with crisp lettering, accurate details, and the purposeful stance of locomotives built for urban-industrial railroading. They're the kind of engines that feel right at home on a railroad that never stops moving.



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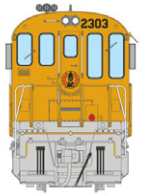
# THE MLW RS-23



## SPLITROCK MINING CO. "Small power with a big job in the iron country"



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



### Splitrock Mining Co. #2300 (Yellow/Gray)

|                      |                       |
|----------------------|-----------------------|
| Item # (DC/Silent)   | Item # (DC/DCC/Sound) |
| 36130                | 36630                 |
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### Splitrock Mining Co. #2303 (Yellow/Gray)

|                      |                       |
|----------------------|-----------------------|
| Item # (DC/Silent)   | Item # (DC/DCC/Sound) |
| 36131                | 36631                 |
| <input type="text"/> | <input type="text"/>  |

- IDEAL FOR SWITCHING INDUSTRIAL TRackage, MINE RUNS AND LOCAL FREIGHT OPERATIONS
- BRIGHT SPLITROCK MINING ORANGE AND GRAY SCHEME ANNOUNCES THE ARRIVAL OF THE RS-23s

The Splitrock Mining Company was created in 1954 to move some of the purest iron ore in North America from the underground mines of Minnesota's Vermilion Range to the docks at Agate Bay. Formed by four major steel producers, the railroad was built for one purpose: haul natural ore—so rich it didn't need pelletizing—through the deep woods of the Superior National Forest to waiting ore boats on Lake Superior. With brutal grades, tight mine approaches, and unforgiving weather, Splitrock became a 100% Alco stronghold, famous for its yellow C-630s, C-636s, and C-643-DHs pounding through the wilderness with heavy ore drags.

Amid this fleet of giants, the MLW RS-23s—SRMX 2300 and 2303—filled a very different but absolutely essential role. Their 1,000-hp rating and short wheelbase made them perfect for the tight curves and compact trackage around underground mine heads, concentrators, and the fog-shrouded docks at Agate Bay. These were the locomotives that sorted raw ore by grade, fed the concentrator tracks for blending, handled inbound supply trains, and moved cuts of jennies where the big Alcos simply couldn't go. They were the quiet workhorses behind the scenes, keeping the ore flowing so the mainline drags could thunder out of the forest.

Rapido's models of SRMX 2300 and SRMX 2303 capture this industrial world with crisp yellow paint, clean lines, and the purposeful stance of locomotives built for hard, unglamorous work in the iron country. For modelers who appreciate believable freelance railroading, northern Minnesota atmosphere, or the contrast between massive road power and the small engines that make it all possible, the Splitrock Mining RS-23s bring an essential layer of authenticity to the roster.



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## WEST FALLS

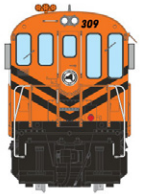
*“Regional power for a railroad built on connections”*



### West Falls #302 (Orange/Black)

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|----------------------|-----------------------|
| Item # (DC/Silent)   | Item # (DC/DCC/Sound) |
| 36132                | 36632                 |
| <input type="text"/> | <input type="text"/>  |

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### West Falls #309 (Orange/Black)

|                      |                       |
|----------------------|-----------------------|
| Item # (DC/Silent)   | Item # (DC/DCC/Sound) |
| 36133                | 36633                 |
| <input type="text"/> | <input type="text"/>  |

- RUGGED LOCOMOTIVE FOR A SCRAPPY SHORTLINE, PERFECT FOR EVERYDAY ASSIGNMENTS
- ATTRACTIVE ORANGE AND BLACK SCHEME FITS RIGHT IN ON ANY LAYOUT OR OPERATION

The West Falls Northern grew from an 1871 Buffalo–Ogdensburg charter into a strategic regional bridge line linking New England with the Midwest. After the Rutland shutdown, the WFN inherited Vermont trackage to Alburgh and gained access to St. Albans for interchange with CN, CV, and the Lamoille Valley. The reshaping of northeastern railroading in the 1980s—Guilford’s blocked D&H merger, the reopening of the Mountain Division, and expanded trackage rights after the Conrail split—turned the WFN into a vital east–west corridor connecting Buffalo, Cleveland, and Pittsburgh with New England gateways.

Within this evolving network, the MLW RS-23s—WFN 302 and WFN 309—serve as nimble, dependable utility locomotives. Their 1,000-hp rating and short wheelbase make them ideal for the tight industrial trackage, yard leads, and local assignments that feed the WFN’s long-haul traffic. While larger road power handles overhead trains across New York, Vermont, Ohio, and Pennsylvania, the RS-23s keep the railroad fluid at the ground level—switching customers, building locals, and working the branches where bigger locomotives simply don’t fit.

Rapido’s models of WFN 302 and WFN 309 capture this essential role with crisp paint, clean lines, and the purposeful stance of locomotives built for everyday regional service. They bring believable operational depth to any layout set in the Northeast or built around the West Falls Northern’s rich, alternate-history world.



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