

MRH

MODEL RAILROAD HOBBYIST

ALSO:

- Build an HO₃ layout
- Better loco power pickup
- New glues for modelers
- Easy fancy control panels

... and more inside!



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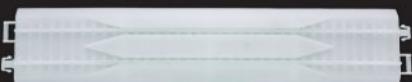
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HAVING FUN WITH TRAINS



Model Railroad Hobbyist | June 2023 | #160

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ISSN 2152-7423

V1.2 June 17

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MRH Website this month: Fancy machine shop, ...
Compiled by JOE FUGATE



What's Neat: Building an HOOn3 layout: 1, ...
KEN PATTERSON



Electrical Impulses: Better power pickup
DOUG DYER



Dean Ferris' Oregon Joint Line
the MRH STAFF



Modelers' survey of glues: 3
JEFF PALMER



2023 YouTube Meet and Greet
JAMES REGIER



Savvy Modeler online: Easy fancy control panels
Compiled by the MRH STAFF



June 2023 news and events
RICHARD BALE and JEFF SHULTZ



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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | June 2023



JOE FUGATE ON MORE THAN JUST THE
FREE MRH MAGAZINE ...

WE'VE NOW BEEN PUBLISHING THE FREE AD-SUPPORTED MRH MAGAZINE since 2009, making it some thirteen years and 160 issues now. This is issue 160!

We're closing our reader survey soon. If you haven't taken it, here's your last chance: [MRH 2023 Reader Survey](#).

Those who have taken the survey and want to can have their name entered into a free drawing for some nice prizes, so we will be doing that drawing soon. Next issue we will announce the winners.

But we do still more

How many of you are aware MRH Media has more goodies that you can get?

Some are free, some have a small fee. One philosophy we have here at MRH Media: we're the best deal going, free or not.

Yes, we do have the free 40-page *MRH Acrylic Painting guide* you can download. You do have to register to get access to it, but that's free.

To get this free painting guide, just visit this link: mrhmag.com/free-painting-guide

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Other goodies we sell

We also sell a number of other items that may be of help to you as a model railroader.

MRH Running Extra: Besides the free MRH Magazine, we also sell a monthly add-on eBook *Running Extra* (RE) that has 80+ pages of additional articles with no ads. At \$2.99 per issue, you won't find a better price anywhere for fresh, new, modeling savvy articles [1].

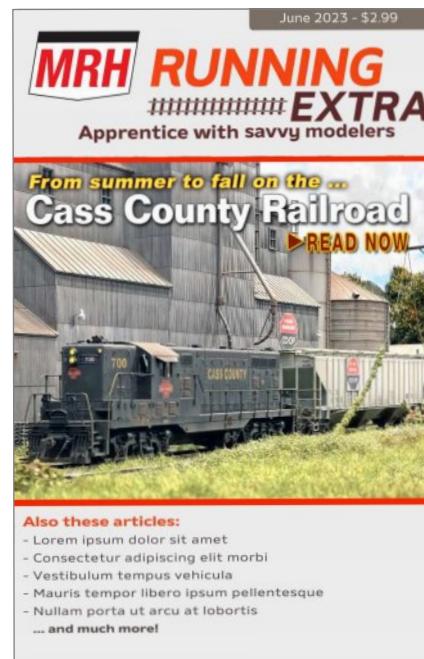
And as an added bonus, we put the free *MRH Magazine* in the back of RE so you only need a single download to get all the articles we publish each month. How neat is that?

Plus we've been running a special on RE: [Subscribe for just \\$29.99](#) and you not only get the next 12 issues but you get access to all 55 back issues as well. That's just 45 cents per issue, an amazing deal.

The MRH Store: Next, we have the *MRH Store*. On our store we sell eBooks, downloadable videos, paperback books, and DVDs about the hobby.

We have hundreds of titles on the *MRH Store*, and if you've not ever shopped the store, you should go browse around and drill down into the categories.

Note we not only sell the downloadable eBook PDFs and downloadable HD videos (1080p), but we also sell paperbacks and DVDs – that's right, we also sell things you



1. MRH Running Extra for June. Not only does it have 80+ pages of extra articles with no ads, it has the full free MRH in the back. One download gets it all, for just 2.99!

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can touch, smell, and interact with offline.

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TrainMasters TV: We also have our streaming video channel for model railroaders, TMTV.

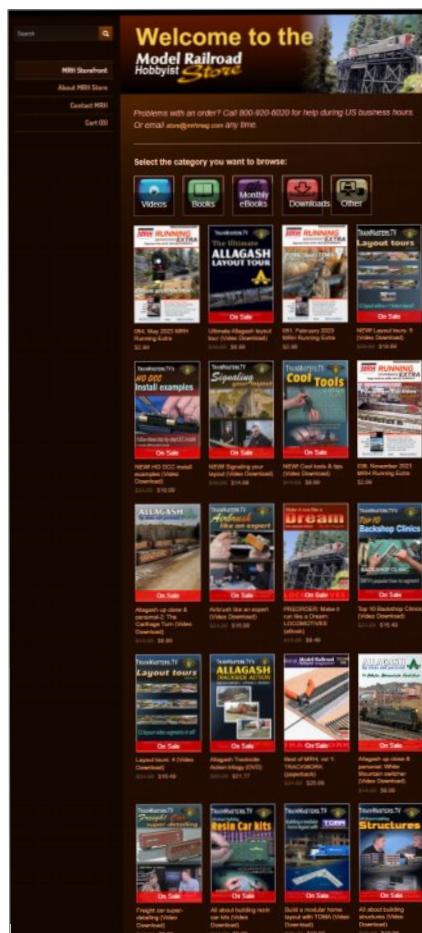
When we first launched TMTV, folks were not real sure what it was exactly, but now with all the online streaming video channels you can get like Netflix, Hulu, and Disney+, we're another of those sites except we service our hobby specifically with model railroading how-to videos.

Want to watch TMTV on your big screen TV? No problem, we're on Roku and Apple TV. Plus if you can also cast us to a Fire Stick or a Chromecast, or any smart TV that allows you to use your smart TV as a wireless computer monitor.

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You can get an Anycast dongle that supports Miracast on Amazon - just [visit the shopping list link here](#).



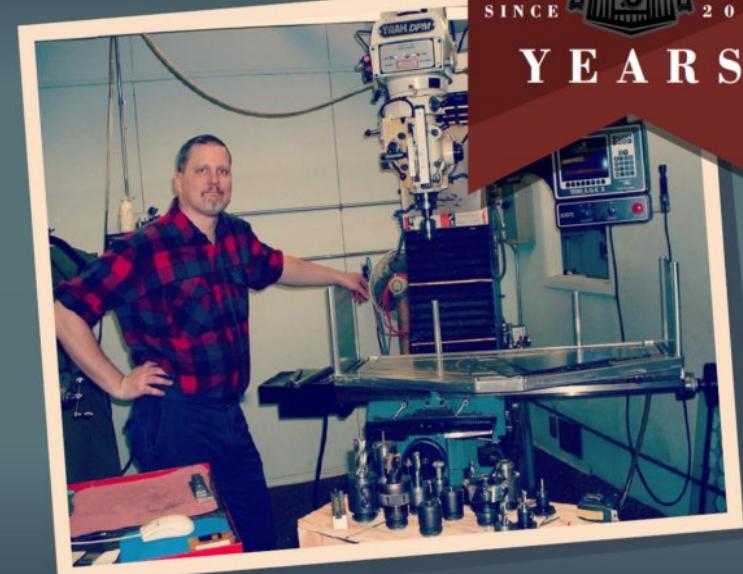
2. Here's the home page of the MRH Store, and it has just a smattering of the products we sell. Drill down in any category for the complete item list.

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To learn more about how to use Miracast on Windows, see: windowsreport.com/setup-miracast-windows-10-pc/

Miracast is not available for Apple devices, but that's because Apple has its own video casting solution, AirPlay.

On your smart TV, make sure Airplay is installed, then to send your Mac screen to your HDTV, see: support.apple.com/guide/mac-help/stream-content-to-apple-tv-mh40624/mac

Or if you have a Roku or Apple TV, then you can get the free TMTV app, just search for the TrainMasters TV channel.

Agrium | PotashCorp before...

Merger Completed Forming Nutrien, a Leader in Global Agriculture

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SASKATOON, Jan. 2, 2018 /CNW/ - Nutrien Ltd. (Nutrien) (TSX and NYSE: NTR) today announced the successful completion of the merger of equals between Agrium Inc. (Agrium) and Potash Corporation of Saskatchewan Inc. (PotashCorp), creating the world's premier provider of crop inputs and services. Nutrien has the largest crop nutrient production portfolio combined with an unparalleled global retail distribution network that includes more than 1,500 farm retail centers. With nearly 20,000 employees – operations and investments in 14 countries – the company is committed to providing products and services that help growers optimize crop yields and their returns.



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HO N



Marine Industries
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First time ever available in HO!



A couple of years ago a customer asked us at a large Train Show why we didn't like Canadian National. When we explained we did not have any reason to dislike Canadian National, we asked why he had that impression. "Well you are not making any of the Hawker Siddeley Cylindrical Hoppers in CN with large Noodle graphics".

To which we replied "That's because Hawker Siddeley didn't make any Cylindrical Hoppers for CN (4550 cuft) with large Noodle graphics". The customer then showed us images of what he thought were Hawker Siddeley 4550 cu ft Cylindrical 4 Bay Hoppers with CN Noodle Graphics. We then explained, the images he was showing us were not Hawker Siddeley built cars, they were built by Marine Industries in Quebec.

About 30% of the 4550 cu ft Cylindrical Hoppers were built by National Steel Car (NSC), and 40% were built by Hawker Siddeley (HS) and the balance were built by Maritime Industries Limited (MIL). Many modelers confuse the HS car with the MIL car. Although similar they are very different, if you know what to look for when closely examining the cars".

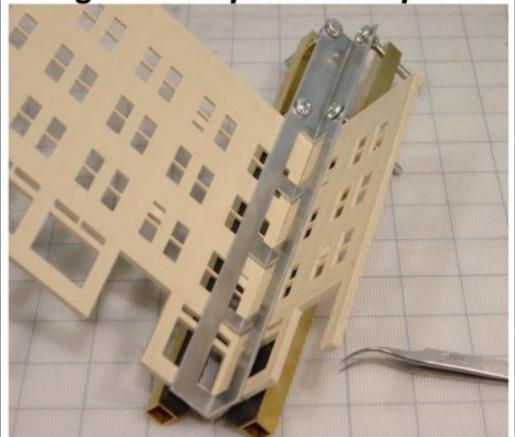
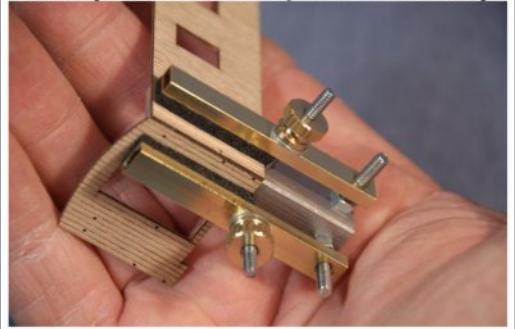
Remember, these cars have never been available before in HO Scale. In test marketing customers have asked us to run 12 road numbers for five of the paint schemes. All the rest we will produce 6 road numbers. We will also do 6 cars equipped with Toggle Lock Pneumatic Gravity Gates! (see close up image above)



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For more, visit TMTV at:
trainmasters.tv

Other goodies: Are you aware that registered readers can save an additional 10% on any purchase with us? Just visit this [each issue's bonus downloads page](#) for that month's 10% off code.

We need articles!

I'm making an official call for you to write us articles. Now that we have two magazines, our backlog is getting low and in order to maintain issue balance we need to beef up our article backlog.

The good news is if you respond sooner rather than later, you'll be more likely to be at the front of the pack and get your article published sooner.

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We do pay for articles – although you won't make a fortune, you will get some nice mad money to spend on the hobby or maybe to take the family on a fun outing.

Regular contributors can in effect help underwrite their hobby with regular payments coming every so often.

What kind of articles do we need?

First, we can use articles on scenery or weathering. Those are always popular and they work for any prototype or any scale.

Next, we can always use DCC articles, particularly a DCC install article. It can be any complexity from drop-in to major hardwire or anything in between.

Any articles on using tools or techniques (like airbrushing or debugging loco issues) are always welcome. Many tool/technique methods also apply to many scales.

For our *Electrical Impulses* regular feature, any electrical wiring project works. For example, we would love a general article on wiring best practices, or you can do a specific article on something like how to install lighting in structures. If it involves anything electrical, it's a candidate for *Electrical Impulses*.

Of course, we're interested in loco and rolling stock articles, especially if it has techniques that can be adapted to other projects on other locos or rolling stock.

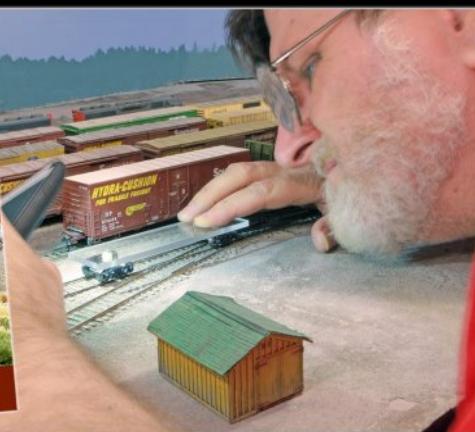
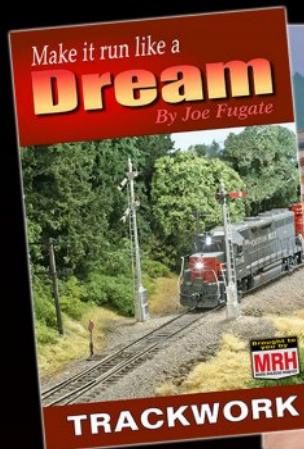
There's also structures and bridges. Show us how you kitbashed or scratchbuilt that structure or bridge. Articles on bridges tend to be especially popular if it's a type of bridge commonly seen on many railroads.

How do you go about writing and submitting your article? See this detailed article on [Writing for MRH](#) in the August 2019 issue of MRH magazine.

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SPECIAL

By Joe Fugate



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Some of you have already submitted article ideas and are awaiting a response from me. I am going through our backlog of article ideas and am making a point to responding to each one with our level of interest.

If you have an article idea you'd like to run past me, I invite you to respond on the comment thread for this article, or go on the forum and send a Private Message to user joef.

I look forward to hearing from you, and seeing your byline in *MRH* or *Running Extra* one of these days! ☑

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in the JUNE 2023 MRH RUNNING EXTRA!



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LAST ISSUE LIKES

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

- 1st Electrical Impulses: Back in the hobby - discovering DCC
- 2nd Mike Ross' Virginian Railway
- 3rd Asst Editor's Musings: Layout lighting

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

- 1st Getting Real: Tank cars and the wine business
- 2nd Limited Modeler: Random thoughts on the hobby
- 3rd Publisher's Welcome: Source for prewired SMD LEDs

If you want more of this type article, then like the article!

Click the *Give us a like* or *comments* button on each article
and press the like button on the article's forum page if you
want to see more articles like these. ■

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Our iTunes feed has changed search for
"Crew Call with Mike Rose" to receive the latest episodes!

www.themodelrailroadpodcast.com

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Mike Rose: www.mrhobby.com

Don't Miss our Monthly Interviews
& Product Announcements

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In



RUNNING EXTRA

June issue ...

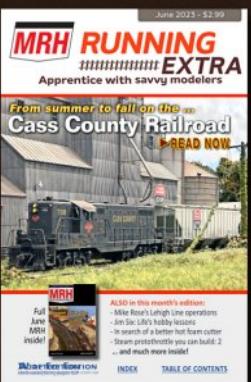


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June 2023



Publisher's Welcome: Non-flaking handrail paint, take 2

JOE FUGATE



Limited Modeler: Life's hobby lessons

JIM SIX



Getting Real: Lehigh Line operations

MIKE ROSE



From summer to autumn on the Cass County

TOM JOHNSON



Operating steam throttle you can customize, part 2

DAVE MERRILL, DR. GEOFF BUNZA, MICHAEL TONDEE, and NEIL ERICKSON



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JOE FUGATE

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Best of the MRH FORUM



Model Railroad Hobbyist | June 2023

Compiled by **JOE FUGATE**

The Model Railroad Hobbyist's Machine Shop

MRH forum member **MikeHughes** has a thread he's started discussing high end tools that an advanced modeler may want in a well-equipped workshop.

Mike is using the term Model Railroad Hobbyist in a generic sense and it has nothing to do with MRH as in "our" workshop. But we do admit to some workshop envy when we see the cool tools Mike's discussing.

If you're in a place where you would like to invest in some higher-end modeling tools, Mike's discussion thread on this topic provides a great education on what's available and what you should be looking for. He also tells what is money well spent and what's simply greater cost without greater value. Check it out!

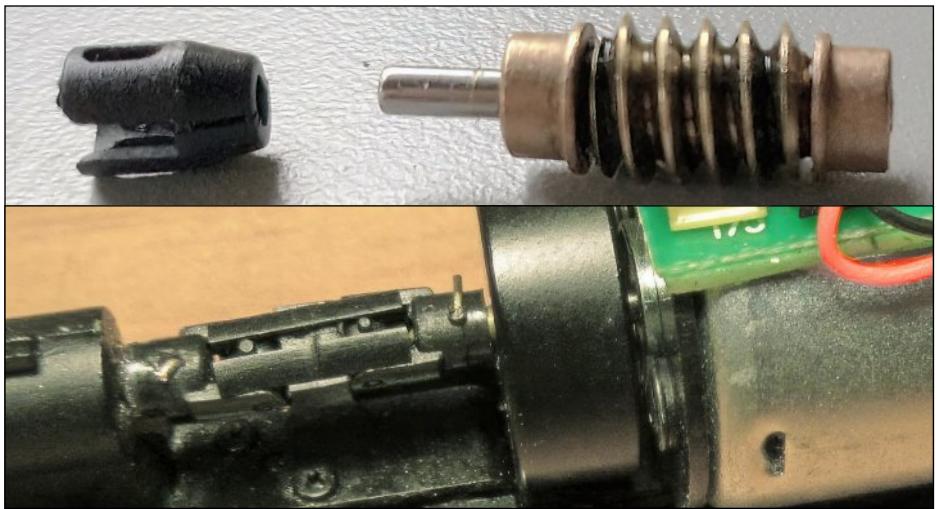


 ...
VIEW READER COMMENTS

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

 **MRH'S MONTHLY GREAT MODELER POSTS**

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1. *MRH* forum member **saunders1221** (Ronald S.) posted a problem he discovered with a cracked universal on a forum thread. Member **gmpullman** (Ed T.) posted a solution that adds a pin to such a universal-shaft connection.

