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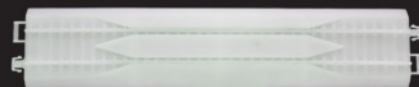
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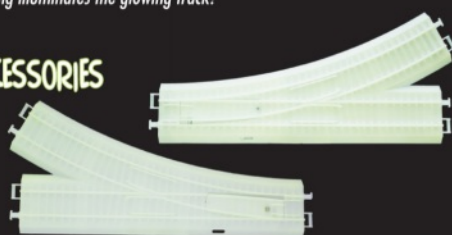
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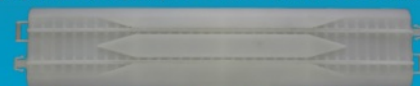
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Model Railroad Hobbyist | February 2023 | #156

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V1.1 February 17

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Patty Fugate, Pasteup and Layout



Richard Bale, News and events



Jeff Shultz, News and events, Tech Assistant



Mike Dodd, Copy Editing

Advertising

Les Halmos, Account Manager

Jean-François Delisle, Marketing Assistant

Regular contributors

Eric Hansmann, Contributing editor

Jim Six, Limited Modeler column (RE)

Ken Patterson, Reporter-at-Large

Rotating Columnists (RE)

Greg Baker, Getting Real column

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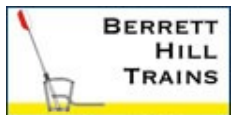
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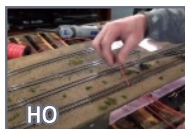
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Publisher's Musings: Oklahoma move update ...
JOE FUGATE



MRH Website this month: Modeling a grain auger, ...
Compiled by JOE FUGATE



What's Neat: Building a sectional layout, part 1
KEN PATTERSON



Electrical Impulses: Developing the Blunami
ROBERT WALKER



Upgrade a brass 2-6-2T steam locomotive
JEFF JOHNSTON



Repairing finished trackwork
MICHAEL ANTEAU



First Look: Run like a Dream - Rolling stock
JEFF PALMER



Savvy Modeler online: Making cars more derailment-proof
Compiled by the MRH STAFF



February 2023 news and events
RICHARD BALE and JEFF SHULTZ



NEW & IN STOCK



MILITARY GEVOs

In November of 2020, Canadian National unveiled six (6) Heritage Units to commemorate the 25th Anniversary of its Initial Public Offering (IPO) on the US Stock Exchange. Four (4) of the six Heritage Units are ET44 "Tier 4" GEVOs which wear decorative paint schemes as a nod to CN's predecessor railroads. Today, CN's Heritage Fleet can be seen earning revenue for the Class I Railroad in both the US and Canada.

In addition to the Heritage Units, CN also unveiled two "Veterans" locomotives in a special camouflage scheme honoring both Canadian and American Veterans. On one side of the locomotive, it says "Thank You For Your Service" in French while repeating the same phrase in English on the other side. The design represents CN's deep recognition and gratitude for the veterans who live and work in the communities its trains pass through every day.

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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | February 2023

JOE FUGATE UPDATE ON THE MRH OKLAHOMA MOVE STATUS ...



WHEN WE PACKED UP AND LEFT OREGON IN LATE MAY 2022, we expected to be finally settled in our new place in Oklahoma by the end of August.

We actually moved into our new place the first week of February 2023. That's only six additional months of living out of boxes that we had not expected. *Only ...*

It's a long story how we got from there to here, so let me try to keep it short.

Getting from there to here

The family plan was to live near each other in some new rural location, and we settled on Tulsa, Oklahoma as to where in early 2022.

When we left Oregon for Oklahoma in late May, our son Joey had already moved his family to Oklahoma and was living in a rental in Tulsa.

We moved into an apartment in north Tulsa as well and had all our goods moved into a mini-storage in the same community as our property.

Meanwhile, we bought a repossessed 2018 manufactured home that included completely refurbishing it as brand new as

PUBLISHER'S MUSINGS | 2

part of the total purchase price. The firm we purchased it from, Repo of Oklahoma specializes in repossessed MF homes and in giving a package deal that includes the refurbishing.

The total cost to us came out to be about 60% of brand new, yet we would end up with essentially a brand new home redecorated to our exact tastes – better than even what we could get from the factory brand new.

We had complete control to add our own high quality appliances, top notch interior refinishing, and so on. All at a fraction of the price of brand new.

Plans also included building a 30x60 steel prefab structure as the MRH Office, TMTV Studio, workshop, garage, and of course space for Siskiyou Line 2.

The biggest major delay came from the refurbishing of the MF home. We agreed it made the most sense to first set the home on the land and then do the refurbish. The home didn't get placed on our property until late September.

The refurbishing and getting all the utilities brought into the property (it was undeveloped land) didn't get rolling until late October. Then we had a lot of delays in November and December due to the holidays and the weather.

Moving in

The home was finally ready enough for us to move in by late January, but then we (both my wife and I) came down with pneumonia and then strep throat, which delayed things several weeks.

We finally slept our first night in the new home by February 1.

We did several trips to the mini-storage taking van loads of boxes back to our place. And on February 6th, we rented a truck and got help from a local modeler moving the big stuff: two couches, a heavy wood china cabinet, roll top desk, and

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other sundry big items too large to put in boxes.

Our son is a building contractor, and ironically, his contracting firm actually got the contract to do the refurbish on our place. By the time we moved in, some baseboard still needed to be installed [1] in the hall, living room, dining room, and kitchen.

We have over 200 boxes to unpack, so for now the house has boxes piled in all the rooms.

We're telling our friends the house looks part construction zone and part mini-storage right now!



1. As of our move in, a bit of baseboard still needed installing.



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We're unpacking a couple boxes every day. I figure about 100 days to completely unpack, which gets us into late May. That's fully one year after we pulled out of Oregon.

We never expected this move to take this long. That said, we have talked to a number of folks who tell us far worse horror stories about their house building woes, thanks to all the supply chain delays right now.

So living out of boxes for 9 months wasn't fun, but it's not as bad as some people had it.



2. Every room has boxes piled in it like this, yet to be unpacked.

MRH Media's new home

One of our largest concerns has been operating MRH out of boxes in a space with just enough room for a couple computers. That's been a challenge, not having access to the rest of our office equipment.

The MF home is about 1800 square feet, with three bathrooms and four bedrooms. Even though we are empty-nesters, my wife loves having family come for extended visits and having a place to keep them – hence all the bedrooms and bathrooms.

The funding for the 30x60 outbuilding is waiting on the sale of some property we own, and we're hoping to sell that property in 2023. Once that happens, we will erect the steel building.

In the meantime, we're commandeering a couple of the bedrooms for MRH office space and TMTV studio space. Essentially, I'm calling this phase 1 of our move. Phase 2 will

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be erecting the steel outbuilding. Once this goes up, we will finally get space for the real MRH office, a soundproof TMTV studio, a workshop, garage for the cars, and of course space for Siskiyou Line 2.

In the meantime, the MRH office [3] and the Train-Masters TV studio space in the bedrooms will have to do.

I'm expecting to also set up a table saw outdoors on nice days (stored in one of the bedroom walk-in closets in the winter) and begin building the take 2 version of a Siskiyou Line 2 TOMA module or two.

If the real estate market picks up this spring and summer, then hopefully we will sell our land and fund phase 2 of the move!

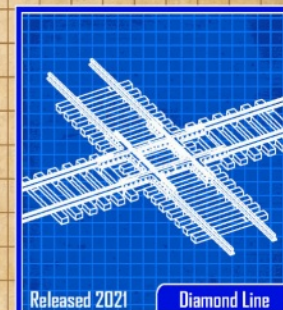
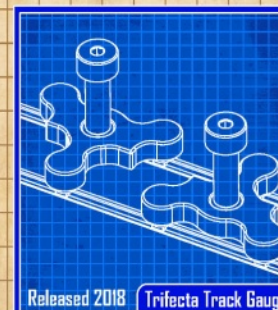
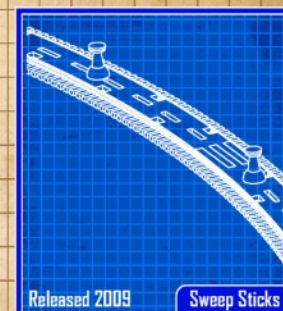
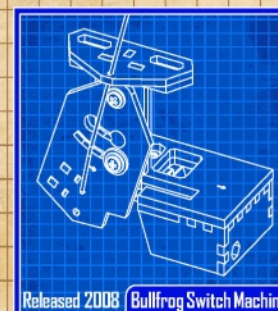
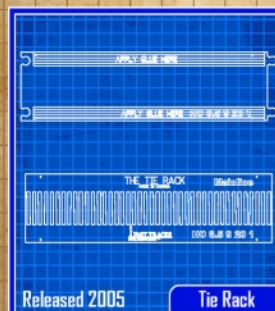
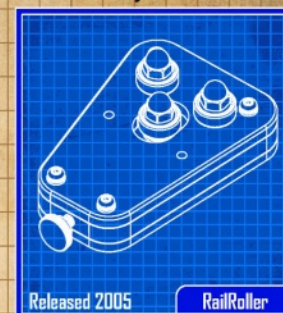
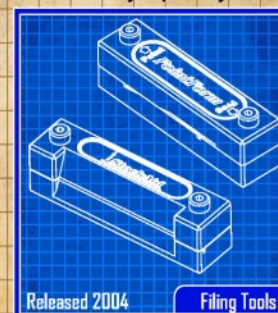
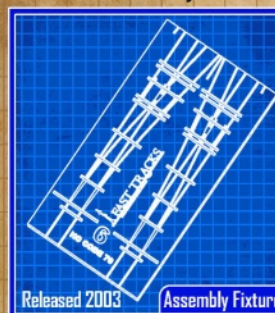
The 30x60 outbuilding

Of course, I've started making floor plans for the steel outbuilding. What self-respecting model railroader doesn't start making plans for his new layout space as soon as possible?

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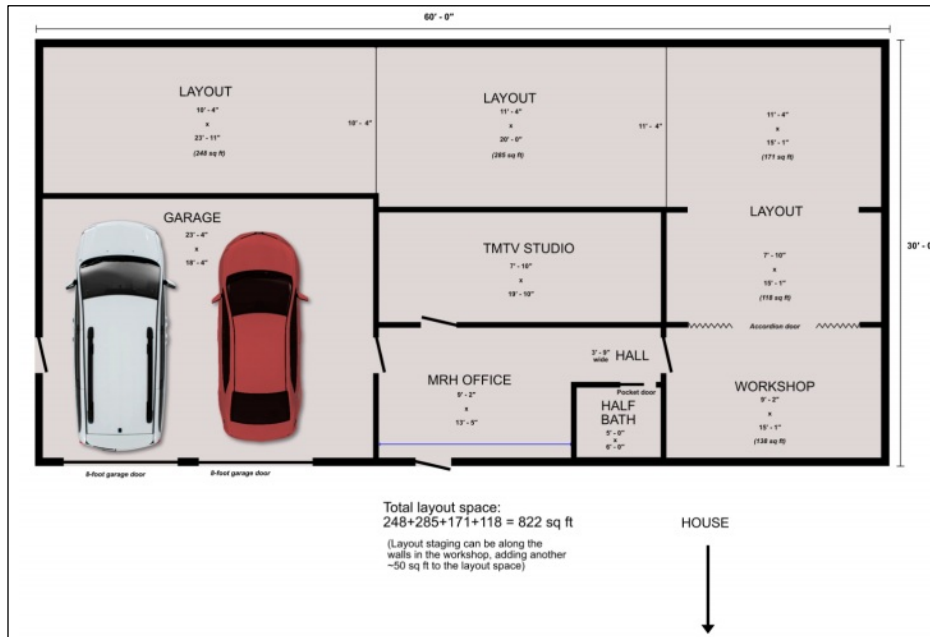
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I'm aiming to have at least 800 square feet for Siskiyou Line 2 layout space. Siskiyou Line 1 fit into an 810 square foot space, so I'm aiming to have SL2 fit into a similar space. I'm not planning for SL2 to be a mushroom, I'm just going to keep things simple and do a single decked TOMA layout this time.



3. MRH finally has its own office space again! The temp tables you see here will soon be replaced by real desks.



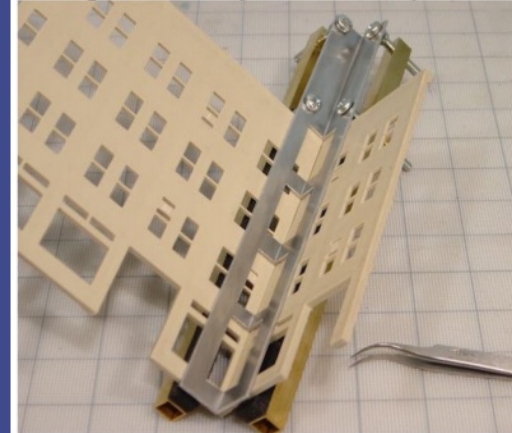
4. My latest plan for the steel outbuilding has 822 + 50 or about 872 sq ft for layout space. Siskiyou Line 1 fit in 810 sq ft, so I actually have a bit more space for SL2.

Please tell your buddies about us!

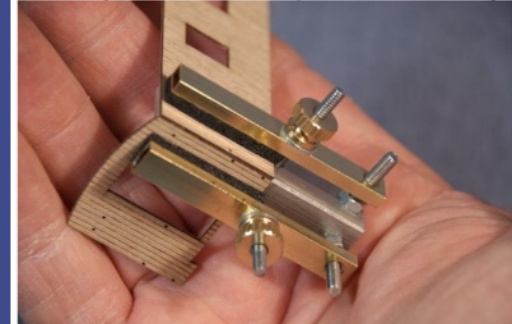
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The 2023 reader survey mentioned last month is now available to take, just visit this link:

WEB: mrhmag.com/mrh-2023-reader-survey

We're planning to do a free drawing at the end of the survey and give away some prizes. We'll be giving away three 10" Android tablets and a free lifetime subscription to MRH Running Extra and TrainMasters TV.

This survey gives us a lot of insight into what topics interest you the most. Knowing that, we can deliberately commission articles and videos on the topics of most interest. Please feel free to make comments – if someone suggests a topic we think would be helpful to the hobby regardless of how popular it might be, we may go ahead and do an article/video on that as well. ☑

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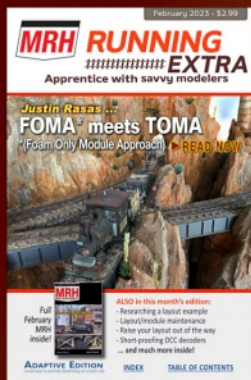


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Best of the

MRH FORUM

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THIS MONTH

Model Railroad Hobbyist | February 2023

Compiled by **JOE FUGATE**



Scratchbuilt grain auger

MRH forum member **Rockcity** (Bill M.) wanted to model a grain auger and he came up with a clever solution using the core of an old ink pen. Bill posted a video slide show to illustrate the entire process of using the ink pen for this build. Bill goes on to say:

"Another thing on the list to not throw out: empty ink pens!"

Yes, a most clever solution, indeed.



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

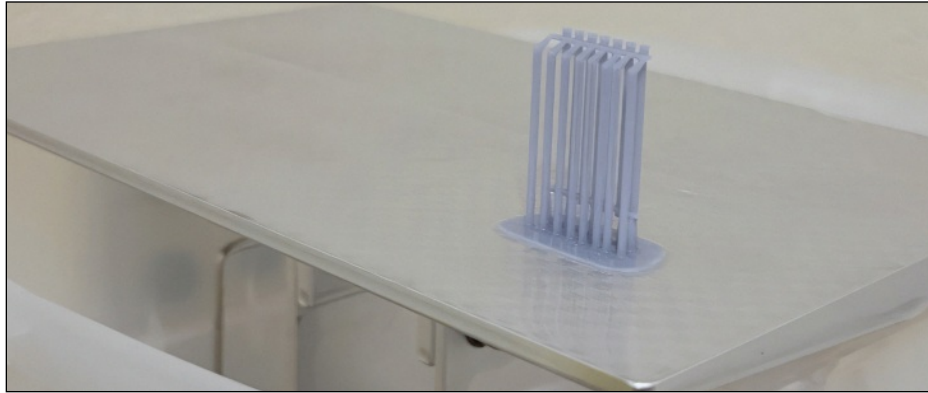
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BEST OF THE MRH FORUM | 2



1. MRH forum member **Pruitt** (Mark P.) struggled with getting good 3D printed parts with most of his attempts failing. After asking MRH forum members for help, he printed the details above successfully with their help!

3D printing models

MRH forum member **Pruitt** (Mark P.) started a fascinating thread logging his 3D printing woes. Getting a 3D printer involves a lot of trial and error to home in on what it takes to consistently get a good 3D print.

Mark outlined his frustrations with how his 3D prints generally failed, and sought advice on how to get more success. The MRH forum members with more 3D printing experience under their belt came to Mark's aid. Mark reported his results:

"And finally - success... I think I'm off and rolling. Thanks for all the suggestions and support, everyone. I printed these oil drilling pipe racks yesterday [1]. I think I'm getting the hang of it!"

Anyone who may be struggling with 3D printing problems needs to check out this thread!

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



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2. *MRH* forum member **billgill4** (Bill G.) modeled this amazing finely detailed HO scale broom.

HO scale broom

MRH forum member **billgill4** (Bill G.) posted this photo of the HO scale broom he made. Bill was thrilled with the result (it does look quite good), until he realized he has a problem:

"After finishing the broom I realized that the handles on all the shovels, rakes and other hand tools that will be displayed near the broom now need their 6" thick plastic handles replaced too."

That's the rub, isn't it. Once you venture into accurate, finely detailed models, you suddenly notice how crude all your other models are!

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

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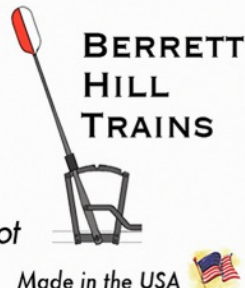


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3. MRH forum member **thewizard1** has a thread about detailing an old shop building. We love this doghouse with the license plate roof!

Old structure makeover – junk yard build

MRH forum member **thewizard1** kicked off a photo-rich thread about modeling an old shop building scene with lots of details:

"I have had this FSM structure sitting on a shelf collecting dust for over 20 years. Sometime I build with a plan, sometimes I just go with it and see where it goes. On this project, I'm just going to see where it goes."

From there **thewizard** takes us through the entire journey in photos as he constructs details for his structure scene. Many of the details have a fun side to them, like the doghouse above [3].

In addition, he adds lighting to the scene, as well as shows us how he details the larger scene to give the building a junk yard setting.

See all the fascinating details on the full thread!

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

What's on your workbench this month ...

Every month, there's a what's on your workbench thread. The most recent thread has some great projects, as we show below.

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

4. MRH forum member **gmpullman** (Edmund T.) has started a bulk weathering project and he's posted several photos of his work. Here is one of several eye-candy photos of this project. Weathering really brings your fleet together with a cohesive look.



