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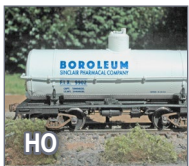
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PUBLISHER'S WELCOME

introduction



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JOE FUGATE: HEAVIER THAN LEAD CAR WEIGHTING?



I'VE SPOKEN OF MY TUNGSTEN POWDER MIXTURE before, but let's revisit it now that I'm using an even more dense version of the stuff.

Why tungsten? If you look at the density of some common materials [table 1], you will see solid tungsten is about 1.7 time more dense than solid lead! Plus tungsten is very safe compared to lead.

In powdered form, tungsten powder has a lot of air, so its density is only about 6.5 g/cc. I used to mix two parts tungsten powder with one part plaster to get something I could just add water to and pour into the underbody cavities on cars.

But it occurred to me Portland cement might be a better choice, and sure enough, it's almost twice as dense as plaster!

One note, the mixture has one density dry (powdered with air) but mixing it with water and letting it set up removes most of the air and results in a more dense solid.

The plaster-tungsten mix (solid) has a density of about 9.2 g/cc, while the cement-tungsten mix (solid) has a density of around 9.7 g/cc. The plaster mix has a density just a bit less than cerrobend while the cement mix has a density slightly more than cerrobend.

Cerrobend, in case you don't know, is a low melting point metal

Material	Density (g/cc)
Plaster	0.85
Cement (bulk)	1.50
Cerrobend	9.40
Lead	11.3
Tungsten	19.4

Table 1: Material densities.

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modelers have been using for decades to do simple casting or for adding weight to rolling stock and locomotives. All you need to do is melt it on the stove with a double boiler and you're all set. However, cerrobend contains cadmium, which is very toxic.

Handling cerrobend is relatively safe, but you don't want to file it and then accidentally ingest the filings. That would be very bad!

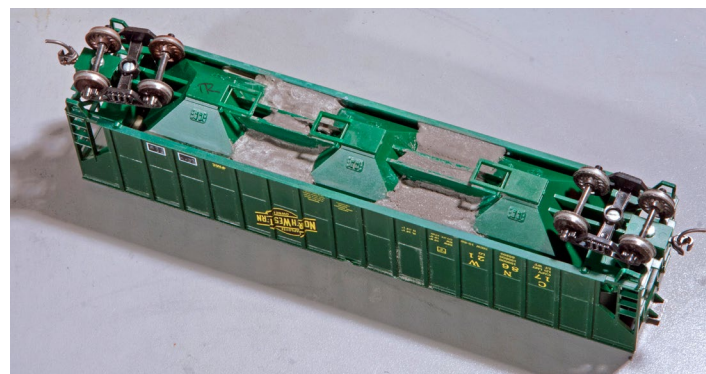
Tungsten and tungsten powder is totally safe and non-toxic. It's much safer than lead, actually.

The beauty of the tungsten powder mixture is I can mix it to any consistency I need from runny to thick and then pour it into my rolling stock (or loco) cavities to easily add weight. It's much safer than cerrobend and more dense, too!☑



1. Tungsten in powder form is commercially available – it is used to add weight in golf club handles. [Visit this link](#) to see how to order from Amazon.

2. My tungsten powder mixture is convenient because you can just mix it with water and then pour it in place. It has about the same density as cerrobend metal without the cadmium toxicity issues.



THE LIMITED MODELER

column



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JIM SIX MODELS EARLY 20TH CENTURY SINGLE-SHEATHED BOXCARS ...



IT IS NOVEMBER, AND WE ARE NEARING A TIME that many of us get busy with our model railroading tasks as winter weather approaches. I am no exception. Since late August I have shifted my attention away from the layout and back to preparing freight cars – mostly shake-the-box kits from Accurail and some Bowser and Roundhouse. These are the companies that manufacture a good number of injection-molded, plastic freight cars that represent prototypes built before 1930. These fit my modeling focus of 1927.

The lead image [1] raises my blood pressure with excitement. It's a classic scene with a wood grain elevator and attached brick structure housing a boiler for steam. There is a coal shed at the far right for receiving and reselling coal to local customers. Two single-sheathed 36-foot boxcars and a wood outside-post gondola are spotted on the siding. The gondola might be hauling coal to be unloaded by hand into the coal shed. I am guessing the photo was

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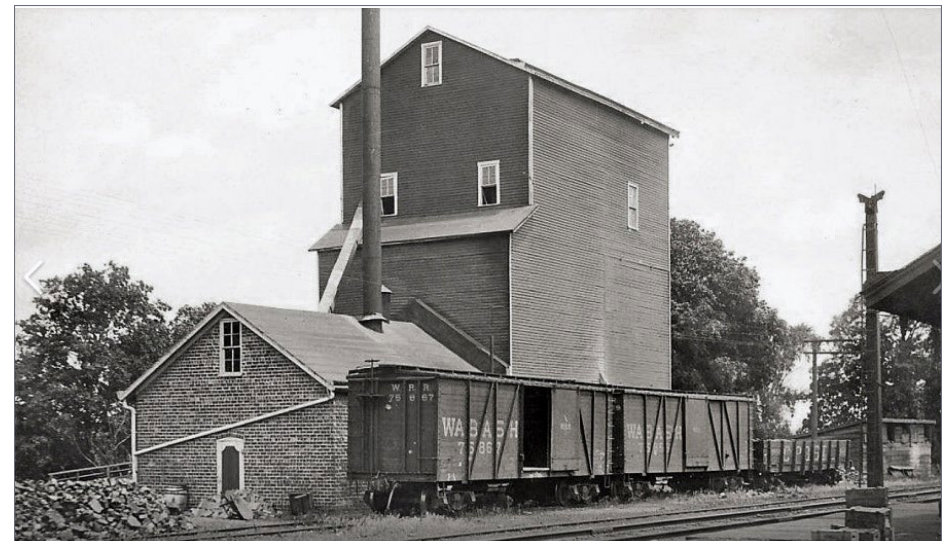
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taken in the late 1910s or early 1920s. There are three visible tracks: a main track, a siding at the depot, and a siding alongside the elevator. This Riverside, Indiana scene makes my heart throb!

Recreating a similar scene will require 36-foot freight cars. In this case [1], we would need a couple of Fowler single-sheathed boxcars. Accurail offers models in this Wabash lettering scheme. As for the short, outside-post gondola, we are left with finding an appropriate resin kit or scratchbuilding.

WABASH FOWLER SINGLE-SHEATHED 36-FOOT BOXCARS

Let's look at modeling single-sheathed boxcars that are appropriate for the decades before 1930. We will start with Fowler 36-foot boxcars, a car design from 1908. By the 1920s, there were a few different single-sheathed boxcar designs. The two boxcars in [1] are Fowler-type boxcars owned by the Wabash, as are the two cars in



1. Riverside, Indiana probably in the late 1910s or 1920s.

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[2]. Builder photos [3] and [4] document Wabash boxcars as they were ready for service. The Wabash was an early adaptor of the single-sheathed car design, owning 3,200 of the 36-foot Fowlers. While I am not modeling the Wabash, I do have a soft spot in my heart for their freight cars.

The Wabash cars were built in a few groups by a couple of car builders. The Fowler boxcars in [1] and [3] were built in 1912. The car in [4] was built in 1916. There were slight differences, as cars built in 1912 did not have a fascia board running along the edge of the roof [3]. The second group was built in 1916 and had a fascia board at the top of the car sides [4]. The doors are also slightly different. These interesting Wabash Fowler boxcars were out of service by 1945.



2. Two 36-foot Fowler boxcars are spotted at this construction sight. Note the very old auto to the right of the 40-foot double-sheathed boxcar.

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3. This car is from a group of Fowler boxcars built for the Wabash in 1912. Compare the fascia on this car to the one in [4]. The doors and trucks are also slightly different. *Charles Winters photo*



4. Built by ACF in August 1916, this is from the second group of Fowlers for the Wabash. Note the fascia board where the roof and car side meet, along with K brakes and arch bar trucks.

NICKEL PLATE ROAD FOWLER SINGLE-SHEATHED 36-FOOT BOXCARS

The Nickel Plate Road did not buy any Fowler boxcars. However, they acquired the Clover Leaf Fowlers when the NKP bought the Toledo, St. Louis & Western (Clover Leaf) in 1922, and assumed



5. A load of hay or straw in a Clover Leaf boxcar. Note the fresh weigh data stencil in the lower left corner.



6. A team yard scene in Cleveland, Ohio. *Cleveland State University Collection.*

control of the line in 1924. At that time the Nickel Plate began the slow process of repainting the T. St. L. & W. cars [5] with N.Y.C. & St. L. lettering [6]. The original Clover Leaf lettering [5] lasted a few years on their Fowler boxcars before all of them were repainted in Nickel Plate lettering.

LET'S TALK ROOFS

The roof of the Accurail Fowler model represents a roof common before the 1920s. The wood planks cover and protect an interior metal roof. Not all Fowler boxcars had this roof hardware. Some had an external metal roof. The Wabash and Clover Leaf Fowlers had the external metal roof hardware [2, 6]. The first 700 Clover Leaf cars came with early Murphy steel roofs, while the last 300 cars had Chicago-Cleveland roofs. The Wabash cars were delivered with early Hutchins metal roofs. The Accurail model has a wood board roof, which brings up the question of matching specific prototypes.

Why did Accurail model the wood and not the metal roof? My understanding is that the largest numbers of Fowlers were owned



7. A Roundhouse 36-foot boxcar featured in the October "Limited Modeler" column.

by the Canadian National and Canadian Pacific, which used the wood roof. Almost all the Fowlers boxcars built for U.S. railroads had metal roofs. The Grand Trunk, South Shore, and early batches for the Erie were delivered with the wood roof. It's a detail to look for in prototype photos.

Freight car roofs are easy to see, so I decided to modify the model with a metal roof. I discussed this with friend and freight car aficionado Ray Breyer. Ray made this simple suggestion on modeling the metal roof. Cover both sides of the roof with 0.010-inch thick sheet styrene. Add 2x4 strips as roof seam caps [7, 8] and add two lateral running boards at the corners. Add two strips of 1x2 for the door braces to finish up. I first tried this conversion on a Roundhouse 36-foot Nickel Plate double-sheathed boxcar [7].



8. I love the smell of a new kit!



9. Another kit ready for the workbench.

MODELING WITH THE ACCURAIL FOWLER BOXCAR

Modeling the Clover Leaf and Nickel Plate Fowler 36-foot boxcars in HO scale is a simple matter [8, 9]. Accurail has produced models in lettering for each railroad. The T. St. L. & W. cars were not repainted overnight and some lasted in their original lettering until the end of the 1920s. This historical information allows me to have a couple for my late 1920s layout. I have a soft spot for the Nickel Plate, since it was the first railroad that I knew as a young boy. I remember watching seemingly countless Nickel Plate freights roll through Lorain, Ohio, behind NKP's finest Berkshires and H-class Mikados. I will share Clover Leaf and Wabash models in an upcoming column.

The Accurail Fowler boxcar kits have a straight steel center sill. The underframe details are nicely done with correct brake cylinders, brake rods, levers, and hangers. The brake rods and levers are a one-piece casting that makes installation simple. The frame cross-members are separate pieces that drop into place [10, 11].

These kits surprised me with the easy-to-install brake detail. The detail is crisp and compares well with resin freight car kits. The molded-on grab irons and ladders are very fine. A weathered model can be made more realistic with attention to individual details.

There have been great arguments on freight car colors. As best as can be determined from historical records, the model paint is correct. Lettering is opaque, accurate, sharp, and expertly applied. The lettering artwork lettering was made directly from prototype photographs [5, 6].

I am particularly fond of the freight car's appearance [13], especially this angle. There are no added details on the first two cars.

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I simply assembled them with Kadee #153 couplers and metal wheelsets, then applied weathering. They are my example of why I no longer add super detail to my freight cars.



10. The one-piece body and the assembled underframe for the Accurail Fowler boxcar kit.



11. The installed underframe.

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12. Here is my weathered Fowler Nickel Plate Road boxcar.



13. Here are recent boxcar additions to Jim's fleet. The two double-sheathed boxcars were featured in last month's column, with the Accurail model on the left and the Roundhouse model at the far right. This month's Fowler single-sheathed boxcar is between them.

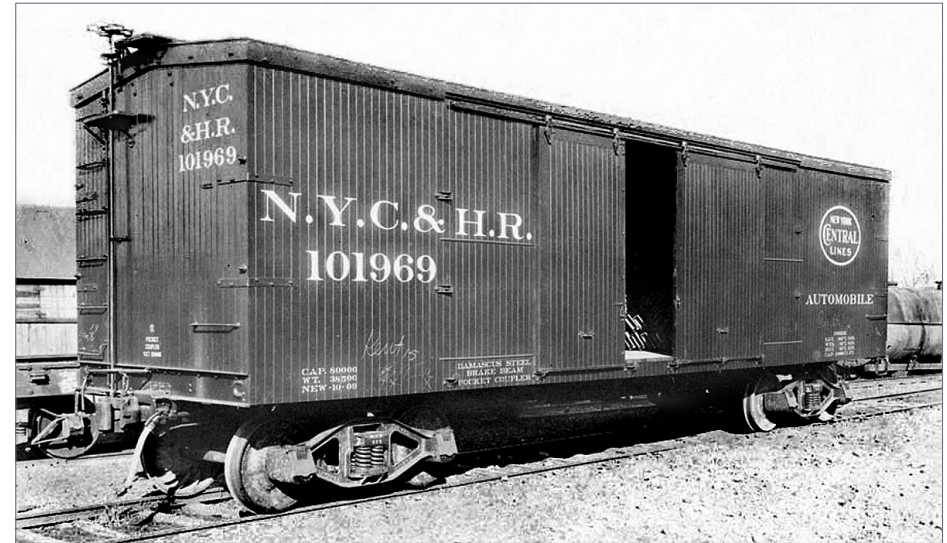
FORTY-FOOT DOOR-AND-A-HALF BOXCARS

When deciding on adding to your freight car fleet, you might want to consider how they will be used. Will the new model be serving customers on your layout, or will it be used on through trains and not be set out for local service? Liking a freight car is not a good reason to add it to the roster unless you consider a need for cars on through trains.

The door-and-a-half boxcars are a case in point. They were primarily automobile-carrying cars. Do you need to spot automobile boxcars somewhere on your layout? If so, you will need an unloading ramp on a team track [14]. My layout will be designed and operated for local switching, so I should have a few spots for automobile cars.



14. An automobile unloading ramp in Boston, Mass., circa 1910.



15. N.Y.C. & H.R. 101969 automobile box car, built in October 1909. Jim had no idea that automobile boxcars existed at this early date until he started researching.

The classic door-and-a-half boxcar predated the double-door cars that we are more familiar with. This car type came into use to meet the needs of the automobile industry. The earliest versions were 36-foot boxcars [15] that gave way to 40-foot versions. They were built as both single- and double-sheathed boxcars.

Door-and-a-half boxcars were also utilized for hauling finished lumber and other commodities. Keep in mind that automobiles were a lot smaller in the 1910s and 1920s than in later years. Automobile boxcars were common among railroads serving the Great Lakes and Midwest. In 1926, 54 different railroads rostered 100 or more automobile boxcars. The Michigan Central had 19,944 of these cars, the most of all railroads in 1926. The cars roamed far and wide. As a result, the door-and-a-half boxcars were seen about anywhere in North America.

I need a few of these cars on my layout. I plan to have a dock with an unloading ramp to bring automobiles for local dealerships. I found that door-and-a-half boxcars have not been produced as plastic models. Roundhouse and Walthers offered 50-foot, double-door, single-sheathed automobile boxcars many years ago. The Roundhouse model followed a mid-1920s prototype but has been unavailable. Many different automobile boxcars have been produced as resin kits.

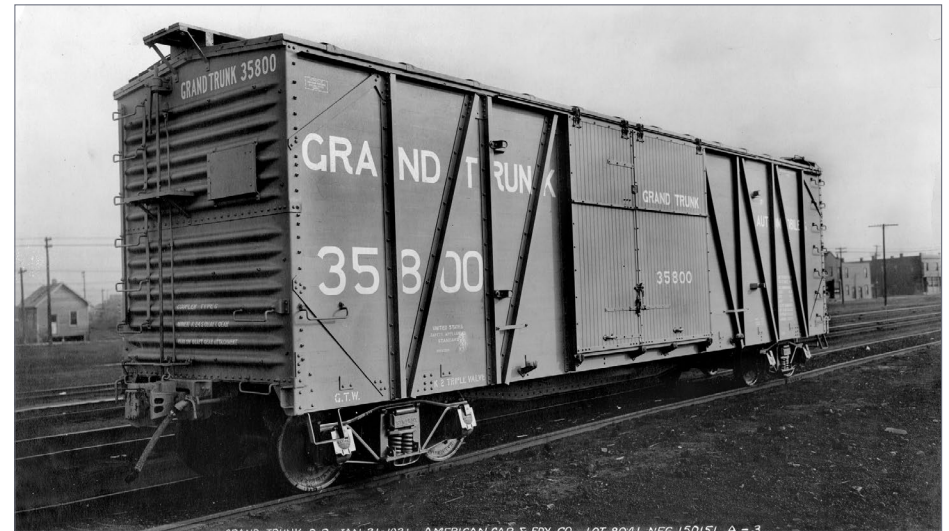
Seeking information on period freight cars, I asked Ray Breyer which railroads had door-and-a-half boxcars like the Accurail single-sheathed boxcars. Ray sent a lengthy list. There were many more railroads with door-and-a-half boxcars than I had realized. I had to find a way to model these prototypes in plastic

1. Ann Arbor (AA, Wabash designed cars)
2. Chicago and Eastern Illinois (C&EI)
3. Chicago Burlington & Quincy (CB&Q)
4. Chicago Milwaukee & St. Paul (CM&St.P)
5. Canadian National (CN)
6. Canadian Pacific (CP)
7. Central Vermont (CV)
8. Denver & Rio Grande Western (D&RGW)
9. Grand Trunk and Grand Trunk Western (GT & GTW)
10. Illinois Central (I-GN)
11. Kansas City Southern (KCS)
12. Louisiana and Arkansas (L&A)
13. Milwaukee (MILW)
14. Missouri Pacific (MP)
15. Norfolk & Western (N&W)

16. New Jersey Indiana & Illinois (NJI&I)
17. Southern Pacific (SP)
18. St. Louis and San Francisco (SLSF)
19. Texas & Pacific (T&P)
20. Wabash (WAB)

I have modeled two of the door-and-a-half boxcars, and have a few more on the workbench. Critical to this kitbash is a conversion kit produced by The Standard Car Company, and available through New England Rail Service [17]. I had acquired a few of these kits over the years and the conversion is simple. You will only need to use a sharp, curved X-Acto knife to scrape off paint where the parts will be cemented to the model [18].

The back side of the kit's doors are grooved to fit over the simulated bracing on the outside of the Accurail boxcar's body. You



16. A January 1921 builder photo of a Grand Trunk 40-foot, door-and-a-half, single-sheathed wood boxcar.

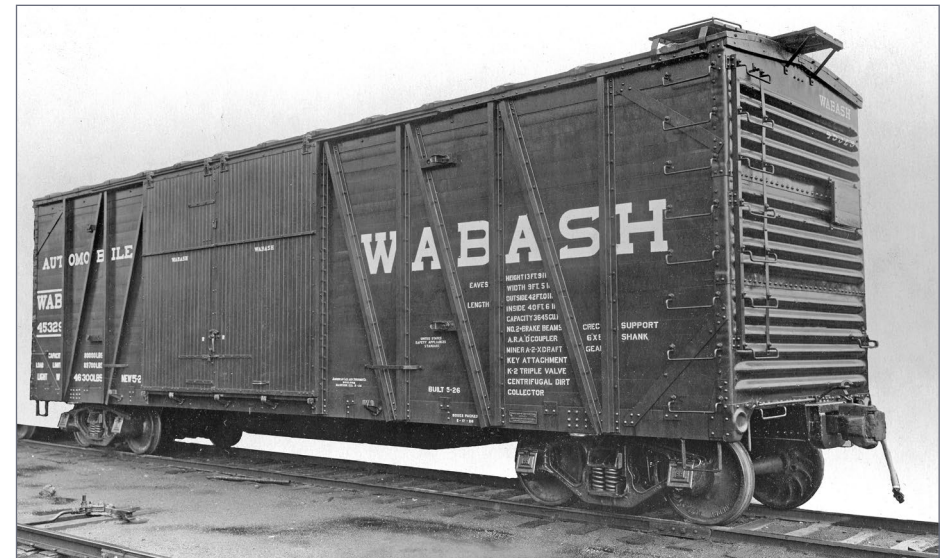


**Please include
a phone
number when
contacting
MRH**
(in case your spam
filters eat our
email response)

17. The half-door parts for an easy conversion.



18. The gray parts here are from the Standard Car Company add-on door kit.



19. The Wabash had lots of automobile boxcars. Here is an April 1926 builder photo that inspired Jim's model of Wabash 74258 [18, 20].



20. Here is Jim's completed Wabash automobile boxcar. While not perfect, it makes for a representation of the prototype.

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can't go wrong. Scrape the paint and cement the parts in place, and the model is ready for touch-up paint.

The completed Wabash model turns out well. It is a very simple kitbash. I do hope a company will consider offering a plastic kit, or a ready-to-roll model, for a door-and-a-half prototype.



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My upcoming work on these models will focus on a few more accurate details. Installing K brake components, accurate sill steps, and thinning the running board are easy steps. I also plan to remove the upper grab iron on the left end of each car side. These changes will make the models a better representation of 1920s prototypes.

21. Here's another of Jim's Accurail models with the Standard Car Company half-door kit installed. The model is detailed and weathered for a 1954 period.

A LESSON LEARNED

Several years back when I was modeling 1954, I built a CB&Q door-and-a-half boxcar [21]. It was supposed to represent a former Burlington AUTOMOBILE boxcar that had been relegated to lumber service as automobile transportation was shifting to different car designs. I weathered it to represent a car in its final years of service.



This model is not usable for my 1920s layout setting, as the lettering scheme too new for the 1920s. Eventually, I'll strip and repaint it. In the process, I'll add a few proper details for the 1920s: K brake components, different trucks, new paint, and lettering for a different railroad.

As I compare more prototype photos with the available models, I see changes are necessary. When you compare the prototype C.B.&Q. car [22] with the model [21], you can see that the Burlington cars were taller than what the Accurail model

represents. The height details have become noticeable to me and I can't accept the compromise for this Burlington car.