Universal coupling slip fix

MRH forum member **saunders1221** a problem he had with a split universal that came loose on a locomotive [1-top]. Nothing he tried would make it stop slipping (the crack probably had a lot to do with that).

MRH forum member **gmpullman** (Ed T.) weighed in with a solution to make sure the universal doesn't slip by drilling a hole through the universal and the shaft and adding a pin.

"I recently faced the same dilemma. I decided to drill and pin the shaft to the universal. I used a #76 drill and a length of Tichy .020 bronze wire."

Check out the full discussion for all the details.

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

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2. MRH forum member Lou N (Louis) struggled getting very stubborn paint off a Model Power shell. With the forum's help, he finally succeeded.

Paint stripping woes

MRH forum member Lou N (Louis) tried many different ways to get paint off his Model Power diesel shell [2 top]. Finally, with the help of several MRH forum members, he succeeded [2 bottom].

"The Model Power Shell is currently basting in ELO (Testors' Easy Lift Off) that Nelson and Don recommended and I'm happy to report it's working, thank you both. The underlying plastic on the MP shell appears to be blue. After soaking and scrubbing over the course of a couple of days, it came out pretty clean and the detail really shows up."

Follow Lou's entire process on his thread.

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



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3. *MRH* forum member **ku7u** (George H.) had a lighted car melt down around the contacts. His solution is on the right – see forum for details.

My cars are melting

MRH forum member **ku7u** (George H.) had a lighted passenger car get a short on one end because the truck got flipped around accidentally [3 left]. Here's his solution [3 right]:

"My solution ... I removed the springy contacts and glued styrene strips above the contact holes. These strips support the trucks like the contacts had done. Removing those contacts prevents end-to-end shorting in any such cars. Only one truck picks up power from the rails but we are only providing car lighting, so not much of an issue. We are also using a keep alive circuit to eliminate flicker."

Check out the full thread for more on **ku7u**'s solution.

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

Monthly what's on your workbench ...

Each month, our forum has a monthly what's on your workbench thread. It's always fun to see forum members' workbench projects.

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



4. *MRH* forum member **Ensign** (Greg) has been doing a roundhouse build and forum members have been following it. He's now putting the roof on it, and it's looking fantastic!



5. *MRH* forum member **IronBeltKen** (Ken L.) is upgrading another of his locos to an ESU v5 decoder. We appreciate the photo of the final install and Ken's explanation of what he had to do to get everything to fit.

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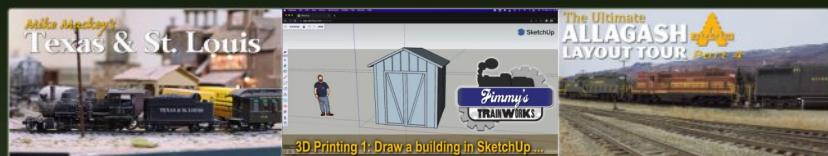
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Model Railroad Hobbyist | June 2023

KEN PATTERSON COVERS THIS MONTH:

- **PART 1 OF A 3x8 HOn3 LAYOUT THAT STARTED AS SIMPLE RUN-BY**
- **PHOTOGRAPHING BLI's C&O K-2 2-8-2**
- **BACHMANN's MATT STERN SHOWS OFF NEW AND UPCOMING PRODUCTS**



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PHOTOS AND VIDEO OF SUPERB MODELS



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THIS MONTH KEN BEGINS A SERIES ON HOW HE BUILT a 3x8 HO n3 run-by video and photo diorama and then turned it into a layout. Ken also shows off the Broadway Limited C&O K-2 2-8-2 hybrid brass locomotive, and interviews Matt Stern via Skype to see what is new and coming soon from Bachmann.

Building a 3x8 foot layout



1. Ken starts by drawing the diorama outline on the foam sheets he will use as a base.

Did you see this article?

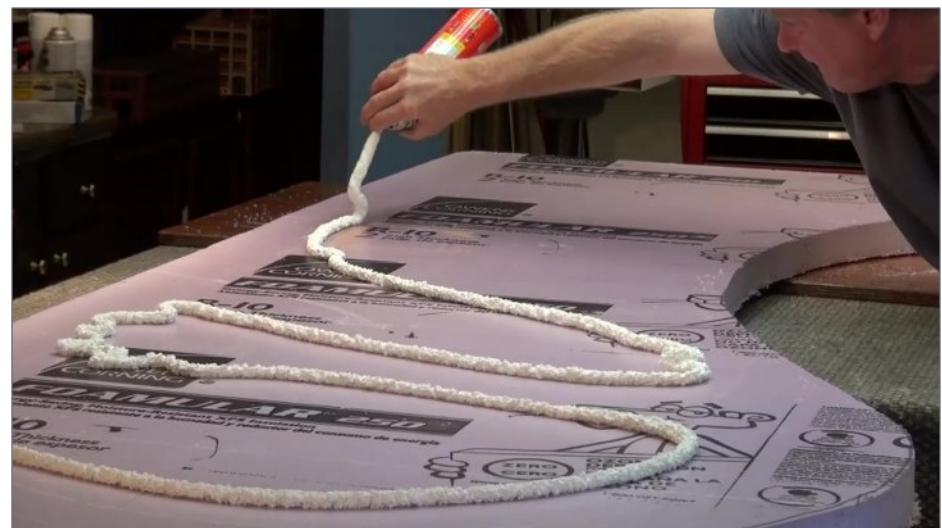
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MRH **RUNNING** **EXTRA**



2. Ken uses Great Stuff foam to glue together two layers of foam sheet because Great Stuff glues together the foam without damaging it.



3. Ken uses a small saw to rough-out the scenery contours.

WHAT'S NEAT | 4



4. To seal the foam, Ken paints the entire layout with brown house paint.



5. Ken's secret scenery supply is an outcropping of clay beneath his deck. He uses a Surform tool to scrape off as much as he needs.

WHAT'S NEAT | 5



6. Using a small-mesh screen colander, Ken sifts the dirt onto the layout.



7. Ken sprays several bottles of Woodland Scenics Scenery Cement to glue down all his ground cover.



8. Before pouring a resin-water creek, Ken built a clay dam along the edge of the layout to prevent leaks.



9. This photo diorama will require background mountains so Ken roughs-in the outlines of them on two sheets of foam he'll use as a backdrop.



10. After using his paint outline to cut and shape the mountain backdrop, Ken applies the final coats of paint.



11. With everything finished on the diorama, Ken takes it outside to shoot videos of the Blackstone C-19 and some freight cars. He's added a couple of other background dioramas for trees and foothills.

Broadway Limited K-2 2-8-2 photo shoot



12. Ken shows off the BLI K-2 2-8-2 hybrid brass steam locomotive that he has an assignment to shoot photos of.

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Matt Stern presents some new and upcoming products from Bachmann



13a (Bottom-left), 13b (Above). Matt begins by showing off painted samples of the upcoming HO scale GP40 locomotive in Rio Grande and New York Central.



14. Bachmann also will be releasing 2-8-2 Mikado locomotives in multiple paint schemes including this Nickel Plate Road 587.

WHAT'S NEAT | 10



15. Matt shows off several HO scale freight cars including drop-end gondolas, this 40' boxcar decorated for Chicago St Paul, Minneapolis & Omaha Railway, and Christmas cars.

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WHAT'S NEAT | 11



16a (Bottom-left), 16b (Above). For N scale, Matt showed off samples of the new 50' track-cleaning boxcar. The CN one shown here has different sides, the other side being painted for a demonstration train and celebrating the newspaper industry.

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17a (Top), 17b (Bottom). In HO passenger cars, Matt showed an upcoming full dome car decorated for excursion service on the Western Maryland, as well as two of the several upcoming standard gauge East Broad Top passenger cars.

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GIVE IT A 



18. This upcoming large-scale trolley will be available in the United Traction Co. and North Pole Rapid Transit.



19. Finally, in On30, Bachmann will be bringing out East Broad Top RR two-bay hoppers in two paint schemes and multiple numbers.

To see all of Ken's construction tips and methods, more views of the BLI C&O K2, and the upcoming products from Bachmann, click on the video link at the beginning of the article. ☑

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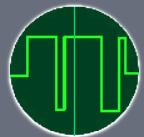


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BETTER POWER PICKUP



Electrical Impulses

Model Railroad Hobbyist | June 2023

1. Older Kato SD40s may have intermittent power pickup issues. This article shows how to solve that problem and make your Kato SD40 a solid performer. Photo by Joe Fugate on his Siskiyou Line 1.



DOUG DYER ON HOW TO HARDWIRE UPGRADE OLDER HO KATO SD40'S ...

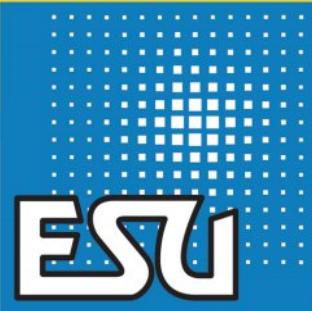
ELECTRICAL PICKUP ISSUES WITH THE OLDER MODEL KATO SD40-2 locomotives are well documented on the internet. Kato borrowed the HO design for electrical pick up from that used in the N scale Kato models.

Unfortunately, the HO scale version resulted in a failed design regarding reliable electric pick up. This has been since corrected

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BETTER POWER PICKUP | 2

in newer versions of these Kato engines. The unstable electrical pick up causes intermittent operation of DCC decoders.

I performed this correction on my model without much difficulty. The project only took about one evening.

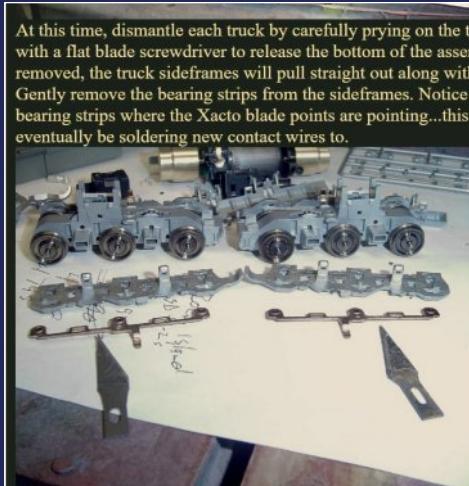


J. Fugate

MAKING PICKUP MORE RELIABLE

This problem of poor pickup on older Kato SD40s is known and a number of online sources show how to fix it. Besides this article, also see:

www.dufordmodelworks.com/katohardware.html



2. This website ([link above](http://www.dufordmodelworks.com/katohardware.html)) has further insights on how to do this Kato SD40 upgrade.

Not only is this upgrade a good idea for these Kato locos, it can also be a good upgrade if you're having problems with loco pickup, such as with pre-Walthers Lifelike SD9s and Genesis GP9s from Athearn.

In fact, I like to do what I call my “belt-and-suspenders” approach to loco power pickup, providing two separate paths from the wheels to the loco motherboard. One is to hardwire the truck sideframes to the motherboard as shown in this article.

I also like to install wipers on the back of the wheels and run a separate wire from that wiper to the motherboard. My thinking is adding a second complete path from the wheels to the motherboard pretty much defeats power pickup gremlins permanently.

Article continues on the next pages ...

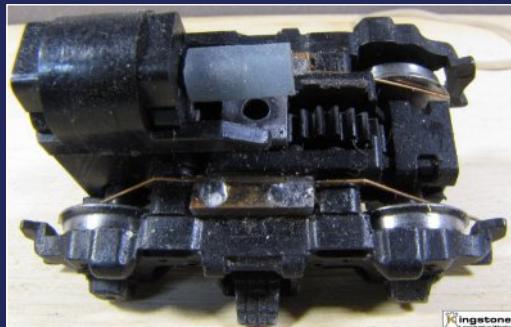
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My locos I have modified with a second power path from the wheels to the motherboard become rock solid performers that become virtually unstoppable.

Add a stay alive into the loco to deal with dirty wheels / dirty track issues that might crop up and your loco will run like a dream! ■



3. Adding wheel wipers to a loco such as those shown here adds an alternate electrical path directly from the wheels and bypasses the sometimes weak wheel-to-axle-to-metal-plate path. Adding a wire from the wiper PC board to the loco motor PC board or decoder also improves reliability by providing a second path for the electrical current. *Photo by Bernd Fanghanel*

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THE PROCESS

I removed the shell first by taking out the couplers at front and rear, and gently pressing on the sides of the shell to release the four tabs holding the shell to the body. Once you do this, the shell can be gently lifted up off the chassis.

[I unplugged the eight pin DCC connector from the Kato circuit board so I could completely remove the shell for easy access to the chassis and frame.

Removing the trucks requires some patience and care. The worm gear cover must be pried off the top of the truck assembly.

I did this by using a jeweler's flat head screwdriver, approaching from the bottom of the truck and releasing the tabs off the gear cover. Be careful, as the cover can suddenly fly off into who-knows-where. Once the worm gear cover has been removed, the trucks will drop out of the chassis assembly.

Next, remove the sideframes in order to access the electrical pickups. Release the six tabs on the trucks' bottom gear using a flathead jeweler's screwdriver. You are now ready to make electrical connections to the bronze electrical pickups incorporated into the truck sideframes.

In order to not get parts mixed up, I use containers labeled front and rear, left and right to hold the parts [4]. By carefully placing each part in its labeled container, I eliminate the chance of mixing them up.

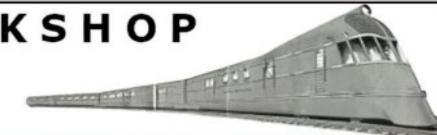
I recommend working on one truck and doing one electrical connection at a time – replacing that part prior to working on the other side. See [5]. Once you have the trucks apart, it is also a good time to lubricate the worm gear and the gears in the trucks.

Bring the wire pickup lead up through the cut out for the worm gear assembly in the frame and solder the appropriate lead to the track pickup points on the printed circuit board.

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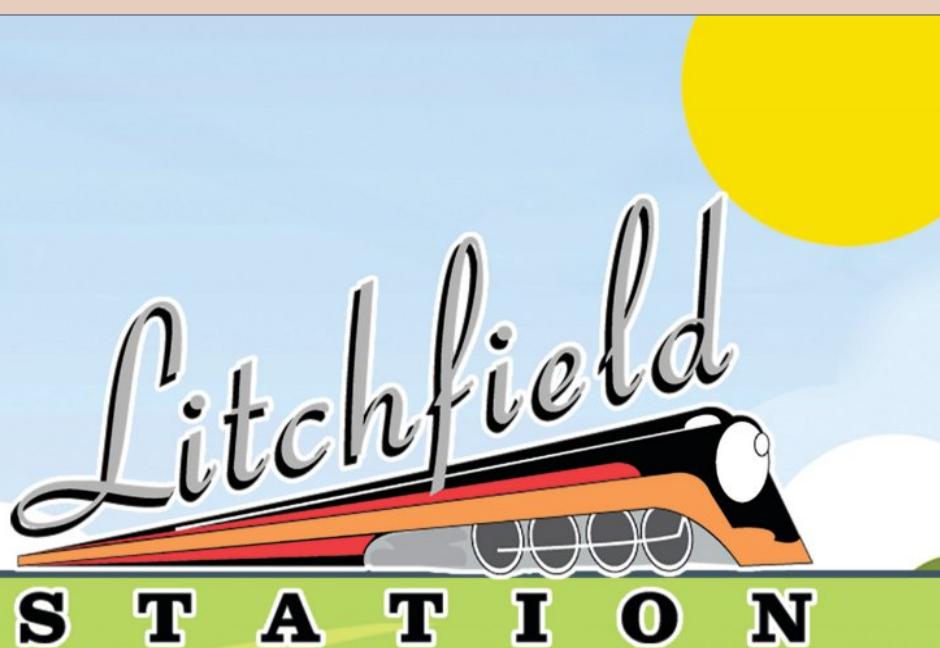


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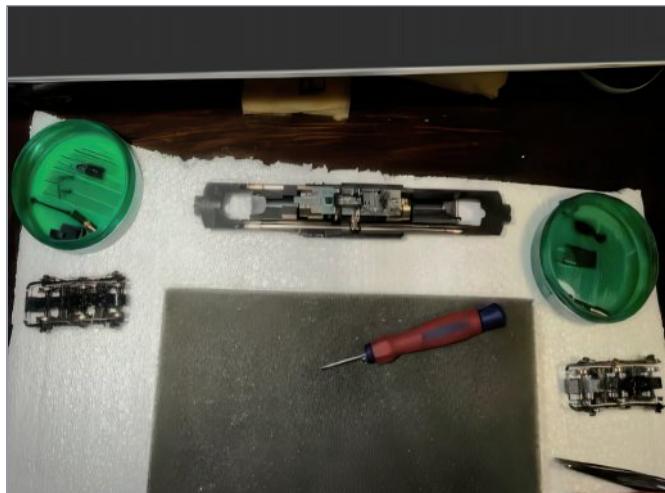
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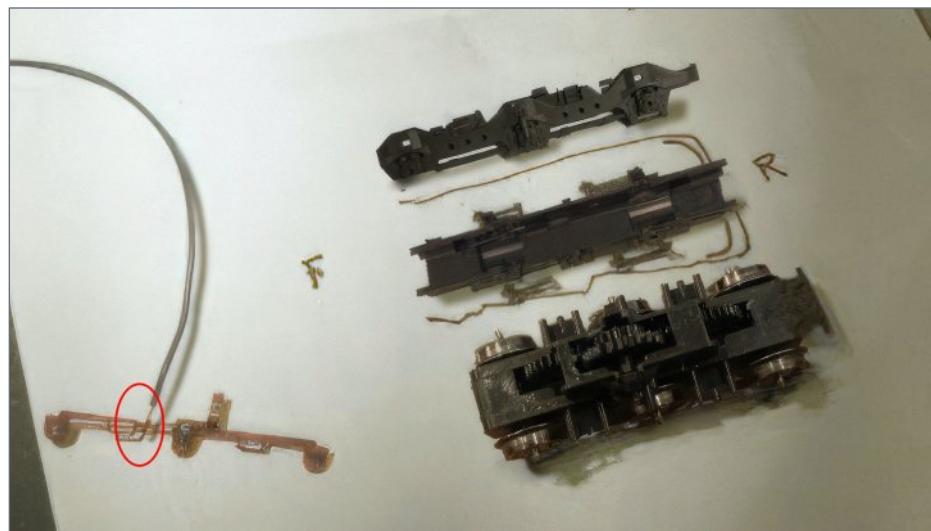
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4. The shell has been removed and the trucks released from the chassis.