5. We found this loco kitbash and finishing project caught our eye. Much to our surprise, it's another **gmpullman** project! He mentions how he's always wanted to model one of the Penn Central "slap dash" E unit locomotives, so he kitbashed a LifeLike P2K E-unit and then painted it to look suitably worn. Nice work!



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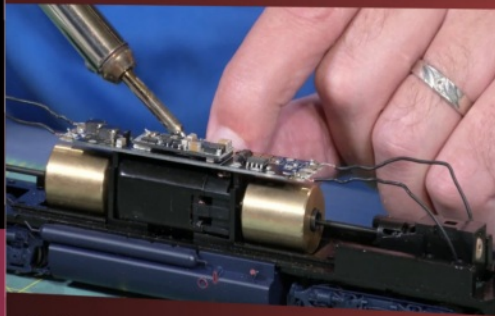
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WHAT'S NEAT

column



Model Railroad Hobbyist | February 2023

KEN PATTERSON COVERS THIS MONTH:

- KEN BEGINS A FOUR-PART SERIES ON BUILDING A SECTIONAL LAYOUT
- KEN INTERVIEWS BACHMANN'S LARRY HARRINGTON



THIS MONTH INTRODUCES A FOUR-PART SERIES ON BUILDING AN HOn3 sectional layout. Larry Harrington then joins Ken to show some upcoming products from Bachmann Trains.



click to play video

PHOTOS AND VIDEO OF SUPERB MODELS

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Building a narrow-gauge railroad, part 1



1. Ken had some extra wall space, so he decided to build a 1'x8' shelf layout to provide a destination for his narrow-gauge trains.

in the **JANUARY 2023 MRH RUNNING EXTRA!**

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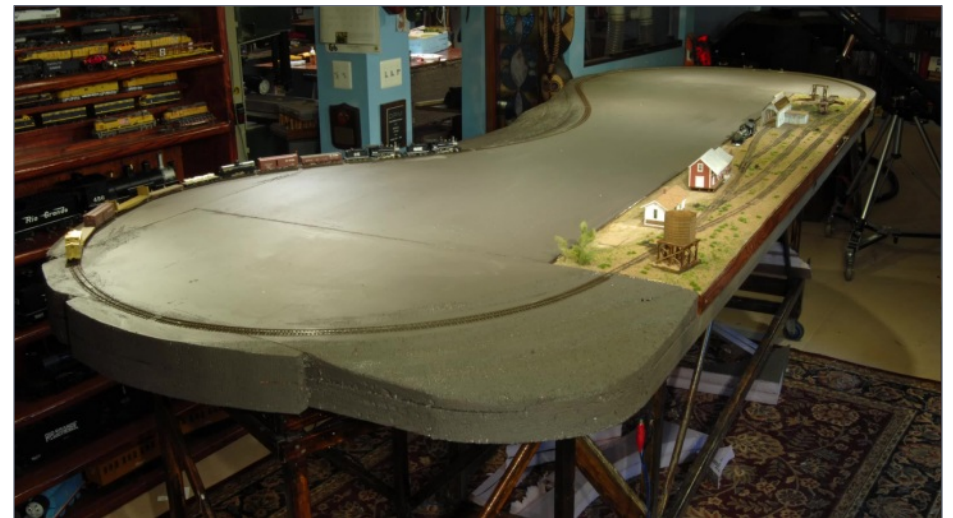


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2. After finishing the shelf layout, Ken will show us how to build a 5'x12' layout that the shelf layout module – or other modules – can slide into.



3. Ken is going to demonstrate his construction techniques in detail from bare foam to finished layout.



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4. Starting with a painted sheet of foam, Ken roughs-in where the tracks will go.



5. Ken has an interesting way of determining how long he needs his turntable to be – he compares the length of his longest locomotive to a plate from his kitchen, which he will then use to draw the outer circle of the turntable pit.



6. Ken quickly cuts the turntable pit with a router. This is a two-step process, with one cut for the deep center of the pit and another for the shallower outside edge.



7. Ken uses a mix of Shinohara turnouts and MicroEngineering flex track for his layout. Here he is using Liquid Nails to glue down his track, having first soldered it together.



8. After the Liquid Nails dries, Ken weathers the track with brown spray paint from Krylon's Camouflage line. He'll use sandpaper and other track-cleaning products to clean off the top of the track. Note that he's taped over the points of switches to avoid getting paint in them.



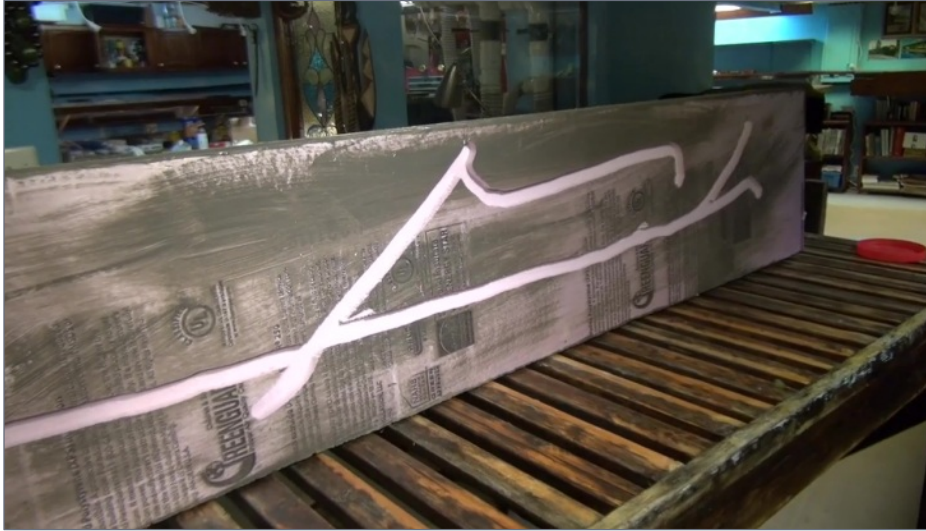
9. Ken adds sifted dirt from his yard to start forming scenery.



10. After the dirt is laid in and some ground foam foliage added, Ken soaks the entire layout in Woodland Scenics Scenery Cement.



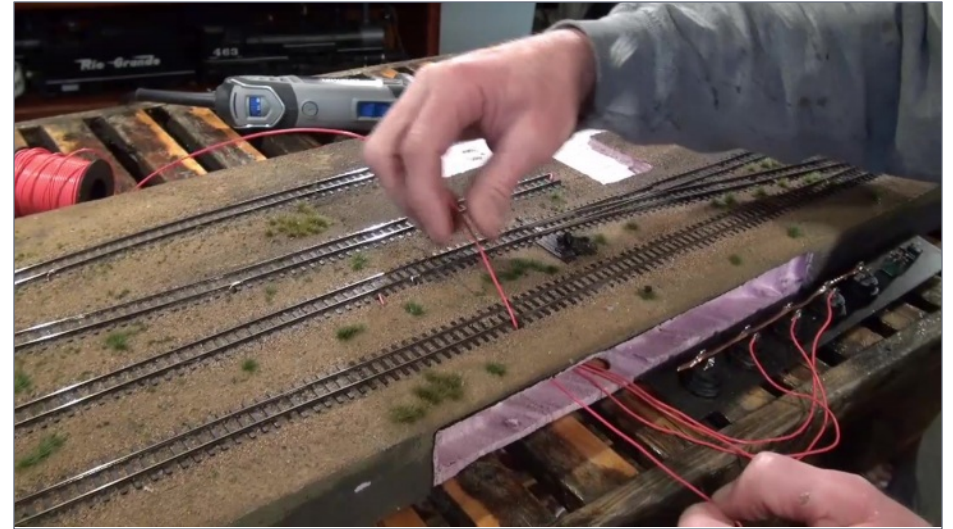
11. Ken likes to be able to turn power on and off to individual tracks, so he created this Plexiglas control panel. The two silver toggle switches control track polarity or phase to the turntable and lights for inside structures.



12. The wires between the track, turntable, structures, and control panel are run in routed-out tracks on the bottom of the layout.



13. External power comes from a 1/4" microphone jack installed in the end of the layout.



14. Holes for track feeders are punched with 1/8" tubing through the foam into the wire tracks on the bottom or directly into the control panel recess seen here.



15. Ken uses Great Stuff Pro foam to fill in the wire tracks on the bottom of the layout. This keeps the wires out of the way and ensures that they won't catch on anything when the layout is moved.





16. After waiting a couple of hours for the Great Stuff foam to dry, Ken uses a handsaw to cut it flush to the bottom of the layout. Part 2 of the layout construction video will run in the March "What's Neat."



17. Larry Harrington of Bachmann had samples of several upcoming products to show Ken. The first is this HO scale ACS-64, representing Amtrak #662 which has been wrapped in graphics promoting TrainSim World 2.



18. Already available in other scales, Bachmann's bouncing heads horse car, as well as a cattle car and Christmas reindeer car, are coming to N scale.



19. Finally, Bachmann will be releasing a new shorty caboose, based on ones used by

the Missouri Pacific and other railroads. Southern Pacific #1 was intended to be the prototype for a new caboose series, but ended up as the sole C-50-10 series caboose.

To see all of Ken's construction tips and methods as he puts together a new layout and the upcoming products from Bachmann, click on the video link at the beginning of the article. ☑



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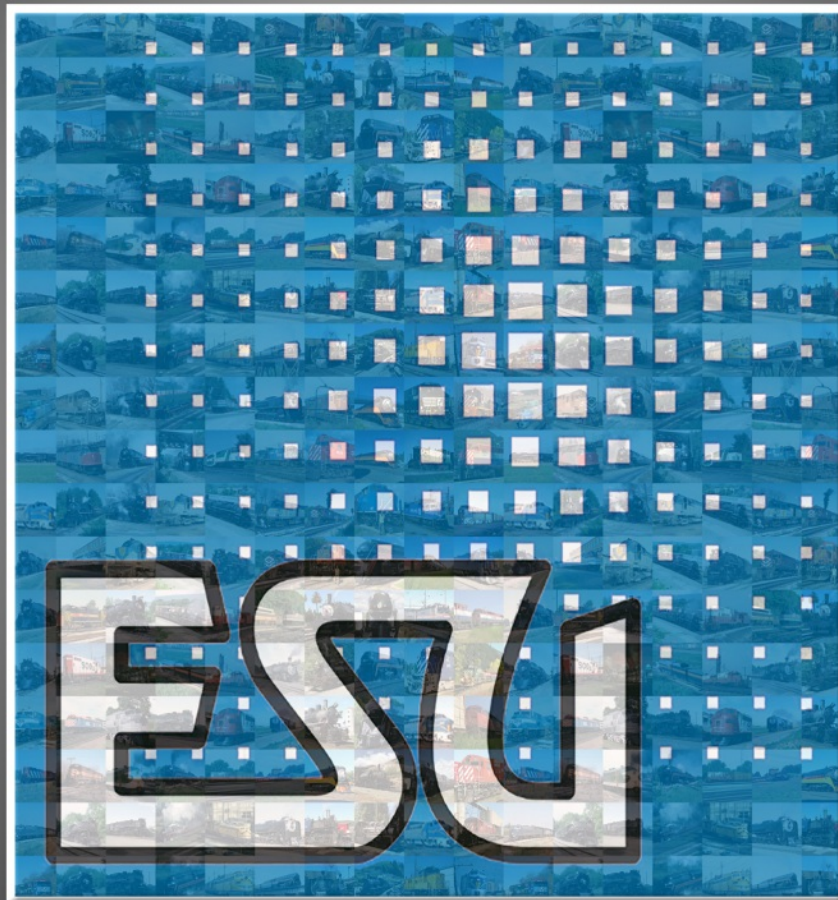
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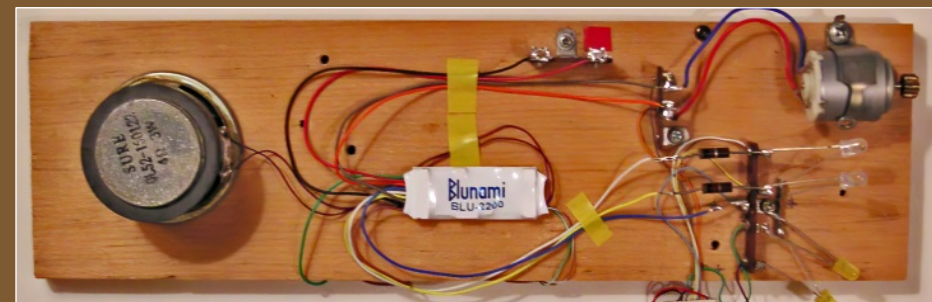
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DEVELOPING THE SOUNDTRAXX BLUNAMI



Electrical
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1. The initial bench test module for the Blunami.

Model Railroad Hobbyist | February 2023



ROBERT WALKER FROM BLUERAIL TEAM DISCUSSES
COLLABORATIVE TESTING OF THE BLUNAMI ...

**THE SOUNDTRAXX BLUNAMI SERIES IS AN
ADVANCED CONTROL SYSTEM THAT** integrates the
well-established BlueRailTrains wireless Bluetooth control
format with SoundTraxx DCC decoders. The name Blunami is a
combination of the Blu from BlueRailTrains and Tsunami. This
new product offers one of the simplest engine installation
formats with a complete array of operating features.

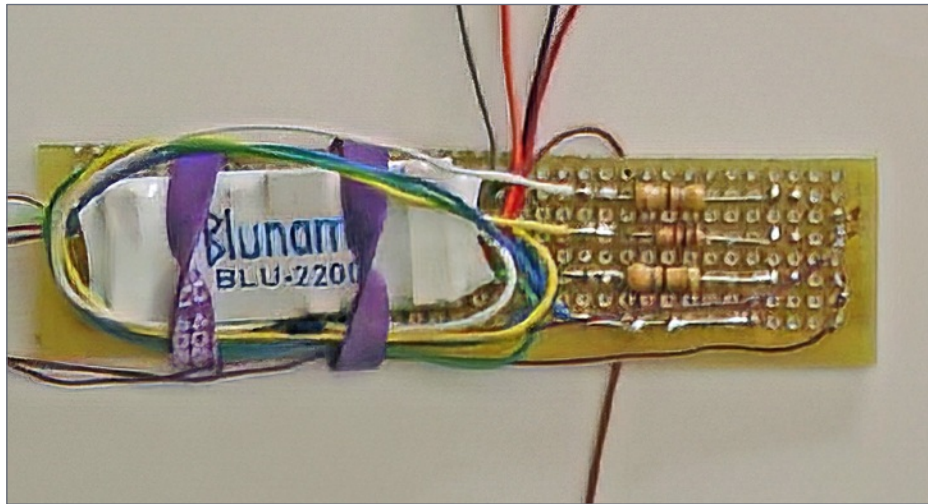
When operated in a conventional layout DCC signaling format, it
functions as a standard DCC decoder. It is unique in that it can also
be accessed wirelessly via Bluetooth using the new Blunami

DEVELOPING THE SOUNDTRAXX BLUNAMI | 2

smart device app, which is based on the well-seasoned BlueRailTrains BlueRailDCC app.

It combines ease of installation with a single module to mount and hook up, an extensive feature library with improved user access, and total compatibility with battery power. This makes Blunami an excellent product to satisfy many attributes modelers cited as key for a worthwhile control system upgrade. My test results with this new product went well.

As recommended by SoundTraxx, the Blunami module was first tested in the setup shown in [1]. With a 12VDC power supply, we tested all operating elements, including motor control, sound output, and forward/reverse headlight operation. This is a highly recommended first step for any locomotive control system upgrade project



2. Our second test was on a small perf board. The gray and orange wires went to the motor, the red and black to the power supply. From top to bottom, the resistors went to the front headlight, rear headlight, and FX3, with the function common wire at bottom. The purple wires led to the speaker connections at the far right of the board.

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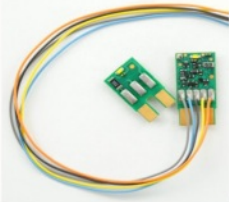
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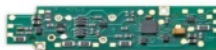
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DEVELOPING THE SOUNDTRAXX BLUNAMI | 3



3. We used a Williams NW-2 diesel as our test bed for the Blunami module and battery assembly.

The next step was to mount the Blunami module on a small perf board [2]. It offered convenient terminations for the various light and the speaker connections. It also provided a mounting platform for the 1K resistors for each light feed. The input power and motor drive leads come directly from the Blunami module.

Next, we installed the module in a previously conventional Williams NW-2 diesel in O scale [3]. We positioned the perf board with attached Blunami module directly on top of an 11.1V, 1100mah lithium-ion battery, the primary power source.

The battery fit well directly on the engine frame. We fed the battery power through an on-off switch at the rear of the shell, along with a jack for monitoring battery voltage [4].

Rewiring the previously parallel-wired locomotive motors in series was an important step on the installation. This provided an increased margin in the Blunami module's motor current requirements and offered smooth motor control.

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4. Our NW2 test unit with the voltage monitor at far right.



J. Regier

SPECIAL CONSIDERATIONS FOR O-27 LOCOMOTIVES

Robert's NW2 test locomotive was built for three-rail O-27 track, which typically supplies AC power. Williams uses DC motors in its locomotives, so they will work with the Blunami, but AC motors will not. Make sure you are working with a DC motor, and that your motor is properly isolated.

The BLU-2200 decoder Robert used in his installation is rated at 2.0 amps. It is advertised as being compatible with HO or small S scale locomotives, though not for O scale or larger. For large scale locomotives, Soundtraxx recommends its newly introduced BLU-4408 decoder, rated at 4.0 amps.

Robert's completed NW2 uses a lithium-ion battery for power, not the track. If you are running three-rail O scale and want to use track power, Robert has provided instructions for installing a rectifier and voltage regulator on the Bluerail website: bluerailtrains.com/running-bluerail-on-3-rail-ac-track-power.

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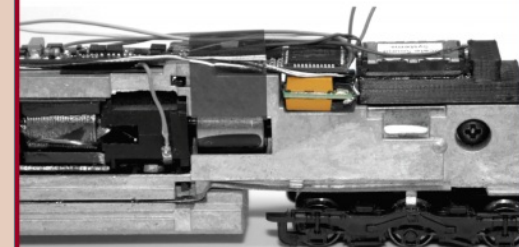


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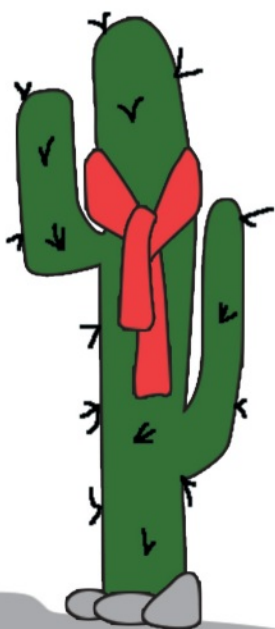
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DEVELOPING THE SOUNDTRAXX BLUNAMI | 5

Running a Blunami equipped NW2 on the layout enabled a complete review of all the Blunami features [5]. There are so many available features it would take another article to describe and discuss them thoroughly.