I've got some fun projects on the workbench and look forward to sharing those in future columns. You can bet there will be more door-and-a-half boxcar models coming your way. Stay tuned. ☒



22. CB&Q 44499 rolled out of AC&F in November 1916. It was one of 500 automobile boxcars in the XA-6 class.



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ROB CLARK EXPLORES THE FASCINATING WORLD OF VINTAGE CRAFTSMAN CAR KITS PART 2 ...



LAST MONTH WE BUILT THE BOXCAR BODY.

Now it's time we complete construction, apply paint and weathering and add some simple details.

COUPLERS

There have been strange ideas over the years as people struggled to come up with some kind of hands-free uncoupling method [1, 2]. We have to thank Keith and Dale Edwards (Kadee) for bringing a prototype look and reliability to the world of car coupling [3].

Returning to our example Silver Streak kit – the supplied cast coupler pockets fit Kadee #148 whisker couplings perfectly. I have always found that in conjunction with the supplied plastic (or replacement Kadee) trucks, the coupler height works out correctly without any need for packing or truck washers. The same is not true for many other kits, so be prepared for adjustments [4].

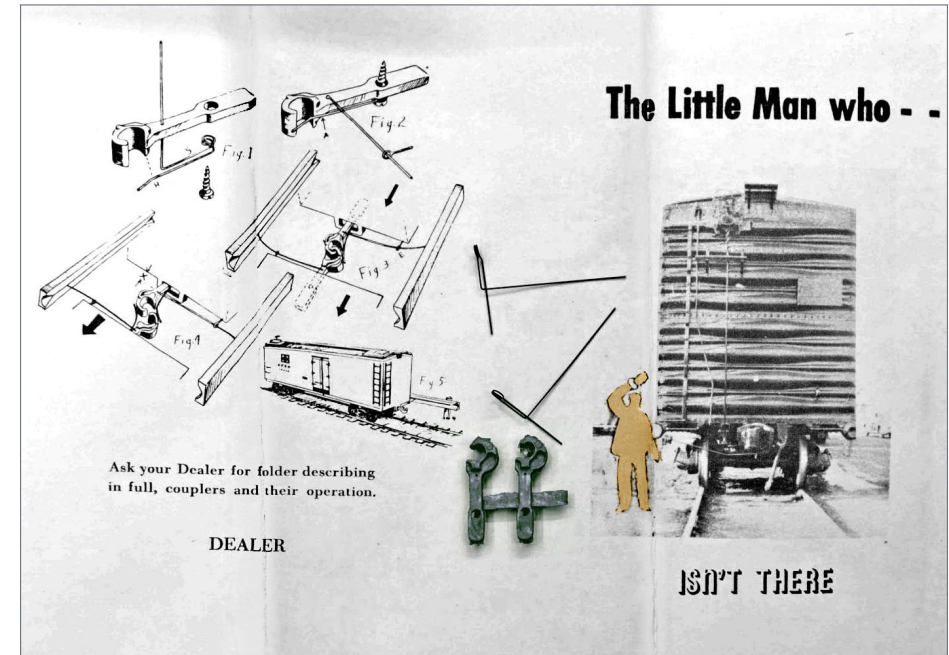
I remove magnetic coupler trip pins because I don't like the look of them, and I use air hose castings. I use the bamboo skewer method of uncoupling, so I have no need for the magnetic facilities. These

► MODELING REAL RAILROADS AND WHAT THEY DO

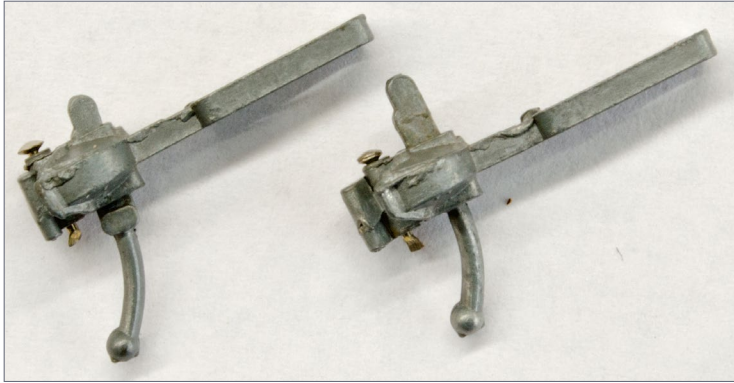
choices are yours. Operational necessity may force you to keep them. Alternatively, you may prefer Sergeant scale couplers that use a magnetic wand arrangement and have no trip pin. I have no experience of this product so can't comment on operation.

At this point the trucks and couplers are installed on the completed floor [5]. I always drill pilot holes for wood screws to avoid the screw going in at an angle. This would cause problems with free and level truck movement. I complete the underbody detail first so problems with brake system parts fouling the trucks can be spotted.

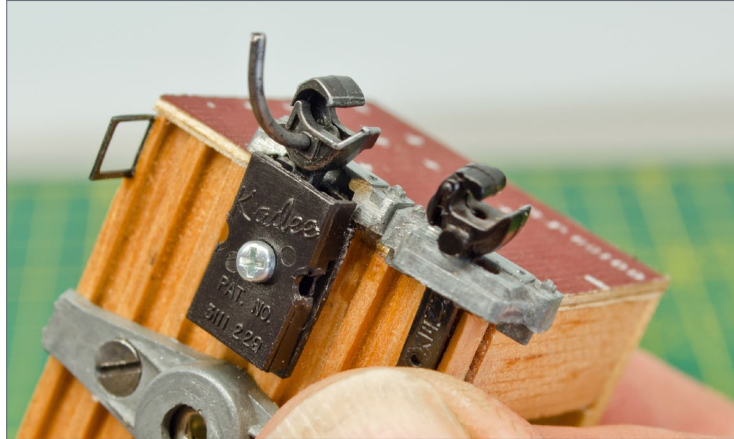
Place the car on your track and start testing. Review the car movements thoroughly to avoid later frustrations and rework. I try every



1. "The little man who isn't there" was a Red Ball idea and it's pretty clear from the complexity and awkwardness of the arrangement that this was never going to catch on. This is the summary sheet – the detailed instructions are much longer!



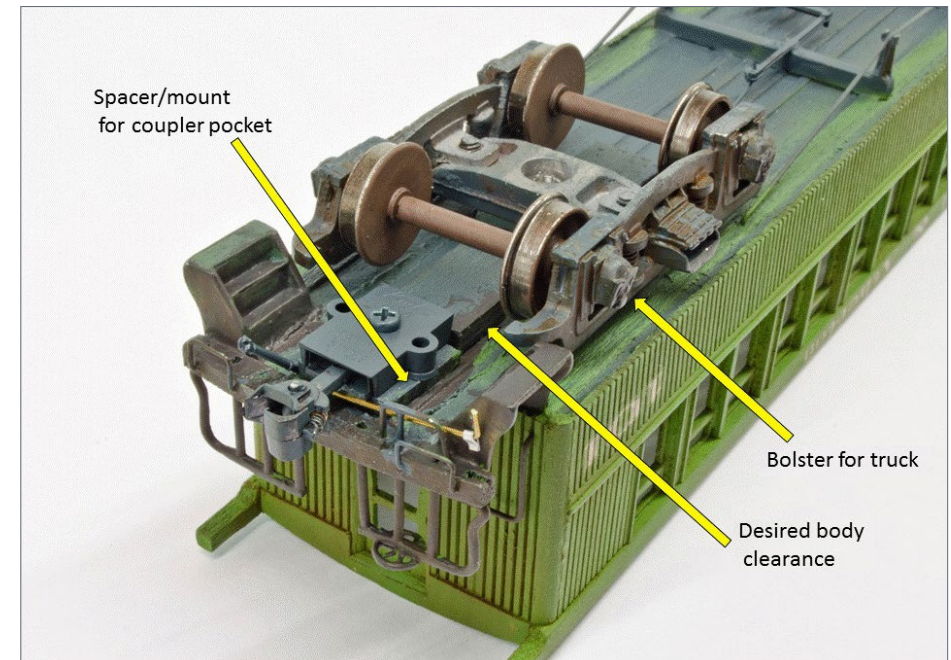
2. These Roundhouse couplers came with a 1951 Silver Streak truss rod boxcar. Designed to work by reversing over a ramp; you can see the closed knuckle on the left and the open knuckle (when the ramp pushes the shaft up) on the right. Both car couplers have to be over the ramp.



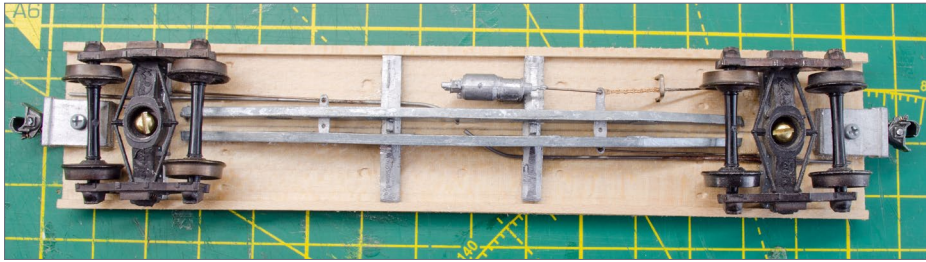
3. Dummy couplers (the ultimate compromise to achieve realism) were quite common. This is a Central Valley kit and I replaced the dummy with a Kadee, as shown. Note how I had to remove the fixing holes on the draft gear box to clear the truck frame. The trip pin is yet to be removed.

possible movement option; backwards, forwards, pulled, pushed, in combination with other cars, next to the locomotive, in-between a couple of other cars, at the end of the train, around left hand curves, around right hand curves, then in combination with switches where S-curves may be tight.

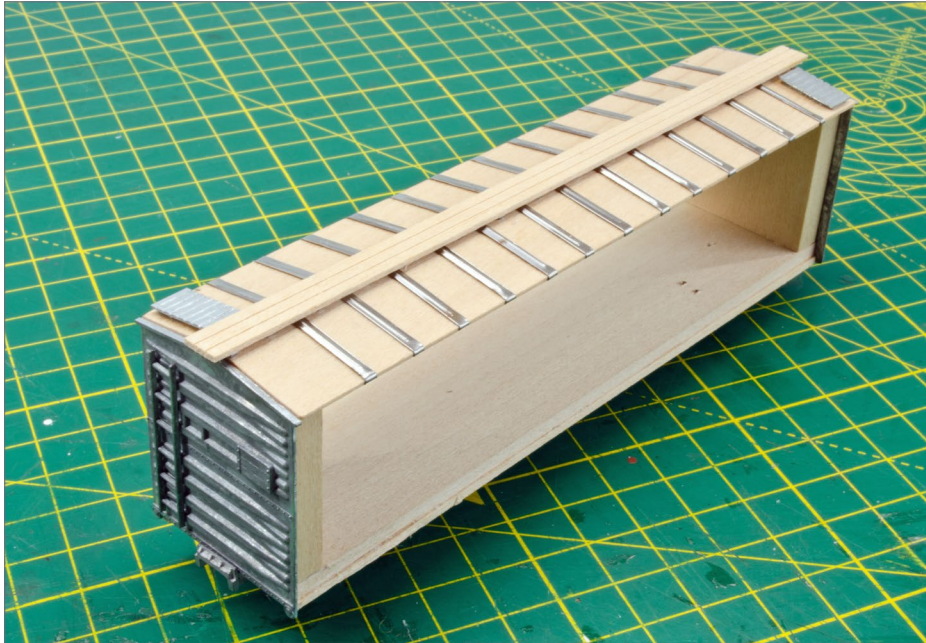
Operate the car from one end of the railroad to the other, at least once in both directions, to make sure it doesn't foul something. My Western Union material car (seen in part one last month) had an interesting argument with a fire barrel on a curved trestle!



4. This Labelle coach was not as forgiving as the Silver Streak boxcar. I had to fit a custom-made bolster to get the correct clearance between the body and truck tops and then shim the Kadee coupler pocket to get the correct coupler height. To be fair – this is the usual situation with craftsman kits. Note the fabricated cut lever under the end platform.



5. The completed car floor is ready to roll. Lots of testing pays off at this stage and the tests are more rigorous, because the car is lighter than in its fully finished state. I used Kadee trucks rather than the plastic trucks supplied.



6. The carbody is finally assembled. I apply glue to top and bottom of the end blocks and then assemble with the roof and floor. This makes it easy to confirm everything is lined up correctly. To confirm "squareness" I temporarily hold one of the car sides in place. Finally, I add the end castings and ladders.



7. I add the brake components to the car end using CA. Here I am soaking away excess CA by using a torn piece of paper. This is such a successful technique that in many applications with "fiddly" parts I liberally apply the CA to the joint, then clean it off as shown. I also use CA to stiffen fine pieces of wood, such as the edge of a roof.

PAINTING

The first step in painting is a coat of primer [8]. I use gray for darker topcoats (e.g., boxcar red) and white for lighter topcoats (e.g. reefer yellow). This priming step highlights any imperfections and if required I do some filling and sanding.

An emery board is great for general smoothing and also removing dreaded "fuzzies." If the sides in the kit are pre-painted and the car ends/roofs/doors are not, then there may be color-matching issues. Most old kits will quote a Floquil match, but of course Floquil is no longer in production. Fortunately Joe Fugate comes to the rescue

with an acrylic color matching guide, available (free) to MRH subscribers (model-railroad-hobbyist.com/subscribers-only/painting/acrylics).

I find sometimes an “adjustment” is required by adding white or black (occasionally other colors) to get the desired shade. A bit of experimentation pays off before committing to the final painting.

CAR SIDES

Car sides have varied a lot in manufacturing style and quality over the years, and here (roughly in chronological order) are a few examples of what you can find. Note the three completely different shades of “boxcar” red. [11, 12].



8. I will use an airbrush in this project, but for basic priming I find a “rattle can” of paint works well. The primer is quick and easy to apply, with good coverage and high viscosity to cover surface imperfections. Make sure you have good ventilation

and a respirator because there is a lot of overspray with cans. Remember to paint the doors!



9. I use a hobby compressor and a Badger 200 airbrush for many painting tasks. You don’t have to buy these to be able to build car kits. This equipment can be replaced with paint brushes and care with paint application. After weathering, most brush marks will be invisible or just look like weathered paint work.



10. I applied a coat of Model Master acrylic boxcar red using this “lazy Susan” turntable to ease the job. Not shown here, but I did remember to paint the doors as well. I paint the underbody the same color as everything else, but black is also OK.

Returning to our example kit build: after painting the body, the side panels are glued in place and things are ready for final detailing [13].

You may notice the slight color difference between the pre-painted sides and the airbrushed parts, but this isn't anything to worry about. Weathering solves many issues but bear in mind that surfaces age differently depending on both the material and the angle of exposure to the elements. Sun for example will fade a roof more than a side. This is a good time to point out that I don't add



11. At the top, a Red Ball reefer side is printed cardboard with embossed planking, which is of surprisingly good quality. Below that is a Taylor Models stock car. The printed lines assist in locating the outside bracing, but the lettering is poor. At the bottom is an early Silver Streak example from a truss rod car. It is made from good quality three-ply board. The lettering is reasonable and grab iron holes are pre-drilled.

extra weight to this kind of wood/metal boxcar. The materials used ensure that the weight is adequate. Cars constructed only with wood, tend to be too light and a slug of metal may be needed.

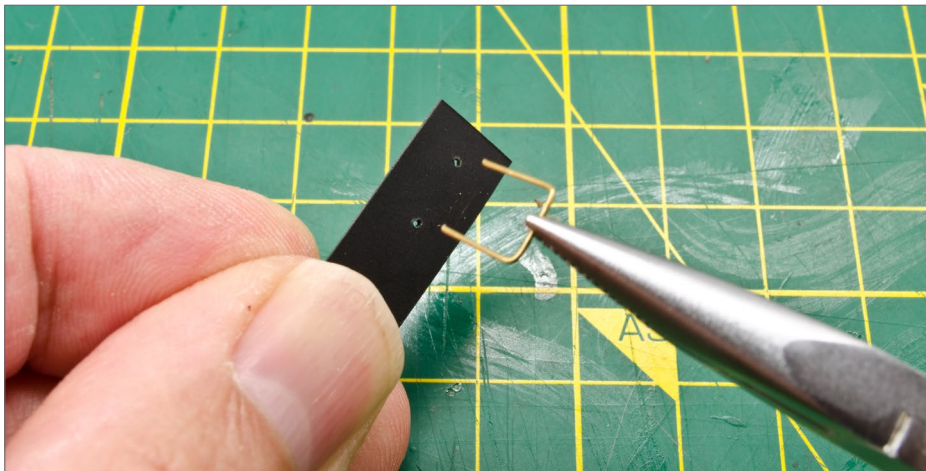
On better vintage kits, grab irons are supplied with double bends to simulate the forged end where the iron was bolted to the car body. Many kits, including our Silver Streak example, use simple staples. A double bend is quite tricky to add, but a single bend is easy and improves the look [14-17].



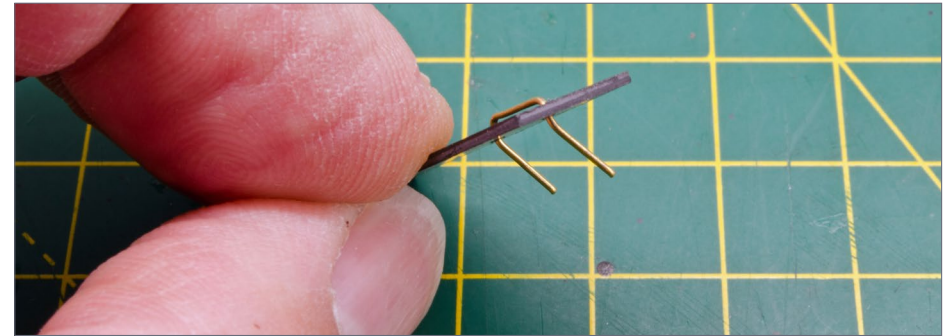
12. At the top are nicely printed sides from a Con-Cor USRA boxcar. These are very thin and need extra bracing when installed. The center example is a Bev-Bel AAR boxcar. This car side is the most basic, with unpainted milled wood supplied. Decals often came with these unpainted kits. Finally, a modern La Belle caboose showing the laser-cut side and milled overlay.



13. With the sides glued in place and the trucks temporarily installed, this is how the kit looks. Note the bare paint on the chassis at the lower left where I had to sand off a high spot to ensure the side fit properly. The key to success with these kinds of kits is to "check and check again" with each stage of assembly.



14. I use a piece of 0.030"-thick styrene sheet and drill a couple of 0.5 mm holes at the pitch of grab iron to make a simple bending jig. The staple is pushed through the holes.



15. I then make a 45-degree bend as shown here.



16. The staple slides easily out of the jig and the grab iron is ready to install.



17. I installed the grab irons and sill steps, then cemented the doors and runners in place. After a few touches of paint and the addition of couplers, the kit was complete. There is much more that can be done to improve the appearance of this (let's be honest) pleasant, but bare-looking model.

WEATHERING

Weathering isn't a specific step in building vintage kits, but since I wouldn't allow an unweathered model on my railroad, the job needs to be finished. I maintain that weathering is the single most productive activity when it comes to establishing realism in our model world.

I am not a weathering expert, but I do have a range of simple techniques that are quick and easy to apply. I consider the effects "good enough" to get cars into service rapidly. My end goal has been to build a reasonably realistic and smooth operating railroad, so I don't spend lots of time on any one of the many aspects of the hobby. When I'm finished, I can go back and hone my skills in many areas. Please understand that we are not in contest-level territory here. That is not the purpose of this article.

Gravity is your friend, but it needs help by brushing from top to bottom. Patience is required because many light coats are preferable to one heavy coat. Dirt build up on the prototype is a



18. The first place to start is the trucks, more specifically the wheels which need some toning-down. I paint everything but the treads and axle tips a dirty brown.



19. I use water colors for first-stage weathering. A yogurt container lid is a great tool. Water sits in the rim, a squeeze of paint sits on the main lid, and I use a brush to mix a wash to the desired opacity. It's possible to work with multiple colors simultaneously. Here I am using raw umber. The other colors in the tubes are raw sienna and burnt sienna.



20. I liberally apply the wash with a paint brush and work it into surface. Surface tension pulls the paint into the detail where it would naturally collect.



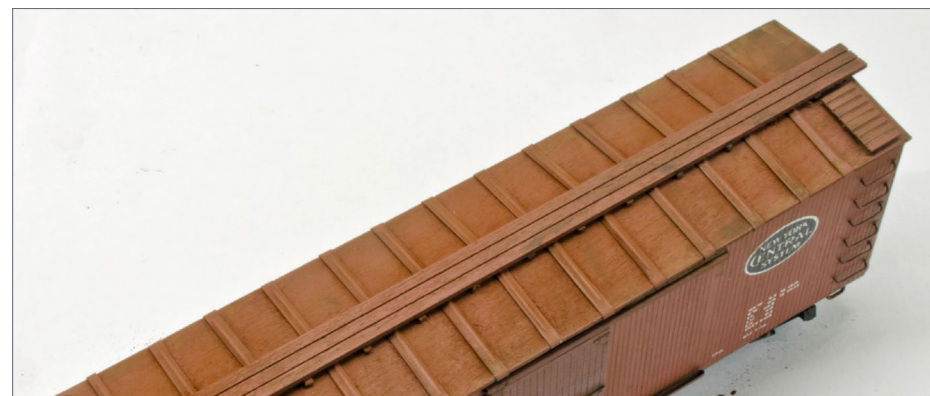
21. This is how things look with only a wash. It's an improvement, but more can be done.



22. This is my weathering "kit." The smaller brushes and cotton swabs are used to apply powders, while larger brushes are used for blending. The toothpicks (used gently) are useful for removing powder and paint from details that require high-lighting. My powders are UK-manufactured, but most work equally well. I also make my own by powdering chalk sticks.



23. I apply dark brown powder using a brush, and work it into the surface.



24. The powder creates an impression of dust deposited and partially washed off with rain. It also kills any paint shine.





25. I use a cotton swab with lighter powder (in this case a brown/yellow mix) to add streaks. Always drag in straight vertical lines.



