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SEPTEMBER 2023 | FREE

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- ... *and more inside!*



Rob Spangler

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Model Railroad Hobbyist |

September 2023 | #163

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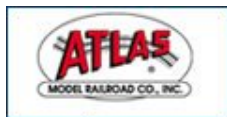
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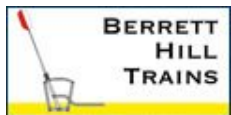
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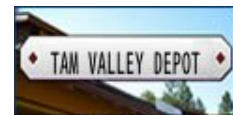
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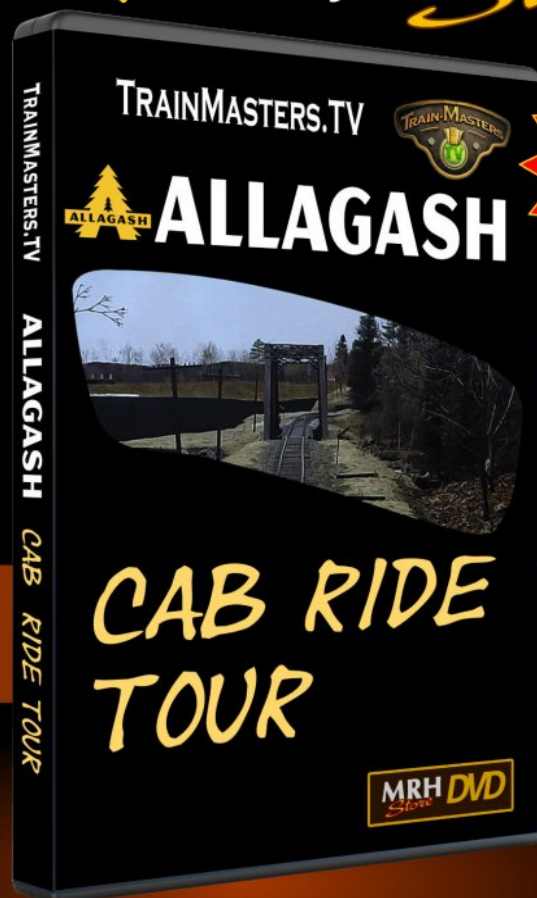
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Publisher's Musings: More MRH 2023 survey results ...
JOE FUGATE



MRH Website this month: Chest height outdoor layout, ...
Compiled by JOE FUGATE



What's Neat: Building an HOn3 layout - part 3, ...
KEN PATTERSON



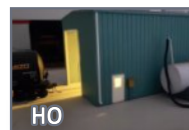
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BILL KEPNER



Modeling a concrete culvert scene
ROB SPANGLER



Making shingles from Cheez-It boxes
DON MORNINGSTAR



Savvy Modeler online: Kitbash a small rail-served industry
Compiled by the MRH STAFF



September 2023 news and events
RICHARD BALE and JEFF SHULTZ



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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | September 2023



VIEW READER
COMMENTS

JOE FUGATE REVIEWS MORE RESULTS OF
THE MRH 2023 READER SURVEY ...

LET'S CONTINUE REVIEWING THE 2023 MRH SURVEY RESULTS. Last month I looked at preferred scale and our audience interest in layout tour articles and videos.

Topics of interest

Obviously, the better we understand what topics you want, the better we can fill these pages with content that's the most useful to the greatest number of you.

We asked the topics question in a couple of ways. First, we listed some broad categories that encompass the entire scope of the hobby from prototype info to building a layout to things like electrical/DCC and maintenance.

We asked those taking the survey to check the topics of greatest interest. From there, we can make a tally of the topics that got the most check marks.

We also asked a more specific question about *new* technology. We listed a couple dozen specific new technology areas and asked you to check the ones that interested you the most. Between these two questions, we can get a good idea of what topics we need to cover more and perhaps what topics we

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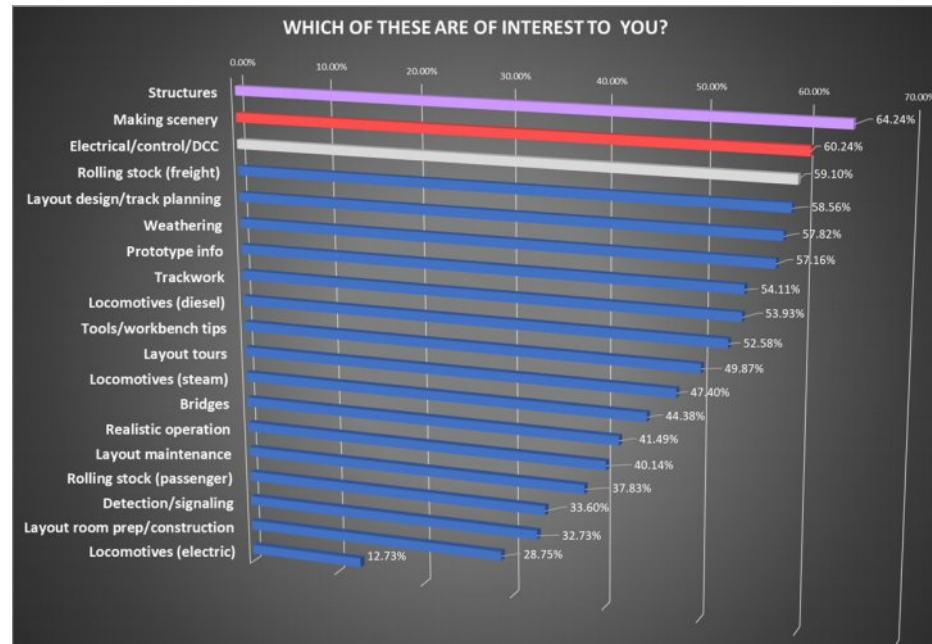
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should cover less. If we're not getting article submissions on the more popular topics, we can put out a general call for more article submissions on those topics.

We can also deliberately commission those we know have some skill in one of the more popular topic areas to write an article or two for us.

Let's look at the responses!



We have marked the top three with different colors: structures, making scenery, and electrical / DCC. The high interest in structures is a new development, but we've known ever since day one that scenery and electrical / DCC rate the highest.

If you think about it for a moment, scenery articles can apply to any era and any scale. Many folks seem to be somewhat mystified at how to do scenery well. Note weathering also rates high, we consider weathering to be a scenery-like topic, since it

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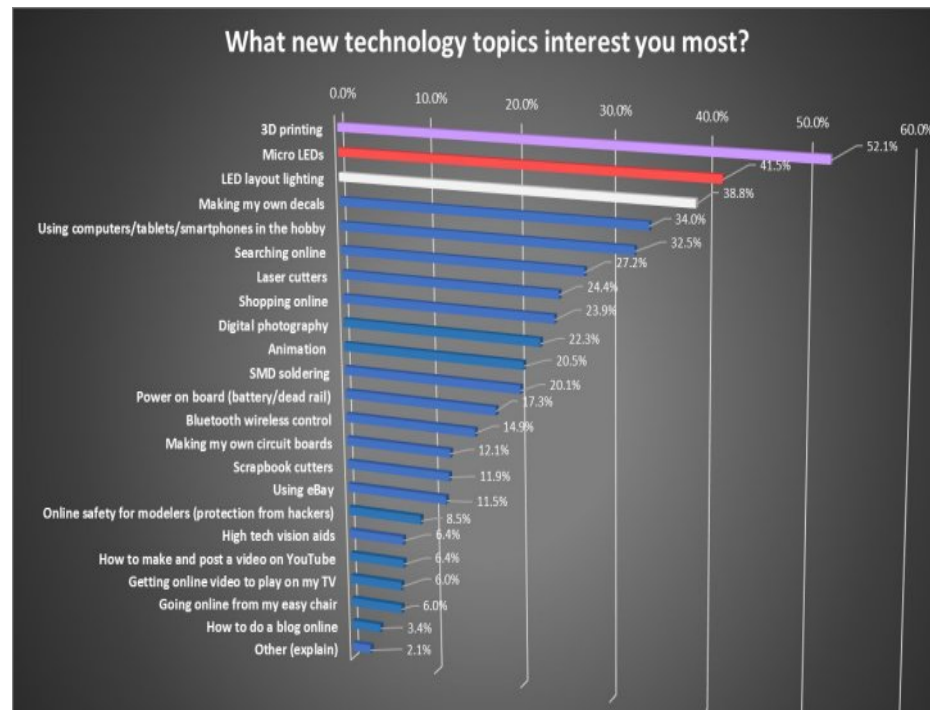
PUBLISHER'S MUSINGS | 3

also can be used as a finished look detail for any prototype, any era, and any scale.

Electrical / DCC also has been known since day one as a popular topic. Like scenery / weathering, it can often apply to any scale, any era, and any prototype. Even DCC decoder installs for a specific scale or locomotive can contain insights useful for other scales or other loco install scenarios.

Making the trains go is one of the things that makes model railroading stand out from more static hobbies like military modeling, collecting miniatures, or other craft hobbies like woodworking. Electrical / DCC helps make the trains go.

Also note what doesn't rate very high: operation or maintenance. It's been known for a long time that operation articles, while we believe they're needed, tend to get a bad rap. Most ops articles rate poorly in issue feedback ratings.



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When it comes to new technology topics, again, not a lot of surprise. The three leading topics of interest are 3D printing, and LED lighting – both SMD LED lighting in equipment and LEDs for layout lighting.

The tech topics question included an other entry, which included a number of interesting responses:

- LCC
- Any kind of wireless control
- White decal printing (ALPS replacement)
- Layout signaling
- Photo-realistic cardstock structures
- Remote operating sessions (Covid got me thinking about this)
- CNC milling



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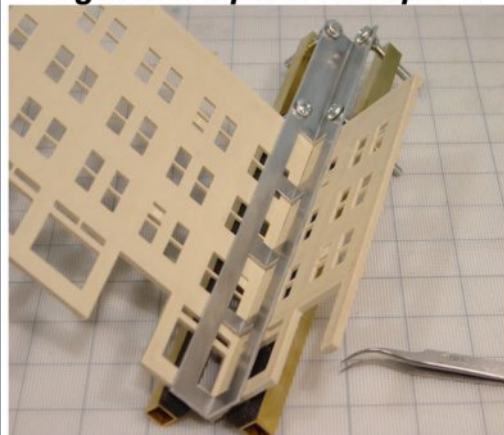
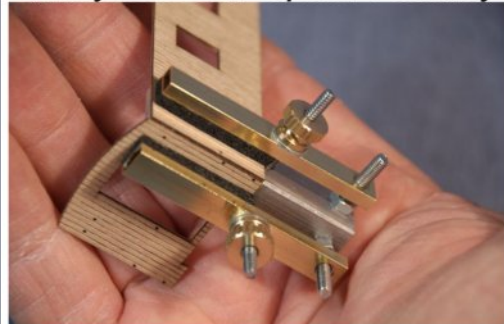
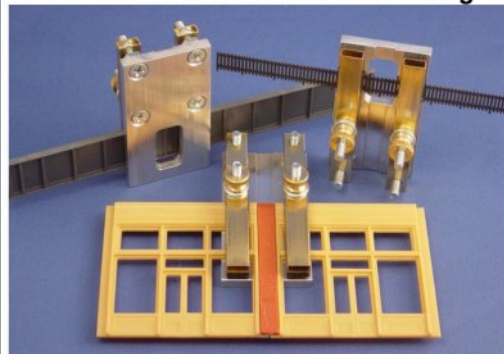
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PUBLISHER'S MUSINGS | 5

- Train simulator software
- Replacing old motors in locos
- Fiber optic lighting
- Making your own castings
- *Doing stuff online isn't new!*
- *I'm too old to get invested in new technology ...*

These last two italicized responses aren't actual topics per se, but are commentary on our topics question.

Note how the last two responses can be seen as polar opposites: one says the internet isn't new and the other says they're too old to care about any new tech (which can include the internet).

Believe it or not, many of our support calls involve teaching folks how to use their device: how to download, how to unzip files, how to find where a download file went, how to get videos to play, and so on.

So we ask what may seem like "obvious" questions to some who are more tech savvy to get a read on if we need to write a remedial article on how to use the internet, for example.

From our perspective, there's a lot that's not new, but

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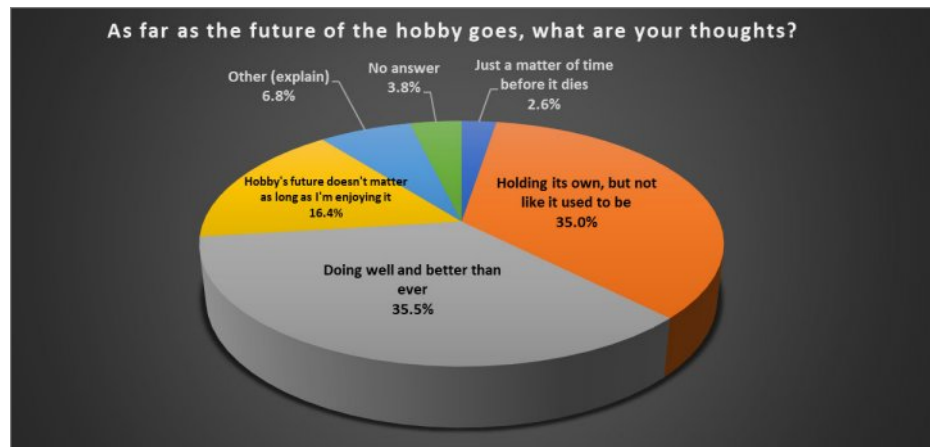


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hardly a day goes by that we're not helping somebody figure out their computer, tablet, or phone and how to use them to access our digital content. Internet 101, we call it.

The future of the hobby

Every survey we do, we like to get a read on how optimistic folks are about the future of the hobby. Over the years, the responses to: *just a matter of time before it dies* have decreased dramatically. It's now at less than 3%.

On this question, here's a sampling of the other responses:

- Hobby too expensive, don't see how newcomers can afford it.
- New tech bringing in younger folks (3D printing, Cricut cutter, Arduinos, etc).
- Too many small hobby manufacturers aging out / retiring.
- I miss the local hobby shop.
- Seems to be a lot more lone wolf modelers these days. Younger modelers often aren't joiners.
- We can model now in ways I never dreamed of 15 years ago.
- Seeing more couples, families, women, young adults, diverse ethnic groups at shows post pandemic. Face of hobby is changing, market is growing.

What's new on TMTV

Some recent shining examples ...



Dallas 2023 Train Show highlights

Highlights from the National Train Show



The Allagash cab ride tour



3D printing: Print out the building design



Demystifying frog wiring

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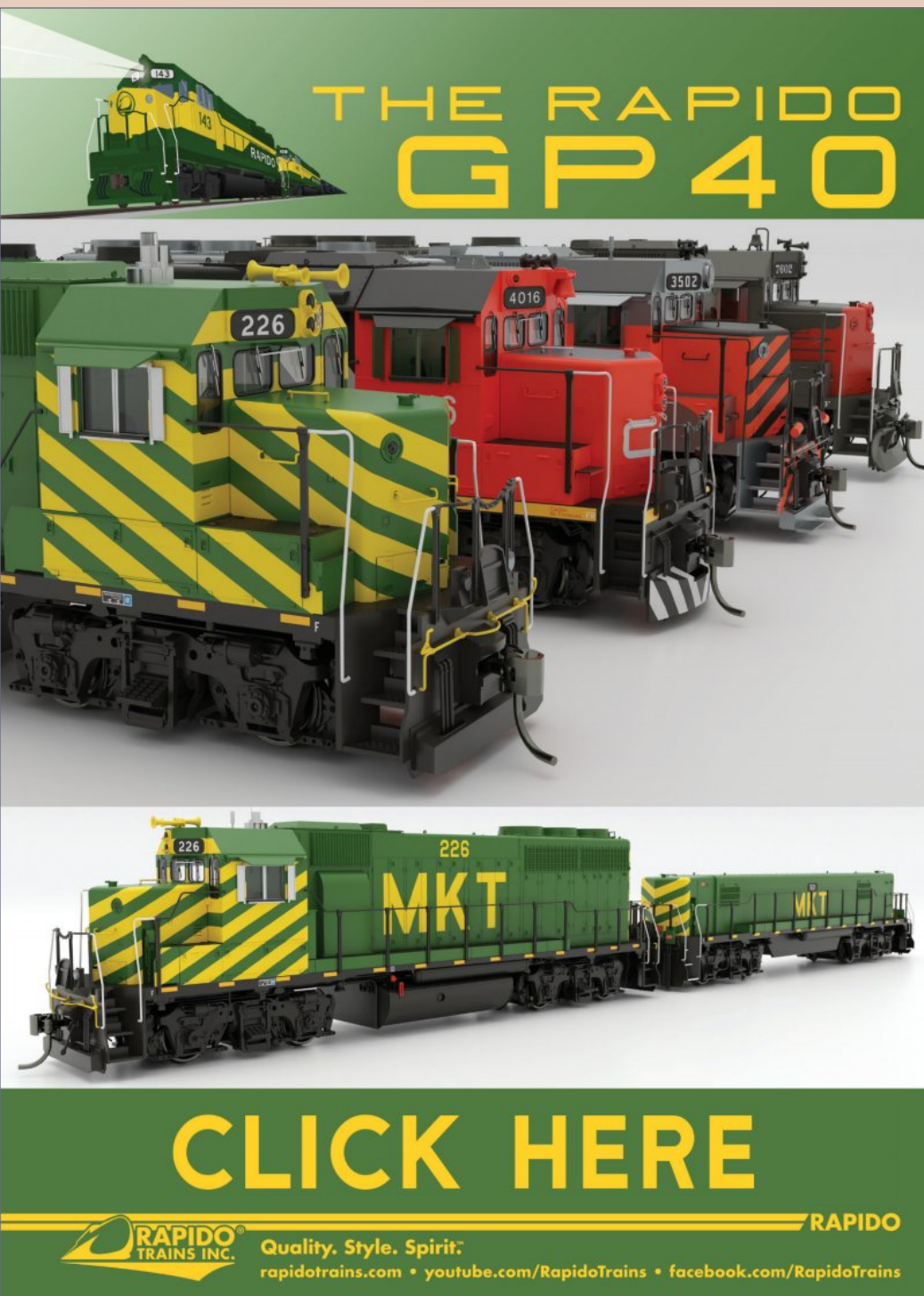
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PUBLISHER'S MUSINGS | 7

- Hobby industry is in decline. Company buy ups / mergers limiting the available sources and when those few remaining sources fold, it's all over.
- Heavy emphasis on prototype accuracy and museum quality is making the hobby too serious – it's killing the fun side of the hobby.

Compare the various responses and you will note totally polar opposite perspectives. Some say its in decline, others see young new faces everywhere.

From our perspective, the hobby is most certainly changing, but it's hardly dying. Even the comment of hobby vendors retiring / lost to mergers fails to account for what we see: new startup hobby manufacturers seeing the loss of a old vendor / product area as a new business opportunity. ☑

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Most liked articles in [August 2023 issue](#) of MRH are:

- 1st** Signs and posters on buildings
- 2nd** Jerry Hoverson's Rocky Mountain Central
- 3rd** Publisher's Musings: MRH 2023 reader survey results

Most liked articles in [August 2023 issue](#) of *Running Extra* ...