The smart device Blunami app is a new design that sorts out some of the more commonly used DCC operating variations to provide simplified and easier user access [5]. The installation and user guides available online are excellent sources of information. We recommend the online video tutorials for those interested in this new product.

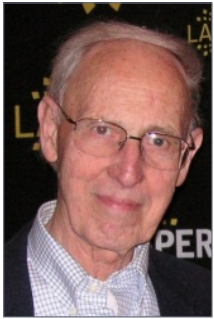
The control systems landscape continues to evolve. All the available approaches, many of which I have tested, seem to work quite well. This benefits modelers with a wide variety to choose from, depending on what is most important in their opinion. Ease of installation and the extensive feature package make the new Blunami quite attractive. ☑

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5. The NW2 is on the test track. An iPad with the Blunami app loaded is at left.

ROBERT H. WALKER



Robert was a member of the BlueRail team that collaborated with SoundTraxx on the Blunami product. Robert shares his unique “backroom” insights into testing and validating the Blunami product. ■

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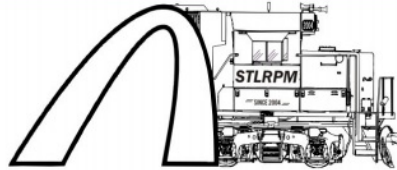
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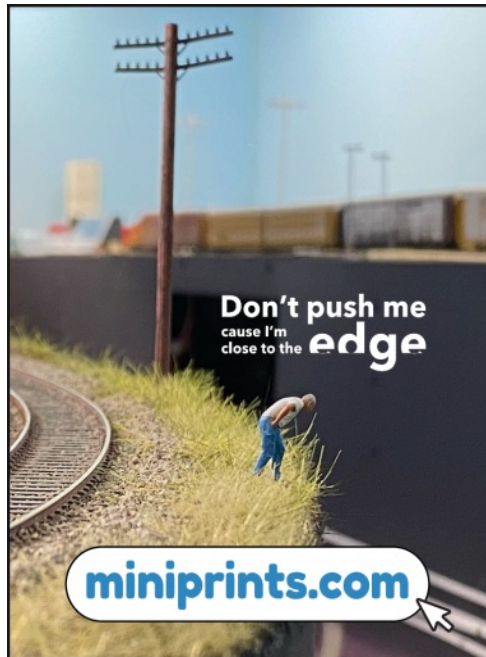
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THE FIRST BRASS MODEL I PURCHASED AS A TEENAGER WAS a NWSL 2-6-2T in HO scale. I upgraded it years ago with a Sagami 16x20 can motor with flywheel and a Lenz non-sound decoder. This was a powerful, smooth-running setup that worked well for a long time.

MOTOR SELECTION

The 16x20 Sagami has a no-load 12V DC speed of 16,800 RPM. That is crazy fast for a small logging-style locomotive! I had to substantially dial down the maximum speed CV to get it to behave.

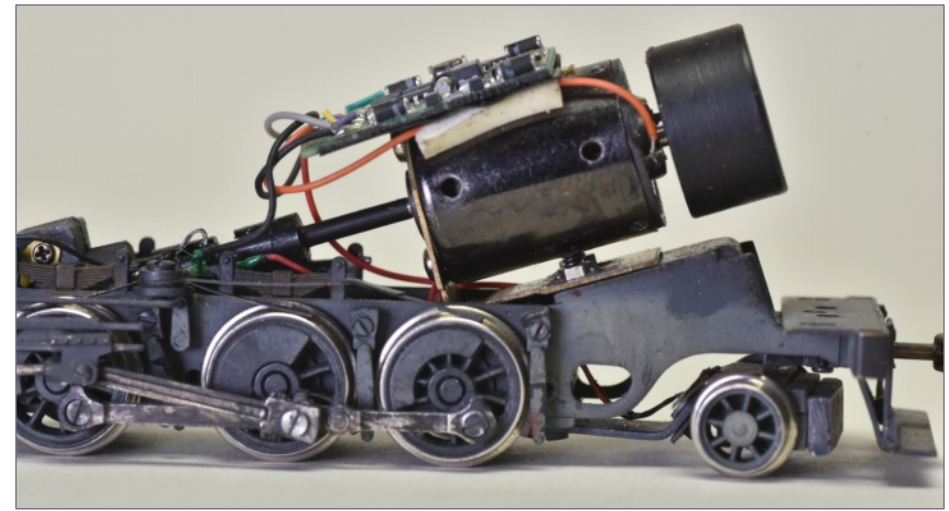
I bought a new motor on eBay per a friend's recommendation. The six-pole motor claims a high torque rating, and about 4000 RPM on 12V DC without load. The motor is extremely smooth running.

The new motor is about 15mm square by 21.8mm long, with a 10.7mm x 2mm shaft. Its body has the following identification on two lines: SE15HOSLTP, and 22613K1A1.

There are numerous eBay options for this kind of motor and the numbers vary somewhat, but the motors look the same and have the same general specifications. For more information, visit www.aliexpress.us/item/3256802122551386.html?gatewayAdapt=glo2usa4itemAdapt&randl_shipto=US.

NEW MOTOR MOUNT

Step one was removal of the old motor, flywheel, and Lenz decoder [1].



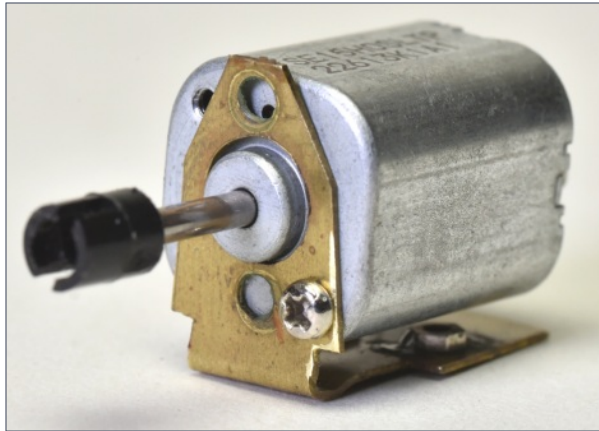
1. The “original replacement” Sagami motor, flywheel and Lenz decoder were a good fit inside the loco.

I unsoldered the decoder wires and unscrewed the brass motor bracket from the frame. I could have made a new bracket, but the old one worked fine after I drilled a new 2-mm hole to accommodate one of the two possible mounting screws [2]. Using two screws would be ideal but one seems to do the trick.

The new motor shaft was a bit shorter than the old one. The original NorthWest Short Line (NWSL www.nwsl.com) dog-bone shaft was not long enough to connect the universal cups on the motor and gearbox shafts. I needed to make a new drive line.

I used a coarse file to knurl or “roughen” some 2mm shaft stock [3] by moving a file back and forth, rolling the stock, with it resting on a wood scrap, and the file perpendicular to the shaft.

The NWSL horned balls are made from slippery engineering plastic, like Delrin. The rough spots on the 2mm shaft [4] help it securely grab and hold the horned balls.



2. I drilled a new 2mm hole in the original motor bracket for the Sagami to secure the new square can motor.



3. Knurling the new 2mm steel drive line shaft is a good way to ensure the NWSL horned balls don't slip once installed. I moved the file perpendicular to the shaft.



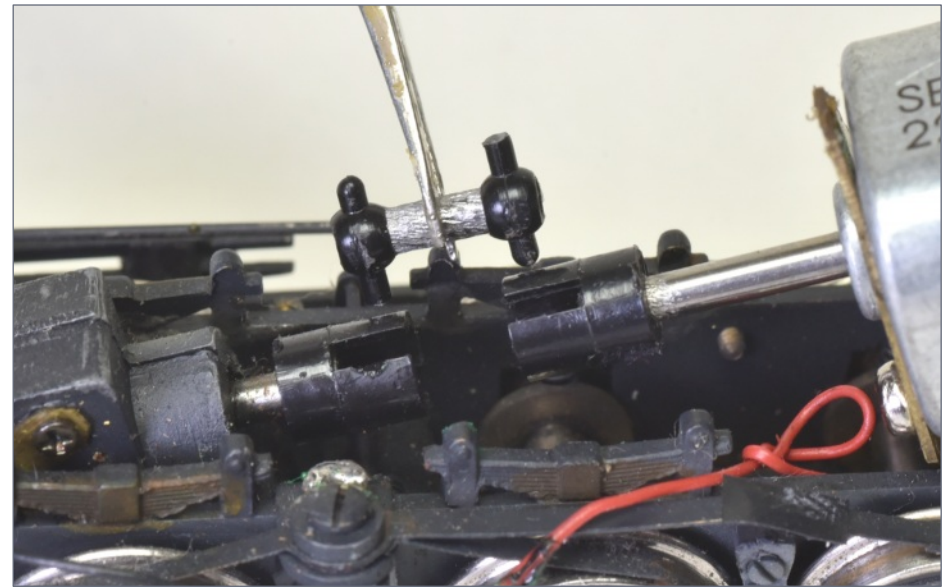
4. The shaft end looks chewed up, but the texture keeps the horned balls in place.

I cut the new shaft about 9mm long [5]. After installing the horned balls, the new drive line worked fine [6].

A look inside the loco body revealed a modest amount of available space [7]. I had to remove some of the extra lead weights, but not enough to seriously affect traction.



5. It's not much longer, around 9mm, but the new drive shaft is suitable to replace the too-short NWSL shaft.

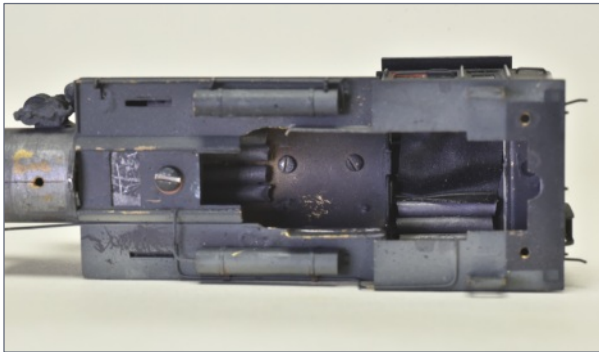


6. The new drive shaft was just right.

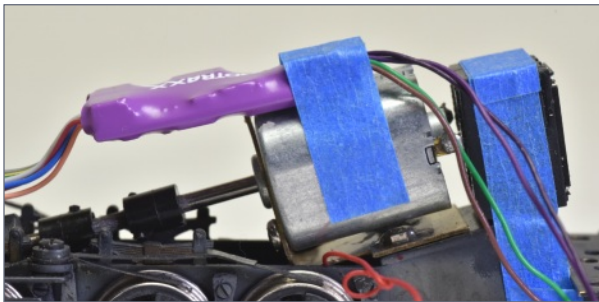
I used a TDS SuperSonic Mini 15x11 speaker and its designated enclosure (tonystrains.com/product/tds-supersonic-mini-15-x-11-mm-speaker-sugar-cube), and painter's tape to loosely fasten it and the decoder in place [8].

It sounds great! The speaker placement was a slam-dunk because it occupied the same space as the flywheel in the original setup [1] and the decoder likewise filled the same spot as before.

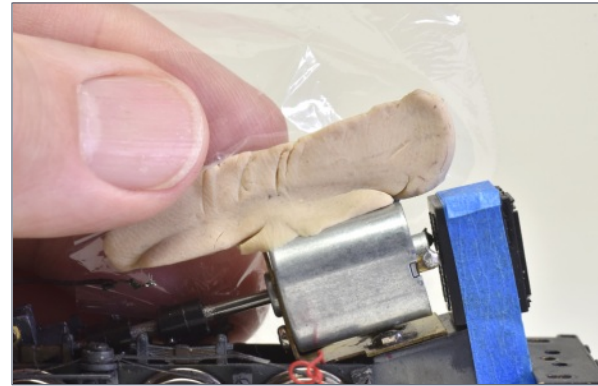
I knew the decoder would fit the same space as the original, but wanted to verify the remainder of the interior vertical clearance. To do that I placed a thin chunk of clay on the motor and speaker area, topped by a small chunk of thin plastic so the clay wouldn't stick in the body [9].



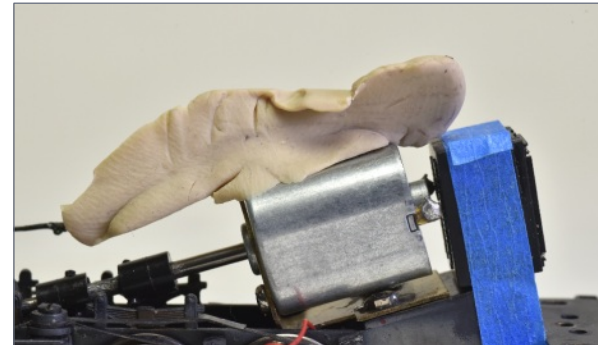
7. Available space for the DCC hardware.



8. Blue painter's tape is my go-to for temporarily holding hardware like the sugar cube speaker and Tsunami decoder in place for test-fitting.



9. I use a small blob of modeling clay to check interior clearance in the loco body.



10. The squished clay reveals the shape of the body interior to indicate available clearance.

Loosely installing the body and removing it squished the clay down to match the inside dimensions [10]. This gave me an approximate idea of what would fit.

Finding a spot for the Keep-Alive unit was next. I placed the new Soundtraxx Tsunami 2 TSU-1100 decoder in the same location as the original Lenz model [11], but the Train Control Systems (tcs-dcc.com) Keep-Alive, piggybacked on the decoder, didn't work.

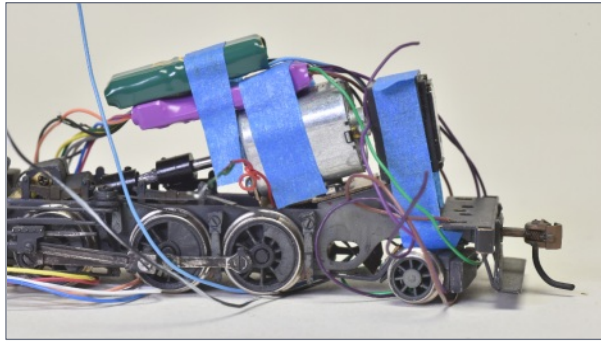
TEST, ALWAYS TEST FIRST

Before getting too carried away with the install, I always test the decoder functions [12]. It's a lot easier to change things early on

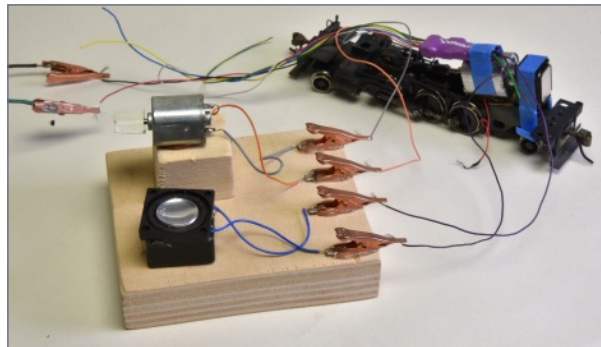
than after installation. My test unit includes a quiet motor with a piece of white tape on the shaft so I can easily see if it's rotating, plus a speaker. Micro alligator clips make attaching the decoder wires a snap.

With the red and black decoder wires connected to the rails, it's easy to determine that the decoder is in working order. I don't use a bunch of lights or other features, so I don't include those on the tester.

I attached the Tsunami decoder to the motor with Shoe Goo, a shoe repair adhesive I use for many railroad projects [13]. Shoe Goo sticks to metal and plastic like crazy, and dries quickly. Blue painter's tape held the decoder in place while the glue dried.



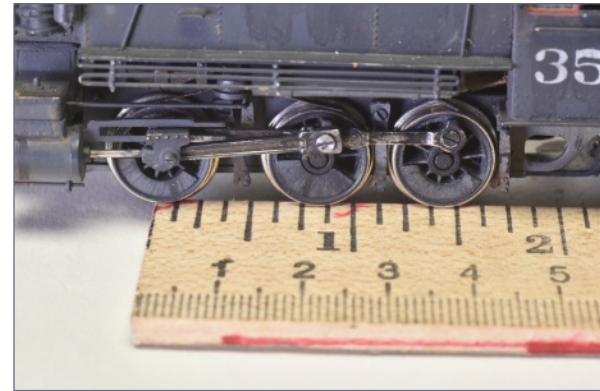
11. A follow-up test-fit revealed the TCS Keep-Alive wouldn't fit as shown, so I started looking elsewhere for space.



12. My motor and sound test unit. You could add lights or whatever functions are part of your loco install projects.



13. Shoe Goo, available at big-box hardware stores and shoe stores, is wonderful stuff for multiple purposes.



14. This 2-6-2T has just under 1-1/2" of electrical pickup so it's a fine candidate for a stay-alive device, in this case a Keep-Alive from TCS.

THE KEEP-ALIVE INSTALLATION

The locomotive's short wheelbase, about 1-1/2 inches [14], made this project a natural for a Keep-Alive installation. With only an inch-and-a-half of electrical pickup, it doesn't take much dirty track to stall this little guy. Of all the stay-alive models available, the TCS model 1454/KA1 seemed the best match.

I hoped to keep the chassis, decoder, and so on as one unit to avoid chassis-to-body wiring. That didn't work out.

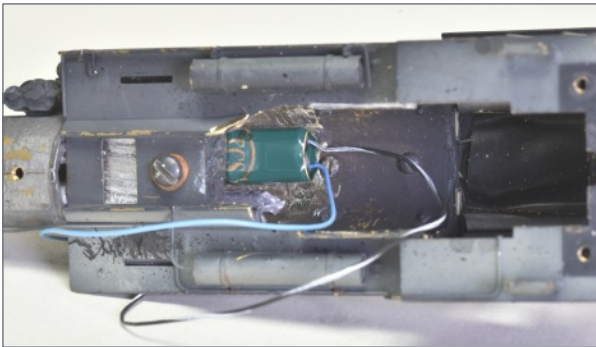
I found a good spot for the Keep-Alive above the factory boiler weight, next to the boiler [15]. This called for some minor filing of the top of the weight to increase clearance to slide the Keep-Alive forward.

WIRING AND MORE TESTING

Wrangling and connecting the tiny wires that are part of today's modern decoders can be a challenge. You can manage just fine if you take your time and work slowly.

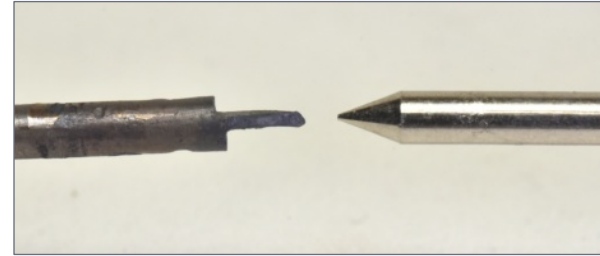
Some time back, I had to solder the leads to a motor's terminals that were tightly packed between the motor and flywheel. To do this, I filed a 25-watt pencil-type soldering iron tip flat to create a narrow tip that can reach into tight places with ease [16]. There was more space available this time, but the narrow tip still came in handy [17].