5. Take some care determining where you solder the lead to the electrical pickup plate. I suggest you mark the location on the electric pickup prior to taking the truck apart. The idea is to not have the wire leads interfering with the rotation of the truck when turning on a tight curve.

BETTER POWER PICKUP | 6



6. Green wire leads from right rail pickups and white wire leads from left rail pickups.



7. The trucks are now refitted onto the chassis and the pickup leads threaded through the cut out for the worm gear assembly. Use Kapton tape to secure the wires to the frame to prevent them from interfering with the worm gear and drive shaft. Make sure to also leave enough play in the wires that they don't bind when the locomotive goes around curves.

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It is best to tin the ends of the wire leads and use as little solder as possible when making the connection to the PC board. It is also a good idea to solder the connections of the motor leads to the PC board to insure good electrical conductivity.

Plug the 8 pin DCC decoder back onto the PC board and run the locomotive with the shell off to make sure the wires don't foul the mechanism – and also that they don't bind on curves. Once you're sure everything is running good, go ahead and place the shell back onto the chassis.

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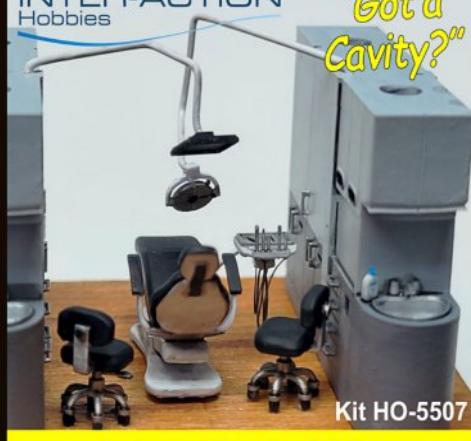
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Dean Ferris' Oregon Joint Line



**JOE FUGATE VISITS THIS PROTO-FREELANCED
EASTERN OREGON LINE ...**

1. You can see the superb scenery to track ratio for N scale in this stunning canyon scene on Dean's layout. This canyon is five feet deep in N, and would require ten feet in HO and twenty feet in O.

Model Railroad Hobbyist | June 2023



DEAN FERRIS' LAYOUT IN THE GREATER DALLAS /

FORT WORTH area will be open for tours during August 2023 as part of the 2023 Texas Express NMRA National Convention. To learn more about this convention and/or to register, please visit this website: 2023texasexpress.com

I visited Dean Ferris in late February 2023 and toured his layout, taking photos and video. I sat down with Dean and talked about his journey in the hobby and the process of designing and building his amazing N scale layout.

MRH: So, first question, how did you get started in the hobby?

Dean: The story goes back to when I was a very young kid living near the Northern Pacific. They had a branch line that ran in front of our house. My brother and I (he's also in the hobby) loved that three-day-a-week branch line.

We had an older cousin who went off to Vietnam, and my dad ended up taking his Lionel layout. So here as young preschool kids, we had this amazing 14 by 14 Lionel layout!

When we would go on road trips through the Northwest with my parents, we'd watch for trains and get all excited. Our parents could see right away that this train thing meant a lot to both of us. We both ended up getting Tyco train sets and we both had our own layouts.

Then as teenagers, we joined forces and built a pretty good HO layout. And of course, we eventually abandoned that layout when we both moved out.

MRH: How did you end up modeling in N scale?



2. Dean Ferris running a train on his Oregon Joint Line. Note the Eastern Oregon high desert scenery that's mostly barren and unpopulated. That's exactly how the prototype area looks, and Dean has captured that empty look well on his N scale layout.

Dean: Once my brother Brian and I moved out, I moved into Seattle. I was always a big rail fan, although I had never been around big time railroading too much. When I moved to Seattle, I started hanging out at the Interbay Yard, the big Burlington Northern Yard in Seattle.

I was going to college, and I would do my homework down across from the roundhouse [laughs]. I met a couple guys, and we started traveling all around the northwest railfanning.

We would drive to Southern British Columbia or Western Montana, to Eastern Oregon, and all over. I really loved the intermountain west. I got a pretty good feel for what I liked as to the prototype.

One of the friends became an N scale collector – and he's still an N scale collector. He never has done a layout, but I saw the stuff

he was buying. This is the mid-nineties. Back before that when I was a kid, they had the Aurora postage stamp trains with those big couplers that don't look anything like a real coupler. They had crude details and very poor operation.

However, my friend was buying Micro Trains' highly detailed cars. He was also getting Atlas locomotives (being built by Kato) and they ran great for N scale. Atlas came out with the much finer code 55 track, too. As those three elements came together, then N scale became very viable.

I've always been drawn to very large layouts by guys like Bruce Chubb and Allen McClelland. I wanted to have a large layout, and I started thinking N scale was becoming the path to that larger layout in a reasonable space.

My N scale Oregon Joint Line is 28 by 28, giving it a considerably smaller footprint than I would need in HO.

I was always fascinated by prototype railroading, so I ended up being hired by a railroad in 1995. I also started building my first layout as an adult: Oregon Joint Line 1. It had the concept of what I'm doing now, but I made every mistake in track planning possible on it!

I took the plans I had drawn up earlier in my life for a huge layout and tried to squeeze them into a small room. I got the spaghetti bowl track with multiple loops – the track could pop into the backdrop, and you never knew where it would pop back out. I did get it operational though.

We could run trains all the way around it, but it had no scenery and certainly had its limitations.

In my railroad career, I hired out as a switchman conductor, and my prototype railroad career took off pretty quickly. I got promoted to yardmaster within a few years, and then to trainmaster after that. As they were starting to talk to me about further promotions, I thought about the way that had gone with other railroad co-workers I knew.

They'd make you say, a terminal manager in St. Louis, and then two years later they would want to send you to say, Bakersfield, California. I didn't want that. My kids were very young, so we decided to move to Texas.

There are few basements in Texas, which is unfortunate. We searched for a long time and finally found this house with a 28 by 28 feet room off the garage. The only entrance is through the garage, so there's no model railroad buddies traipsing through the house. It has its own bathroom too, making it ideal.

And at that point, I had the prototype experience working for the real railroad, and I had my experience with my Oregon Joint Line. I felt I was finally ready to try my hand at a bigger layout.

MRH: What do your family and non-model railroader friends think of your hobby?

Dean: My kids will have their friends over and want to show off dad's layout. People have an idea of what they think a model



3. Dean likes to say he's modeling the sparsely populated area of Eastern Oregon where you'll see more cows than people. Taking in this gravel pit scene and the distant layout shelf, there's not a lot of civilization visible.

train should look like – you know, a four by eight sheet of plywood, or like a loop around the tree.

Everyone typically gets blown away by the scope of this layout, how large it is and it being fully scenicked. The way I look at it – how are you going to spend your time? I wonder if people that golf or fish, and I wonder if they wished they had something to show for their efforts like a model railroad [laughs]. I think it's a much more interesting hobby!

Do you really think kids would find fishing as much fun as running trains on a big model railroad like this? And there's the skills you gain building a layout like this: electrical, carpentry, and all the rest. Even if they're not fans of trains, people see this and they quickly realize the attraction of model railroading.

MRH: So how would you describe your layout overall?

Dean: Let me start by saying my layout has a big scope and that I've always been attracted to modeling an entire transportation system. Of course, you have shelf layouts where you're spotting and pulling box cars to and from industries, and that that's great.

This layout has that, but that's just part of the bigger picture. This layout also has mainline running. I've always been captivated by the western desert areas which can be economically depressed so to speak, as in there's little native industry there.

Yet you have these transportation corridors through the western US desert hauling goods. In this case I'm trying to replicate a Pacific Northwest to California mainline. We have all this commerce flowing through sparsely populated areas that really don't have anything much there themselves. That's such an interesting contrast to me.

So we have this high-density single-track mainline. I don't have any signals, and I run timetable and train order. The area I'm modeling has hardly anybody living there, and that's reflected on the layout.

I want to give the feeling when you enter the room that there's nothing here. You can hear the wind blow and you may hear a car, but you'll see a lot more cows than people. I'm really trying to enforce that feeling of loneliness out in Eastern Oregon.

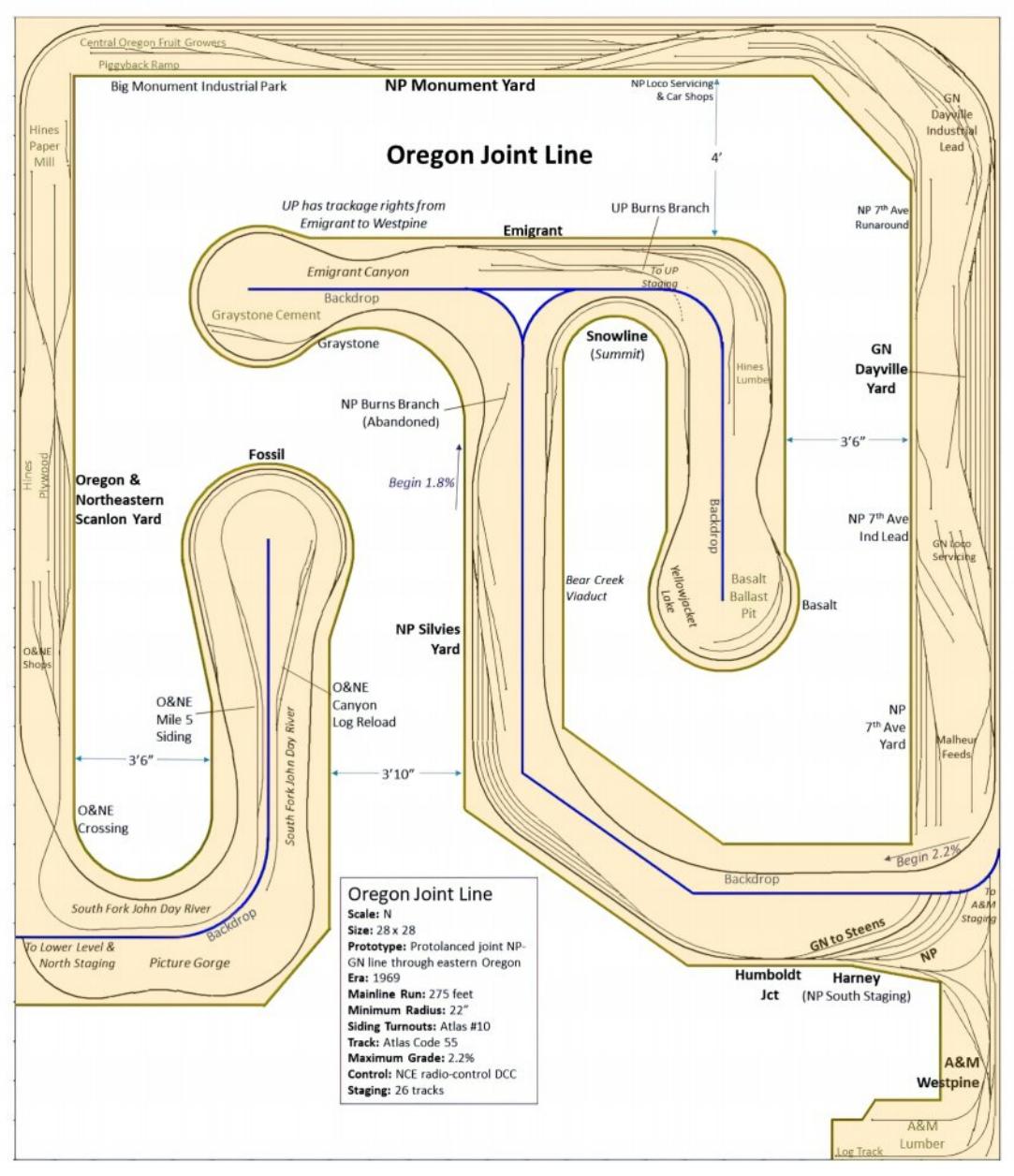
MRH: Why did you select this particular region to model?

Dean: As I said, I grew up along a Northern Pacific branch line in western Washington. So the NP is kind of my "home road." I would've modeled the Oregon Trunk, which is a kind of a parallel line to what I've done. But they were largely Great Northern-sponsored along with the SP&S.

I prefer to model the Northern Pacific, so I decided to proto freelance an eastern Oregon line. The NP's major hump yard was at Pasco, Washington, and I wanted to have a line cut down



4. Dean's Oregon Joint Line depicts a proto-freelanced line from Pasco, Washington through Eastern Oregon down into Nevada, and connecting with the SP and WP lines there. This hypothetical line is a joint venture between the Northern Pacific and the Great Northern and provides bridge line access between these Eastern Washington railroads and California.



5. Oregon Joint Line track plan.

through eastern Oregon to connect with the Southern Pacific and Western Pacific lines in northern Nevada.

These provide connections to California, so it's very much a Pacific Northwest to California line to the west of the Rockies when railroad development came a little later than the transcontinental lines.

There's also a realization that not every railroad had to build to every place as the 20th century approached. Railroads began teaming up or said to each other, "I'll give you trackage rights on this line if you give me trackage rights on that line."

In some cases, there came a government edict: you guys need to share this line. A lot of it was driven by getting market access to large cities via routes where maybe there wasn't much economic activity in between.

Places like Tehachapi Pass, Cajon Pass, or the Seattle to Portland mainline come to mind. I think this is an overlooked option for modelers, because if two railroads share a line, you've got all the equipment that you can have from both railroads, which is great.

Plus with the interaction between two railroads, each can have a personality where each railroad has their operating philosophy and contrasts with the other line – and in some cases conflicts with the other's approach. That lets you insert more drama into the layout by modeling two railroads.

In my case, the Great Northern has trackage rights along with the Northern Pacific over the Oregon Joint Line out in the middle of central Oregon.

MRH: How did you settle on the particular era you're modeling?

Dean: I was born in the sixties, and the Northern Pacific was my hometown railroad. But when I was seven years

old, I also rode a Great Northern passenger train from Centralia, Washington to Portland, Oregon.

When the Burlington Northern came along, the Northern Pacific, Great Northern, and the Spokane, Portland & Seattle were partners in that Burlington Northern merger. It spelled the end for all those railroads, consolidating them into the BN.

I've always felt like that merger erased part of my history, and all I had left were my childhood memories. So I model 1969, right before the Burlington Northern merger, which occurred in March of 1970.

MRH: How did you develop the track plan? Was it easy, or did it go through a lot of iterations?



6. Foreign roads and desolate high desert scenes such as this one at O&NE Crossing are common on Dean's Oregon Joint Line. Dean has started with painted backdrops, but he's recently moved to adding photo backdrops, and this example illustrates how the photos add a sense of vastness to the area being modeled.



7. Out in the Oregon Joint Line region, a few hardy souls can drill a well and eke out a meager living raising cattle on the high desert grass. Meanwhile, an NP passenger train on its way to Dayville Yard breaks the quiet as it blasts by.

Dean: I've always been very much a guy who loves track planning. I have an engineering degree, and I did a lot of mechanical drawing classes in college. So, I really love drawing track plans.

I had a pretty good idea of what would fit in my space. I'd read a lot about optimum aisle width, and what's a reasonable grade – things like that. And I'm big on "sincere" track routing where you can follow the train around the layout and not have routes cross back over each other. There probably are some things I could have done differently, but overall, I'm pretty happy with track plan and the way it turned out.

It's a very long single track mainline, with I think four passing sidings and four significant yards – and I love yard operations too. The layout has met my goals and I'm very happy with the way it turned out.

MRH: When did you start construction?

Dean: With my railroad job, rather than take the career option of moving from town to town at the whims of the railroad management, I decided to move to the town with our corporate headquarters, and finish out my career out here taking various jobs.

My wife and I moved down to Texas in 2005, and immediately the track planning began. I think by the end of 2006, construction was underway.

MRH: When did you start running trains?

Dean: Running the first train came fairly quickly. But as far as running a train the entire length of the mainline probably took five years.

I didn't know many model railroaders down here. I knew a few guys from Seattle that had moved down, but I really didn't have



8. This seldom-modeled feature caught our eye between Silvies Yard and Graystone: an abandoned rail line and tunnel in the rear right of this scene. An NP passenger train rumbles by in the foreground.



9. A Southern Pacific drag freight rounds the curve at Fossil.

any help. So constructing the layout was very much a one-man show, which is good and bad.

The one-man show approach fully allows you to realize your exact vision without it being diluted, but the progress is obviously slower. But having no other helpers means little possibility of beneficial input that I could have received.

MRH: So did construction progress as fast as you had hoped?

Dean: Since my educational background is as an industrial engineer, people might sometimes call that an efficiency expert, at least back in the old days. And I did learn a lot about processes, jigs, and speeding up construction. So initial construction did go pretty quick.

It's just like building a house. The framing goes up quickly and then the details seem to take forever. I got the benchwork up and then got the track down, but then came the scenery. And I'm still adding scenery details here 17 years later!

MRH: What has been the greatest challenge you've faced in doing this layout?

Dean: I don't think I would change a thing. I know a lot of people say, "a big layout is just a maintenance headache, and you can get to the point where maintenance is all you do."

That's certainly true to an extent. Now that I have trains up and running, some of my older equipment is having greater maintenance issues and the older turnouts need tuning, that sort of thing. And yes, it does take time away from more creative things.

But I find there's a certain satisfaction in solving problems. Why does that certain car derail over and over? Spending the time to figure it out – oh look, there's an issue at this crossing I never noticed. Finally solving those problems can be very satisfying.

But it's also true that with a layout this big, I really haven't had time to get into things such as detailing locomotives or weathering everything like I want. That's probably where this layout



10. Dean has extensive staging on a deck below the layout.

probably suffers the most since I'm really focused on the scenery and the scope of it.

