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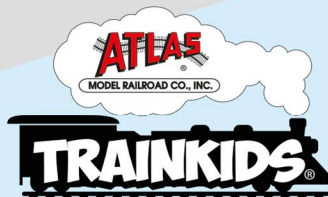
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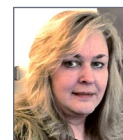
Model Railroad Hobbyist January 2020 | #119

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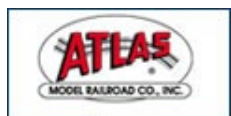
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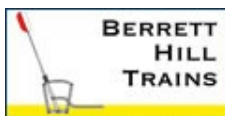
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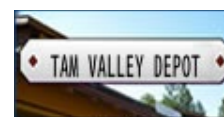
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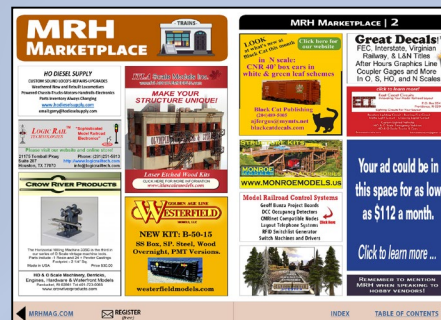
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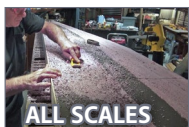
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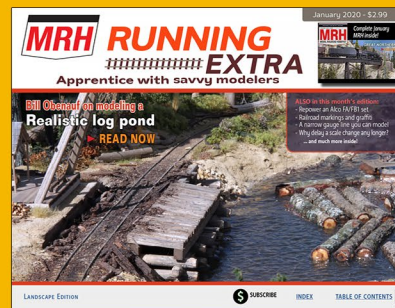


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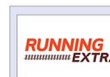


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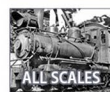
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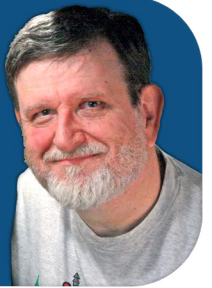
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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | January 2020

**JOE FUGATE: MAKING REALISTIC OPS
PALATABLE FOR NEWCOMERS ...**

★★★★★
RATE THIS ARTICLE

THE OP SIG (OPERATION SIG) AND ITS COUSIN the LD SIG (Layout Design SIG) are two special interest groups made up of modelers who have a passion for superb layout design and top notch ops sessions with lots prototype-based ops perfection. See opsig.org and ldsig.org for more.

While I thoroughly enjoy both groups immensely (I'm an ops guy foremost, remember) and I feel they have done much to advance the hobby as to layout design and realistic ops, I sometimes do some self-introspection about these groups as well.

Can we get so focused on the minutia that we become ever more a group of "elitists" – at least as to level of knowledge needed to become part of the special interest "clan" ... can we become so specialized that we forget the masses?

I know when we publish ops articles that focus on ops adminis-trivia (read: lots of rules with many process steps and associated paperwork), they do not rate well with our readers.

Yet contrast that with the November 2019 *Running Extra* ops article by Dave Husman, "Shipping a car on the P&R." Readers

rated this article the highest of all the articles in the November *Running Extra*, beating out all the other articles that issue.

What was the difference? I believe the answer is because Dave wrote an ops article that tells a story and doesn't focus on administrivia!

The MRH Staff has maintained that ops material can be made interesting, the trouble comes when operations articles get weighted down with with so much minutia that it puts readers to sleep. As a result, realistic ops gets a bad rap, and unfortunately, I don't think the SIGs are helping in that regard.

To me, a noble goal of these two SIGs would be to get a serious "back to basics" reality attack and decide to wrestle a really

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PUBLISHER'S MUSINGS | 3

tough problem to the ground: how do we introduce these concepts to beginners in a way that takes them by the hand, letting them dip their toe in the water, and then wade in slowly?

Otherwise, I fear these SIG groups have unwittingly adopted a form of planned obsolescence. They risk eventually fading away because they never took to heart the crucial notion of how to embrace new hobbyists without overwhelming them. These SIGs cater just to their existing audience with ever more complex ideas –and I fear are ignoring how to bring on board new blood in an engaging way.

Without a good influx of new blood and a deliberate focus on their needs, you're setting your group up to eventual obsolescence. I don't want that to happen!

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So how do you make operation into something that allows you to start simple and slowly add more complexity?

For example, here's how I kicked off op sessions on my Siskiyou Line. I just staged some trains and just had the guys run trains to get familiar with the layout:

"Okay Jim, you take the train on track 1 staging and run it to Rice Hill and take the siding.

"Walter, you take the train in the Roseburg yard and run it to Eugene staging. You will find a train in the Rice Hill siding, roll right on past.

"Tom, you wait until the train from Roseburg arrives in staging and then take the train on track 2 staging and run it to Coos Bay. Jim, once the Roseburg train passes you, go ahead and continue to Roseburg.

"And once you're in Roseburg, Jim, take 4 cars out and put them on an empty yard track, then swap ends with the caboose and the locos so the train can go back to Eugene staging.

"Oh yes, Jim, also add the cars on yard track 3 to the back of your train."

No car cards, no track warrants, no locals — just thru trains — and no dispatcher other than me doing a bit of playing traffic cop through the session. Just some simple moves to familiarize everyone with the layout and running trains. Also a very good way to shake down the layout and the equipment!

Next, session, I added train names and the notion of "swapping cars" with what's in the industry spur for a couple locals I had added to the trains to be run.

Third session I had a list of all trains to run and we ticked them off the list, running them in sequence. I gave meet directions verbally and



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we continued the swap cars approach for the locals. Those who had a train terminate in Roseburg or Coos Bay would just turn their train in the yard. We had no yard operator, per se.

Later, I added car cards to have car destinations and we inaugurated the Roseburg yard operator position now that cars had destinations. By this time everyone had gotten familiar with the towns and trains so yard ops was easy.

Finally, I added track warrants and a real dispatcher and we were set.

I evolved into the complexity bit by bit.

So that's how it's done. It takes thinking through the steps in an evolutionary way. Are the SIGs up to the challenge? ☒



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LAST ISSUE'S RATINGS

The three top-rated articles in the [December 2019 issue](#) of *Model Railroad Hobbyist* are:

4.8 December 2019 news

4.3 Scratchbuild a '70s gas station

4.1 Publisher's Musings: Introducing Deluxe Materials

Issue overall: **3.5**

Please rate the articles! Click the reader comments button on each article and select the star rating you think each article deserves. We depend on these ratings to help us determine which articles to publish, so your rating matters! ■

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RATE THIS ARTICLE

compiled by **JOE FUGATE**

Notes on the Cricut Maker

Cricut craft cutting machines can be used as a kind of poor man's laser cutter, and we've had many discussions about them on the MRH forum. Member **krjone01** relays his experiences in a recent thread[1]:

"My Maker is about the same size as the

Explore series, however, it feels to be heavier than the Explore. It had no issues cutting through 1/16" basswood overall this mechanized Xacto knife has a lot of promise. However, I'm not 100% certain all the software has been thought through. I will be running some more tests ..."

Read the outcome of these additional tests on the MRH website.



1. MRH forum member **krjone01** has been using a Cricut for a while now. He shares what he's learned on the MRH forum.

Read the full thread on the MRH website

► **MRH'S MONTHLY GREAT MODELER POSTS**

Fitting a layout into a shared space

In this thread, forum member **arvanlaar** asks for recommendations on putting a layout into a space he shares with the family[2]:

"The plan for the layout is to have an 8'x2' switching industrial area on the right hand wall just above the windows. The height from the top of the windows to the ceiling is exactly 24." My wife would like the bottom of the benchwork to start about 4-6" above the top of the window."



2. The shared family space MRH forum member **arvanlaar** has for a possible switching layout.

Member **ctxmf74** suggests an alternative:

"About 55 inches is high enough to place other furniture under the layout. If you keep the benchwork relatively narrow it won't interfere with other uses of the room. I'd just run the narrow benchwork across the window at 55 inches above the floor, you can still see out the window as the benchwork only needs to be 3 or so inches thick."



3. One way to do a layout in a shared space as suggested by MRH forum member **ctxmf74**.

For more details, visit the MRH website and read the full thread.

[Read the full thread on the MRH website](#)

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Modeling a roundhouse interior

Forum member **lloydthomson** asked what you might find in your typical roundhouse interior and several folks posted some sample photos. Forum member **gogebic** writes:

"I did a cutaway of my eight stall C&NW roundhouse [4] based on the prototype located in Ironwood, MI."

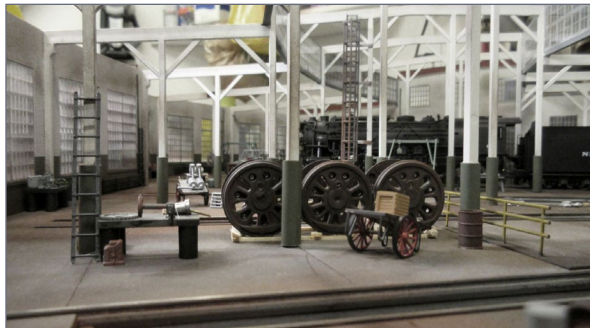


4. MRH forum member **gogebic** shared some photos of his roundhouse interior from the first generation diesel era.

Member **gmpullman** shows his steam era roundhouse interior:

"When I did my Walther's roundhouse [5], I scrounged lots of bench and tool details as I could find.

Herpa Minitanke makes a handy set of tools and benches (including a vice) that make a nice addition. I also simulated some steam-heat pipes along some of the outside walls."



5. Also MRH forum member **gmpullman** posted several photos of his steam era roundhouse interior.

[Read the full thread on the MRH website](#)

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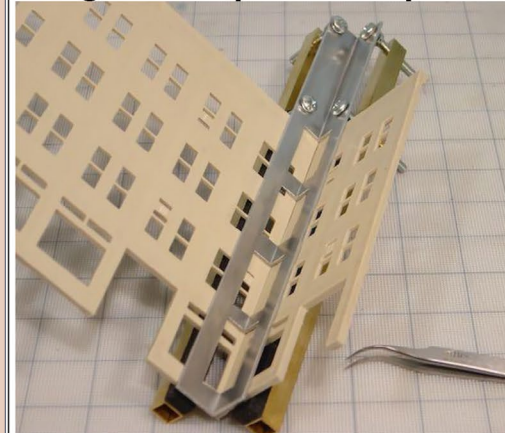


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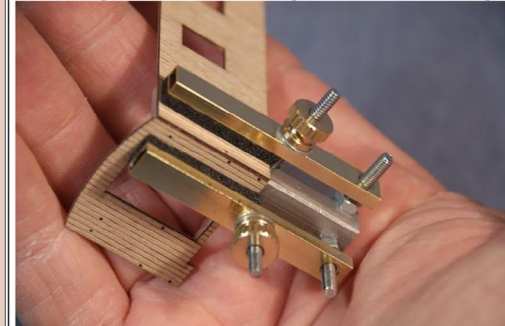
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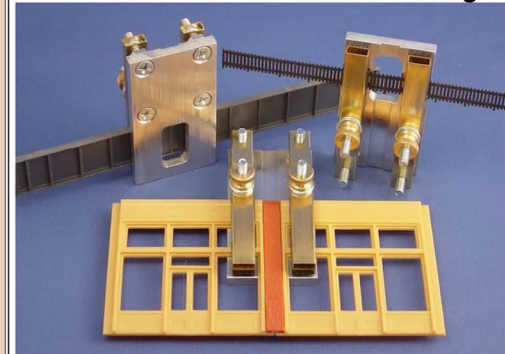
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Let's do an orange grove!

Forum member **Daylight484** needed to model an orange grove, so he relays the story of how it came to be:

"What is a Southern California rural community set in the 1950s without an orange grove?

"El-cheapo unmodified Chinese made orange trees (via eBay one bag of 20 for \$8 including shipping), added some ladders and fencing by Central Valley plus a couple of Preiser HO figures I had in the parts drawer. Also an old die-cast Jeep and trailer, plus a hand water pump leftover from the Campbell Kiowa trackside buildings kit. The Chinese oranges are a little oversize for HO, but not that obvious in reality. So, quite happy with the results."

For more details, visit the MRH website and read the full thread.



6. If you model an area such as southern California, you may need to model a citrus grove.



7. Here's a closeup of the citrus grove modeled by forum member Lyndon Spence.

[Read the full thread on the MRH website](#)

Stunning model photography

Forum member **erikclindgren** posted a holiday greeting thread with a couple awesome photos he recently shot. Here's one of them [8].

For more, visit the MRH website and view the full thread.

[Read the full thread on the MRH website](#)



8. MRH forum member **erikclindgren** uses actual smoke to make some amazing model photographs. For more of Erik Lindgren's photos, [click here](#).



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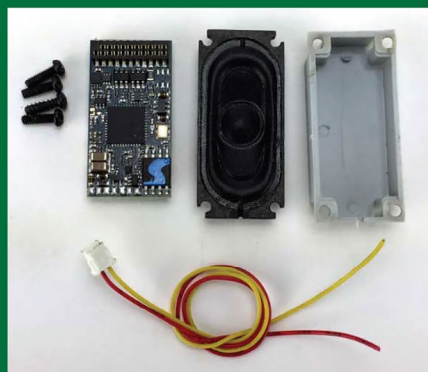
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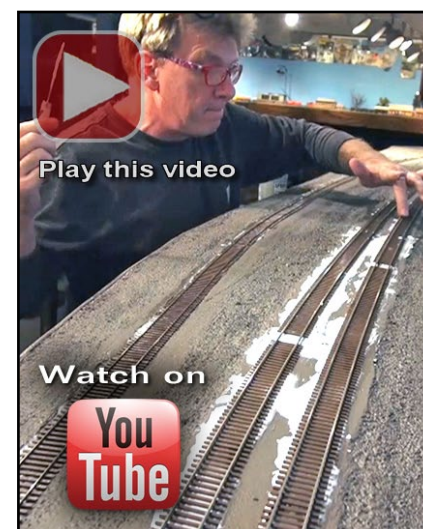
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Model Railroad Hobbyist | January 2020

KEN PATTERSON SHOWS BIG AND LITTLE
RUNBYS – IN G SCALE, HO AND HO_{N3};
JOHN SCHINDLER DESCRIBES HIS LAYOUT
PROGRESS ON THE ST. LOUIS JUNCTION
RAILWAY, AND **KEN** TACKLES NEW HOME
LAYOUT SHELF MODULES ...

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WHAT'S NEAT!

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January 2020 show

► PHOTOS AND VIDEO OF SUPERB MODELING

St. Louis Junction Railway



1. John Schindler started building his layout, the St Louis Junction Railway, in September of 2004 starting with cement basement walls in a space measuring 60x32 feet. He built out the room finishing everything with new electric wiring, 2x4 studs, and drywall painted sky blue. John doesn't like layouts where the models runs around in circles, instead opting to design an operating layout whereas the trains only move with written train orders and a dispatcher to make sure everything runs smooth.



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2. John started by building three huge staging yards and connected the yards to very long main lines with plenty of industry in between the holding yards. The layout is fully signaled using the JMRI platform in a computer connected to Digitrax hardware to control the signals. He said he had a lot of help from friends designing the scenery and building the structures. Many of the buildings are built from cardboard laminated with printed exteriors to save time in construction.



Also see the new "What's neat this week" weekly video podcast!

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WHAT'S NEAT | 4



3. His railroad's minimum radius is 36 inches with most of the benchwork measuring 54 inches high. He designed the layout with very wide aisles of about five feet so the operators would not feel cramped when running freight. One part of the layout has a hidden lower staging yard that uses a helix to bring the trains up to the mainline where all the action takes place.

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WHAT'S NEAT | 5



4. You can visit this layout during the upcoming St. Louis 2020 NMRA National Convention and Train Show. There will be a bus tour for one day and an operating session during one of the nights during the show. Check Gateway2020.org for more information on show dates.



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Layout construction with Ken Patterson



5. In this month's video I show you how I build my entire home layout with one new 13-foot long module as the example. In the video we show various tips and tricks in the process that I do not cover here in the text. It all starts with simple shelf brackets from the hardware store. The brackets are attached to the wall with the dimensions of the foam's thickness in mind. It all comes down to keeping the track rail height even and smooth for smooth train operation over my entire 157-foot main line. I do not use the open benchwork of 1x4s which has been a standard for more than 40 years in our hobby.