After attaching the motor and speaker wires, I tested the decoder again to ensure all was well before proceeding with more wiring. I do frequent hardware tests as I work on a project, as it's easier than waiting until the job is done and discovering something is amiss [18].

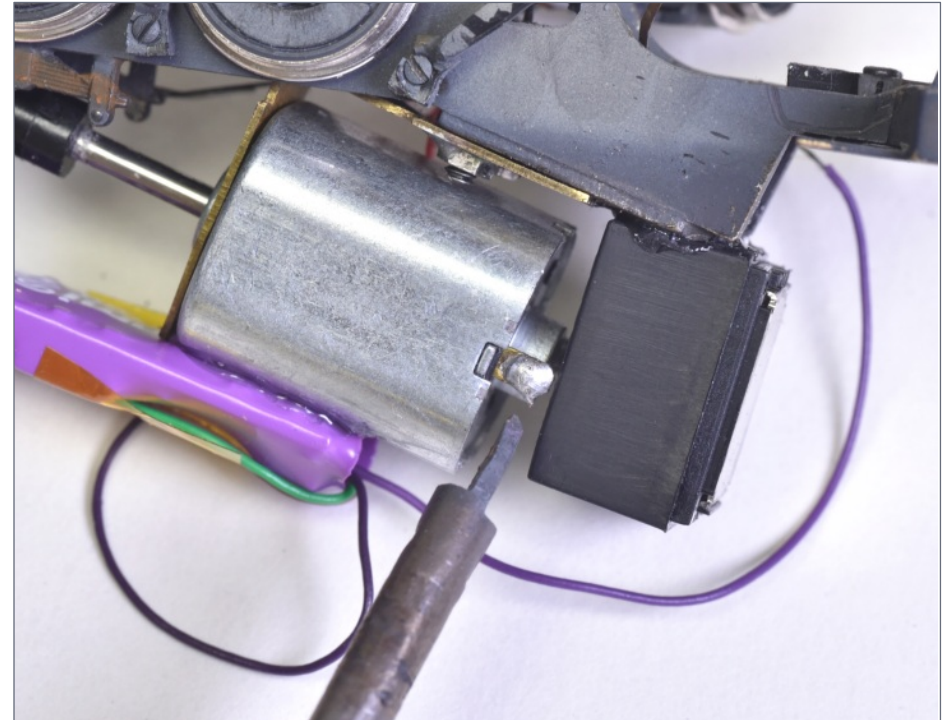


15. The Keep-Alive is tucked between the boiler weight and the top of the boiler.

I use extra-small heat-shrink tubing when joining the wires after soldering. Kapton tape helped me keep the wires secure and away from moving parts.

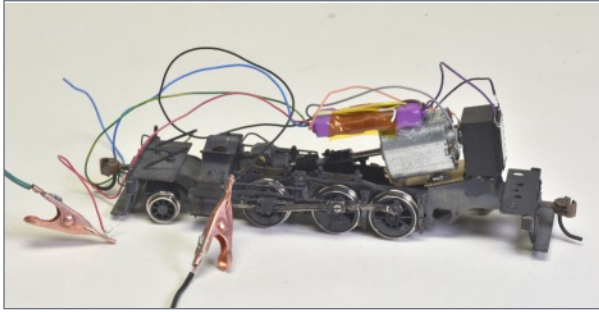


16. I filed the now well-used soldering iron tip to a thin blade (left) to safely reach tight spaces.

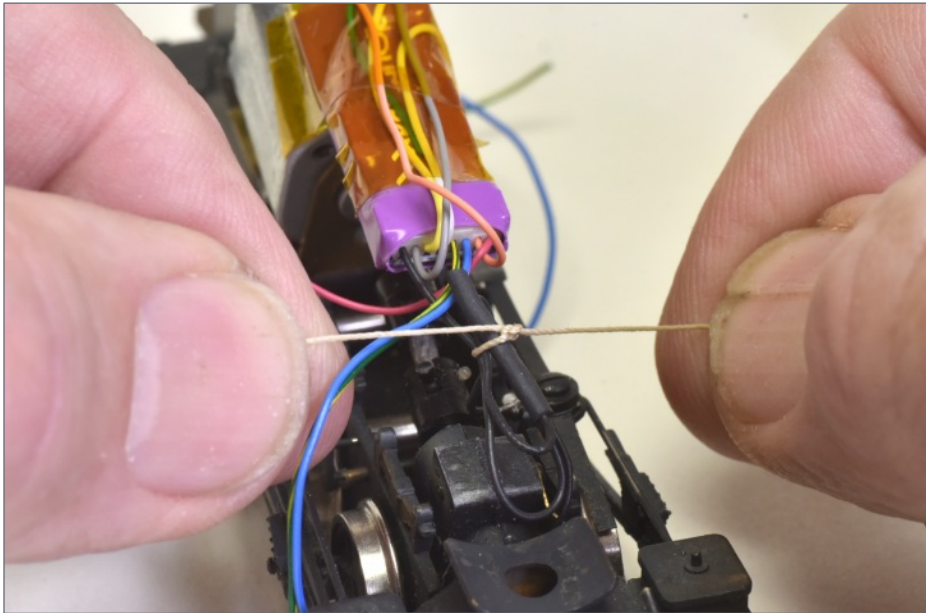


17. Tight clearance was not a problem while attaching the motor wires from the decoder, but it still helped me to avoid the speaker enclosure as a nearby meltable item.

I also use sewing thread to help bundle wires [19]. Thread is flexible and doesn't take up much space. A couple of knots and a dab of extra-thin ACC secures the thread.



18. Testing the motor and speaker with the wires attached.



19. Wrangling and managing the decoder wires in a tight space requires some fiddling. I use sewing thread, with the knots secured with thin ACC, to help bundle the wires and keep them away from moving parts.

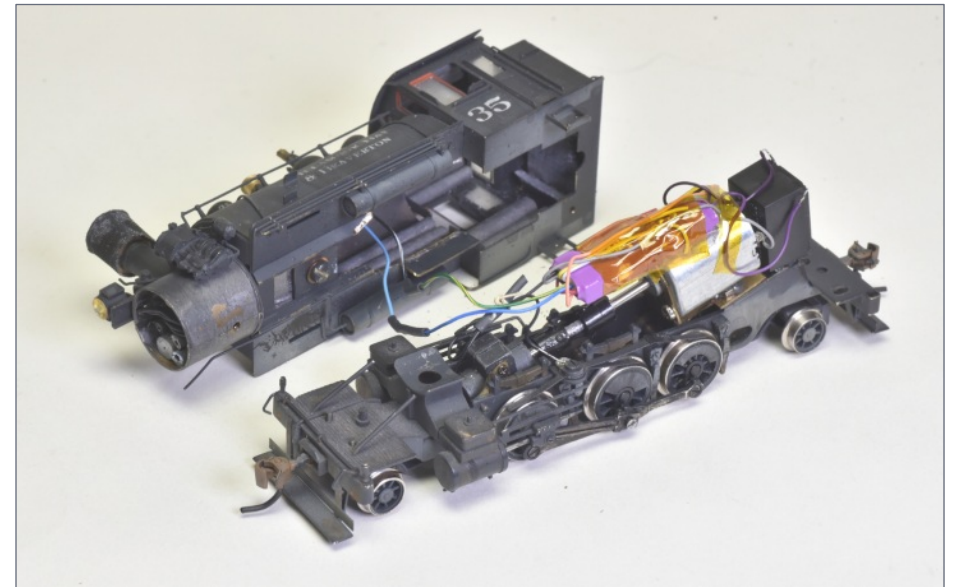
WRAPPING UP

The finished ready-to-be-reassembled locomotive is a typical semi-mess of wires and Kapton tape [20]. In this view I still needed to bundle and route some of the wires so when the loco body is installed, nothing interferes with the moving drive line.

Before securing the body in place, I set the chassis on the rails and laid the body on an adjacent foam pad. This allowed me to do a final test with everything installed and connected.

This also allowed me to make the initial sound level, whistle, and bell choice settings. I would further readjust them after some operating time.

Installing all the hardware needed for a sound-equipped locomotive may seem daunting at first, but boy, is it worth it! A proper motor is likewise a great investment for the model's operation.



20. With the installation complete the last step is a final test before buttoning up the model.

The first time you fire it up and it moves and makes the proper sounds, the model come to life [21]. The new motor and decoder-related hardware in this 2-6-2T made all the difference.



21. Tillamook Bay & Beaverton 2-6-2T no. 35 spots cars at the coal dock.

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JEFF JOHNSTON



Jeff, a video producer and host of RVing Today Television in the recreational vehicle industry, has been an HO scale hobbyist since his childhood days. His articles and photographs have appeared in the major model railroading publications, and he authored "The MDC Shay Handbook" with Oso Publishing Company. He and his modeler wife Pam model the Sugar Pine Lumber Company/Minarets & Western Railway circa September, 1927. Their double-deck layout occupies a 10 x 24 room with their side-by-side workbenches next door. ■

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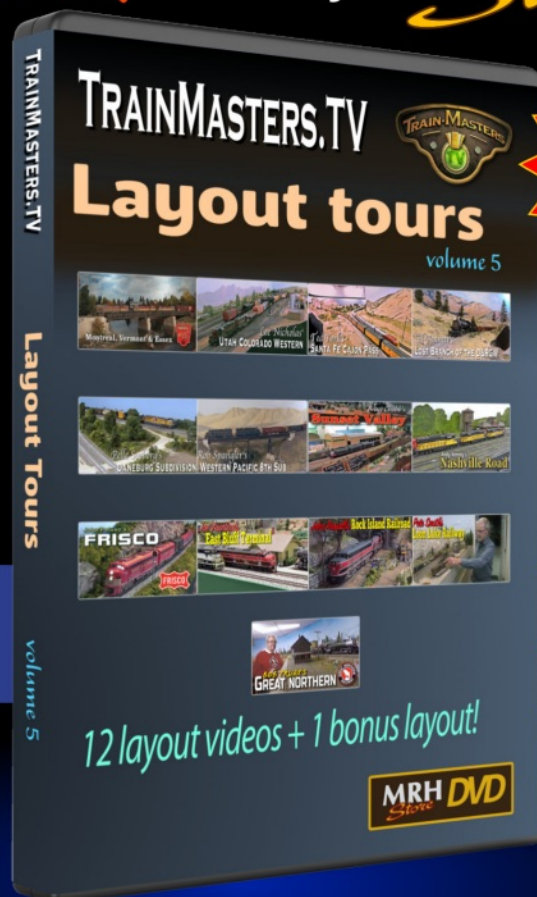
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Repairing finished trackwork



1. Nicholas & Ashley Creek Ry. consolidation no. 35 rolls over a newly repaired transition.

Model Railroad Hobbyist | February 2023



MICHAEL ANTEAU FIXES A VERTICAL KINK IN FINISHED, BALLASTED TRACK ...

THERE ARE MANY METHODS FOR LAYING AND BALLASTING MODEL RAILROAD track. Each has benefits and drawbacks, and a search of any modeling forum will find hot debate on the topic.

On my HO scale Nicholas & Ashley Creek Ry. I use white glue to affix the cork roadbed, track, and ballast. I use full-strength glue for the roadbed, and fasten the track with a thin line on the bottom of the ties. I hold the track in place with pins or spikes while the glue dries.

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REPAIRING FINISHED TRACKWORK | 2

Finally, I fix the ballast in place by spraying it with “wet” water and dribbling on a 60/40 mix of white glue. When dry, the glue and ballast hold the track firmly in place.

I have used this method on many layouts, and it makes changes easy. Saturating the track with “wet” water and waiting about 15 minutes will soften the glue so the track can be moved or removed. I removed all the track and switches from a 12'x14' layout undamaged in this manner for reuse on my current layout.

I have three coal mines on the N&AC, and I wanted the siding to drop below mainline track level for one of them. I thought I had a smooth vertical curve when I laid the track. But after ballasting the track and adding scenery, I found a sharp vertical kink where the siding joined the switch [2].

I didn't discover the problem until I tried running a 2-8-0 over the joint. Smaller wheelbase locomotives, including a 2-6-6-2, negotiated the kink, but the Consolidation lifted and derailed. To fix the issue, I needed to raise the siding so the transition would be smooth and gentle.



2. This vertical kink caused longer-wheelbase locomotives to derail.

REPAIRING FINISHED TRACKWORK | 3

Preparing to fix the siding transition was simple. I cut cardboard shims of various sizes from a cereal box for use as supports for the raised track [3]. I also covered the electronics mounted directly below where I would be working with plastic to prevent water dripping down [4].

I began the repair by soaking the track with a spray of “wet” water, which I made by adding a couple of drops of dish detergent



3. Cardboard shims to support the lifted track. Cereal boxes provide a free source of cardboard for many projects like this, including track shims, structure mockups, road bases, signs, spray paint baffles, and more.



4. I used plastic dropcloths to protect the electronics for signals from water drips.

to a spray bottle [5]. It was easy to control the spray and contain it to the track and ballast, avoiding the surrounding scenery.

When the ballast was loose around the track, I slipped a putty knife under the ties and gently pried up the track [6]. I was happy to see the ballast stayed between the ties. I left it in place to make re-ballasting easier.

I slipped cardboard shims under the track in several places, moving them back-and-forth until they removed the kink at the turnout and created a smoother vertical curve [7]. This took a little trial-and-error. The smaller shims proved the most useful in creating a smooth curve.

I tested the new track shape by running my 2-8-0 back-and-forth over the transition and all the way down to the mine. When I was satisfied that the new contour was smooth and I had no derailments, I left the track to dry. There was still enough original ballast to hold the track in its new shape.



5. I resprayed the area three times with wet water, allowing it to soak in for about 10 minutes each time. This loosened the ballast and track without disturbing the roadbed or surrounding scenery.



6. Gently prying up the track and old ballast with a putty knife.



7. Slipping cardboard shims under the track.



REPAIRING FINISHED TRACKWORK | 6

After the repair had dried for 24 hours, I applied new ballast to fill in the ballast contour and repair the scene [8]. Once the repair was dry, I again tested my 2-8-0 to find the performance smooth and flawless. With a little weathering, my track repair was complete. ☑



8. The repaired track is ballasted, and trains run smoothly again.

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REPAIRING FINISHED TRACKWORK | 7

MICHAEL ANTEAU



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

Michael was first bitten by the model railroad bug watching his dad's Lionel trains, and he built his first 4x8 layout at the age of ten. Michael is now working on his "dream" layout, a prototype-freelanced coal hauling railroad set in transition-era West Virginia.

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



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LOOK column

Model Railroad Hobbyist | February 2023



Run like a Dream: Rolling stock

Model Railroad Hobbyist | January 2023

JEFF PALMER REVIEWS THE SECOND VOLUME OF JOE FUGATE'S *MAKE IT RUN LIKE A DREAM* SERIES ...

JOE FUGATE CREATED HIS *MAKE IT RUN LIKE A DREAM* series of books to bring together the best advice, experiences, and practices of experts from around the hobby. In his first book on trackwork, Joe refers to this as "tribal knowledge," the sort of knowledge and wisdom that some in the hobby have amassed through experience, but which are easily lost if nobody writes it down.

Rolling Stock is the second book in the series, published in 2018. Joe discusses the best practices and experiences on how to give your rolling stock the repeatable, reliable performance you desire. Topics include car weight, trucks, wheel sets, couplers, and more.

We've all had cars that do not perform well for one reason or another: some derail when coupling, others pick turnout frogs. Still others

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seem to derail for no apparent reason. Get out your yellow markers and start making notes as Joe shares knowledge about rolling stock.

Rolling Stock is organized into these chapters:

Chapter 1: Refining the dream: Minimal variation

Chapter 2: Preventative: Testing your equipment

Chapter 3: Preventative: Wheels and trucks

Chapter 4: Preventative: Couplers

Chapter 5: Preventative: The car body

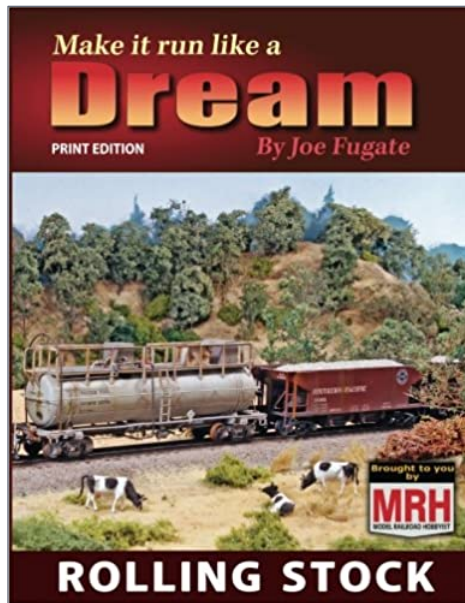
Chapter 6: Preventative: Car weight

Chapter 7: Car maintenance: Doing a regular checkup

Chapter 8: Diagnosis and debugging

Chapter 9: Other rolling stock considerations

Most of us buy our cars ready-to-run, or requiring minimal assembly before hitting the rails. But what about those cars we've owned for a while that have become aged and worn? Those out-of-shape, grungy cars can benefit from a little attention, just like our layouts.



1. *Make it Run Like a Dream: Rolling Stock* cover.

CHAPTER 1

Chapter 1 opens with a reminder from Mike Confalone (Allagash Railway): “Good performance doesn’t happen by accident.”

It continues with advice from W. Edwards Deming: “Don’t select a product primarily based on price tag. Instead minimize total cost. Move toward a single supplier for any one item, based on experience with their product consistency and building a relationship of trust.”

This chapter sets the goal of achieving predictable rolling stock performance. The key to accomplishing this goal is reducing variation, setting standards, and keeping them. In our case, we are talking about car weight, trucks, wheel sets, and couplers, over which we have direct control.

To help us get started, Joe shares a summary of his Siskiyou Line standards, and those of several model railroad clubs from around the country. He supplied links to these clubs, though I found some of the links to be broken in my PDF version of the book. The gist is that establishing standards and keeping them is key to reliable, consistent rolling stock performance..

CHAPTER 2

Chapter 2, or as I refer to this chapter, “The Gathering,” is about collecting the right test equipment to evaluate your rolling stock. You will need a test track, a hand mirror, an NMRA gauge, plate glass, a protractor and angle finder tool, and a scale.

The most fundamental tool is a simple test track. I built mine many decades ago using a piece of flex track [2]. Mine uses a separate rerailer; Joe built his rerailer in. Both work equally well.

How you build your test track is not important, the point is to have an instrument that will provide consistent results. I used clear adhesive chalk to glue my track down. Joe used Insta-Flex+ CA glue [3].

The next tools mentioned in the chapter are a mirror facilitate seeing the underside of a car on the track, and a small sheet of glass to test wheel contact with the track. All need to be in equal contact.