26. Black is worked into the running boards where boots grind-in soot and dirt.



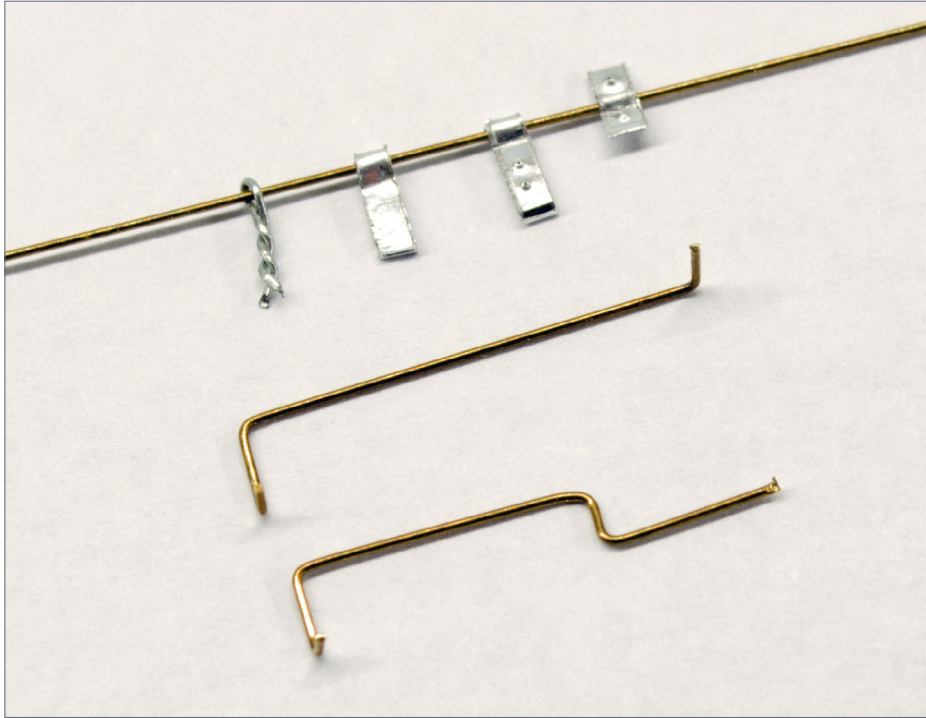
27. A soft brush blends everything together to create a more natural look.



28. The same approach is used on the car body sides. The streaks need to be vertical, but some unacceptable black lines can be seen on the doors. If I don't like the look of something, it's easy to remove the powder by wiping hard with a clean swab.



29. The final effect I use (which is optional) is a gentle air-brushing of "dirt" along the brake gear, underframe, and lower edges of the car sides. I use a light brown/beige color. I find it very easy to overdo this effect, so restraint must be exercised.



30. Uncoupling levers are an easy detail to add. Two examples are shown; a top-mount and a bottom-mount. The latter was used on most freight cars built after the 1930s. These levers pull the uncoupling pin to release the knuckle on the prototypes.

I use a needle file to square the cut ends of the wire. Bracket options shown above, from left to right:

Eye bolt - made from florist's wire twisted – just drill a hole to fit.

Drop hanger - made from thin sheet metal (with and without "rivets").

Strap - again with "rivets," made using a pin.

The configuration of lever and brackets will depend on your car. Just make sure it looks like it can work – we are "Imagineering" here after all.



31. This is the configuration I used to enhance the example kit. I had to file off a rivet head and remove a bit of paint before gluing the hanger to the end beam with CA. A coat of paint and a bit of weathering will finish the job.

A detail is missing here that I chose not to include. Prototype freight cars have a bell crank to transfer the movement from the rod to a chain, which has a connection to the brake cylinder. I made a conscious decision not to add the bell crank detail. The solid connection is not correct but it's "good enough" for this vintage kit.

subtle process, as is weathering a model. Remember to weather the trucks.

Weathering is very subjective, and can range from very light to almost derelict. There are no rights and wrongs, but the best advice I have seen is to stop when you think you haven't quite done enough. Over-weathering a model is a beginner's error. It's always easier to add more, rather than try to undo.

SUMMARY

I have summarized just one simple kit as an example of vintage freight car model building. More-complex kits provide a greater



challenge but can be more satisfying to build. I encourage you to give one of these vintage kits a try.

If there are kits sitting on your shelves and this article hasn't inspired you to get building, why not move them along to someone who can use them? Sell them on eBay or pass them along to a model railroader friend, perhaps a younger member of the fraternity. Vintage kits need to be built to fulfil their purpose in life. ☒



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32. The completed car is ready for service! Don't forget to lubricate the axle bearings!



Creating a Boroleum tank car

MRH Running Extra | November 2019

BILL GILL adds an interesting freight car to his fleet ...

SINCLAIR PHARMACAL IS REAL; BOROLEUM IS real (It's a made almost entirely of petroleum jelly). But Sinclair Pharmacal never had a Boroleum tank car. So why did I fabricate one?

First, I like the quirky sound of the name. Second, during World War II the head of Sinclair moved the “essential” packaging of

1. A one of a kind tank car for the Connecticut & Vermont Railroad.

★★★★★
RATE THIS ARTICLE

Boroleum to a small island off southern New England where his family spent their summers. Old timers said it was a clever ploy that increased gasoline and heating oil rations for residents working at the small “factory.” Whether their tales are true or not, it's a good story to tell visitors at my layout when they notice the one-of-a-kind car roll by.

Third, my Connecticut & Vermont Railroad loosely follows the Central Vermont Railway, which terminated in New London, Connecticut. Ferrying Boroleum from New London to the island is entirely plausible. The appealing mix of fact and fiction inspired kitbashing a unique model from a prototypical tank car frame and an improbable Model Die Casting Old Timer tank car kit that were lying around.

UNDERFRAME DETAILS

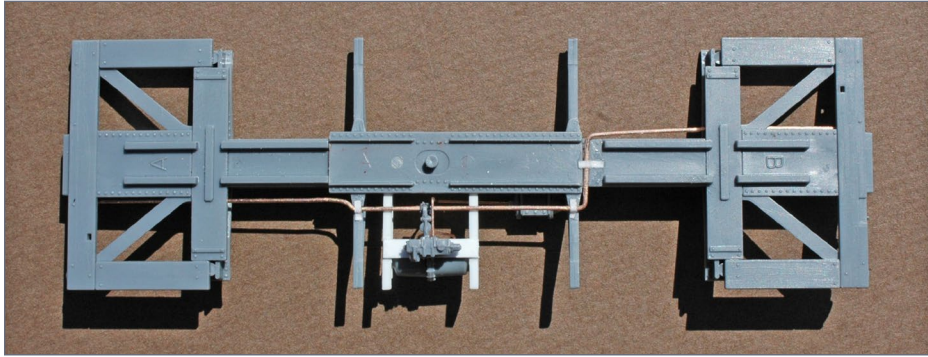
I started by shortening a Tichy #3011 underframe to carry the smaller MDC tank. The frame isn't quite symmetrical, so a bit of figuring beforehand insured everything fit correctly [2, 3].

Adding AB brake components made the truck clearances even tighter on the shortened frame. I repositioned the underframe details several times to make sure everything looked correct and the trucks didn't foul when negotiating my layout's tight curves. I added uncoupling levers to the ends before gluing the tank on the frame [4-6].

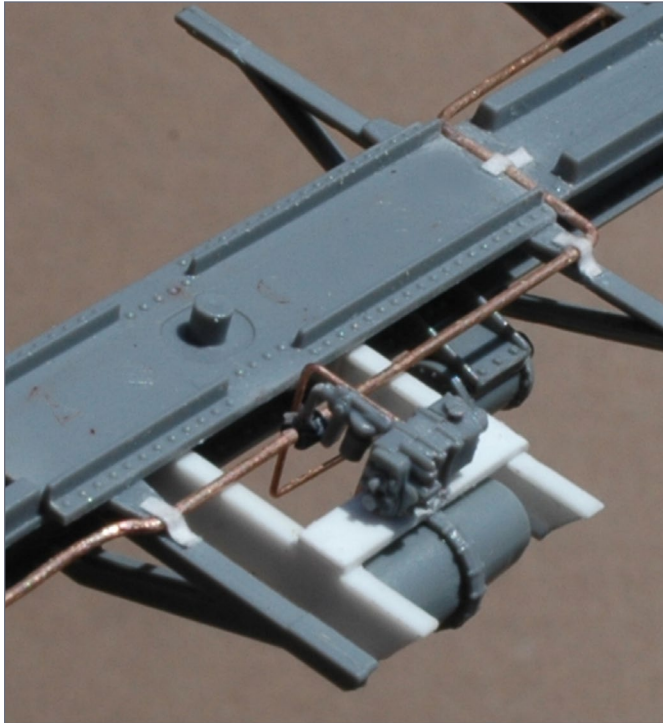
PREPPING THE TANK

Moving on to the tank, I cut off the molded-on handrail stanchions and filled the holes for grab irons, handrails, and the

BOROLEUM TANK CAR | 3

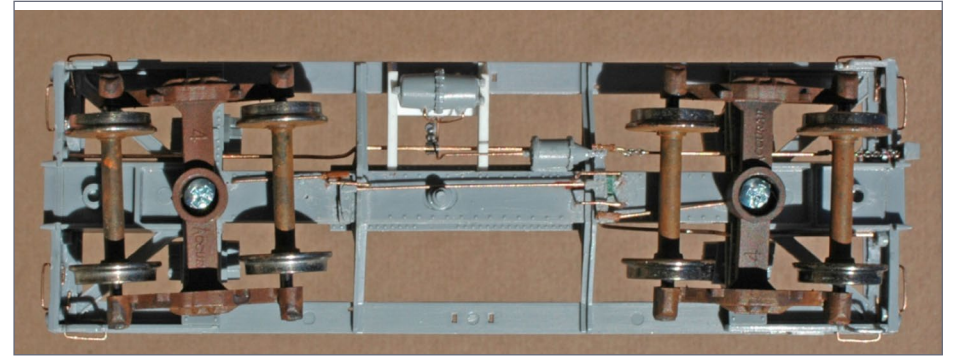


2. The shortened frame with brake reservoir, control valve and train line added.

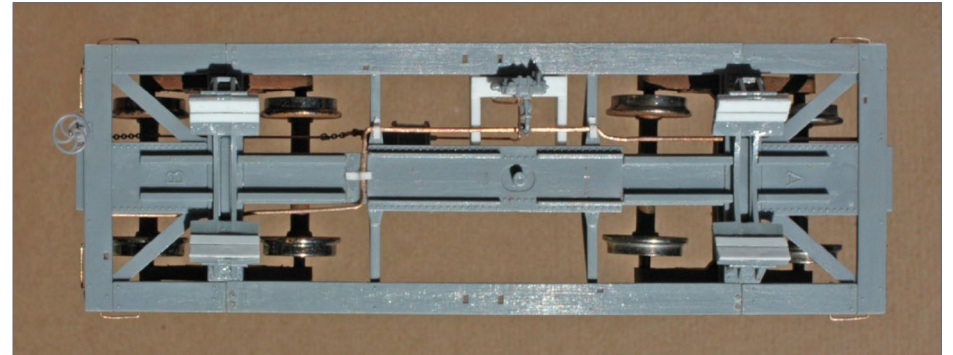


3. I updated the car for my 1950s layout with AB brakes, making the mounting bracket out of styrene strip and channel.

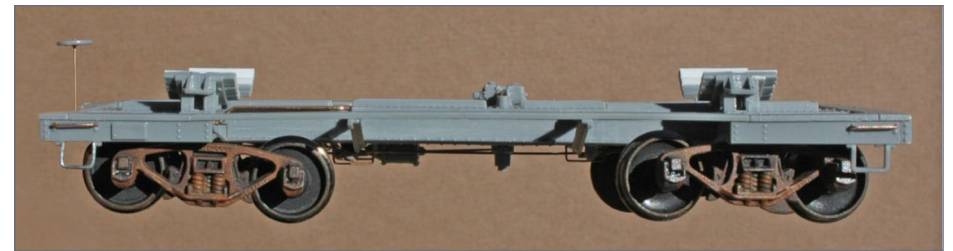
BOROLEUM TANK CAR | 4



4. A view of the underframe from below.



5. A top-down view of the underframe.



6. Installing the brake details took time, but it was worth it because it's visible on the finished tank car.

BOROLEUM TANK CAR | 5

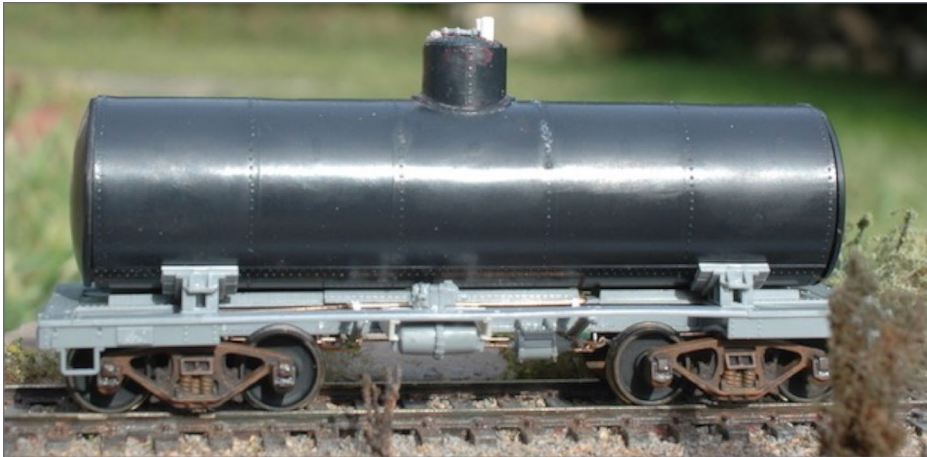
dome platform brackets with stretched sprue from the kit. The plugs were sanded and scraped smooth.

Pieces of 0.005 inch styrene padded the inside of the frame's saddles until they fit snugly against the smaller tank. You can just see them [7] between the black tank and gray saddles. They are readily visible [5, 6] above.

I removed the original safety relief valve and elbow from the side of the dome, then scratchbuilt a new safety valve to fit on top of the small dome. I also added a newer style (1930-present) manhole cover and added a hinge from a scrap dome. I shortened the steel weight from a junked tank car and glued it into the bottom of the tank with adhesive caulk before gluing both tank ends in place.

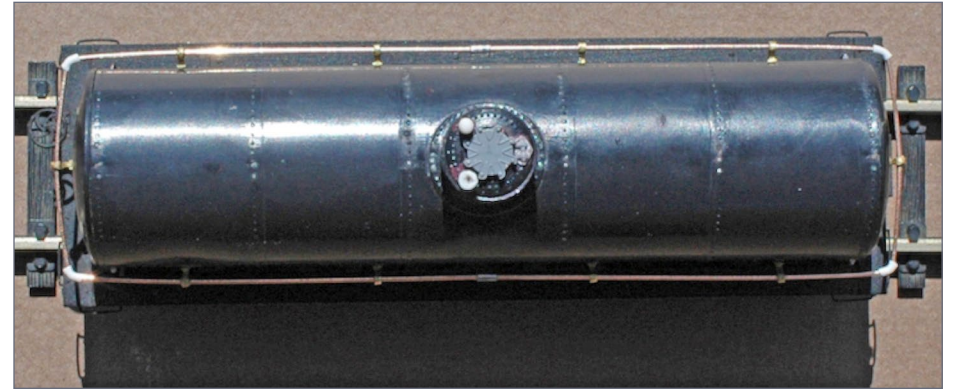
GRAB IRONS AND RAILINGS

I bent grab irons for the sides of the tank from 0.0125 inch bronze wire and added styrene nut-bolt-washer details next to



7. This photo shows the tank just sitting on the frame to check its fit.

BOROLEUM TANK CAR | 6



8. The very top of the dome was sanded to create a flat area for attaching the new manhole cover.

them. I used Precision Scale #190-476 cast brass stanchions and 0.020 inch bronze wire for the handrails. I made two U-shaped handrail sections. Each one included a curved end and long straight legs that extended a bit more than half the length of the car. None of the jigs I made for forming the gently curved ends worked, so I bent them by hand. That took several tries.

I glued four stanchions into each side of the tank. I slid another stanchion loosely onto each curved end of the handrails. Then I added short lengths of wire insulation to the railings to represent the union connections where the curved railings join the straight railings. Next, I threaded the handrails through the side stanchions, and glued the end stanchions into mounting holes on the ends of the tank.

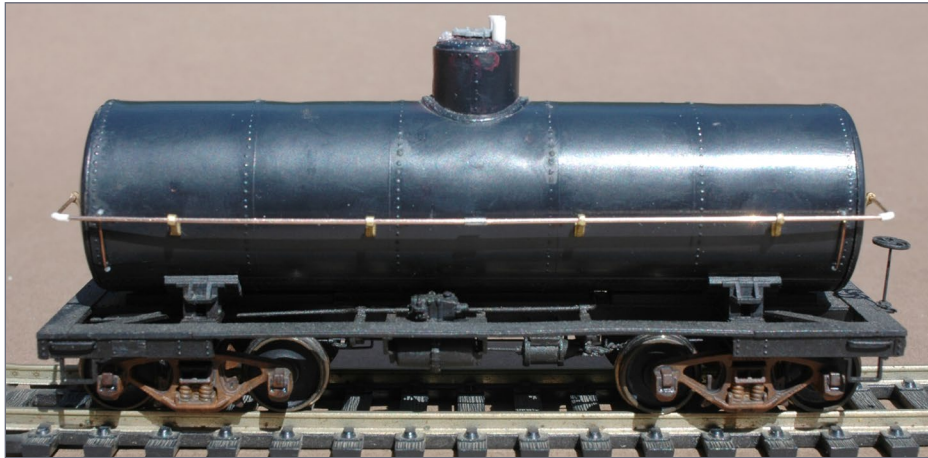
The straight handrails were cut to length at the middle of the car. I added short pieces of 20-gauge hypodermic needle for the unions at the car center. I super-glued all the unions to the wire and then glued the handrails in the stanchions.

MOUNTING THE TANK, FIRST TRY

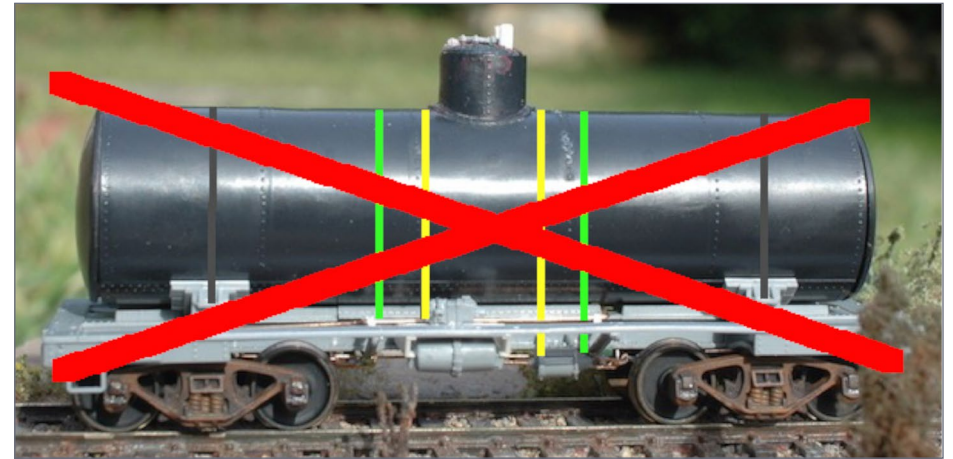
Most prototypes of the time had four tank bands, two near the ends and two near the dome. I couldn't fit bands close to the dome because of the short frame and crowded brake details. Luckily, I found a few prototype photos of cars with a single band near each end.

The original Tichy kit called for 1x4 styrene strips for the tank bands. They looked too thick, so I tried a couple alternatives. Strips of frosted drafting Mylar looked okay, but superglue made them too brittle. Bands cut from a soda can were close to scale thickness and looked good, but none of my adhesives stuck well to the very narrow aluminum strips. I reluctantly wound up using fragile strips of 0.005 inch styrene for the bands.

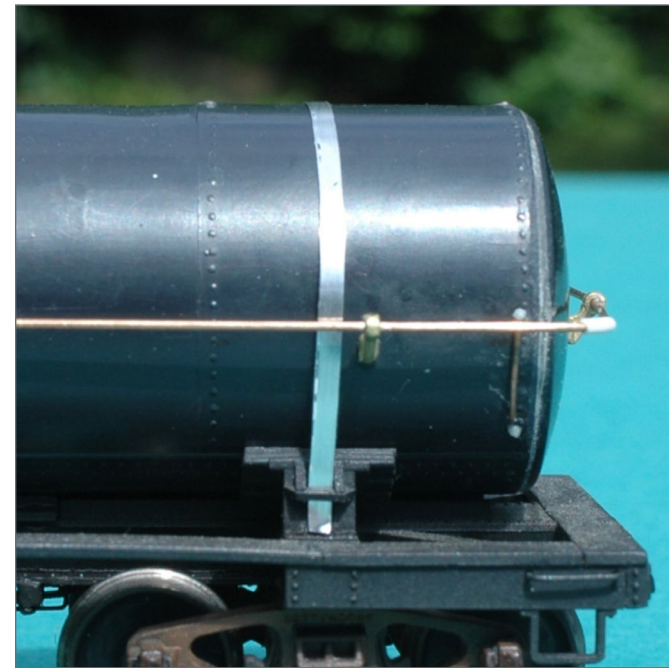
Just before priming, I decided to add four fittings near the bottom of the tank ends to represent steam connections. Steam



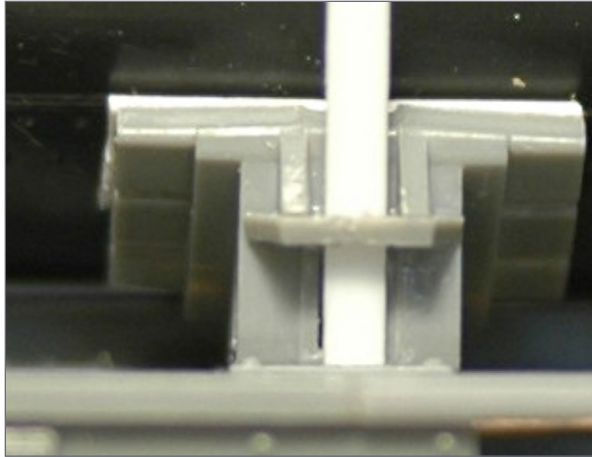
9. I used masking tape to mark a horizontal line around the tank for drilling holes for the stanchions. The car was placed on a level piece of track and the distance measured up from that base.