6. (Right top) Instead, I use metal stud material which can span gaps of six feet or more without sagging like wood.



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7. Once these studs are glued into place with simple Liquid Nails adhesive I stack and glue 2-inch foam sheets together to form the basic earth as a platform for all the scenery. I build all the sections of my layout so I can take them outside to shoot still photos and video runbys for the various manufacturers I represent for advertising media.

WHAT'S NEAT | 8



8. To keep the foam sections from flexing when being moved, I rout a groove into the foam to which blocks of wood are imbedded. Then I securely attach a plywood face with staples. The blocks are held in the routed groove with Gorilla Glue, an adhesive which sets up with water to start the curing process.



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WHAT'S NEAT | 9



8. Once the glue has set up, I use a Stanley Surform plane to clean up the expanded excess. The plywood in this case is 1/4-inch oak secured to the sides of the foam with Gorilla Glue and 1/2-inch staples. After the glue sets up, I use a cabinet trimmer to contour the sides of the wood to conform to the foam scenery.



WHAT'S NEAT | 10



9. The foam scenery is carved with bent and straight rasps along with the Surform plane until I have satisfactory topography. I take into account where rainwater runoff will flow in a prototypical manner.

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10. The wood sides of the module are treated with wood stain to match my layout room finish and sealed with three coats of polyurethane which ensures a shiny professional finish to the module. In between coats, I sand the polyurethane with 1000 grit fine sandpaper and water.

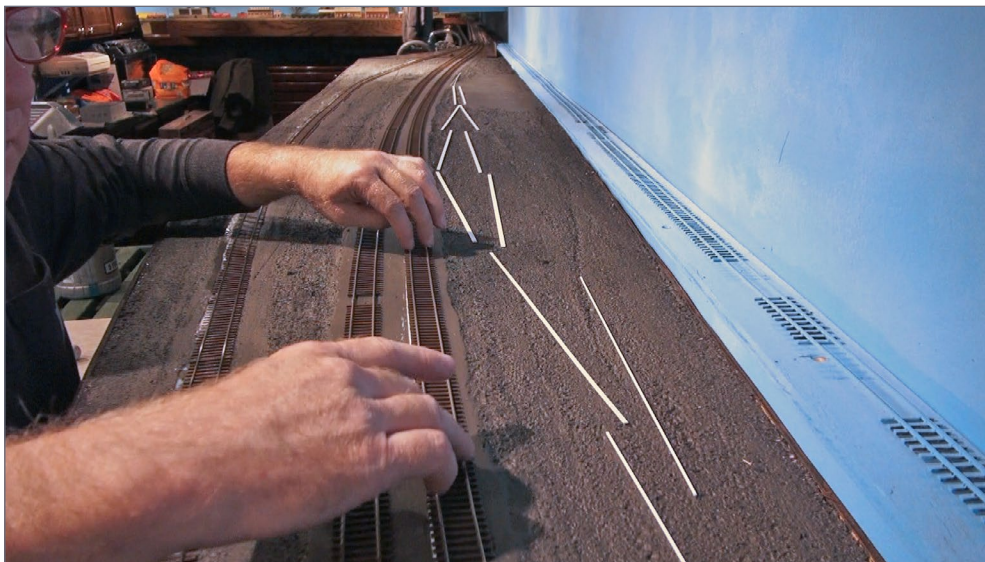
11. (Top right) I elected to use code 83 track from Micro Engineering on the double track main line, laid at 14 foot on center as per the prototype. Code 55 track from Micro Engineering is on the side track.

12. (Bottom right) Now, one trick I want to share with you here: How do you connect code 55 rail with the approach track of code 83 on the adjoining modules and the yard? It's very simple. Using Atlas N scale rail joiners, slide the rail joiner on to the code 83 track and flatten the rail joiner where the code 55 track will sit on top of this flattened rail joiner. Solder everything into place and you have a perfect flat and smooth transition between the two types of rail, as seen in this photo.

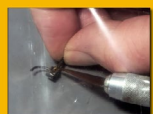


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13. To glue down the track and to add super-elevation to the curved mainline, I use Evergreen styrene .040" strip styrene glued to the surface of the foam and laying under the outside rail of the mainline. Simply glue all the track into place using a painter's knife to spread the DAP Kwik Seal and that's it.



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14. The glue dries clear and is paintable, allowing the ballast to stick as the scenery is put into place.

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WHAT'S NEAT | 15



15. Next time on "What's Neat" we will add scenery, roads, buildings, lights, block switches to control power, and additional details to make this module ready for amazing runbys and outdoor photography. ✓



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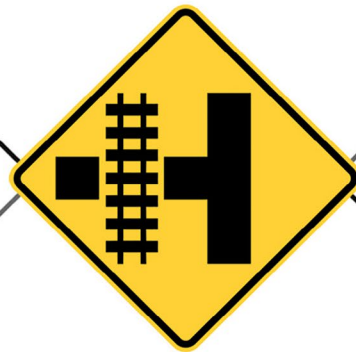
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Remote control with reed switches



Model Railroad Hobbyist | January 2020

1. With a latching magnetic reed switch, you can control the lighting in rolling stock such as a caboose with just with the pass of a magnet.

THE MRH STAFF on using latching reed switches for hands-off on/off control ...

BY USING A MAGNETIC REED SWITCH, YOU CAN easily turn on or off lighting or other electrical functions in rolling stock just by swiping a magnet close to the car. This can be far simpler and cheaper than wiring up a DCC function decoder to do this action.

A reed switch typically can be activated with a strong magnet even when it is separated from the switch by a thick wall or roof. The form E bi-stable or latching reed switch is a special type that remembers how it was last set (on or off).



On the other hand, a common form A reed switch is normally open, but closes when a magnet is brought near it, making the electrical connection. Upon removing the magnet the form A reed switch reverts to open again, it does not “latch” or maintain the closed (on) state after the magnet is removed. The magnet must be nearby to keep the form A reed switch closed.

Bringing a magnet near a form E latching reed switch will turn the switch on or off, and it will remain on or off even when the magnet is removed. Bringing the magnet close again can turn it back off or on. However, the magnet polarity (termed N for north and S for south) must be reversed for this switch to flip states.



2. A magnetic reed can also be used to control the lighting in a passenger car such as this GN business car.

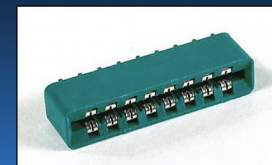
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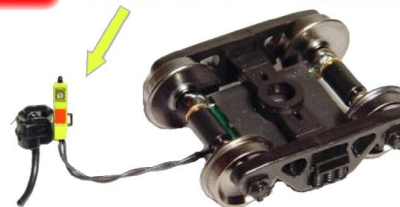
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REMOTE CONTROL WITH REED SWITCHES | 3

For more on the different kinds of magnetic reed switches, see the sidebar, "About reed switches."

Working with a latching reed switch

With reed switches, if the triggering magnet is strong enough, you only need to bring the magnet close to trigger the latching action. This means you can hide the reed switch behind rolling stock walls. Very convenient!



3. You can use a latching reed switch to control the lighting in a special foreground building such as this one.
David Kilborn photo



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REMOTE CONTROL WITH REED SWITCHES | 4

Form E latching/bi-stable reed switches are not easy to find, and are available only from a few online stores. Smaller latching reed switches tend to come and go on the market, so when you see some you're interested in, stock up!

See the shopping list link at the end of this article for full details.

The bi-stable latching reed switch MK24-B-2-OE on the shopping list is extremely small [4] and has a specific polarity due to the magnet inside the package. Just place the reed switch near a trigger magnet and allow the reed switch to orient itself. It will self-align to the actuating polarity of the trigger magnet.



4. The DigiKey MK24-B-2-OE reed switch is less than $\frac{1}{4}$ " long, seen here next to an HO bay-window caboose. This is small enough to be used even in N and Z scale.

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REMOTE CONTROL WITH REED SWITCHES | 5

You control a reed switch with a magnet along its length. You can buy a small strong cylindrical magnet and epoxy it to the end of a 0.040" styrene strip to make a convenient control wand [5].

The shopping list includes a magnet that works well for this control wand.

It helps to label one side of the styrene handle as "ON" (same orientation as the reed switch actuating polarity as mentioned earlier) and the flip side as "OFF."

You activate the latching reed switch placing the control wand magnet close to it, and flipping it between the "on" and "off" sides.



5. By locating the latching reed switch inside the caboose bay below the window, it's easy to use the control wand to switch the lights on and off. In this caboose, it's installed in the bay closest to the roof lights as a reminder of where to pass the magnet.

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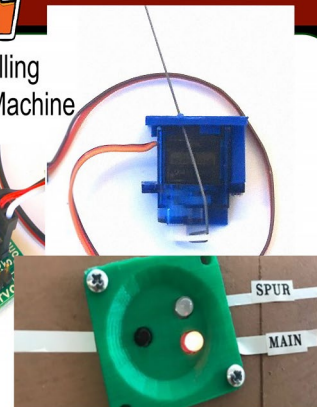
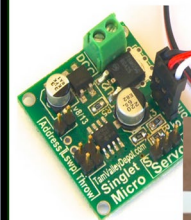
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In [5] you can see the control wand magnet and the location of the reed switch behind the caboose wall in the bay window. Use the wand with the magnet oriented in the "ON" position to turn on the latching reed switch and flip it over to the "OFF" orientation to turn the reed switch *off*.

Using magnetic latch reed switches in this way is less expensive and simpler to install than a full-blown DCC function decoder. They provide great one-swipe on-off control of any low voltage circuit.

It's beyond the scope of this article to get into any specific circuits. Just wire the reed switch into your circuit like you would any on-off switch.

Do give magnetic reed switches a try. They work especially well for controlling lighting in rolling stock in a convenient hands-off manner. ☒

SHOPPING LIST: Find the latest shopping list for this article here: mrhmag.com/magazine/mrh2020-01/electrical-impulses.



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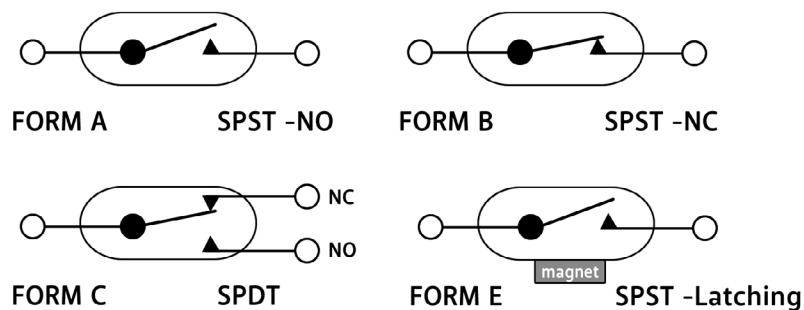


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ABOUT REED SWITCHES



Types of reed switches

Form A: Single-pole single-throw (SPST) normally open (NO) magnetic reed switch. Bringing a magnet close to the reed switch closes (turns on) the switch. Upon removing the magnet, the switch goes back to open (off). Note the closing is momentary.

Form B: Single-pole single-throw (SPST) normally closed (NC) magnetic reed switch. Bringing a magnet close to the reed switch opens (turns off) the switch. Upon removing the magnet, the switch goes back to closed (on). Note the opening is momentary.

Form C: Single-pole double-throw (SPDT) magnetic reed switch. One contact is normally closed (NC) and one contact is normally open (NO). Bringing a magnet close to the reed switch causes the open contact to close and the closed contact to open. Upon removing the magnet, the contacts go back to their original state. Note the switching of states is momentary. ... *continued, pg 8* →

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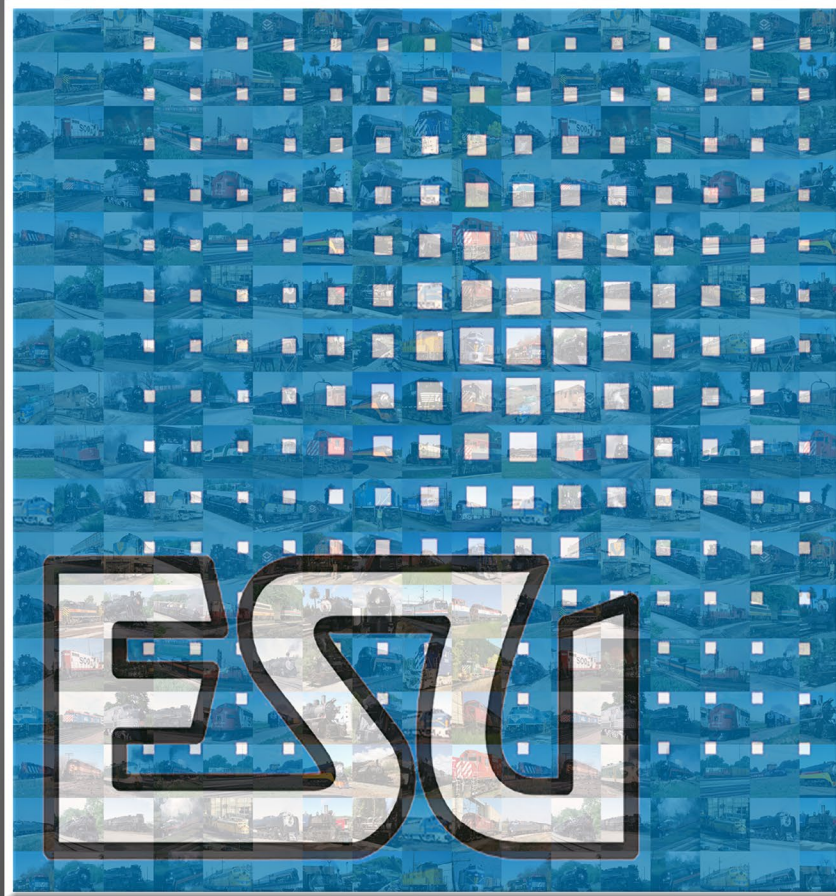
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ABOUT REED SWITCHES, ... *continued*

Form E: Bi-stable latching magnetic reed switch that typically starts normally open. Bringing a magnet close to the reed switch causes the state to flip, depending on the polarity of the magnetic field. One polarity causes the contacts to close, the other polarity causes the contacts to open. Upon removing the magnet, the reed switch remains in its last state, either closed or open. Note the switching of states is permanent until the magnet comes close again with reversed magnetic polarity.

A latching reed switch includes a tiny magnet on its glass tube, not strong enough to close the contacts itself. When bringing the control magnet close with its poles oriented in the same direction as the tiny magnet, the magnetic fluxes add up, and the contacts close. When the control magnet is removed, the tiny magnet holds the contacts closed.