FIRST LOOK: ROLLING STOCK BOOK | 4

I use the mirror for both purposes. I find it allows me to better see the slop on each wheelset.

The NMRA gauge speaks for itself [4]. The real surprise was the use of General Tools' protractor and angle finder. I have often used this tool in construction, but never to help me setup my railcars [5]. This



2. My test track.



3. Insta-Flex+ is available from a variety of vendors like HobbyKing and BSI on Amazon. It's a clear, rubber-toughened CA adhesive.



4. The venerable NMRA gauge.

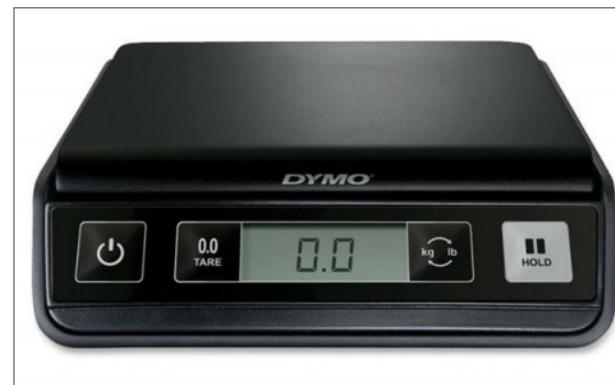
FIRST LOOK: ROLLING STOCK BOOK | 5

instrument can be found where General Tools are sold, including Home Depot, Lowe's, and Amazon.

The last tool on Joe's list is a simple scale. A letter scale from Walmart will work. I used a lab scale left over from the days I worked as a lab tech and chemist intern [6].



5. General Tools protractor and angle finder.



6. I use this electronic scale.



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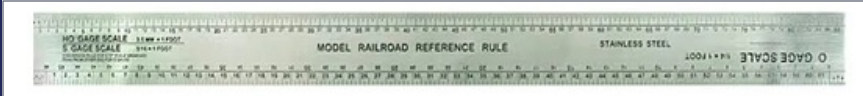
J. Palmer

SCALE RULER WITH WEIGHTS

The one tool I do not see listed is a scale ruler to help determine the appropriate NMRA standard car weight [7]. I know Joe used a paper scale with inches, scale feet, and ounces that he glued down alongside his test track since it was in an illustration on pages 18 and 19.

The simplest way to create a scale ruler for your test track is to print one. Rulers for a variety of scales are available at: www.printablerulers.net/category/hobby. Once printed, add the NMRA standard weight information for every half inch of length and cut it out [8].

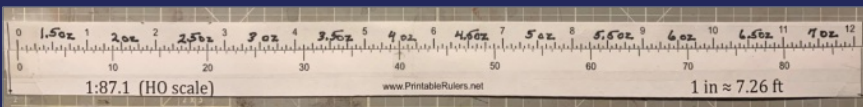
I wanted to set up my ruler so the HO scale ruler and the full-scale ruler would share a common center line, so I left about 1/4" below the 12" ruler side when I was cutting my scale ruler out. I then cut the ruler along the middle, lined them along a common line, and taped them together [9].



7. Commercially available scale ruler.



8. HO scale ruler from www.printablerulers.net/category/hobby. I left 1/4" below the full-scale ruler for optional modifications discussed below.



9. The same ruler as [8] but rearranged so that the standard side and the scale side of the ruler share a common line.

Two other important tools presented in this chapter are both documents. The first is the weight standards page from the NMRA website (nmra.org/beginner/weight), which is based on the NMRA Recommended Practices for Car Weight document (www.nmra.org/sites/default/files/standards/sandrp/pdf/rp-20.1.pdf) [10]. The second document is the Siskiyou Line Equipment Checklist.

The Siskiyou Line Equipment Checklist was very helpful to me. I had created a checklist of my own, but the conciseness of the Siskiyou checklist made me realize mine needed work.

CHAPTER 3

Chapter 3 covers the topics of wheelsets and trucks. Joe opens with a discussion of metal vs. plastic for wheels and axles. He makes the case for metal wheels and axles, especially for block occupancy detection, since it makes for an easier to setup.

I use Kadee wheelsets exclusively, and I'll be happy to compare Kadee wheelsets to those of any other vendor. I got started with Kadee early in my modeling because I liked their look and performance, and have stuck with them since.

SCALE	INITIAL WEIGHT (ounces)	+	ADDITIONAL WEIGHT per inch of car body length (Ounces)
O	5	+	1
O _n 3	1-1/2	+	3/4
S	2	+	1/2
S _n 3	1	+	1/2
HO	1	+	1/2
HO _n 3	3/4	+	3/8
TT	3/4	+	3/8
N	1/2	+	.15 (or close to 5/32)

10. NMRA weight standards table. Looking at the HO scale recommendation of 1 ounce per car, plus 1/2 ounce per inch of length, a 40' HO box car – 6" long – should weigh 4 ounces (1 + (0.5 x 6)).

Joe also provides insight on which diameter wheelset to use and when [11]. *This can be especially important if you are upgrading wheelsets or trucks on your rolling stock. If a car was designed for 36" wheelsets, using 33" wheelsets can change the coupler height enough for failures. Ed.*

One of the interesting things found in this chapter the NMRA Scale Wheels Standard (www.nmra.org/sites/default/files/standards/sandrp/pdf/s-4.2_2019.01.04.pdf). The standard defines the distance between the wheels, flange depth, tread width, and other dimensions, but does not define axle length. I did not realize the variation with the different wheel sets.

Variation in in axle length determines slop, the side-to-side distance a wheelset can travel when mounted in a truck's sideframes. Without slop, a wheelset can bind, which creates drag and forces the engine to work harder. However, with too much slop, a car can rock non-prototypically, derail, or uncouple unexpectedly.

Remember the goal is to have a functioning truck where the wheelsets roll freely. Keeping in mind that manufacturers engineer their sideframes for a specific wheelset, it behooves us to find wheelsets that closely match the manufacturer's original specifications. Page 31 in the book provides some excellent tables to match after-market wheelsets to stock trucks.

Joe provides an excellent tutorial on how to make some minor adjustments to improve the performance of a new setup. Some of the

Tonnage	Weight (pounds)	Wheel Diameter
≤70	140,000	33"
≤100	200,000	36"
>100	>200,000	38"
Passenger		36"
Intermodal		28"

For those of us who have forgotten some of our math, the ≤ symbol means "less than or equal to" and the > symbol means "greater than" or exceeds the required minimum.

11. This table shows which wheelsets fit best with various cars.

tools used to accomplish these improvements include Micro-Mark's truck tuner (#82838) and truck-spreading pliers (#87936), which are sold together as a set (#82838K) [12].

The truck tuner reconditions H0 truck bearings, so cars roll smoother with less friction. Simply insert the tool in place of a wheelset and rotate the shank. The truck-spreading pliers work to ease removing and inserting wheelsets.

Use a good graphite lubricant on the bearings such as Kadee Greas-em or Max V Lube. Joe points out that there are many dry graphite lubricants that will work [13].



12. Micro Mark's truck tuner and truck-spreading pliers combination (#82838K).



13. Kadee Greas-em and Max V Lube are two common dry graphite lubricants.

Joe concludes this chapter with the topic of “resistance wheelsets” for occupancy detection. I have zero experience or skill with resistance wheelsets, so I’ll defer all knowledge about occupancy detection and signaling to Joe. This is one of those chapters you will want to read more than once.

CHAPTER 4

Chapter 4 discusses couplers and correct coupler height adjustments in detail. If the cars can’t stay coupled reliably, there is no opportunity for good operation.

As cars go around curves or up and down grades, couplers constantly change position. When you factor in the use of uncoupling sticks to pick the couplers during an operation session, our couplers take a lot of wear and tear. If they are improperly aligned or worn out, they can fail.

As with wheels in the previous chapter, the discussion turns to metal vs. plastic. Plastic couplers tend to be more subject to wear and tear than metal, and they require more maintenance.

Since I started with metal Kadee couplers, most of my experience involves them. I have worked with McHenry, Sergeant, Bachmann, Walthers, and others over the years, but I have always replaced them with Kadee. Though some of Kadee’s competitors’ products are more to scale, Kadee has been durable, reliable, easy to install, and they look good enough for me.

The primary tool for testing couplers is a test track with, in my case, a Kadee #205 Coupler Height Gauge [14]. Kadee also makes a plastic Height Gauge #206. Micro Mark makes height gauges.

Kadee couplers and other similarly designed couplers, metal, or plastic, have magnetic trip pins to facilitate uncoupling. If too low, they can catch on turnouts or ties, but if too high, they may be out of range for the magnetic uncouplers.

The small tab underneath the trip pins on the Kadee gauge gives the correct height for the trip pins [14]. I use Kadee trip pin pliers (#237)



14. Kadee #205 coupler height gauge.

to help adjust the trip pins [15]. The key to using this tool is LIGHT pressure to adjust the pin height.

As with all moving components, lubrication is important in reducing wear and keeping the couplers fully functional. Use a graphite lube.

As you read this chapter, take the time to note the weathering of the couplers provided; this is great material. Did you catch the “Chester Philosophy?” Look for a tip on page 46.

CHAPTER 5

Though the chapter is entitled “Car Body,” I thought it should be renamed to “Trucks” as I was reading it. As a contest model builder, one of the first things I do to see if a structure is square is to place it on a flat surface and press down on each corner to see if it rocks. If it rocks, it is out of plumb and needs work.

The equivalent of doing this with cars is to tighten the truck mounting screw until the trucks are straight but will not turn. Don't get carried away. You do not want to strip the threads in the socket for the truck mounting screw. Snug will do.

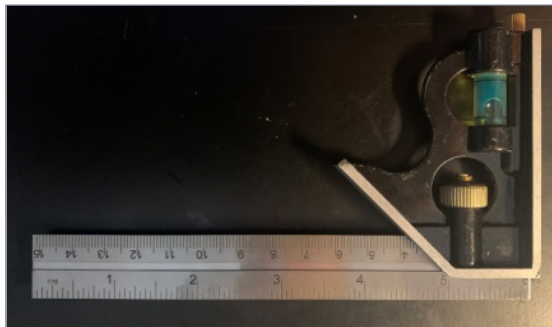
Set the car on a flat surface and check that each wheel on both trucks is touching. Use a small (12x12 or so) piece of plate glass or a mirror for this. You can use a machinist's square to make sure the sides of the car are plumb and perpendicular to the flat surface [16]. You're looking for a warped or out-of-plumb base, like uneven bolsters.

Chapter 5 covers this process exceptionally well, but Joe carries it one step farther: He tilts the car. That was new for me, but as he explains and demonstrates, it makes sense.

Many times, layout trackage is uneven or superelevated, causing the car to tilt or rock. How much tilt or rock is too much? At what point will this action cause the car to uncouple? This discussion is also related to weight, which is a great lead-in for the next chapter.



15. Kadee trip pin pliers.



16. Machinist's square.

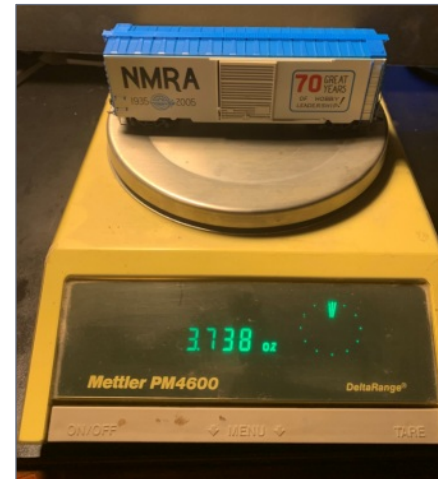
CHAPTER 6

Chapter 6, the last preventative measures chapter, discusses car weight. As with many modelers of my era, I grew up on NMRA recommended practices. As I read the chapter, I got sucked into the issue of car weight, "should I remove or add weight?"

The NMRA box car in [14 and 17] is my standards car, to which I compare all other rolling stock. The NMRA has set weight standards that manufacturers strive to meet. This allows us to enjoy the hobby without having to check and totally rebuild every locomotive and car.

Most car manufactures tend to over-engineer their products for durability, reliability, safety, and our enjoyment. All-metal wheels and trucks are part of those over-engineered components.

The NMRA standards are not the only ones out there. The Organization of Model Railroaders and Railway Friends Europe (MOROP) has established the Norms of European Model Railways (NEM) www.morop.org/images/NEM_register/NEM_E/nem302_en_2015.pdf. Australian Model Railroad Association (AMRA) also has its own standard amra.asn.au/wp-content/uploads/2019/05/AMRA-Carriage-Mass-standard.pdf.



17. My NMRA box car comes out at 3.738 oz., which is just short of NMRA's recommended 4 ounces for a car of its length.

These standards are slightly different. As discussed, a 40' boxcar should weigh 4 oz. by NMRA standards, but NEM standards call for 2.9 oz, and AMRA standards for 2.1 oz. for the same boxcar.

At 3.78 oz., my NMRA box car is heavier than NEM and AMRA standards, but slightly lighter than those of the NMRA. Still, it performs well, rolls on the slightest of inclines, and couples easily. Slight deviations from standard do not seem to affect performance.

However, consistent weight matters. Several of my scratchbuilt flatcars tended to derail on curves if they were in the middle of a train. After checking the track, the trucks, the couplers, and the weight, I found their only deficiency was their weight, which was 1.9 oz. each. When I added 2 oz. loads to the cars, the problem went away.

What drove me crazy was that if I ran just the flat cars, or ran them at the end of the train, no problem. I ran the cars in the middle, derailment. So, what was happening?

I remembered Newton's Second Law of Motion from high school physics. On a curve, the light cars were caught between the drag of the heavier trailing cars and the straight-line force of the engines. Because the flatcars' weight was insufficient to hold them on the curved rail, they lifted and derailed.

The last important point in this chapter about weight has to do with coupling. I have had to chase cars around a siding trying to couple because the tension strength of the coupler springs offset the car's weight. This caused the car to roll away from the coupling, especially when I was attempting to ease into a couple.

I should not have to run the engine at "ramming speed" to get cars to couple, so I want my cars to have enough weight for easy coupling. This chapter takes us through how to determine the proper weight for your railroad. Check out the various methods used to affect weight and make decisions appropriate for your layout.

CHAPTER 7

Chapter 7 discusses Car Maintenance: Doing a Regular Checkup. The chapter opens by trying to get us organized. I know I'm guilty of not keeping an accurate roster of my equipment. Most of us just point to our staging yard and say "There's my roster. It's all on my car cards or switching list."

The roster described in this chapter is about maintenance and maintaining an accurate log of repairs. Again, it's about setting and maintaining standards for scheduled cleaning of wheels, lubing of the bearings, and inspections to make sure cars are not broken.

One of the big nuisances all of us experience is the black gunk that collects on wheels. If you want to experience one of those moments of "tribal knowledge," this is it. The procedure is direct and simple.

CHAPTER 8

Chapter 8 takes a deep dive into diagnosis and debugging. The chapter opens by challenging us to put up with derailments no longer. How many layouts can you go to where the only derailments are the result of an operational miscue?

To get to this point requires effort. Keeping detailed notes of where on the track a derailment occurs, and which car is involved is helpful for future occurrences. It's the old cry for "DOCUMENTATION."

I know my memory for keeping such details in my head is not good. I need notes. This chapter provides a sample log, which is very helpful for getting started.

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The chapter continues one of the most important topics in model railroading: wheels. Wheelsets must act in unison in trucks. If one wheel set is out of parallel with the other, you will get scuffing and possible rocking. Close examination is required to determine if it's a sideframe of an axle issue.

Is your rolling stock old? Another way of asking this question is, when cleaning your wheels, did you notice if the wheels were pitted? Did the wheels have wear grooves, or are there flat spots?

If what we've talked about so far wasn't enough, check out the topics on truck movement, coupler swing, and the in-depth article on Walthers Passenger Cars. This is great stuff. The skills taught can be applied universally to any of our rolling stock.

CHAPTER 9

Joe wraps up his book of "tribal knowledge" with a few final tidbits on bullet-proofing details like brake wheels and stirrup steps. Other final notes include short coupler shanks, shimmer, and braking cars on a grade. Don't forget to read the figure captions; they are a treasure trove of information.

The wealth of knowledge in this book leaves me eagerly awaiting his "Locomotive" book. I like the books well enough that I own both the hardcopy and the PDF. I like the touch and feel of printed media, and being able to highlight and take notes in the margins, but I like the convenience of clicking on URLs and getting the associated material. ✓

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JEFF PALMER



Jeff spent 50 years developing software, and 25 years as a college professor. During that time, he was a modeler. He loves to build structures, bridges, scenery, and locos, and his interest is in logging and mining (narrow gauge). He enjoys the ruggedness of logging and mining railroads, and the scenery and landscape. Model railroading allows

him to expand his skill set, work with his hands, and share with his friends, the things he has learned.

About two years ago, he completed his MMR (Master Model Railroader) certificate from the NMRA. During that journey, he had the privilege of meeting many modelers he looked up to. He hopes to be a part of that group someday. ■

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Making cars more derailment-proof

YouTuber **Classic Model Trains** has a channel focusing on the “classic” model trains in the hobby that were made from the 60s through the 90s. Many of us still have a lot of those models around, so this channel looks at how to make these cars perform better.

In this video, he focuses on how to solve the most common derailment problems with these cars. Lots of great advice on what to do to get those cars to stay on the track! ☒



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FEBRUARY NEWS

column



Model Railroad Hobbyist | February 2023

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



INDUSTRY NEWS

Charlie Vlk 1945-2023

Charles Robert Vlk, a lifelong railfan and early N scale modeler, passed away February 6 at his home in Mount Juliet, Tennessee. He was 78 years old. Charlie was an architect who worked with numerous model railroad manufacturers as a product development specialist. He worked at All Nation Hobby Store in Chicago while attending college. He later worked for Jim Conway at JMC/Con-Cor for several years where he developed N scale pilot products using Rivarossi and Roco components. For several years Charlie worked full-time in product development for KatoUSA. He also represented Kato on the NMRA DCC Committee. He is credited with inventing the drop-in decoder board. Charlie established the N Track Model Railroad Club in Nashville and was active in the Tennessee Live Steam Club.

Michael B. Brock 1938-2023

Mike Brock, the founder and genial host of the Prototype Rails RPM meet held annually in Cocoa Beach, Florida, passed away January 2, 2023. Under Brock's guidance the annual event became one of the premier RPM meets in the nation, attracting many of model railroading's most knowledgeable clinicians, manufacturers and skilled modelers. Brock, a resident of Merritt

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Island, Florida, also founded the popular STMFC (Steam Era Freight Car) discussion group. He was active in NMRA functions for many years.

NEW CLUB CARS



slanted Great Northern to the right of the door was introduced in 1956.



The **Great Northern Railway Historical Society** is selling class B2 boxcars decorated in five different GN paint schemes. The vermillion red scheme with

The Big Sky Blue paint scheme with a large Rocky herald on the right was applied from May 1967 to 1970. This series correctly has no running boards; however, the ladders have not yet been lowered.