I'm not so much focused on the details or things such as showing spectacular weathering skills that I know some really get into. But I do hope to focus more on those things after I retire.

MRH: Did you have any nasty surprises when you were in the process of building this layout?

Dean: I did have a bit of a surprise. I originally had the layout room track plan drawn, and I allowed the rock band I was in to use a portion of the layout room as practice space.

I routed the track around that practice space – there was probably a fourth of the room dedicated to practice space.

The lower deck is pretty much entirely staging, and I had a three-turn helix to get up to the upper deck where the layout is. And I didn't do a very good job on the helix – I hated it. One of the band guys worked for the railroad and he ended up taking a job in California, so the band broke up. The next day that helix came out!

I replaced that helix with a peninsula, which makes the climb from the lower deck to the upper deck. Some of the best scenery on the layout is now on the new peninsula that eliminated the helix. I couldn't be happier!

One thing that did, though, was place the terminal area in the middle of the layout. Having a terminal in the middle of the layout makes it a bit awkward for Timetable and Train Order operation. It's better to have the terminals on both ends, rather than the middle with TT&TO. But we're managing.

It is tough for the dispatcher when trains go into the yard areas to pick up and set out because he doesn't know how long those trains will take to do their work. With Timetable and Train Order, you want to write train orders ahead, so you need to predict how things are going go. It can be difficult with the terminal in the middle of the run.



11. Just to the left of this location is the summit of Snowline. We're looking at the 1.8% grade side. Dean says his railroad has relatively few bridges but dozens of culverts, as in this scene, because those are far more common on real railroads.



12. Dean has one tall steel trestle on his layout, and we caught an NP passenger train rolling cautiously across it.



13. Another view of the tall steel trestle and the NP passenger train descending the 2.2% grade after cresting Snowline summit.

MRH: Let's get some idea of your layout complexity. How many feet of main line do you have and how many turnouts?

Dean: The mainline is about 275 feet. I have over a hundred turnouts on the layout.

MRH: What's your minimum radius?

Dean: Minimum mainline radius is 21 inches, and most curves are at least 24.

MRH: What is the ruling grade on this layout?

Dean: The steepest grade runs from Dayville to Snowline at 2.2%, with Snowline being the top of the hill. I like that name, Snowline. It feels like the name of a high mountain pass.

That's a southbound grade at 2.2%, which is typical of western railroads. Places like Stevens Pass, or Tehachapi, or the Oregon

Blue Mountains. The northbound grade is 1.8%. We run helpers up to Snowline in both directions.

MRH: How did you do your trackwork?

Dean: I use primarily Atlas Code 55 track, which looks pretty good for N scale. I've heard some people say they have trouble with the code 55 switches, but I've not found that. They work pretty good for me.

The availability of Atlas code 55 track over the years has been inconsistent, but fortunately I bought most of my track before those availability issues cropped up. So, I've been pretty fortunate.

MRH: What do you like most about your layout?

Dean: I love the way it represents an area that would have been a great place for a railroad to have been built but wasn't [laughs].



14. One often-seen-but-seldom-modeled aspect of Pacific Coast area lumber mills is their curved truss roof design. Not all lumber mills in the region use this roof design, but many do. We appreciate how Dean accurately portrays the regional details of his proto-freelanced Oregon Joint Line.



15. More modern lumber mills have moved away from log ponds in favor of "cold decks", essentially stacks of logs kept nearby to supply fresh wood to the mill. The cold deck is often watered with sprinklers to limit the fire hazard and to discourage insects and animals from taking up residence in the stacks. If you look closely, you can see Dean has modeled the sprinker hoses on the log piles in this scene – a nice attention to detail!

How many times do we model railroaders drive down some road, see a spectacular scene or interesting location, and think, wow, if only there was a railroad here, how much better would this be?

My chosen area for my proto-freelanced route through Eastern Oregon is a region where not many people live nor do many people travel through. I've worked to capture all the characteristics of that area on my layout.

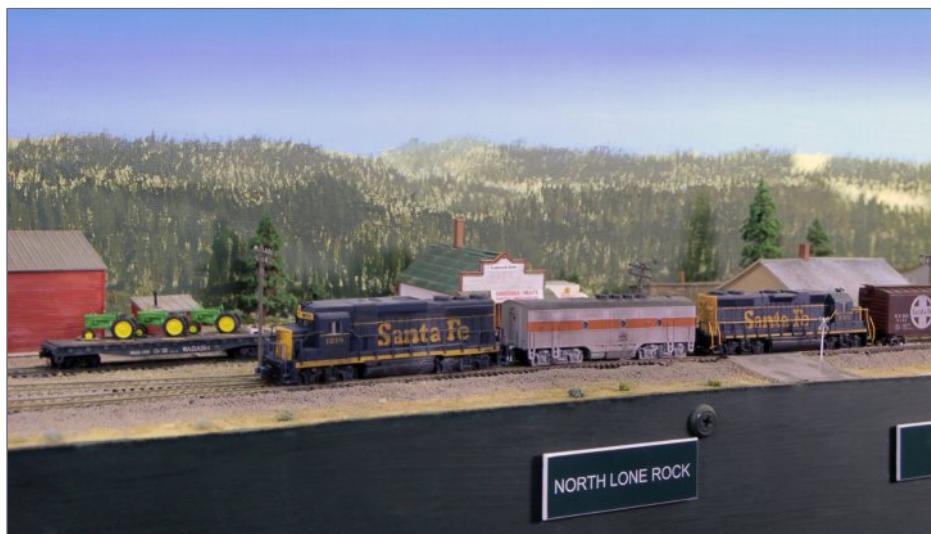
When people come in, they can get a feel for the area even if they've not seen it before – it somehow seems familiar. Since I grew up in a timber family on the west coast of Washington, this region still gives me a chance to model some logging lines.

Eastern Oregon's far drier east-of-the-Cascades climate means the region has a limited amount of timber and only in the higher elevations. Logging railroads lasted longer in this region than west of the Cascades because they had to go farther from the mill to reach the trees.

So, rather than having a mill every 30 miles on the west of the Cascades, east of the Cascades, you might have one mill every hundred miles. Because the Eastern Oregon logging railroad lasted longer, several of them made it into the diesel era. It's a lot of fun to include these more modern logging operations on my layout.

MRH: What do you like least about this layout?

Dean: What do I like least about the layout? For me, it's working on N scale locomotives. My eyesight isn't what it once was,



16. Even the Santa Fe has an occasional run-through on the Oregon Joint Line. Here, the train emerges from staging into North Lone Rock, a small scene below Scanlon Yard. From here, the train will enter Picture Gorge and on up to the main layout deck.



17. When you first walk into the layout room and look right, you see this scene at Humboldt Junction. Also see [18].

and I can get frustrated trying to do soldering and that mechanism work.

I have a big box of bad order locomotives in my closet that need work. At some point I need to give some attention to those locos. But because they're N scale, that's finely detailed work, and you definitely need patience to accomplish it.

MRH: How did you select this height for the layout?

Dean: Since the lower deck is just staging, I wasn't concerned about the height because it's not a switching area during operation. So for the main deck, I was able to have it closer to an ideal height.

I'm six-foot-one and the main deck feels like just the right height. I think the main deck base level is 48 inches. Given the view and the ability to reach things, it just felt like the right height.

MRH: What control system do you use to run the trains?

Dean: To control the Oregon Joint Line, I use a five-amp Power Pro NCE wireless system. I have twelve different throttles and so far, I've never exceeded the capacity of that system. It's worked out very well.

MRH: What kind of decoders do you use in your locomotives?

Dean: I use a mix of decoders in my locomotives and some of my equipment goes back to the mid-nineties. I have some very old Digitrax decoders still in service. I'm not too much into wiring, special lights, or anything like that, so my majority are just basic NCE decoders. They're nothing special, and they've been very reliable while being fairly inexpensive.

MRH: Can a layout be too big?

Dean: I know there's a trend in the hobby for smaller layouts over the last several years. This is a large layout, and I've been happy with this larger layout. In fact, I'm constantly looking for ways that I could possibly make it bigger!

I realize it's not easy to maintain a layout of this size, but my favorite thing is building big scenes. Once all the big scenes were done on this layout, it's kind of a letdown. I would like more big scenes. There's just no room left in this room.

But personally, I have no problem with the layout this big. And I would make it bigger if I could!

MRH: How do you do your scenery?

Dean: The scenery on this layout is pink Owens Corning foam, but unfortunately here in Texas, you can only get the one-inch layers. In the northern climates, you can get the up to four-inch foam.

To make a scene, I stack layers of foam and then carve out basic shapes. Depending on if it's rockwork or not, it may involve some fine carving work with an X-Acto knife, like my basalt cliffs. Then I fill in any gaps with the Sculptamold.



18. When you first walk into the layout room and look left, you look down into Picture Gorge canyon. The 5-6-foot depth of this scene is mesmerizing. You seldom see N scale layouts take advantage of the scale's smaller size to model a such a deep panoramic vista.

MRH: How do you do your backdrops?

Dean: At first, I got out the Bob Ross videos and tried to paint the world with my fan brush. Those painted backdrops, I pretty much made all the way around the layout. Those paintings were not great, but I would say they were passable.

Then I made several trips back to the actual Oregon Joint Line territory, which is kind of centered around Burns, Oregon – out in the middle of nowhere. I took panoramic photos, then came back and got those printed out.

I've been transitioning to photo backdrops over the years, using panoramic photos of the actual locations. I think they've turned out well.

I typically hang the backdrop photo and then adjust the color of the scenery to match the backdrop photo. It's a lot easier to match colors that way than to do the opposite!

That's pretty much how I've done the entire layout. I'm sensitive to the notion, even here in great plains Texas, that people think the terrain is tabletop flat, when it's not at all flat. In reality, there are very few places in the world that are that flat.



19. Besides lumber, the Oregon Joint Line has a number of other industries such as this steel scrap dealer in the 7th Avenue Yard. Also see [20].

I didn't want the plywood look anywhere on the layout, other than in yards. Everywhere else on this layout, I have cuts and fills and very little in the way of just tabletop flat. If you look at the world, I think you will see that's the way it should look.

MRH: Do you have any favorite scenery techniques?

Dean: If you're going to model Eastern Oregon, then you need to be able to model basalt rock. In ancient times floods of lava

covered Eastern Oregon over and over again, creating these layers of basalt. As time went on, rivers cut their way down through the basalt to form canyons.

You can see that in places like the Columbia River Gorge or the Oregon trunk that runs along the Deschutes River. It's a signature feature of that area. I knew I had to be able to do this kind of rockwork.

If I couldn't make that look convincing, then there was no way I was going to convince anybody about the authenticity of the layout. So I tried a lot of different things.

I'd heard people say you can use castings to model basalt rock. But the way I've found to do it – and it took a while to get there – was to just stack the pink foam in layers. Then I take a hacksaw

blade without a frame on it (so I can kind of curve it) and then cut out the basic shapes.

I follow that up with fine detailed carving with an X-Acto knife. To finish off, I fill any gaps with Sculptamold, and then paint the rock using washes.

It took me a while to get there, but once I had a method figured out that seemed reasonable, I did a mockup. From there once I had the method down, I knew I could apply it to as big a scene as I wanted.

In the case of Picture Gorge, that's a double-sided canyon that's six feet long. That took a while to carve!

MRH: What time of year are you modeling?

Dean: I don't have a time of year really. It's winter, how about that? I guess you could say it's summer because there's no snow and the grass is all dry. Since it's not spring or winter, we'll call it summer [laughs].



20. At the far-right end of [19] on the other end of the spur sits this steel fabrication facility, the perfect partner to the steel scrap yard.



21. Is this an overgrown culvert or a small bridge? Given it crosses over a road rather than just a watercourse, we choose small bridge. This understated railroad crossing over a road illustrates how Dean aims for the less dramatic details you often see on the prototype, which increases the realism of his layout.

MRH: What kind of locomotives do you use and do you have a favorite?

Dean: I have a mix of locomotives on the layout. It depends on availability. I would love to have more Kato locomotives, but they just don't have that many releases.

Atlas has traditionally released the most Northern Pacific and Great Northern equipment over the years. So I have lots of Atlas.

More recently, Broadway Limited has come out with a lot of F's and I've started to dabble with steam locomotives.

Those are the brands I've been using, and it's just based on availability in N scale.

MRH: Tell us about the structures on your layout.

Dean: As far as the structures on the layout, it's really a mix. I've got some I frankly just bought at a swap meet already constructed.

I've got some that I kitbashed, and I've got others that I scratchbuilt. I wouldn't say my scratchbuilding skills are great, but if it has four walls and a peaked roof, I can do that.

In N scale there's limited availability. And a lot of times your industries should be big, right? It's tough for the larger scales to do large industries, but in N scale you can do those large industries.

But there's not necessarily structures commercially available to build really big industries. So I've done a lot of my scratchbuilding to get those large structures.

MRH: What about the bridges?

Dean: I don't have much in the way of bridges. I've noticed over the years as a student of railroading that there's far more culverts than bridges on prototype railroads.



22. Another industry seen on the Oregon Joint line is cement distribution. Also note Dean uses car tabs to indicate car routing.



23. When we see things like these clever track labels on a layout, it's clear this is an operator's layout that makes running trains realistically a high priority.

I think there's four bridges on the layout. But I have probably 25 culverts. My water crossings are typically culverts, and with those come cuts and fills.

To me cuts and fills can be just as spectacular as a major bridge. I've got one large viaduct that's by MicroEngineering and then a couple plate girder bridges and a few wooden trestles.

But for the most part, culverts are the way I go.

MRH: Do you host regular operating sessions?

Dean: I host operating sessions typically four or five times a year. I'd like to operate more often, but it takes a pretty good crew: 12 to 15 guys. It's kind of tough rounding up that many guys.

I have pretty good demand for people wanting to operate. But the more people you have, the more chances somebody's will have a last minute issue can't make it to the session. It's a lot tougher to plan for operating sessions with that many people.

But I do manage to have four to five sessions a year.

MRH: How tied are you to N scale? Would you ever consider doing a layout in any other scale?

Dean: I love N scale. I love what you can do with it, but I'm not absolutely tied to it no matter what.



24. Here's a viewing angle you won't get very often – a gopher's eye view of the tall steel viaduct seen in [12] and [13].

I've been to several operating layouts in larger scales. I recently visited an HO Southern Pacific layout, and they had full light packages on the SD9s!

I always loved the Oregon Cascades, and the SP line over the Oregon Cascades. I would love to model that someday. I do think with the light packages, it would have to be HO. I don't

have any plans to switch at this point, but who knows?

If I ever do another layout, it might be HO.

MRH: What's your philosophy on doing a layout well? For example, how do you narrow the focus?

Dean: As far as focusing in on a prototype, I love all the western roads. I love Southern Pacific Lumber drags, and I love Santa Fe Hot Shots, and I love the Western Pacific, and the UP, and the Northern Pacific ... I love 'em all.

For me, it was not a matter of focusing in on one of those, it was coming up with a scheme that would be allow me to incorporate all of them.

So, you have this Oregon Joint Line that it has two rail-

roads on it, the Northern Pacific and the Great Northern back in the late sixties.

In the early seventies, the Burlington Northern and some of the predecessors had instituted power run through trains with the California railroads. So, you had Burlington Northern teaming up with the Western Pacific, for example.

That means you see these mixed consists that ran through to the Santa Fe with the SP teaming up on run throughs.

On this layout as the bridge between Northern Pacific northwest railroads and California railroads, where power can interchange freely on this layout between a number of different western roads. And that's what actually happened.

For me it's not a matter of, of narrowing the focus, it's a matter of expanding the railroad's scope to plausibly allow me to get all everything I wanted in a layout.

MRH: What advice would you give to someone just starting out in the hobby?

Dean: As far as someone getting started in the hobby, my answer might be a little different than a lot of people. You see a lot of advice to make sure you start small and develop your skills.

I see people just frozen by indecision because they'll come up with a track plan or a prototype scheme they want to model, and then they'll put it out in the internet to get feedback. Everybody has their different opinions, and all that feedback can just freeze the person with indecision. They can't decide because there's all these varying opinions.

If you feel good about what you've chosen and it's what you like, then stick with it. Follow your own instincts – to a certain extent anyway. You certainly can get feedback and stop and have checkpoints to help you along, but if you're familiar with railroads and it's something you've always wanted to model, you don't need anybody's confirmation to go with it.

I also see the recommendation to develop your skills on a smaller layout. I think you can develop your skills on a big layout too, and that's what I've done here. If you look at some of my very early scenery on this layout, it's not that great.

But as time went on, my scenery skills improved. If you want a larger layout from the beginning, I'd say go for it.

MRH: Since your layout is on tour for the convention this summer, what do you hope visitors get out of seeing the layout?

Dean: Yes, my layout would be open for tours this summer and I will be doing some op sessions as well for the convention.

I've already got a pretty good following. I've got a YouTube channel that is popular and I've already got people reaching out to me wanting to visit the layout from all over the world.

I'm looking forward to visiting with a lot of people that have already made contact over the internet but I've never met in person. I appreciate their love for the layout and I'm glad they can come and see it in person.

Hopefully once they see it in person, it will meet their expectations. It will be really fun to have all those people over.

MRH: Dean, I can tell you seeing the layout in person is even more impressive than seeing photos and videos of it online. I think the in-person experience will not disappoint folks in the least. We've certainly had a great time seeing this layout in person. ☑



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Modeler's survey of glues Part 3



1. An assortment of PVA glues.

Model Railroad Hobbyist | June 2023



JEFF PALMER APPLIES SOME
RECENT ADHESIVE OFFERINGS ...

SINCE MY PREVIOUS ARTICLES ON GLUE, published in *MRH* in January and March 2022, I have come across some glue updates I found interesting.

As a review, "glue" is a general term used to describe the substance being used to connect two parts. Most glues are

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designed for specific purposes, and each glue has distinguishable properties like thickness (viscosity), adhesion, and color.

WHITE GLUE UPDATE

The most popular glue used in modeling today is polyvinyl acetate (PVA), which includes white glues and wood glues.

Elmer's Glue All is a white glue. It can be thinned with water, which makes it ideal for laying down scenery ground foam, ballast, and many other materials. It also is useful in constructing wood structures.