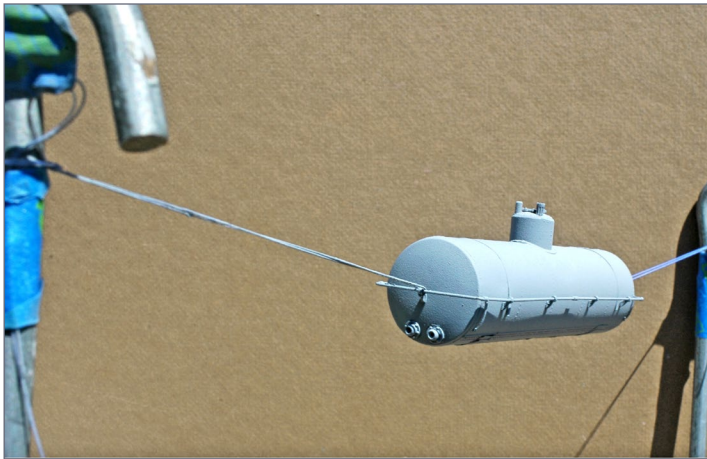
10. The combination of added brake components and a shortened frame made it impossible to add a second pair of bands closer to the dome.



11. Strips cut from a soda can looked great but glues did not stick well to the skinny aluminum bands. I wound up using 0.005 inch styrene strips.



12. I found very few prototype photos with tank bands anchored like this photo shows for a Tichy frame. Most prototypes had bands with tie-down rods and turnbuckles on their ends for adjusting tension. I wanted to model that look. You can see what I did in [17] and [19].



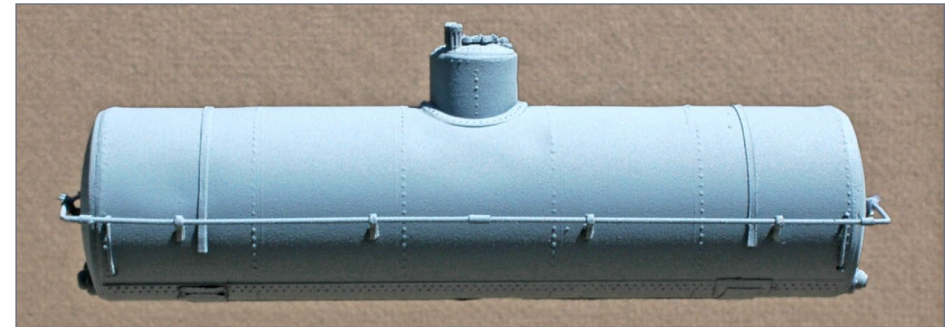
which way I twisted my makeshift painting bracket. I eventually held the dome to one side and sprayed the bottom of the tank before releasing it to spray the sides and top.

13. The new steam fittings are visible on the bottom of the end. The weight added to the bottom of the tank kept the tank upright no matter

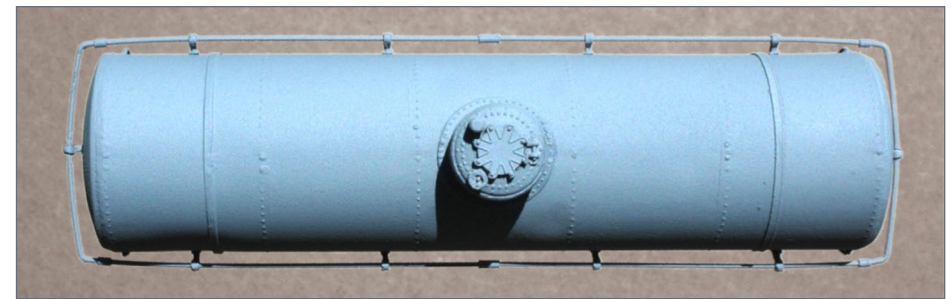
lines inside the tank would heat the thick petroleum jelly for unloading. I based the fittings on a prototype photo of an asphalt car.

PAINTING AND LETTERING

A week later, the tank was sprayed with a can of gloss white and allowed to cure for a couple of weeks. Painting the tank before mounting it on the frame kept a clean color separation between the parts.



14. The dangling ends of the bands are very fragile where they separate from the tank. They got extra support later.



15. This top view shows the new manhole cover, hinge, and scratchbuilt safety valve and vent. The valve and vent are on the B end of the car. You can see the union connections on the handrails.

I designed the decals using Inkscape, a free open-source vector program like Corel Draw. I followed the AAR standards for the lettering height, forgetting how narrow the space is where the car data goes. My first decals were too wide. Bill Brillinger, Precision Design Co., printed my corrections. His decals are excellent with invisible edges. I top-coated the tank with Krylon Clear Satin before attaching it to the frame.

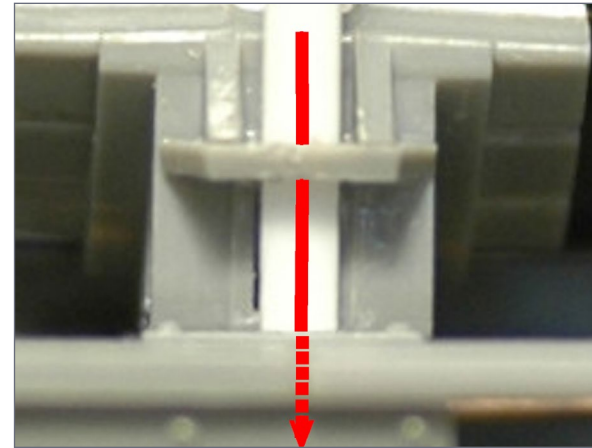
MOUNTING THE TANK, SECOND TRY

Before mounting the tank, I drilled a hole straight down through each frame anchor slot and into the bottom of the truck bolster beneath it [17]. Those would anchor my new tie-down rods after the tank was secure on the frame.

The small saddles didn't offer much surface area to glue the tank to the frame. I was concerned the heavy steel weight in the tank could cause the glue bonds to break. To beef up the bond, I glued a pair of ordinary office staples into the bottom of the tank along its centerline. The legs of the staples were cut short so the crown didn't stick down too far below the tank. The crown just cleared the top of the frame when the tank was set in place. This may have been overkill, but I felt better.



16. The lettering and color from an old BOROLEUM box were used to design the decals.



17. I drilled holes through the frame and down through the truck bolsters. The drill was centered in the slot originally intended for anchoring the flat tank bands to the frame.

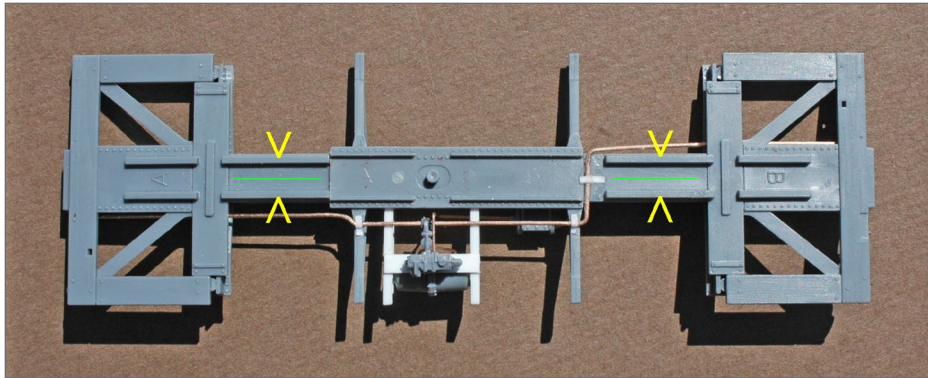
The green lines [18] show where the staples fit. After several rehearsals I dabbed a bit of JB Weld epoxy along the green lines, put a little more on the staples themselves, brushed solvent cement carefully onto the styrene saddle pads and onto the adjoining areas on the tank then gingerly set the tank onto its frame. I checked to make sure it was plumb and left everything alone for a couple days.

It worked. The tank is very secure on its frame. There are narrow tank supports running along the outside edges of the center sill, marked by the yellow arrowheads [18]. They hide the staples and epoxy.

FINAL DETAILS

For the final step I added round tie-down rods to the ends of the flat tank bands. Most prototype photos showed tie-downs welded on the outer sides of bands. I thought extra support between the band and tank would reinforce the fragile bands if they were accidentally squeezed or bumped. One photo showed tie-downs attached under the bands. I went with that.

BOROLEUM TANK CAR | 13



18. The two green lines show where staples almost contact the frame's centerline. The staples were glued into the bottom of the tank and then epoxied along the lines to strengthen the attachment to the frame. The yellow arrowheads mark tank supports that completely hide the staples and epoxy.



19. Using clear fishing line for the short tie-downs makes the middle of the turnbuckles look open. I brush-painted the fishing line above and below the turnbuckles with acrylics after everything was glued in place.

BOROLEUM TANK CAR | 14

To model the tie-downs, I first prepped four styrene turnbuckles. I slid them onto a length of monofilament fishing line and sprayed them flat black. When dry I transferred each turnbuckle onto its own short piece of monofilament. The clear line gave the centers of the turnbuckles an open look. I lightly sanded the line above and below the turnbuckle to provide tooth for painting later. I also cut a short taper at the top of the line to help it wedge better behind the tank band.



20. Here's the A-end view of the model. The steam line fittings came from a plastic model of a World War II battle tank. Sinclair keeps its sole piece of rolling stock clean, making it an eye-catching car on my layout.

Next, I threaded the bottom of each new line, with loose turnbuckle, through those frame holes I had drilled all the way down through the bolsters [17]. Then I gently wedged the tapered end under the dangling end of the band and secured it with a dot of superglue. After the glue set, I gripped the lower end of a line with tweezers and applied light tension while gluing it at the bottom of the bolster with thick superglue (CA). I snipped the ends of the lines flush with sprue cutters, then I adjusted each turnbuckle and glued it to the monofilament. I painted the line above the turnbuckles white, below the turnbuckles black.

Screwing-on the trucks completed the car. Since this supposedly is the only car the company leases, it's kept squeaky-clean. Only the underframe got a light weathering of road dust. That contrasts nicely with most of my rolling stock, and the car gets noticed when on the layout.

I learned a lot creating this fantasy car. Modeling it involved more do-overs and corrections than anything I have attempted before. My C&V layout reaches New London only in my imagination and there is no historical reason this car should exist. But I like it and it is fun telling the backstory to visitors. ✓



BILL GILL



Bill is a member of the Rensselaer Model Railroad Society, builders of the New England Berkshire & Western RR. He is also working on a tiny HO scale home layout, the Connecticut & Vermont RR. Both layouts are set in approximately the same locale and time period, yet they are vastly different in size and scope. Each layout provides interesting projects and challenges that complement one another. ■

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Shipping a car on the Philadelphia & Reading

MRH Running Extra | November 2019

DAVID HUSMAN shows, step by step, how a load moves from start to finish ...

LET'S FOLLOW A SHIPMENT ON THE WILMINGTON & Northern Branch of the Philadelphia & Reading Railroad to see what steps are involved in the movement of a load. The chain of events from empty to load and back to empty is called a "car cycle." While this railroad is set in 1903, the steps in the process to move a car are essentially the same steps required to move a car in any era.



1. The shipment: The J.P. Bancroft Company of Kentmere, Delaware, makers of cotton textiles, has expanded its plant and need a new steam boiler to keep up with the increased demand for power. They have ordered a new boiler from the Coatesville Boiler Works, in Coatesville, Pennsylvania. The boiler works has fabricated the boiler and it's ready to ship. Let's follow the shipment of the boiler to see how operations work.



2. Ordering a car: Coatesville Boiler Works orders a car from the W&N to load the boiler and ship it. The W&N has an empty TWV&O gondola suitable for the shipment in its yard at Coatesville. The W&N keeps empty gons on hand since there are three steel mills in Coatesville. An "empty car order" is generated to tell the switch crew that TWV&O 1682 goes to Coatesville Boiler Works. If you use car cards and waybills that would mean putting a waybill in the car card that routes the empty to the boiler works. If you used switch lists, then the switch list would have the boiler works as that car's destination.



3. Spotting the empty car: The Coatesville switch engine switches out the TWV&O 1682 and places the empty car at Coatesville Boiler Works.

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4. Pulling the loaded car: The boiler is loaded in the car and the W&N is notified that the car is ready to ship. On the model railroad that is done by turning the waybill in the car card to the loaded move. On a switch list, the destination would be changed to J.P. Bancroft in Kentmere.

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5. Switching the load for the through freight: The switch engine brings TWV&O 1682 back to the yard. No trains that run to Kentmere operate out of Coatesville. All the trains that run to Kentmere operate out of Wilmington. To get the car to Wilmington it will have to ride on a through freight, a train that runs between yards and whose purpose is to move cars long distances. TWV&O 1862 is switched into a cut that will be picked up by a through freight going to Wilmington.





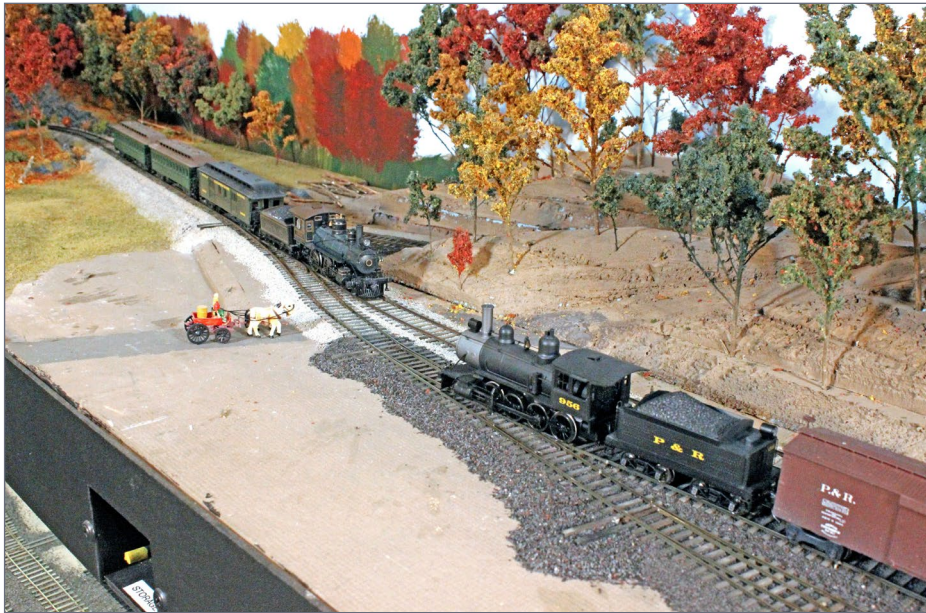
6. Through freight pick-up: Later in the session, a through freight is run that has room to pick up the cut of Wilingtons at Coatesville. It is an "extra" train, one that doesn't have a timetable schedule. The train that picks up TWV&O 1682 is Extra 956 South. Extras are named by their lead engine number and their direction.

Since this is 1903, the trains run using timetables and train orders. If this was a more modern railroad it might run with "track warrants" (TWC) or using signals in a system called centralized traffic control (CTC).



7. Train order to meet opposing train: Extra 956 South has a train order (written instructions from the dispatcher – who controls train movements on the main track), to meet the Extra 20 North, an extra train in the opposing direction. Extra 956 South has to wait at Coatesville until the Extra 20 North gets there. Extra 20 North arrives and heads into the siding to go around the Extra 956 South. Neither train appears in the timetable so the dispatcher has to issue orders to authorize their movement.





8. Clearing a superior train: Extra 956 South departs Coatesville after it met Extra 20 North. Approaching the station of Montchanin, the crew checks the timetable and sees that No. 8, a northward first-class passenger train, is due. Since a first-class train is superior to an extra train, the extra train has to get out of the way (clear the main track) for the first-class train. Extra 956 South pulls into the siding at Montchanin and waits for the first-class train to arrive. After No. 8 arrives, with no other orders to meet any other trains and no superior trains due on the timetable, Extra 956 South can depart and complete its run to Wilmington.



9. Interlockings: Approaching Wilmington, Extra 956 South passes over the B&O crossing at Elsmere Junction. At places where railroad lines cross or join, railroads may install signals and controls on the switches to allow only one movement at a time. Those are called "interlockings." The interlocking tower at Elsmere Jct. allows Extra 956 South to pass.

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10. Yard limits: Approaching Wilmington, Extra 956 South enters the yard limits at Wilmington. Yard limits allow trains and engines to use the main track without needing any other authority from the dispatcher. Extra 956 South arrives Wilmington and the yardmaster tells the train which yard track to use. The Wilmington switch engine waits in the clear on the switching lead, a track that allows the switcher to work clear of the main track. There are several cross-overs at the yard which allow trains and engines to move between the main track and the yard.



11. Yarding the through freight: The yard has several stub-ended tracks and several double-ended tracks. The double-ended tracks allow an engine on an arriving train to uncouple from the train and escape from the yard track. Extra 956 South pulls into a yard track, the engine uncouples, and goes to the engine facility. Its trip is over. TWV&O 1682 has made it as far as Wilmington.





12. Classification: Wilmington runs a local from Wilmington to the Kentmere branch. TWV&O 1682 is going to Kentmere, so it will ride on that local. The switch engine switches the car to a track where other Kentmere Local cars are being gathered. The yard has a special track, the caboose track, that is just used to hold cabooses. Railroads try to avoid switching with cabooses in the cut, especially in yards, to avoid shaking up the contents (and maybe crew) of the caboose.

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13. The Kentmere Local: When all the cars for today's Kentmere Local have been gathered, the local crew is put on duty and an engine and caboose are added. The Kentmere Local also runs as an extra train because it does not have a timetable schedule. It is called a turn because it will go from Wilmington to Kentmere and return with the same crew. While it also will operate on the main track, a local is different from the through freight because its primary purpose is to spot and pull industries rather than to move cars between yards.





14. Departing the yard: The dispatcher gives the local its train orders and clearance, the crew makes sure there are no superior trains due and the local, Extra 1340 North, can depart Wilmington.

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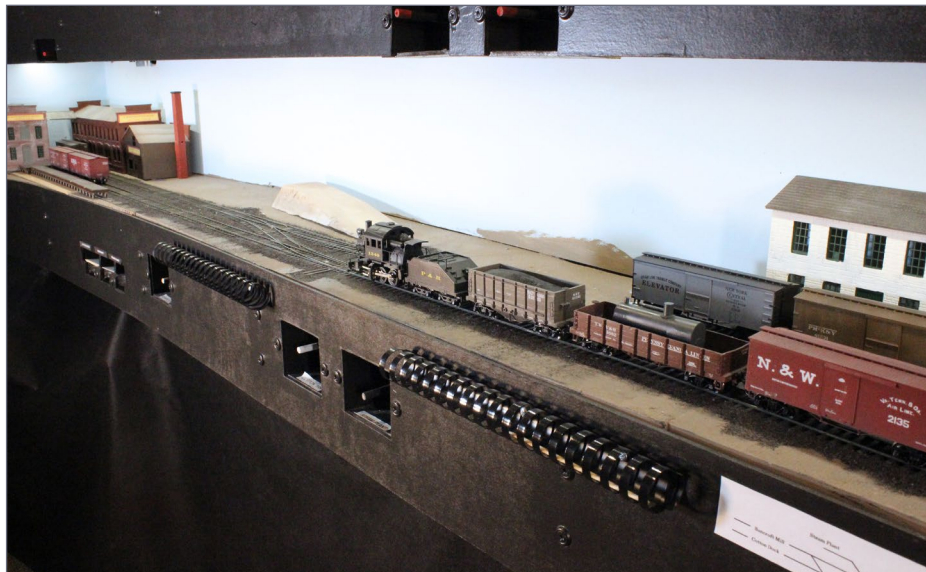


15. Entering the Kentmere Branch: At Kentmere Junction, the local will line the switch and head onto the Kentmere Branch, stopping when it's on the branch to line the junction switch behind it. Main track switches must always be lined back for the main track so the next train won't be surprised by a switch lined the wrong way and derail.





16. Arriving at Kentmere: The local arrives at Kentmere and the crew organizes their work.

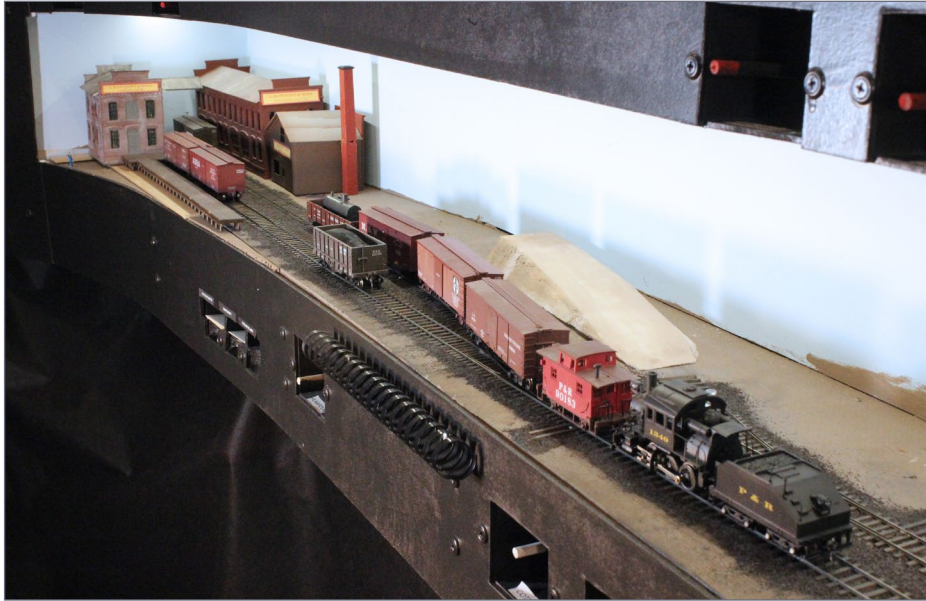


17. Planning the switching: The boiler house where the new boiler will go is the building with the smokestack. Notice that the spot where the car goes is in front of the engine, rather than behind it. Those are called facing point switches or moves. At Kentmere there is a "runaround," a short passing track that allows the engine to move to the other end of the cars, to enable it to shove cars to facing point spots.



18a, b, c. The runaround: (a) The engine uncouples from the train and pulls through the crossover. (b) It backs down the runaround past the train. (c) The engine backs past the other end of the runaround, the crew throws the switch, and then pulls forward to couple into the rear of the train.





19. Spotting the load: The engine has to set the head car over to another track, since it doesn't go to Bancroft. Then it can shove TWV&O 1682 to the boiler house to spot the car for unloading.

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20. Releasing the empty: Bancroft unloads the boiler from the car and installs it. Bancroft notifies the agent for the W&N and releases the car as an empty. Using car cards and waybills, the waybill will be turned to the next move or replaced with an empty car waybill. With switch lists the car will be listed as an empty and marked to be pulled. Because the agent doesn't have any industries at Kentmere that load gondolas, the car will be pulled and sent back to Wilmington.





21. Pulling the empty: The next day, the Kentmere Local crew sees that the waybill has a destination not at Kentmere and knows the car has to be pulled or the switch list indicates the car is to be pulled. The local picks up TWV&O 1682 in the course of its work. The local has the caboose on the front of its train and needs to get it on the rear to return to Wilmington.