To open the reed switch again, bring the control magnet close, but with its poles reversed. This time, the magnetic fluxes subtract, and the tiny magnet releases the contacts. Since the tiny magnet alone is not strong enough to close the reed switch, it now remains open. ■





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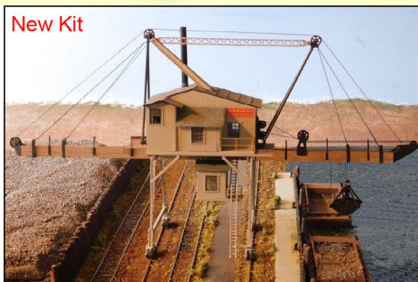


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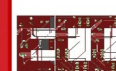


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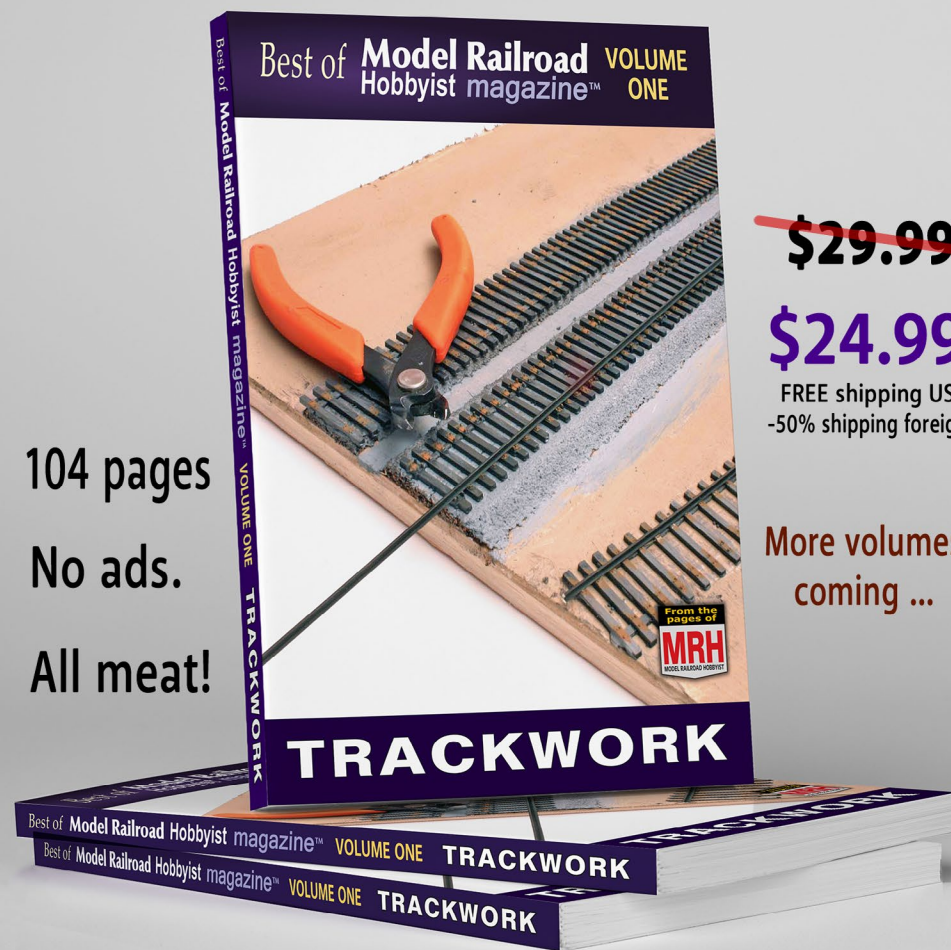
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1. Bob Truax models the Great Northern in the mountainous Montana area during the steam-to-diesel transition era. Bob started this layout on a whim in the late 1980s, but thanks to an enthusiastic model railroader who was willing to tirelessly tutor him, Bob's model railroading interest blossomed into this visually stunning layout.



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MRH: BOB, HOW DID YOU FIRST GET STARTED in the hobby?

Bob Truax: I had a Standard Oil Station and a lot of old timers would come in, have coffee, and just chat. One customer of mine, Dick Coble, came in one morning and he mentioned he was taking pictures of his “railroad tables” he built for his grandkids because he wanted to sell them. His grandkids were no longer interested.

I was just getting out of car racing, and I had been into trains as a kid. So I thought, well, maybe this would be something else to do – so on a whim I bought the tables!

In the meantime, Dick took me to visit a model railroad layout open house in Grand Ledge, MI, just outside of Lansing. It turned out to belong to Doctor Hewett, the doctor who had delivered my three boys twenty-five years before!

I never knew *he* was into model railroading!

MRH: Yes, you just never know, do you? So what did you do with those train tables?

Bob: I brought the train tables home and set them up. Along the way I had also met Walt Griffin – he was working with Doc Hewett. I asked Walt to come over to the house and look at my new train tables and see what else I might do with them.

Walt looked at the tables and said, “If you’re serious about the hobby, I’ll draw you up a track plan and I’ll work with you – and tutor you.”



2. Freshly washed FT-A number 410 and its matching B unit idle in the yard at the head of a manifest freight train while the Montana rockies loom in the distance.

So Walt came over two nights a week and tutored me. He would give me a project to do, like I was doing homework.

First, I had to build walls in the basement and put in a ceiling. You need to prep your room before you can start the railroad, so I did all that.

Then Walt did a track plan and helped me get a good start with the benchwork. Pretty soon, I had all the benchwork done.

As I put up the fascia, I said to myself, “Well, if I’m going to do this, I want it to look like a piece of furniture.”

Walt next taught me how to do track laying and to do hand-laid track. We used code 83 on the main line, and code 70 in the yards.

Walt taught me how to install the switches and wire them up.

Walt also showed me how to build scale buildings.

I did all the scenery on the railroad with Hydrocal. That included things like the highways and the roads – even the sidewalks I hand-carved from hydrocal.

I wanted the layout to have a museum-like quality and look real, that's what I was shooting for.

Believe it or not, this is my first real model railroad project I've ever done – and I'm pretty proud of this.

MRH: Walt sounds like a great tutor. How did he think you were coming along with your hobby skills?



3. Bob kitbashed this ten-stall roundhouse by using a number of Heljan turntable stall extension kits. Bob laminated the brick sheets on the interior as well, giving a realistic brick texture on the inside as well.



4. Here's a closeup view of Bob's turntable, which is long enough to turn an articulated like this 2-8-8-0 number 2023. Looking at the locos here and in [3] you can also see some neighboring road power from the SP&S and the Northern Pacific.

Bob: Walt just couldn't believe what I came up with. He just shook his head and said, "Man oh man, I give you a project to do, then I come back a week later and you've done so much!"

In Walt's original plan, the railroad was supposed to end only about five feet behind me here. I decided to keep going, so I busted holes through five concrete walls and one closet!

Now the main goes all around the basement with a branch line and everything.

MRH: What do visitors first think when they come down into your basement and see all this?

Bob: When they walk down that stairway and see the layout, they freeze and can't believe it. Many say, "My gosh, I've never seen anything like this before!"

I just tell them, "If you can get a dream or a thought in your mind – if you can get a vision – you just go from there."

Like me you can start out small, but once you get into it, it slowly gets bigger and bigger – and better and better. It just keeps growing. And eventually you can end up with pretty much what you envisioned.

That's what I have done!"



5. This short stock car transfer run rolls through town, pulled by 4-6-2 number 1376. The characteristic GN Belpaire firebox clearly shows in Great Northern's attractive olive green boiler and red cab roof Glacier Park paint scheme.

MRH: What specifically are you doing in this space?

Bob: I model the Great Northern Railroad. Some ask, "What's the Great Northern Railroad?"

I tell them the Great Northern Railroad ran from Minnesota, across Montana, and all the way up into Oregon. I like the Northwest part of the line up through Montana, so I picked



J. Fugate

THE POWER OF MENTORING A NEWCOMER

One thing really stands out to me about Bob Truax's journey in the model railroading hobby: how he was mentored by modeler Walt Griffin.

Walt did the hobby a great service by mentoring Bob – just look at the fantastic layout Bob has built! The hobby would be just a little bit poorer if Bob's very scenic layout did not exist.

Bob got started in the hobby as something of a lark: he bought some cast-off modeling railroading tables built for kids on a whim. It's easy to imagine Bob's hobby experience would have been very different had Walt not stepped in to mentor Bob like he did.

Walt's willingness to help and mentor new-and-upcoming modeler Bob Truax serves as a great example for us all. It also serves as exhibit A on how powerful mentoring a newcomer can be.

Plus Walt's example also should act to prod the rest of us into watching for ways we can mentor and tutor hobby newcomers.

If more of us were willing to step forward and tutor hobby newcomers, what do you think that might mean for the future prospects for this hobby we all love?

I also address this idea somewhat in my "Publisher's Musings" editorial this month. The more popular hobby special interest groups need start taking a more long-term view of their mission. Let's go beyond just serving those already in-the-know – let's secure the hobby's future and make tutoring newcomers a core part of the group's mission.

I love Bob's story of how Walt Griffen contributed to his success. More of us old timers need to take this message to heart!

Montana to model. I like the mountains and trestles, so that's what I decided to do. I didn't want to go with a flatland railroad.

I also like the great Northern colors. As you can see, my shirt has the GN goat, so they like to call me the "old goat."

I wanted different elevations and different levels on the layout.

MRH: To get those different levels, what kind of grades do you have?

Bob: I have grades that run mostly 2% but I do have 2.5% on the branch line.

The railroad climbs from 52" then goes through a tunnel and keeps climbing to reach an area that's from 54" to 56". Then it goes around a curve and keeps climbing up around, and it goes to 58" total – all without a helix.



6. Bob likes to model railroad and highway maintenance equipment as well. Here we can see a couple pieces of track maintenance equipment along with a nice model of a road grader.



7. Here's one of Bob's highway truck models with a very nice diesel Cat load. Bob has an extensive collection of HO truck models from the '40s and '50s on display in his layout room.



8. Here is some of Bob's extensive collection of '40s and '50s vintage semi trucks. Several more reside on the layout in various scenes. Bob's dad was into trucking, so the interest comes naturally!



9. Bob also loves to model structures, such as those you see here in this nice city street scene on his layout. Notice the cosmetically pleasing curve and the nice sidewalk modeling!



10. Here is an overall wide view of the scene in [9]. Note Bob's care with layout esthetics and the nice furniture look to the fascia.

I was told by a hobby shop owner when I was first getting into trains that steam engines would never pull a 2% grade. But I did it, it looks good, and things run perfect.

MRH: Why model the Great Northern in Montana?

Bob: I like the Great Northern and the Northwest because I was in a logging family. The Truax name ("True Axe") is a logging name.

My dad was a logger – I worked in the woods with my dad. So I had to have a sawmill because I remember the old steam engine sawmills that cut lumber back in the early fifties. The lumber business has always been in my blood, so I had to have that.

On my railroad, I have Truax Mining that bought one diesel engine for their company. And of course, I have a logging area, which is just what I wanted.

MRH: How did you develop the track plan – was it very hard?

Bob: My tutor Walt Griffin did the mainline track plan and I just did the rest as it came to me. I like to build buildings, and once you get the buildings to go somewhere on the layout – you need to build track to the buildings! I would add several buildings to make a nice diorama-like scene and run track into the scene.

I would determine where I needed to add switches and cut the track out to add the switches. Walt showed me how to measure and cut track to make room for switches.

If I wanted to diorama of a logging area, for example, I'd just concentrate on building that with the sawmill and everything. I added a branch line for many of these new scenes.

The whole thing just kind of happened.

MRH: When was it you started construction?

Bob: I built the benchwork in 1988. By 1990, some I had scennicked some 90% of it in just two years. We really worked hard on it, including the electronics because I used Bruce Chubb's computer-directed progressive cab control on the layout. Doc Hewett was getting out of the hobby, so we inherited all his electronics and controls.

Walt and another fellow did all the progressive cab control programming to go with all the relays and electronics we acquired from Doc.

As to the electronics underneath, there's 52 pairs of phone cable in the main room. And then for the side room there's another 25 pairs going out there for signaling.



11. Griffin Trestle, named after his mentor Walt Griffin, stands out as one of the most breath-taking scenes on Bob's layout. It certainly gives that Rocky Mountain feel to the layout.

It was all hooked up to the switches, so the computer read the status of everything and allowed us to control everything through it.

That means there's a lot of wiring underneath this railroad. I had never done anything like this before, but I did most of it myself. And then Walt came in and he'd do the programming.

To make a long story short, in 1997 the hard drive crashed on the computer. So I went DCC. Now I tell modelers if you're going to start a railroad, you don't build it unless go DCC on it!

MRH: What DCC system did you elect to go with?

Bob: NCE ... North Coast Engineering. I like NCE because the throttle has a big screen on it and you can recall six engines, for instance. It's really the way to go.

MRH: What decoders are you using and why?

Bob: I started with the original DSD Soundtraxx sound decoders for steam and diesel. I am now going to Tsunamis and I recently installed an Econami 100 with a current keeper on it. I love the Tsunami steam sound. You close your eyes and swear to God you're right there with a real steam engine. I really do enjoy those decoders.

MRH: How do you program the decoders?

Bob: I program right on the main with my NCE. You can just type in your CV values. I like to get into advanced programming on my engines. For instance, you may notice as the engine takes off, the bell rings and the whistle blows automatically. You also get the siderod noise and it just comes up automatically.

I want to go to Tsunami2's so I can really get the dynamic exhaust and everything. That's my next project!

I've got probably eight brass steam locomotives with sound in them and probably six first-generation diesels. I just love the sound – they don't make smoke, but they do sound good!

MRH: You're not using JMRI to program with, then?

Bob: No, just programming on the main with my NCE hammer-head throttle.

MRH: Let's talk about building this layout. How did it go?

Bob: I started the construction by installing L-girders around the room and everything went fast. I had no problem.

Matter of fact, I had the Michigan State volleyball coach, Chuck Erbe, come visit. He was just getting into the hobby and told me "this is what I want."

So I went over there and we started cutting L-girders and I showed him how to put them up. But I told him, Chuck, before you go very far, you need to get this room ready. Put your drywall and your backdrop up first. Then I'll come back and we can do the rest of the benchwork.

I did the same thing to him that Walt did to me – get these things done, then I'll be back over. I enjoyed helping and it turned out to be quite a fun project!

MRH: Nice to hear you're passing along Walt's good teaching! What kind of track are you using?

Bob: It's all handlaid track using rail in three-foot lengths. I'll solder two pieces together into a six-foot section on curves.

I lay the rail on Central Valley ties – that's what really what makes it look good. The CV ties come in a 12 inch strip.



12. Every so often, Bob rolls out this eye-catching fire prevention car as a special run. It's certainly hard to miss!

You draw your track center line, line them and glue them down.

Every tenth tie, I put a spike in. And then you alternate on the other side, like a skip and a hop. That's a lot of spikes and a lot of drilling! I lay the track on cork roadbed in yards and taper it up to meet the elevation of the main.

I use Homasote roadbed for my main on my railroad because I like how it absorbs the sound. I don't like the hollow sound from plywood.

I handlaid all the track and put a golden spike over here where I finally connected it.

MRH: What has been the hardest part of doing this layout?

Bob: The wiring was the hardest. When you use Tortoise switch motors and you have a computer, you have to run wires from the turnout to the tortoise control cards and then to the input cards connected to the computer.

And then you have your leads from your fascia switches. And then the three wires that go up to the switch to power the frogs. I had to learn it all. Walt taught me everything.

I did it all over again with the move to DCC. I did all the wiring the hard way starting out. But I learned a lot going the hard way.

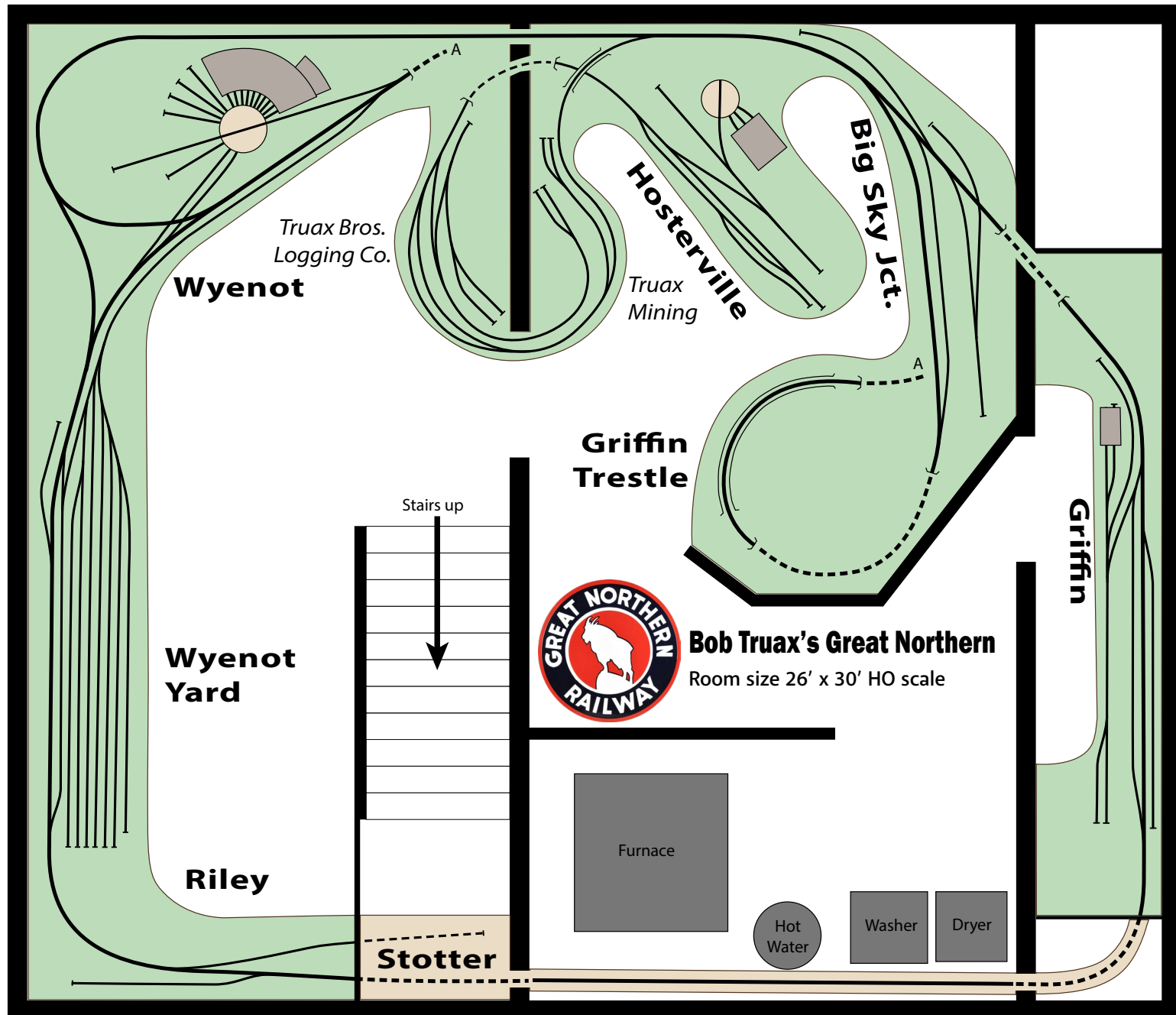
They have so much new stuff out today, it's a lot different than it was when I got in.