In recent years, Aleene's Original Tacky Glue has exploded onto the modeling scene and become a favorite. Thicker than Elmer's Glue All, it has a longer working time and dries clear. Since it is a thicker glue, it is less likely to run, and quicker to cure.

Scratchbuilding prototypical structures is a trial-and-error process that can require several attempts to complete. I use Aleene's for this because its bonds remain flexible for several days, during which I can slip a knife blade into a joint to separate the two pieces with minimal damage. Aleene's has recently expanded its product line to include Turbo [2] and Super Thick [3] versions of its Tacky Glue.

Turbo claims to require only half the cure time. For me, the cure time for Original is approximately 35-40 minutes, and Turbo cured in about 20. If you're an impatient builder wanting to get it done, or if you are at a train show and trying to finish or repair an entry model, this glue's faster drying time helps. Turbo is in my travel kit.

At first glance, Aleene's Super Thick Tacky Glue looks and acts like other tacky glues, except it stands tall on a flat surface. It does not flatten out or run as easily as other tacky glues. Unless it is applied to a steep angle, it stays where it is placed.

Aleene's Super Thick Tacky Glue is similar in thickness to scenic glues from Noch, SceneMaster, and Hornby [4]. Unlike the other three, Aleene's comes in a tube with a small nozzle, which seals well for



2. Aleene's Turbo Tacky Glue.



3. Aleene's Super Thick Tacky Glue.

storage. I also don't have to worry about the tube drying out while I am working, as I do with the tubs.

I like the thickness of the scenic glues because I don't have to worry about drips as I position scenery, and whatever I am gluing stays put. Aleene's Super Thick Tacky Glue works well in this category, and its packaging is a real advantage.



4. From left: SceneMaster, Noch, and Hornby.



STORING GLUE

Any time you want to store glue or paint without drying out, cover the open top of the tub or bottle with plastic wrap, and screw the cap on tightly. For

PVA glues, I add a few drops of water just before sealing it up. Since PVAs dry by evaporation, the water reduces evaporation, without affecting the glue.



5. The Ultimate from Crafter's Pick.



My friend Chuck Lind recently told me he was having success gluing metal to wood using a newly available PVA, The Ultimate from Crafter's Pick [5]. The Materials Safety Data Sheet (MSDS) for The Ultimate says it belongs to the family of PVA glues (iws.helby.com/webimages/gallery/PDF/UG4_UG8_MSDS.pdf).

Gluing metal to anything is normally reserved for epoxy or CA (Cyanoacrylate), so Chuck's statement got my attention. I picked up a bottle for testing. Crafter's Pick was on the thicker end of PVAs, with the scenery glues.

I first tested The Ultimate head-to-head with Aleene's Original Glue and Super Thick Tacky Glue with a "run test." I put three daubs of glue on a sample piece of granite [6, 7, 8].



6. From left to right: Aleene's Original Tacky Glue, Crafter's Pick The Ultimate, and Aleene's Super Thick Tacky Glue.



7. Two hours into the test.



8. 24 hours into the test.

Both Aleene's glues gave way to gravity, but the Crafter's Pick The Ultimate held firm, without running. Anyone who has accidentally glued their wooden structure to their work surface with runny glue will understand this advantage.

Crafter's Pick The Ultimate also claimed to glue wood to metal. This would make it ideal for buildings that require gluing brass pieces to wood, such as coaling towers.

I tested the bond using a small piece of siding and a brass plate. Once the glue dried, there was no way to remove the plate from the siding without tearing up the siding.

Crafter's Pick The Ultimate is quickly becoming my glue of choice. The 24-hour dry time is the only disadvantage.

Yellow wood glues are a variety of water-based PVA with additives that allow wood to absorb it better for a stronger bond. My preference for building structures is Elmer's Wood Glue, though Titebond and Gorilla make wood glues that work equally well. I use them interchangeably since they have almost identical properties.

Aleene's entries in this category include Wood Glue and Wood Fusion, with Fusion being the thicker of the two. I have just begun working with these glues and will keep you informed.



9. Yellow wood glues.



10. New CA adhesives from DAP. From left-to-right: RapidFuse Ultra Clear, RapidFuse Fast Curing Gel, RapidFuse All Purpose, and Weldwood Instant Adhesive.

None of Aleene's Tacky Glue offerings have the structural strength of wood glues like Elmer's or Titebond when dry. The bonds remain flexible (soft), and the joints give when pressured or twisted.

CA UPDATE

DAP has several new entries in the "Super Glue" category. DAP has long marketed Weldwood Contact Cement, but recently I saw Weldwood Instant Adhesive. The glue is clear, and warns that it adheres to the skin – properties of a CA. I downloaded the MSDS to confirm I was dealing with a Cyanoacrylate adhesive (www.dap.com/media/9422/3042504english.pdf).

Under the heading "3. Composition/Information of Ingredients," I found the chemical ethyl cyanoacrylate – CA. I also noticed some thickeners, and some chemicals used in other wood glues to help them penetrate the wood surface for a better glue joint.

Generally, CA doesn't permeate into wood, which makes for a weak joint, so I have stuck with wood glue. With the list of ingredients, I wanted to give the Weldwood Instant Adhesive a closer look.

I used the Weldwood Instant Glue on a laser-cut kit, and found it more acceptable than straight CA. The Weldwood is thicker, with a consistency closer to PVA wood glue.

As advertised, it had a working time of about three minutes, during which I could adjust the work. The working time for traditional CA is measured in seconds, perhaps up to a minute with gel.

The Weldwood had a cure time of 30 minutes, much less than the one-to two-hour cure time for most PVA wood glues. In terms of bond strength, the Weldwood Instant Adhesive held its own against Titebond and Elmer's, which marks a departure from the CA norm. As I get more experience with the Weldwood Instant Adhesive, I'll pass along my findings.

Like most modelers, I'm always on the lookout for "more bang for the buck." As a result, the DAP RapidFuse line of products also got my attention. The glue's performance is comparable to BSI or INSTA-CURE/CA products, but at a lower cost per ounce.

I also like DAP's nozzle design [11]. The narrow tip nozzles on most CA products drive me crazy; use once and the nozzle clogs! Yes, I clear it with a needle after use, but somehow the bottle gets knocked over and the nozzle dries solid with glue. If you then try to clear it, the nozzle splits or chips off.

To date, I have not had a clogged nozzle in the DAP RapidFuse products, which makes the second and third use a pleasant



11. The thick, robust nozzle of RapidFuse General Purpose.



experience. I simply clear the nozzle with a toothpick after each use. This nozzle is easy to clear, and even with multiple uses and no refrigeration, I have had no issues with clogging.

RapidFuse Ultra Clear claims to dry clear. To verify this, I taped a small piece of lettering from a napkin to clear plastic. I placed a drop of regular CA over the left portion of the lettering, and a drop of Ultra Clear over the right portion [12].

I found Ultra Clear will soak into paper, unlike most other CAs. Be careful when using it with paper.

Another recent product, DAP's RapidFuse Fast Curing Gel, is my new favorite gel. CA is a mixed bag for me. Its versatility of being able glue anything to anything is often a life-saver, especially when you're working with metal-on-metal.

I use CA anywhere I can cover it with paint, though it does not work well with stains. CA will seep into the wood, affecting its ability to absorb stain. The greater the viscosity, the greater the problem with wood and stains.



12. RapidFuse Ultra Clear dries clear (right drop), when compared to regular CA (left drop). Yes, I was eating a Jason's Deli Meatball Sub at the time of this test.

Thick gel CA is easier to control and generally has a longer working time. DAP's RapidFuse Fast Curing Gel does this well.

HOT GLUE UPDATE

I recently helped my friend Marc change-out some of his deciduous trees. We made new deciduous trees by adding Scenic Express Super Tree material to Scenic Express Sage Brush Armature trunks using hot glue.

I had advocated low-temp (250° F melting point) hot glue for its safety advantages. My friend introduced me to Gorilla high-temp mini glue gun and Gorilla high-temp glue sticks, which has a quicker setup time [13]. This is a real advantage when you're gluing dozens of branch structures.



13. Gorilla glue gun and dual-temperature glue sticks.



14. Recommended glue temperatures for various materials.



Gorilla Hot Glue is advertised as a dual-temperature, which means it can be used at either low or high-temperatures, depending on what you are gluing. The back side of the package has a listing of materials, along with recommended temperatures. It recommends using a high-temperature for gluing wood, for example [14].

What makes this system new and better is the size of the glue gun, glue sticks, and the quick setup of the glue. Beware high-temp glue sticks melt at 380° F (solder melts at 370° F).

I've used CA, PVA, and contact glues for this modeling process, but none was as good or as easy as using hot glue. The problem with all these glues is the setup time and the resulting adhesion of the clamp or fingers used to hold the branch to the trunk.

When building the deciduous tree, the mini glue gun and sticks allowed me to work in tighter places and not break branches. It also allows the process to be quick and easy. The next time you need to use hot glue, give this system a try.

SUMMARY

This is a reprint of the chart from my first *MRH* Glue article in January 2022 [15]. The glues in this month's article made no real changes to this chart. While Crafter's Pick The Ultimate seems to bond metal to wood and plastic, I want a little more time and information to draw the final decision. If you have a favorite go-to glue, let me know what it is and why it's good for you. ☑

Type	Finish Color	Brittle	Material	Thinner/Cleanup	Use	Notes
PVA	Clear	No	Wood, Paper, Plaster	Water	General Construction, Scenery, Static Grass	Bonding Agent
PVA-Thin	Clear	No	Wood, Paper, Plaster	Water	General Construction, Ballasting	Bonding Agent
PVA-Thick	Clear	No	Wood, Paper, Plaster	Water	General Construction, Scenery, Static Grass	Bonding Agent
PVA-Wood	Yellow	Yes	Wood	Water	General Construction	Bonding Agent
PVP-Stick Hairspray	Clear	No	Wood, Plastic, Paper, Metal	Water	General Construction	Bonding Agent, Light Material
CA	Clear	Yes – Wood No – Plastic	Wood, Plastic, Paper, Metal	Acetone, <u>Dimethylformamide</u>	General Construction	Quick setup time, bonds anything together
CA-Thick	Clear	Yes – Wood No – Plastic	Wood, Plastic, Paper, Metal	Acetone, <u>Dimethylformamide</u>	General Construction, Filler	Quick setup time, bonds anything together, Filler
Plastic – Solvent Thin	Clear	No	Plastic	N/A	General Construction	Melts Plastic, Quick setup time
Plastic – Solvent Thick	Clear	No	Plastic	N/A	General Construction	Melts Plastic, Quick setup time
Plastic – Bond Thin	Clear	No	Plastic	N/A	General Construction	Bonding Agent, Quick setup time
Plastic – Bond Thick	Clear	No	Plastic	N/A	General Construction	Bonding Agent, Quick setup time
Epoxy	Not Clear	Yes	Wood, Plastic, Paper, Metal	MEK – slows setup time	General Construction, Filler	Bonding Agent, bonds anything together, Adds strength

15. Chart of glue types.

JEFF PALMER



Until Jeff retired, he spent 50 years developing software, and 25 years as a college professor. During that time, as now, he was a modeler. That means that he loves to build structures, bridges, scenery, and locos. More specifically, his interest is in logging and mining, which by definition means, he likes narrow gauge. It's the free form, and ruggedness that surrounds logging and mining railroads; the scenery and landscape.

He is always on the lookout for new techniques, and tools that improve the hobby. Model railroading allows him to expand his skill set, work with his hands, and share with his friends the things he has learned.

About 2 years ago, he completed his MMR (Master Model Railroader) certificate from the NMRA. During that journey, he had the privilege of meeting many of the modelers he looked up to like Gil Freitag, Duane Richardson, Chuck Ellis, George Sellios, Marc LaChey, Dave Revelia, Dave Frary, Scott Mason, and others. His goal is to be recognized in this group someday. ■

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2023 YouTube Meet and Greet



1. Participants of the 2023 YouTube Meet And Greet pose on DRG&W 5401 at the Colorado Railroad Museum. Union Pacific donated the unit to the museum in 2009 as the last remaining tunnel motor in DRG&W paint. *Bernard Hellen (YouTube Miniprints)*, photo

Model Railroad Hobbyist | June 2023

**JAMES REGIER REVIEWS THE
COLORADO ADVENTURE ...**



A COUPLE DOZEN YOUTUBE MODEL RAILROADERS AND WATCHERS MET IN Greeley, Colorado from May 19-21 for the 2023 YouTube Meet and Greet. It was a weekend of camaraderie, railfanning, and general shenanigans. John Abatecola (YouTube channel TSG Multimedia) convinced me to come along on a

trip that included way more railfanning bucket-list items than I could normally convince the rest of the family to put up with in a weekend.

Michelle Kempema of the Colorado Model Railroad Museum hosted a barbecue on Thursday evening, May 18, for those who arrived on that day.

COLORADO RAILROAD MUSEUM

Friday morning the group visited to the Colorado Railroad Museum in Golden (www.coloradorailroadmuseum.org) for a tour led by Mark Huber (YouTube channel Hyce)[1]. The museum has a great collection of narrow-gauge equipment, including several operational steam locomotives, a Galloping Goose motor car [3], and a maintenance of way motor car that is often mistaken for a Galloping Goose [4].



2. Mark Huber tells us about Rio Grande Southern (RGS) no. 74, a narrow-gauge Consolidation built by Brooks Locomotive Works in 1898 as Colorado and Northwestern no. 80.



3. RGS motor car no. 7, one of the famed Galloping Geese, at rest on one of the roundhouse tracks. Originally built for mail and light passenger duty, the car featured a Pierce-Arrow limousine chassis mated with a boxcar. As mail duty gave way to tourist duty, the railroad cut windows into the box.

A GE 44-tonner was doing the honors of pulling the museum's excursion that day. Heath Hurwitz (YouTube channel Human[c]ity Junction) captured the action: www.youtube.com/watch?v=LhUpYKd-PXI.

That afternoon, the group visited the Forney Museum of Transportation (www.forneymuseum.org) in Denver. The Forney Museum has a large indoor display that includes planes, trains and automobiles, including our first Big Boy locomotive of the weekend, no. 4005.

The Forney museum is also home to the Moffat Modelers. Their N scale layout represents the former Denver, Rio Grande, and Western line west from Denver Union Station to the eastern portal of Moffat Tunnel. Though incomplete, the modelers are developing some



4. The RGS never referred to RGS no. 6 as a Galloping Goose. This was a designation for tourist motor cars, not maintenance-of-way motor cars. Nevertheless, the mechanical concept was the same, so railfans have applied the name.

impressive scenery, complete with a model of the Colorado Railroad Museum.

COLORADO MODEL RAILROAD MUSEUM

Friday evening, the group enjoyed an all-access tour and the opportunity to operate at the Colorado Model Railroad Museum (www.cmrm.org) in Greeley. The layout is based on the Oregon, California, and Eastern Railway [5]. As dictated by an HO scale replica of the Edmund Fitzgerald [6], the layout is set in 1975.

Along with impressive scenery, the Colorado Model Railroad Museum features several innovations, including a replica F7 cab. Bill Kepner, linked the cab controls the layout's NCE system, and linked a screen in



5. The Colorado Model Railroad Museum's layout includes a nearly 20 scale mile run from start to finish, winding through the mountains of the Pacific Northwest.



6. An impressive HO scale replica of the Edmund Fitzgerald rests alongside the ore docks at the Colorado Model Railroad Museum.

the cab window to a camera car for live video. Check www.youtube.com/watch?v=ZkUEjW1y_Zg for a detailed video.

It's amazing how much faster 25 scale mph seems through the monitor than watching the train from the aisle. The layout's impressive scenery holds up the illusion well [7].

David "Sparky" Hohnstein gives a good overview of the evening at Colorado Model Railroad Museum on his channel (YouTube Sparky107107): www.youtube.com/watch?v=KvsKU3MJW88.

John Abatecola live streamed the event: www.youtube.com/watch?v=7GknFXDw5hQ [8].

Later that evening and the next morning, Michelle Kempema unlocked the back shed, and allowed us to make runs along the museum's siding on the museum's hand car [9]. A great time was had by all.



7. Here I am at the throttle of the most realistic DCC controller anywhere! Bill Kepner is at right. Andy Lewis, photo



8. John Abatecola films, from left to right: Jason Jenson, Michelle Kempema, James Regier, Joshua Barton, and Mike Buddy. Cydney George-Abatecola, photo



9. Operating the hand car. Thanks, Heath Hurwitz for holding the camera and snapping the photo, as I was indisposed. Here is Sparky's video of several operators: www.youtube.com/watch?v=tPkj0B6dRB8

CHEYENNE DEPOT DAYS

On Saturday, the group headed north to Cheyenne, Wyoming, where attendees enjoyed Cheyenne Depot Days, hosted by the Cheyenne Depot Museum (www.cheyennedepotmuseum.org) [10]. Along with numerous artifacts, the museum features two layouts: an O27 setup in the waiting room/lobby, and an HO_n3 representation of the Georgetown Loop on the upper level built by well-renowned and published modeler Harry Brunk.

The highlight of the day was a tour of the Union Pacific Steam Shops, where 4014 and 844 rest and recover between their adventures [11, 12].

UP Steam chief Ed Dickens gave the group a regal reception, complete with a behind-the-scenes tour of the steam shop, the



10. Testing the freight scale at the Cheyenne Depot Museum. From left: Roy Hardwick, David "Sparky" Hohnstein, Scottie Hicks, and Dave Hammer.



11. Big Boy 4014, undergoing preparations for this month's outing to Omaha.



12. UP 844, the Northern that never retired.



round house, and 4014 [13, 14, 15]. As an extra, Ed Dickens and some of the shop crew joined the group for dinner afterwards.

Cheyenne also offered a visit to the Sherman Hill Model Railroad Club (www.shermanhillrails.org). The club's two HO scale layouts occupy two storefronts in Cheyenne's Frontier Mall: one is for permanent display, the other is a modular traveling layout. We also viewed the weekend's third Big Boy, 4004, in Holliday Park.



13. Ed Dickens leans out of 4014's cab to photograph guests. Many in the YouTube group were also invited into the cab, because as Ed says, UP's steam program is all about the railfans.