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22. Putting the caboose on the rear: The local sets the caboose to an adjacent track, then couples into the train, pulls it past the caboose, and shoves the cars to couple to the caboose, positioning the caboose on the rear of the train.



23. Departing Kentmere: Since there is no wye or turntable at Kentmere, the engine will have to run backwards on the return trip to Wilmington. Steam engines, particularly locals or trains on branches, often ran backwards. They just had to run slower when the tender was in the lead. Notice the headlight mounted on the branch engine's tender. With the train altogether, the Kentmere local gets train orders to return, running as the Extra 952 South.



24. Check of trains order: At Kentmere Jct., the Extra 952 South has to enter the main track again. Since it has been working down on the branch, the crew doesn't know where the trains are on the main track. To help the crew out, the dispatcher also gave the crew a "check of trains" train order that says when all the trains due are by Kentmere Jct. With that order, the crew knows there will be no approaching superior trains and it can safely enter the main track to head to Wilmington.

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about Running Extra!**



25. The local returns: Extra 952 South arrives at Wilmington and yards its train. The switch engine has pulled back on the switching lead, interrupting its work to let the local pull into the yard.

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a phone
number when
contacting
MRH**

(in case your spam
filters eat our
email response)





26. What to do with the empty: The yard now has to decide what to do with the TWV&O 1682. The agent doesn't have any orders for empty gondola cars at this time. Since it's a railroad owned car and a "general service" car, a plain gondola that's not assigned to any service, it can be returned to its owning railroad. The W&N doesn't connect directly to the TWV&O. Since the TWV&O is a subsidiary of the Pennsylvania Lines, and the W&N has several interchanges with the PRR, the car can be returned to the PRR. Railroads generally don't make any money hauling empties, so the agent would want to give it back at the closest interchange, which would be the PRR interchange in Wilmington. The waybill is replaced with one directing the car to the PRR at Wilmington or the switch list is marked to put the car in a track with other cars going to the PRR.



27. Delivering the interchange: The Wilmington switch engine switches TW&VO 1682 into a track of cars going to the PRR interchange and then delivers the cut of cars to the PRR interchange, which is right next to the yard. The switch engine has to go out on the main track to make that move. Since the main track in Wilmington yard is in yard limits, the yard engines can use the main track without talking to the dispatcher to get permission.

We're always looking for more articles and videos. We do pay for articles and videos, too!





28. Returning home: TWV&O 1682 is delivered to the PRR on the interchange track, ending its trip on the W&N.

CONCLUSION

There are some differences that apply if the cars are in assigned service or a private owner but the basics are pretty much the same across all railroads and eras. The ways the information is transmitted to the crews varies by era and the paperwork may be very different between railroads, but the basic mechanics and information are the same.

One question that comes up in operations discussions is how many sessions it would take to accomplish these movements. On my layout, each session is roughly an eight-hour shift, three sessions per “day.” Steps 1 and 2 would happen before the first session. Step 3 would be the first session, steps 4 through 12 the second session. The third session would be steps 13 through 19.

Steps 20 through 26 the fourth session and the last two steps either the end of the fourth or maybe in the fifth session. The Kentmere local runs once a day or once every three sessions, so depending on when the initial car order started, it could take an additional session or two waiting for the shift that operates a Kentmere local.

This entire process used one empty car order, one loaded waybill and one empty return waybill. While it may seem complicated, that’s because this article intentionally broke the process down into many separate steps. For the operators in a typical operating session, the steps flow together seamlessly.

Hopefully this will give you some ideas on that can be included in your operations. ✓

W&N BRANCH OVERVIEW

David Husman’s Wilmington & Northern is based on the 1900-1905 era Philadelphia & Reading Railroad branch between Reading, Pennsylvania, and Wilmington, Delaware. The W&N features small steam engines and wooden cars serving industrial centers in the Delaware Valley.

The W&N serves the port of Wilmington and numerous industries including shipyards, foundries, and coal dealers. From the port it meanders northward through the autumn forests along the Brandywine River, serving mills and a gunpowder plant. The W&N reaches Coatesville, which is a center of iron and steel production. Future expansion will run further north through rural areas towards Reading, Pennsylvania, serving light indus-

Continued next page ...

W&N BRANCH OVERVIEW *CONTINUED ...*

try and quarries before ending up in the iron and steel town of Birdsboro, where it connects with the main line of the P&R.

Interchange is a big part of the W&N, with the B&O at Wilmington and with interchanges with the Pennsylvania Railroad at Wilmington, Coatesville, and Birdsboro.

The layout is the third incarnation of the branch. It was rebuilt once to accommodate an era change (from 1948 back to 1900) and once more due to a move. It has handlaid track, NCE DCC, and uses small steam locomotives. Most of the rolling stock are truss-rod wooden cars with a few newfangled steel or steel underframe cars mixed in. More than half of the cars on the roster are kitbashed or scratchbuilt.

While the engines and the cars are small, the operation is oriented to heavy industry and switching is based on actual period industries. David uses a car card and waybill system configured to resemble the “car tickets” used by the actual P&R. The current operation supports 4 to 6 operators and when finished will need 7 or 8 operators.

It is in a 24 x 24 foot room, built on a single deck with two branches in lower shadow boxes, and a 27-inch main line minimum radius.



RATE THIS ARTICLE

DAVE HUSMAN



Dave comes from a family with railroad ties. He has been a model railroader for over 50 years, starting with a Lionel HO set with a Hustler engine.

He has modeled in both HO and N and at various times modeled the Pennsylvania, Penn Central, Lehigh Valley, Missouri Pacific and Reading. Dave has belonged to club railroads in

Phoenixville, Pennsylvania; Little Rock, Arkansas, and Salt Lake City, Utah.

Early eras have always interested him; he admired the work of Irv Schultz, and loved riding the East Broad Top narrow gauge. His experiences operating on Rev. Gerry McGee's P&P, set in 1906, convinced him to move to the 1900 era.

Dave has a civil engineering degree from Drexel University where he was also editor in chief of the university newspaper. He started his railroad career on the Missouri Pacific and 37 years later he retired from the Union Pacific. The majority of his career was in the operating department, serving as an assistant roadmaster, assistant general foreman, assistant trainmaster, trainmaster, district trainmaster, terminal manager, locomotive director, director of dispatching, and director of standard practices.

He, his wife Mollie, and three adult children live in Omaha, Nebraska. ■



came for putting the roof in place, I knew I wanted something more than just a painted piece of plastic.

I thought about using a sheet of 600-grit sandpaper or maybe painting it black and then working in a layer of tissue paper to resemble a tarred roof. If I were going to paint the roof, I would need to find an idea or a pattern of how to pull this off. Then I remembered the old saying “Google is your friend.” So, I sat down at the computer and pulled up Google Maps. What better way to view a rooftop than from space?

Looking at roofs in my hometown, I stumbled across a large factory which was only blocks from my house. Perfect! As I

Printing a roof for a warehouse

MRH Running Extra | November 2019

ALLEN HEIMSOTH prints a roof for his new warehouse ...

AS I STARTED WORKING ON THE FIRST NEW BUILDING for the next town of Fordyce, AR on my N scale layout, The Little Rock Line, the first building on deck was the new Walthers Modern Concrete Warehouse kit. When the time



1. The warehouse with the stock gray unpainted roof.

PRINTING A ROOF FOR A WAREHOUSE | 3

zoomed-in on it, it seemed to be just what the doctor ordered. Seeing that it was something that looked as if it would fit the bill for a guide, I hit the “Print Screen” button and the light came on!

“Why paint it when I can print it?” Seemed logical enough. I’ve read enough times in recent years where modelers have gone to the street view on Google Maps or Google Earth and printed out images for not only their backdrops, but for their buildings as well. A rooftop should be just as easy if not easier.

Once I found the suitable roof, I zoomed-in on it and captured it by using the “Print Screen” key, and saved it as a .TIF image. This .TIF image was not super-sharp and crisp, but for the task at hand, I could probably touch it up enough to pass.

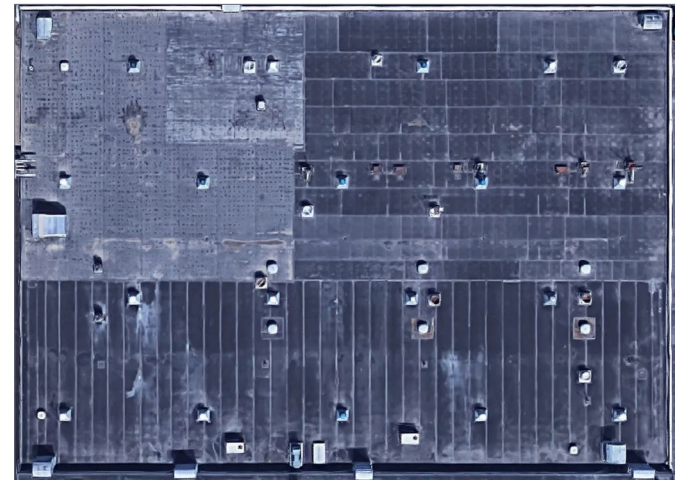


2. The raw image captured from Google Maps.

PRINTING A ROOF FOR A WAREHOUSE | 4



3. Outlined is the section of the roof I used.



4. The section of the roof I roughly cropped from the original image.

PRINTING A ROOF FOR A WAREHOUSE | 5

Once it was on my computer, I used a free program called **IrfanView** www.irfanview.com. I first used it to crop the roof area that best fit my building dimensions [3, 4].

I repeated cropping to remove the outer parapets, and was left with just the actual roof. After getting the image cropped, I then used the “Sharpen” command to help to give it a crisper look [5].

Next I imported the cropped image into CorelDraw and resized it to the actual size of the kit’s 12” x 6” roof, and re-saved the image [6].

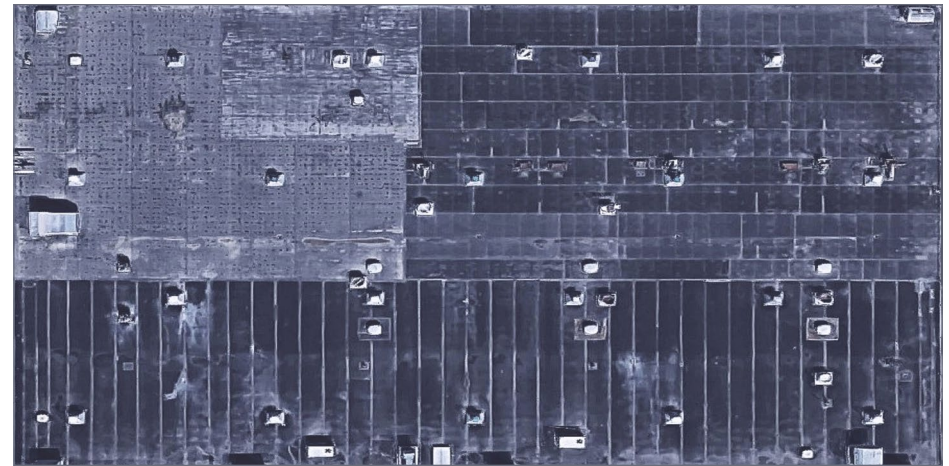
Then I took the image back in to IrfanView so I could adjust the colors to remove the bluish hue, and get it looking a little blacker and sun-bleached. I also adjusted the sharpness of the image again [7].



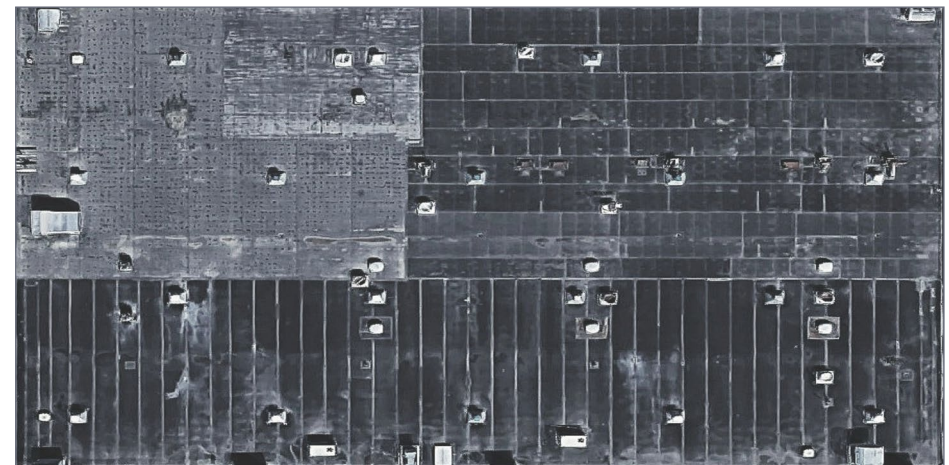
5. The sharpened final image after cropping-out the outer parapet walls.

PRINTING A ROOF FOR A WAREHOUSE | 6

Knowing that I didn’t have any legal-size paper on hand, I decided to print it in two images on two pieces of letter-sized paper sheets, then splice the two images together with some Scotch tape before applying it to the plastic roof. So again, I brought the newly re-sized image back into IrfanView and



6. The roof image after using Corel Draw to resize it to 12” x 6”.

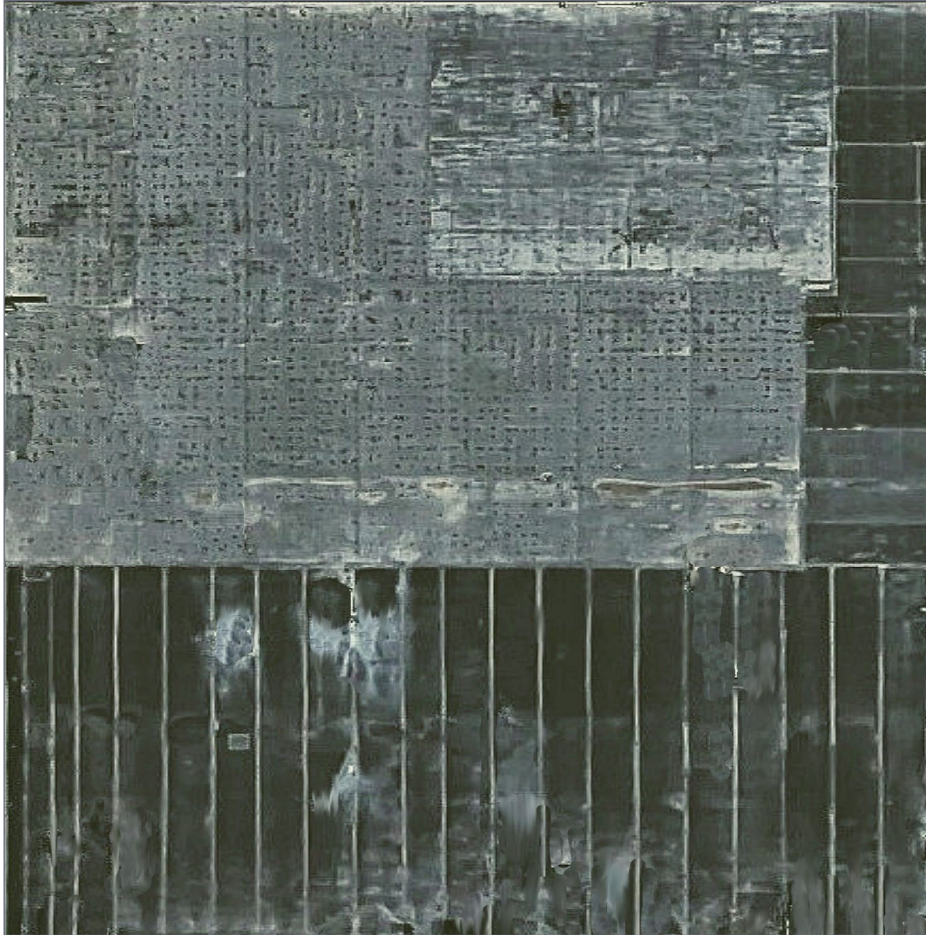


7. Once again I used IrfanView to remove the bluish hue.

PRINTING A ROOF FOR A WAREHOUSE | 7

cropped the image into two images and saved them as Left and Right files.

The next step was to somehow remove ALL the rooftop vents and machinery from the captured Google image. I have a free copy of **Gimp** www.gimp.org, and knew that it had a cloning

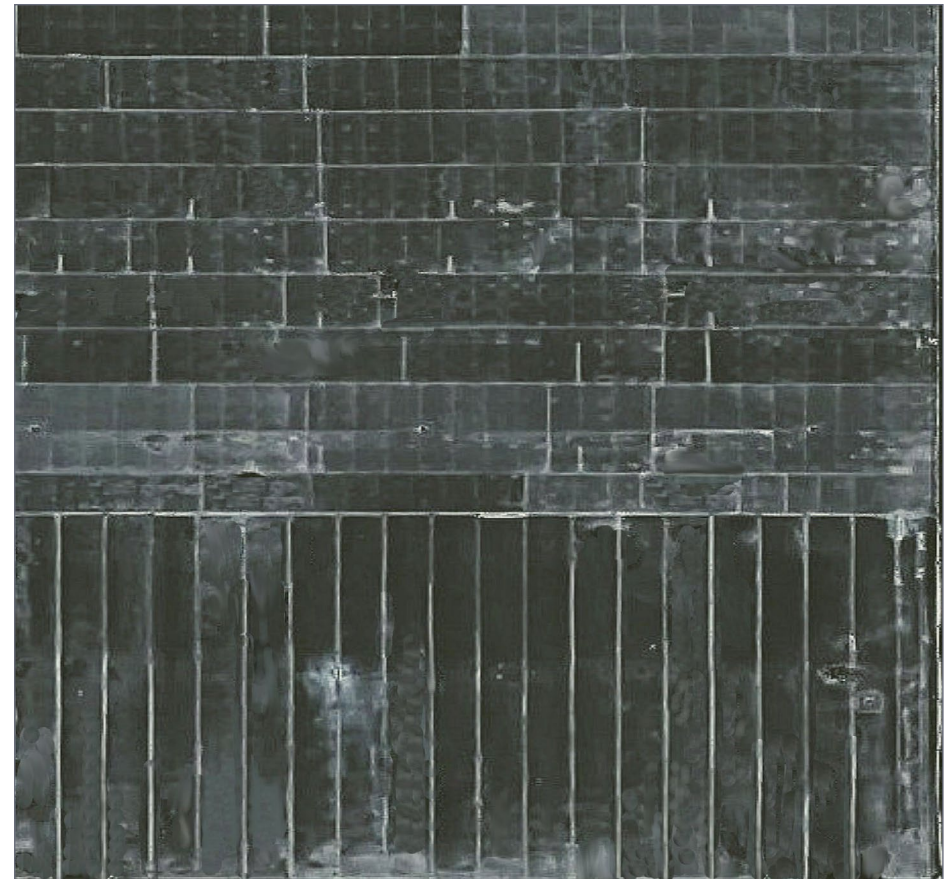


8. Here's the left half of the image after I got all the rooftop details removed and cleaned up.

PRINTING A ROOF FOR A WAREHOUSE | 8

tool, but I wasn't exactly sure how it worked. So back to my old friend Google to see if I could find a tutorial on how to use Gimp's cloning tool. Not letting me down, Google quickly found a video tutorial that explained it in simple terms. So I pulled up Gimp and imported one of the split images and started playing around. Within a few minutes I had it figured out and set off to work.

After I got started, I could see that cloning the unwanted details off the roof was going to be a long slow process. I think it took



9. This is the right half of the image after I got it cleaned up.

me the better part of two hours and numerous breaks to let my eyes uncross before I had them finished, but I think the effort was worth it.

Now it was time to print the image halves. I loaded some typical 20-pound bright white paper and printed a sample at normal setting to get an idea if this was going to work or not. The size checked out OK and the image looked real good, so I set the printer to “BEST” quality and hit Print. Once printed, it was evident that I needed to adjust the output and print them in gray scale to remove any final traces of the bluish hue that was left.

Using a paper cutter, I cut the adjoining edges as straight as I could and then taped them together on the back side with Scotch tape. Next I laid the plastic roof over the image to see how close the size of the image came out. It was just a bit bigger than the roof, which meant I had a little wiggle room for trimming. If I were to do this over again, I would make the image at least ¼” larger than the roof to ease application to the plastic roof and give me a bit more room for trimming.



10. This spray adhesive works well as you get several chances to reposition the image. It makes a permanent bond once dried.

The last step was to glue the joined images to the plastic roof. For this I used some Loctite Spray Adhesive. I like this brand, as it gives you a short period to reposition things a few times before it sets up. I’ve also used this to stick styrene sheets to plywood for backdrop buildings, and it has proved very durable.

I laid the joined images face-down on a piece of cardboard that was flat and even, then sprayed on a nice even thin coat of adhesive. With the paper still face-down, I carefully positioned one end of the plastic roof in place and slowly eased it down onto the image. Flipping it over, I pressed the image down firmly until everything was flat and smooth.

Once the image was secured to the roof section, I flipped it over and used a hobby knife with a fresh blade to trim the image even with the edge of the plastic roof and test-fit it into the walls of the building.

Before gluing the roof to the building walls, I sealed the print with several light coats of Dullcote to protect the ink. I followed this up by adding the rooftop details that came with the kit, as well adding a few of my own [11].

Now, I don’t even waste my time dragging out the paint and brushes for buildings with roofs like this. I just reach for the mouse and fire up Google Maps. Thinking about it, I bet I won’t have to ever worry about having two rooftops that look alike. ☒

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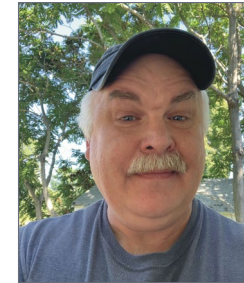




11. The final image glued to the stock plastic roof and set in place.



ALLEN HEIMSOOTH



Allen has been interested in trains his whole life. He started out with a Lionel set when he was around 5. A neighbor had an American Flyer layout that he played with. In 1975 he got his first HO starter set, and in 1978 was introduced to N scale by a schoolmate, and has never looked away from N scale ever since.

After building several N scale layouts while growing up in his folks' house, he later joined a local club that had an NTrak layout. In 1992 he and a friend created their own N scale modular standard called Bend Track. In 2008 he began building his current N scale layout, The Little Rock Line, which is a proto-freelanced layout based on Rock Island's southern division running south out of Little Rock, AR.

Allen enjoys model train operations, and also enjoys weathering, painting, and scenery. He is starting to explore the world of kitbashing and scratchbuilding.