MRH: So no nasty surprises?

Bob: Not really. I had a lot of good tutors. For example, down here in Riley, I did not know how to do ground cover. And my buddy, Robert Ferrick, showed me how to do a six inch piece of dirt road, ground cover, and all.

From there, I just took off. I used a lot of latex brown paint to lay it down and then put my ground cover on it so I could blend it in. And it came pretty easy, I was really surprised.

13. Bob's track plan. His layout fits in a 780 square foot space.



On the buildings, I do a lot of kitbashing on the buildings. I'll cut them up to fit a certain area. Walt would come over and he would say, "You know, I just don't have the patience you do. You learned this so quick."

I must hand it to Walter. He was the best tutor.

MRH: Walter really helped you a lot. What do you think of how it all turned out?

Bob: I love that I can come in here every day, look at it, and go back in time.

I like to study it, look at from different directions. When I do, I see new views I had not seen before. Once you build something like this, it's a real pleasure, I'll tell you.

I also enjoy sharing with other people. I have a lot of open houses I like hearing the comments from those who visit. It's a real trip.

MRH: Looking at the displays on your walls, we can see you're big into making models of trucks. Tell us about that.

Bob: I'm from a trucking family. My dad had a steel rigs when I was a child and being in logging he was around trucks. I drove my first semi at 15 years old and got away with it, but I always had an adult with me. They would just slide over and let me drive.

You look at these trucking companies in the 40s and 50s and they had different trailer paint schemes.

When I got into model railroading, one of the fellows here in Lansing wanted me to do some work on some HO scale semis for him. I said, "Sure, I'll do that."

And, and it just grew from there. I built all these log trucks, for instance. I do a lot of Ulrich, kitbashing them, cutting the frames and putting sleepers on them. I also do a lot of Sheepscot. I've got so many of them now I don't have any more room to put them.

So I don't build any more trucks for myself – I still build a plenty of them for my buddy, for his layout.

If you're going to do the 40s and 50s, you could buy a Mini-Metal, but everybody's got those. I want something different. When you come down here looking at my layout, what you see here you won't see on another layout. That's a lot of fun for me.

MRH: Any other thoughts about your layout?

Bob: To me a model railroad is like a painting only more. You look at a painting and it just sits there. A model railroad, though, comes to life.

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BOB TRUAX'S GREAT NORTHERN | 21

Once you turn the switch on, you bring it to life. It has the steam sound and all that. And I used to have a box underneath the layout with a thunderstorm and dogs barking.

I found a chip of other day for doing sounds but I'm missing my sound box. I had it up on the branch line because there's an old dog up there barking at a cat and a thunderstorm coming in on the backdrop. It was really cool.

I'm looking forward to my next open house and I also have a New Zealand fellow coming in later. I just like sharing this thing.

At my wife's chiropractor, she was speaking to one of the ladies over there and the doc and everyone was talking about my railroad. "Oh, my husband loves trains ..." she said!

So I invited them to come over with their kids. I like to share it with the kids and maybe get them started in the hobby! ☑



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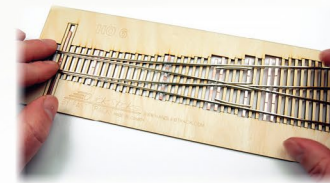


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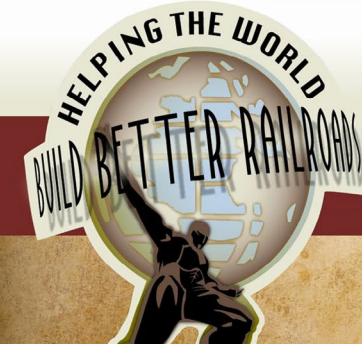
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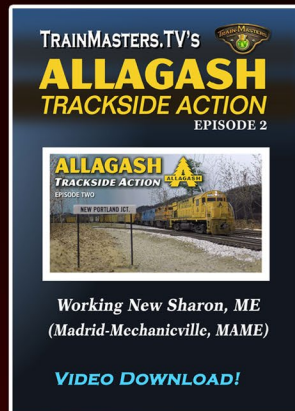
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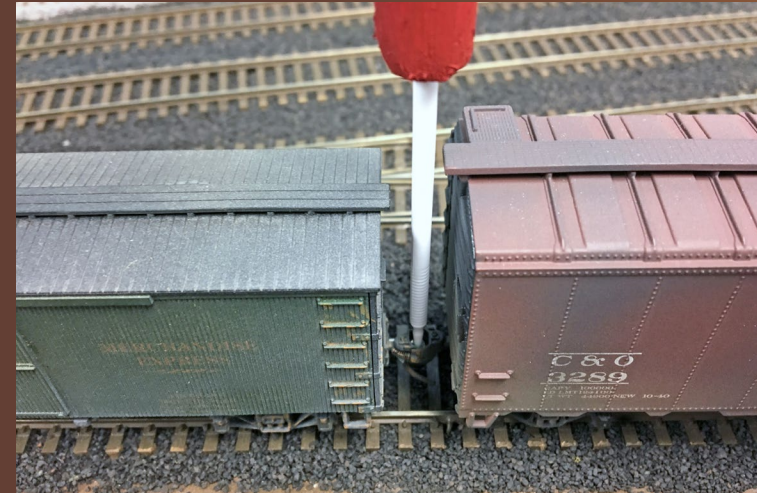
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Making the ultimate uncoupling tool



Model Railroad Hobbyist | January 2020

MICHAEL ANTEAU pursues getting the best uncoupling
tool ever ...

I MODEL IN HO SCALE AND I AM CONSTANTLY looking for new ways to uncouple cars. I have some uncoupling magnets on my layout, but in many cases I want to uncouple where I don't have a magnet and that means using an uncoupling tool.

I have uncoupled cars using commercial tools by RIX and Kadee which work pretty well. I have also used the trusty bamboo skewer. The skewer is okay, but it often gets stuck and I end up derailling cars.



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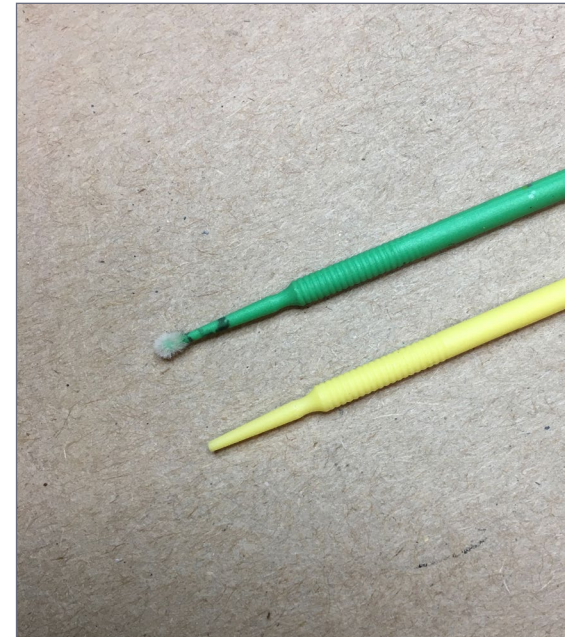
I use Microbrushes for some of my model painting, and I use disposable foam brushes for painting benchwork and scenery. It occurred to me that instead of throwing these away, I could combine them to make a great uncoupling tool.

The construction process is very simple and the resulting tool works very well. I now have plenty of these excellent uncoupling tools for all my operators for a very small cost in materials and time.

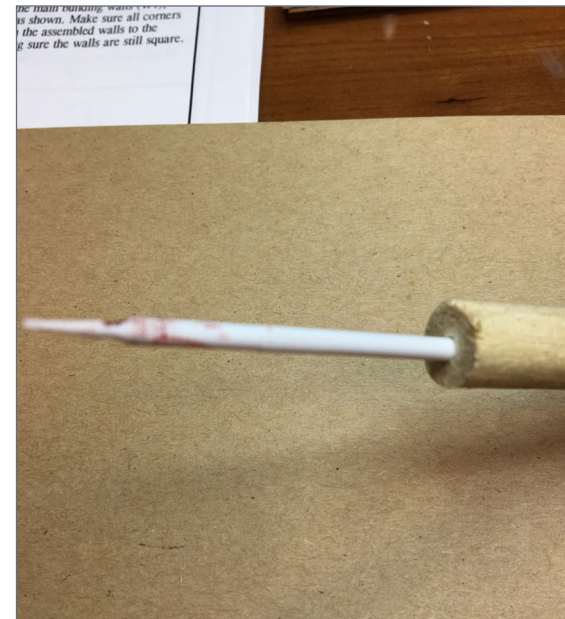
Follow along as I create this uncoupling tool.



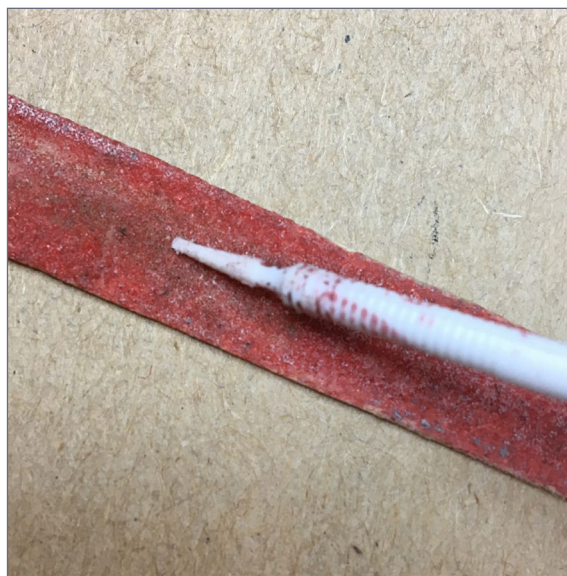
1. Prepare Handle: I start with a used, disposable foam paintbrush. The size doesn't matter. Cut the foam top off the used paintbrush so you just have the handle. This larger handle size makes the uncoupling tool easier to hold.



2. Prepare the pick: You will need a used Microbrush. The brand and color don't matter, although I've found the white and yellow ones are the easiest to see when inserting between cars to uncouple. Cut the foam tip off of the brush with a nipper or hobby knife.



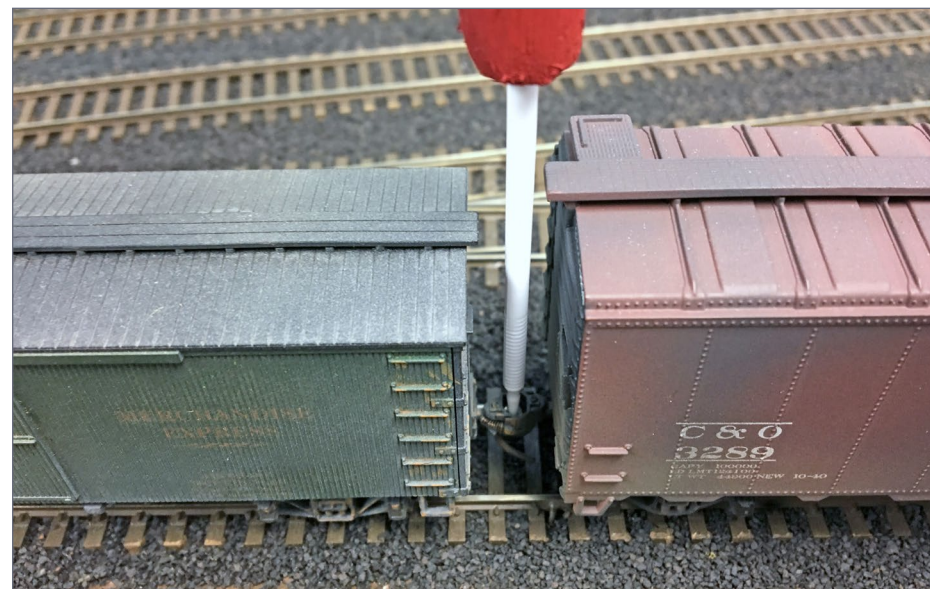
3. Assemble the tool: Drill a 1/8" hole in one end of the handle. Insert the Microbrush into the hole. The fit will be tight enough to hold the plastic brush handle, but you will be able to pull the Microbrush out and replace it if it gets too worn.



4. File the tip: The secret to making the tool work better is to file the tip of the Microbrush flat. This makes it easier to insert between the coupler knuckles. I use an emery board and file both sides of the tip, so it forms a chisel end.



5. Paint the tool: I paint my uncoupling tool handles red to make them easy to find around the layout. I use inexpensive craft acrylic paint. The exact color doesn't matter, so use any color you like.



6. Insert and twist: To use the tool, simply insert the chisel blade between two coupler knuckles and give a gentle twist. The fat handle makes the tool easier to hold than a bamboo skewer. If the plastic tip becomes marred, file it again with the emery board. When it becomes too worn, pull it out and replace it with a freshly filed Microbrush. Happy uncoupling! ☑

TOOLS AND MATERIALS LIST

Tools

Drill
1/8" drill bit
Hobby knife
Small paintbrush
Emery board or fine sandpaper

Materials

Used disposable foam paintbrush
Used Microbrush
Acrylic craft paint (red or preferred color) ■

MICHAEL ANTEAU

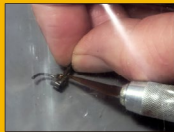


Michael Anteau comes from a railroading family. His grandfather was an engineer for the C&O and his father was an engineer for CSX.

Michael was bitten by the model railroad bug watching his dad's Lionel trains, and he built his first 4x8 layout at the age of 10 on a sheet of plywood on the dining room floor! Michael is now working on

his "dream" layout, a prototype freelanced coal hauling railroad set in transition-era West Virginia. His lovely wife Angie leased him the largest room in the basement and she actively encourages his hobby.

Michael lives in Northwest Ohio and works in Information Technology. He has two grown children. When he is not working on the Nicholas & Ashley Creek RY, Michael also enjoys playing piano, biking, hiking, traveling and winemaking ■

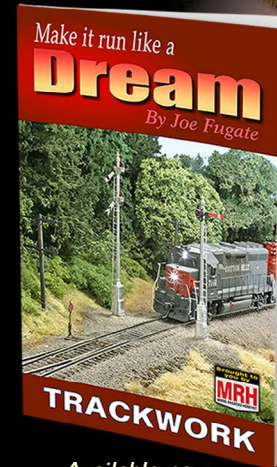


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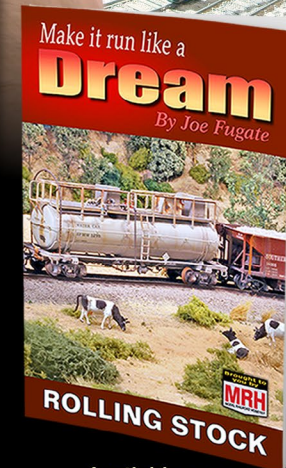
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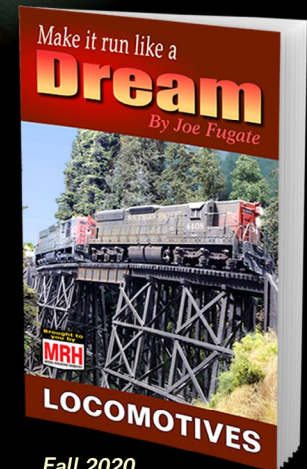
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Youth in Model railroading



Model Railroad Hobbyist | January 2020

1. Craig Willett briefs the youth members at a La Mesa club's youth-only operating session. Craig rides in from Wisconsin to help, bringing his expertise as retired Amtrak Assistant General Manager Train Operations: Midwest Corridor – and as Milwaukee/Soo Director of Operating Rules. *Scott Maase photo*

AL CUEVAS details the La Mesa club youth operating sessions ...