- 1st** Modular railroading on-the-go
- 2nd** Limited Modeler: Time, setting, and season swapping
- 3rd** Modeling the Bronx Terminal in N scale

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

September issue ...



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	Getting Real: Low effort - high impact modeling MIKE ROSE
	Kitbash a climax box cab steamer in brass THOM DRIGGERS
	Ask me about my railroad ROBERT MACLEAY
	Ah-Hah Moment: HO battery power with Blunami JOE FUGATE

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THIS MONTH

Model Railroad Hobbyist | September 2023

Compiled by **JOE FUGATE**



Chest-height large scale outdoor layout

MRH forum member **Craig Townsend** models in 1/29 large scale, but he has decided a ground-level outdoor layout does not work for him. He has come to prefer an *elevated* outdoor layout. Read all about it in his fascinating journal/blog.



View the full thread on the MRH website

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



1. MRH forum member **thewizard1** has a detailed journal/blog thread about how he accidentally worked backwards from building structure dioramas into one day finding himself building a new layout: The Beaver Falls Railroad.

Building the layout “backwards”

MRH forum member **thewizard1** (Charles D.) didn't have room for a layout, so he built structure dioramas. He did, however, build a small layout for his grandson.

“Eight months later I found out my grandson was moving and they weren't taking the layout. So back home it came ... long story short, I took it apart since I didn't have room for it either. When I got down to the 12 foot L-girders, I thought, what if I put some new legs on them and just put it in the studio. That was the beginning of the unplanned Beaver Falls Railroad.”

Read the full thread as Charles takes us on the unexpected journey that lead to his now under construction Beaver Falls RR.

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

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BEST OF THE *MRH* FORUM | 3



2. *MRH* forum member **cv_acr** (Chris VanderHeide) started a thread about how he's building a fleet of accurate ore cars for the club he is a member of.

The great CPR ore car project

MRH forum member **cv_acr** (Chris VanderHeide) explains how he embarked on this fascinating project of using 3D printing to model accurate ore cars:

"The club I belong to models the Canadian Pacific Railway's Sudbury region during the 1970-79 era, to a fairly strict degree of prototypical adherence. Sudbury is most well known for it's mining industry ... so ore trains and ore cars are a key feature. However, the type of cars used in this area are not something that can be accurately matched with off-the-shelf RTR models."

Follow this thread for full details of how Chris has done this build.

[View the full thread on the *MRH* website](#)



3. *MRH* forum member **JJankauskas** (Justin J.) started a journal/blog thread about how he's decided to add a branch to his layout in an adjoining space.

The Delaware & Hudson Vine Street Branch build

MRH forum member **JJankauskas** (Justin J.) started a journal/blog about expanding his Delaware & Hudson Penn Division layout by adding a branch into a separate space.

"I have been thinking about the idea of building a small 2' x 17' shelf style addition outside of my current layout room in a fairly wide hallway leading to the stairs. This new section will be the Vine Street Branch ... it leaves the D&H mainline in North Scranton right next the the Green Ridge yard roundhouse."

See the full thread – who doesn't like a layout expansion story?

[View the full thread on the *MRH* website](#)

Recent weekly photo fun photos ...

Each weekly photo thread always has so many great photos, it's hard to choose! Here's a couple that caught our eye ...

[View the full thread on the *MRH* website](#)



4. Forum member **scottympm** (Scott Morrison) posted this photo of his equipment on the Victoria Model Railroad Club's layout. Note that cool ferry slip in the background!



5. New *MRH* forum member **whenny1426** (Bill Henry) posted this fabulous photo of his work. We love the extremely natural looking scenery here. These background trees look fabulous, and the embankment down to the foreground spur track looks perfect.

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WHAT'S NEAT

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Model Railroad Hobbyist | September 2023

KEN PATTERSON COVERS THIS MONTH:

- BLI'S PENNSYLVANIA T1 4-4-4-4 AND F3 LOCOMOTIVES IN N SCALE
- PART 3 OF A 3x8 HOn3 LAYOUT THAT STARTED AS SIMPLE RUN-BY
- BACHMANN'S LARRY HARRINGTON SHOWS OFF NEW AND UPCOMING PRODUCTS



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THIS MONTH KEN SHOWS THE N SCALE BLI PENNSY T-1 4-4-4-4 and MoPac and Frisco F3 locomotives, and then continues a series on how he built a 3x8 HOn3 run-by video and photo diorama and then turned it into a layout. Bachmann's Larry Harrington visits via Skype to show off new and upcoming products.

N scale locomotives from BLI



1. Ken has some new N scale locomotives from BLI that he's shooting product photography for, starting with this streamlined Pennsylvania RR T-1 4-4-4-4 locomotive. It will be available in five road numbers, undecorated, and three different fantasy paint schemes. They are available with Paragon4 sound as well as Stealth DC/DCC-ready.



2. The N scale F3 locomotives consist of powered "A" units and dummy "B" units. Along with this Missouri Pacific scheme, Ken has an A/B set decorated for Frisco. The powered units are equipped with Paragon4 sound or in the DC/DCC-Ready Stealth series.

Building a 3x8-foot layout



3. Ken starts this segment by ballasting the track he has installed. He uses a 1-inch brush to spread the ballast around and between the tracks.



4. Since this is going to be a weedy yard, static grass is applied to the finished ballast.



5. At this point Ken decides it is time to apply the wood fascia to the outside of the layout. He starts by embedding wood blocks into the slot that was previously routed around the layout. The blocks are secured with Gorilla glue.



6. After smearing the insides with Gorilla Glue, Ken staples the wood sheathing to the blocks.



7. Ken uses a drill press and jigsaw to cut the opening in the fascia for the control panel switches.





8. Ken uses a laminate trimmer to sculpt the edges of the fascia to match the dips and rises of the layout scenery. He'll finish it off with a sander to smooth the edges.



9. Ken applies two layers of a Floquil and Minwax stain mixture, and then finishes off the fascia with three layers of polyurethane gloss.



10. A touch of dirt and rock around the edges finish up this segment on building an HOn3 layout.



11. Larry shows off the White Pass & Yukon Railway version of the On30 excursion passenger gondola. As seen in the August MRH News, this model is also available in Cumbres & Toltec, East Broad Top, and Durango & Silverton paint schemes.

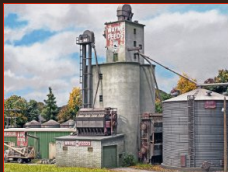




12. Here Larry shows the first test sample of the upcoming N scale SD40-2. While all the road names in the first release will have dynamic brakes, this sample is lacking them, demonstrating the flexibility of the tooling for future releases. The model will come equipped with SoundTraxx Econami sound and DCC. Road names in the first release will be Santa Fe, CSX, Norfolk Southern, and Union Pacific.

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13. The chemical tank car model was successful in HO scale, so Bachmann is bringing it to N scale, including two different-size domes. The cars will be available in four road names: Diamond Chemicals and Penn Salt with the small dome, and Hooker Chemical and Engelhard with the large dome.

To see each of the N scale BLI locomotives Ken photographed, all the work in part 3 on the layout, and the new and upcoming products from Bachmann, click on the video link at the beginning of the article. ☑



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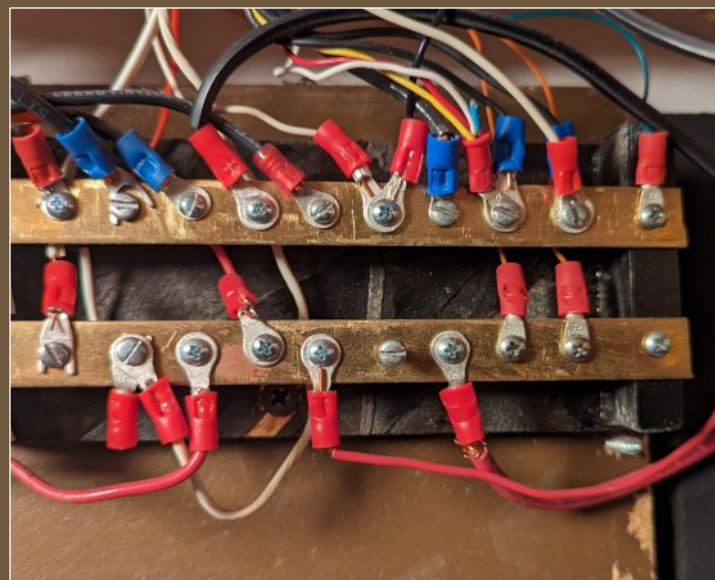
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MAKING WIRING FUN



Electrical Impulses

Model Railroad Hobbyist | September 2023

BILL KEPNER OFFERS TIPS TO
TAKE THE HEADACHE OUT OF
WIRING ...



I AM NOT AN ELECTRICAL ENGINEER OR EVEN AN ELECTRICIAN. This article is written for the rest of us who know just enough about electricity to make trains run. My hope is that you pick up several ideas to use for your own best practices, and I don't expect anyone to do things exactly the way I do.

Most of our layouts are never "done," so wiring can change frequently. If we don't follow some set of standards, the undersides of our layouts tend to get messy quickly.

MAKING WIRING FUN | 2

As I visit other layouts and see the good and bad, I bring back new ideas to make my own techniques better. Allen McClelland's "Good Enough" principle applies to wiring!

My home N scale layout was started in 1993, occupies 600 square feet, and has seen many changes over the years. Originally wired for DC block operation, it was converted to DCC after about eight years. I use C/MRI (Computer Model Railroad Interface) for signaling, which adds to the fun.

When I started writing this article, I debated whether I wanted to show real photos of items that aren't perfect and don't follow my own current "Best Practices" in some cases. But I think you'd rather see something real, than something made up.

There are certain electrical practices that you read about frequently, such as:

- Using heavy gauge wire for your DCC power along the railroad.
- Splitting the layout into sections, and using multiple boosters.



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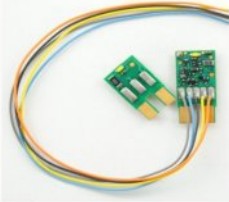
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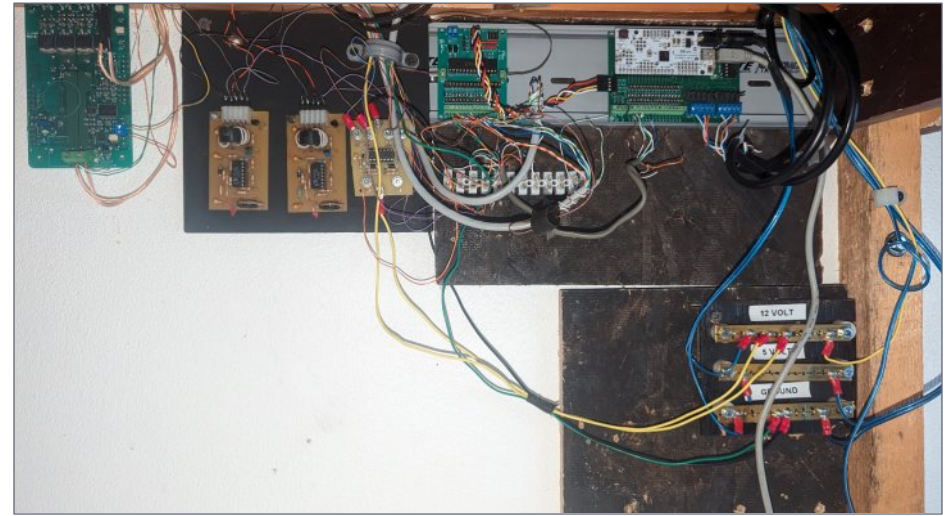
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MAKING WIRING FUN | 3



2. This is CMRI Node20 featuring a CPNode by Model Railroad Control Systems. As it turns out, there have been a lot of changes in this part of the layout, so while I'd like to keep things tight and neat, that's just not how things have worked out.

- Using add-on circuit breakers to reduce the chance of damaging decoders.
- Most importantly, don't mess with 120-volt wiring unless you know what you are doing!

What follows is a set of suggestions I've adopted after spending a lot of time wiring, and sometimes re-writing my layout. Many of these suggestions were adopted after working with other modelers or sneaking a peek under their layouts during an operating session or open house.

COMFORT

Don't work in the dark. Consider lighting areas under the layout where you will spend a lot of time with LEDs, either battery-powered or plug-in if there is a convenient outlet. Under-

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cabinet lights are inexpensive and available at your favorite big-box store [1].

It's not a good idea to mix 120-volt power with your layout wiring. Batteries will last a long time with LEDs, so try battery-powered LEDs if there is no nearby outlet. And they are less expensive!

KEEP RECORDS AND LABEL THINGS

While labeling every wire is overkill, consider labeling significant items, such as the voltage of power supplies and the inputs/outputs of electrical switches. There are nice, inexpensive label makers by Brother or Dymo.

I have a naming convention for every turnout, signal, occupation detector, and "block" on the layout. While this is essential for CMRI, it also is nice to have standardized references to the circuit destinations in your documentation.

You can get fancy with graphics, but my charts use simple text characters to show the track diagram [3]. Adobe Illustrator didn't exist when I started building the layout!

WIRE

There are times to be cheap and times not to. Buying new wire can get expensive, but it is usually worth it.

During an office remodeling project long ago, I was given enough phone wire to last me forever. But it's only good for low-current applications. Buy new wire of proper gauge for applications like your DCC power bus and other critical circuits!

Be consistent with the colors used for things like DCC bus, power feeds, etc. For example, I use red and black for DCC power, yellow for 12V DC, green for logic ground, and orange for 5VDC. Since Walmart had it when I needed it, I used clear speaker wire for stall-motor turnout power.

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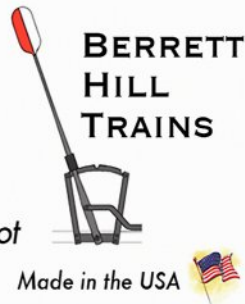


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MAKING WIRING FUN | 5

South Pennsylvania Railroad
East Bedford to West Portal

Chart4
May 20, 2023

		Detector:	OD40
	+	WB Signals:	SW030, SW030A
		Turnout:	
Creek	/	Detector:	OD44
	\	Turnout SI:	SI29, SI27
	\	Turnout:	
Bedford	+	EB Signals:	SE0301, SE0302
		Detectors:	OD41, OD42
		Blocks:	B606, B605, B607
	+	WB Signals:	SW024
West Bedford		Switch SI:	SI23, SI21
	\	Relay:	
		Detectors:	OD43
		Block:	B608
		Turnout:	
Manns Choice	/	Switch:	SI015
	/	Signal:	SE028 (on branch)
		Detectors:	OD50 (branch)
		Block:	B612
		Relay:	CT1174
		Switch:	SI013
	+	EB Signal:	SE0141, SE0142
New Baltimore	\	Detectors:	OD46, OD45
	\	Blocks:	B610, B609
Midgrade	+	Signals:	SE0121, SE0122, SW0121, SW0122
		Detectors:	OD48, OD47
		Blocks:	B612, B611
	+	Signal:	SW0101, SW0102
	\	Detector:	OD52
		Turnout:	SI009
Deeters Gap	+	EB Signal:	SE010
	+	WB Signal:	SW008
		Detector:	OD55
	\	ODDisplay:	DP1
West Portal		Turnout SI:	TU5
	+	EB Signal:	SE0061, SE0062
		Detector:	OD54, OD53

3. Each section of the layout has all blocks, detectors, and switches labeled so I have a consistent name to refer to each.

MAKING WIRING FUN | 6

Most of our layout wiring doesn't move, so solid wire is okay to use. In areas where it flexes, such as a hinged control panel, use stranded wire.

Follow the guidelines for wire size, especially for track power. I use 12AWG for the main DCC buses, but 22AWG for short track feeders.

When wiring signals or other input logic items that need multiple wires, I use CAT5 Ethernet cable.

CONNECTING WIRES

While you should always strive to use a continuous wire between two points, some splicing is inevitable. Learn how to create a Lineman's Splice [4]. There are several videos and documents that you can Google that explain how.



4. A Lineman's Splice gives you a good electrical connection. Flow on a bit of solder, and it should be good indefinitely.

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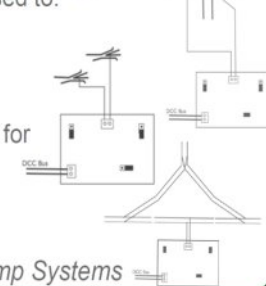
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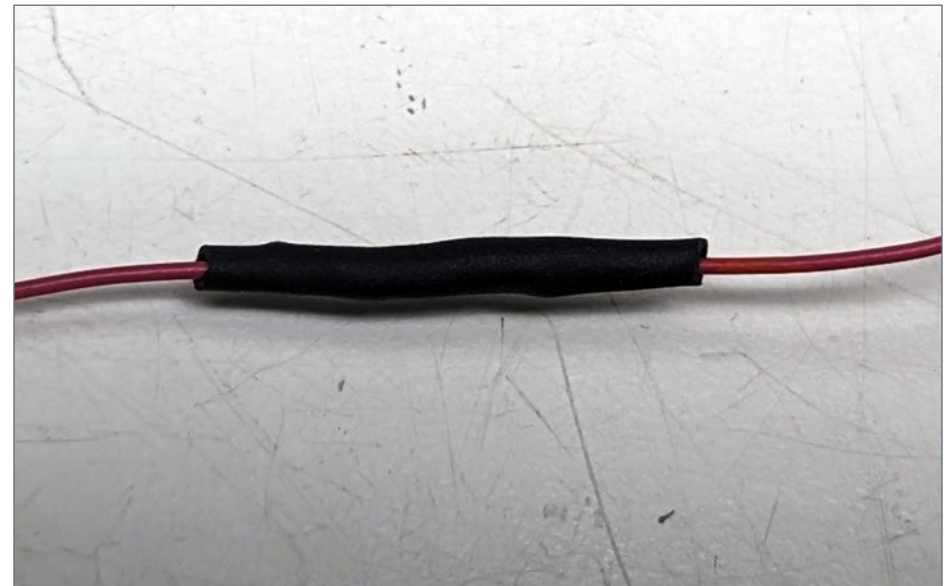
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5. Shrink tubing has a nicer appearance than electrical tape, and it doesn't get sticky.

Shrink tubing is preferable to electrical tape for protecting bare wires and soldered joints [5]. It can be purchased at electrical supply stores, and sometimes at big-box home supply stores. You can buy a nice heat gun, but an old hair dryer works fine for me. You can use a rubber-like “liquid tape” to coat bare wire or joints, but that can make a mess if you're not careful.

When you want to attach feeder wires to your main DCC bus, one option is to use quality insulation-displacement connectors, often known as “suitcase connectors.”

Some swear by them, and some swear at them. They don't work well on heavier gauge solid wire, and you can only connect one feeder wire per connector. In areas with a lot of DCC feeder wires, it is awkward to use one for each feeder wire.

I like using terminal strips (sometimes called terminal blocks), both the barrier type and the "European style" [6]. The European style is great for smaller solid wire and wiring for a CAT5 cable.