14. Talking shop at one of the workbenches in the UP steam shop.



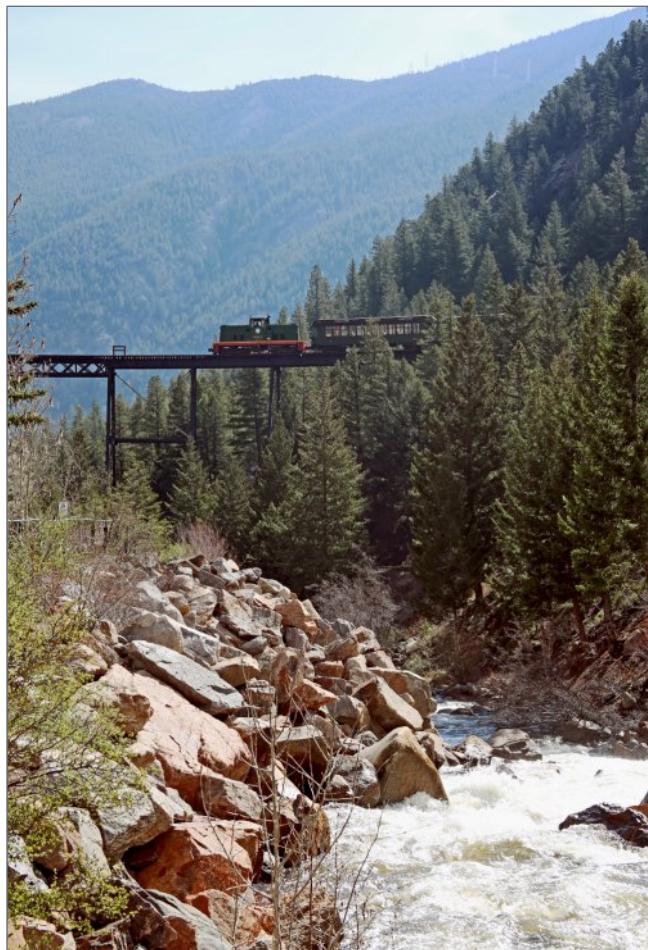
15. Bruce Brackley and shop volunteer Robert sync watches (iWatch to old-fashioned pocket watch) in the UP roundhouse.



GEORGETOWN LOOP

On Sunday, the group took a ride on the Georgetown Loop Railroad (www.georgetownlooprr.com) [16, 17]. The YouTubers occupied an entire car, save for one couple. After riding the loop, they toured the railroad's shops at Silver Plume, with full access to the car and locomotive facilities for photos [18].

The weekend's activities concluded with a visit to Union Station in Denver and railfanning at Union Pacific's North Yard.



16. GE 44 tonner 1934 traverses the Devil's Gate trestle with its train. Mikado no. 40 usually makes the trip, but suffered a minor breakdown the day before.



17. 1934 crosses the Devil's Gate, returning us back to our starting point.



18. Locomotive no. 40 receives repairs in the Silver Plume yards. The breakdown was minor, and our guide told us she would likely be operating again the next day.

This was the latest of several YouTube model railroading meet and greets Sparky has organized. John and Cydney Abatacola and Michelle Kempema assisted in creating the itinerary. Thanks for all the hard work!

Each of the weekend's destinations was worthwhile, and highly recommended. Follow the links to learn more and plan your trip.

Sparky has been organizing YouTube Meet and Greet events for nearly a decade, with the goal of bringing YouTube collaborators and subscribers together in person. Spending the weekend nerding out with a great group of folks made the trip legendary. Those wanting to learn about or attend future events should follow [@sparky107107](https://www.youtube.com/@sparky107107) and [@tsgmultimedia](https://www.youtube.com/@tsgmultimedia) on YouTube. ☑



19. Group photo in front of the Colorado Model Railroad Museum's OCE Boxcar.
Bernard Hellen, photo

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Floquil/PollyScale stash running out?



MRH has mapped the old familiar colors to new readily-available acrylic paints.



MRH's Floquil / PolyScale Paint Equivalents Conversion Chart				
Floquil-PolyScale	Color (Opposites)	Model Masters	Vallejo - Modelair	Mr Hobby
Primer Gray		MM 4701	VMML 20010	16-12
Engine Black		MM 4888	VMML 21251	16-01
Stealth Gray Black		MM 4701	VMML 21251	16-41E
Gly Wash		MM 4701	VMML 21251	16-41*
Weathered (Hammond Blue)		MM 4701	ML 29001	16-05
Reactor Gray	MM 4525*	MM 4701	VMML 21245	16-04
Radio White		MM 4873	VMML 29024	16-02
Grime Black		MM 4887	ML 29010	16-03
Calico Red	MM 4507	MM 4831	VMML 21263	16-08

MRH's Flouqil / PolyScale Paint Equivalents Conversion Chart - 2					
Repeat - PolyScale	Color (Spectra)	Model Number	Volume - Milliliters	Volume - Ounces	Notes
Forest	Black	MM-405*	19ML 1.63fl	16-15	
Red-Orange	Orange	MM-405*	19ML 1.63fl	16-09	
Reverd Yellow	Yellow	MM-402P	19ML 1.63fl	16-10	
Real Brown	Brown	MM-408E	19L 200ML 6.76fl	16-176	
Railroad Tie Brown	Brown	MM-408S	19L 20000ML 676.3fl	16-407*	Color match's with PolyScale's 16-04
Rail Brown	Brown	MM-402P	19L 2500L 8.45fl	16-125	
Rust	Red	MM-402S	19L 20000ML 676.3fl	16-192	
Ericone	Yellow	MM-402T	19ML 1.63fl 19L 2000ML 67.63fl	16-13*	
Almond	Yellow	MM-402S	19L 20000ML 676.3fl	16-95*	Color match's with PolyScale's 16-01

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Model Railroad Hobbyist | June 2023



Easy-to-make fancy control panels

In this 20-minute video, YouTuber **MFRailroad** shows exactly how he makes these snazzy-looking control panels.

For drawing the panel art, we recommend [Affinity Photo](#), which is a powerful and very affordable program we use to draw the diagrams for MRH's magazines, books, and videos. It's only \$69 (one-time purchase, not a monthly fee like Adobe's products), and it's feature-rich.



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JUNE NEWS

column



Model Railroad Hobbyist | June 2023

RICHARD BALE AND JEFF SHULTZ
REPORT THE LATEST HOBBY
INDUSTRY NEWS ...



INDUSTRY NEWS

Bollinger Edgerly Scale Trains (BEST) has acquired New England Brownstone. The stone work patterns will be marketed under the Bricks and Stones line on the BEST website. Two patterns are currently available with more to be added soon. Info: www.besttrains.com/bricks_and_stones.html

NEW CLUB CARS



The Chesapeake & Ohio Historical Society is selling an N scale 4-car Maintenance of Way camp car set. Produced by Micro-Trains Line, the set includes three 50' ex-WWII troop sleeper cars and one 50' ex-WWII troop kitchen car. Painted in the standard grey body with black lettering, the cars are equipped with Allied full cushion trucks, wheels, and Micro Trains Line couplers. Info: chessieshop.com/index.php?main_page=product_info&products_id=4057

THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS

[MRHMAG.COM](#)

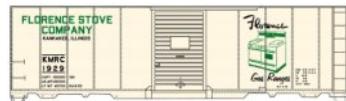
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The **Friends of the Railroad Museum of Pennsylvania** is releasing a limited edition HO scale boxcar to commemorate its 40th anniversary in 2023. The boxcar is a custom project from Lionel and features the 1983 Grif Teller painting of the John Bull and the first logo of the Friends, a stylized version of the Railroad Museum of Pennsylvania's Broad Street Station clock. The car is ready-to-run with metal wheels and couplers, as well as opening doors and added weight.

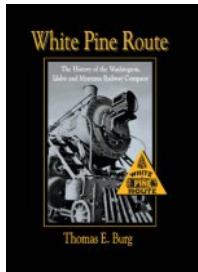
Info: www.rrmuseumpa.org/shop



The **Kankakee Model Railroad Club** is selling a kit for a 40' HO scale steel boxcar decorated for the Florence Stove Company. Two road numbers are available. The model was produced for the club by Accurail.

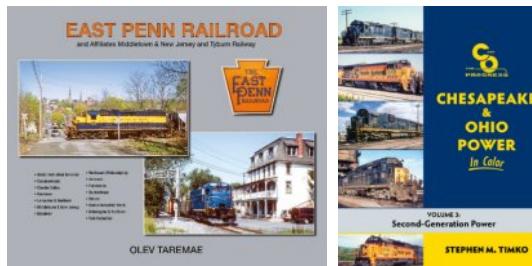
Info: www.accurail.com/accurail/ART/CUSTOM/Kankakee/Kankakee_Florence.pdf

NEW PRODUCTS FOR ALL SCALES



The **Museum of North Idaho**, located in Coeur d'Alene, Idaho, has announced the second edition of *WHITE PINE ROUTE, The History of the Washington, Idaho & Montana Railway Company* by Thomas E. Burg. The WI&M was built by the Potlatch Lumber Company in 1905 – 1907 to access stands of white pine timber. The book includes the history of the railroad in its independent period (1905-1962), ownership by the Milwaukee Road (1962-1980), Burlington Northern (1980-1996), and the Palouse River & Coulee City Railroad (1966-2003). The second edition includes an updated preservation section. The book is hardbound with 390 pages and over 400 photographs.

Info: museumni.org



Morning Sun has released *East Penn Railroad*, a 96-page soft cover book about EPR and 16 of its affiliated regional railroads that operated in Pennsylvania, New York and Delaware. High quality photography documents the operations and diverse motive power of the short lines including the Anthracite Railway and Brandywine Valley Railroad.

Also new from Morning Sun is volume 3 of *Chesapeake & Ohio Power* by Stephen Timko. From the four Alco C-630s to the 25 oddball GP15Ts, C&O owned 16 different second-generation models. Adding to the interest of this roster was a group of 30 GE U23Bs that rode on EMD Blomberg trucks. Other U-Boats included the U25B, U30B, and later B30-7s. EMD products include GP30, GP35, GP38, GP40, GP39, GP40-2, as well as SD35, SD40, & SD50s. This 126-page book is the final volume covering the C&O's motive power fleet.

Info: www.morningsunbooks.com

O SCALE PRODUCT NEWS



Atlas O is booking advance orders for a 40' stock car with wood sides and steel Dreadnaught ends. Features of the Trainman series model include separately applied running boards, ladder, brake wheel and brake lines. Road names on this release will be Canadian Pacific, Ferrocarril del Pacifico, Union Pacific, Santa Fe, and Chicago, Burlington & Quincy. Both 2-rail and 3-rail versions of the O scale model will be available.

Info: shop.atlasrr.com



A special run of Atlas O scale funnel flow tank cars is available exclusively through The Train Loft of Winston-Salem, NC. The O scale models represent funnel flow cars developed by Union Tank Car Co. in the 1960s. In this innovative design, the bottom of the tank is slightly lower in the middle to allow liquids to be unloaded by gravity.

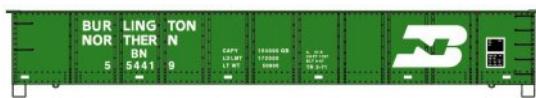
Two car numbers are available for cars decorated for Norfolk Southern. A special 3-car set will be available decorated for Union Pacific.

Info: www.trainloft.com

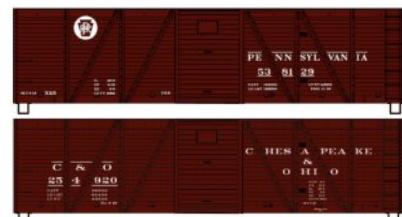
HO SCALE PRODUCT NEWS



New HO scale car kits announced by **Accurail** include this Rock Island ACF Center Flow 2970 cu. ft. twin-bay covered hopper. The model is also available from Accurail decorated for Southern Pacific.



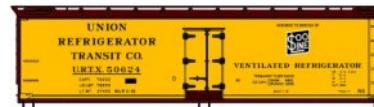
Accurail has released a 3-car set of Burlington Northern 41' steel gondola cars. The model represents an 11-panel gondola built in September 1947.



Accurail has released an HO scale kit for a 40' single-sheathed six-panel wood boxcar with Dreadnaught steel ends. Decorating schemes include Chesapeake & Ohio and Pennsylvania Railroad.



This USRA twin-bay 55-ton hopper decorated for N&W is available from Accurail singly and in a 3-car set with different road numbers.



Completing the list of new models from Accurail is a 40' wood refrigerator car owned by URTX and assigned to Soo Line. The HO scale model represents a prototype built in January 1931 and rebuilt in 1935.

All Accurail HO scale car kits come with Accumate knuckle couplers and appropriate trucks with Delrin wheelsets.

Info: www.accurail.com

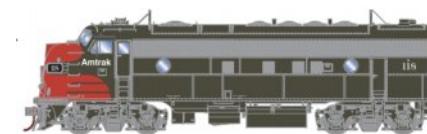


R. Bale

EMD FP7 DIESEL LOCOMOTIVE

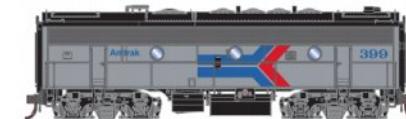
EMD produced the 1,500 horsepower FP7 diesel from the summer of 1949 until the end of 1953.

Four feet longer than a standard F7 unit, the *P* designation indicates the locomotive had an auxiliary water tank and steam generator to supply steam heat to passenger cars. Although originally intended for passenger service, FP7 locomotives were regularly assigned to freight service.



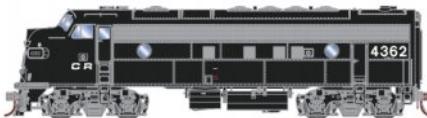
Athearn has announced plans to release a Genesis series model of EMD FP7 A and B units in October 2024. The HO

scale diesel will feature numerous road specific details.



Spotting features for FP7A diesel units decorated for Amtrak include dynamic brakes and ice

breakers on the roof. The body skirts were removed on all Amtrak units.



Sinclair antenna and a passenger style pilot.



EMD and Canadian Pacific FP7s will have full skirts although they are less noticeable on CP units since they are painted black rather than the color of the car body. Both EMD and CPR versions will have freight style pilots.



Columbia portion of CP's transcontinental mainline.



for passenger service, but with the introduction of newer E9s and the general reduction of passenger trains, the FP7s were regeared for freight service. Athearn's FP7s in this release will be decorated to represent their appearance in freight service in the 1970s.



freight style pilots, steam generators and no skirts.

Chicago & Eastern Illinois FP7s will have full skirts painted the same color as the car body. Other details are similar to the

Athearn's version of the Southern Railway FP7s represents units in the 1950s era. Identifying details include

freight style pilots, steam generators and no skirts.



Southern units. C&EI utilized their FP7s in passenger service assigning them to such famous name trains such as the Dixie Flyer and the Georgian.

All of the Genesis FP7s in this release will have four-wheel Blomberg-B trucks and fuel tanks detailed with fuel fillers, fuel gauges, breather pipes and retention tanks.



R. Bale

EMD FP45 AND F45 DIESEL LOCOMOTIVES

The FP45 was a cowl type diesel electric locomotive produced by Electro-Motive Division beginning in 1967. It was powered by a 20-cylinder 645E3 diesel engine that generated up to 3,600hp. The FP45 was developed at the request of the Santa Fe Railway which did not want its prestigious passenger trains pulled by hood style freight locomotives with external walkways. The basis of the FP45 was the SDP45, a good passenger locomotive, but to the Santa Fe it did not look the part. EMD designed a lightweight cowl body to cover the locomotive. The cowl provided a sleeker look and better aerodynamics at speed. It also allowed the crew to enter the engine compartment while underway for diagnostics and maintenance. A freight-only hood derivative, the EMD F45, was purchased by Santa Fe, Great Northern and the Burlington Northern railroads.

Athearn's October 2024 production schedule of Genesis models lists a group of EMD F45 diesels including Santa Fe rebuilt F45u units. Delivered in 1968, Santa Fe's fleet of F45s was used primarily on transcontinental service between Los Angeles and Chicago. In 1982-1983, the F45s were extensively rebuilt. They

emerged from Santa Fe's San Bernardino shops displaying new numbers in the 59XX series and were classified as F45u /SDF45.



Wisconsin & Southern F45 diesels are ex-BN units. Spotting features include a Stratolight beacon, a winterization hatch, and an oscillating headlight.



Great Northern F45 diesels feature a headlight mounted at the cab roofline – all other F45s in this release will have the headlight mounted in the nose. Additional spotting features include a winterization hatch, roof-mounted Xenon beacon and a small EMD pilot plow.



Details on Athearn's version of a Montana Rail Link F45 diesel locomotive include ditch lights, a small EMD pilot plow and a winterization hatch.



Morrison Knudson's F45u is an ex-Santa Fe Yellowbonnet with all identifying markings removed. Details include a nose mounted headlight, three-chime horn, roof mounted air conditioning unit, a passenger style pilot plow and walkway ditch lights. In a short-term lease program the MK F45u's were used as needed by ATSF, UP and SP.



Athearn has included EMD FP45 diesels in its October 2024 production schedule. Details on the Santa Fe Warbonnet version of the HO scale Genesis model include an air conditioner installed on the cab roof, a three-chime Leslie horn and an EMD passenger style pilot plow.

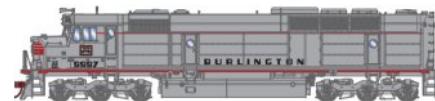


A freight unit in Santa Fe's blue and yellow scheme will have a gyralight with an emergency red

warning light on the cab roof, a five-chime horn and a passenger style pilot plow. After the formation of Amtrak in 1971, Santa Fe converted their FP45 fleet into freight service by regearing the trucks and removing the steam generators.



Milwaukee Road FP45 diesels will be available in three schemes. Crews on high speed passenger trains frequently complained about the FP45s poor riding qualities. In response, Milwaukee Road downgraded the locomotives to freight service soon after word of Amtrak's impending formation. In addition to regearing, the steam generators and water tanks were removed and additional concrete ballast was added to improve pulling power and ride quality.



Athearn's CB&Q version of the FP45 will have a steam generator with associated components, split Leslie S3L horns, a firecracker antenna, a winterization hatch and an oscillating light with red and clear lights.

All Athearn locomotives in this report will be available with and without sound. Sound units will come with a factory installed DCC decoder and SoundTraxx Tsunami2 sound.