APRIL 2019 MARKED A SIGNIFICANT MILESTONE for the La Mesa Club. The club's noted Tehachapi Pass layout was turned over to a group of youth members for an op session. Regular Member Al Cuevas wrote this letter to the members about his experience that day:

YOUTH IN MODEL RAILROADING | 2



Recently, a fantastic ops session took place on Tehachapi. It was unusual and groundbreaking for the La Mesa club. Youth members ran the under the hands-off supervision of a few senior club members.

Let me start from the beginning:

A few months ago, Vic Yoder and Mike Cartabiano proposed a different kind of operating session. This session would be governed by track warrants, and run by youth members. As I am not a big fan of operations, I didn't pay much attention to this.



2. SP Bakersfield Yard set up for operations to start.

However, when Mike offered me a free ride down to the club I accepted.

The day started off with Vic and a few others giving a short planning session for the entire group.

Trains would be staged at Bakersfield and Mojave. A youth member was assigned at each location to start them off.

Once trains arrived at Tehachapi or Bena, the crews would contact the train dispatcher for a warrant giving them main track authority between these two points.

Vic gave the dispatchers (there were two different ones while I was there) some basic track warrant instructions. He, along with



3. Deangelo Rodriguez is the yardmaster at Famoso (West Bakersfield staging).



4. Travus Clark writes out track warrants at the dispatcher's desk. The CTC machine was turned off for this session.

other senior members who included Mike Cartabiano, Wayne Penn, and Bryn Ekroot, provided guidance and resolved issues during the session.

It was really rewarding to see the energy and seriousness that our young members gave to this event.



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5. Bryn Ekroot helps with crew assignments while Mathew Tommasino assists.



6. Zach Franey copies a track warrant at Caliente.



7. Greg Whalen waits for a warrant at Woodford. Radios were in short supply, so some warrants were transmitted over the TTTO telephone line.



8. Cameron Centel checks his warrants as his train descends the Loop.



9. A BNSF train occupies almost the full length of the main at Woodford.



10. John Gerdes and Greg Whalen enjoy their time at Woodford.

Every once awhile I hear that the hobby members are “getting old” and that the hobby will die out. Not if our youth members have anything to say about it!

We got to witness the future of the La Mesa Model Railroad Club during this session. It looked pretty good. I have added a few more pictures of some of the members participating. Take some moments to enjoy them. – *Al Cuevas* ✓



RAILROAD GRAFFITI
TONY THOMPSON looks at railroad markings and graffiti

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In **MRH** **RUNNING EXTRA**



11. Front, left to right: Travus Clark, Philip Kovelman-Ottillie, and John Gerdes; Rear: Jacob Giglio, Deangelo Rodriguez, A.J. Picken, Greg Whalen, Cam Anderson, and Zach Franey. *Scott Maase photo*



D. Mitchell

HOW THEY HANDLED IT

The Young Member program has increased youth interest and participation in club activities to a point where the special event witnessed by AI was created. This first session was so popular that a second session soon followed, with a 50% increase in the number of young operators participating.

Most of the modern equipment is brought to the operation by the participants. It gives a contemporary look to the almost timeless setting of Tehachapi as well as giving the participating youth a chance to run trains contemporary with what they see in their lives.

The required preparation for these track-warrant-controlled sessions is minimal. The equipment used for the obligated daily running during Museum hours is sidetracked ahead of time, making room for the modern equipment to be placed on the rails the morning of the session. The first train is then ready to leave by the time the Museum opens for the public.

We are watching the torch being passed to a new generation of prototype operation modelers.

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KEEPING YOUTH OPERATIONS ON THE RIGHT TRACK



The La Mesa club was formed in 1961 by a group of teenagers who couldn't gain admittance to existing clubs because of their youth.

Since that start over 55 years

ago, the club has continued to admit young modelers. The Youth Member program now provides guidance, education, and a sponsor for each young modeler.

Included among the sponsors and advisors are professional railroaders from Amtrak, BNSF, Metrolink, and UP. They bring exposure to "real railroading" that guides the conduct of TWC operations by the youth. – *Don Mitchell*

Continued on next page ...

12. From the left, Amtrak Engineer Matt Neal, BNSF Senior Manager PTC Interoperability-Reliability Tom Batts, and Train Dispatcher Vic Yoder are among the group of professional railroaders who help keep Youth Member operations on the right track. *Mike Cartabiano photo*

KEEPING YOUTH OPERATIONS ON THE RIGHT TRACK CONTINUED ...

LAMESA MODEL RAILROAD CLUB, INC.

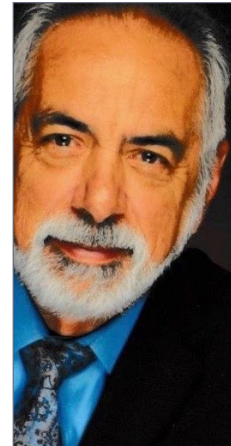
YOUTH MEMBERSHIP PROGRAM V1.6

1. **Youth Membership:** The LMMRRC will establish and maintain the Youth Membership Program defined here under for the management of minor aged members who are defined in Article 1, Section 1 of the current LMMRRC Bylaws.
2. **Youth Membership Program Goals:**
 - a. Provide a dynamic and fulfilling learning experience about model railroading.
 - b. Help youth members acquire new skills.
 - c. Help youths learn how to be contributors to a community with common interests.
 - d. Provide youths with a positive outlet for their energies and interest in model railroading.
 - e. Give adult members guidance for youth member interactions.
3. **Code of Conduct:** ALL members are required to follow ALL rules and regulations in the LMMRRC Bylaws, a copy of which is available from the LMMRRC Secretary. All members are expected to contribute to the well being of the organization, creation of the exhibit, exhibit maintenance and to present the exhibit in the best possible manner to the public. ALL members are required to conduct themselves at all times while in and around the museum with courtesy and respect to all others. Membership may be revoked as defined by Article III, Section A, Items C & D in the LMMRRC Bylaws for any violation of the CODE OF CONDUCT.
4. **Maximum Number of Youth Members:** The maximum number of youth members shall be limited to no more than 10% of the Adult Regular and Associate membership in good standing in January of the current year. The General Manager may increase this limit to no more than 30% at any time until January of the following year. The General Manager may also impose a moratorium on accepting Youth Membership applications should the Youth Membership program management become unmanageable. The General Manager will end the moratorium when they determine the program can be managed effectively.
5. **Youth Membership Terms and Conditions:**
 - a. **Acceptance Age:** Youth membership in LMMRRC shall be open to youths aged thirteen (13) through seventeen (17) who wish to participate in the activities offered by the LMMRRC.
 - b. **Applications:** Applications for Youth membership shall be submitted to the Membership Committee (LMMRRC OFFICERS). There shall be an application fee of four (4) months dues imposed for Youth membership applicants. The application fee will be applied to the first four months dues. If the applicant fails to become a Youth Member, a prorated amount of their application fee shall be returned. Youth members must have written permission from their parents/legal guardians to join and must have completed and submitted all required documentation (see 3e).
 - c. **Application Review:** The Membership Committee or its designate shall review the application and then meet with the applicant and their parents/guardians to discuss the requirements and responsibilities of the Youth membership program.
 - d. **Application Acceptance:** Acceptance of applications for Youth Membership shall require a majority vote of the LMMRRC membership at a regularly scheduled business meeting.
 - e. **Emergency Contact Information, Medical Care Release, Release of Liability Forms:** Parents/Guardians must have an emergency contact name and phone number, Medical Care Release and Release of Liability form on file with the LMMRRC and promptly notify the LMMRRC when any changes are made to the provided information.
 - f. **Youth Membership Probation Period:** Youth members shall be required to complete a probation period of three (3) months beginning upon approval of their membership at a LMMRRC business meeting. During the probation period they must have attended and participated in three (3) LMMRRC events. Any of the following events satisfy this requirement: Public Operations, Scheduled Operations, Work Times, and Other sanctioned events and have followed the Code of Conduct and Bylaws.
 - g. **Sponsors:** All Youth members shall have a volunteer Sponsor approved by the LMMRRC Officers upon acceptance of their application. The Sponsor will be an Adult, Regular or

1

13. In this month's [bonus downloads](#) are the La Mesa Club's Youth Membership Program guidelines. ■

AL CUEVAS



Al Cuevas is a former Air Traffic Controller and Information Systems Manager for AT&T. He lives in San Marcos, California, with his wife and two dogs. Al has been a member of the La Mesa Model Railroad club for ten years.

Before joining La Mesa Al was active in the North County (San Diego) Model Railroad Society. He is an avid traveler and never misses a chance to ride a train. ■



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BART HOLLIS repowers a set of two F1 A & B diesel locos

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Model Railroad Hobbyist | January 2020



RATE THIS ARTICLE



Make your own ground foam flocking

YouTube modeler **Great Chesterford Junction Model Railway** from across the pond in the UK demonstrates his process for homemade ground foam flocking (it works to color sawdust too). Using this method allows making large quantities of greenery for your layout at a cost of mere pennies. Far less costly than the \$8-\$10 bags you get from hobby suppliers! ■



► GREAT MODELER VIDEOS ON THE WORLD WIDE WEB

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What's new:

- enhanced global-class video player
- 1080p playback on last three seasons
- Netflix-style video category browsing
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- Apple, Android, and Roku apps coming!

Check it out!



*discounted fall pricing
ends this month*

JANUARY NEWS

column



Model Railroad Hobbyist | January 2020

RICHARD BALE and
JEFF SHULTZ report the
latest hobby industry news

★★★★★
RATE THIS ARTICLE

NEW PRODUCTS FOR ALL SCALES



Chooch Enterprises is selling flexible material that replicates a dry stacked field-stone rock wall. The material is available in 1.5 x 0.6 x .25-inch sheets. For additional information visit choochen-terprises.com.

Motrak Models has released a new supply rack, suitable for holding up to 20 Pan Pastel containers. Measuring 10.6 x 1.5 x 13.25-inches, it is made of .125-inch hardwood and includes 3 holes along the top to hang it on a wall or door. Screws and

► THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS



sheetrock anchors are included. The rack is designed to hang only, it is not freestanding. For more information visit motrakmodelsusa.com.



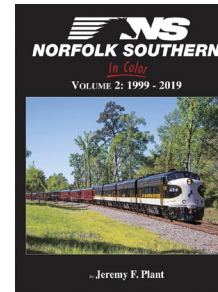
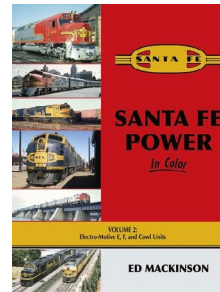
Woodland Scenics has announced new fences in O, HO and N scale. Six fence styles will be available in early 2020: barbed wire, log, rail, chain link, picket, and privacy. Most of the kits include 192 scale feet of fencing. For more information visit a dealer or woodlandscenics.com.



Frenchman River Models Works is selling sheets of wood shingles. The material is available for HO (5.75 x 3.625-inches) and O scales (7 x 4.74-inches). The shingles are cast in resin from a master made of oak with a distinct wood grain.

The resin material will not warp

when exposed to water or alcohol based paints or stains. The cast resin can be warmed and wrapped around a form to make towers or silos. For additional information visit frenchmanriver.com.



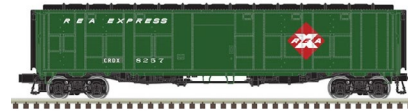
New railroad books from **Morning Sun** include Volume 2 of *Santa Fe Power in Color* by Ed Mackinson. This volume covers Electro-Motive cab units including E, F, and cowl locomotive types. Also new is Volume 2 of *Norfolk Southern in Color*.

In this volume author Jerry Plant reviews the NS from 1999 to the present with particular attention given to the former Conrail and Virginian lines and the coal country of West Virginia. For additional information contact a dealer or go to morningsunbooks.com.

O SCALE PRODUCT NEWS



Atlas O will also offer surplus troop cars repurposed by various railroads. They include a troop kitchen car converted to a Chicago & Eastern Illinois express boxcar.



Express boxcars rebuilt from troop sleepers will be available for Railway Express and Chesapeake & Ohio.



MOW sleepers will be available for Chicago & Eastern Illinois, Detroit & Toledo Shoreline, C&O, and Delaware, Lackawanna & Western.



Also coming from Atlas O during the third quarter of 2020 is a 52-foot 6-inch 70-ton war emergency composite gondola.

Road names will be Chicago, Rock Island & Pacific; Pennsylvania, Reading, Lehigh Valley, and Santa Fe. All Atlas O models are available for either 3-rail or 2-rail operation. For additional information contact a dealer or visit atlaso.com.



Berkshire Valley Models has released an O scale kit for a 1934 tow truck. The kit is comprised of detailed white metal parts. The hoist mechanism, which is suitable for both O and S scale, is

available as a separate item. For more information visit berkshire-valleymodels.com.



Chooch Enterprises is selling laser-cut flush windows for Golden Gate Models O scale P-70 coach. Also available are replacement flush windows

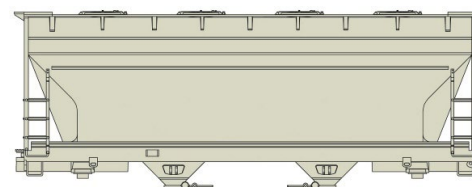
for the Atlas SW-8, and peel-and-stick wood roof walks for Intermountain boxcars and reefers. For additional information visit choochenterprises.com/Oparts3.html.

Frenchman River has an O scale kit for Poseidon Canning Company, the main building to its five-structure cannery complex. The resin cast kit consists of separate walls and



roof sections. Window and door castings and laser-cut window glazing by Tichy are included. The approximate footprint of the assembled structure is 4 x 8 inches. The roof peak is 7.6-inches tall. For additional information visit frenchmanriver.com.

HO SCALE PRODUCT NEWS



Accurail is preparing tooling for a new ACF twin-bay covered hopper. The HO scale kit is expected to be ready for release in late 2020.

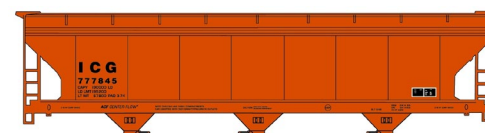


New HO scale kits just released by Accurail include this 40-foot Illinois Terminal PS-1 steel boxcar built by Pullman-Standard in July 1971.



Accurail's Louisville & Nashville 40-foot outside-braced six-panel wood boxcar has wood doors and Dreadnaught steel ends. The

HO scale kit is based on a prototype that was built in 1924.



The prototype of this ACF Center-Flow triple-bay covered hopper decorated for Illinois Central Gulf was

built in August 1966.



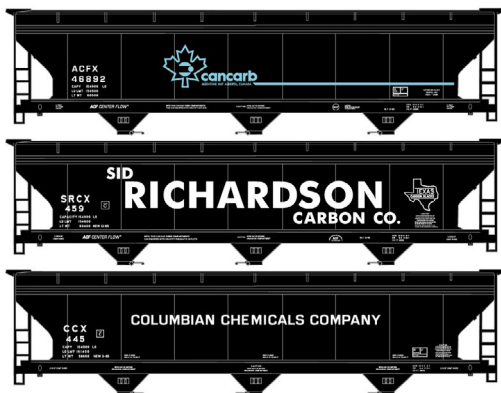
Built in 1923, the prototype of this 41-foot 11-panel steel gondola saw several decades of service on the Michigan Central Railroad.