Allen is married to his wife of 18 years who is supportive of his addiction to trains. He's a custom woodworker by trade, a craft he learned from his late father. His other interests are railroad photography and fishing. ■

THE AH-HAH MOMENT

column



MRH Running Extra | November 2019

JOE FUGATE: A BETTER ACRYLIC WASH THAT REALLY FLOWS ...



I LIKE TO USE A “SHADOW WASH” ON MY MODELS

to help emphasize the details, making a black wash and applying it with a fine-tipped brush and letting it flow naturally around the details like ladders, bolt heads, and along seams.

I have used this kind of wash with solvent paints and it works great because the solvent paint thinner has a very low surface tension. Now that I have moved to acrylic paints for my model work, getting a good low surface tension thinner for these washes has been more tricky.

My go-to base thinner for acrylic painting has been Armor All Auto Glass Cleaner. This thinner is like a light wet water (water with a couple drops of dish soap), but it still can bead up when using only it as the solvent base for an acrylic wash.

While I could just add more dish soap to the wash, I prefer to use something specifically designed to reduce surface tension without leaving behind a soapy residue. I don't want a lot of foamy bubbles – I want something without a residue or “water spots” when it dries.

Doing some research on this topic led to the answer: Jet Dry Rinse Aid.

I tried Jet Dry in distilled water and Jet Dry in the Armor All thinner. The clear winner for me is the Jet Dry in the Armor All I use for thinner.

I find 1 part Jet Dry to 25 parts thinner works best. For 25 milliliters of Armor All, I add one ml of Jet Dry. Non-metric, use 1/4 teaspoon per oz.

THE AH-HAH MOMENT | 2

To make the wash, I add one drop of Vallejo Model Air black acrylic paint to 1 milliliter of thinner mix. If you prefer non-metric, use one drop of acrylic paint per quarter teaspoon of thinner. Stated another way, that's 24 drops of paint per ounce of thinner.

So give Jet Dry a try. It works great as an acrylic thinner additive, especially when used to make a shadow wash.

Compare my results on a light gray hopper car, before and after [2]. ☒



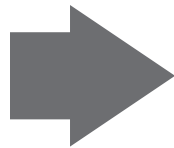
1. Mixing Finish Jet Dry rinse aid with my favorite acrylic paint thinner (Armor All) makes it flow like a solvent paint thinner. See text for formula. Armor All Glass cleaner is available at Walmart and some auto supply stores for less than \$3 for a 22 oz. bottle. [Click here for an Amazon link to buy Jet Dry with free shipping.](#)



2. On the left you can see the A end of a light gray hopper car without any black shadow wash. On the right, the B end with a Jet Dry + Armor All black wash.

Bonus section!

Here are all the pages
from the November
issue of
*Model Railroad
Hobbyist* magazine
as well!



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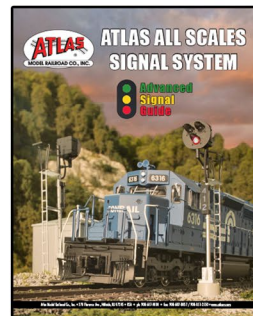
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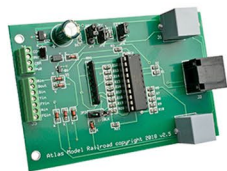
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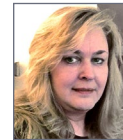
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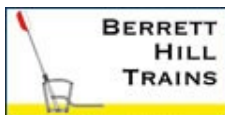
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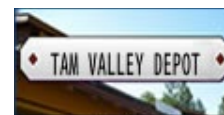
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by Ken J Johnson
Production model shown

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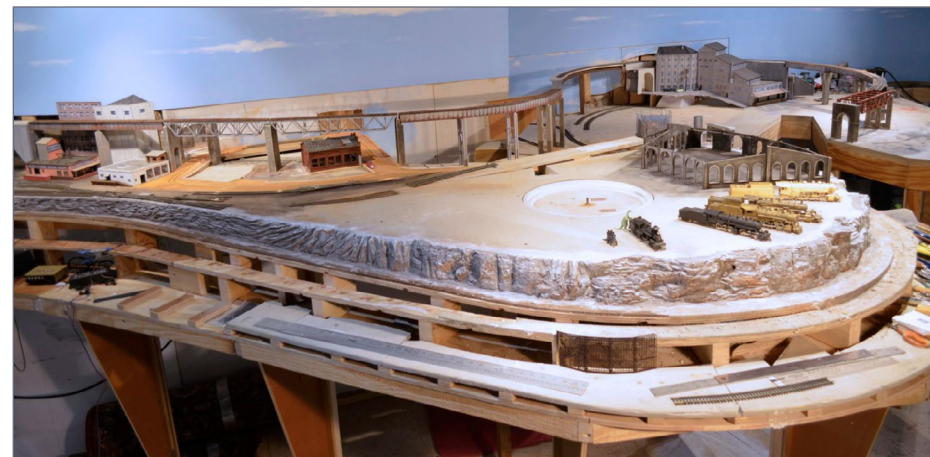
Model Railroad Hobbyist | November 2019

JOE FUGATE: REMEMBERING THE JOHN ALLEN LEGACY ...

★★★★★
RATE THIS ARTICLE

I REMEMBER MY FIRST TIME SEEING JOHN ALLEN'S layout in *Model Railroader*: it was the January 1969 issue cover story [2]. In that issue, they toured John's layout by following a passenger train around from Great Divide to Port in a series of color photos.

To say I was blown away by that photo story is an understatement. From that day forward I became an ardent fan of the Gorre & Daphetid (pronounced "gory and defeated" ... the name's a pun).



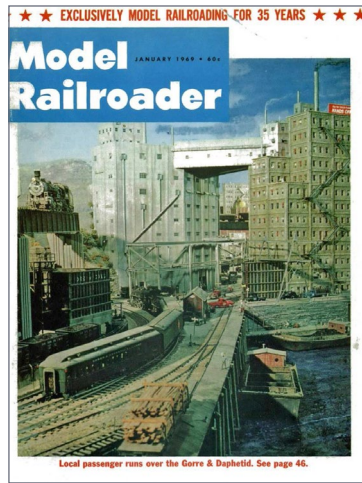
1. If you know John Allen's third layout, then this photo looks like a rare color photo of that layout under construction – but it's not! See the text.

PUBLISHER'S MUSINGS | 2

You can imagine my surprise when someone introduced us to retired museum display model builder Randy Lee Decker and his "GD Lines" project.

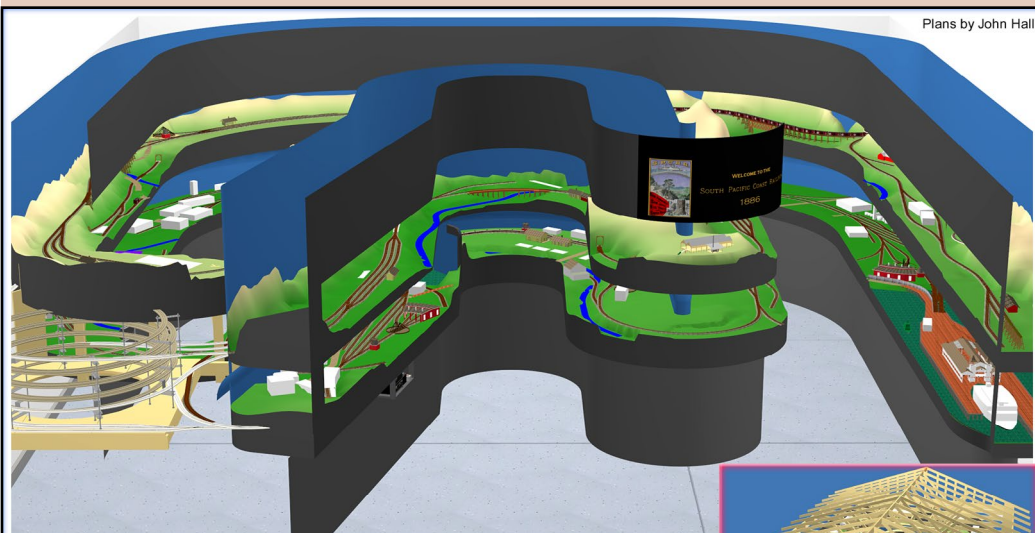
Randy is looking to build a museum-level replica [1] of John's final layout that is a 95% detail-for-detail accurate reproduction of John's famous layout.

Randy's backdating the layout from the mid 50s which John modeled to the late 40s, allowing him to make a few minor tweaks and upgrades to what John modeled.



2. The January 1969 issue of MR introduced me to John Allen.

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For example, Randy will be using Kadee couplers instead of the ancient and crude “Baker” couplers that John used. Plus Randy will be using DCC and sound, which is something that John never had, although John was experimenting with a mechanical means of adding momentum to the DC throttles he used.

Randy will also be using Micro Engineering flex track, which has a fidelity even better than John's marvelous handlaid code 70 nickel silver ever achieved. John used a lot of sawdust and similar 1950s scenery techniques popular at the time – Randy will be using more modern ground foam scenery techniques on his replica layout.

For more on Randy's G&D replica project, see this link on the MRH forum: mrhmag.com/node/37593

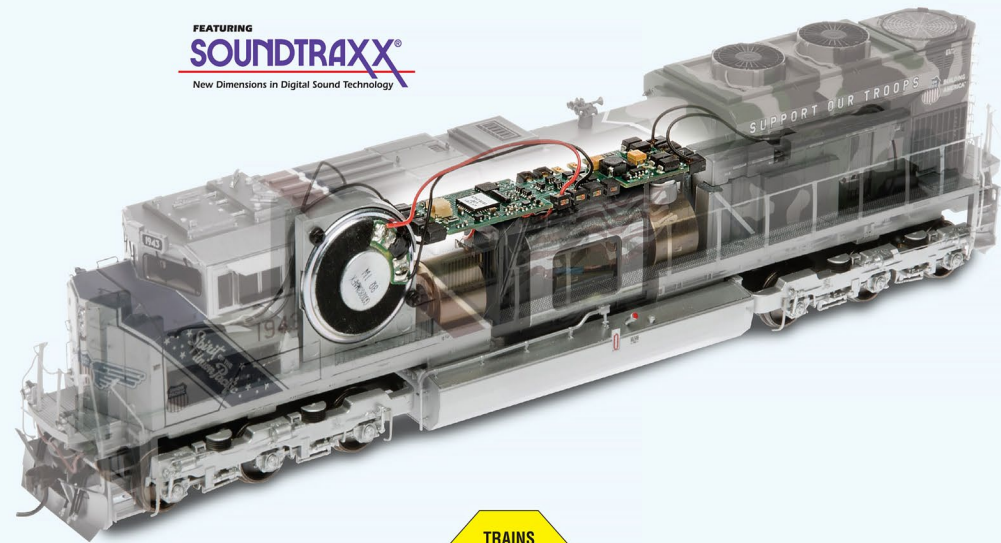
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HORIZON
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The other surprise regarding John Allen's work came from Tom Hokel. When I received some photos of Tom's replica of French Gulch on the Gorre & Daphetid, I did a double-take. It looked just like John's layout!

In fact, we did a story on Tom's Pine Ridge Railroad way back in July of 2012 which ran as the cover story [3]. July also happened to be John Allen's 99th birthday (John Whitby Allen was born July 2, 1913).



3. In July of 2012, we did a cover story on Tom Hokel's Pine Ridge Railroad, an HO layout inspired by John Allen. Tom has faithfully reproduced French Gulch on his layout. It's a dead ringer for John Allen's own French Gulch on his final layout.

In this issue, we have another story from Tom Hokel on how he reproduced John's Angel's Camp scene using N scale as forced perspective on his HO layout. Tom worked to faithfully duplicate the buildings John used for the scene – read all about it in this issue!







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PUBLISHER'S MUSINGS | 5

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PUBLISHER'S MUSINGS | 6

Many new authors

We have many first time authors with us this month.

Because so many authors are new, we thought it might be helpful to list them:

David Husman: David should be no stranger to those who frequent the MRH forum, but Dave's never been published with us before in our magazine(s).

Dave responded to our call for better operation articles and we're running his "intro to ops" article in this issue of *MRH Running Extra*.

Allen Heimsoth: Allen has done an article showing how he used Google Maps to find a good industrial roof image and used it to print out a realistic pattern of roofing.

As an added bonus, Allen models in N scale, so the example he shows is N scale - and we love publishing N scale modeling examples! See the November issue of *MRH Running Extra*.

HO SCALE NEW VIDEO



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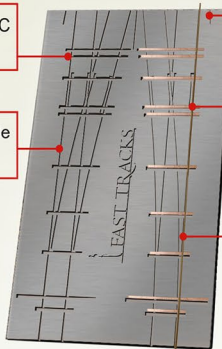
Each turnout fixture can be used to construct both right and left turnouts that are DC and DCC compatible.

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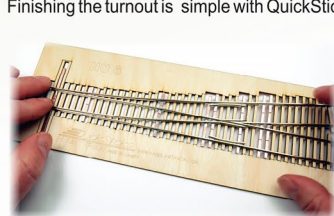


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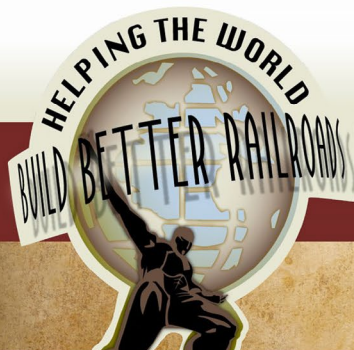
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PUBLISHER'S MUSINGS | 7

Michael McGinley: Michael sent us a nice piece on how to control stall-motor turnouts with momentary on push buttons. Michael's method is quite simple, and can be used to control a single Tortoise from multiple panels. Pretty cool.

Richard Deuso: Richard submitted a simple kitbashing article showing how to take one kit and get four different structures from it. Nice!

As always, remember the ads help fund MRH, so click on the ads! Also, if you've not yet checked out MRH Running Extra, you'll find a lot of expert, very savvy modeling articles in that monthly eBook. We call it an eBook because it has no ads, it's over 100 pages of all meat delivered to you every month. ✓



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LAST ISSUE'S RATINGS

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

- 4.8 Siskiyou Line 2 wiring tricks
- 4.6 Bruce Chubb's Sunset Valley
- 4.6 October 2019 news

Issue overall: 4.3

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

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Model Railroad Hobbyist | November 2019

compiled by **JOE FUGATE**



Op session at night?

Sun, 2019-10-27 14:01 — rgs_info Layout design Layout tour Operations

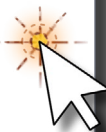
So, I hosted a couple sessions for the local Chicagoland RPM meet in Oct, but due to poor weather, distance, and maybe some mix-ups in signup, had no takers. But some local guys came by to help host, and we ended up having a great time.



An early goal of the layout was to enable night lighting, and perhaps even operating at night. With the addition of a few penlights, we actually did operate - nearly 1.5 hrs - and had a blast. It's hard to photograph in the dark, but here's some photos

Watching the trains climb through the dark, lonely mountains, and working to switch towns by penlight and locomotive lights was something different, and a fun change of pace.

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1. MRH forum member rgs_info recently hosted an operating session at night and wrote about it in this thread. He provides a link to more photos and describes the experience. Looks like a lot of fun!

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

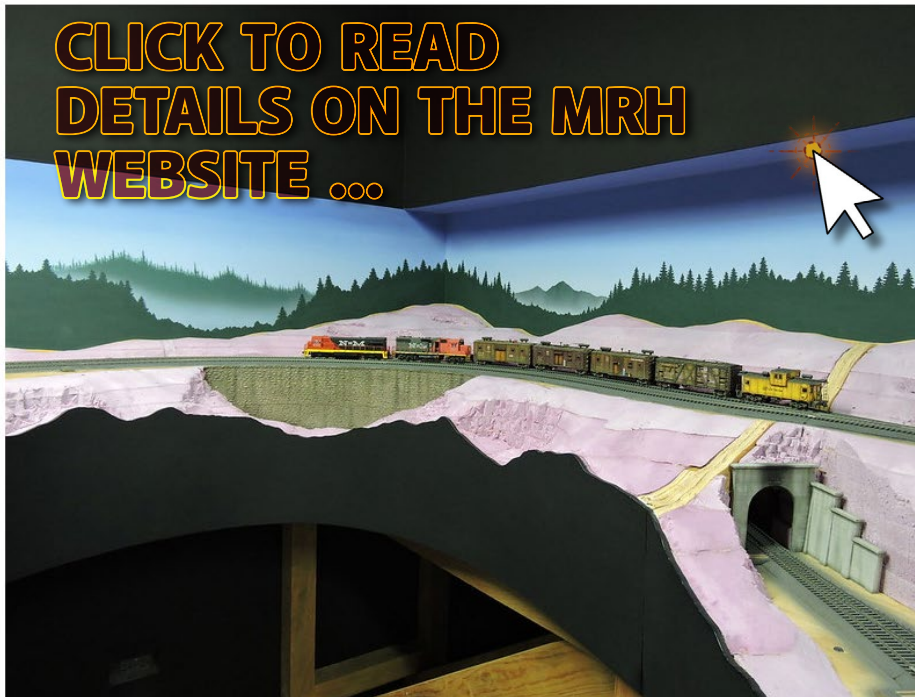
Pink Foam Era, UPDATE!!! Part 2!!!

Wed, 2019-10-30 10:19 — NDEMC307 Scenery - Structures

After Holidays this is my advance.



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DETAILS ON THE MRH
WEBSITE ...



More photos follow ...

NDEMC307's blog Login or register to post comments

Comments

Looking good!!!!

Wed, 2019-10-30 10:23 — jimfitch

Looking good!!!!



2. It looks like forum member NDEMC307 made some great progress on his scenery. He posted many more photos of his work on the thread, be sure to check it out!

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Update on the UPRR Geneva Subdivision. Trees and road detail as well as review of Woodland Scenics trees

Sat, 2019-10-26 08:00 — DarylK Modeling general discussion

New Update video posted this morning on the Union Pacific Railroad Geneva Subdivision. This update features the addition of trees and road details. Also includes a product review of Woodland Scenics trees.



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Horizon height?

Sat, 2019-10-26 17:51 — edfhinton

In watching your video, I was really taken by the effectiveness of the horizon level on your backdrop. I have a large area of my layout that is along a salt marsh near the ocean, and I have been trying to figure out how high above the benchwork I should set the horizon to show salt marsh and some very distant beach houses. I am guessing it should be fairly small vertical height from benchwork to horizon, and seeing how effective your backdrop is I figure you could provide some insight. I am in N scale as well.

Thanks,

-Ed

Proprietor - Northern New England Scenic (V3). N scale NH B&M Eastern and western coastal routes in 1951.

<https://nnescenicmodelrr.com>

3. Forum member DarylK recently posted a video update on his layout. Guys, *this is an N scale layout* (not HO) and Daryl is doing awesome work. The video is well worth the watch ...

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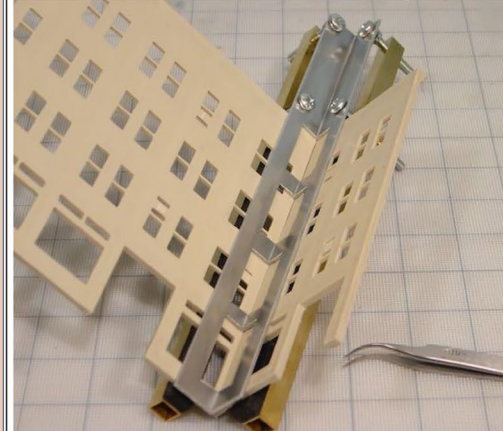
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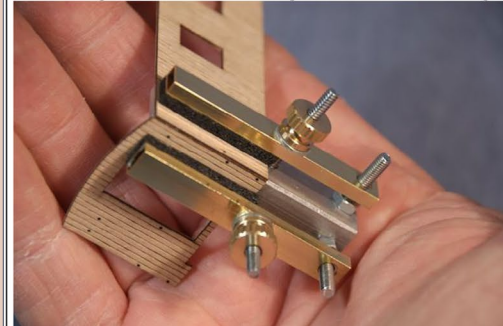
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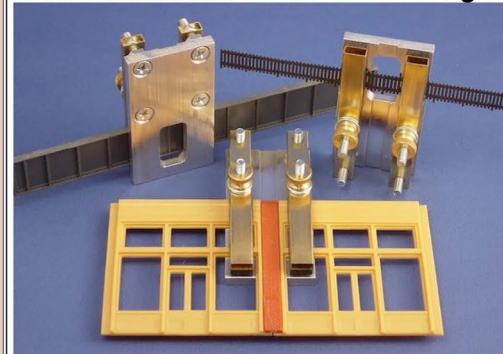
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Redoing my brass 0-8-0 project.

Mon, 2019-10-28 18:54 — Deemiorgos [Locos and rolling stock](#) [Steam locos](#)

My goal for this old 0-8-0 is to clean it up, weather it, paint the rods and rims of the drivers that have lost some paint over the years, and change the numbers on the cab that should not be there and replace them with brass numerals.



I'm aiming for this look in regards to weathering:



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I separated the shell from

Mon, 2019-10-28 19:20 — Deemiorgos

4. Deemiorgos posted this very interesting thread on his brass 0-8-0 rework project with lots of pictures. Well worth a read if you're interested in brass steamer upgrade projects ...

..... the switcher a couple guys asked about last week. Don't look too close one of the stanchions was popped out and I never noticed until I looked through the pictures Oops Fixed now at least.

Steve



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5. The Weekly Photo Fun thread never fails to disappoint, with some inspiring modeling and photography posted. Click this page and go have a look! ☑





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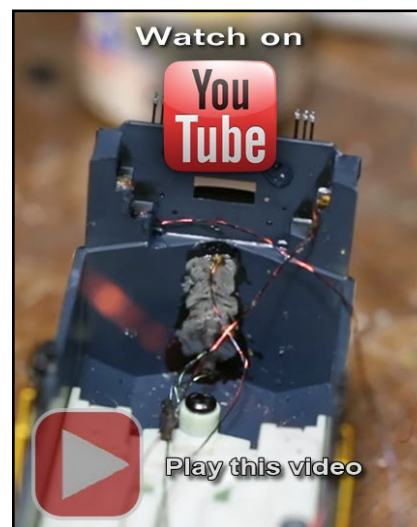


Model Railroad Hobbyist | November 2019

**KEN PATTERSON VISITS SEVERAL
EXTREME MODELERS**

★★★★★
RATE THIS ARTICLE

- RADISSON MCGUIRE SHARES DETAILED MILITARY MODELS
- JAMES REGIER INSTALLS 21 LEDs IN A HO SCALE F45
- PEAT WOLLAEGER ADDS GRAFFITI TO MODELS



MODEL RAILROADING
**Installing
SMD LEDs**

*what's neat in
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MRH

November 2019 show

► **PHOTOS AND VIDEO OF SUPERB MODELING**

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Radisson McGuire



1. Radisson McGuire brought beautiful HO scale military models to show us. Many were loaded on flat cars for transport to ports and bases.