This vermillion red paint with the Great Northern road name in Empire Builder script to the left was applied from October 1956 through 1962.



GN express box cars numbered in the 2525-2549 series were decorated in Pullman green with yellow lettering from late 1950 through the mid-1950s.



Glacier green paint with a small three-color herald on the left and the Great Northern road name in Empire Builder script on the right was introduced in 1963. Great

Northern built the prototype 12-panel steel cars with a 40' 6"

inside length in St. Cloud, MN beginning in 1949.

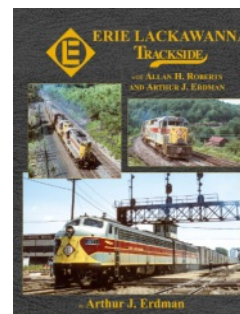
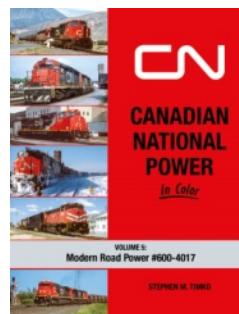
Info: www.gnrhs.org



NMRA's Carolina Piedmont Division, plans to offer an HO scale kit for a Norfolk Southern 70-ton triple-bay hopper with offset sides this fall. The model is

based on ex-B&LE cars leased by NS from the U.S. Railway Equipment Co. in 1967. Two road numbers, 8613 and 8724, will be available. The custom car kits are being produced by Accurail. Info: cpd13.org

NEW PRODUCTS FOR ALL SCALES

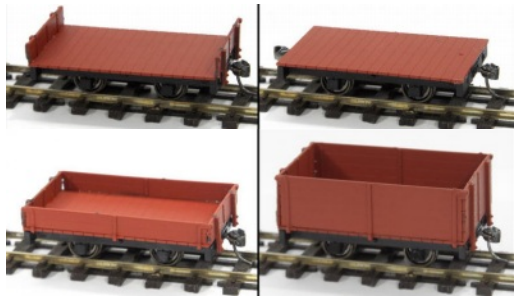


Morning Sun Books has released volume 5 of *Canadian National Power in Color*, by Stephen M. Timko. The focus is on modern road power #600-4017. This volume begins with the 600-series GO Transit GP40TC leased to CN prior

to acceptance by GO Transit. It continues through #4017, which includes the Century and M models by MLW and Bombardier, the GMD GP35 and GP40, and finally General Electric's inroads into the Canadian locomotive market.

Due for release this spring is *Erie Lackawanna Trackage with Allan H. Roberts & Arthur J. Erdman*. The book covers the short 16-year period of the Erie Lackawanna from 1960 to 1976 before Conrail absorbed the EL. Author Erdman presents a striking photographic tour of the departed *Route of Friendly Service*. Info: www.morningsunbooks.com

O SCALE PRODUCT NEWS



Haskell Co. and Narrow Gauge Modeling Co. have released a line of On30 rolling stock models called Short Lines. Consisting of parallel lines of models for both North and South America and Europe, Middle East, Asia (EMEA),

the American cars are 10% wider and have traditional journal boxes and the EMEA models have round axle covers. Seven different car designs have been released, molded in plastic and including metal wheels and Kadee #148 couplers. The cars are sold in packs of four, with four different combinations of cars. Info: www.narrowgaugemodeling.com/on30-short-line



Merritt 3D Designs & Printing has released a body kit for the East Tennessee & Western North Carolina parlor car Azalea No 10.



The On3/On30 kit consists of 3D printed body, frame, and removable roof. Straight and drop grab irons are included along with wire for a handbrake

shaft. The kit does not include trucks, brake details, decals or interior details.

Info: merritt3d.com

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S SCALE PRODUCT NEWS



Scale Trains has announced its first S scale product, the S-Helper Service 2-bay Peaked End Fishbelly Open Hopper. Modified from flat ended hoppers after World War II, the 55-ton cars had peaked ends added to increase their capacity.



Roadnames for the hopper are Atlantic Coast Line, Chesapeake & Ohio, Lehigh Valley, Norfolk & Western, Reading, and Western Maryland.

Roadnames for the hopper are Atlantic Coast Line, Chesapeake & Ohio, Lehigh Valley, Norfolk & Western, Reading, and Western Maryland.



The model features a molded plastic body, metal handrails and grab irons, die-cast sprung metal trucks, and a detailed brake system. Both high-rail and scale wheels and couplers are included in the package. Preorders are due by February 27, 2023. Info: scaletrains.com

HO SCALE PRODUCT NEWS



Arrowhead is booking advance orders for a new production run of HO scale Committee Design triple-bay coal hoppers decorated for Rio Grande. The

D&RGW stenciling includes a 10-1960 delivery date. The prototypically accurate model features an etched metal brake step, separate air hoses, Kadee #58 couplers and 70-ton ACF



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Ride-Control trucks with CNC machined metal wheels. Twelve road numbers will be available.

Info: www.arrowheadmodels.com

THE BLOMBERG TRUCK



EMD's Bloomberg truck is a two-axle, two-motor truck developed in 1946 as part of EMD's FT locomotive series. The truck is named after Martin Bloomberg, the EMD engineer responsible for the eminently successful design. The original Bloomberg truck, and its subsequent variations, are easily identified by the prominent U-shaped outside swing-hanger that supports the elliptical bolster spring. EMD used the Bloomberg truck on its BB locomotives, including the F series, until the early 1970s when it introduced a two-axle Flexicoil truck on the MP15 road switcher. In 1954 Irv Athearn hired a freelance die maker named Doug Darnell to create tooling for a Bloomberg truck. To accurately replicate the model in HO scale, Darnell first built an accurate 4x acrylic model of the truck, then used a 3D pantograph die cutter to sink the die.



Today's prototype modelers still consider

Athearn's model the best example of an HO scale Bloomberg truck.

list is a series of EMD FA and FB units. The HO scale Genesis models are based on prototypes built by Electro Motive Division between September 1946 and December 1953. Like the prototype, Athearn's HO scale versions ride on Bloomberg trucks. Both F3 Phase IV and F7 Phase I units will be available in Santa Fe's blue and yellow freight scheme. They will have a single headlight and a backup light with a red lens and dynamic brakes. The grilles along the top of the sides on ATSF F3 units will have chicken wire screening. F7 units will have Farr stainless steel grilles.



Athearn F3s decorated for Chicago & North Western represent Phase IV units with dual headlights and full side skirts.



Southern Pacific models will be F3 Phase II units with dynamic brakes, a freight-style front pilot, and skirts.



The Monon unit in this release will be an F3 with Type 1 side panels with chicken wire screens and three portholes. Additional features include dual headlights and a backup light.



The distinctive feature on the PRR F3s is the roof top Train Phone antenna on the A units. Additional details include dynamic brakes, a passenger style pilot, lifting lugs, and Farr stainless steel side grilles.



The Atlantic Coast Line unit is an F7 Phase 1 locomotive with skirts, a freight-type pilot, dual headlights, and Farr stainless steel side grilles. Only A units will be offered in this road name.



The F7 units of the Charleston & Western Carolina Railroad, which operates as a subsidiary of the Atlantic Coast Line, share the features and paint scheme of its parent company.



The Wabash paint scheme will be available only on an F7 Phase I A unit. Details include dual headlights, a passenger-

style pilot and Farr side grilles. Features shared by all of the Genesis F3 and F7 models in Athearn's March 2024 release are coupler cut levers, trainline and MU hoses, windshield wipers, wire grab irons, directional constant lighting, a fully detailed fuel tank with fuel fillers, fuel gauges, breather pipes and retention tanks, full cab interior, and McHenry knuckle couplers.



Athearn's March 2024 production schedule includes a group of HO scale Genesis EMD GP39-2 road

switchers. The release includes an ex-RDG unit decorated for CSX with front and rear ditch lights, and an air conditioning unit mounted on the cab roof.

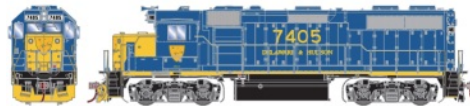


Features on a Santa Fe unit include a rebuilt Phase I GP39-2u body with a Stratolight Beacon on the

cab roof. Note the fuel tank moved toward the back of the locomotive.



In addition to a repaint, BNSF added front ditch lights to this ex-Santa Fe GP39-2u.



The Delaware & Hudson GP39-2 in Athearn's March 2024 release represents a Phase I body with chicken wire on the

sides and a small EMD pilot plow up front.



Two decorating schemes will be available for Portland & Western including one patched over the original Santa Fe scheme. PNWR

added front and rear ditch lights and moved the headlight to the nose.

Athearn's first PNWR scheme will be in Primed for Grime. The second P&W scheme is bright orange with dual black body belts.



Features on all of Athearn's Genesis GP39-2 models in this release include coupler cut

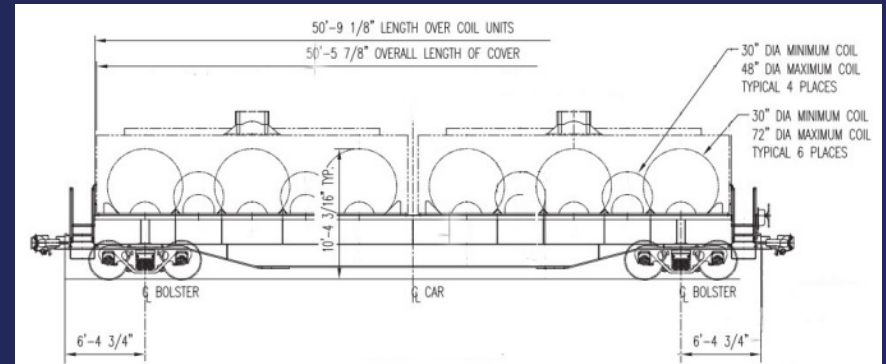
levers, trainline and MU hoses, MU stands, walkway tread, windshield wipers, lift rings, wire grab irons, detailed fuel tank with fuel fillers, fuel gauges, and breather pipes; etched metal fan grilles, and full cab interior. The models will be equipped with McHenry knuckle couplers and Blomberg trucks. Athearn's F3, F7, and GP39-2 locomotives in this report will be available as DCC models and with a DCC decoder with SoundTraxx Tsunami2 sound. DC models will be DCC-ready with a 21-pin NEM connector.



R. Bale

VERSA COIL CARS

The VersaCoil car is a 50' 6" gondola developed by FreightCar America to carry a variety of coiled metal in protective troughs. FreightCar America produces the cars with 5, 7, 9 or 10 troughs in transverse or longitudinal configuration. Coils ranging from 30' to 72' can be loaded in six troughs and 30' to 4' coils in four troughs. Phase 2 bodies introduced a lightweight protective hood of insulated steel or aluminum.



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Athearn is currently preparing tooling for an HO scale VersaCoil gondola. The new Genesis series model is scheduled for release in

March 2024. Both Phase 1 (no cover) and Phase 2 versions of the prototype will be offered.



A Phase 1 version will be available decorated for Canadian Pacific. Phase 2 VersaCoil gondolas with covers will be available for Norfolk Southern,

Northwestern Oklahoma Railroad, and Mitsi Rail Corporation.



All of Athearn's VersaCoil cars will come with removable coil loads, detailed underbodies, metal grab irons, coupler lift bars, etched metal coupler platforms, rubber train line hoses, and 100-ton roller-bearing trucks with machined metal wheels with rotating bearing caps. A minimum track radius of 22" is recommended.



Athearn plans to release a 60' auto parts boxcar in March 2024. The HO scale model is based on a design jointly developed in the mid-1960s by Santa Fe, Ford Motor Company and Pullman-Standard. Road names will be Denver & Rio Grande Western, Southern Railway, Louisville & Nashville, SSW-Cotton Belt, and Western Pacific.



Details on Athearn's Genesis model include wire grab irons, etched metal coupler platforms, coupler lift bars, trainline and brake hoses, McHenry knuckle couplers, and 100-ton roller-bearing trucks with machined metal wheels and rotating bearing caps.



This 50' FMC 5347 cu. ft. boxcar is included in Athearn's March 2024 release.



In addition to Central of Vermont, road names for this release will be CSX, Maine Central, Railbox, Cadiz Railroad, Green Mountain Railroad, and Pan Am Railways.



Roundhouse brand models coming from Athearn early next year include this 50' PS-1 boxcar. The HO scale model has Youngstown sliding doors.



Road names available on this release will be Milwaukee Road, Pennsylvania, Southern Pacific, Western Pacific, Atlantic Coast Line, and Chicago, Burlington & Quincy.



Three-Packs of HO scale 25' corrugated containers with side panels will be available from Athearn early next year.

Carrier names on this release will be Container Transport International, K-Line, Hyundai, Hong Kong Islands, Integrated Container Service, ITEL, SSI, and Trans Freight Lines.

Info: www.athearn.com



Atlas is scheduled to release HO scale of General Electric Dash 8-32B and Dash 8-40BW locomotives

during the second quarter of 2024.



Dash 8-32 models will be available decorated for Southern Pacific, Pan Am,

Providence & Worcester, RJ Corman, Western Maryland, CSX, and LMX-GE Leasing.



Road names for the Dash 8-40BW locomotives built in the early 1990s with a North American Cab will be Santa Fe (Yellow Bonnet), Santa Fe (Blue Bonnet), Amtrak Phase V, Amtrak California, and BNSF.



The models will be available for DC operation and for DCC with a LokSound Select Dual-Mode decoder.



New HO scale freight cars coming from Atlas during the first quarter of next year include a Trinity 17,600 corn syrup tank car. Features on the Atlas Master model include

separately applied manway clamshell-style cover, a detailed bottom outlet valve, separate heater coil pipes and brake detail, and 100-ton roller-bearing trucks. The arrangement of the manway, platform and ladder will vary as appropriate to the road name being modeled.

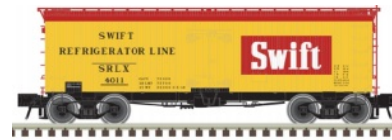


Road names on this release will be GATX, Tate & Lyle, ADM, Cargill, MNCX-Minnesota Corn Processors, and Ontario Northland.



Also due from Atlas during the first quarter of 2024 is a group of 36' wood reefers. The HO scale model is based on prototype cars built in 1925 by General American Car Co. for the Cudahy Packing Co.

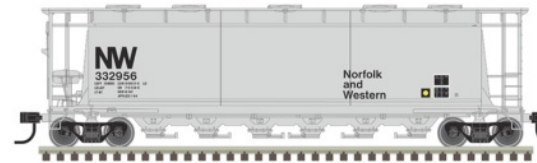
Decorating schemes on this release will be Baum's Better Beef, Memphis Packing Corp., St. Louis Refrigerator Car Co., Swift,



Wilson, Kahn's, and Nuckolls Refrigerator Line. Grab irons, ladders, stirrup steps, and door hardware are all separately applied. Road specific options include truss rods and two styles of ice hatch. The cars will ride on 40-ton Bettendorf-type plain-bearing trucks.



In 1961 American Car & Foundry introduced the cylindrical covered hopper car primarily to haul sand, clay, salt, grain, and bulk plastics. Both three-bay and six-bay versions of the tank-type car became popular. Atlas plans to release HO scale Master series versions of the car during the first quarter of 2024.



Models of the triple-bay hopper will be available decorated for Westroc, Cargill Salt, Cemex, JM Huber, Saskatchewan Minerals, Wilkes-Barre Milling, and Ziegler Chemical.



Road names for models with six discharge bays will include Kaiser Aluminum, Norfolk & Western, and BN in a Bicentennial scheme.

Info: www.atlasrr.com



Bachmann has released a run of HO scale EMD GP40 models. DCC equipped roadnames in this release include Southern Pacific, Boston & Maine (Guilford), CSX, Canadian National, and Milwaukee Road.



DCC Ready models include an NMRA 8-pin plug and come in CSX (MOW) and Western Pacific. All models include operating headlights, 8-wheel drive, a die-cast chassis, fine-scale

handrails, blackened RP25 wheels, and E-Z Mate Mark II couplers. Info: bachmanntrains.com



Bowser has announced a run of two classes of Canadian National GMD SD40-2W locomotives. Class GF-30T details include

dynamic brakes, T-shaped winterization hatch, ditch lights, standard cooling fans, chicken wire grilles, and a non-silenced exhaust stack. Class GF-30U details include corrugated grilles, non-dynamic brake option (some added later), Q-fans, exhaust silencer, ditch lights, and standard winterization hatch. Both models include show shields and class lights.



The locomotives will be available in DC with a 21-pin DCC plug and DCC/Sound with an ESU LokSound V5 decoder. Additional features include air hoses, windshield

wipers, grab irons, coupler lift bars, window glass, road name specific details and fuel tanks, can motor with flywheels, nickel silver RP25 wheels and knuckle couplers.



Also announced is a new run of Alco RS-3s in HO scale including a Western

Maryland Hammerhead version with the fireball logo and Phase 1 and 2 locomotives. Roadnames for the Phase 1 version include Conrail (ex-EL), Erie, Erie Lackawanna, and Reading. Phase 2 roadnames are Central of Georgia, Chicago North

Western, Jersey Central, Rio Grande, Seaboard, and Seaboard Coast Line.



Added details include air hoses, windshield wipers, grab irons, coupler lift bars,

appropriate fuel tank, and blackened wheels with RP25 contours. A DC version comes with a 21-pin DCC plug and the DCC/Sound version features an ESU LokSound V5 decoder. Pre-orders for both locomotives are due March 29, 2023 with delivery expected in Summer 2024.

Info: www.bowser-trains.com



Eastern Seaboard Models has entered the HO scale market with the release of accurately

detailed models of AAR class XIH insulated plug door boxcars. Road names include the eye-catching State of Maine scheme. The ready-to-run models replicate prototype car the Bangor & Aroostook ordered in 1950 from Magor Car Co. Three years later B&A ordered additional cars from Pacific Car & Foundry. ESM has created both versions which vary slightly in the end treatment of the roof.

In a money-saving move, the New York, New Haven & Hartford Railroad ordered identical XIH cars from PC&F – identical to the point of specifying the same bold red, white and blue paint scheme. The ESM models come equipped with Kadее couplers, Hi-Tech flexible rubber air hoses, and InterMountain ASF A-3 50-ton plain-bearing trucks with 33" blackened machined metal wheelsets. A video introducing ESM's new HO scale models is available at www.youtube.com/watch?v=6hGrFltOSWQ Info: esmc.com



InterMountain is accepting reservations for a new production run of HO scale triple-bay covered

hoppers. The model is based on a 4750-cu. ft. prototype built by Pullman-Standard.



Six road numbers each will be available for Burlington Northern, Santa Fe, BNSF, Union Pacific, NOKL, GTA, RCP&E (ex-CNW patch), and Illinois Central. The models will have

an etched metal roof walk, trucks with 36" machined metal wheelsets and metal knuckle couplers. A delivery date is TBA.