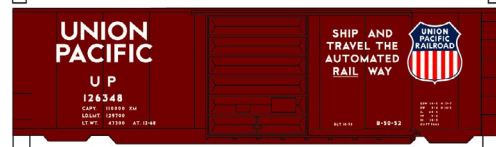
Accurail's HO scale kit for this Pittsburgh & Lake Erie 70-ton triple-bay open hopper with offset sides is based on a prototype built in the late 1940s.



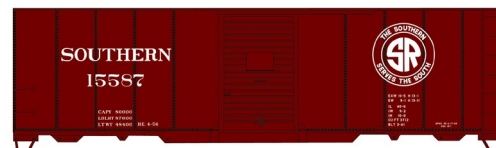
The HO scale kit for this 40-foot PS-1 boxcar follows a prototype Pullman-Standard car delivered to Milwaukee Road in August 1956.



Accurail has released a limited edition three-pack of ACF covered hoppers built in 1965 and dedicated to transporting carbon black. The trio includes ACFX Cancarb, SRCX Sid Richardson Carbon Co., and CCX-Columbian Chemicals Co.



Accurail has released a limited-run of Union Pacific 40-foot steel boxcars that represent three similar but slightly different cars. They include a class B-50-41 car built in 1938 with Youngstown sliding doors, a class A-50-19 double-door boxcar built in 1947, and a class B-50-52 built in 1959 with Pullman-Standard sliding doors.



The prototype of this Southern AAR 40-foot standard steel boxcar with Youngstown sliding steel

doors was built in March 1941. All Accurail HO scale kits include appropriate trucks and Accumate knuckle couplers. For additional information contact a dealer or visit accurail.com.

New **Athearn** products scheduled for release this month include AC4400CW, ES44DC, and Dash 9-44CW diesel units, eastern-style 4-window cabooses, 50-foot PS 5344 boxcars, 50-foot plug-door smooth side boxcars, and PS4740 covered hoppers. Contact your favorite dealer for availability.



Athearn has released information on the HO scale models it

plans to deliver in November 2020. Heading the list is a group of

Genesis EMD SD75M diesels based on former ATSF units. Spotting features on the model decorated for Santa Fe will be the turbo bulge, an early dynamic brake grille, two grab irons on the cab roof, and a Nathan 3-chime horn.



After the merger with Santa Fe, BNSF had the good sense to retain the

famous warbonnet paint scheme on many of its SD75M diesels and merely changed the initials on the sides.



When fully repainted BNSF applied the late

Heritage Scheme to many of its refurbished SD75M units.



In addition to repainting the former ATSF and

BNSF units, Norfolk Southern changed the horn to a Nathan 5-chime model, tinted the cab windows and added a nose door with a window. Athearn's HO scale NS model reflects all of these changes.



Other than hastily applied patches, Progress Rail made

no changes to the aging SD75M diesels it purchased from BNSF.



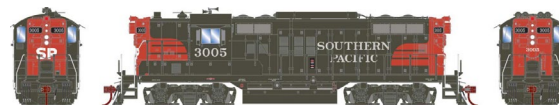
RATE THIS ARTICLE



R. Bale

EMD GP9 Road Switcher

In 1949, EMD introduced the GP7. The basic design followed most diesel switchers with the addition of a short hood instead of an end cab. The hoods were full height to better accommodate the diesel engine and mechanical and electrical components. In 1954 EMD upgraded the GP7 to become the 1,750 horsepower GP9. Externally, the first GP9s were virtually unchanged from the last GP7s. Later versions would include different louver arrangements and the last ones would come without the frame skirting. The GP9 was available with all of the fuel tank, steam generator, and dynamic brake options as the GP7, including torpedo tube air tanks mounted on the roof. Many railroads found it economical to rebuild their GP7s and GP9s rather than purchasing expensive new locomotives.



Also scheduled for release next November is another production

run of Genesis GP9 diesel locomotives. Two Southern Pacific versions will be available including a commuter unit (above) with a steam generator, front and rear gyalights, and torpedo-style air tanks mounted on the roof.



Athearn's second SP GP9 is essentially as-delivered in the late

1950s with front and rear access doors, SP type number boards, a 2,600 gallon fuel tank, air tanks mounted under the frame, and a gyalight in the front only.



A Grand Trunk Western GP9 in Maple Leaf scheme is set up for

operation with the long nose forward. Other GTW spotting features include a barrel-shaped spark arrestor, and a ratchet-style brake stand.



Canadian-style handrails. It is otherwise equipped much like the GTW unit.

Athearn's Central Vermont GP9 has dynamic brakes and



snowplows, and dynamic brakes. Completing this release of Genesis GP9 locomotives is a Canadian Pacific Phase 1a passenger version that has footboard pilots, a Pyle-National headlight, steam generator intake, and a Peacock hand brake.

Athearn's Great Northern version is a Phase II GP9 body with

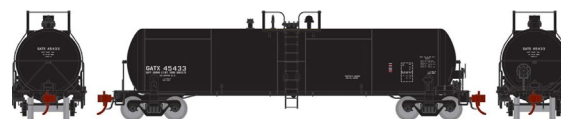


and trainline hoses, detailed cab interior, walkway tread, Celcon handrails, lift rings, wire grab irons, and fuel tanks detailed with fuel fillers, fuel gauges, and breather pipes. The GTW, CV, and GN models come with alternate lowered steps for installation by the modeler if desired.

All Genesis locomotives have LED lighting, uncoupling levers, MU

Athearn Genesis locomotives feature an onboard DCC decoder with SoundTraxx Tsunami2 sound that functions in both DC and DCC environments. DCC-ready locomotives operate on standard DC and come with a QuickPlug 21-pin NEM connector for installation of an aftermarket decoder.

Athearn's November 2020 production schedule includes a group of GATC 20,000 gallon tank cars. Features on the HO scale Genesis



model includes roller-bearing trucks with rotating bearing caps, and either 33-inch

(70-ton) or 36-inch (100-ton) machined metal wheelsets. Road names will be GATC general service (black) with COTS & ACI, GATC general service (white), GATX Emery, GATX Service Driven (black), Alaska Railroad with FRA yellow conspicuity striping, Reagent Chemical & Research, and Relco Tank Line.



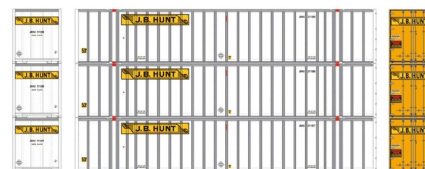
A 40-foot boxcar with Youngstown sliding doors is among the HO scale ready-to-roll models Athearn plans to

release next November. Road names will be Canadian Pacific (grain service), Baltimore & Ohio (Timesaver), New York Central (Pacemaker), Western Pacific (silver with large feather), and both silver (above) and black versions of Southern Pacific Overnight Service. Completing the decorating schemes are five versions of Great Northern.



Athearn's November release includes a 60-foot bulkhead flat car. An Illinois Central Gulf version will be available in

Primed for Grime with the base color faded. Additional road names will be British Columbia Railway, Burlington Northern, Burlington Northern Santa Fe, Soo Line, Union Pacific, and two Trailer Train schemes.

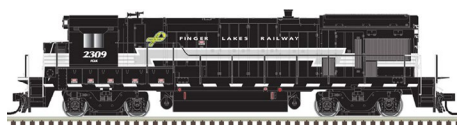


A 3-pack of HO scale 53-foot Stoughton containers will be available in November decorated for EMP, NACS, APL, DRT, Stax, HUB, Ferromex, USA Truck, Burlington Northern Santa Fe, JB Hunt, Schneider QuikTrax, and DART.



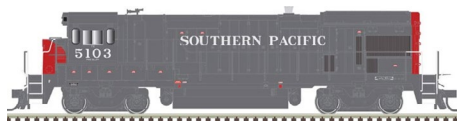
Roundhouse brand models coming from Athearn next November include a 40-foot stock car. Road

names will be Canadian Pacific, Canadian National, Northern Pacific (Pig Palace), Pennsylvania Railroad, Wabash, and Union Pacific. For additional information on Athearn and Roundhouse brand products contact a dealer or visit athearn.com.



Atlas will release an HO scale GE B23-7 diesel locomotive during the third quarter of 2020. Models on this run represent

both Phase 1 prototypes built through the spring of 1979 with a 36-foot 2-inch wheelbase, and subsequent Phase 2 units that, until the fall of 1980, were built with a 37-foot 2-inch wheelbase.



Road names will include Southern, Southern Pacific, Santa Fe, Metro-North, Minnesota Commercial, Finger

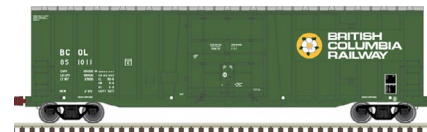
Lakes, and Conrail. Features on all schemes include windshield wipers, metal grab irons, coupler cut levers, multiple-unit hoses, snowplow, train line hoses, fine scale handrails, see-through step detail on the sill, etched metal radiator grilles, and directional lighting. Atlas will release Gold series DCC locomotives with factory installed LokSound Select Dual-Mode decoder, and Silver series locomotives for standard DC operation. Silver models have an NMRA compliant socket for installation of an aftermarket DCC decoder.

HO scale rolling stock coming from Atlas during the third quarter of 2020 includes a Master series 50-foot 6-inch plug-door boxcar



based on a prototype built by National Steel Car between 1975 and 1980. Two versions of the car were built. A 5111 cu. ft. car had ends with nine box corrugations, nine-foot plug doors, and

70-ton trucks. Atlas will offer the 5111 car decorated for Quebec Gatineau, Canadian Pacific International, Ontario Northland, and Norfolk Southern in a First Responder scheme.



The slightly larger 5277 cu. ft. version had 10 box corrugations in the ends, 10-foot plug-doors, and 100-ton trucks. Atlas' HO

scale version of the 5277 cars, which were used primarily for paper service, will be available for UNPX, Canadian National, and British Columbia Railway. The HO scale model has a suggested minimum operating radius of 22 inches.



Atlas has included a Master series 48-foot well car in its

third quarter release. Since the initial release of this HO scale model, the tooling has been reworked to improve stability and add more details to the car body. Features include correct ovals and cut-outs in the floor, two hitches, etched walkways, and four IBC bins.



In addition to the TTX pink On Track for a Cure scheme, road names will be TTX Next Load Any Road and

Maersk. The BNSF car is shown for illustrative purposes. For reliable operation Atlas recommends a minimum 24 inch radius for this HO scale car.



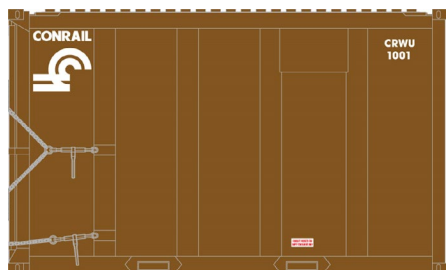
Also coming from Atlas during the third quarter of this year is a Master series ACF 5800 cu. ft. quadruple-bay covered hopper specifically designed for trans-

porting bulk plastic pellets. The HO scale model features nine full-width body panels with ten weld seams, a transverse mounted air reservoir, etched-metal roof walks, and 100-ton roller-bearing trucks with blackened metal wheels.



Road names will be ASOX-American Styrenics, DBCX-BASF, AMCX-Amoco, ETCX-Eastman Tennessee,

HPIX-Himont USA, OCPX-Oxyvinyls, TGCX-Polyone, ROIX-Shintech, and WFRX-Wells Fargo Rail. The Cargill SAMX car shown is from an earlier production run.



Atlas has included an HO scale Trainman series 20-foot high-cube MSW trash container in its third quarter release. MSW (municipal solid waste) containers differ from conventional intermodal containers in that

they are 12 feet tall and have a top lid. Each MSW container has a fire port on one side, and forklift pockets to facilitate loading/unloading. Road names will be DSEU, Southern Pacific, RSGU, OVAU, NWSX, ESIU, and undecorated.



To transport the MSW containers, Atlas will

produce an 85-foot trash flat car. The Trainman series model is based on a specialized open-deck prototype. Road names will be Conrail, Southern Pacific, RSGX, GIMX, East Coast Carbon, and Covanta.



Atlas' late summer release will include an HO scale Ford F-100 pickup truck decorated for Southern, British Columbia, Rock Island, Union Pacific, Erie

Lackawanna, Boston & Maine, Great Northern, Canadian Pacific, Chicago North Western, Delaware & Hudson, Central of New Jersey, Southern Pacific, Milwaukee Road, Chessie System, Penn Central, Canadian National, and Richmond, Fredericksburg & Potomac. For additional information on Atlas products contact a dealer or visit atlasrr.com.



Bowser is accepting reservations through January 10th for three new HO scale freight cars with delivery

planned for next fall. The ready-to-run models include a 40-foot steel boxcar based on a prototype built in the 1940s and 50s with Dreadnaught ends, running boards and full height ladders.



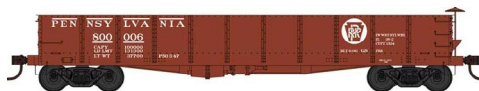
Road names will be Atlantic Coast Line, Bessemer & Lake Erie, CB&Q (pre-merger green), Canadian

National, Clinchfield Railroad, Detroit & Mackinac, Erie Lackawanna, and Great Northern with double doors.

Additional road names include Green Mountain Railroad, Illinois Central Gulf, Minneapolis & St. Louis, Northern Pacific, Santa Fe, Tennessee, Alabama & Georgia; Wellsville, Addison &



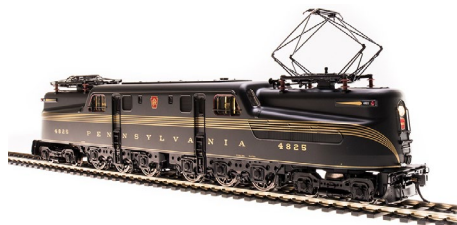
Galeton; and Nickel Plate Road. The models come with knuckle couplers and appropriate trucks with metal wheels.



A 40-foot general service steel gondola with a fish-belly frame is included in

Bowser's 2020 fall release. Road names include Grand Rapids & Indiana, Vandalia Line, Westmoreland Coal, and four Pennsylvania Railroad schemes including a yellow MOW car.

Completing Bowser's fall production schedule is a class F30a flat car. Road names for the HO scale ready-to-run model will be Conrail MOW, Lehigh Valley, Penn Central, and two Pennsylvania Railroad schemes. For additional information contact a dealer or visit bowser-trains.com.



decorated in Brunswick green with five gold pin stripes.

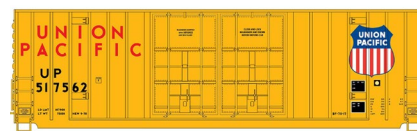


Broadway Limited is selling an HO scale version of the Pennsylvania Railroad's famous GG1 electric locomotive. PRR rostered a total of 139 GG1s with the first unit entering service in 1935. The GG1s were originally

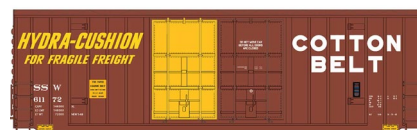
In 1952 the locomotives color was changed to Tuscan Red. In the mid-50s the pin striping was replaced with a single solid stripe and the lettering was changed to a large Roman style.

During the era of the Penn Central the GG1s were painted black and carried a large PC logo of their side. In addition to these

three liveries, Broadway Limited offers their HO scale GG1 painted but unlettered in both Brunswick green and Tuscan red. BLI's GG1 comes with Paragon3 Sound & Operation System including Rolling Thunder. For additional information contact a dealer or visit broadway-limited.com.



Intermountain is selling HO scale models of a Gunderson 50-foot high-cube boxcar with double plug doors. Models with flat roofs are available for Union Pacific, Burlington Northern, Milwaukee Road, Santa Fe (large logo), CP Rail (ex-Milw Rd), Golden West Service, and two BNSF schemes.



Cars with a peaked roof are available for D&RGW, Golden West, Southern Pacific (B-70-43R), Southern Pacific (Hydra-Cushion B-70-43), Cotton Belt (B-70-42R), and Cotton Belt (Hydra-Cushion B-70-42). Six numbers are available for each road name. The ready-to-run models come with metal knuckle couplers and appropriate trucks with metal wheelsets. For additional information contact a dealer or visit intermountain-railway.com.