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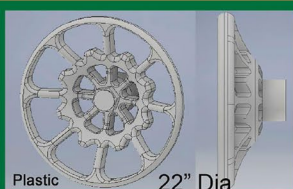


2. Most of Radisson's vehicles have amazing details! Vehicles are painted in a few different military schemes. This truck is painted tan to represent those returning from overseas operations like Enduring Freedom, Iraq, and Afghanistan. Not all the details are available from vendors. Radisson uses some 3D printed detail parts from Shapeways.

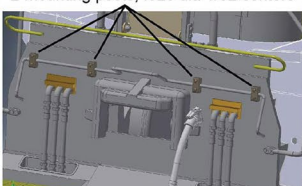


Also see the new "What's neat this week" weekly video podcast!

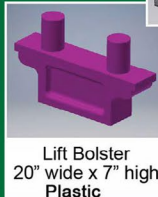
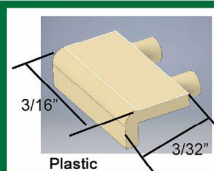


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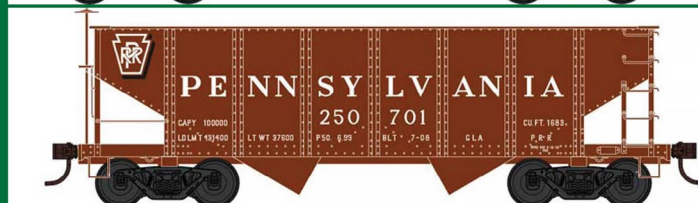
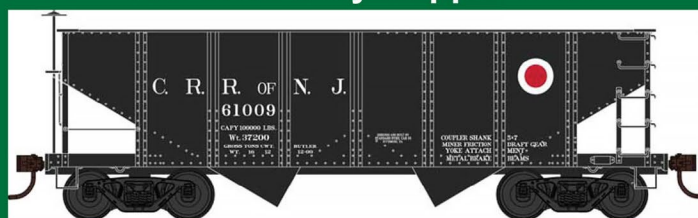
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WHAT'S NEAT | 4**James Regier**

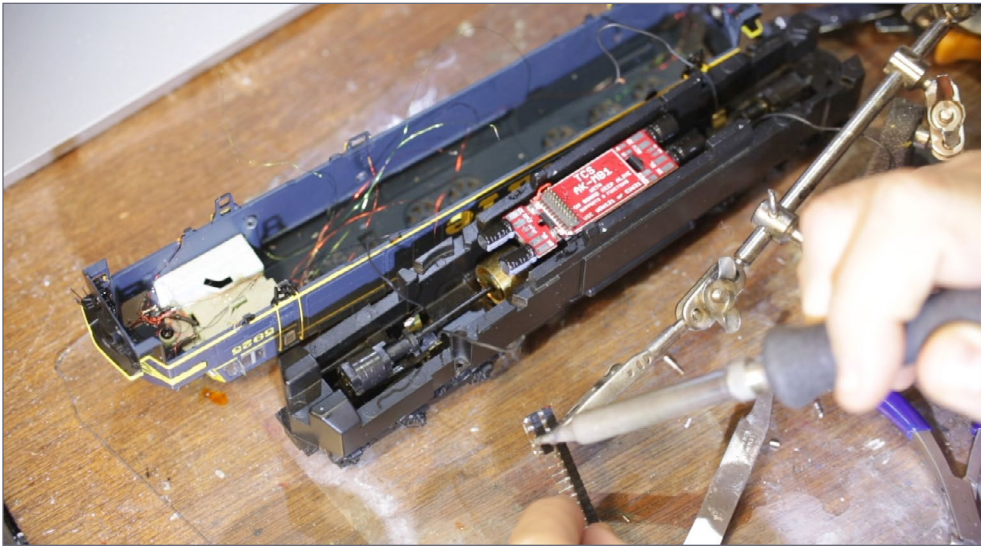
3. James Regier shot this amazing scene outside on a perfect night. He installed lights for the number boards, beacon, headlight, step well, and the ground lights. There's a lot of LEDs on this locomotive and they look fantastic in photographs!



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



WHAT'S NEAT | 5



4. James started with a stock HO scale Athearn F45 locomotive. He upgraded it with a new sound decoder and LED lights to follow prototype practices. He used a TCS-Wow decoder, which offers multiple lighting functions and better slow speed control. We follow James through each LED installation step in this month's What's Neat video.

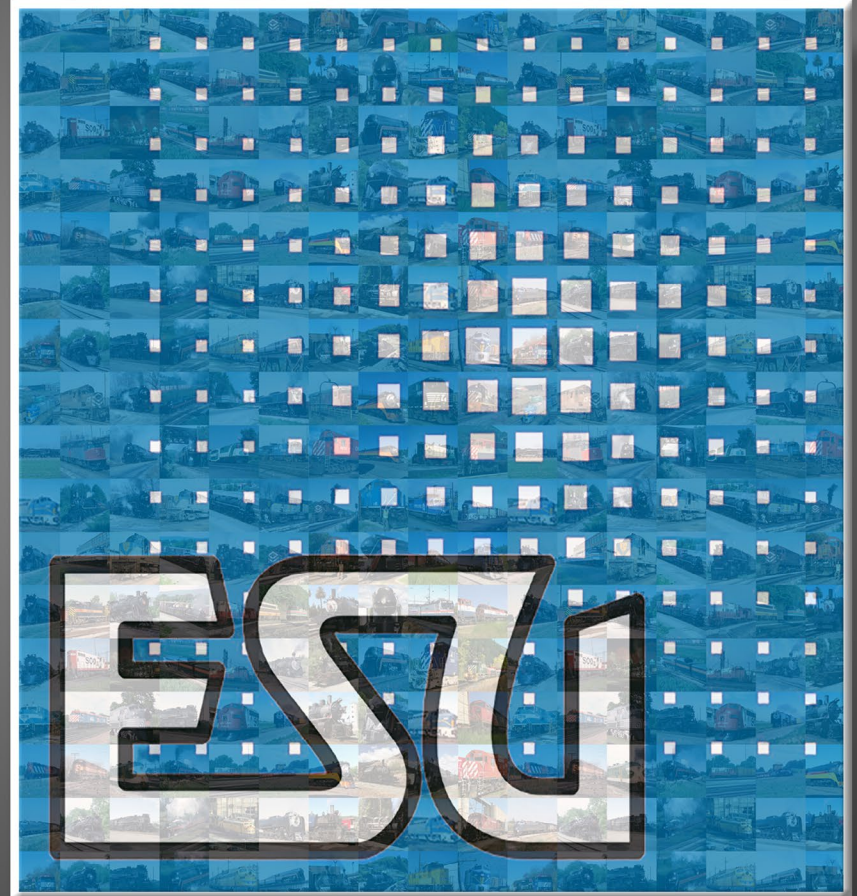


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Peat Wollaeger

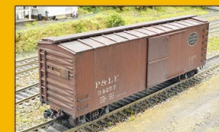


5. Peat Wollaeger stops by and demonstrates how to apply graffiti on a freight car model using stencils. Pete was a recent guest where he showed his "Eyez on Trains" artwork, painting stencil art on real locomotives. He's going to show us how to apply stencil art to a model.

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6. Peat hand-cuts his stencils with a razor blade. He uses multiple layers of stencils to create the final image. Three layers of stencils were used to add the colorful artwork to this autorack.

**VINTAGE CAR KITS: 2**

ROB CLARK continues exploring vintage railcar kits and how to effectively upgrade them.

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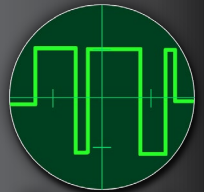
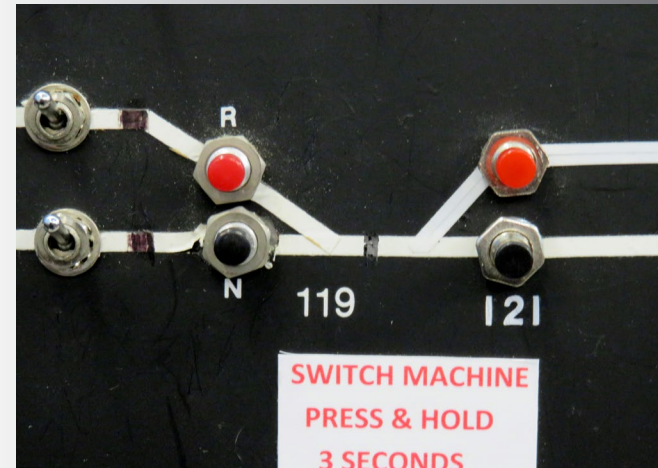
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Stall-motor turnout control



**Electrical
 Impulses**

Model Railroad Hobbyist | November 2019

MICHAEL MCGINLEY with a simple circuit for controlling
 stall-motor switch machines from multiple locations ...

IN PLANNING MY HO LAYOUT BACK IN 1994, I developed a method to control stall-motor (Tortoise) switch machines from both a central panel and from auxiliary panels around the aisles. It has worked out well for me, maybe it will be useful to others.

My career was in railroad Civil Engineering and Maintenance of Way; I lived with the sound of Union Switch and Signal M-23A dual control switch machines. To me the Tortoise switch machines sound remarkably like a day at work and the time to complete the operating cycle of the Tortoise is about the same as the M-23A.

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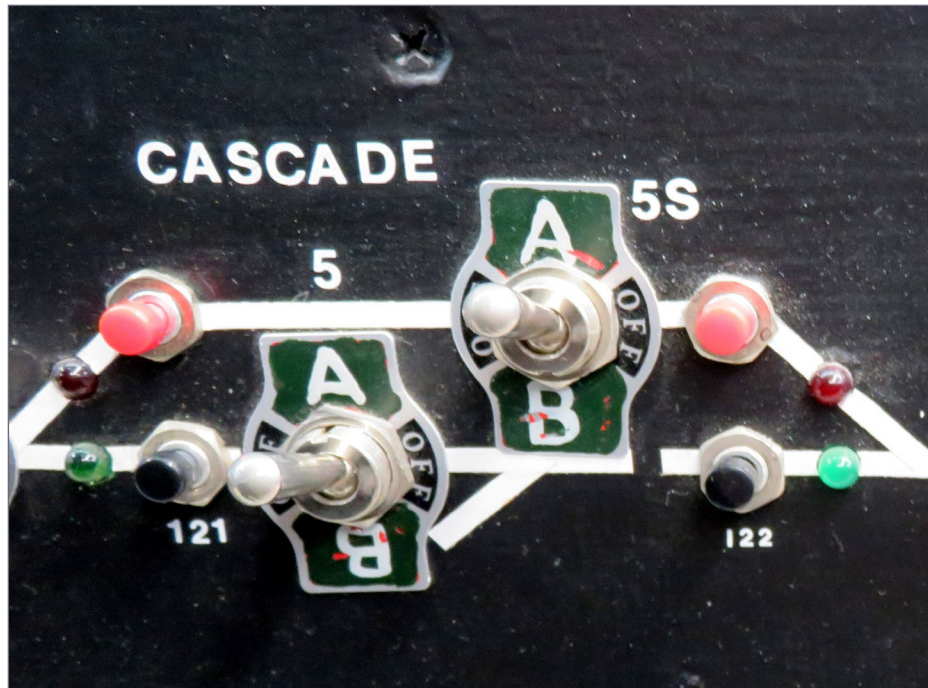
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STALL MOTOR TURNOUT CONTROL | 2



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Instead of throwing a toggle switch and leaving power on the Tortoise in the stall mode I found that once the cycle was complete, the machine will hold the points with no power applied. To



1. A portion of the central control panel on my old DC block system. This shows the east and west switches for Cascade Siding, switches 121 and 122. NOTE: The red and green LEDs were installed to indicate switch position, but were abandoned when my Automatic Block System signals became operative. The DPDT toggle switches to select DC cab A or B only serve as isolation switches, since the layout is now DCC.

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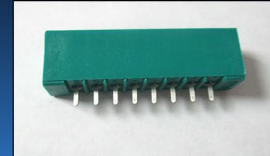
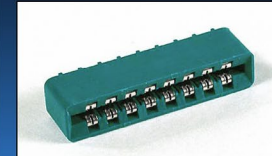


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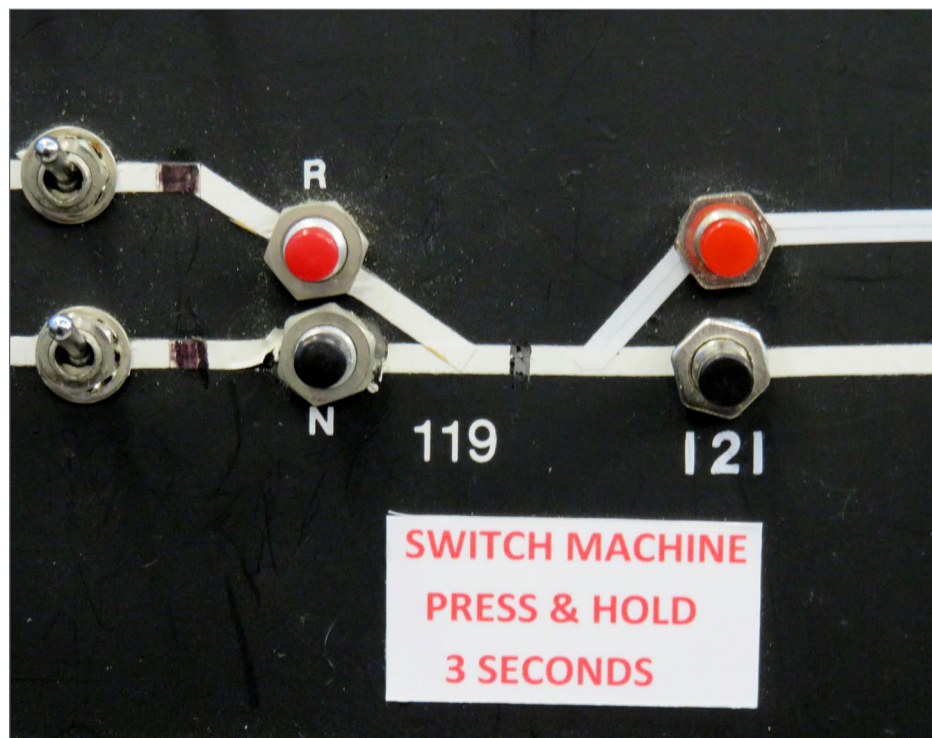
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STALL MOTOR TURNOUT CONTROL | 3

make this happen I simply installed pushbutton SPST momentary-contact normally open panel switches at each switch position on the layout panel [1].

I use a black button cap is used for the “normal” (straight) route and a red button cap for the “reverse”(diverging) route.

At locations along the aisle (where I did not want to walk away from a train to get to the central panel), I installed small local or



2. This is an auxiliary panel several feet to the left of the main panel. Switch 121 on the left side of the first photo is also controllable from this panel – I included a sign reminding operators to press hold the button for 3 seconds to give the Tortoise motor time to move the points completely.

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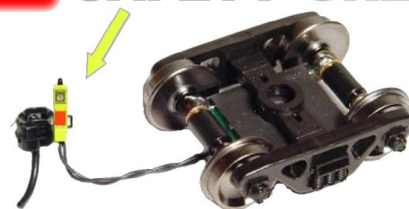
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STALL MOTOR TURNOUT CONTROL | 4

auxiliary panels with another pair of pushbutton switches, and usually a diagram to indicate what switch they controlled [2, 3].

Later when I changed to wireless DCC, I found these local panels to be even more useful. If I can see a switch, even across an aisle or peninsula, I usually can throw it from an auxiliary panel.

All of my powered switches are connected to the Automatic Block Signals so I can see from the signal aspect what position the switch is in.



3. This auxiliary panel can control both switch 121 again (it is visible over the peninsula) and both ends of the Marathon Siding. Note that "E" and "W" are indicated for the east and west turnouts at Marathon. This helps in verbal instructions to operate one or the other turnouts. This is at a location where I could not easily inset the auxiliary panel, so I used a Radio Shack project box. On the next one I did, I worked harder to inset them so as to not project into the aisle.



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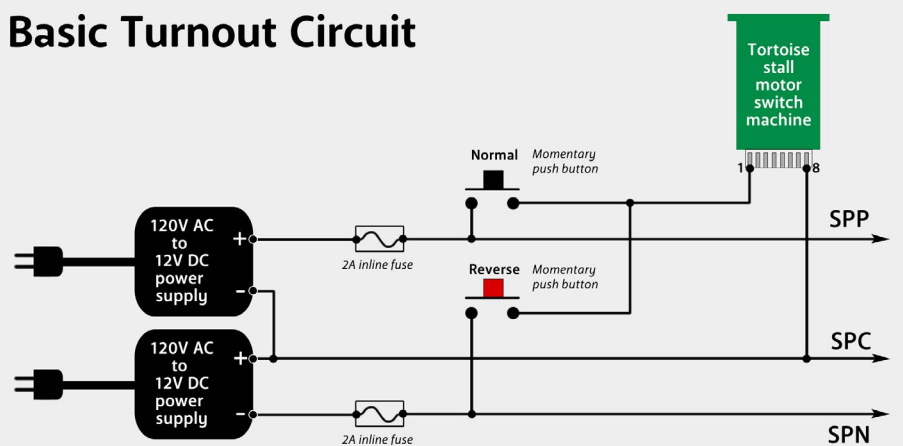
STALL MOTOR TURNOUT CONTROL | 5

A quick examination of this circuit reveals that there is a potential for a dead short if both buttons for the same switch machine are pushed simultaneously.

For the first several years with me being the only operator, this did not happen. Now with occasional guest operators, two changes had to be made: an operating rule and an additional fuse on the output of each power supply.

The rule reads: "Power switches will only be operated with the dispatcher's permission." Frequently if one person is operating

Basic Turnout Circuit

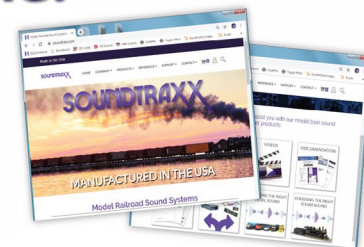


4. On the left are two 12-volt DC power supplies of about 0.5-amp capacity. I captured mine from expired home electronic devices but you can also purchase them online. The top one, with its + terminal connected to the top button is the Switch Power Positive (SPP) power supply. The - terminal of the SPP is connected to the + terminal of the lower Switch Power Negative (SPN) power supply. The line from the connecting wire that bridges the other - and + between the two becomes the common return or Switch Power Common (SPC) line.

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main line trains and another is running the main yard, the main line operator acts as the dispatcher.

The objective is to apply 12 volts DC to the power terminals of the switch machine alternately as positive on the right and negative on the left, or the reverse, to operate the switch machine drive motor. These are terminals 1 and 8 on the Circuitron Tortoise machine.

Therefore the circuit can temporarily connect any switch machine to either one of the power supplies, and the current returns through the common wire.

I named my wires from the power supply as Switch Power Positive (SPP), Switch Power Negative (SPN), and Switch Power Common (SPC). I used a different color wire for each, as these wires run both to the main panel and under the layout to all locations with power switch machines. The output wire is tagged with the number of the switch it controls. I don't dedicate control and common to terminals 1 and 8 on every Tortoise, as this may vary depending upon the orientation of the machine under the layout.

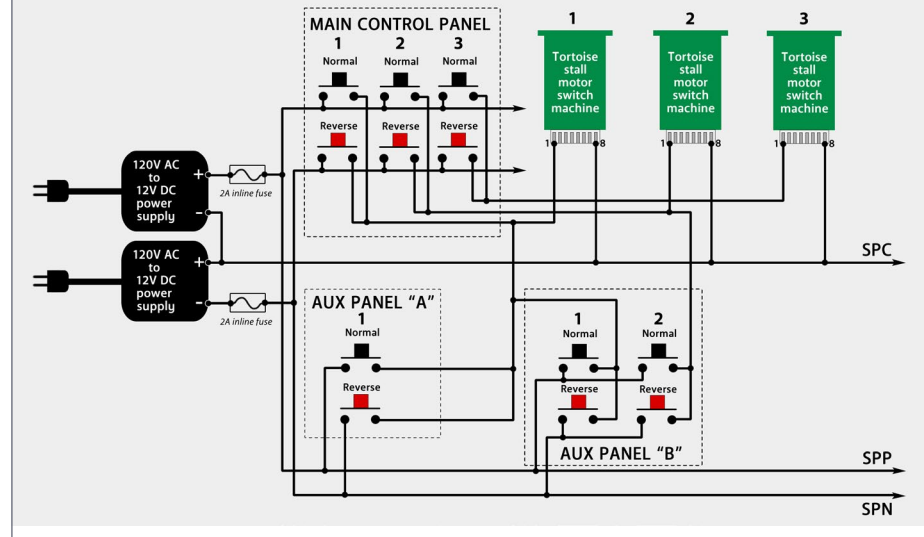
Instead I simply swap the wires between terminals 1 and 8 so the switch point movement aligns with the corresponding button locations on the panel.

My basic circuit diagram is [4]. In [5], I expand that to a representative set with three switches controlled by a central panel plus two auxiliary panels.

By running the three wires (SPP, SPN, and SPC) along the layout, any number of auxiliary control panels can be provided to operators.

I use glass automotive style fuses with plastic in-line fuse holders, as found in many auto supply and home improvement/

Main and Aux Panel Circuit Example



5. Here there are three switch machines controlled by the main panel plus there are two auxiliary panels, Panel A can control turnout 1, and Panel B can control both turnouts 1 and 2.





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hardware stores. (A refinement would be to make the power supply a separate panel with panel-mounted circuit breakers or fuse holders.) I found that 0.5-amp fuses would blow from ordinary operation of the switch machines and changed to 2 amps. The nominal 0.5-amp 12-volt power supplies seem to tolerate the occasional inrush surge when starting a switch machine motor.

The pushbutton momentary-contact single-pole single-throw normally open (SPST-NO) switches were originally supplied by Radio Shack, and can today be found at online electronics vendors and sometimes at hardware stores. I connected the output of both SPST switches and ran the wire to one terminal of the switch machine being controlled. The opposite terminal of each switch machine is connected to the SPC wire.