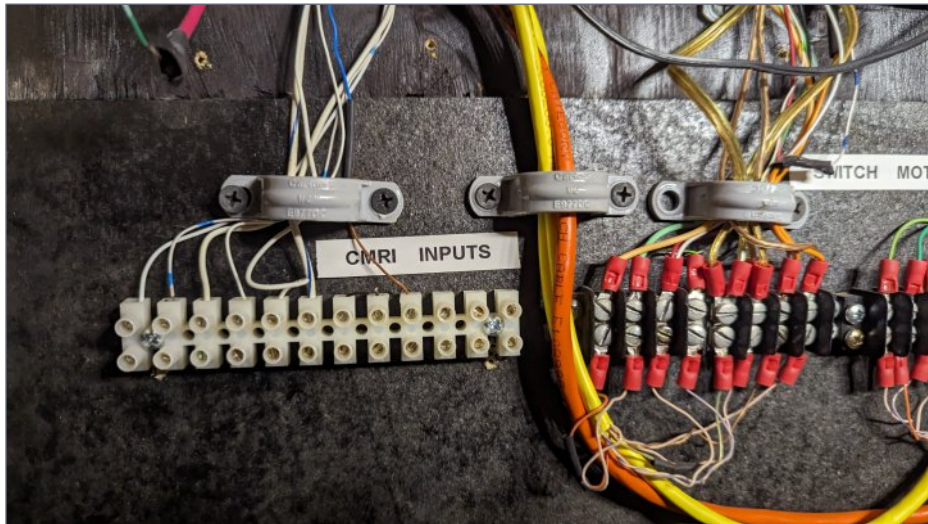
When I have many wires connected to a single source, such as a 5-volt power or ground, I create a "bus bar" from a ½-inch wide, by 3/32-inch thick (0.093") brass, and drill/tap for 4-40 screws on 3/8-inch centers [7]. Ring or spade solderless connectors make a good connection.

When routing wires, I use plastic conduit clamps to attach wires to a solid surface. Tie wraps are often used, but I find as soon as I tighten one up, I need to add more wires to the bundle!

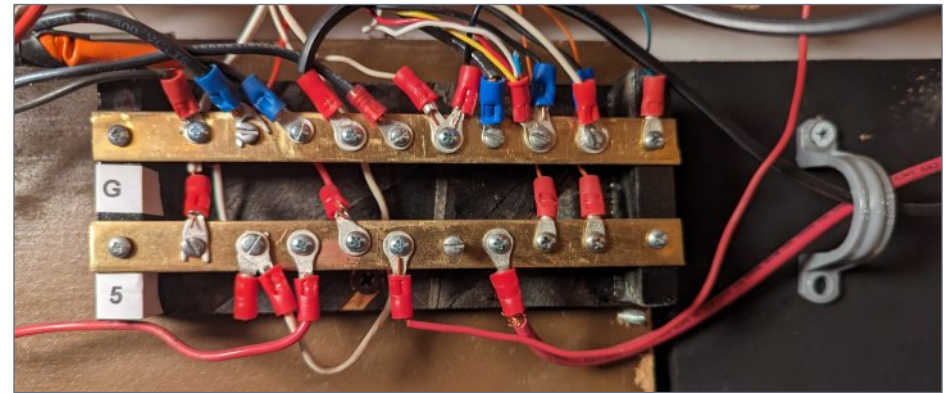
TROUBLESHOOTING

For those of us who aren't perfect, having features to help troubleshoot layout electrical problems helps resolve them faster.

When I converted to DCC, I retained the power blocks so I can turn the power off to sections of track if needed. I moved the



6. European style (left) vs. barrier (right) terminal strip/blocks.



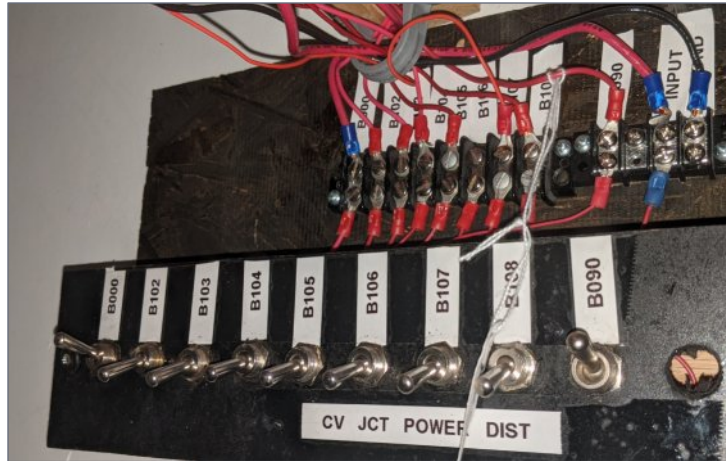
7. Each CMRI node has a bus bar where all 5-volt connections are made.

switches to strategic locations under the layout, near the blocks they control [8]. When I have a short circuit and a booster's breaker trips, I can quickly turn off each section until the breaker resets to identify where the short occurred.

In areas added since the DCC conversion, I still have switches to break the connection and isolate the area quickly if a short circuit occurs. An alternative is to use circuit breakers to break each booster's output into multiple districts, but you still may want switches to cut power manually.

When you do need to use a multimeter to test whether you've got power where you think it should be, you tend to need three hands. I have a Velcro pad on the back of my multimeter so I can hang it at significant locations around the layout [9]. That way, I have both hands free to probe the circuits.

Very few model railroaders will admit they like wiring their layouts. For most of us, it's the part of the hobby we dislike the most. By having standardized practices and plans, you can at least make it bearable the next time you make changes to the track plan or want to add items such as signals and other electronic components. ☑



8. This is one of the DCC power distribution points. I can turn off the power to specific areas if I am working those tracks and don't want to cause short

circuits that would trip the booster's breaker. In normal operations, all switches would be turned on (up).

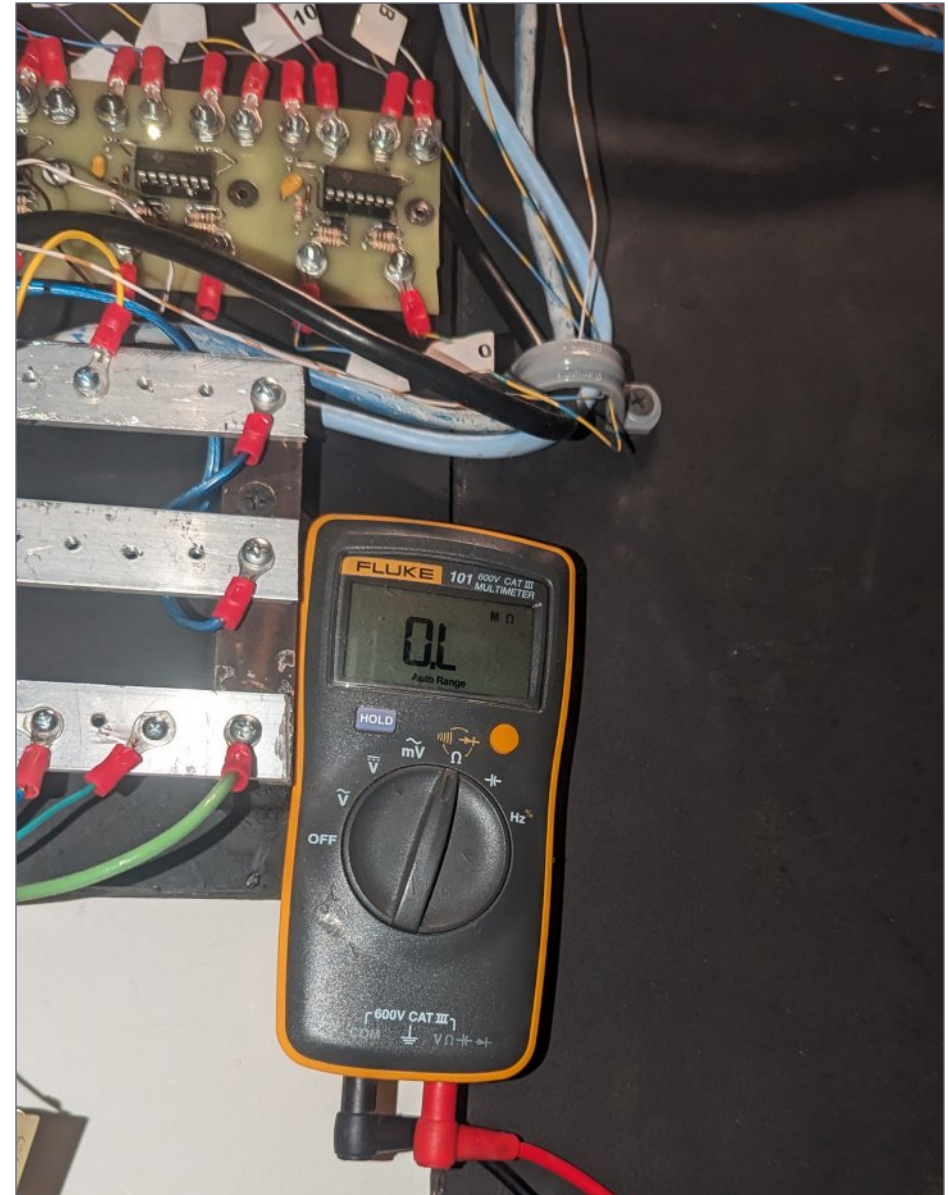


BILL KEPNER



Recently retired from a long career in software development, Bill started out with an American Flyer set under the Christmas tree at two years old. He moved to HO in his teens, and then settled into N scale after college.

He keeps busy volunteering at the Colorado Model Railroad Museum, the Colorado Railroad Museum, and the Friends of the Cumbres and Toltec Scenic Railroad. He vows to spend more time on his basement-sized N scale South Penn Railroad, and has found many ways to enhance the 30-year-old railroad. ■



9. The multimeter hangs on a Velcro strip next to the bus bar for this node. I can use both hands to probe for the problem, and read the meter.

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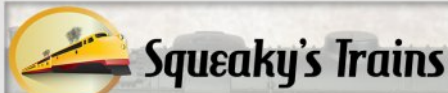
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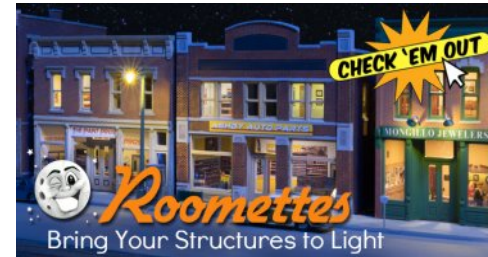
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Modeling a concrete culvert scene



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AS I REVIEWED MY VARIOUS LAYOUT SCENERY

PROJECTS, I decided to add a concrete culvert to my Greasewood Draw scene. The scene has one track high in the back on a tall steel trestle and a lower branch line track below. The draw is a dry wash most of the time, but there can be some water flowing when a good thunderstorm rolls through.

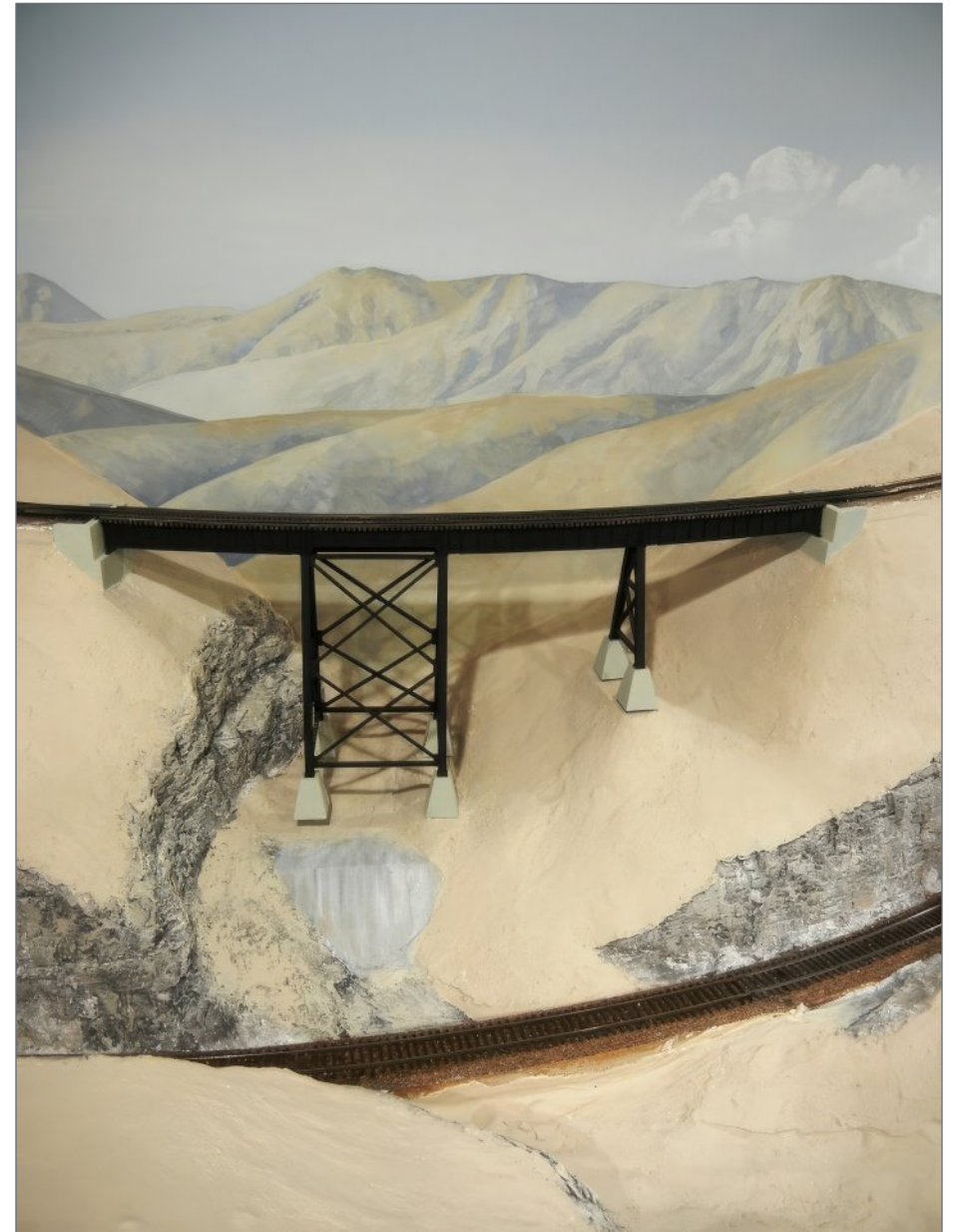
I built the ravine scenery here and left a place for a culvert on the branch line track at the bottom [1]. Some may look at this scene in the rough and wonder what would eventually be modeled. You can see a definite need for water to drain under the lower roadbed after flowing over the check dam below the trestle.

I mocked-up several culvert and bridge ideas in this scene deciding how to proceed. I recommend taking your time and always mock-up various options first – you will be glad you did.

FINDING A CULVERT PROTOTYPE

I did not want to just “make up” something for this scene; I wanted to base it on a typical prototype for the region I model – the US Great Basin. As a source of prototypical inspiration for this scene, I started with a photo I had of a typical dry wash in the Great Basin as shot through the car window [2].

After researching various prototype culvert options, I decided to base this scene on some prototype photos I found [3] when searching for “box culvert.” From there, I searched for railroad prototype examples, and I found a good culvert of just the right size crossed by the Union Pacific in Echo Canyon, UT [4].



1. The Greasewood Draw ravine with rough scenery in place. Note there's no culvert in place yet on the lower branch line track.

MODELING A CONCRETE CULVERT SCENE | 5

I'm modeling a slightly larger culvert with two bays, because I think this provides sufficient capacity to handle anticipated water flow during the occasional thunderstorm.

Although not entirely obvious from [1], the channel of the wash is somewhat narrow, maybe 10' or less. I doubled that to make the two-bay culvert opening two feet. This isn't a perennial stream, and supposedly it should never carry too much water, even at peak runoff.

The bottom of the ravine will be much narrower when complete than it looks now. There will be a large amount of talus and alluvium on both sides, especially on the left side of the ravine.



2. Here's a photo I shot through the car window of a typical dry wash in the Great Basin region I model.

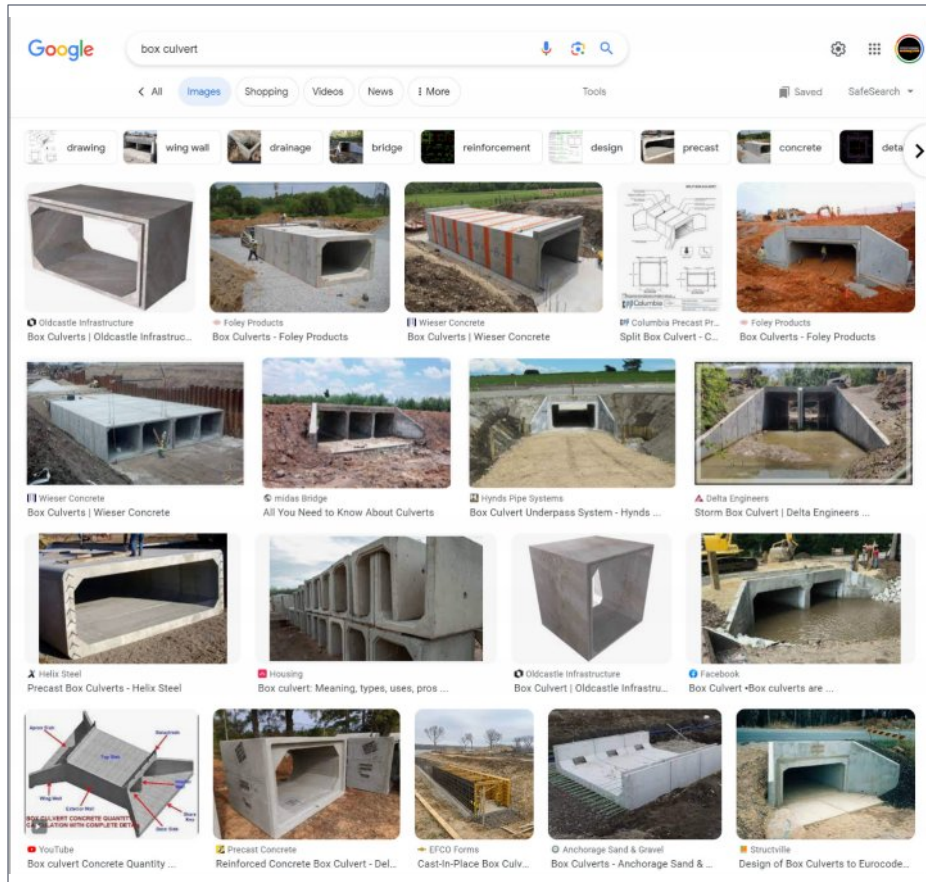
MODELING A CONCRETE CULVERT SCENE | 6

INSTALLATION

Once I decided to build a two-bay concrete culvert, I fashioned each two-bay side separately – one to fit on each side of the roadbed. I used 0.060" styrene for most of the assembly, doubling-up on the center support. I extended the side walls with wings to protect the track fill from washing away [5].