Athearn's October 2024 production schedule includes an HO scale steel caboose with an offset cupola.



The injection molded plastic model comes with swing motion caboose trucks with machined metal wheels.



Road names on the 2024 release will be Santa Fe, Rock Island, Norfolk & Western, Wabash, Frisco and Elgin, Joliet & Eastern.



Athearn is also releasing the caboose repurposed as short-order food concessions. Details include an industrial kitchen exhaust vent, a decorated menu board, stairs and platform for service through caboose side windows, window awnings and exterior barn or bell style lights.



The businesses are identified as Frosty Caboose, Iron Horse Hot Dogs and Toot's Pizza Pies. A local Chamber of Commerce office is decorated with an American flag theme. Lighting elements require an accessory power supply and can be connected with the 2-pin JST connectors, or they can be independently wired and modified to operate on 3VDC.



HO scale model is based on a prototype introduced by Pullman-Standard in 1967.



Road names will be Union Pacific, Kansas City Southern, Chesapeake & Ohio, AG Processing, Peavey and Farmer's Co-op.

Athearn has scheduled the release of two coal hopper cars in late 2024.



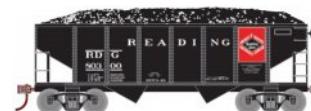
The first is a 40' triple-bay car with offset sides. The HO scale model features factory applied wire grab irons, stirrup steps, end braces, and brake platform.



Road names will be Santa Fe, Burlington, Canadian National, Grand Trunk Western and Seaboard Coast Line.



The second coal hopper, listed as an Athearn-Roundhouse model, is a 34' twin-bay car. The HO scale ribbed side car will be available decorated for New York Central, Chesapeake & Ohio, Reading, Waddell/NYO&W, Penn Central, and Elgin, Joliet & Eastern.



Both the triple-bay and twin-bay hopper cars will have removable coal loads.



Completing Athearn's list of new models scheduled for release in October 2024 is a 57' 3-unit spine car. The HO scale model is based on a series of 70-ton car sets Trinity built for TTX in the late 1990s.



The model will have a diecast metal spine structure, etched metal walkways and separately applied brake piping. Trailer hitches in raised and collapsed positions will be packed separately for installation by the consumer. A minimum track radius of '20" is recommended.

All Athearn models mentioned in this report come with body-mounted McHenry operating knuckle couplers.

Info: www.athearn.com



Arrowhead Models has released an HO scale model of the Conrail Committee Design hopper. The car was developed as a joint effort between the Pennsylvania, Norfolk & Western and Chesapeake

and Ohio railroads. More than 16,000 cars were produced by five builders between July of 1958 and September of 1962. The cars eventually became Penn Central property before going to Conrail in 1976.



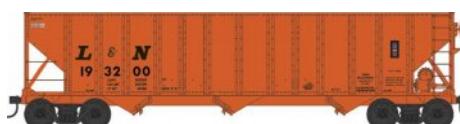
Arrowhead has created an insanely detailed model consisting of 70 individual injection molded plastic parts, 10 etched brass parts and 49 individual wire parts. The result is an extremely accurate model of the prototype. The model comes with equally accurate HO scale versions of 70-ton ASF Ride Control plain-bearing trucks.

The ready-to-run model is available in 12 road numbers and three slightly different paint schemes with each scheme indicating the construction dates and Hollidaysburg shop locations. The Conrail cars are of Pennsylvania Railroad heritage with each car showing the correct PRR road number near the trust stencil.

Info: arrowheadmodels.com



scale ready-to-run Executive series model features interior details including on the slope sheet braces.



The H-43 hoppers come with knuckle couplers and roller-bearing trucks with 36" metal wheels.



Road names in this release include BNSF, CSXT (Chessie logo), Western Maryland

(Chessie logo), Conrail, Louisville & Nashville, Norfolk Southern, Pennsylvania, PPLX (one end yellow), PPLX (both ends yellow), Reading, and Reading & Northern. A model painted black with data only is included in this release.

Info: bowser-trains.com

English's Model Railroad, a Division of Bowser Manufacturing, has announced the availability of HO scale coal loads for Bowser, Stewart and Accurail hopper cars. The loads consist of a plastic base covered with real coal. Loads are currently available for Bowser's 100-ton, H-21, H22, Gla, and 40' GS hopper cars; Bowser/Stewart 55-ton, 12 panel, 13 panel, and 14 panel cars with offset sides; and Accurail 55-ton and 70-ton hoppers with offset sides.

Info: www.bowser-trains.com/history/englishcoalload.html



Broadway Limited Imports has announced a Class D four-truck Shay

locomotive in HO scale. Produced by Lima Locomotive Works, the Class D Shay weighs between 100 and 150-tons. BLI is offering several variations on the 150-ton version, including different paint schemes and road names.



Equipped with Paragon4 Sound/DC/DCC with smoke and included GoPack capacitors, the models feature die cast locomotive and tender bodies for weight and traction.



Paint schemes include Chesapeake & Ohio, Southern, Norfolk & Western, Western Maryland, Carolina & Northwestern, Mower Lumber

Co., Greenbrier, Cheat & Elk; Red River Lumber, and painted but unlettered.



light operation with separately controllable headlight, reverse light, and cab light, engineer and fireman figures, separately applied handrails, ladders, conduit, generators, whistle, horn, and a brass bell. The models are also equipped with rubber traction tires. A minimum radius of 22 inches is recommended.



locomotives is the AT&SF Blue Goose 4-6-4. Built by Baldwin in 1937, #3460 was the only streamlined steam locomotive rostered by the Santa Fe. With several equipment and paint scheme modifications throughout its life, the Blue Goose will be available in six different paint and detail variations as well as a brass painted version.



with the locomotive and tender chassis being die-cast. All the versions come equipped with Paragon4 Sound/DC/DCC with smoke and GoPack capacitors.



locomotives. Road names in this release include Santa Fe, Conrail, Erie Lackawanna, Great Northern, Milwaukee, Norfolk Southern, Norfolk & Western (Bicentennial), Pennsylvania,

Additional features include prototypical

A new release from BLI's HO scale Brass Hybrid line of steam

The model features brass boilers, cabs, and tender bodies,

BLI has also announced a second run of HO scale SD45

Southern Pacific, and Union Pacific. The Norfolk Southern and Norfolk & Western locomotives come with a high short hood.



The SD45 will be available both with Paragon4 Sound/DC/DCC with Rolling Thunder and in the non-decoder equipped Stealth Series. The models come equipped with metal Kadee-compatible couplers, separately applied handrails, grab irons, horn, bell, wipers, and etched metal grills. A minimum radius of 18 inches is recommended.

Info: broadway-limited.com



ExactRail has released a limited run of Magor 4948 cu. ft. covered hopper cars. The HO scale model accurately replicates the large quadruple-bay 100-ton car developed by the Southern in the late 1950. ExactRail notes that their model of the Big John hopper was developed in close association with the Southern Railway Historical Society.



Decorating schemes include Santa Fe (as delivered in 1962), Southern (Big John, orange), Southern (Big John, green), Southern CO&TP (green, Cincinnati, New Orleans and Texas Pacific Railway) and Southern NO&NE (green, New Orleans and Northeastern Railway). The models come with Kadee #58 knuckle couplers and 100-ton ASF Ride Control trucks with machined metal wheels.

Info: www.exactrail.com



The latest release from **Kadee** is a 50' PS-1 boxcar decorated for Denver & Rio Grande Western. The HO scale model is an accurate

reproduction of a prototype built by Pullman-Standard in 1957. Like the prototype, Kadee's HO version features double Youngstown corrugated steel sliding doors and Bettendorf-type plain-bearing trucks. Details include individual grab irons, ladders, and stirrup steps; and see-through running boards and brake step. The ready-to-run model comes with Kadee Magne-Matic metal delayed-action couplers.

Info: www.kadee.com



R. Bale

PRR X23 BOXCAR AND R7 REEFER CAR

The Pennsylvania Railroad built its first 40' class X23 boxcar in 1912. It was a single-sheathed car that utilized Warren truss side bracing and a fish-belly under-frame. These features, combined with its low roof height, gave the X23 a distinctive appearance. Between 1912 and 1914 the Pennsylvania Railroad acquired over 7,000 of the X23s. Following on the success of the X23 boxcar design, the Pennsylvania Railroad built over 3,500 similar cars in a reefer configuration. Designated R7, this fleet of reefers was built between 1914 and 1915 for the PRR and its subsidiary lines. By 1922 PRR had leased nearly the entire fleet of R7s to FGE (Fruit Growers Express). By 1932 ownership of the entire R7 fleet had been transferred to FGE. Over the years both the X23 boxcars and R7 reefers received improvements including 2D-F8 cast trucks replacing the original arch bar type, and KD-brakes being upgraded with the AB system. The boxcars had their original Creco doors replaced with Youngstown corrugated doors and their roofs replaced with a lap-seam type roof. The R7 reefers were upgraded with a Hutchins Dry-Lading roof. The fleet of X23s saw service through World War II with over 90% of the fleet still active in January 1945. Many continued in service for several years with most being retired by the late 1950s. A few X23s continued in MOW service into the 1970s.

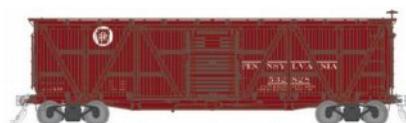


Rapido Trains is developing accurate HO scale models of PRR X23 boxcars and R7 reefers. The injection molded models will feature numerous applied

details including separate grab irons. Decorated and detailed for specific eras, the models will have arch bar or cast 2D-F8 trucks, flat panel or lap seam roofs, two unique door styles, and KD or AB brake components.



X23 boxcars decorated for Cumberland Valley, PRR Union Lines, early PRR (1913-1920) will have Creco doors and arch bar trucks. A PRR car decorated with a Keystone herald will come with cast 2D-F8 trucks.



A similarly decorated X23 from the post 1930 period will have corrugated Youngstown doors.



Rapido Trains is also developing an all-new HO scale model of the Pennsylvania Railroad/Fruit Growers Express R7 wood reefer. Features

of the injection molded HO scale car include separately applied grab irons and brake gear, Miner swing doors, lap seam or Hutchins Dry-Lading roofs, K or AB brakes and arch bar or 2D-F8 trucks with machined metal wheelsets.



Decorating schemes will include a 1914 era PRR car with a lap seam roof and arch bar trucks.



An FGE car representing equipment post-1922 will have PRR 2D-F8 trucks. Its early lap seam roof and ends will be painted brown.



FGE and National cars from the post 1940 period will have Hutchins Dry-Lading roofs painted silver.



A post war Matheson Dry Ice car is included in this run.



Completing Rapido's initial release of R7 reefers is a Baltimore & Ohio car with 2D-F8 trucks and a Hutchins roof. Orders are being booked now for both the X23 boxcar and R7 reefer with a release date TBA.



Rapido has extended the deadline for preordering its all-new piggyback flatcars until

July 17, 2023. In announcing the extension, Rapido founder Jason Shron noted that the complexity of the flatcars required more intricate (and expensive) tooling than is needed for a typical boxcar.



Rapido's HO scale version of the unique CN and CP designs were developed using blueprints and art work

from the manufacturer of the prototypes.

Details on the models include a heavy diecast center sill, extensive photo-etched deck surfaces, wire grab irons, metal



knuckle couplers and Barber S2 roller-bearing trucks with machined metal wheels.



The deadline for preorders for Rapido's 26' and 45' trailers has also been extended to July 17, 2023.



The trailers include 26' Can-Car Dry-Van trailers in eight different decorating schemes both with and without

side doors. Rapido's 45' Trailmobile Dry-Van trailers will be

available in nine schemes. Both trailer types will also be

available unlettered in silver paint.

Info: www.rapidotrains.com



Tangent Scale Models has released a new HO scale model, the Penn Central Samuel Rea Shops 4600 cu. ft. covered hopper. Designed and built by Penn Central between 1968 and 1969, the 4600 cu. ft. hoppers were clones of the GATC 4500/4700 cu. ft. hopper designs. 761 cars were built in four subclasses – H51, H51A, H51B, and H51C.



Slightly longer and taller than the GATC 4500, the SRS 4600 models include variations in discharge gates, handrake appliances, and body or truck mounted

brakes,. Road names available in this first release are Conrail, Lehigh Valley, NYC (CSX), Penn Central, and two different undecorated versions, the PC H51/LV version and the PC H51B/H51C version.



Details on the model include 100-ton Barber S-2 trucks with rotating roller bearing caps, CC-machined metal wheels, and separate brake beam part. Metal grab irons and coupler lift bars accompany the Kadee scale couplers. Undecorated cars do not include couplers.

Info: www.tangentscalemodels.com



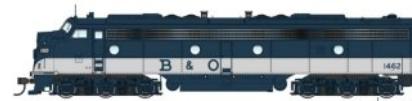
EMD E8 AND E9 DIESEL LOCOMOTIVES

The E8 was a 2,250hp diesel locomotive built for passenger service by General Motors Electro-Motive

Division. In profile the front of the nose of E8/E9 A diesels is less slanted than earlier EMD passenger units. EMD's E units became the symbol of modern passenger trains as art directors, tired of mostly black steam engines, used E units in colorful decorating schemes in promotional advertising. At 70' 3" in length, an E8/E9 was an impressive sight. Power for each unit came from two 12-cylinder diesel engines each driving generators that supplied electrical power to two traction motors on each six-wheel truck. EMD built E8s from 1949 to 1953 when production switched to the 2400hp visually identical E9. A grand total of 601 E8A/B and E9A/B units were built before production ended in December 1963. Amtrak used E8s until the late 1970s. With the demise of many passenger trains some railroads regeared their E8s for freight service.

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Walthers is working on a revised version of its Proto series EMD E8/E9 locomotives. Availability is planned for winter 2024. The HO scale models will be available for standard DC operation with a DCC-ready 21-pin connector, and with factory installed LokSound 5 Sound and DCC. The release will include matching A-A or A-B units and individual A units.

Features include formed wire grab irons and handrails, photo-etched lift rings, cab interior with seats and crew,

Flush number boards and full-length Farr-Aire grilles along the top of the bodies. Lighting features include working backup light, dual headlights and interior lights with crew figures.



E8 units decorated for Baltimore & Ohio and Chesapeake & Ohio will have

Nathan five-chime air horns, whip antennas, passenger pilots with working ditch lights and full skirts.



E9 units decorated for CB&Q will have the skirts removed, wind deflectors and a Leslie S-2M air horn.



Features on Walthers E8 decorated for the Southern Railway include a rooftop air reservoir, a Nathan five-chime air horn, no skirts, and a freight-style pilot.



An E9 representing a prototype rebuilt in 1993 will be decorated in Union Pacific's Heritage scheme. The UP unit will have a working Western-Cullen beacon, ditch lights, UP sunshades, an air conditioner and a short winterization hatch.



Pairing up nicely with the UP Heritage E9 is a group of 85' passenger cars also decorated in the Heritage scheme. Cars scheduled for release later this summer include a Budd 10-6 sleeper (shown) and four ACF-built cars: a 48-seat diner, a 44-seat coach, a baggage car in standard Heritage paint and a baggage car in the bold *Experience the Union Pacific* scheme.



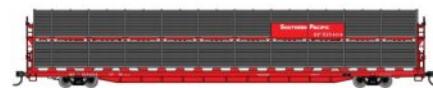
A second release of the Budd 10-6 sleeper and ACF 48-seat diner with different names will follow. An ACF baggage car with American flag graphics will be included in the second release.



Completing Walthers UP Heritage fleet are three ACF dome cars. They include a dome coach, dome diner and dome lounge.



All of the UP Heritage cars will have factory installed grab irons, window tinting with scale window gaskets and appropriate four or six-wheel trucks with 36" metal wheels. The cars will be available both with and without factory installed LED interior lighting. A minimum radius of 24" is recommended for these 85' cars. An optional modeler-installed extended drawbar for operation on tighter radii will be included with each car.



Walthers plans to release a group of Mainline series 89' flatcars with bi-level shielded auto racks this fall. HO scale models with matching road names on the auto rack and flatcar will be available for Southern Pacific, Santa Fe and Norfolk & Western.



Auto racks decorated for Conrail, Milwaukee Road,

Chesapeake & Ohio, and Illinois Central Gulf will come with Trailer Train flatcars. All of the Walthers HO scale models mentioned in this report will be equipped with ProtoMAX metal knuckle couplers.

Info: www.walthers.com

N SCALE PRODUCT NEWS



Athearn's production schedule for October 2024 includes N scale versions of EMD F45 diesel locomotives. Features on the F45s include see-through cab windows, 4,000 gallon fuel tanks, flush mounted port hole window glass and Celcon handrails.



will have wide anticlimbers.



Wisconsin & Southern and Montana Rail Link F45s will have BN-Style bodies with narrow anticlimbers.



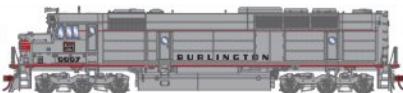
See Athearn's HO scale report for background information on EMD's F45 and FP45 diesel locomotives.



Athearn N scale models of EMD FP45 diesels include Santa Fe units in Warbonnet and blue and yellow schemes. Both ATSF versions will have dynamic brakes.



FP45s decorated for Milwaukee Road and Chicago, Burlington & Quincy will not have dynamic brakes.



Additional features on Athearn N scale F45s and FP45s include all-wheel drive, all-wheel electrical pickup and bidirectional constant LED lighting. The models will come with six-wheel EMD Flexicoil-C trucks and body mounted McHenry operating knuckle couplers. A minimum track radius of 9.75" is recommended.

Athearn's N scale F45 and FP45 models will be available for DC operation and with a factory installed DCC decoder with SoundTraxx Tsunami2 sound.



Athearn has included a 40' triple-bay coal hopper in its October 2024 production schedule.



The N scale model will have offset sides, a removable coal load, screw mounted trucks with machined metal wheels and body-mounted McHenry knuckle couplers.



Road names will be Santa Fe, Burlington, Canadian National, Grand Trunk Western and Seaboard Coast Line.

Info: www.athearn.com



Atlas has released a new N scale model of a Trinity 3230 cu. ft. PD (pressure differential) covered hopper car with three discharge bays. Patterned after its 5660 PD predecessor, the smaller 3230

PD is designed to handle heavier ladings such as dry cement and fly ash.