Kadee has released a 50-foot PS-1 boxcar decorated for Missouri Pacific "Route of the Eagles." The HO scale ready-to-run model accurately represents a car built by Pullman-Standard in 1959. Details include 8-foot PS doors, see-through running board and brake step, a nicely detailed brake wheel with proper

curved contour, Kadee metal couplers, and self-centering plain-bearing Bettendorf-style trucks with metal wheelsets.



Also released is a PS-2 two-bay covered hopper decorated for Boston & Maine. Built in 1956, the model replicates the car new from the factory in 1957. Details

include finely detailed grab irons, ladders, stirrups, handrails and see through roof-walk and brake step. The model also comes with Kadee metal couplers and self-centering trucks. For additional information contact a dealer or visit kadee.com.

Maple Leaf Trains has announced lumber stacks and “Hamilton” park benches in HO scale.



The lumber stacks consist of laser scribed and cut .6mm plywood representing layers of 24 scale foot long 2x4 boards. Additional individual lumber

pieces are included, and there is enough material to build two high or four low stacks.



The park benches are based on prototype benches located in Hamilton, Ontario and consist of laser cut material. An assembly jig is also included. Each kit comes with enough materials to assemble 10 park benches. For

more information on these or other Maple Leaf Products, visit www.mapleleaftrains.com.



Germany based **Modelrailroadworks** has developed a spring-loaded “easylock” drawbar for older brass steam locomotives. With it installed, engine and tender can be coupled together by moving

one towards the other until the tender pin engages the slot of the drawbar. The drawbar includes two installation holes for different coupling distances. Available as both ready-to-install and a kit, the drawbar can be ordered from info@modelrail-roadworks.de.

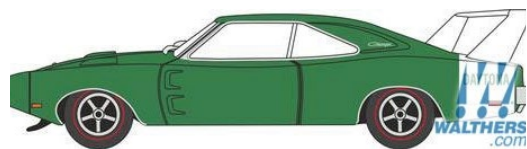


Nick & Nora Designs has announced the Hartly Wright Sign Co. An HO scale craftsman kit, it includes laser cut clapboard, scribed and corrugated walls. Also

included are Tichy doors and windows and fully illustrated instructions. To purchase or get more information visit nickandnoradesigns.com.



New cast metal 1:87 vehicle models from **Oxford** includes a 1961 Cadillac Sedan DeVille in Nautilus Blue.



This 1969 Dodge Charger Daytona has a green body and a large white spoiler.



Oxford has released two versions of a 1946-1947 DeSoto sedan including a two-toned brown Suburban with a roof rack

and luggage, and a yellow and red taxi.



For additional information contact a dealer or visit walthers.com.



Prototype Junction is a new manufacturer of prototypically accurate injection molded HO scale freight car models. The company will offer kits as well as ready-to-run plastic models assembled

with a high degree of detail including authentic lettering and paint schemes. The inaugural project will be tall 40-foot Pratt truss single-sheathed automobile cars and boxcars based on prototypes that saw service from the 1920s into the 1960s.

Models in the initial release will include ATSF 124000-125999 Bx-11, ATSF 124000-125999 Bx-11 with 8-inch raised roof, ATSF 126000-129499 Bx-12, ATSF 126000-129499 Bx-12 with 8-inch



raised roof, ATSF 211050-214549 Bx-12 with 12-inch raised roof (above), and ATSF 135000-135999 Bx-13.

Additional models in the first release will be L&N 46000-463999 40-foot double-door auto car (above), RI 141000-142999, PM 89350-90349 40-foot double-door auto car, PM 89350-90349 40-foot single door converted from a double-door auto car, C&O 289350-290349 40-foot double-door auto car, and C&O 289350-290349 40-foot single door converted from a double-door auto car. The cars will be available as undecorated kits as well as ready-to-run models built to order. The ready-to-run models will be offered in prototypically accurate paint schemes with multiple numbers in each scheme.

The individuals behind Prototype Junction are Randy Hammill and John Drake. Hammill is a steam-era freight car enthusiast whose background includes manufacturing experience with True Line Trains (Life Like of Canada) and consultation on multiple projects with various model manufacturers. Drake is a dedicated railroad historian and a founding member and first president of the Pittsburgh & Lake Erie Historical Society. He has more than 30 years of experience as an international finance executive.

Prototype Junction will be at the Prototype Rails in Cocoa Beach, FL, January 9-11, and at the Amherst Railway Society Railroad Hobby Show in West Springfield, MA, January 26-27.

This is a crowdfunded project and will only be produced if enough pledges are made before the end of the 30-day funding period, which cannot be extended. For additional information including how and when orders can be placed visit prototypejunction.com.



Rapido has announced a second production run of New Haven 8600 series coaches. The HO scale models replicate equipment that

served as the backbone of New Haven's postwar long-haul passenger fleet. This production run will feature new car numbers and will include McGinnis cars with full skirts that were previously available only from the New Haven Railroad Historical & Technical Association.



Decorating schemes will include New Haven stainless steel, New Haven McGinnis with skirts, New Haven McGinnis without skirts (above), Penn Central, MTBA

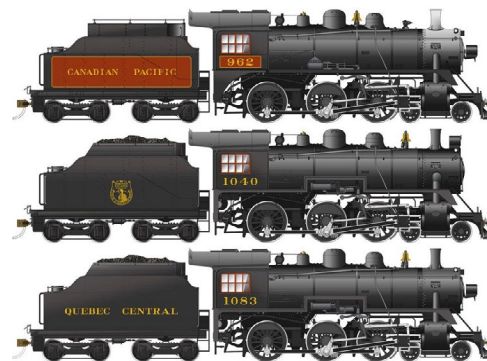
(below), and an unlettered stainless steel car.



Special features on Rapido's HO scale models include full underbody detail, operating diaphragms with end gates, separate grab irons, extensive interior details, track-powered

constant lighting, and type 41-BNO trucks with blackened metal wheelsets. The order deadline is February 10, with delivery scheduled for fall 2020.

Rapido has announced that the Canadian Pacific class D-10 4-6-0 steam locomotive project has received sufficient pre-orders to justify going forward with the final design phase including committing funds for production tooling. Road names will be as illustrated below.



Although not cancelled, Rapido has stated that the project to produce a Canadian National 4-6-0 class H-6 steam locomotive has not received enough orders to justify advancing the project. For additional information, including details on

placing a reservation for a CN H-6, contact a dealer or visit rapido-trains.com.



Resin Car Works has released an HO scale mini-kit to build an Illinois Central 40-foot Howe-truss single-sheathed boxcar. The model

accurately portrays the 1,000 prototypes Illinois Central added to its roster in 1927. The mini-kit consists of an Accurail body and underframe, resin detail parts, Tahoe Model Works 40-ton ARA trucks with Barber lateral motion side frames, and Tichy K brake hardware. Precision Design Company decals are included for both the original 176000-series lettering and for the later 16000-series renumbering and relettering. All other parts including couplers are to be supplied by the modeler.

The 50-foot Santa Fe whale belly automobile car that Resin Car Works introduced and sold out at the recent Chicagoland RPM Meet is again available. For information on all RCW kits visit resin-carworks.com.



River Point Station has released a 2010 Ford F-550 based mini-pumper fire truck. Available in USGS (green), USCG (white), Park Service (white), two red and one yellow

paint schemes. East Coast Circuits will also be making LED lighted versions available. For more information visit www.riverpointstation.com, and www.eastcoastcircuits.com.



Rusty Rails is selling a corrugated metal work shop that can be signed and detailed to represent a variety of businesses. The interior can be accessed through the removable tin roof. Details provided with the kit include a set of work benches and a gas pump. The vehicle and fence are not included.



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Additional new HO scale resin castings from Rusty Rails include a miscellaneous pile of junk and a group of five abandoned cars. For additional information visit rustyrails.com. A free instructional video on painting resin castings is available at www.youtube.com/watch?v=oDPOMIdQ6Ic.

Tangent Scale Models has released a group of seven HO scale PS4750 triple-bay covered hopper cars. This release accurately replicates the prototype cars with solid side posts Pullman-Standard built from 1972 to 1974.



The prototype of this Chessie System/B&O car was produced in July 1973. Like the prototype, Tangent's HO scale version is equipped with a

U.S. Gypsum expanded metal running board, Portloc outlet gates, and plate-mounted ACI labels. This HO model will be available in 12 numbers.



This former Chessie car got its CSX patch in 1988.



This CSX model represents cars fully repainted and placed in service from 1989 forward. Four numbers are available for this model that has replacement roof hatches and Self-lok outlet gates.



In addition to the 1978-era Conrail patch shown here, Tangent offers this green car lettered in its original Penn Central scheme with smooth roof hatches and Morton end crossover platforms. The model is also available decorated for NAHX with ghost PC lettering.



This NAHX Garvey Elevator scheme from December 1973 completes the decorated versions of Tangent's PS4750 covered hopper car. An assembled

but undecorated model is available along with an undecorated kit. All versions of the PS4750 come with Tangent's new 100-ton Barber S-2 trucks that feature separate brake beam parts and rotating roller-bearing end caps. For additional information visit tangentscalemodels.com.



Walthers plans to unveil a new 85-foot General American G85 flat car late

this month. The HO scale model is based on a prototype built in the 1960s that handled general trailer-on-flatcar (TOFC) and container-on-flatcar (COFC) service into the late 2000s. The cars appeared in passenger consists in the 1960s hauling expedited trailers and containers.



Road names will be Santa Fe, Trailer Train GTTX, Trailer Train VTTX, Penn Central, Railway Express Agency REX, and Southern Pacific.



The Walthers Mainline series models feature a die-cast metal center sill, and 70-ton roller-bearing trucks with 33-inch machined metal wheels. Depending on the practice of the prototype road being modeled, the car will be equipped with container pedestals or positionable GATC hitches. For additional information contact a dealer or visit walthers.com.



Westerfield Models has released three new prototypically accurate HO scale resin kits based on 50-foot automobile cars Pullman built for Santa Fe in the 1920s. The Santa Fe class Fe-Q

single-sheathed automobile car (above) has a peaked metal roof, 7-5-5 corrugated steel ends, and 1-1/2 plate metal doors covering a 10-foot opening.



This otherwise identical Santa Fe class Fe-R car has a black radial roof.

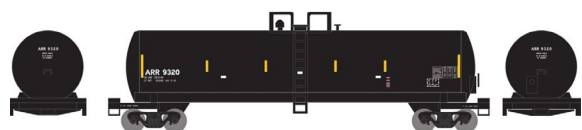


Westerfield's version of Santa Fe's class Fe-V single-sheathed automobile car has a peaked metal

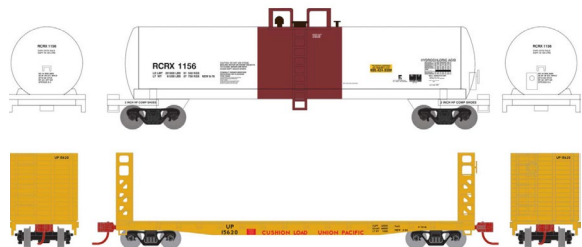
roof, 7-5-5 corrugated steel ends, and double Youngstown corrugated steel doors covering a 12-foot opening.

Features on all versions of the Santa Fe auto cars include a one-piece cast urethane body, Hi-Tech rubber air hoses, Yarmouth etched-bronze corner steps and eyebolts, and thoroughly researched proprietary decals that cover all variations of the car. Although the kits do not include trucks or couplers, they may be purchased separately from Westerfield. For additional information visit westerfieldmodels.com.

N SCALE PRODUCT NEWS

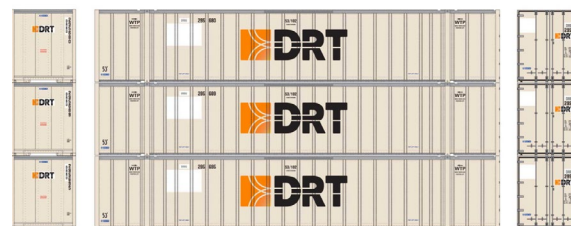


Athearn's production schedule for November 2020 includes an N scale GATC 20,000 tank car. Road names will be Alaska Railroad (above), GATX Service Driven, GATX (early scheme with COTS & ACI), GATX white, GATX Emery, Relco Tank Line, and Reagent Chemical & Research (below)



Also scheduled for release next November is an N scale 60-foot bulkhead flat car. The model will be available decorated for Illinois Central Gulf, British

Columbia Railway, Burlington Northern, Burlington Northern Santa Fe, Soo Line, Union Pacific, and Trailer Train.



A 3-pack of N scale 53-foot Stoughton containers will be available from Athearn in November. They will be decorated for EMP,

NACS, APL, DRT, Stax, HUB, Ferromex, USA Truck, Burlington Northern Santa Fe, JB Hunt, Schneider QuikTrax, and DART. For additional information contact a dealer or visit athearn.com.



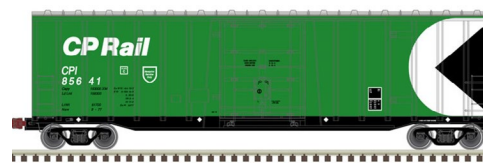
Atlas plans to release a new production run of N scale GP38-2 diesel locomotives during the third quarter of

2020. The model represents a Phase 2 version of the GP38-2 that EMD unveiled in 1972. Road names will be Southern Pacific, Rock Island (three schemes), Norfolk Southern, GMTX, Conrail, South Shore Freight, Canadian Pacific, and Alaska Railroad.



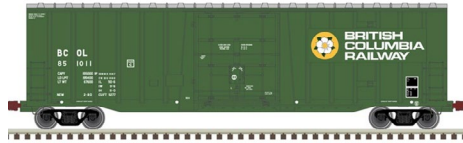
Special features on the N scale GP38-2 includes golden-white LEDs, directional lighting, uncoupling levers,

and blackened metal wheels. Atlas Master Gold editions of the model are equipped with an ESU LokSound DCC Decoder. Silver sound-ready models come with a speaker installed to aid conversion to sound with the addition of an aftermarket decoder.



N scale rolling stock coming from Atlas during the third quarter of 2020 includes a Master series 50-foot 6-inch plug-door boxcar based on

a prototype built by National Steel Car between 1975 and 1980. Two versions of the car were built. A 5111 cu. ft. car had ends with nine box corrugations, nine-foot plug doors, and 70-ton trucks. Atlas will offer the 5111 car decorated for Quebec Gatineau, Canadian Pacific International, and Ontario Northland.



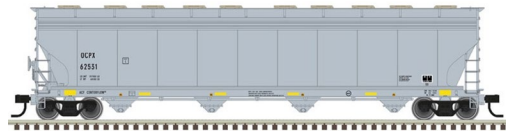
The slightly larger 5277 cu. ft. version had 10 box corrugations in the ends, 10-foot plug doors, and 100-ton trucks.

Atlas' N scale version of the 5277 cars, which were used primarily for paper service, will be available for Canadian National and British Columbia Railway.



Also coming from Atlas during the third quarter of this year is a Master series ACF 5701/5800 cu. ft. quadruple -bay covered

hopper specifically designed for transporting bulk plastic pellets. Decorating schemes will be ASOX-American Styrenics, DBCX-BASF, AMCX-Amoco, ETCX-Eastman Tennessee, HPIX-Himont USA, OCPX-Oxyvinyls, TGCX-Polyone, ROIX-Shintech, and WFRX-Wells Fargo Rail.



The N scale model features nine full-width body panels with ten weld seams, ten 20-inch roof hatches, pneu-

matic outlets, a transverse mounted air reservoir, etched-metal roof walks, and 100-ton roller-bearing trucks with blackened metal wheels.



Atlas has included an N scale 20-foot high-cube MSW trash container in its third quarter release. MSW (municipal solid waste) differ from conventional

intermodal containers in that they are 12-feet tall and have a top lid. Each MSW container has a fire port on one side, and forklift pockets to facilitate loading/unloading. Road names will be DSEU, Southern Pacific, Solid Waste Transfer, OVAU, NWSX, ESIU, and Conrail.



To transport the MSW containers, Atlas will produce an 85-foot trash flat

car. The N scale Trainman series model is based on an 85-foot open-deck prototype. Road names will be Conrail, Southern Pacific, RSGX, GIMX, East Coast Carbon, USA Waste, and Covanta.



Atlas' third quarter release includes an N scale Ford F-100 pickup truck with headlight glazing, side view mirrors, and a moveable tailgate.