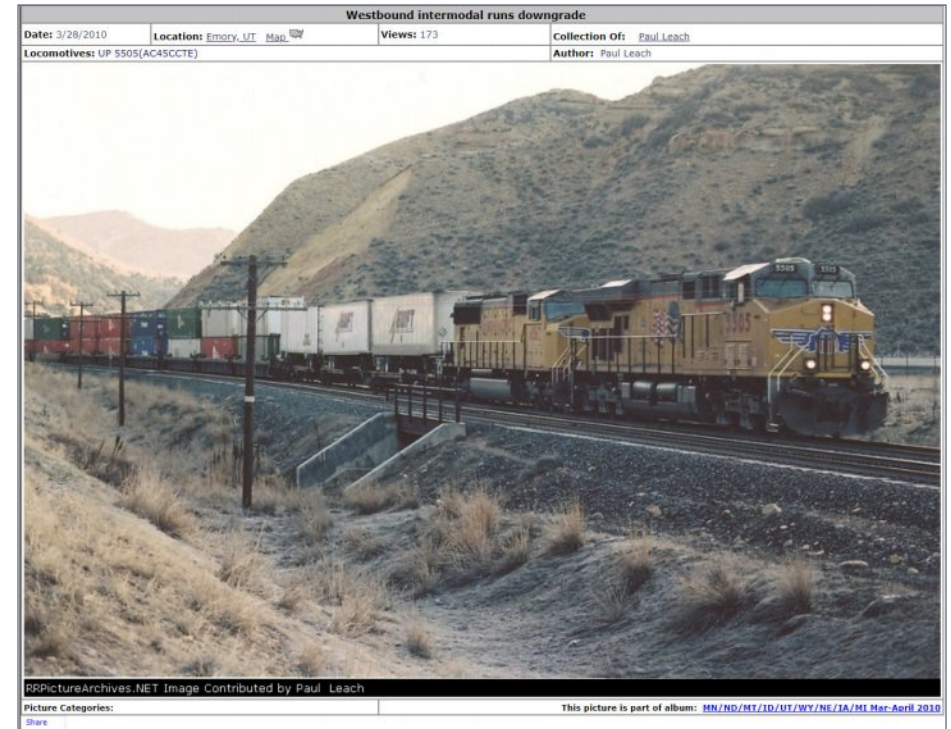
MODELING A CONCRETE CULVERT SCENE | 7



3. Concrete culvert examples I found when I searched for "box culvert." This helped me decide what kind of culvert to model on my freelanced WP 8th Sub.

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MODELING A CONCRETE CULVERT SCENE | 8



4. Concrete culvert crossed by the UP in Echo Canyon, UT. Photo, courtesy of RR Picture Archive, photographer Paul Leach: (www.rrpicturearchives.net/showPicture.aspx?id=2106910)

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5. I used 0.060" styrene to fashion the culvert as two separate sides. I cut slots in the scenery to make room for it. I angled the wing wall on the right-hand side behind the track to increase the gathering area for oncoming runoff. I also added some Evergreen styrene channel on the top of the sides to retain the fill/ballast material. What you see is pretty much all there is to the structure.

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6. Another view of the raw styrene culvert, mounted in place with caulk.



R. Spangler

CONCRETE TRESTLE FOOTINGS

I scratchbuilt steel trestle concrete footings from styrene sheet, 0.030" - 0.040". I made a rough drawing from prototype photographs of such footings under some WP trestles in California such as the Keddie Wye, and I just guesstimated the dimensions.

The top of each footing is a square piece of styrene, and each side is a trapezoid of the same size cemented to that top. Every side piece overlaps one edge of the adjacent piece (say the left edge of each one) so the assembly stays square. I filled any gaps with Squadron putty and sanded the completed footings smooth before painting them with Testors "Camouflage Gray." I found them quick to build. ■



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I cut slots into the plaster shell for the walls and center support, and painted the edges of the roadbed black to disguise it in case somebody tries to look through the culvert, since it doesn't go through. I considered removing the roadbed, so it did go all the way through, but felt it wasn't necessary.

I used Power Grab construction adhesive caulk to glue the culvert in place, and used the caulk to fill around any gaps so dirt and ballast wouldn't spill down through the scenery during the next steps.

I then painted and weathered the track.

ADDING FILL

With the culvert installed, I added fill material.



7. The culvert with rock and dirt fill added. Also see [8].



8. Another view of the culvert with fill material added.

I piled up rock and dirt fill to get the railroad across the ravine. I added rocks first, then some lighter-colored sand, followed by darker-colored sand representing compacted cinders and old ballast. Once I had shaped it, I glued it all in place with wet water and white glue. Later I'll add ground cover around the rest of the scene before finishing the track weathering and ballast.

Compare [7-8] to the earlier photos of the same location without the fill [5-6]. The structure should now look like one continuous culvert, and the fill should look adequately protected against erosion by the wing walls.

STILL MORE PROGRESS

I've added ground cover, rocks, talus piles, and grass tufts to the scene [9, 10]. There's more to do to finish up. The wash



R. Spangler

CONTEMPLATING WATER FLOW

The wing walls of the culvert angle back toward the slope above the wash bottom. The track runs downhill from left-to-right (and from back-to-front), so the short ditch behind the fill can't channel much runoff, and there's heavy rip-rap along the ditch. I built up the hill along the concrete check dam to force water into a narrower ditch.

I also narrowed the water course significantly by building up the scenery base from the edge of the stream to the steel tower footings. The scenery base to the left of the stream also angles up to cover the left side of the concrete spillway, which also reduces its width. ■



9. I painted the scenery, added dirt, grass, loose rocks, talus piles, and grass tufts. I also ballasted and weathered the track. It's starting to take shape. Also see [10].



10. Another angle of the scene with dirt, grass, rocks, talus piles, and grass tufts added, along with finishing the track ballasting and weathering.

channel now looks narrower than when it was only plaster. I used a different color of sand and rock at the stream bottom to suggest material being deposited from upstream.

Note how the watercourse passes below the trestle tower compared to earlier photos before talus and dirt were applied. In addition to adding more vegetation, I also need to finish weathering the trestle, including staining on the concrete footings.

IT ALL COMES OUT IN THE WASH

At this point, the scene is just about done.

I added sagebrush and 3D trees to blend with the backdrop. I weathered the trestle and concrete supports.

I also planted additional trees downstream. I'm being strategic about the location of these trees, as they block a view straight into the culvert, which doesn't extend all the way through the roadbed as mentioned earlier.

While I had the airbrush out to paint some track, I lightly sprayed some "Railroad Tie Brown" along the center of the wash to represent recent mud deposits. Dried mud can stay behind and affect color in the channel for some time. I did additional weathering of the culvert with powdered pastels.



11. I painted some trees on the backdrop, and added 3D trees in front. I also added sagebrush to the scene. Finally, I weathered the bridge, footings, and concrete check dam.



12. Here is the overall scene with the sagebrush, trees, weathering of the concrete, and mud-color airbrushed into the stream bed.

I found the weathering on the concrete looked washed-out when I photographed it. So, I went back and added more weathering. The weathering looked reasonably obvious in person, but was not very visible in photos.

The lead photo with the trains shows the weathering after a second pass.

CONCLUSION

I hope this was helpful. Starting with prototype reference photos helped create a believable, plausible scene. It's important to mock-up various ideas before committing to something, so you don't find you're sorry after it's too late.



13. A closer view of the downstream side of the final scene. The trees are positioned to prevent looking into the culvert and seeing that it does not go all the way through.

It's helpful to take photos as you go to review how the scene is developing throughout the project. More than once, something that didn't stand out in person showed up in a photo, and I made changes as a result. It's almost as if the photos create a needed "second opinion" as you work.

I'm quite happy with the final scene and feel it's a great railfanning location on my Western Pacific 8th Sub, as shown in the lead photo. ☑

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ROB SPANGLER



Rob has been a model railroader for over 42 years, since he received a train set at age six. He has been modeling the Western Pacific since 1989.

In addition to trains, Rob enjoys various activities like gardening, photography, and cheering for his daughters Lanie and Lizzie at their karate tournaments.

Rob and his wife Talene have been married since 1997. ■



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Laser cutting foray: It all began with a Cheez-It box!



Model Railroad Hobbyist | September 2023



DON MORNINGSTAR WHETS

OUR APPETITES FOR LASER CUTTING AND
REPURPOSING SNACK BOXES...

FOR ME, the only good thing to come out of the spring of 2020 was the COVID stimulus payment. I considered this a generous “grant” from the US Government to upgrade the Building and Maintenance Division on the Boston and Maine. (No, not THAT B&M). My B&M’s only relationship with THAT B&M is in name and locale.

I’ve long been intrigued by using laser cutters to make model parts. The ability to draw something in a software program, then have a laser slice it from a piece of wood or cardboard is fascinating. The COVID money “stimulated” me to pursue this dream.

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So I began the search for a suitable laser cutter. Research and many YouTube videos later, I found the OM Tech 50W unit on eBay and bought it for about \$1400, including shipping [1].

Wait! What? I must assemble this thing? Yes, but that turned out to be easy. A Web search will turn up many articles on using this cutter and laser cutters in general. Be sure to understand and follow the safety precautions, especially regarding ventilation – cutting produces noxious fumes and smoke!

Next I purchased a license for LightBurn CAD software to design my parts for \$120, which includes one year of updates. As with any new computer program, there was a learning curve to climb, but I persevered. Search the Web for tutorials on using this program.

Now, what to cut? Many model structures are cut from thin wood, but I had my eye on replacing the tar paper roofs on some of my structures with individual shingles. Spying an empty Cheez-Its box [2]



1. I was a bit leery of buying an imported laser cutter, but after using it for various tasks over two and a half years, I am very pleased with it.



2. This is where it all starts. Open the box and eat the contents. Opt for the “Hot & Spicy” version to kick your buildings up a notch.

on the workbench, I wondered if my new laser cutter could transform it into shingles.

Taking a closer look at my layout, I realized that not all the buildings should have tar paper roofs [3]. What about three-tab shingles, cedar shakes, or slate shingles?

With a lot of trial and error, I was able to come up with designs for the laser cutter to make all three types of roofing. And that’s where the Cheez-It box loomed large – free roofing material!

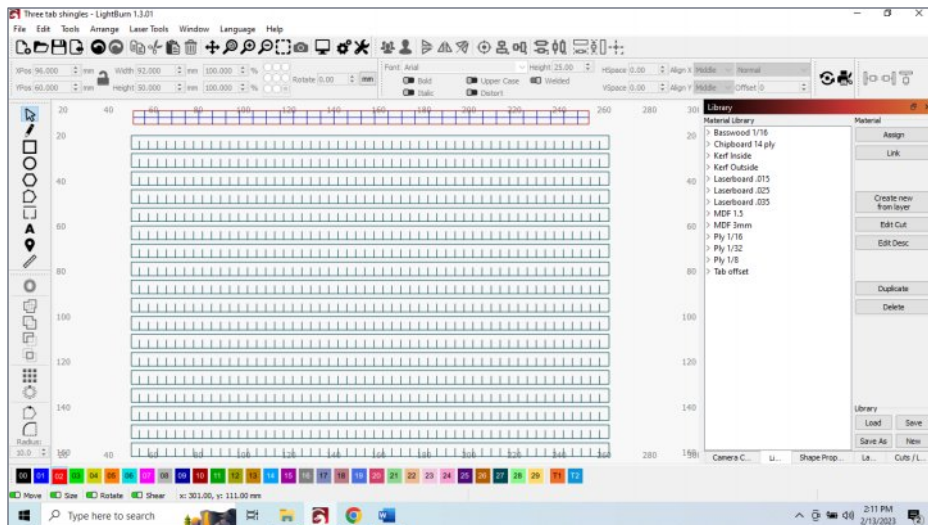
For me, it was the perfect intersection of stiffness, thickness, and versatility. Well, maybe a little bit thick scale-wise, but it looked good to me. And the journey to that empty box was tasty!

Once I figured it out, the process was very easy, straightforward, and fairly quick, especially considering all the time I’d spent learning and experimenting with Lightburn software to create designs [4].

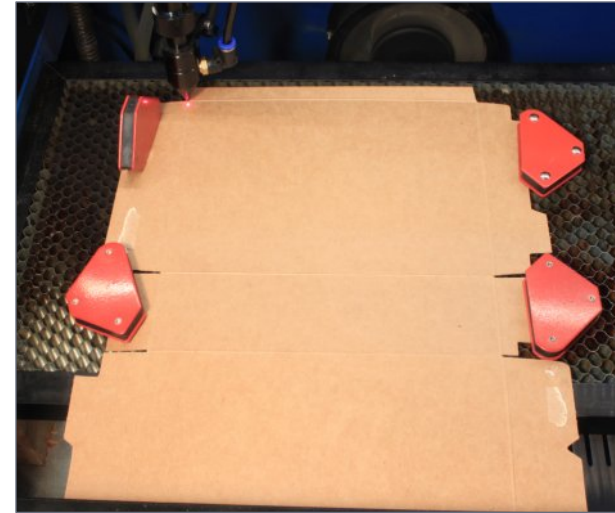
Open the Cheez-It box so it lies flat on the laser cutter bed, and proceed as follows in the photos [5, 6, 7, 8, 9].



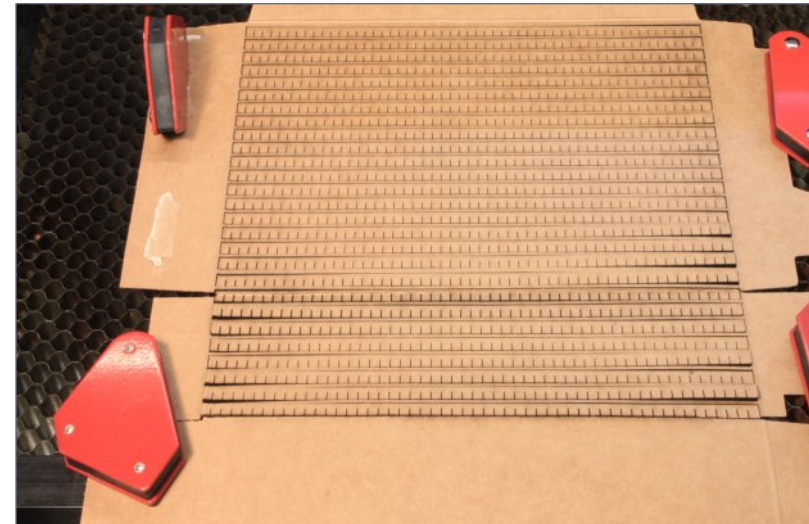
3. Hmm, there are lot of similar roofs. Must have been a sale on tar paper roofing or they all used the same contractor with only one roofing skill.



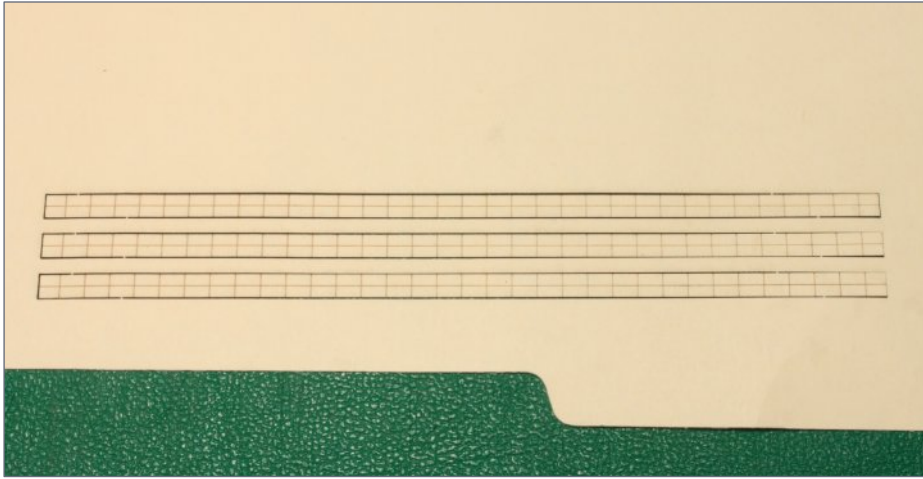
4. This is a screen shot of the three-tab shingle design. The red and blue pattern near the top is for the ridge shingles. Tons of online help to learn the Lightburn software made this a good choice.



5. The open Cheez-It box positioned for cutting. The welding magnets hold the box flat. Time to close the lid and yell, "fire in the hole!"



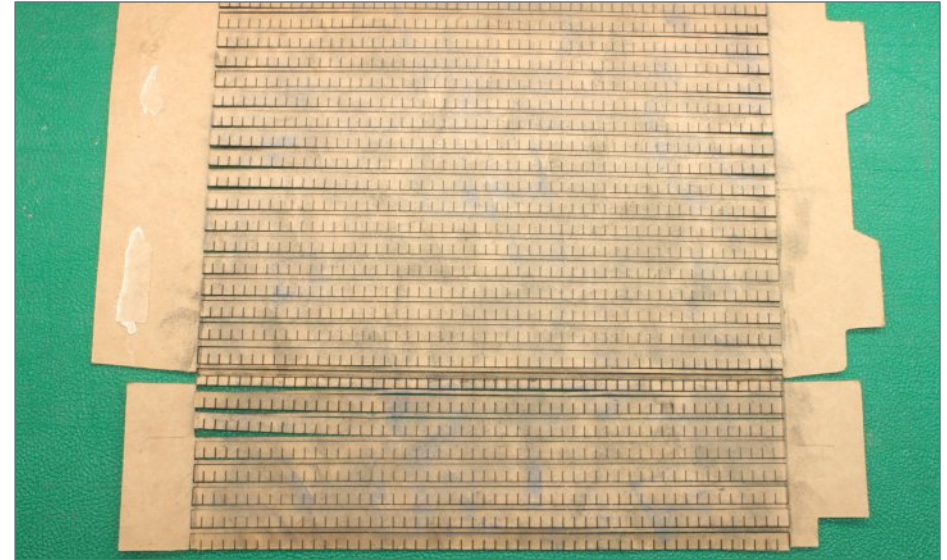
6. After checking the framing of the cut on the cardboard, and the cut parameters, laser-cut the shingles. Tabs on the cut shingles keep them attached to the carrier sheet. The shingles are now ready for coloring back at the workbench.



7. A manila folder works better for the ridge shingles, since they must be folded over the ridge. The center and shingle division lines are scored, not cut through. After coloring, the ridge shingles will be cut individually, folded on the score line, then glued to the roof.



8. I laser-cut the substrate from 14-ply, all-purpose chipboard purchased at an art supply store. The pieces will form a hip roof for the marine yard office on my B&M.



9. Three or four different pan pastels are applied randomly to the shingles before cutting the tabs. The shingles are now ready to be sliced from the carrier and applied to the roof substrate.