Info: www.intermountain-railway.com



Kadee's latest release is an HO scale model of a 50' Pullman-Standard PS-1 boxcar decorated for Akron, Canton & Youngstown Railroad. The model is based on a

prototype built in 1955 with six-panel Superior sliding doors. The ready-to-run model comes with Bettendorf-type plain-bearing trucks, and Kadee couplers.

Info: www.kadee.com

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R. Bale

KRAUSS-MAFFEI DIESEL HYDRAULIC LOCOMOTIVES

Most road engines available in the early 1960s were rated at 2000hp or less, forcing railroads to link half a dozen or more GP7s, GP9s, GP18s and GP20s together to handle the ever-increasing size of freight trains. America's locomotive builders were slow in offering motive power with higher horsepower. In 1961 Southern Pacific surprised the North American railroad industry by purchasing three revolutionary 4,000hp diesel hydraulic locomotives from Krauss-Maffei, a Munich-based German manufacturer. Krauss-Maffei's ML 4000 locomotives utilized two Maybach V16 prime movers and a Voith hydraulic transmission. The hydraulic transmissions were an effort to eliminate the complexity and maintenance issues of electrical traction motors and their related controls. The ML4000 cab body was distinguished by a distinctive turret cab. The Denver & Rio Grande Western ordered three ML4000s but sold them to SP in 1964 when they proved unsuitable in mountain service.



PIKO-America plans to release an HO scale version of a Krauss-Maffei ML4000 diesel locomotive this fall. Three Southern Pacific road numbers will be available in

both DCC/Sound and non-sound versions. The HO scale model will come with NMRA RP25 wheels and knuckle couplers compatible with Kadees. Long range plans call for D&RGW versions of the ML4000.

Info: www.piko-america.com



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R. Bale

GENERAL ELECTRIC 44-TON SWITCHER

The GE 44-ton switcher is a four-axle diesel electric locomotive built by General Electric between 1940 and 1956. It was designed for industrial and light switching duties. In the 1940s, the steam-to-diesel transition was in its infancy and railroad unions were trying to protect the locomotive fireman jobs that were redundant with diesel units. One measure taken to this end was the 1937 *90,000 Pound Rule*, an agreement that locomotives weighing less than 90,000 pounds (45 tons) did not require a fireman. GE specifically designed its 44-tonner to permit users to operate it without a fireman. Other manufacturers also built 44-ton switchers, but the GE unit proved to be the most popular. Many remain in service and in museums.



prototype will be available.

Rapido is booking reservations for an all-new HO scale GE 44-ton switching locomotive. Three Phases of the



Phase Ic with flat ends, and side mounted radiator shutters, will be available both with and without lighted hood side number boards.



The initial release will include a Phase III version with radiator shutters on the end and longitudinal hood-top hatches.



Phase IV units will have the correct radiator shutters on the end, and longitudinal opening on hood tops.



flywheels, and distinctive GE all-welded fabricated trucks.



DC models will be DCC ready with an NEXT-18 decoder socket and speakers. DCC models will have a Mo-Power capacitor, ESU sound decoder and speaker.



Decorating schemes include Santa Fe (Zebra), Boston & Maine (Minuteman scheme), Canadian National (green), Milwaukee Road, Denver & Rio Grande Western, New Haven, Northern Pacific, Pennsylvania, Southern Pacific, and New York, Ontario & Western. Unlettered locomotives in red, yellow, blue will be included in the initial release along with undecorated models of all three body Phases.

Info: www.rapidotrains.com



Scale Trains has announced a new model in the Kit Classics line, a 40' steel refrigerator car in HO scale. An ice reefer, the car fits the period from 1936 to the early 1970s. Roadnames in the introductory run include Armour, ATSF, Fruit Growers Express, Milwaukee Road, Northern Pacific, Pacific Fruit Express, and Wilson Car Lines.



The Kit Classics cars are designed to be assembled with glue and a Phillips screwdriver. They include cast stirrup steps, end ladders, and grab irons. Also standard are 33" machined metal wheels with .110" tread and plastic semi-scale Type E knuckle couplers.



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Scale Trains has also announced an HO scale 48' Thrall 2-hood coil steel car in the Rivet Counter line.

Manufactured in the 1980s and 1990s, the cars were built to both 100 and 125-ton capacities. With the hoods on they could carry coils of up to 7 feet in diameter, and up to 10 feet with the hoods removed.



Roadnames in the introductory release include BNSF, Union Pacific, Santa Fe, Norfolk & Western, Norfolk

Southern, Illinois Central, CTRN, and several mismatched hood cars with these road names. Details and paint schemes are roadname specific with some roadnames available in multiple road numbers.



The model includes five unique hood versions, four positionable load dividers, four large, unwrapped coil steel loads; and

a simulated wood trough interior. The model is equipped with wire grab irons, a handbrake housing with detailed wheel and chain, see-through photo-etched metal walkway, coupler cut levers, an underbody brake system with over 20 separately applied parts, and die-cast metal semi-scale Type SE lower shelf knuckle couplers. Barber S-2 100-ton trucks with 36" machined .110" metal wheels include printed reporting marks and road numbers.



Another new Kit Classics product is Scale Trains' first HO scale caboose, the HO Scale Steel Cupola. Based on a Santa Fe prototype, the caboose is suitable for the 1940s through the 1990s. Like the ice

reefer, the kit can be assembled with a Phillips screwdriver and some glue and comes with are 33" machined metal wheels with .110" tread and plastic semi-scale Type E knuckle couplers.



Roadnames for this release are ATSF, Burlington Northern, Canadian Pacific, Chicago, Burlington & Quincy; Denver, Rio Grande & Western; Milwaukee Road, Missouri Pacific, and Southern Pacific.



A new run of Rivet Counter GEVOs was also announced, with Iowa Interstate, CSX, BNSF

Heritage III, Canadian National, and six Norfolk Southern Heritage Schemes with PTC arrays – Central of Georgia, Conrail, Monongahela, Nickel Plate Road, Norfolk & Western, and Lehigh Valley.



The GEVOs include the same features that Scale Trains is famous for – roadnumber

specific variations in cabs, dynamic brakes, doors, grills, and other details, as well as LED lights for the front, rear, and side walkway lights, ground lights, lighted number boards, and ditch lights.

Preorders are open until February 27, 2023.

Info: scaletrains.com



Tangent has completed another release of a Greenville 86' high-cube double plug door auto parts boxcar. The HO scale

model represents prototypes built by Greenville in 1977-1978. Tangent offers the car in nine paint schemes with road name variations in brake rigging arrangements, four different draft gear combinations, and three underframe styles that incorporate two end-of-car cushioning options.



Road names include Ann Arbor and three AA repaints for IHC- Indiana Hi – Rail, MS DR-Mississippi Delta Railroad, and NADX-General Electric Rail Services.



Additional decorating schemes include Canadian National, Chessie System (C&O), Conrail, Norfolk & Western, and CSXT. The models come with Kadee couplers and 100-ton low-profile trucks, with rotating bearing caps. A minimum track radius of 24" is recommended.



Tangent has released a group of HO scale bay-window cabooses that replicate steel prototypes built in NYC Despatch Shops and St. Louis Car Co. beginning in 1949. Cabooses

with running boards and windows on the ends and sides are available decorated for Boston & Albany (1949) and New York Central (1955).



Illinois Terminal cabooses with running boards and without end windows are available in the 1953 red scheme and in the 1972 green scheme with Personalized Service slogan.



A Penn Central caboose with running boards, end and side windows, an underframe equipment box and a large 1968+ PC logo is available now. The same car is

available in its 1963 New York Central Century Green livery.



Conrail cabooses are available in three blue repaints from 1976, 1977 and 1979. An early 1976 green repaint is also available.



Completing the list of Tangent cabooses in this release is a red 1982 Norfolk & Western repaint from 1982 that has had the running boards and ladders

stripped and the windows plated over.

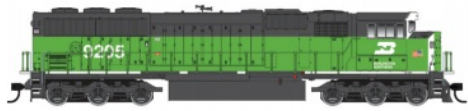
Info: www.tangentscalemodels.com



R. Bale

EMD SD60M DIESEL LOCOMOTIVE

EMD introduced the SD60 in the summer of 1984. The clean lines of the huge body were similar to its SD50 predecessor. Most of the changes were internal, including a new V16 3,800hp prime mover, wheel slip control, and microprocessor controls. Production continued through 1991 with nearly 600 SD60s purchased by American railroads. Five years later, EMD began offering the SD60 with the wide nose safety cab with a 3-piece windshield that earned the newly designated SD60M the nickname Tri-Clops. Union Pacific was the first road to order these new SD60M locomotives followed by Burlington Northern and SOO Line. BN's SD60M locomotives went on to the merged BNSF while the SOO Line units went to Canadian Pacific. Some of the BNSF units turned more mileage with Norfolk Southern and in lease service for CEFX.



Walthers has announced plans to release an HO scale EMD SD60M diesel locomotive this summer. The

Mainline series model represents late 1980s production with a safety cab with a three-piece windshield.



Road names on this release will be Burlington Northern, BNSF, Norfolk Southern, Soo Line, Canadian Pacific, and

Union Pacific. An undecorated version will also be available.



The Mainline series locomotive model has fewer surface details but uses the same drive system as

Walthers Proto locomotives.

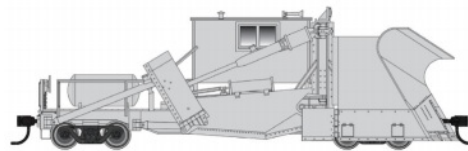


The shell of the economy-priced Mainline model has molded drill starter points for hobbyists wanting to install

grab irons in special detail kit (#910-257) sold separately.



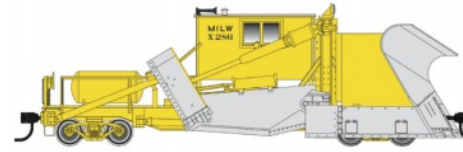
Walthers SD60M locomotives will be available for standard DC and with ESU Sound and DCC.



A Proto series Jordan Spreader is scheduled for release from Walthers this spring. Walthers HO scale version is based on a Jordan model 2-200 spreader/

ditcher/snowplow. Features include moldboards that can be raised and lowered and positionable wings.

Models decorated for Burlington Northern, Wisconsin Central, and two MOW units will have modern roller-bearing trucks. Spreaders decorated for Milwaukee Road, Delaware & Hudson,



Monon, and Spokane, Portland & Seattle will ride on Bettendorf-type plain-bearing trucks.



Also due from Walthers this spring is a 36' chemical tank car. The Mainline series model features a newly tooled tank body with a bolted jacket.

Additional features include a see-through platform and a small pressure dome.



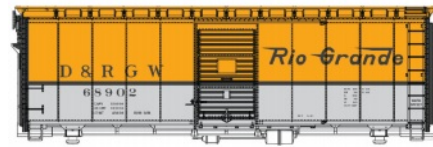
Decorating schemes on this release will be ACDX-Allied Chemical, EBAX- Ethyl Corporation, DAX-Diamond

Shamrock, GATX-Jefferson Chemical, ACFX-Olin Chemical, GATX-Vulcan Chemical, and AESX-A. E. Stanley. An undecorated model will also be available.



Walthers has included a 40' AAR modified 1937 boxcar in its spring release. The Mainline series model has a 10' 6" interior height, 5-5

Dreadnaught ends, a Murphy panel roof, wood running boards, and 6' Youngstown sliding doors.

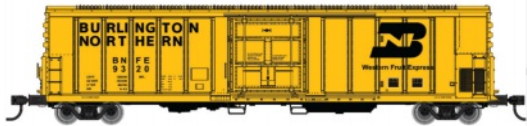


Road names on this production run will include Boston & Maine, Denver & Rio Grande Western, Central of Georgia, Seaboard Air Line, Southern Pacific, and New York Central-Pittsburgh & Lake Erie. An undecorated version will also be available. The ready-to-run model comes with Bettendorf-type plain-bearing trucks with 33" metal wheels.



Road names on Walthers new 57' AAR mechanical refrigerator car will be

ARMN-American Refrigerator Transit, BNFE-Burlington Northern Fruit Express, Bangor & Aroostook, Pacific Fruit Express, REMX-Lamb Weston, UPFE-Union Pacific Fruit Express, Soo Line, and Wisconsin Central – plus an undecorated model.



Features on the Mainline series model include 9' Youngstown plug-doors, a peaked Stanray ribbed roof

with a capped exhaust stack, short ladders and low mounted hand brakes. Road specific details include a Keystone or Hydra-cushion underframe. The ready-to-run HO scale model will be equipped with 70-ton roller-bearing trucks with 33" metal wheels.

Info: www.walthers.com

N SCALE PRODUCT NEWS



Athearn is currently preparing tooling for an N scale VersaCoil gondola. The new Genesis model is scheduled for release in March 2024.

Both Phase 1 (no cover) and Phase 2 versions of the prototype will be offered.



Norfolk Southern, Northwestern Oklahoma Railroad, and Mitsi Rail Corporation.

A Phase 1 version will be available decorated for Canadian Pacific. Phase 2 VersaCoil gondolas with covers will be available for



All of Athearn's VersaCoil cars will come with removable coil loads, a detailed injection molded body, and 100-ton roller-bearing trucks with machined metal wheels. A minimum track radius of 15" is recommended. See this month's HO scale Athearn report for details on the prototype VersaCoil car.



This 50' FMC 5347 cu. ft. boxcar is included in Athearn's March 2024 release.



In addition to Pan Am, road names for this release will be Central of Vermont, CSX, Maine Central, Railbox, Cadiz Railroad, and Green Mountain Railroad.



New N scale models coming from Athearn early next year include this 50' PS-1 boxcar with Youngstown sliding doors.



Road names available on this release will be Milwaukee Road, Pennsylvania, Southern Pacific, Western Pacific, Atlantic Coast Line, and Chicago, Burlington & Quincy. Athearn's N scale freight cars come with screw-mounted trucks and body-mounted McHenry knuckle couplers.

Info: www.athearn.com





R. Bale

GP38 AND GP40 ROAD SWITCHERS

In 1966 EMD introduced a new line of locomotives powered by its 16-cylinder 645-series prime mover. Riding comfortably on Blomberg four-axle trucks, the 3000hp turbo-charged locomotive was christened GP40. Between 1966 and 1971 EMD produced more than 1,100 GP40s. Concurrent with the introduction of the GP40, a non-turbocharged version built on the same chassis and using the same body, was introduced as the 2000hp GP38. It also carried a considerably lower price tag. More than 700 GP38s were delivered during the seven years it was catalogued by EMD.



Atlas plans to release a GP-38 road switcher during the second quarter of 2024. The Master series model is based on the 2,000hp GP-38 diesel locomotive EMD introduced in the mid-1960s.

Road names will be Central Maine & Quebec, Chicago & North Western, Conrail, FURX, Indiana Harbor Belt, Providence & Worcester, Rock Island, Norfolk & Western, and Southern Railway.



Special features include directional lighting, walkway safety tread, golden white LEDs, and blackened metal wheels. Atlas GP-38s will be available for DC operation as well as DCC with ESU LokSound.

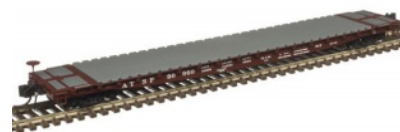
New N scale freight cars coming from Atlas during the first quarter of next year include a Trinity 17,600-gallon corn syrup



tank car. Features on the Atlas Master model include separately applied clamshell-style manway cover, a detailed bottom outlet valve, separate heater coil pipes and brake detail, and 100-ton roller-bearing trucks. The arrangement of the manway, platform and ladder will vary as appropriate to the road name being modeled.



Road names on this release will be ADM, SYRX, GATX, Tate & Lyle, Cargill, MNCX-Minnesota Corn Processors and Ontario Northland.



Atlas's production schedule for the first quarter of next year includes a 60' flatcar. The N scale Master series model is based on a prototype built by General Steel Industries.



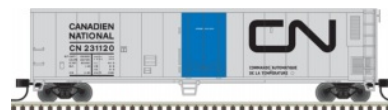
The model will have body-mounted knuckle couplers and ride on BLMA 70-ton ASF Ride-Control trucks with BLMA 33" machined metal wheels.



Road names will include Santa Fe, Burlington Northern, Illinois Central Gulf, Norfolk & Western, Northern Pacific, Pennsylvania, and Union Pacific.



Atlas has included a Trainman series N scale 50' mechanical reefer in its first quarter 2024 production schedule.



Road names will be Santa Fe, Pacific Fruit Express, Burlington Northern, Canadian National, Canadian Pacific, and Tropicana.

Info: www.atlasrr.com



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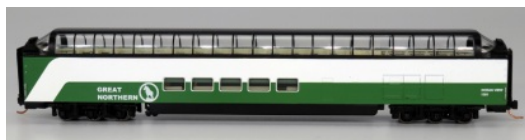
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cars in 14 colorful paint schemes. The model is based on ten cars built by Pullman-Standard in 1952. They were the first full length dome cars in revenue service.



Northern (Empire Builder), Great Northern (Big Sky), Great Northern (Cascade green), Chicago & North Western, Amtrak (Phase 1 scheme), Amtrak (Fall Foliage), Holland America Westours, VIA Rail, Canadian National, Ontario Northland, and CSX (Safety Train).



Info: www.intermountain-railway.com

Centralia Car Shops has released its N scale Pullman-Standard Superdome passenger

Three numbers each are available for Milwaukee Road (orange), Milwaukee Road/ Union Pacific (yellow), Great

The models are equipped with Micro-Trains couplers and trucks with Intermountain 36" metal wheelsets.



R. Bale

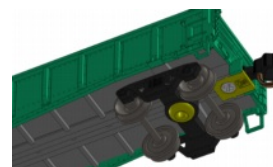
MILL GONDOLAS

Mill gondolas are used to carry a variety of loads, however, they are primarily designed to haul long beams, pipe and other structural shapes from steel mills. Mill gondolas are generally from 50' to 65' in length. Most mill gondolas have drop ends to allow hauling loads that are longer than the car. Drop end gondolas are equipped with either a regular brake wheel or a ratchet brake lever mounted on the end of the car side. The sides of mill gondolas act as girders to strengthen the car's carrying capacity. To save on car weight, the longer a mill gondola is, the lower its sides are. Most 40' gondolas have straight sides. For added strength, gondolas that are 50' or longer usually have fishbelly sides. Prior to the late 1940s, gondolas were usually constructed with rivets. By the 1950s most were of welded construction.

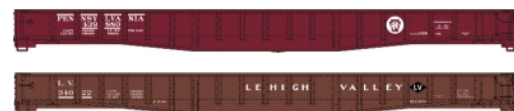


Eastern Seaboard Models plans to make another release of its N scale 65' class G26 mill gondola early

this summer. The N scale model is based on a group of class G26 gondolas built by the Pennsylvania Railroad in 1930-1931.



In addition to upgrades on the G26, ESM will introduce G26A and G26C variations of the riveted car. Changes include replacing the plastic coupler box pins with screws. ESM will continue to use Micro-Trains trucks, however they will now be screw-mounted to the body and equipped with ESM machined metal wheels.