The model will be available in

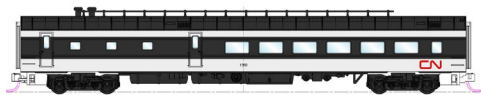
2-packs for Southern Railway, British Columbia Railway, Rock Island, Union Pacific, Erie Lackawanna, Boston & Maine, Great Northern, Canadian Pacific, Chicago North Western, Delaware & Hudson, Central of New Jersey, Southern Pacific, Milwaukee Road, Chessie System, Penn Central, Canadian National, and Richmond, Fredericksburg & Potomac.

New Atlas N scale items shipped to dealers this month include 41-foot ballast hoppers, 50-foot Sieco pulpwood flat cars, 45-foot logging flat cars, Russell snowplows, and SD50/60 and SD60E diesel locomotives. For additional information contact a dealer or visit atlasrr.com.

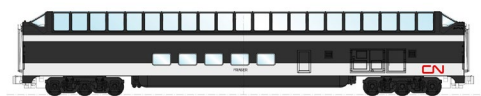
Kato's next N scale passenger car set will be the Transcontinental as operated by Canadian National Railway during the late 1960s



assemble its Transcontinental.



include a coach, baggage car, and ACF diner (left).



A Super Dome (above), Pullman 10-6 sleeper, and lounge-observation car were all acquired from Milwaukee Road. Completing the seven-car consist will be a Pullman 10-6 sleeper previously owned by the Pennsylvania Railroad (below). The set of seven N scale passenger cars will come in a bookcase style package.



The seven-car set and EMD F7A diesels are scheduled for release in May. Matching F7A-B sets and the passenger cars equipped with interior lighting are scheduled to follow in June. The locomotives will be decorated in CN's black and white striped scheme and will be available in a choice of analog-DC or DCC, as well as with ESU LokSound DCC & Sound as a special-order item. For additional information contact a dealer or visit katousa.com.

Jacksonville Terminal Company has released 40-foot standard height 3-42-3-rib X panel side containers in N scale. Containers are equipped with either a ribbed or flat style roof and multiple front and door end variations, depending on the prototype. In service from the 1970s through the 1990s, the containers are available

and 70s. Kato will follow CN's practice of using a variety of pre-owned equipment to

Ex-Union Pacific equipment in Kato's N scale

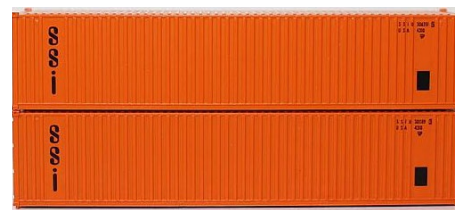
Transcontinental train will

A Super Dome (above), Pullman 10-6 sleeper, and lounge-observation car were

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with the JTC Magnetic connecting system.



Also now available from JTC are 40-foot standard height smooth-side containers. Available with a variety of door, front end and roof configurations, the containers are available for NYK Line, U.S. Lines, SEATRAN, and JAPAN LINE, with NOL, K-LINE, OOCL, and MITSUI expected soon. The Inter-Box Connecting pins are located in the scale ISO locations and the containers are equipped with the JTC Magnetic connecting system. For more information visit jtcmodeltrains.com.



with a pair of PRR keystone heralds. The heavyweight steel car comes with six-wheel trucks.



Also new is a Southern Pacific ACF 4650 cu. ft. triple-bay covered hopper that received a Union Pacific herald following the merger of the two western railroads in 1998. Micro-Trains N scale version comes with Barber roller-bearing trucks.



Micro-Trains is selling this 39-foot single dome 8,000-gallon tank car that was built in the mid-1930s and was later decorated by Cosden

Petroleum to commemorate the attack on Pearl Harbor, Hawaii.



This N scale model from Micro-Trains represents a 50-foot PS1 boxcar with an 8-foot plug-door built by Pullman-Standard for Chicago

& North Western in 1966. The prototype featured a cushioned underframe. For additional information on Micro-Trains Line products contact a dealer.



ScaleTrains.com has announced a June delivery date for a new production run of N scale PS-4785

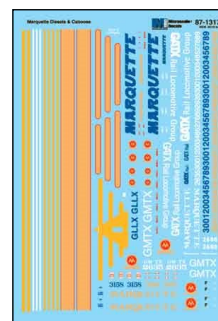
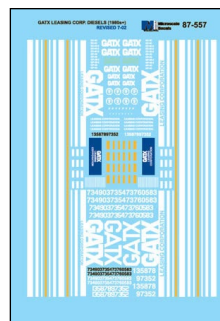
covered hoppers. Road names are Penn Central, New York Central, Norfolk Southern, and Milwaukee Road.



The Rivet Counter series model features photo-etched stainless-steel see-through Apex slotted roof walks and

end crossover platforms, plus several road specific details such as trough or individual roof hatches, and variations in the end-cage support. For additional information visit scaletrains.com.

NEW DECALS, SIGNS AND FINISHING PRODUCTS



Microscale has released water slide decals for GATX Leasing diesels (above left) that reflect accurate decorating schemes from 1989 forward. A similar lettering set is available for GATX Capital Corp diesels for 1980 forward. Also new from Microscale is a

decal lettering set for GATX Rail Locomotive Group circa 2000 forward (above right), and Marquette Rail locomotives and caboose. For additional information contact a dealer or visit microscale.com.



TIME FOR A SCALE CHANGE?
JEREMY DUMMLER talks about when it's time to finally change to modeling a larger scale.

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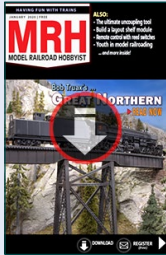
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! BRIEFLY NOTED AT PRESS TIME ...

Chris Lane, Sr. has announced the availability of the **14th HOn3 Annual**. The 116 page book is available from dealers or online at shop.whiteriverproductions.com ...

New HO scale items coming from **Walthers** include a Mainline series GP9 Phase II diesel locomotive with a high hood, and a Proto series 50-foot Canadian Car & Foundry bulkhead flat car. Also on the way are a Mainline 60-foot NSC 5150 triple-bay covered hopper, more UPS vehicles, and several N scale structures. Watch for full details and illustrations next month ...

Wiseman Model Services has established a new, easy to use web site. It may be accessed at www.wisemanmodelservices.com ...

Following the sales success of the N scale TurboTrain, **Rapido** will produce an HO version of the Rohr Turboliner if sufficient reservations are received by March 17, 2020. Details are available at rapidotrains.com/products/ho-scale/diesel-locomotives/ho-scale-rohr-turboliner. Also announced were an F59PH and MLW M420 in HO scale.



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SELECTED EVENTS



Model Railroad Hobbyist | January 2020

JANUARY 2020

(Many events charge a fee. Check individual info website for details.)

CANADA, ONTARIO, PARIS, January 19, Paris Junction Model Train Show at Paris Fairgrounds, 139 Silver Street. Info at www.facebook.com/events/paris-fairgrounds/paris-junction-model-train-show/537835057060810.

COLORADO, COLORADO SPRINGS, January 11-12, TECO-Train Expo Colorado, at Chapel Hills Mall Event Center, 1710 Briargate Blvd. Info at tecoshow.org.

FLORIDA, COCOA BEACH, January 9-11, 2020, Prototype Rails, at Cocoa Beach Hilton Oceanfront, 1550 North Atlantic Avenue. Info at www.prototype Rails.com.

INDIANA, NOBLESVILLE, January 26, Train Show, hosted by NMRA Central Indiana Division, at Avon Town Hall, 750 E. US Highway 36. Info at www.cidnmra.org/services.

MARYLAND, BALTMORE, January 12, Wonderland Express, at One Charles Center, sponsored by Center Plaza Foundation and Baltimore Society of Model Engineers. Info at www.modelengineers.com/visit-us.html.

MICHIGAN, GRAND RAPIDS, January 4, Trains at The Showplace at 4 Mile Showplace, 1025 4 Mile Rd NW. Information at www.grmrhs.org/special-events.

SELECTED EVENTS | 2

February 2020, by location

KANSAS, WICHITA, February 1-2, Train Show & Swap Meet at Cessna Activity Center, 2744 George Washington Blvd. Request info from Phil at aylward1@cox.net.

SOUTH CAROLINA, EASLEY, February 7-8, Great CRMHA Model Train Expo hosted by Central Railway Museum at Rock Springs Church Impact Center. Request info from John Johnston at jwjohnston@crmha.org.

WEST VIRGINIA, St. ALBANS, February 22-23, Model Train & Craft Show sponsored by Kanawha Valley Railroad Association, at The Event Center, 6400 MacCorkle Avenue S.W. Info at kvrail-road.org.

WISCONSIN, MADISON, February 15-16, Mad City Model Railroad Show & Sale, hosted by NMRA South Central Wisconsin Division at Exhibition Hall, Alliant Energy Center. Info at nmra-scwd.org.

WISCONSIN, STEPHENS POINT, February 1-2, 23rd Annual Model Railroad Show, sponsored by Central Wisconsin Model Railroaders at Holiday Inn Convention Center Hotel, 1001 Amber Avenue. Request info from Jim Miller at jimb67@gmail.com.

Future 2020, by location

AUSTRALIA, SYDNEY, ROSEHILL NSW, June 5-9, 34th National Model Rail Convention, Info at mrhmag.com/sites/model-railroad-hobbyist.com/files/webform/news/convention_flyer_5-jpeg.jpg.

CANADA, BRITISH COLUMBIA, BURNABY, May 22-24, 2020, 5th Annual Railway Modellers Meet of BC, sponsored by Burnaby Railway Modellers at Simon Fraser University's Burnaby campus. Info at www.railwaymodellersmeetofbc.ca.

SELECTED EVENTS | 3

NEW ZEALAND, CHRISTCHURCH, April 10-13, National Model Railroad Convention. Info at www.modelrailcon.co.nz.

NEW ZEALAND, DUNEDIN, MOSGIEL, May 9-10, Model Train Show at Taieri Bowling Club, 12 Wickliffe Street. Request info from Trevor Buchanan at dunedinmodeltrainshow@gmail.com.

CALIFORNIA, OCEANSIDE, April 11, Train Show & Swap Meet sponsored by North County Model Railroad Society at Heritage Park. Info at swapinfo@ncmrs.org.

CALIFORNIA, REDLANDS, March 28-April 5, Train Days 2020, sponsored by N-Land Pacific, at San Bernardino County Museum, 2024 Orange Tree Lane. Request info from Chuck Coker at chuck@ix23.com.

FLORIDA, SARASOTA, March 21-22, 43rd Annual Real Rail Train Show at Bradenton Convention Center, 1 Haben Blvd, Palmetto. Request info from David Fontaine at davidf34205@yahoo.com.

FLORIDA, TALLAHASSEE, June 29, 26th Annual Model Railroad Show & Sale at Forth Florida Fairgrounds. Info at www.facebook.com/events/564525630749478.

ILLINOIS, EAST PEORIA, May 14-17, NMRA Midwest Region Convention, at Holiday Inn, 101 Holiday Street. Info at www.peo-riarocket2020.org.

INDIANA, INDIANAPOLIS, March 7, Train Show sponsored by Naptown & White River Model Railroad Club at Emmerich Manual High School, 2405 South Madison Avenue. Info at nap-townrr.org.

KENTUCKY, LOUISVILLE, March 21, NMRA Division 8 Mid-Central Region Train Show and Sale, at Holy Family Parish Saffin Center, 3938 Poplar Level Road. Info at mrhmag.com/sites/model-railroad-hobbyist.com/files/webform/news/2020.03.21_tss_news_release.pdf.

SELECTED EVENTS | 4

MISSOURI, ST. LOUIS, July 12-18, 2020, NMRA National Convention and National Train Show. HQ at Hilton St. Louis at the Ballpark. Info at gateway2020.org.

MISSOURI, ST. CHARLES (METRO ST. LOUIS), September 2-5, 40th National Narrow Gauge Convention, St. Charles Convention Center/Embassy Suites Hotel. Info at www.40nngc.com.

NEW YORK, ROCHESTER, March 7-8, Open House sponsored by Rochester Model Railroad Club at 120 South Clinton Avenue. Info at RocMRRC.com.

OHIO, GREENVILLE, March 1, Swap Meet sponsored by Darke County Model Railroad Club at Darke County Fairgrounds Youth Building, 800 Sweltzer Street. Info at mrhmag.com/sites/model-railroad-hobbyist.com/files/webform/news/2020dcmrr_swap_meet.jpeg.

OREGON, EUGENE, April 21-24, Make Tracks to Eugene in 2020 PNR Convention. At Valley River Inn, 1000 Valley River Way. Info at maketrackstoeugene.com.

OREGON, PORTLAND, March 14, Swap Meet sponsored by Willamette Model Railroad Club at W.D. Jackson Armory, 6255 NE Cornfoot Road. Request info from Brigg Franklin at wmrc-swapmeet@gmail.com.

PENNSYLVANIA, MALVERN (Valley Forge), March 26-29 2020, Railroad Prototype Modelers Meet, at Desmond Hotel. Info at rpmvalleyforge.com.

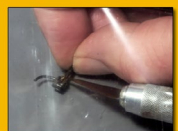
TENNESSEE, NASHVILLE, May 31-June 6, National Garden Railway Convention, at Gaylord Opryland Resort. Info at ngrc2020.com.

VERMONT, ST. ALBANS, March 14, Vermont Rails Model Railroad Show at Collins Perley Sports & Fitness Center, sponsored by the Northwestern Vermont Model Railroad Association. Info at www.nwvrailroad.org.

Beyond 2020, by date

CALIFORNIA, SANTA CLARA, 2021 NMRA National Convention and National Train Show.

ENGLAND, BIRMINGHAM, August 14 - 21, 2022 NMRA National Convention and National Train Show. www.nmra2022uk.org. ■



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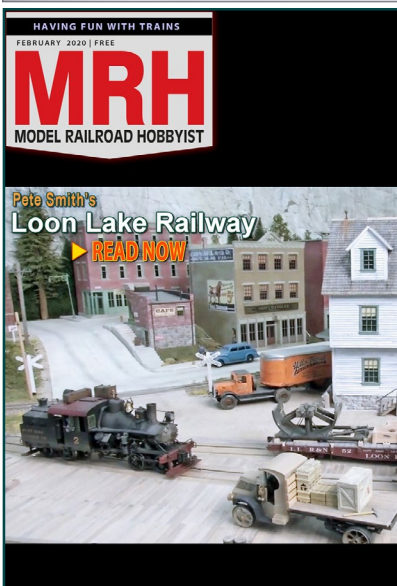
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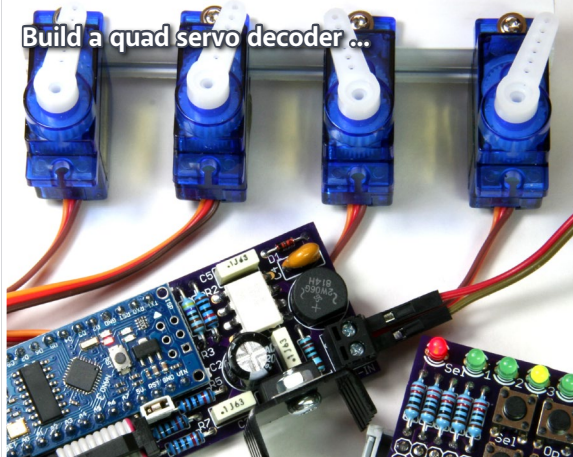
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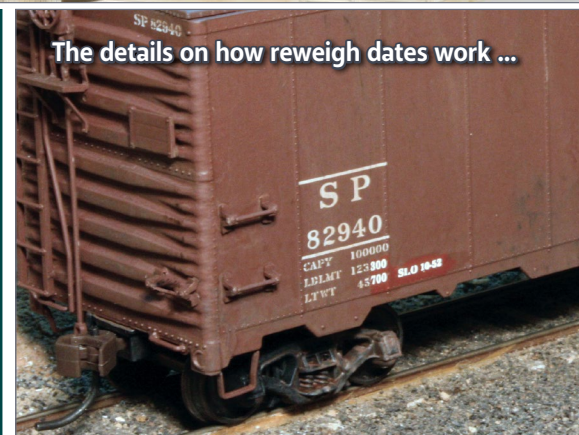
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