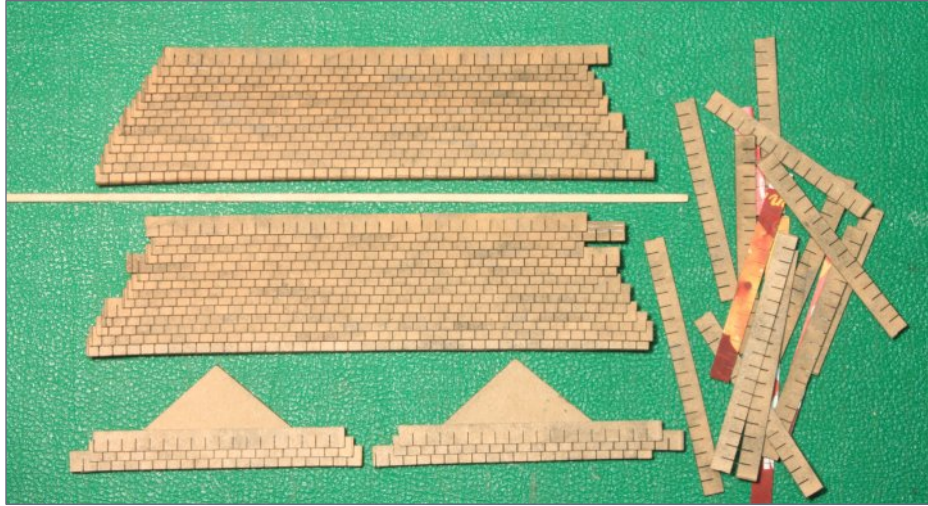
Now laboriously start cutting and gluing the shingles to the card stock roof substrate. Lay each row longer than the substrate, as it will be trimmed later. Use random strips of shingles from the sheet to scramble the pan pastel coloring [10].

You could attach the shingles with transfer tape, but I had better luck with Aleene's tacky glue. I ran a bead on the upper half of the shingle strip.

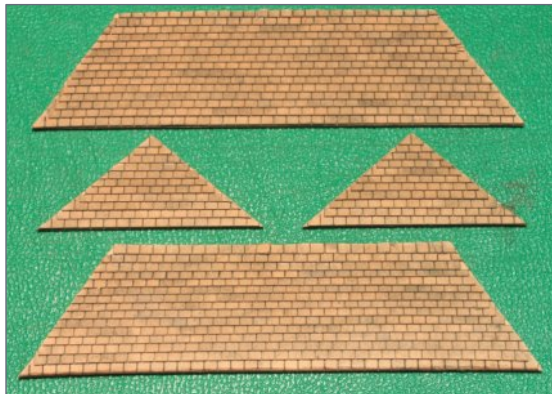
When the roof has been laid and the glue has dried completely, the shingles are ready to be trimmed [11]. I had best results trimming with rail nippers than with a sharp hobby knife.

Assemble the roof parts, and add the ridge shingles, gluing them one at a time. Begin at the bottom of each hip joint, and work toward the peak, overlapping as you go.

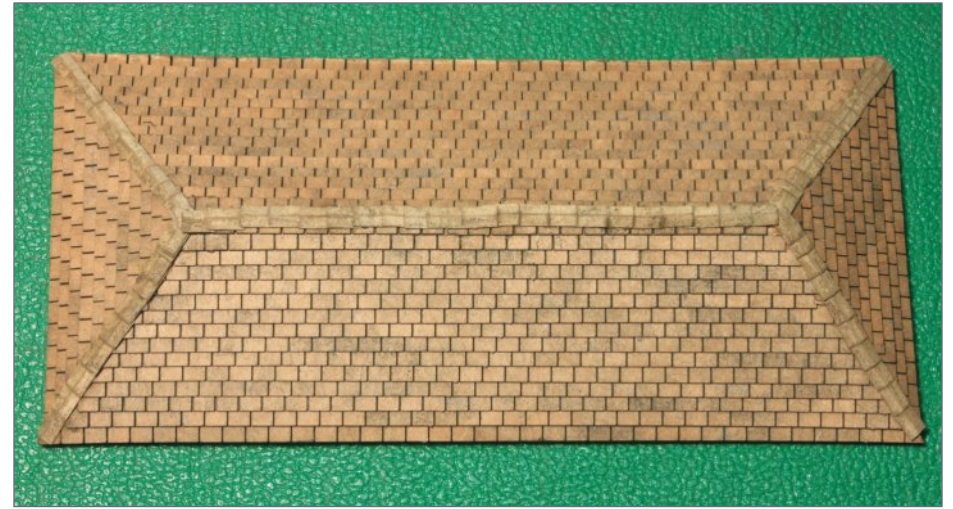
Then work from each end of the peak, meeting in the middle, and adding the ridge cap atop that point [12]. If you have a gabled roof, you'll only need to run the ridge shingles along the peak, using the same technique. When you're finished, you can apply the roof to the structure [13].



10. The shingles are applied starting at the bottom of the substrate. The scale 6" piece of basswood is used to help set the reveal of the shingles. Offset the shingles a bit to the right as you glue each row.



11. Roof pieces trimmed and ready to be assembled. The shingled sides on the two large sections were trimmed, leaving about 1/32" beyond the substrate. This helps the triangular pieces make a tighter fit.



12. While it seems tedious to add ridge shingles one at a time, the work went quickly. The roof is now ready to add to the structure.



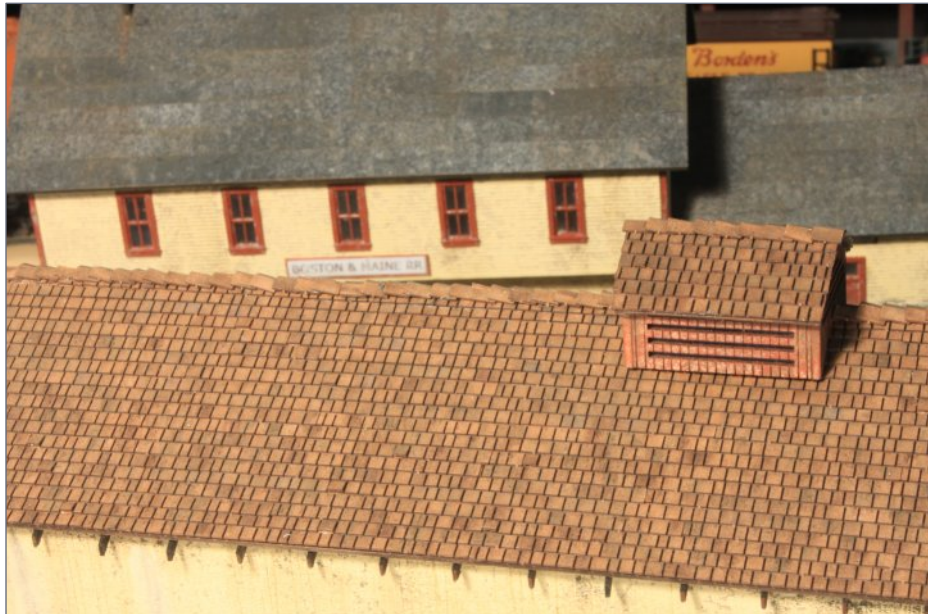
13. With the addition of the roof structure, employees are safely protected from the elements. Strike preparations have been called off!

I had built an engine house for the car float switcher [14]. It has a cedar shake roof – perhaps a poor safety choice by management. I made this roof the same way as the three-tab shingles, except for random widths of shingles and Cheez-It box ridge caps.

I'm pleased with the results, and can now give a different look to the many buildings on my B&M easily.

And don't forget the journey to get there. Tastes great! I have so many empty boxes that I have been using them to cut test pieces for building sides.

So, consider the journey you're taking as you navigate the waters of this great hobby. All that effort takes sustenance. ☑



14. The marine area engine house with cedar shake roof. Apparently, the B&M liked the work of the tar paper roof contractor as evidenced by the office building behind the engine house.

DON MORNINGSTAR



Don received his first Lionel train at the age of 5. That original Lionel still circles the Christmas tree each year. He spent nearly 40 years in broadcasting, the last 28 as a Technical Director for a Portland, Oregon TV station. His love of historical architecture and old brick buildings was the impetus for placing his railroad in the northeast. Don chose the Boston & Maine name after enjoying trips to Maine.

His favorite aspect of the hobby is making buildings using the laser cutter. Working from pictures or designing his own, he likes the challenge of figuring out “the puzzle” of materials and techniques in making his buildings unique. In addition to model railroading, Don enjoys woodworking, camping, golfing, and involvement at church. Married for nearly 48 years, he and his wife Janet have three daughters and six grand kids. ■



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Kitbashing a small industry building

In this short-and-to-the-point video, YouTuber **The Steel Road** shows how he kitbashes this small rail-served industry from readily available parts and materials.

The Steel Road not only shows how to kitbash the walls and interior of this modern industry, but he goes above and beyond by showing how to add lighting to it as well. All-in-all, very nicely done. ☒



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INDUSTRY NEWS ...

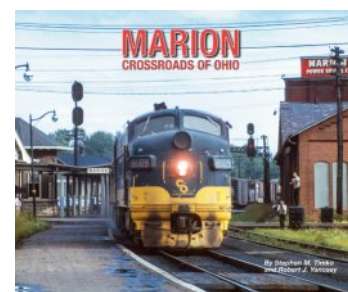
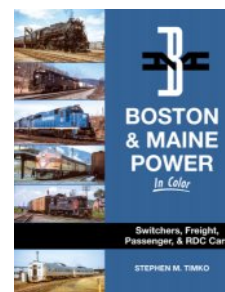


INDUSTRY NEWS

McCarville Studios, an established producer of laser-cut structure kits of mostly Colorado narrow gauge structures, has acquired the rights to Banta Modelworks O, S, HO and N scale Ridgway outbuildings. This is in addition to the earlier acquisition of Banta's HO scale resin kits for the Ridgway roundhouse and office/warehouse.

Info: mccarvillestudios.com.

NEW PRODUCTS FOR ALL SCALES



Among the newest titles from **Morning Sun Books** is *Boston & Maine Power in Color*. The 128-page book begins with the last of steam in the late 1940s to mid-

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1950s followed by diesel coverage that documents B&M's internal combustion locomotives from the smallest industrial switchers to road diesels.

Co-editors Stephen M. Timko and Robert J. Yanosey have teamed to produce a new 96-page all-color book titled *Marion, Crossroads of Ohio*. The city of Marion was intersected by four railroads: Pennsylvania Railroad's main line to Sandusky (later N&W), Chesapeake & Ohio (Hocking Valley line), New York Central, and the Erie/EL main line between Chicago and Hoboken. Yard moves as well as passenger and freight trains and structures are documented through the lens of many well-known photographers.

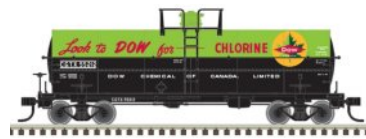
Info: www.morningsunbooks.com

O SCALE PRODUCT NEWS

Atlas O has recently delivered several new models to its dealers. The factory is sold out but many of the road names may still be available from participating dealers.



Among the latest models released by Atlas O is an ACF 11,000 gallon tank car. The O scale model is based on a prototype designed primarily for transporting liquefied petroleum gas. The dome and ladder configurations vary depending on the prototype being modeled. All of the tank cars in this release have 50-ton Bettendorf-type plain bearing trucks.



Road names include Barrett, WRNX-Warren, NDX-Allied Chemical, UTLX-Atlantic Refining, CGTX-Dow Canada, PLCX-Polysar, UTLX-Smith Douglas, and TWOX-Tidewater Associated.



Also recently released to dealers is an O scale Atlas Premier PS-2CD covered hopper car with high sides.

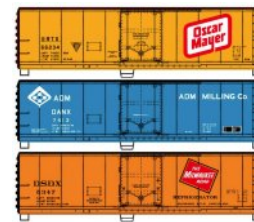


Road names are Burlington Northern, CSX, Chicago & Eastern Illinois, Montana Rail Link, TLDX-Equity Grain, TLDX-J.W. Flammer, Red River Valley & Western, and TLDX-Stetson Chemicals. Both of

the Atlas O models mentioned in this report are available for 2-rail and 3-rail operation.

Info: shop.atlasrr.com

HO SCALE PRODUCT NEWS



This month's list of new HO scale freight car kits coming from **Accurail** begins with a 3-pack of 40' steel refrigerator cars from the 1950s era. The cars have plug doors, running boards and full height ladders. Decorating schemes include U.R.T.X.-Oscar Mayer, DANX-ADM Milling, and DSDX-Milwaukee Road.



Accurail is preparing to release an ACF Center-Flow twin-bay covered hopper. The HO scale kits are based on a Plate-C prototype built by ACF in the early 1970s. Road names in this release will be CLSX-Cargill and Southern Railway.



This Burlington wood stock car follows a prototype built in 1944 and shipped in 1962.



Coming soon from Accurail are two kits for a 70-ton triple-bay open hopper with offset sides.

Road names include Pacific Great Eastern and Texas & New Orleans, a subsidiary line owned by Southern Pacific.



The T&NO car will be available singly and in a 3-pack with different road numbers.

Completing Accurail's list of new freight car kits is a 40' single-sheathed wood boxcar decorated for Pacific Electric. The model represents a prototype built in 1924 and shipped in 1937.



All Accurail HO scale car kits come with appropriate trucks with Delrin wheelsets and Accumate knuckle couplers. Info: www.accurail.com



Modelers of intermodal equipment will be pleased to

learn that **Athearn** is preparing an HO scale version of the rare Gunderson Maxi-Stack II well car. The new Genesis model will be available as a 5-car set.

The MAXI II was an experimental design with a lighter frame and 125-ton intermediate trucks that would handle heavier container loads. Southern Pacific was the only Class 1 railroad to purchase the MAXI II -- buying 20 of the five-car sets in 1989. Greenbrier Leasing owned a single demonstrator car, which entered service in 1989. It was later sold to TTX and repainted.



Road names for the all-new Athearn model will be

Southern Pacific, Greenbrier Leasing Demonstrator and TTX.



Athearn's HO scale version will have a heavy cast metal

frame, etched stainless steel walkway platforms, individual wire grab irons and rubber trainline hoses. Both the 70 and 125-ton trucks will have rotating roller-bearing end caps. Availability is planned for December 2024.



Additional intermodal equipment coming from Athearn late next year includes a group

of 53' Jindo containers and 53' chassis to haul them.



Decorating schemes with new numbers will be Alaska Marine, Crowley,

Matson, Run Rail, Sea Star and STAX. The containers will be available in 3-packs with different numbers.



Road names for the 53' intermodal

chassis will be BNSF, Union Pacific, JB Hunt, Norfolk Southern, Pacer StackTrain, and Seacastle. The chassis will be available in 2-packs.



Athearn has scheduled a new

production run of its HO scale Genesis UP 4-6-6-4 Challenger steam engine for release in December 2024. Upgrades on this latest release will include a brighter LED headlight, an improved loco-to-tender connection harness and dual cube speakers.



Models with road numbers 3907 and 3911 represent class CSA 1 (Challenger Simple Articulated) coal burners from 1936. Spotting features include Worthington feedwater heaters, standard size sand domes and boiler tube pilots.



Locomotives numbered 3938 and 3939 represent class CSA 2 prototypes delivered in 1937 with unpainted side rods. All other models in this release will have blackened side rods. No. 3939 has an oil tender while No. 3938 carried a coal tender. No. 3938 had her walkways and driver tires highlighted in white for a Union Pacific promotional photo.



Locomotives 3820 and 3823 represent class CSA 2 oil burners circa 1940. They had large sand domes, blackened side rods and pilots fabricated from vertical bars. No. 3823 is the only Challenger in this release with an Elesco feedwater heater.

The Challenger models will have tender-mounted DCC decoders with SoundTraxx Tsunami2 sound and dual speakers. Additional features include illuminated number boards, upgraded LED headlights, directional tender back-up light, correctly operating eccentric cranks, adjustable cab vent and windows, a detailed backhead, and brass-painted bell and whistle. The front coupler pocket can be inserted to mount an operating coupler. A minimum radius of 22" is recommended.



R. Bale

GP60 DIESEL LOCOMOTIVE

General Motors Electro-Motive Division introduced the GP60 in 1985 with production continuing through 1994. Considered the first of the "Third Generation" diesel locomotives, the GP60 was a significant step forward in the use of microprocessors to monitor and control a host of operating systems including engine performance, the cooling system, truck motors, and other important functions. Designed primarily for high-speed intermodal service, the 3800 horsepower four-axle road switcher was eventually replaced by more powerful six-axle locomotives.



Athearn's December 2024 production schedule includes another run of an EMD GP60 road switcher.

HO scale GP60s decorated for Union Pacific will have operating LED ditch lights in the front. A Norfolk Southern model will have front and rear ditch lights. Both road names will have a large front plow pilot.

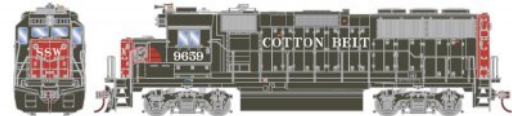


Santa Fe and Locomotive Leasing units will have small front plow pilots and a DCC activated beacon light.





An ex-Santa Fe GP60 patched for BNSF will be available in faded colors. Details include a small plow pilot and front ditch lights.



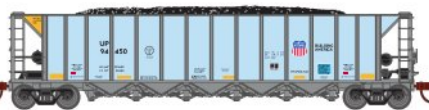
Models in this release decorated for SSW-Cotton Belt and Texas Mexican Railway will come with a large front plow pilot and a DCC activated beacon light.



Completing this release is a fantasy Delaware & Hudson GP60 with front ditch lights and a small front plow pilot.



All GP60s in this release will have late dynamic brakes, Blomberg trucks with nickel plated blackened wheels and all-wheel electrical pickup. Except for the D&H and TMR versions, all will have cab air conditioning units. DCC models will have Onboard Econami Sound by SoundTraxx. Non-sound models will have speakers installed and a 21-pin socket.

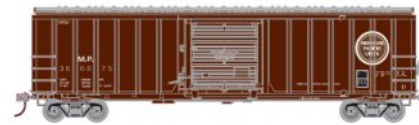


Athearn is re-tooling its HO scale Ortner 5-bay open hopper car. Formed metal will replace the previous molded railings.

Additional upgrades include metal grab irons and metal end cages, more finely detailed hopper door linkage and etched stainless steel brake wheel platforms.



Road names will include Union Pacific, South Mississippi Electric Power, Colorado & Wyoming, South Kansas & Oklahoma, ITEL Corporation and USS Cumberland Mine. The models will come with a removable coal load. The Ortner hoppers will be available in 5-packs with unique road numbers. Availability is planned for December 2024.



A 50' ACF boxcar with outside posts is included in Athearn's late 2024 production schedule. Road names will be Union Pacific (patched BKTY), Railbox, Santa Fe, Saint Mary's Railroad, Missouri Pacific, Apalachicola Northern, and Family Lines System.



The plastic body with molded on detail will ride on 70-ton roller-bearing trucks with 33" machined metal wheels.



Roundhouse brand models coming from Athearn late next year include 34' twin-bay coal hopper cars with offset sides.



Road names for the HO scale models will include Baltimore & Ohio, Canadian Pacific, Great Northern, Santa Fe, Northern Pacific, and Southern Railway.