G26 gondolas will be available for PRR (Circle Keystone) and Lehigh Valley with Ajax brakes and Dalman trucks.

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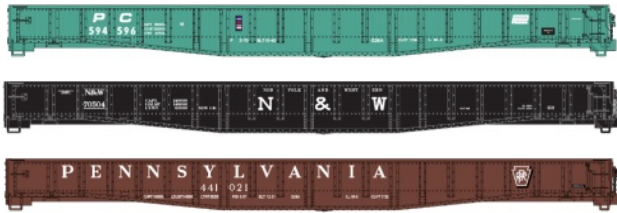
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(Circle Keystone and Shadow Keystone).



National B1 trucks, will be available decorated for PRR (Plain Keystone) and Penn Central. All version of ESM's mill gondola have an injection molded plastic body with positionable drop ends. The underframe is diecast metal.

Info: esmc.com

G26A versions with ratchet brakes will be available for Penn Central, Norfolk & Western and two PRR schemes

G26C cars with a mix of Ajax and ratchet brakes, and Dalman and



InterMountain is accepting reservations for a new production run of N scale triple-bay covered hoppers. The model is based on a 4750 cu. ft. prototype built by Pullman-Standard.



Six road numbers each will be available for Burlington Northern, Santa Fe, BNSF, Union Pacific, NOKL, GTA, RCP&E (ex-CNW patch), and Illinois Central.

The models will have an etched metal roof walk, trucks with 36" machined metal wheelsets and metal knuckle couplers. A delivery date is TBA.

Info: www.intermountain-railway.com



Alfred E. Perlman, a modernized heavyweight CSX business car. The updated heavyweight rides on six-wheel trucks and features an open rear platform.



Also new from Micro-Trains is this Louisville & Nashville 39' dome car outfitted as a pollution control car.



This triple-bay covered hopper is based on cars acquired by Archer-Daniels-Midland in the late 1970s.

Micro-Trains has scheduled a January release for this N scale model.



This 36' steel caboose is patched for Burlington Northern. Micro-Trains literature states the caboose was originally built in 1927 by American Car & Foundry for the Atchison Topeka and Santa Fe. It was acquired by Frisco and later merged into BN.

Info: See a Micro-Train dealer.



Scale Trains has also announced an N scale 48' Thrall 2-hood coil steel car in the Rivet Counter line. Manufactured in the 1980s and

1990s, the cars were built to both 100 and 125-ton capacities. With the hoods on they could carry coils of up to 7 feet in diameter, and up to 10 feet with the hoods removed.



Roadnames in the introductory release include BNSF, Union Pacific, Santa Fe, Norfolk & Western, Norfolk Southern, Illinois

Central, CTRN, and several mismatched hood cars with these road names. Details and paint schemes are roadname specific with some roadnames available in multiple road numbers.



The model includes five unique hood versions, four positionable load dividers, four large, unwrapped coil steel loads; and a simulated wood trough interior. The model is equipped with wire grab irons, a handbrake housing with detailed wheel and chain, see-through photo-etched metal walkway, coupler cut levers, an underbody brake system with over 15 separately applied parts, and semi-scale Type E knuckle couplers. ASF Ride Control trucks with 36" machined metal wheels include foundry data.

Preorders are open until February 27, 2023.

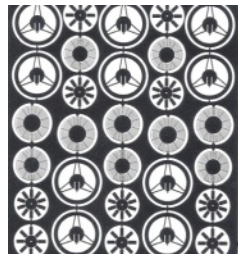
Info: scaletrains.com



Trainworx has released two new sets of etched stainless steel EMD fan sets in N scale. The first set is for GP30 and GP35 locomotives.

The second set is 48" cap top fans.

Info: train-worx.com



NEW STRUCTURES & SCENIC SUPPLIES

Athearn is planning to release a new production run of HO scale 25' trailers in March 2024. Decorating schemes will be



Southern Pacific, Canadian Pacific, Chicago & North Western, Maine Central, Florida

East Coast, and Ferrocarriles Nacionales de México. The trailers have wheel rims painted to match the road name scheme.

Info: www.athearn.com



Atlas is quoting a late 2023 delivery date for HO scale single and double track viaduct kits. They will be available textured in a choice of concrete, cut stone, or

rough cut stone. Each kit contains a single arch and two half-arch ends measuring 10.375" tall by 18" long. Multiple kits and can be combined for longer applications. For lower viaducts the upper section can be used without the lower pier. The HO double track viaduct is suitable for S and O scale single track applications.



Atlas has single and double versions of LED highway and parking lot lights. Both HO and N scale versions are available. Single and double arm streetlights are also available in Z scale.



Atlas has scheduled the release of a new N scale mobile office container during the first quarter of 2024.

Details include barred windows, light fixtures, an air conditioner unit and electrical equipment.

Info: www.atlasrr.com

Berkshire Valley Models has released HO, S and O scale kits for the Tell House. The small two story models are based on a structure that stood for many years in Telluride, Colorado. The



house was probably built as a single residence home. Later the outside stairs were added to allow the upstairs to be used as a possible apartment. The kit is composed of laser-cut wood.
Info: www.berkshirevalleymodels.com



B. F. Goodrich, Sprite and Fanta Soda. A 1954 Ford tanker truck will be available for Conoco and Union 76.



Decorating schemes on a 1941-46 Chevrolet pickup will be Standard Oil, Red Crown Gasoline, and two-tone brown with no lettering. Completing Classic Metals spring release is a 1974 Buick Estate Wagon decorated as a Taxi and as a red Fire Chief's car. Both HO and N scale versions of the models will be available except the pickup which will be available only in HO scale.
Info: www.walthers.com



East Coast Circuits has announced an HO scale model of a portable LED light tower. Used at construction sites, crime scenes, parking lots, railroad yards or anywhere additional illumination is needed, portable light towers can be found nearly anywhere. The model uses 16 operating LEDs, can rotate 360 degrees, and features detachable outriggers. Multiple paint schemes will be available as well as a stowed version. The model is expected to be available later this year.
Info: eastcoastcircuits.com



Frenchman River Model Works is selling a kit for an HO scale version of the Armstrong Barrel and Box Company. The 4.25" x 4.50" model is composed of a series

of resin castings, Tichy windows and doors, and wood for the loading dock.
Info: frenchmanriver.com



Jacksonville Terminal Company is releasing the first run of HO scale 53'

Ocean containers. The models include Inter-Box Connecting (IBC) pins in ISO 40' positions and IBC castings at the 53' corners, and the JTC magnetic connecting system with magnets on the bottom and metal on the top plates.



Paint schemes include APL (two schemes), Crowley (two schemes), Oceanex

(LTL), and Trailer Bridge (ex-APL), The containers feature multiple prototype-specific door styles with separately applied door rods. The Oceanex containers are sold as singles with the other schemes only available in 3-packs.
Info: jtcmodeltrains.com



miniprints has introduced a new set of figures named "Close to the Edge" and intended for the edge of the layout. Scanned from live models, the six figures include Terra Incognita, Here there be monsters, Living on the Edge, Into the

great beyond, No Dumping, and Say cheese. Figures are available in N, HO, S and O scales.

Info: miniprints.com



Showcase Miniatures is selling a kit for an N scale F 750N Truck. The kit contains pewter

castings, resin cab, a vacuum formed windshield, photo-etch details and laser-cut parts. The laser-cut body can be constructed in different variations. The front wheels are positionable.

Info: www.showcaseminiatures.net



New models available from **Oxford** include a 1:87 scale 1956 Ford Thunderbird. The black over metallic gray paint

scheme is highlighted by a red interior and wide white wall tires. The tractor is a 1:76 scale model of a Massey Ferguson model 135. The prototype was in continuous production between 1964 and 1975.

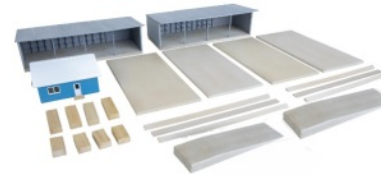
Info: www.walthers.com

New **Walthers Cornerstone** structure kits scheduled for release this spring include this HO scale Chemical Distribution facility. The five-structure complex includes a steel main



building, a steel shipping building, a brick office building, a storage tank with a containment basin, and a pipe bridge.

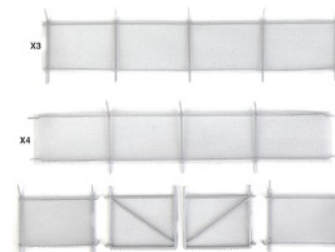
The kit requires assembly and some painting.



Walthers has an N scale kit for a Modern Lumber Transload facility. The complex is designed to handle lumber loads from road to rail, and back, for local or long-distance delivery. The kit requires assembly and painting.



An N scale kit for a split-level house with an attached garage is coming from Walthers this spring.



Walthers plans to release a kit for HO scale chain link fence. The kit will include seven built-up fence sections and right and left gates with wire mesh attached to poles. The kit provides a total of 44" of fence.



Walthers plans to release three versions of HO scale grade crossings later this year. Three surface textures are available: concrete, wood with bolts, and wood with modern fastener detail. Each type of crossing is available with or without rerailer ends. Walthers reports that the low-profile crossings work on most Code 83 and Code 100 track.

Info: www.walthers.com



! BRIEFLY NOTED AT PRESS TIME ...

Broadway Limited is working on an HO scale Cryogenic tank car, and three new N scale locomotives including EMD NW2 and SW7 switchers and both light and heavy USRA 2-8-2 Mikado steam engines ...

Kadee has released an HO scale PS-1 boxcar decorated for Santa Fe ...

Rapido reports that pre-orders for their unique BART train have exceeded expectations by a wide margin and the all-new HO scale model has been approved for production ...

New HO scale **Mainline models** coming from **Walthers** this spring include a 57' Trinity 4750 triple-bay covered hopper and a 60' Pullman-Standard flatcar. New Cornerstone kits due this summer include a Rotary Car Dumper, a Modern Power Plant, Lakefront Energy Power Plant, a small Power Substation, Coal Conveyor with a Transfer House, Wood Utility Poles and a Utility Pole Gondola Load. Also coming this summer is a kit for Merchant's Row VII. ■



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SELECTED EVENTS



Model Railroad Hobbyist | February 2023

FEBRUARY

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

Ongoing 2023

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

Info: www.opsig.org/Virtual

Archive: www.opsig.org/Virtual/Past

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

Info: newtracksmodeling.com

YouTube: www.youtube.com/channel/UCMA_VhPb5pjdkAYTdXLceJA

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



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

Info: groups.io/g/NNG

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

Info: www.scaletrains.com/roadtrip

February-March 2023

CANADA, ONTARIO, MARKHAM, March 11, 2023. March Break Open House, sponsored by the Railview Historical Society. 550 Alden Rd.

Info: mike@theclares.ca

ALABAMA, MOBILE, March 4-5, 2023. SWARM Model Train Show, sponsored by the South West Alabama Railroad Modelers. Mobile Via Health, Fitness, and Enrichment Center, Arlene F. Mitchell Campus, 1717 Dauphin Street.

Info: www.facebook.com/profile.php?id=100070094629309 or Glenn Samuel Gasamuel@aol.com

GEORGIA, CARTERSVILLE, March 11-12, 2023. The 2023 Piedmont Division 25th Anniversary Model Train Show. Clarence Brown Conference Center, 5450 Georgia Highway 20.

Info: www.themodeltrainshow.com

ILLINOIS, SPRINGFIELD, March 12, 2023. Springfield Train Fair, sponsored by the Springfield Model Railroad Society. Orr Building, Illinois State Fairgrounds, 66 4H Road.

Info: www.springfieldtrainfair.com

INDIANA, NAPPANEE, March 18, 2023. 18th Annual Train Show, sponsored by the Elkhart Model Railroad Club. Claywood Event Center, 13924 N 110 W (County Line Road).

Info: www.emrrc.com/index.php/2023-train-show

KENTUCKY, LOUISVILLE, March 18, 2023. 33rd Annual Division 8 Train Show and Sale. Holy Family Parish Saffin Center, 3938 Poplar Level Rd.

Info: div8-mcr-nmra.org

MICHIGAN, SALINE, February 18-19, 2023. 53rd Annual Train Show and Sale, sponsored by the Ann Arbor Model Railroad Club. Saline Middle School, 7190 N Maple Rd.

Info: www.hvrrhs.org/annual-train-show.html

MISSOURI, PACIFIC, February 18, 2023. Pacific Eagles Train Show. 707 W. Congress St.

Mailto: floraselectrictrains@yahoo.com

MISSOURI, ST. LOUIS, March 11, 2023. Boeing Employees’ Railroad Club – St. Louis Railroad Swap Meet. Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd.

Info: www.berrc-stl.com/V3.0p/index.html

NEVADA, VIRGINIA CITY, March 30-April 1, 2023. Sn3 Symposium. Silverland Inn & Suites, 100 North E. Street.

Info: sn3symposium.com

NEW YORK, BATAVIA, March 26, 2023. Great Batavia Train Sale, sponsored by The Genesee Society of Model Engineers, Inc. . Richard C. Call Arena, Genesee Community College.

Info: www.gsme.org

NORTH CAROLINA, NEW BERN, March 4, 2023. Carolina Coastal Railroader’s 27th Annual Train Show. Riverfront Convention Center, 203 South Front Street.

Info: carolinacoastalrailroaders.org

OHIO, WEST CHESTER, March 11, 2023. 2023 Annual Division 7 NMRA Spring Flea Market. Lakota West Freshman Campus, 5050 Tylersville Rd.

Info: cincy-div7.org

OREGON, CORVALLIS, March 18, 2023. Winterail 45 railroad photography exposition and rail collectible sale. Corvallis High School, 1400 Northwest Buchanan Ave.

Info: www.winterail.com

OREGON, ELSIE, March 4, 2023. Pacific Model Loggers' Congress. Camp 18 Restaurant and Logging Museum, Milepost 18, 42362 Highway 26.

Info: pacificmodelloggerscongress.org

OREGON, EUGENE, February 18-19, 2023. 34th Annual Model Railroad Swap Meet & Train Show, sponsored by the Willamette Cascade Model Railroad Club. Performance Hal, Lane Events Center, 796 W. 13th Avenue.

Info: www.facebook.com/events/1629314617488653

OREGON, PORTLAND, March 11, 2023, Willamette Model RR Club Annual Swap Meet. Kliever Armory, 10000 NE 33rd Drive.

Info: wmrrc.com

TEXAS, PASADENA (Houston), February 18, 2023. The Greater Houston Train Show, sponsored by the San Jacinto Model Railroad Club. Pasadena Convention Center, 7902 Fairmont Parkway.

Info: sanjacmodeltrains.org

VERMONT, ST. ALBANS, March 11, 2023, Vermont Rails Model Railroad Show, sponsored by the Northwestern Vermont Model Railroad Association. Collins Perley Sports & Fitness Center, off Exit 19 of I-89.

Info: www.nwvrrailroad.org

WEST VIRGINIA, CHARLESTON, March 11-12, 2023. 17th Annual Train & Craft Show, sponsored by the Kanawha Valley Railroad Association. The Charleston Coliseum and Convention Center, 200 Civic Center Drive.

Info: www.kvrrailroad.org

WISCONSIN, MADISON, February 18-19, 2023. 55th Annual Mad City Model Railroad Show and Sale. Exhibition Hall, Alliant Energy Center, 1919 Alliant Energy Center Way.

Info: www.nmra-scwd.org/scwd-events.html

Future 2023 by location

NEW ZEALAND, MOSGIEL, DUNEDIN, May 6-7, 2023, Dunedin Model Train Show. Taieri Bowling Club, Wickliffe Street.

Info: dunedinmodeltrainshow@gmail.com and dunedinmodeltrainshow.nz

ARIZONA, FLAGSTAFF, June 7-11, Grand Canyon Special, Pacific Southwest Region Convention, High Country Conference Center, 201 West Butler Avenue.

Info: azdiv-nmra.org/psr2023convention/index.php

CALIFORNIA, CROCKETT, April 22-23, 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, HEMET, April 15-16, 2023. Model Railroad Festival of modular layouts, including California South Coast On30, Orange County HO, ZoCal Z scale, and Puerta Margarita mini-layout. Exhibits include Riverside and Chula Vista Live Steamers, SoCal Railroad Museum, and a Mini Car show. Four Seasons, 237 Seasons Blvd.

Info: Dave Balser, on30man@gmail.com or 760-436-6139

CALIFORNIA, SACRAMENTO, April 26-30, 2023. Rails By The River 2023, Joint Pacific Coast Region/Feather River Rail Society Convention. Courtyard By Marriott Sacramento Cal Expo, 1782 Tribute Rd.

Info: pcrnmra.org/conv2023/index.html

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

Info: 2023serconvention.org

ILLINOIS, DUPO, April 8, 2023. The Sons of The American Legion Spring Train Show. Dupo American Legion Post #485, 200 S 5th St.

Info: comptrain2002@yahoo.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

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

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

MINNESOTA, BLOOMINGTON, May 18-21, 2023. 2023 Thousand Lakes Region, NMRA convention. Best Western Plus Bloomington-Mall of America, 1901 Killebrew Dr.
Info: www.thousandlakesregion.org/2021-bismarck-con

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, MARS (Pittsburg area), May 4-7, 2023, Rails to Pittsburgh, Mid-Central Region NMRA Convention. Doubletree by Hilton, 910 Sheraton Drive.
Info: www.keystondivision.org/convention/index.html

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

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

WASHINGTON, TACOMA, May 10-14, 2023, Prairie Line Experience, 2023 Pacific Northwest Region Convention. Comfort Inn & Suites Downtown Tacoma, 2611 East E Street.
Info: pnrtacoma2023.org ■



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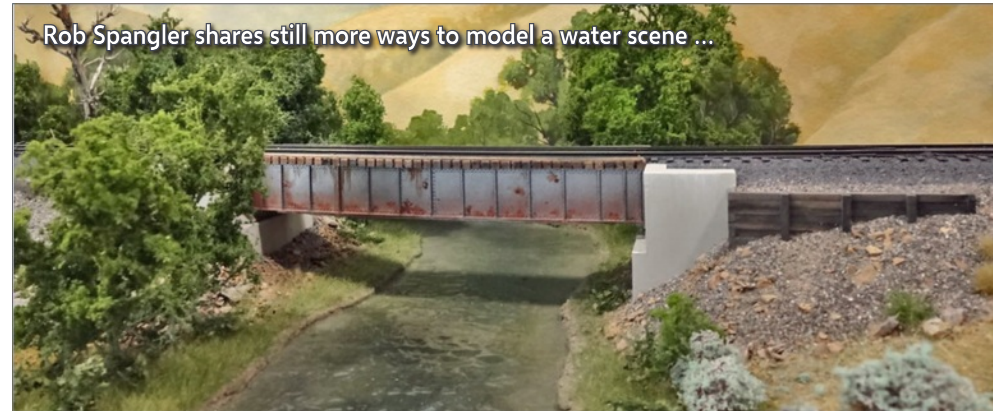
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