Road names on the initial release are CRD-Chicago Freight Car, RCCX- Roanoke Cement, GACX-General American, CBFX-CIT Group, GBRX-TXI and TILX-Trinity

Industries Leasing. The N scale plastic injection molded model is produced from all-new tooling. Of special note are the etched metal roof walks and the roller-bearing trucks with metal wheels. A video describing the model in detail is available at www.youtube.com/watch?v=xyBBQN0Muj8
Info: shop.atlasrr.com



R. Bale

EMD SD40-2 DIESEL LOCOMOTIVE

The SD40-2 was one of EMD's most popular locomotives. During its 17 year production run that began in 1972, EMD produced nearly 4,000 of the 3,000hp SD40-2s. Although higher-horsepower locomotives were available, the reliability and versatility of the SD40-2 made it one of the best-selling models in EMD's history. The SD40-2s principal improvement over the SD40 was its modular electronic control systems. A variety of low front noses ranging from 81" to 123" in length housed additional electronic gear along with a more commodious toilet for crew members.



Broadway Limited is booking orders now for a group of N scale EMD SD40-2 diesel locomotives scheduled for release in August of this year. The model is based on EMD's popular six-wheel diesel unit produced continuously from 1972 to 1989.



Road names in this release will be Burlington Northern (Spirit of 76 scheme), Santa Fe, BNSF, Chicago North Western, CP Rail, CSX, Illinois Central, Kansas City Southern, Norfolk Southern, Union Pacific, and Wisconsin & Southern.



DCC or with BLI's recently reintroduced Stealth Series (DC/no sound/DCC ready).



locomotive models for both heavy and light versions of the USRA 4-6-2 Pacific.



Southern Railway, Canadian Pacific, Denver & Rio Grande Western, Frisco, MKT, Reading & Northern, Texas & Pacific and two Union Pacific schemes.



Frisco, MKT, Texas & Pacific, and Union Pacific.



2 Pacific will be included in the August release. Both types have diecast boiler and diecast chassis. The models will come with Paragon4 Sound and operating system with Rolling Thunder.

The N scale SD40-2 locomotives will be available with Paragon4 Sound/DC/

Also coming from Broadway-Limited in August are N scale steam

Decorating schemes for the heavy Pacific include the

Light USRA Pacifics will be available decorated for Canadian Pacific and Boston & Maine.

Additional road names include Denver & Rio Grande Western,

Painted but unlettered versions of both the heavy and light USRA 4-6-



R. Bale

EMD SD70ACE DIESEL LOCOMOTIVE

EMD developed the SD70 series of diesel-electric locomotives to counter GE's popular Dash 9-44CW. More than 5,700 SD70 units have been produced since production began in 1992, with most being SD70M and SD70MAC models. The SD70ACe is the successor to the SD70MAC with several design changes to comply with emission standards. The SD70ACe engine features fewer components in the inverter and functions with 15 percent lower internal pressure to significantly reduce emissions. Tier 2 versions of the SD70ACe are rated at 4,300hp. Subsequent Tier 3 models are rated at 4,500hp.



Broadway Limited is quoting a December delivery date for a new production run of SD70ACe locomotives.



Road names for the N scale models will include Florida East Coast, Norfolk Southern, BNSF, Canadian National, CSX, Ferromex, MKT, Kansas City Southern, Montana Rail Link (Veterans Tribute scheme), Vermont Railway and two Union Pacific schemes.



The N scale SD70ACe locomotives will be available with a choice of BLI's Stealth System (DC/no sound/DCC ready) or Paragon4 Sound/DC/DCC. Info: www.broadway-limited.com

Jacksonville Terminal Company (JTC) has announced several new sets of N scale 53' high-cube containers. Road



names include ABF Freight, UPS, R+L Carriers, COFC Logistics, CH Robinson, and Yellow.



New releases in the Visionary Series include several 8-55-8 53' high cube corrugated

containers. Paint schemes include a JTC 5-year anniversary commemorative container, Allegheny Midland, Virginia Midland, Virginia & Ohio, and a Data Only container.

Info: jtcmodeltrains.com



Newly released models from **Micro-Trains Line** include this Baltimore & Ohio PS-2 twin-bay covered hopper. The N scale model is based on a prototype Pullman-Standard built in 1957.



The prototype of this N scale 50' flatcar was acquired by the Denver & Rio Grande Western in the late 1950s.



This 50' Norfolk Southern gondola with removable covers was originally used by the Southern Railway for transporting coiled steel.



Micro-Trains N scale Great Northern tank car is based on a 10,000 gallon 39' prototype built in 1913.

Info: Contact a Micro-Trains dealer

STRUCTURES & SCENIC SUPPLIES

American Model Builders has released a LASERkit for Sanders Grocery & Supply. The design of the craftsman style



kit was inspired by an article found in an old *Narrow Gauge & Short Line Gazette*. The kit utilizes tab and slot assembly. Main components are laser-cut from precision milled basswoods and 3-ply aircraft grade birch plywood. Additional parts include peel and stick windows, doors, and trim; rolled roofing, clear window glazing, resin cast soda machine and cask, white metal chimney and color signage for a variety of businesses. The kit is available in N, HO and O scales.

Info: laserkit.com/laserkit.htm



Athearn has announced plans to produce an HO scale 53' utility reefer trailer with rubber tires and a spare tire rack.



Decorating schemes will be Maverick Transportation, B&B Transport, Northern Refrigerated, DOT Foods, TWT

Refrigerated and The Swiss Colony. Availability is scheduled for October 2024.

Info: www.athearntrains.com



Broadway Limited has introduced Layout Lightning Storm, a sound effects system that creates a realistic thunderstorm lighting and sound to a layout room. An amplified speaker mounted beneath the layout provides thunder, wind and rain sounds. In addition to an amplified 5" 25-watt enclosed speaker, the system includes two multi-LED lighting strips, a lighting and sound controller kit, a push button activator, and an RCA cable. An RCA Y-adapter is included for

modelers wanting to add a subwoofer. Additional information including a demonstration of the system is available at: www.broadway-limited.com/1632layoutlightningstormaccessoryforany-scalerlayout.aspx

Monster Models latest HO scale craftsman structure kit is M.W. Tyler Furniture, a three-story brick building. Although accurately based on a prototype furniture business in San Diego, CA, the model can easily be signed to serve a variety of industries.



Info: www.larkspurlaserart.com

The kit includes sides, cornices and wall bumpers 3D engraved to effectively represent American Bond brick work. The doors, windows, and sills are all laser-cut. Sign stencils are included. The assembled model is 6.75" high. It has a footprint of 8.4" long x 5.9" wide.



model has tan bench seats, chrome bumper and grille, and small white rings over the blackwall tires. Also new is a 1949 Mercury Monarch two-door coupe detailed as a Florida Highway Patrol.

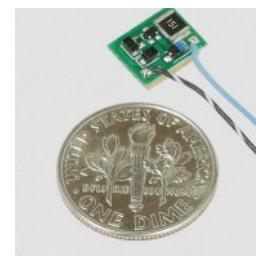
Info: www.walthers.com



A new run of HO scale Code 83 nickel silver #6 single crossovers is scheduled for arrival this summer from

Walthers. The DCC-friendly crossovers feature snap-action points, insulated tie bars and isolated frogs with built-in jumpers for optional power routing. Info: www.walthers.com

ELECTRONICS



track or other problems.

Info: www.tcsdcc.com

NEW DECALS, SIGNS AND FINISHING PRODUCTS



Info: www.K4decals.com

K4 Decals has released new water slide decals for a Pere Marquette 50' double door automobile-furniture car.

Also new from K4 are decals for Milwaukee Road covered hopper cars that feature black lettering and a red herald. K4 decals are available in most popular model railroad scales.

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! BRIEFLY NOTED AT PRESS TIME ...

Centralia Car Shops has released Southern Pacific class C-40-4 bay-window cabooses in six SP schemes. Also new from Centralia is a Union Pacific caboose with a centered cupola in eight UP schemes. Additional road names include Great Western and Spokane International ...

InterMountain has released several new HO scale ready-to-run models including a Gunderson FMC exterior-post woodchip gondola decorated for Montana Rail Link, BNSF and two BN schemes. Non-working rotary woodchip gondolas are available for Apache Railway, Willamette & Pacific and Southern Pacific.

Road names for Bathtub coal gondolas now available include CP Rail, MWCX (ex-CP), DREX (ex-CP), DREX (ex-Procor) and MLMX/Sims Metal ...

Moloco is accepting advance reservations until July 1st for HO scale PCF double plug-door boxcars decorated for South Shore, Cotton Belt, and Southern Pacific. Also coming is a rerun of an NIRX-C&IM 50' PCF RBL boxcar with a 10' offset plug door. A firm 2024 delivery date is pending ...

Visit www.youtube.com/watch?v=lothUU9Esxw for a detailed look at **Rapido**'s all-new HO scale EMD GP38. Booking of preorders for guaranteed availability closes in mid-June ...

ScaleTrains has acquired the N and HO scale tooling, manufacturing rights and existing inventory of ExactRail. Details are available at ScaleTrains.com ... ■

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SELECTED EVENTS



Model Railroad Hobbyist | June 2023

JUNE

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/UCMAVhPb5pjdkAYTdXLceJA

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

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

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

June-July 2023

ARIZONA, PRESCOTT, July 29, 2023. Beat the Heat Model Train Swap Meet, sponsored by the Central Arizona Model Railroad Club. Embry-Riddle Aeronautical University, 3700 Willow Creek Road.

Info: camrrc.com/bth

CALIFORNIA, CROCKETT, June 24-25, August 26-27, September 10, October 14-15, December 9-10, 2023. Carquinez Model Railroad Society Open House. 645 Loring Avenue.

Info: cmrstrainclub.org

CALIFORNIA, RICHMOND, June 17, 2023. Bay Area Prototype Modelers Meet 2023. St. David's School Hall, 871 Sonoma St. Info: www.bayareaprototypemodelers.org

CALIFORNIA, SANTA CLARA, July 1-8, 2023. 38th National Garden Railway Convention. Santa Clara Convention Center, 5001 Great America Pkwy.

Info: ngrc2023.org

FLORIDA, TALLAHASSEE, June 24-25, 2023. Tallahassee Model Railroad Show & Sale. North Florida Fairgrounds, 441 Paul Russell Road.

Info: www.facebook.com/events/428051575813892

ILLINOIS, COLLINSVILLE, July 28-29, 2023. St. Louis Railroad Prototype Modelers Meet. Gateway Convention Center, 1 Gateway Center Drive.

Info: www.stlrpm.com

ILLINOIS, ST. CHARLES, June 11, 2023, Kane County Railroadiana & Model Train Show and Sale. Kane County Fairgrounds (Front Building), 525 South Randall Rd.

Info: www.rrshows.com

KANSAS, OVERLAND PARK, July 27-29, 2023. 2023 Mid-Continent Region Convention. Holiday Inn, US69 & 87th St. Info: www.mcior-nmra.org

MASSACHUSETTS, ORLEANS, July-August 2023, Wednesday Evenings. Nauset Model Railroad Club Annual Summer Open House. Rear of Hilltop Plaza, 180 Rte 6A.

Info: nausetmodelrrclub.com

MASSACHUSETTS, SPRINGFIELD, June 16 – 18, 2023. New England/Northeast Railroad Prototype Modelers Meet. La Quinta Inn & Suites, 100 Congress St.

Info: nerpm.org

NEVADA, SPARKS (Reno), June 14-18, 2023. National N scale convention, presented by the N Scale Enthusiast. Nugget Casino Resort, 1100 Nugget Avenue.

Info: www.nationalnscaleconvention.com

PENNSYLVANIA, MOUNT UNION, July 14-16, 2023. Central Pennsylvania Shortline RPM. Bricktown Museum, 300 West Small St.

Info: meet.pennsyrr.com

TEXAS, FOREST HILL, June 24, 2023. DFW Red River Railroad Prototype Modelers Meet. Forest Hill Convention Center, 6901 Wichita Street.

Info: www.redriverrpm.org

WISCONSIN, WAUPACA, June 17-18, 2023. 33rd Strawberry Fest Model Rail Show, sponsored by the Waupaca Area Model Railroaders. Waupaca Recreation Center, 401 School St.

Info: www.wamrltd.com

Future 2023 by location

CALIFORNIA, CROCKETT, June 24-25, August 26-27, September 10, October 14-15, December 9-10, 2023. Carquinez Model Railroad Society Open House. 645 Loring Avenue.

Info: cmrstrainclub.org

COLORADO, DENVER, August 30-September 2, 2023. 2023 National Narrow-Gauge Convention. Crowne Plaza Denver Airport Convention Center, 15500 E 40th Ave.

Info: www.43nngcdenver.com

GEORGIA, ATLANTA, September 7-10, November 9-12, 2023. Anton's Antique Toy & Train Show. Atlanta Expo Centers, 3650 & 3850 Jonesboro Rd SE

Info: www.scottantiquemarkets.com

GEORGIA, CARTERSVILLE, September 14-17, 2023. Cartersville Express, 2023 South East Region Convention. Clarence Brown Conference Center, 5450 Ga-20.

Info: 2023serconvention.org

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

INDIANA, FRANKLIN, August 6-7, 2023. Franklin Train Show, sponsored by the Central Indiana Division/NMRA. Johnson County Fairgrounds, 250 Fairground St.

Info: www.cidnmra.org

MARYLAND, HUNT VALLEY, September 13-16, 2023. Mid-Atlantic RPM, Delta Hotels Baltimore Hunt Valley, 245 Shawan Road. Info: www.marpm.org

MASSACHUSETTS, TAUNTON, September 17, 2023. 20th Annual Old Colony Model Railroad Club Model Railroad Show and Sale. Taunton Holiday Inn, Myles Standish Blvd, Myles Standish Industrial Park. Exit 9 from Route 495.

Info: oldcolonyrailroadclub.com

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

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

TEXAS, GRAPEVINE (Dallas Area), August 20-26, 2023. NMRA National Convention, Gaylord Texan Resort & Convention Center, 1501 Gaylord Trail.

Info: www.2023texasexpress.com

SELECTED EVENTS | 38

TEXAS, GRAPEVINE (Dallas Area), August 25-27, 2023.
 National Train Show, Gaylord Texan Resort & Convention Center,
 1501 Gaylord Trail.
 Info: www.nationaltrainshow.org/2023/ntsdfw.html

UTAH, WEST LAYTON, November 3-5, 2023. The Inter-Mountain Train Expo. Davis Convention Center, 1651 North 700.
 Info: intermountaintrainexpo.com

WYOMING, EVANSTON, August 4-6, 2023. 25th Annual Evanston Roundhouse Festival, sponsored by the Hostlers Model Railroad Club and Roundhouse Restoration, Inc. 1440 Main Street.
 Info: hostlers.info

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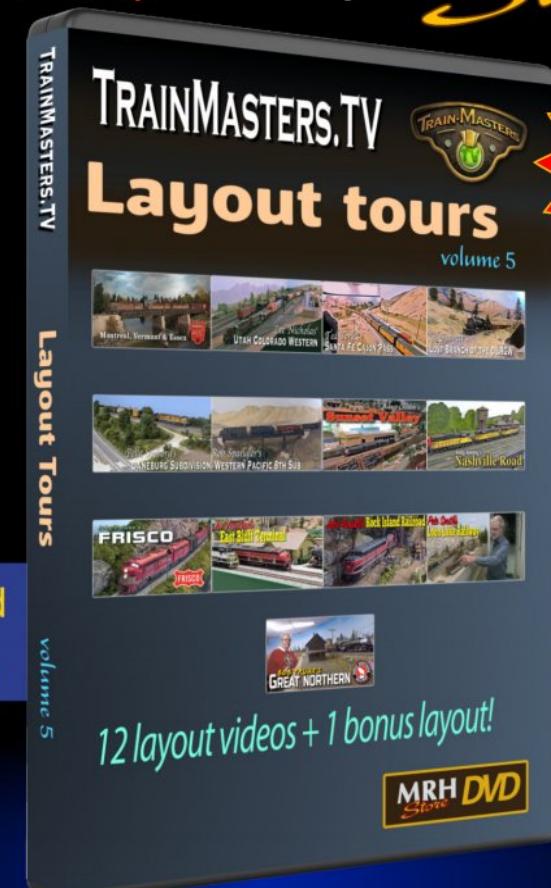


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MODEL RAILROAD HOBBYIST

The cover of the July 2023 issue of MRH magazine. It features a yellow locomotive on a track, with a small figure standing next to it. The title 'MRH' is in large red letters, and 'MODEL RAILROAD HOBBYIST' is below it. The date 'July 2023' and the word 'FREE' are also present.

Mike Armstrong's
Rock Island
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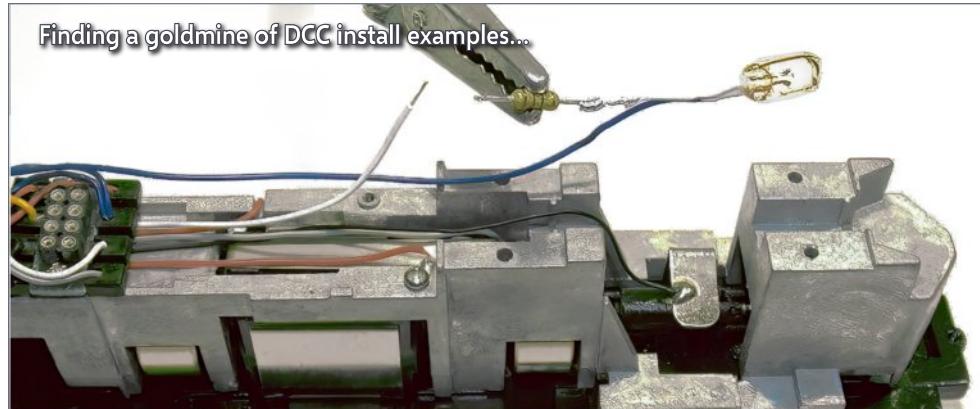


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Apprentice with savvy modelers

The cover of the July 2023 issue of MRH Running Extra. It features a green and yellow locomotive on a track. The title 'MRH RUNNING EXTRA' is in large red letters, with 'Apprentice with savvy modelers' below it. The date 'July 2023' and price '\$2.99' are also present.

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