This Roundhouse brand 50' boxcar with double sliding Youngstown doors is included on Athearn's December 2024

production schedule. The injection molded HO scale plastic models represent prototypes in common use during the 1940s and '50s. The models will come with Bettendorf-type plain-bearing trucks with 33" machined metal wheels.

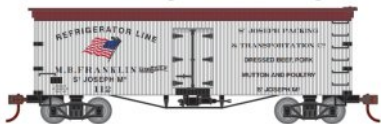


Road names will be Northern Pacific, Santa Fe, Burlington, Union Pacific, Wabash, and Chicago, Rock Island & Pacific.



Completing Athearn's December 2024 production schedule is a Roundhouse 36' wood reefer from the truss rod era. Models with

Bettendorf-type plain-bearing trucks will be available decorated for Pacific Fruit Express (Subsidiary of Southern Pacific), Santa Fe, and Swift Meat.



Reefers decorated for American Refrigerator Transit, California Fruit Express, and St. Joseph Packing will come with arch bar trucks.

Info: www.athearn.com



model features a wide-nose safety cab jointly developed in Canada by GMDD and MLW in the early 1970s.

Atlas has set a third quarter 2024 date for the release of a new GMDD GP40-2(W) diesel locomotive. The Atlas Master series HO scale



directional lighting, detailed cab interior with crew figures, separately applied scale windshield wipers and grab irons, walkway safety tread, trainline and MU hoses, and uncoupling levers.

Prototype details include 3,000 gallon fuel tank, cab-mounted bell, etched-metal radiator fan grilles,

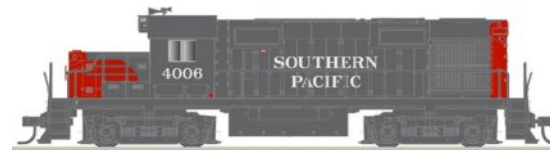


Road specific options include operating ditch lights and snowplows.



In addition to Canadian National, road names on this release will be Alabama & Tennessee Railway, Bangor & Aroostook, Foster

Townsend Rail Logistics, Indiana Harbor Belt, Kansas City Southern, Pan American Railways, Guilford, and two Great Western schemes.



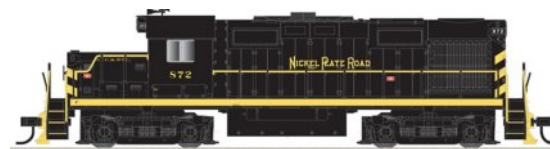
Atlas has included Alco RS-32 and RS-36 road switchers in its 2024 third quarter production schedule. The HO scale

Trainman series models are based on the 2,000hp RS-32 Alco built during 1961-1962, and the 1,800hp RS-36 introduced in 1962. Externally the RS-32 and RS-36 are virtually indistinguishable.



units were purchased. Although few in number, some served in branch and yard assignments into the mid-1980s. A few D&H units lasted into the early 1990s.

Alco's RS-32 and RS-36 were intended to compete with EMD's GP20 and GE's U25B, however, a combined total of only 75



The RS-32 will be available decorated for Delaware-Lackawanna, Penn Central, Tishomingo Railroad, and Southern

Features on the economy priced Atlas Trainman RS-32/RS-36 models include directional lighting and locating dimples for grab

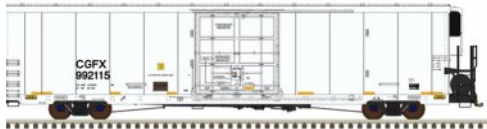
Pacific. Road names for the RS-36 include Southern New England (two schemes), Lehigh Valley, Delaware & Hudson, and Nickel Plate Road.

Atlas Gold series DCC locomotives come with a factory installed LokSound Select Dual-Mode decoder. Atlas Silver series locomotives are for standard DC operation. They have an NMRA compliant socket for installation of an aftermarket DCC decoder.



Atlas will release a new production run of 64' Trinity reefers late next year. The HO scale model will have appropriate trucks with 36"

wheels and Kadee #156 couplers.



Decorating schemes on this release will include Tropicana with safety stripes, Cedar Grove Logistics and Union Pacific with both high and low number patches.

This is a big model. In considering the necessary clearance and track radius required for the successful operation, hobbyists should be aware that the 64' dimension refers to the inside length of the car. The actual length over the couplers is 75'.



Atlas has included a 62' class BX-177 boxcar in its 2024 third quarter production schedule. Built in Santa Fe's Topeka, Kansas shops in late 1970, the prototype BX-177 was a single 10' 6" plug-door version of the two-door BX-166. Additional details on the HO scale model include Stanray welded X-panel roof and Improved Dreadnaught ends.



The Atlas model will have separately applied uncoupling levers, trainline air hoses,

etched-metal cross over platforms and 100-ton trucks with 36" metal wheels.



Santa Fe painted the initial production of the BX-177 Indian Red with an 8' circle/cross herald and the Shock

Control logo on the sides. In addition to the original and subsequent Santa Fe schemes and BNSF, Atlas will release the HO scale model as a beer car decorated for Lone Star, Olympia, Schaefer, and Pabst Blue Ribbon.



R. Bale

ACF 11,000 GALLON TANK CARS

For a ten-year period beginning in the mid-1940s, ACF built several thousand 11,000 gallon tank cars.

They were used to transport a variety of fluids that did not require an insulated tanker. Cars with top platform rails were used where there was no loading or unloading facility. Cars built without the top platform, or had them removed later, were assigned to customers that provided permanent elevated loading and unloading facilities.



An HO scale ACF 11,000 gallon tank car is coming from Atlas in the third quarter of next year.



Decorating schemes will be PCIX-Airco Carbon Dioxide, UTLX-Atlantic Refining, GATX-Sobutane, PCLX-Polystar, GATX-Columbia Southern, VENX-Tenneco Chemicals, Union Pacific MOW, UTLX-Arco and UTLX-Smith Douglass.



The HO scale model will come with 50-ton Bettendorf-type plain-bearing trucks.



Atlas is expanding the selection of road names for its Master series 5250 cu. ft. quadruple-bay covered hopper. New schemes

scheduled for release during the third quarter of 2024 include Wisconsin Central, ACFX, BF Goodrich, Chessie System (B&O), Cities Service, Du Pont, and El Rexene.



Based on a design introduced by ACF in 1964, Atlas's HO scale model features an etched metal roof walk, separately applied wire grab irons and

wire brake lines, and 100-ton roller-bearing trucks. Road specific details include variations in hatch and outlet configurations.

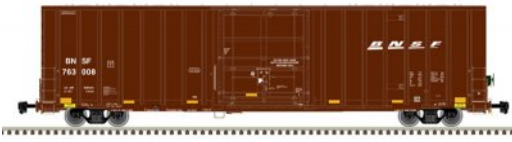


Atlas is preparing to deliver two versions of a 60' Gunderson boxcar during the third quarter of next year.



A 7550 cu. ft. version of the car, introduced by Gunderson in 2016, will have grid-sides and double plug-doors. Road names on the Atlas Master

series model will be GATX, TTX, Riverside Rail, Union Pacific, and Union Pacific-GATX.



A 7538 cu. ft. version of the Gunderson car, acquired by BNSF in 2012, will have a single plug-door and a unique

stirrup step just below the left side of the door opening. Details common to both the 7538 and 7550 models include a Stanray roof with three X-panels and three diagonal center panels, and separate ladders, door rods, and hand brake.

All of the Atlas models mentioned in this report will be equipped with Accumate knuckle couplers.

Info: shop.atlasrr.com



Bowser has announced several Baldwin locomotives in HO scale. The DS 4-4-660 will be available in two road numbers for the Chesapeake

Western RR and the DS 4-4-1000 will be painted for New Hope & Ivyland #101.



Roadnames for the S-12 are Akron & Barberton Belt, Auto-Train, Erie Mining, Geneva Steel, NWSC Crane Bicentennial, Sierra, and Southern Pacific



Bowser's VO-660 locomotive will be available in Chicago & North Western, Chicago, St. Paul, Minneapolis & Omaha

Railway, New York Central, Pacific Electric, Pickens, Reading, and Western Maryland.



All of the locomotives come equipped with upgraded handrails, MU hoses, air hoses, windshield wipers, grab irons, coupler lift bars, headlights, window glass, and either a LokSound Select decoder or an NMRA 21-pin plug.



Bowser also announced 70-ton 14 panel hoppers in the HO Executive Line. Featuring metal wheels and knuckle

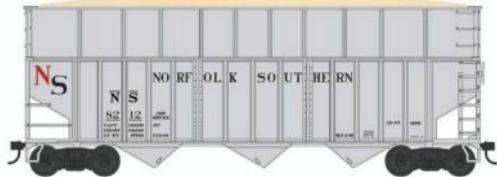
couplers, the three-bay hoppers are being offered in several roadnames: C&O Chessie, Canada Southern, Chessie CSXT, Clinchfield, D&H (ex-EL), D&RGW, Durham & Southern, Delaware & Hudson, EL – D&H numbered, and Erie Lackawanna.



Other roadnames being offered are Norfolk Southern, Penn Central Ore Service, Penn Central, Richmond, Fredericksburg & Potomac; Santa Fe, Western Maryland Chessie, and Western Maryland.



The cars will also be available in black and brown with dimensional data.



The final model in Bowser's September announcements is a 70-ton rib-side woodchip hopper.

Roadnames for this three-bay hopper with extended sides are Louisville & Nashville, Norfolk Southern, black data only, and brown data only.



Preorders for these Bowser models are due on October 5, 2023.

Info: www.bowser-trains.com

ClassOneModelWorks.com is taking preorders for Thrall 86' highcube boxcars in HO scale. Produced between 1964 and 1973, both four- and eight-door versions of the cars were assembled by



Thrall with parts provided by Stanray (roof

and end sheets), Youngstown (doors and riveted sides), International Steel Company (welded sides) and assorted specialty companies for brake gear, internal loading devices and the like.



Four-door models in the first run include Santa

Fe, Conrail, Chicago North Western, Grand Trunk Western, Milwaukee Road, Norfolk & Western, Penn Central, Rock Island, and Union Pacific.



Eight-door models in the first run include Santa

Fe, Baltimore & Ohio, Burlington Northern, Detroit & Toledo Shore Line, Erie Lackawanna, Grand Trunk Western, Illinois Central, Pennsylvania RR, Southern Pacific, and Union Pacific.



Models will be equipped with metal stirrups and grab irons,

rubber air hoses, detailed brass brake lines, etched brass cut levers, Youngstown doors, Keystone Cushioned Underframe draft gear, Stanray roof with overspray as appropriate, ISC dual weld lines, and ClassOne Classic metal couplers.

Info: classonemodelworks.com



The latest addition to **Kadee's** selection of prototypically accurate Pullman-Standard

freight cars is a 50' Atchison, Topeka & Santa Fe Railway PS-1 boxcar. The new HO scale model replicates a full-size boxcar built in 1957 with P-S ends, 8' five-panel P-S sliding doors, an Ajax brake wheel and full-height ladders.

The ready-to-run model comes with Kadee couplers and Kadee self-centering Barber 70-ton S-2 trucks with 33" metal wheelsets. As shown, the car promotes the Texas Chief. The opposite side of the model is stenciled *Ship and Travel Santa Fe All The Way*.

Info: www.kadee.com

The **Old Colony Model Railroad Club** is releasing a limited edition Accurail 3-Bay ACF Covered Hopper decorated for the 100th Anniversary of Ventura Grain. The unnumbered cars will include decals for numbering the cars within the 14920-14929

series. Cars are \$34 each, with shipping for a single car \$11 and two to nine cars \$17. To purchase, send an email to venturaclubcar@gmail.com with your name, shipping address, and the quantity desired. A Paypal invoice will be sent to your email address for payment.

Info: oldcolonyrailroadclub.com/store

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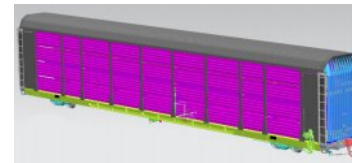
MRH RUNNING EXTRA



R. Bale

SAFE-PAK AUTO CARRIERS

In 1973 the first fully enclosed autorack railroad cars were designed by competing manufacturers to address the problem of increasing vandalism to new automobiles in transit. The first production of fully enclosed autorack cars were delivered in late 1974 and early 1975. They were delivered with trifold doors and low profile roofs which accommodated the low overhead clearances on most, but not all Eastern routes. By 1980 fully enclosed racks already comprised half of the rail industry's tri-level fleet and many of these older Safe-Pak cars had their roofs and doors removed, with some of them also converted to bi-levels for van and SUV service. In the mid-1980s several roads rebuilt their cars with by then standard radial clam shell doors and new taller roofs. The Whitehead & Kales company design, named Safe-Pak, were delivered to the ATSF, SBD, CSXT Patch, UP/WP, UP, WP, NW, SCL, FEC, and CPAA. The Safe-Pak autorack cars were in service on US and Canadian railroads until the late 1990s. Robert Stears and Jim Eager.



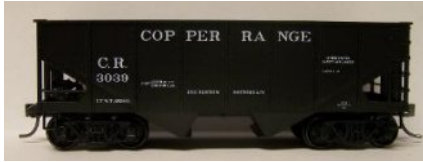
Prairie Shadow Model Railway has announced plans to develop a group of HO scale 89' tri-level autoracks. The racks will be based on prototypes built by Greenville-Trinity, Portec, Thrall, and Whitehead & Kales. The flatcars will replicate designs built by Pullman-Standard, Bethlehem, National Steel Car and American Car & Foundry. Variations will include different styles of roof, side panels, doors and trucks. In all, Prairie Shadow will produce at least seven variations of autoracks using a combination of different racks and flatcars. Close adherence to the prototype is expected since Jim Eager consulted on the research and development of this project. The final selection of road names, release date and pricing are pending.

Info: www.prairieshadows.com



The **Professional Car Society** is selling four custom decorated car kits produced for the Illinois Chapter of the Society by

Accurail. The HO scale kits include a 50' Ford Stamping Car with double plug doors. The model and decorating scheme are a freelance interpretation of the 86' prototype built by American Car & Foundry in 1963. ACF, Ford Motor Co., L&N, Wabash and SP collaborated in the development of the unique car.



This 34' twin-bay hopper car is based on one of 75 similar cars owned by the Copper Range Railroad, a small regional line that linked the various mining

activities in the southern region of Michigan's Keweenaw Peninsula.



The Grand Trunk Pacific was a subsidiary company of Canada's Grand

Trunk Railway formed in 1903. The 1905 edition of the Official Railway Equipment Register lists the GTP as having five steel gondolas numbered 1300-1304.



This Tiffany-built wood reefer is decorated for Phillip Best Brewing Co. of Milwaukee, Wisconsin. The company was established by Jacob Best, Phillip's

father. Phillip renamed the company for himself when he took over in 1864. Phillip's son-in-law, Frederick Pabst, joined the family business in 1862 and by 1889 had renamed it Pabst Brewing Company.

Each of the four kits offered by PCS include appropriate trucks with Delrin wheelsets and AccuMate knuckle couplers. Renumbering decals are available on request. For pricing and



R. Bale

GP40 DIESEL LOCOMOTIVE

In late 1965 EMD introduced a new line of locomotives powered by its 16-cylinder 645-series prime mover. Riding comfortably on Blomberg four-axle trucks, the 3000hp turbo-charged locomotive was christened GP40. Although similar in appearance to its GP35 predecessor, the new GP40 was distinguished by three large 48" radiator fans at the rear of the locomotive body. EMD produced 1,225 GP40s including 60 units built with high-short-hoods and dual control stands for the Norfolk & Western Railway. Concurrent with the introduction of the GP40, a non-turbocharged version, built on the same chassis and using the same body, was introduced as the 2000hp GP38. It also carried a considerably lower price tag. On January 1, 1972, the GP40 was discontinued and replaced by the GP40-2, which has a modular electrical system and a few minor exterior changes.

ordering information send an inquiry to Patrick Martin at superior1980@yahoo.com



Rapido is currently preparing tooling for an all-new HO scale model of EMD's popular GP40 road engine. According to Rapido founder Jason Shron, the tooling is based on field measurements taken from a

full-sized GP40. The project includes models of EMD, GMD variants as well as rebuilt GP40Rs.

Road specific details include different battery box doors, dynamic and non-dynamic brakes, fuel tank size, and multiple styles of step wells. Underframe details will include traction motor cables and air filters, separately applied grab irons, detailed cab interior, and see-through etched steps.



Decorating schemes will include Canadian National models of the GMD GP40 in the 1967 Noodle scheme and the Stripe scheme introduced in 1978.



The road name list includes a GP40R in CN/Illinois Central paint dating from 2012, and an IC scheme from the mid-1990s.



An MKT GP40 locomotive and powered slug will be available in the road's 1982+ green and yellow scheme. A Western Pacific GP40 (see above) will be available with a unique Pyle National headlight.



Additional road names include SSW/Cotton Belt, RF&P and Wisconsin Central.



A GP40 locomotive and powered slug decorated for Union Pacific complete the introductory list of road names.



Electrical features on Rapido's new GP40 include operating head, rear and classification lights, and road specific ditch lights and beacons. A Mo-Power capacitor system in DCC units will ensure uninterrupted operation. Rapido's GP40 will be available with DC/DCC/Sound and an ESU LokSound V5 Decoder, and as DC only models with a DCC decoder-ready 21-pin connector. Availability and a pre-order deadline is TBA.



R. Bale

SOUTHERN PACIFIC C-40-3 CABOOSE

In 1940, SP's Los Angeles General Shops constructed 185 class C-40-3 cabooses. Thirty went to SP subsidiary Texas & New Orleans. A modernization program instituted in the mid-1950s included the installation of radios, replacing marker lamps with frog-eye electric markers on the roof, removing cupola roof walks, adding windwings to the cupola's side windows, and converting the toolbox to a battery box. Additional changes over the years included blanking windows and removing end ladders and replacing the frog-eye markers with a single red light.



Rod Loder photo courtesy of Rick Selby

Rapido has announced plans to produce a detailed HO scale version of Southern Pacific's class C-40-3 steel caboose.



The all-new HO scale model will be produced with several era-specific details including multiple roofwalks, marker lights and window configurations.



The models will have full underframe details, painted and detailed interiors, and operating interior lights.



Six Southern Pacific lettering schemes will be available plus T&NO and Sierra Railroad.



Rapido is developing a group of HO scale Maintenance of Way (MOW) cars based on 50' class F30A/D flatcars.



Rapido's initial offering will include the F30 as a BNSF MOW flatcar loaded with concrete crossties, as a general service flatcar with deck rails, and as a Conrail work train with camp trailers mounted on the flatcars.



Four styles of camp trailers will be in this release including office, kitchen, dining and crew sleeping trailers.



This production will include a rerun of Rapido's previously released 50' PRR TOFC flatcar.



All versions of Rapido's 50' F30A/D flatcars

will have a die-cast chassis, separate grab irons, full brake rigging, and PRR 2E-F10 roller-bearing trucks with machined metal wheels. Availability is TBA.

Info: www.rapidotrains.com



ScaleTrains is preparing a Museum Quality HO scale model of EMDs SD45X diesel

locomotive. With its 20-cylinder 645-series prime mover generating 4,200hp, the SD45x was the powerhouse locomotive of the 1970s. Scale Trains will offer the HO scale model decorated for Southern Pacific and in three EMD demonstrator schemes.

A few of the details on this all-new feature-laden model include tall front and rear pilot plows with grab irons, 4-hose MU cluster with silver gladhands, tall see-through step wells, tread plate walkways, early Dash-2-style cab with detailed interior including AAR control stand, sliding cab side windows, lost-wax brass Nathan P3 (P24R1) horn, 48" see-through dynamic brake fan housings with a 9-blade fan, FARR Air radiator intake grilles, 4,400-gallon fuel tank and factory-applied wire grab irons



The LED light package includes ground lights, rectangular walkway lights, Pyle-National

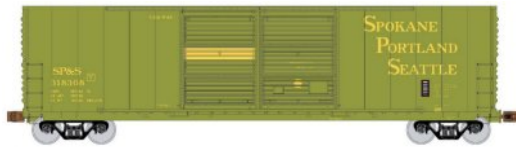
Translite, tricolor flush-mounted front and rear class lights, and cab interior and control stand lighting. The HT-C trucks feature early Rockwell-cast frame with "wreath" logo, handbrake chain, pulley and tension spring, and Hyatt roller-bearings with speed

recorder adapter flanges. ScaleTrains SD45X will operate on a minimum track radius of 22", however a 24" radius is recommended. The model will be available for DC operation with a DCC-ready 21-pin connector, and DCC sound equipped with an ESU LokSound 5 sound decoder.



Also announced by ScaleTrains are ExactRail Express Gunderson 5200 double-door boxcars.

Roadnames in this run are Burlington Northern, Minneapolis Northfield & Southern; Cotton Belt/SSW, Southern Pacific (Rubber Service), Southern Pacific (Paper loading only), Southern Pacific (Return to Eugene), and Spokane Portland & Seattle.



The models include double 8' Youngstown doors, tack boards on side doors, separately applied brake wheel and Apex coupler

crossover platforms, Kadee #5 couplers, ASF Ride Control 70-ton trucks, and 33" machined metal wheels. A minimum radius of 22" is recommended.



A new run of HO scale Rivet Counter Thrall-Trinity 42' single-hood Coil Steel Cars is also planned, with paint schemes including CSS/ex-Conrail gray

hood, MBKX/ex-CSX patch, CSS/ex-Conrail oxide hood, NOKL/ex-IHB, Conrail oxide, NYC/ex-Conrail gray, Norfolk Southern/Protect III, and CSX/Boxcar logo.



The fully assembled cars include a single hood that includes up to 47 separate parts, handbrake housing with wheel and chain, see-through photo-etched metal walkway,

simulated wood interior floor, four positionable load dividers, coil steel loads enclosing metal weights, complete brake system, body-mounted die-cast semi-scale SE type lower-shelf knuckle couplers, and 100-ton trucks with rotating bearing caps and 36" machined metal wheels. With a minimum radius of 18", a 22" minimum radius is recommended.



Preorders for all of the ScaleTrains models in this announcement are due by September 25, 2023.

Info: www.scaletrains.com

Tangent Scale Models has released a group of Southern Pacific 40' 6" boxcars with a 10' interior height and 7' door opening. The HO scale model is an accurate replication of a prototype car built by Pullman-Standard in the early 1950s. Tangent offers seven variants of the car. All versions come with Kadee couplers, and ASF 50-ton A-3 Ride-Control plain-bearing trucks with 33" machined metal wheels and separate brake beam parts.



Variations include this Southern Pacific B-50-28 as delivered in 1950 with Youngstown doors, an Apex running board, 8-rung ladders, and a Miner brake

wheel on a Universal handbrake housing. A similarly equipped unlettered version (Item 23107) is also available.



This SP-Texas & New Orleans B-50-32 boxcar was delivered in 1953. It has 5-panel Superior doors, a Morton running board and brake step,

7-rung ladders, and a National-Peacock handbrake housing and wheel. A similarly equipped unlettered model (item 23105) is also available.



The prototype of this St. Louis Southwestern boxcar was delivered in 1951. Details of Tangent's HO scale version include 7-panel Superior doors,

Morton running boards and brake step, 8-rung ladders, and a Universal brake wheel and handbrake housing. An unlettered version of this car with an Apex rather than a Morton running board, is also available.



This 1960-era repaint of the SP boxcar has Youngstown doors, Morton running board and brake step, 8-rung ladders, and an Equipco handbrake housing

and Equipco brake wheel. An undecorated kit without couplers is also available.



Tangent has also released a Northern Pacific/Spokane, Portland & Seattle/Burlington Northern Wide Vision Caboose System from International Car Corporation in

HO scale. 191 cabooses in total were built, including both pre- and post-Burlington Northern merger schemes.



The system is composed of eight separate caboose bodies, including six as-built versions for the NP, SP&S, and BN, but also modernization and rebuild

programs such as the Western Fruit Express caboose rebuilding program in the early 1990s. Era and road appropriate lighting that works with DC or DCC is included.

The models feature full brake systems, underframe detail variations, side and end window variations, a Waugh Cushion Underframe, full interiors, and see through steps, end



platforms, and running boards. Kadee couplers and CNC-machined wheels are included. Info: www.tangentscalemodels.com



Walthers has released a Mainline series F40PH diesel locomotive based on EMD's Phase 2b production. The HO scale model is available in several paint schemes

including Amtrak Phase II, Phase III and Phase IV (above).



Also available now from Walthers dealers is a new HO scale Amtrak Superliner I coach car.

Four decorating schemes are available including Phase III, Phase VI, Amtrak California, and Amtrak Surfliner.



More Amtrak equipment is coming next spring including

Amfleet I Club/Dinette cars featuring new interior details. They will be available in Phase III and Phase VI schemes.



Also scheduled for release next spring is an Amfleet I 84-seat coach and an Amfleet II 59-seat

coach. They will be available in both Phase III and Phase VI decorating schemes.



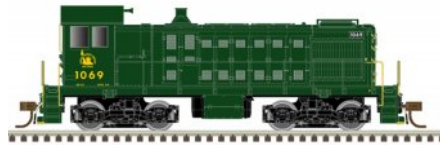
All Walthers HO scale Amtrak passenger cars feature a simulated metal finish, smoked windows, factory installed grab irons and modern inside bearing trucks with 36" wheels and brake shoe detail.

Info: www.walthers.com

N SCALE PRODUCT NEWS



Atlas's production scheduled for the third quarter of 2024 includes another release of the popular Alco S-2 diesel switch engine.



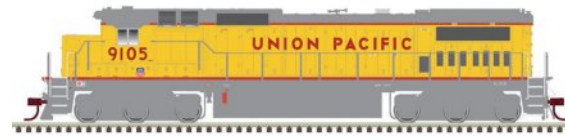
Built between 1940 and mid-1950, the 1,000hp S-2 became Alco's most popular locomotive with more than 1,500 being purchased by a wide selection of

railroads. Road names available on this release will be Santa Fe, Canadian Pacific, Central of New Jersey, Chesapeake & Ohio, Great Northern, New York Central, N de M (Ferrocarriles Nacionales de México), US Steel, and Ford Motor Co.



Spotting features on the Atlas model, which represents Phase II production, includes a square radiator fan enclosure and the distinctive four-wheel Blunt trucks.

An N scale version of GE's Dash 8-40C diesel road engine is scheduled for release by Atlas late next year. First built for



Union Pacific in the late 1980s, the six-axle, 4,000hp Dash 8-40C diesel locomotives are distinguished by a large exhaust stack and the mounting of the dynamic brake grids in a square housing behind the cab.



Atlas plans to release the Master Line model in several new paint schemes including Cimarron Valley, CSX, Providence & Worcester, Rock Island, Canadian National, Pan Am Railways, Norfolk Southern, and Union Pacific.

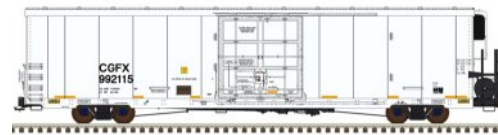


Features include separate coupler cut lever, directional golden white LED lighting, blackened metal wheels and dual flywheels on a 5-pole skewed armature motor.

Both the S-2 switcher and Dash 8-40C road engine will be available for DC operation and with DCC and DCC Sound.

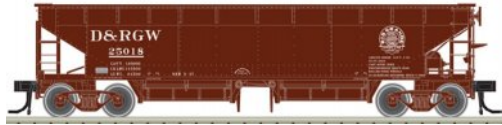


Atlas plans to release a new production run of its 64' Trinity reefer late next year. Using tooling acquired from BLMA in 2016, this prototypically accurate model will include BLMA 100-ton trucks fitted with 36" wheelsets.



This is a big model. In considering the necessary clearance and track radius required for the successful operation, hobbyists should be aware that the 64' dimension refers to the inside length of the car. The actual length over the couplers is 75'.

Decorating schemes on this release will include Tropicana with safety stripes, Union Pacific (with both high and low numbers patches), and Cedar Grove Logistics.



Atlas has included an N scale 70-ton Hart ballast car in its 2024 third quarter production schedule. Built

by ACF from 1940-1953, the Hart design incorporated specially designed doors which allowed the lading to be discharged one of three ways: to the center of the rails, to the center and sides of the rails, or to the side of the rails only.



Atlas' N scale model features a die-cast chassis, a detailed interior including cross-bracing and side stiffeners, and 70-ton plain bearing trucks. Road names on this release include Alaska Railroad, Conrail,



Denver & Rio Grande Western, Southern Railway, British Columbia, Canadian Pacific, Great Northern, Union Pacific, and Wisconsin Central.

Atlas has included a 62' class BX-177 boxcar in its 2024 third quarter production schedule. Based on original BLMA tooling, the N scale model is an excellent replica of the Santa Fe designed prototype.

Built in Santa Fe's Topeka, Kansas shops in late 1970, the prototype BX-177 was a single plug-door version of the two-door BX-166. Santa Fe painted the initial production of the BX-177 Indian Red with an 8' circle/cross herald and the Shock Control logo on the sides. In addition to BNSF and two Santa Fe schemes, Atlas will release the N scale model as a beer car decorated for Lone Star, Olympia, Schaefer, and Pabst Blue R.



R. Bale

ACF 11,000 GALLON TANK CARS

For a ten-year period beginning in the mid-1940s, ACF built several thousand 11,000 gallon tank cars. They were used to transport a variety of fluids that did not require an insulated tanker. Cars with top platform rails were used where there was no loading or unloading facility. Cars built without the top platform, or had them removed later, were assigned to customers that provided permanent elevated loading and unloading facilities.



Details of the Atlas Master series model include separately applied uncoupling levers, trainline air hoses, etched-metal cross over platforms and 100-ton trucks with 36" metal wheels.



An ACF 11,000 gallon tank car is included in Atlas's 2024 third quarter production schedule.



Decorating schemes will be PCIX-Airco Carbon Dioxide, UTLX-Atlantic Refining, GATX-Sobutane, PCLX-Polystar, GATX-Columbia Southern, VENX-Tenneco Chemicals, Union Pacific MOW, UTLX-Arco and UTLX-Smith Douglass.



The ready-to-run N scale model will come with 50-ton Bettendorf-type plain-bearing trucks. All of the Atlas models

mentioned in this report will be equipped with Accumate knuckle couplers.

Info: shop.atlasrr.com



model will be based on the 6,000hp prototype built by GE Transportation between 1995 and 2001.



No-Sound/DCC-ready models.

Road names will be GE Demonstrator (two schemes), Union Pacific, CSX (two schemes) Santa Fe, BHP Iron Ore, Southern Pacific, Roy Hill (two schemes), and Western New York & Pennsylvania Railroad.



Broadway Limited has scheduled a 2024 release for an N scale GE AC6000CW locomotive. The BLI will release the new N scale models with Paragon4 DC/DCC Sound system with Rolling Thunder and GoPack uninterruptable capacitor packs. The locomotives will also be available as Stealth

Broadway Limited has scheduled a third

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R. Bale

PRR 4-8-2 M1 CLASS STEAM LOCOMOTIVES

The 4-8-2 Mountain-type steam locomotive was introduced by the Chesapeake & Ohio Railroad in 1910. Observing that several railroads were having success with the 4-8-2 wheel arrangement, the Pennsylvania Railroad built a test locomotive in its Altoona shops in 1923. It had 72" drivers and received the M1 classification. Like most PRR steam locomotives, the M1 and M1a featured a square Belpaire firebox. After three years of testing, production orders for 200 were split between locomotive builders Baldwin and Lima. In 1930 PRR ordered 100 more M1 locomotives. A significant improvement was incorporating the cylinder block and smokebox saddle in a single casting. Identified as class M1a, PRR's new 4-8-2 locomotives were intended for passenger as well as freight service with some receiving decorative gold-leaf on the tender and cab sides. In service the M1a proved better suited to hauling freight. During later years some M1s hauled sixteen-wheel 210-F-75B tenders almost as long as the locomotives themselves. All of the tenders were fitted with scoops to pick up water from track pans. On the rear tender decks, all were later fitted with doghouses for the head-end brakeman, giving him a view backward over the train and placing him out of the way of the engineer and fireman. Like many PRR locomotives, most M1s had trainphone antennas added during the 1940s.

production run of its N scale M1a and M1b models for release this summer.



These locomotives are available in their authentic paint schemes and in two fantasy schemes: DGLE passenger scheme, and Tuscan Red. A painted but unlettered model is also available.



In addition to the Paragon4 models, the N scale 4-8-2 locomotives are also available in BLI's DC Stealth No-Sound / DCC-ready series.



Broadway Limited has released a new production run of N scale GE ES44AC locomotives to its network of dealers.



The models represent the six-axle 4400hp diesel locomotive manufactured by General Electric from 2002 to 2019.



Most of the more than 3,700 locomotives produced are still in service on North American Class 1 railroads.



Road names in this release include BNSF, Wisconsin Central, BC Rail, Canadian Pacific, Union Pacific, and CSX.



Fantasy schemes include Hapag-Lloyd, Baltimore & Ohio, Florida East Coast, Rock Island, Burlington, and Northern Pacific.



In addition to BLI's Stealth No-Sound/DCC-ready, the ES44AC locomotives are available with Paragon4 DC/DCC Sound system with Rolling Thunder and GoPack



uninterruptable capacitor packs.
Info: www.broadway-limited.com

Eastern Seaboard Models is planning a late summer release of an N scale G26 mill gondola.



Models with ratchet brake handles and National B-1 trucks will be available decorated for PRR with a shadow keystone and a plain keystone.



Gondolas with Dalman trucks and Ajax brake wheels will be available decorated for Penn Central and Lehigh Valley. PRR versions of this version will be available with plain keystone and a circle keystone herald.



A PRR car with National B-1 trucks and a ratchet brake lever will wear a circle keystone. A Penn Central version of this car will also be available.



Completing this release are two versions of Norfolk & Western gondolas equipped with ratchet brakes and Dalman trucks.



ESM is selling a package of 60 N scale 33" wheelsets with .540" axles. A replacement reference of compatible N scale wheelsets can be viewed by clicking on Wheel Compatibility Chart on ESM's web page. Info: www.esmc.com



Micro-Trains has released N scale Norfolk Southern flatcars equipped with special racks for handling continuous welded rail, also known as

ribbon-rail. N scale ribbon rail is available as a separate purchase from N Scale Kits (www.nscalekits.co.uk/welded_rail.html).



Micro-Trains has also released a 50' double-door boxcar decorated to celebrate the 35th Anniversary of the Buffalo & Pittsburgh Railroad.



In the mid-1970s, the Department of Defense acquired 23 depressed center flatcars with six-wheel trucks to handle nuclear waste. Micro-Trains has released an N scale version complete with six-wheel trucks.



This 40' SSW-Cotton Belt model commemorates the 75,000th PS-1 boxcar built by Pullman-Standard. Info: Contact a Micro-Trains dealer.



N Scale Enthusiast is selling a ready-to-run N scale class G26 mill gondola. The prototypically accurate model, which was produced by Eastern Seaboard Models, comes with an Ajax brake wheel and Dalman trucks.



Road names include Bethlehem Steel in yellow or a dark Tuscan red, and U. S. Steel in yellow or blue.

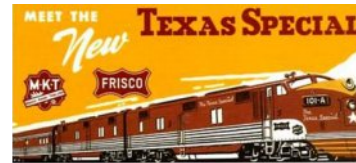
Info: www.nscaleenthusiast.com



Rail Smith is booking reservations for N scale equipment decorated for the Texas Special – a colorful regional name train jointly operated by the Missouri-Kansas-Texas and the St. Louis-San Francisco railroads.



The EMD E7 diesel locomotive, complete with shadow-line fluting, will be manufactured for Rail Smith by Broadway Limited. Both DC and DCC with Paragon4 sound decoder options will be available.



Texas Special passenger cars based on lightweight prototypes delivered in 1948, including an RPO, diner, buffet-lounge and observation car, are being produced for Rail Smith by Micro-Trains.

The MKT/Frisco team also operated a Texas Special train set using heavyweight cars painted to match the silver and red scheme including the shadow-lined fluting. Details will be announced soon.

Info: lowellsmith.net

Rapido Cancels Canadian Passenger Sets

Pre-orders for Rapido's N scale Canadian passenger car sets, including the 4-8-4 Duplex sleeper Edmundston, failed to meet the minimum required to justify the cost of tooling and other production expenses. In announcing the project last May, Rapido had pledged to donate 100% of the sales of the Edmundston to help fund restoration of the prototype sleeper by the VIA Historical Association/L'Association Historique de VIA. Based on what the total estimated sales of the N scale Edmundston would have been, Rapido will donate \$8000 to the restoration project.



ScaleTrains has announced a run of Rivet Counter N scale Pullman-Standard 5820 4-bay

covered hoppers. Roadnames are PTLX/Lauhoff, PTLX/Carlton, PTLX/Norchem, PTLX/North Petro, Exxon-Mobil, and PLCX/Novamont.



The cars include offset end vents, photo-etched stainless steel see-through roofwalks and crossover

platforms with metal grab irons, complete underbody brake system, 36" machined metal wheels, and Micro-Trains compatible semi-scale Type E couplers. The cars will run on Code 55 and 80 rail with a minimum radius of 9-3/4" and a recommended radius of 11".

Preorders are due September 25, 2023.

Info: www.scalettrains.com

Z SCALE PRODUCT NEWS



Atlas is preparing new tooling for a Z scale model of an Evans 53' boxcar with double 8' plug-doors. The ready-to-run model

will feature a die-cast underframe, metal wheelsets and knuckle-style couplers.



Road names will be British Columbia Railway, Burlington Northern, Mountain Pine Lumber, Northwest Hardwoods,

Union Pacific, and Wisconsin Central.

Info: shop.atlasrr.com

STRUCTURES AND SCENIC SUPPLIES



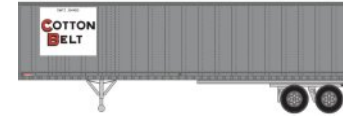
Athearn's production schedule for December 2024 includes HO and N scale 40' Fruehauf Z-Van trailers.

Trailer equipment that was designed to be carried on flatcars as part of rail operations usually carried the letter "Z" as the last letter of the reporting mark –

hence Fruehauf's designation of Z-Van. Such equipment was built to higher durability standards than normal trailers, as it had to withstand the rigors of both road and rail travel.



Athearn's N and HO scale versions will have rubber tires and separate mud flaps. Additional details that will vary depending on the practice of the prototype road name being modeled include 2 or 4 door locking rods and wheeled or shoe-style landing gear.



Road names will be Conrail, Illinois Central, Cotton Belt, XTRA, Reimer Express Lines, Lynden Transport.

Info: www.athearn.com



Frenchman River Model Works has added an HO scale version of Pete's Tavern to its lineup of craftsman resin kits. The two-story brick building has a corner entrance to the tavern and a side door entrance to the upstairs apartment. The kit can be assembled for a left hand or right hand corner.

The kit includes cast resin walls, window panels, doors and rooftop details. Additional contents include a sub-roof, tar paper roofing material, window glazing and signs. Assembly and painting are required. The finished structure measures 1.875" x 3.125" x 3.125" high.

Info: frenchmanriver.com



miniprints has announced a new line of products, dubbed minisounds. The first product in this line is the HO scale Talking Outhouse kit. It combines an ITLA laser-cut outhouse kit, a seated miniprints 3D-printed figure, and a self-contained sound module from Iowa Scaled Engineering that is pre-loaded

with (somewhat) inappropriate potty sounds and commentary. Available for pre-order now, it is expected to ship in December 2023. Assembly and painting required.

Info: www.miniprints.com/product/outhouse



The latest craftsman structure kit from **Monster Model Works** is McCampbell's Storage: an S scale background flat structure. Measuring 14.25" wide by 9.5" tall, the finished structure is just 2" deep. Components in the kit include 3D laser-engraved Old Brick walls and corners,

two fire escapes, 3D printed wall anchors, laser-cut security bars, and peel and stick laser-cut windows and doors. Signage includes laser-cut stencils. The kit requires assembly and painting.

Info: www.larkspurlaserart.com



New 1:87th scale models coming soon from **Oxford Diecast** include this 1950

Oldsmobile Rocket 88 coupe. Also new is a blue 1941 Lincoln Continental convertible.



Additional new Oxford vehicles include a 1961 Chevrolet Impala convertible

with thin white wall tires, and a four-door 1954 Pontiac Chieftain with fat white wall tires.

Info: www.walthers.com



Sylvan Scale Models has introduced a group of eight HO scale kits for 1966-1977 Chevrolet/GMC tandem tractor trucks. Short and long-hood versions of the trucks are available along with a

choice of low or high mounted cabs.



The cast resin kits are available with either Chevy C-90 or GMC 9500 grilles. Sylvan founder Clare Gilbert reports that single axle tractors and assorted vocational bodies are under development.

Info: www.sylvanscalemodels.com



New **Walther's** HO scale structure kits coming this fall include an Auto Parts store. The plastic kit represents a modern structure with a front block wall and metal side walls. The finished building measures 9.94" x 8.875" x 2.875" high



Components in Walther's Grocery Mart kit include a large rooftop sign. The HO scale kit replicates decorative brick walls in the front and cinder block construction in the rear. The assembled structure measures 12.625" x 7.94" x 3.75" high. Both the Auto Parts and Grocery Mart kits require assembly and some painting.



Walther's has scheduled a winter 2024 release for a new LLV mail delivery truck. The HO scale model represents a truck in service since 1987. Six decorating schemes will be available including three USPS, two Canada Post, and unlettered white.

Info: www.walthers.com

Woodland Scenics has introduced Toy & Hobby Junction, a fully assembled two-story brick structure that features a fully detailed hobby store interior. The model is fitted with LED



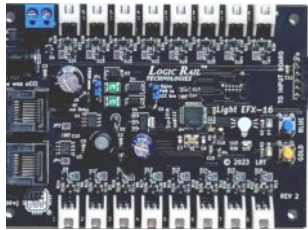
lighting designed for use with Just Plug Lighting System that is available as a separate purchase.



Exterior details include red double doors, a train mural and a variety of signage. The structure is available in N, HO and O scales.

Info: www.woodlandscenics.com

NEW ELECTRONICS



Logic Rail Technologies demonstrated a new light control system at the National Train Show. The new device is being prepared for release later this year. Called Light EFX-16, the board provides on-layout light effects for 16 Just Plug-compatible outputs. Each

output is configurable through either a DCC or LCC connection. The outputs drive LEDs with or without resistors.

Each output has independent configuration for light effect (e.g., on/off, flashing, "fire", pulsing, failing "bulb", etc.), brightness, random time on/off, and trigger (external switch, DCC switch command, LCC Event ID, fast clock time on/off). The outputs can be grouped for complex effects such as traffic signals. Two LCC bus jacks are available for connecting other LCC devices.

Info: www.logicrailtech.com



SoundTraxx has developed a new wireless BLU-PNP8 Digital Sound Decoder that is

designed to be an easy-to-install DCC decoder for use in most HO diesel model locomotives. The BLU-PNP8 format is designed as a replacement or upgrade from factory boards that come in a large

variety of HO diesel models. While the BLU-PNP8 is a fully featured DCC Sound Decoder, no command station is necessary with control of the decoder performed over Bluetooth via the Blunami app on an Apple IOS or Android device. BLU-PNP8 Digital Sound Decoders are available for EMD diesels, GE diesels, Alco diesels, and Baldwin and other prototypes. Each part number contains up to twelve prime movers, over 40 air horns and a variety of selectable sound effects including bells, compressors, couplers, dynamic brakes, and more.

Info: www.soundtraxx.com

NEW DECALS, SIGNS & FINISHING PRODUCTS

Bill Mosteller of **Great Decals** has acquired the extensive line of decals for the Akron, Canton & Youngstown Railroad originally developed by the late Wade Griffis.

For full details visit: [greatdecals.com/Black Swamp Shops.html](http://greatdecals.com/Black_Swamp_Shops.html)



Rick Selby has HO scale decals specifically designed for use on Kaslo Shops 52' 6" Evans 5450 boxcar.



Road names include Amador Central, Louisiana Midland, and Louisville, New Albany and Corydon railroads.



Info: Contact Rick Selby at svt@railtrainllc.com



! BRIEFLY NOTED AT PRESS TIME ...

Athearn's production schedule for January 2025 includes an HO scale Genesis SD90MAC-H Phase II diesel unit with rotating bearing caps. A second Genesis model due in early 2025 is EMD's rare SD89MAC that Athearn is creating by modifying its SD90MAC tooling. Standard models coming from Athearn in January 2025 include an SD40-2, FMC 4700 triple-bay covered hopper, a 1960s-era 50' ACF boxcar with a combination plug-door and a Youngstown sliding door, a 42' chemical tank car in eight colorful decorating schemes, and a 40' triple-bay woodchip hopper with side extensions. Completing Athearn's January 2025 release is a Roundhouse brand 50' high-cube boxcar with smooth sides ...

Among the latest releases from **InterMountain Railway** are 8,000 and 10,000 gallon HO scale tanks cars in a total of 13 decorating schemes. InterMountain is accepting reservations through 10/31/23 for HO scale 14-panel Coalporters, AeroFlow and AeroFlow II coal gondolas. Reservations close 9/29/23 for a new production run of N scale R-70-20 refrigerator cars ...

Morning Sun Books has released *Trackside Around Minnesota 1959-1976*, a collection of Bill Cordes photos edited by Aaron Isaacs ...

New HO scale models coming from **Walthers** in 2024 include an Alco RS-2 diesel locomotive and a group of 53' National Steel 3-unit articulated well cars. Both are Walthers Mainline series models ... ■

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SELECTED EVENTS



Model Railroad Hobbyist | September 2023

SEPTEMBER

Please check with any organization hosting an in-person event for the latest status of the event.

Ongoing 2023

ONLINE, Zoom, dates vary, see website. Operation Special Interest Group Meetups – limited attendance available.

Info: www.opsig.org/Virtual

Archive: www.opsig.org/Virtual/Past

ONLINE, Zoom & YouTube, Wednesday & Saturday, see Facebook page. "New Tracks" Meetup, hosted by Jim Kellow, MMR.

Info: newtracksmodeling.com

YouTube: www.youtube.com/channel/UCMA_VhPb5pjdkAYTdXLceJA

ONLINE, Facebook & YouTube, dates vary, see Facebook page. "NMRax" organized by Gordy Robinson, Martyn Jenkins, Gert Muller.

Info: www.facebook.com/groups/nmragroup

ONLINE, YouTube, every other Saturday. 4th Division, Pacific Northwest Region, NMRA hosts online layout tours and clinics.

Archive: www.youtube.com/c/4DPNRMovies



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ONLINE, Zoom, Second Tuesdays, 8pm Eastern. "Off the Beaten Track" featuring Narrow Gauge layouts, clinics, and manufacturers.

Info: groups.io/g/NNG

AROUND THE USA, IN-PERSON, Various dates. ScaleTrains.com Road Trip.

Info: www.scaletrains.com/roadtrip

September-October 2023

CANADA, ONTARIO, BRESLAU, September 24, 2023. 2023 Breslau Model Train Show, sponsored by Western Ontario Division-NMRA Canada. Breslau Community Centre, 100 Andover Drive.

Info: trainshow@WOD-NMRA.ca

CANADA, ONTARIO, MARKHAM, September 23, 2023. Railview Model Railway Historical Society Open House. 550 Alden Rd, Unit 201.

Info: www.railviewhistoricalsociety.ca/events

CALIFORNIA, CROCKETT, October 14-15, December 9-10, 2023. Carquinez Model Railroad Society Open House. 645 Loring Avenue.

Info: cmrstrainclub.org

CONNECTICUT, VERNON, October 29, 2023, Vernon Train Show, sponsored by the Amherst Railway Society. Vernon Center Middle School, 777 Hartford Pike.

Info: amherstrail.org/vernon

ILLINOIS, NAPERVILLE, October 27-28, 2023. Naperville RPM. Northern Illinois University Conference Center, 1120 E Diehl Rd.

Info: www.rpmconference.com

INDIANA, FT. WAYNE, October 19-22, Fort Wayne Rails, 2023 North Central Region Convention. Holiday Inn Purdue Fort Wayne, 4111 Paul Shaffer Dr.

Info: div3.ncrnmra.org/fort-wayne-rails-2023

MASSACHUSETTS, TAUNTON, September 17, 2023. 20th Annual Model Railroad Show and Sale, sponsored by the Old Colony Model Railroad Club of Raynham, MA. Clarion Hotel, 700 Myles Standish Blvd. Exit 9 from route 495.

Info: oldcolonyrailroadclub.com

MINNESOTA, WOODBURY, October 14, 2023. Newport Model RR Train Flea Market. Woodbury High School, 2665 Woodlane Dr.

Info: newportclub.us

MISSOURI, KIRKWOOD, October 14-15, 2023. 32nd Annual Greater St. Louis Metro Area Train Show. Meramec Community College Gym, Geyer Road & Big Bend.

Info: mvns.railfan.net/ShowFlyer.htm

NEW YORK, BATAVIA, October 15, 2023. The Great Batavia Train Sale, sponsored by the Genesee Society of Model Engineers. Richard C. Call Arena, Genesee Community College, 1 College Rd.

Info: www.gsme.org

OHIO, CAMBRIDGE, October 22, 2023. Fifth Annual NMRA Buckeye Division Train Show. Pritchard Laughlin Center, 7033 Glenn Hwy.

Info: div6-mcr-nmra.org/trainshow.html

OHIO, WEST CHESTER (Cincinnati), October 14-15, 2023. 55th Annual Div 7 NMRA Fall Train Show. Lakota West High School, 8940 Union Centre Blvd.

Info: www.cincy-div7.org

OHIO, MARION, October 12-14, 2023. Central Ohio RPM. Marion Union Station, 532 West Center Street.

Info: www.facebook.com/groups/438383252883060

OREGON, PORTLAND, October 7, 2023. Bridgetown Railroad Prototype Modelers Meet, Airport Shilo Inn, 11707 NE Airport Way.

Info: www.brpbmm.com

PENNSYLVANIA, ALTOONA, October 19-22, 2023, Round the Curve to Altoona, 2023 Mid-Eastern Region Convention. Altoona Grand Hotel, 1 Sheraton Drive.

Info: mer2023.org/index.html

PENNSYLVANIA, HAMBURG, September 15-17, 2023. Anthracite Railroad Modelers Meet XI. Reading Railroad Heritage Museum, 500 S. Third St.
Info: readingrrmm.com

TENNESEE, CROSSVILLE, October 6-7, 2023. Miami Valley Modular Railroad 50x85 foot HO modular layout and swap meet. Oaklawn Baptist Church, 3977 US 70 East.
Info: crossvilletrains.org/Welcome

Future 2023 by location

CALIFORNIA, CROCKETT, October 14-15, December 9-10, 2023. Carquinez Model Railroad Society Open House. 645 Loring Avenue.
Info: cmrstrainclub.org

COLORADO, LONGMONT, December 8-10, 2023. Boulder Model Railroad Club Annual Model Railroad Expo. Boulder County Fairgrounds Exhibit Hall, 9595 Nelson Rd.
Info: www.bmrconline.org

INDIANA, DANVILLE, November 18, 2023. 16th annual Danville Indiana Train Show. Hendricks County Fairgrounds, Old US 36 (E Main St), 12 miles west of I-465
Info: www.cidnmra.org/services

KENTUCKY, LOUISVILLE, November 11, 2023. Division 8 MCR NMRA 33rd Annual Train Show & Sale. Holy Family Parish Saffin Ctn, 3938 Poplar Level Rd.
Info: div8-mcr-nmra.org

MASSACHUSETTS, WEST SPRINGFIELD, January 27-28, 2024. Amherst Railway Society Railway Hobby Show. The Eastern States Exposition Fairgrounds, 1305 Memorial Avenue.
Info: www.railroadhobbyshow.com

MICHIGAN, EAST LANSING, November 5, 2023. Lansing Model Railroad Club Show and Sale. Michigan State University Pavilion.
Info: lmrc.org

MISSOURI, SEDALIA, November 4, 2023. 12th Annual Sedalia Rails Train Show in Liberty Park.
Info: www.facebook.com/funtrains

NEW MEXICO, ALBUQUERQUE, November 9-12, 2023. Rails along the Rio Grande, Rocky Mountain Region Convention.
Info: rnr-nmra.org

NEW YORK, ALBANY, December 3, 2023. Great Train Extravaganza, sponsored by the Hudson-Berkshire Division of the NMRA. Underneath The Egg, Empire State Convention Center.
Info: gtealbany.com

NEW YORK, HAMBURG, November 18-19, 2023, February 17-18, 2024. WNYRHS Train & Toy Show, sponsored by the Western New York Railway Historical Society. Fairgrounds Event Center, 5820 South Park Ave.
Info: www.facebook.com/events/279643952556335

NEW YORK, POUGHKEEPSIE, November 5, 2023. Train & Hobby Show of the Hudson Valley. MJN Center, 14 Civic Center Plaza.
Info: www.midhudsonciviccenter.org/event/hv-train-hobby-show

OHIO, MARION, December 2, 2023. 37th Annual Model Train Show. 220 E Fairgrounds Rd.
Info: mariontrainshow@outlook.com

UTAH, WEST LAYTON, November 3-4, 2023. The Inter-Mountain Train Expo. Davis Convention Center, 1651 North 700 West.
Info: intermountaintrainexpo.com

WASHINGTON, PORT ANGELES, November 11-12, 2023. North Olympic Peninsula Railroaders' 20th Annual Swap Meet/Train Show. Red Lion Hotel Port Angeles Harbor, 221 N. Lincoln St.
Info: geoted@wavecable.com ■



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Barry Silverthorn models Blue Bird Taxi ...



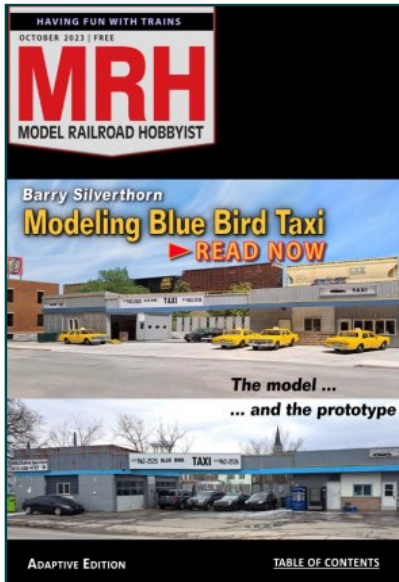
LocoFi 3 wireless controller added to an HO Kato NW2 switcher ...



Using EZ track for layout planning



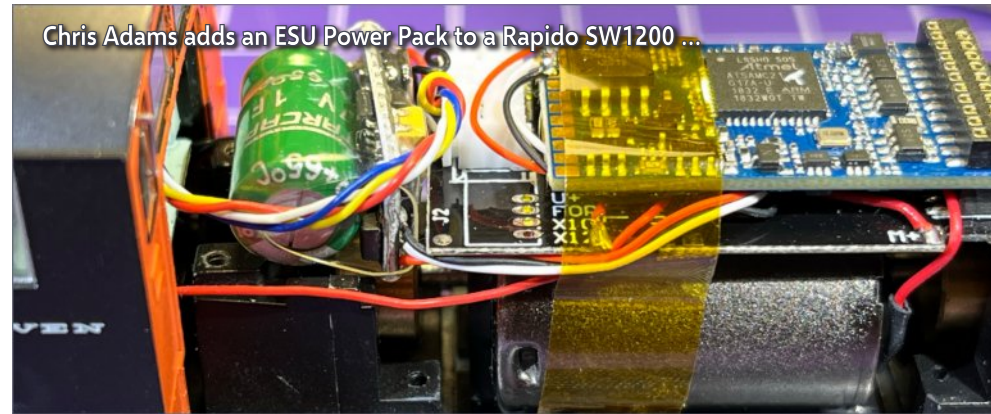
... coming October 15th in the
October MRH



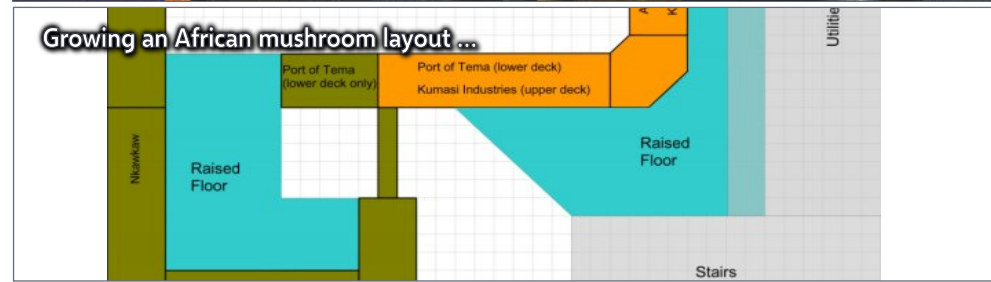
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