By following the line diagram, you can see that the switch machine will see + on the left and - on the right when the top button is depressed, closing the contact on the switch, since only the top or SPP power supply is connected. If the switch machine is already in the commanded position, it simply stalls. If it is in the opposite position, the motor runs to move the throw bar, then stalls.

Similarly, pressing the lower button connects the left terminal to the - of the SPN power supply and the right terminal becomes connected to the + of that same power supply.

In this basic circuit drawing, the three lines SPP, SPN, and SPC, are shown with arrows indicating that these lines in practice extend around the layout.

These controls are not fast like a digital control. To use them, the button must be held down for the duration of the motor run.

If the button is released when it appears that the points have completed their stroke, some of the contacts may not have been

made and either frog power or signal indications will not work, or the point may be loose against the stock rail.

I put a little red lettered sign “HOLD BUTTON FOR 3 SECONDS” to remind myself and others.

I do understand that people use DCC decoders to do this job. With DCC decoders, there would be fewer wires to run under the layout and the “two requests at once” problem would not arise.

Personally, I don't like the idea of trying to find and call up switch numbers while I'm operating a train.

I find this approach to be simple, inexpensive, and effective – and quite worth the minor tradeoffs. ☒



M. Dodd

A SAFER FUSE OPTION

If, for whatever reason a single Tortoise does draw more than 0.5A “inrush surge” current when a button is pressed, the solution is to use a 0.5A slow-blow fuse, not increase the fuse to 2A.

To fuse a line with a motor on it, measure the maximum current that occurs when the motor is stalled, then choose a fuse for about 2X that current.

If the power supplies are rated for 0.5A, and if for whatever reason a Tortoise is drawing 2A, the power supply could be ruined before the fuse blows. So we recommend against just making the fuse amperage larger.



6. Ancho and its auxiliary panel plus LM Jct in the distance.

MICHAEL MCGINLEY



First there were model airplanes, but the hobby shop also had trains and train magazines. By age 8, Michael had saved up for an 0-4-0T Mantua engine, and has only had a few deviations from model railroading since.

Michael rode revenue and fan trip trains, and upon graduation from college, he was hired into the engineering department of the Southern Pacific.

His modeling has gradually become focused on recreating the scenes that he worked (40 years), and travelled through, with photography.

For seven years, he tried some radio controlled airplanes, as a break from railroading. The RC planes were shared with his son, along with fishing, camping and a bit of golf. His wife of 52 years has shared this journey, which started with taking a photo of Train No. 20, the Chief, on their honeymoon.

Golf and fishing are dormant, but he still enjoys hikes (even better if a train comes into view). ■

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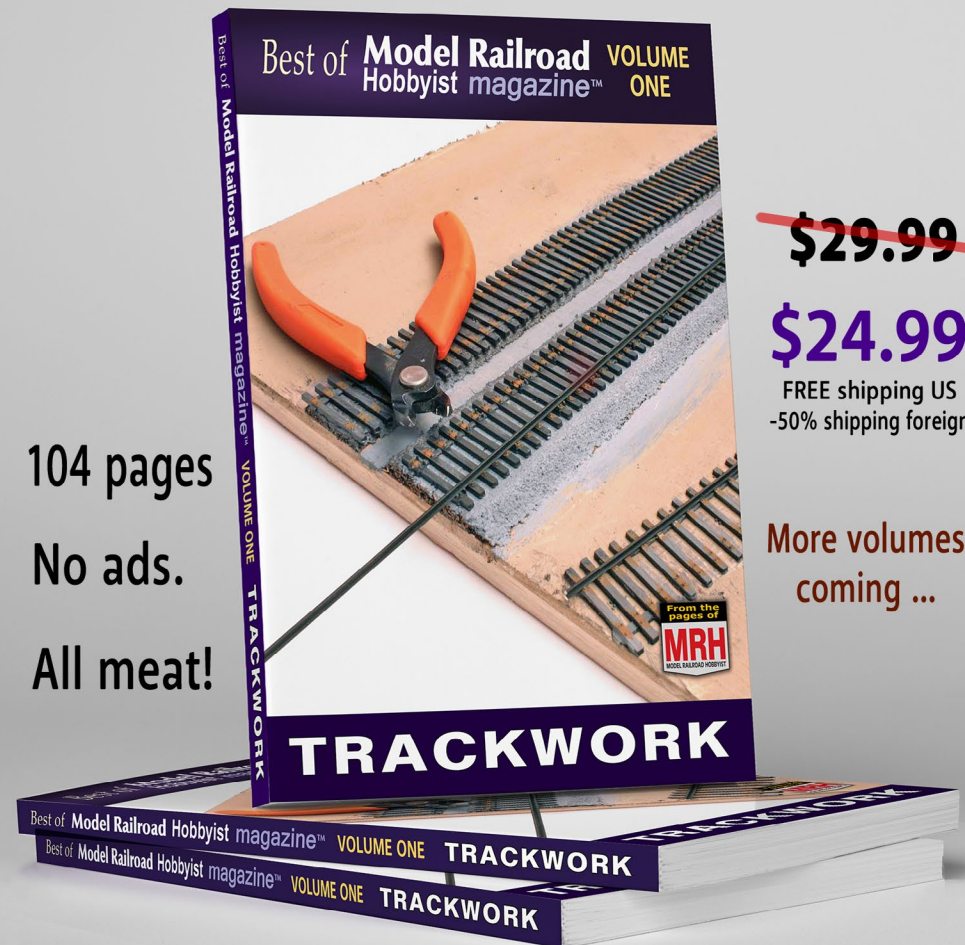
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Operations in Allagash country



MIKE CONFALONE *discusses enjoyable
operations without excess complexity ...*

1. GP7 chop-nose 507 switches at the south end of Madrid Yard. Late afternoon light courtesy of Mother Nature as the real life sun pokes through a basement window, illuminating the scene.



FOR SOME, PROTOTYPE OPERATIONS ARE THE ultimate goal of building a model railroad. For others, not so much.

Neither is right or wrong. Different strokes for different folks, right? Opinions are strong on the subject and, unfortunately, at times the discussion can be contentious.

Some are dead serious about operations, obeying every rule and regulation in hopes of capturing the feel of real railroad-ing in miniature. Some take a more casual approach, and some folks don't operate at all.

For me, operating my model railroad is simply the end result of all of the hard work in executing a well-thought-out plan formulated over many years of trial and error.

But at the end of the day, all that hard work and planning doesn't mean much *if it isn't fun*.

My proto-freelanced Allagash Railway is set in the State of Maine in the early spring of 1985. The railroad is quite large by most standards, measuring 58' x 24' and occupying the entire basement and garage of our New Hampshire home.

I started formal operating sessions back in 2010 or so, even though it was mostly plywood with little scenery. Nearly a decade later, the railroad is complete, with 85% of it fully-scenicked.

I am happy to say that Allagash operating sessions today are fun and rewarding.



2. Allagash Alco Centuries compare profiles at the Madrid engine terminal. The 425 is the first and, thus far, only Allagash unit painted in parent Guilford colors.

Big changes

Several years ago, I forward-dated the railroad from 1980 to 1984 and in doing so the Allagash lost its independence and became part of Guilford Transportation Industries. On the surface this seemed like a strange idea and was viewed with suspicion from friends.

You say the word Guilford in New England, and it stirs up all kinds of emotions, most not very positive! Nonetheless, I took the plunge and in doing so was forced to revamp the entire operation, which was both fun and challenging at the same time.

All of the train symbols changed, the operating scheme changed, and power from Guilford sister roads Maine Central, Boston & Maine and Delaware & Hudson began showing up and mixing with the regular Allagash power. In retrospect, it was the right move.

The operation is far more interesting now, and visually, it is spectacular, with all kinds of exotic motive power coming through.

There will be much more detail on these operational changes in my forthcoming e-book “The Allagash Story – Volume 5.”

Keeping things simple

Today, I typically operate every four or five weeks. I have a pool of about seven guys that are seasoned operators, and also good



3. The caboose track at Madrid was repurposed and now serves as a locomotive deadline. AGR's past is represented here, with out-of-service EMD cabs and Alcos rusting away.



4. The paper mill at New Portland is a great example of what can be done with a photo backdrop. A mill of this complexity would be difficult to build in 3D. AGR yellow-dip RS11 703 switches the mill.

friends. Despite the size of the railroad, I find that a group of five guys is about perfect, with seven the absolute maximum.

Interestingly, operations have actually become simpler as the years have gone by. Back in the early days, I used a formal dispatcher, the crews used radios and wrote track warrants. I did this for several years until it became apparent that the track warrants and a dispatcher stuck in a closet just were not adding value to the overall operating experience.

So, I scrapped the dispatcher and track warrants but kept the radios. Today, my crews communicate with a “Roaming

Dispatcher” (usually me) and with the Yardmasters at Madrid and New Sharon, using radios.

This has simplified the operation and removed the burden of constantly filling out paperwork but has retained the prototype flair that the radios bring.

For some guys, paperwork is fun. For me and my guys it was a chore, and not value added. There's that fun factor again.



For routing traffic, the Allagash uses waybills. These are one-way tickets, so there is no flipping car cards around and all of that. They are prototypical and easy to understand and have served the railroad reliably for many years.

I like to keep it simple in Allagash Country! For more information on car routing see “The Allagash Story” available on the MRH Store ...

WEB: store.mrhmag.com/store/p46/ebook/allagash-story-v1234.html

A change of pace

Another important change I made was to split the operating session (one 24 hour day) into two sessions. This has alleviated stress and greatly relaxed the pace, especially at Madrid Yard, where things can get very hectic during an op session.

We do half the schedule during session one, then complete the

5. An aisle view of the Town of Weld. The Carthage Turn outlawed during the last session and has yet to be re-crewed. It is on the way back to Madrid Yard, with long hood forward GP38 203 on the point.



6. GP9 513 has but a single boxcar from the mill at East Dixfield as it threads the rock cut at Holman Summit on its journey back to Madrid.



7. There are still a few cabooses in service in the spring of 1985. The 34 and the 42 rest between assignments at New Sharon.



8. A typical AGR 50' FMC boxcar is spotted at Andover, with the buildings of Oxford Mills looming in the background.

schedule in session two. At the end of session two, there are usually a couple of trains that don't get to run, so I will operate a clean-up session by myself and finish things up.

This gives me the opportunity to run a couple of trains, or do some switching on my own, often with the lights out since the end of session two is often run at night. This is quite peaceful and is a nice way to end things.

I have a great passion for operations, but there is a fine line. In retrospect I think I was pushing things too much with the uber-stressful pace for several years. After a while it got old. The lesson learned here is that the hobby should be relaxing, not stressful.

Operations should be a time to watch the railroad come to life, not a time to worry over operating rules, or scramble to meet a schedule. This is especially true for the region I am modeling.

Things moved at a slower pace in northern New England back in the 1980s. The changes have made the operating sessions more prototypical, and more importantly more enjoyable.

Lowering expectations

I am here to tell you that it's OK if things aren't perfect when you operate your railroad. In the early days, we had several real clunkers – too many guys, too many trains, poor operating plan, poor preparation, and so on.

If you expect perfection, you might be setting yourself up for disappointment. That's why many modelers never get to the operations



9. This is "Allen," named after the Ethan Allen furniture factory on the left. There is also an Agway feed mill here. These industries are worked by the New Sharon Switcher.



10. Franklin County Feeds is a major customer at New Sharon, receiving mainly corn and other grains in covered hoppers. In the foreground is what is left of the Farmington Falls Branch, now used to store MOW cars. The red building in the distance is Sandy River Farm and Building Supply.

stage. They are afraid it might not go so well. You need to accept the setbacks of on-the-job training and just go for it.

In my view, the only way to get good at operations is to dive in headfirst with the bar set low. Keep an open mind and you will learn valuable lessons with each session and make important changes to improve your operating scheme.

Lean on those with more experience, especially those who are familiar with prototype railroad operations, and learn from them. Then you can determine which parts of prototype operations you feel comfortable incorporating into your own railroad operation.

"Up Close and Personal"

Recently I have embarked on a couple of interesting video projects for *Model Railroad Hobbyist* magazine. The first is my "Up Close and Personal" video series.



"Up Close and Personal" is a one-on-one video tour of the Allagash with a focus on laid-back operations. Volume One came out in the spring of 2018 and covered the operation of the White Mountain Switcher.

Volume two, coming out later in November, covers the Carthage Turn, a local job that runs out of Madrid Yard and makes a turn to Carthage, switching local industries along the way.

The videos are live and unrehearsed as I operate a throttle, run the video camera and narrate simultaneously. Not so easy to do. You'll get some ops bloopers, raw and uncut!

"Up Close and Personal" is all about operating alone. The lesson learned is that you don't need a big operating crew. You don't need to have big, complex operating sessions.

11. Railroads run 24/7, not just under the bright light of day. AGR Alco RS3 chop-nose 302 is working the second trick at New Sharon. With the move to 1985, the 302 has since been conveyed to shortline Oxford County.

Sometimes it's nice to just be your own one-man crew, grab a throttle and go to work.

Whether you switch a yard, local industries, or just run a road train, it's nice to see and hear the railroad without all of the chatter and noise that typifies the larger op session.

These videos can be found in the MRH Store ...

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Allagash Trackage Action

My other MRH video project is called "Allagash Trackage Action."

The railfan in me has always wondered what the Allagash would look like through the eyes of a guy or gal standing trackside. This video series aims to answer that question as we visit every corner of the railroad from a trackside perspective.



12. AGR GP7 506 is in charge of the nighttime White Mountain Switcher. White Mountain Jct., and the entire White Mountain Branch is now served by the Oxford County short line.



13. An aisle view of the small yard at White Mountain Jct. This is Oxford County country now! Note the orange paint on former AGR RS3 302 and the new sign on the building.



14. An aisle view of Andover Wood Products at Andover, Maine on the White Mountain Branch.



15. This is the site of the former quarry scene on the old branch. It is now a pole and lumber transload. There is nothing on the siding today, but the Oxford County crew will be dropping a loaded centerbeam flat car here at the next session.



16. This is North Rumford, home base for the Oxford County Railroad. An Alco S6 is shut down and parked by the yard office. An old AGR S2 rusts away on the siding.



17. Again at North Rumford, a very old AGR 40-foot PS-1 boxcar serves as a tool shed for the Oxford County.

As I have been filming “Allagash Trackside Action,” I’ve had to put myself into a very different mindset – one of a trackside railfan with video camera in hand.

This is a different mindset than when operating, where you might be imagining yourself as a crew member in the cab of the locomotive or on the ground bending the iron.

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Closing thoughts

To summarize my philosophy on operations, I would say try to approach it from a casual point of view. Just enjoy the sights and sounds and lose yourself for a bit. Get “into the zone.”

As I like to say at operating sessions, don’t sweat the details so much at first. Take the perspective that you’re a student here to

learn. Read up on the subject. Join the OpSig Group (www.opsig.org) or read books about operations.

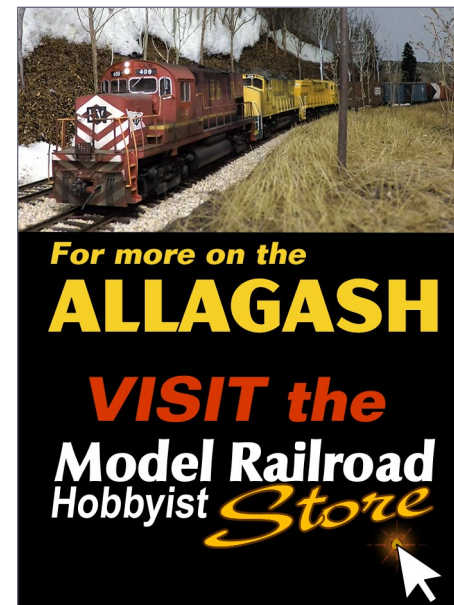
Take the long view. Before you know it your model railroad will feel more like a real railroad and you will be having more fun in the process. ✓



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18. AGR Alco RS3 303 is being delivered to the Oxford County by the AGR local to North Rumford. Note the stack is capped off. We actually did this maneuver during an operating session! The 303 is now painted Oxford County orange.



19. This is the Scott Paper mill at East Dixfield. Roughed-in buildings and a finished track plan are enough to switch the mill during operating sessions. Scenery and completed buildings will come later.



20. Across the aisle from North Rumford is the yet-to-be-scenicked Martin Spur, an industrial park of sorts. The industries here include vegetable oil food processing, plastic pellets, propane and cement. The spur is served by the Oxford County.



21. The Madrid Switcher night trick drills cars with Maine Central Alco RS11 802 while road power idles at the fuel rack.

MIKE CONFALONE



Mike Confalone grew up in Smithtown, NY, and got into model railroading at age 10 or 11.

Today, Mike's proto-freelanced, under-construction Allagash Railway occupies a 58' x 24' space – his entire basement and the former two-car garage.

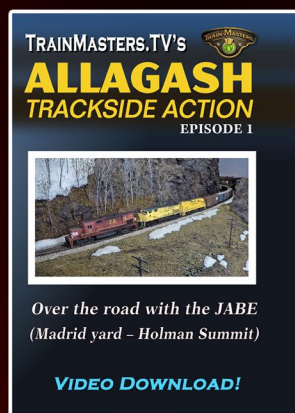
Mike loves all aspects of model railroading, from benchwork on up, but his specialty is scenery and weathering. He also enjoys the challenge of prototypical operations. ■

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Angels Camp Diorama on Pine Ridge Railroad



Model Railroad Hobbyist | November 2019

1. Eastbound Pine Ridge Railroad #47 slows for a water stop at Angels Camp, an N scale diorama on a HO scale layout.

TOM HOKEL builds a Gorre & Daphetid tribute diorama ...

MODEL RAILROADING IS A GREAT WAY TO DISTRACT your attention from physical discomfort. While recovering from total left knee replacement surgery a month prior, I started building an American Model Builders wood laser-cut kit. I built the Santa Fe #1 Standard One-story Depot (kit 802) in mid-June 2019 for my Pine Ridge station as a short and easy project. By easy, I mean a project that I could do while sitting on a tall stool at my roll-top workbench, and didn't involve soldering, grinding metal, or a lot of painting at the paint booth.



Angels Camp

I wanted another easy project afterwards, so I started work in early July replacing factory-built N scale structures at Angels Camp. As I described in the July 2012 *Model Railroad Hobbyist*, my HO scale Pine Ridge RR (PRRR) is a selectively compressed version of John Allen's famous Gorre & Daphetid Railroad. The GD Line had a town called Angels Camp on the Summit Tier above French Gulch. This town had a passing track and a few small structures. I didn't have the room for HO structures and track, let alone rail access to the area. But I did have room for an N scale diorama [1, 2].

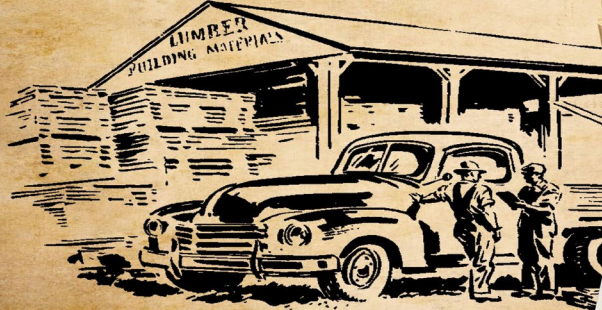


2. Tom's N scale Angels Camp fits on a narrow shelf at the backdrop.

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ANGELS CAMP DIORAMA | 3

My story is that the Pine Ridge sold this route to the Tioga Pass RR, since the PRRR already had access to Andrew (Andrews on the GD Line) from Pine Ridge. Tioga Pass also ran northwest through Cold Shoulder to Tioga. They repainted the railroad structures at Angels Camp in their attractive dark red and light gray color scheme and slapped TP logos on the water tank sides. The Tioga Pass RR was owned by John's good friend, Jim Findley.

As its name suggests, Angels Camp is the highest town on my layout at 60 inches, roughly the same height as on the GD Line. The town's footprint occupies just 2¼" x 24½" of space between the track and the scenery backdrop, and is served by an 11-foot section of N scale track. I wanted to include this town so I could incorporate the classic arched stone and brick bridge in the often-photographed French Gulch scenes.

I hadn't planned to build out this area for at least another year, as I had other priorities. I already had a few temporary structures, some people and autos sitting there, so it looked somewhat complete.

This project wasn't physically difficult, other than stepping up and down off a small step stool a bazillion times as I test fit the structures. I thought working with N scale stuff would be easy, but I was wrong! It might be easier in some respects than HO, but working with tiny N scale parts and figures can be difficult. My Optivisor and tweezers got a workout. My hat is off to those of you working in N scale!

Research

I started off researching G&D photos on www.gdlines.org and collected them into an Angels Camp folder on my computer. There aren't many photos of this area. Don Mitchell's photo of Angels Camp in *Model Railroad* with John Allen was one of

Full feature-length video tour of Tom Hokel's Gorre & Daphetid look-alike layout



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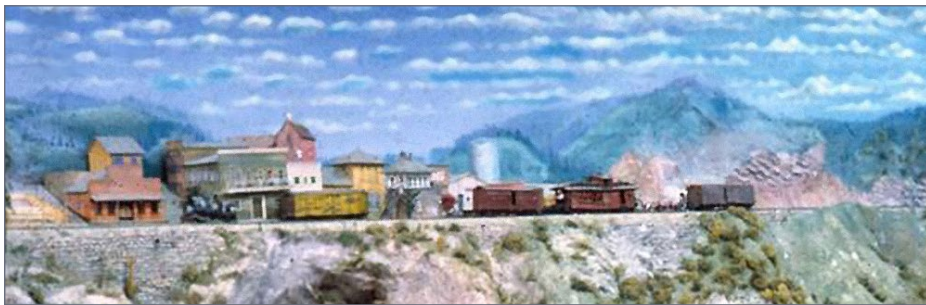
the last. These scenes, like others on the GD Line, changed over time as John finalized town structures and backdrops. The structure on the left in [3] survived the GD fire, albeit smoke-damaged.

I noticed one of the structures looked European and vaguely familiar. I checked my 1957 *Railroad Model Craftsman HO Cutout Book* and BINGO, there it was! It was noted as an “Old Brick Station.” On closer examination of another photo, I found John replaced the boarded-up windows on the right side of the second floor with un-boarded windows and enlarged the roof to overhang the walls. Why am I not surprised about that? I also noticed that after John added the station, he removed the control tower because there wasn’t enough room.

Out with the Old

On my layout, I replaced factory-built Bachmann passenger and freight stations, AHM water tower, and an unidentified control tower as they were poorly assembled [5]. I kept the freight station but needed to modify it.

These products included about a dozen figures to populate the town. Unfortunately, most of them had difficult-to-remove plastic

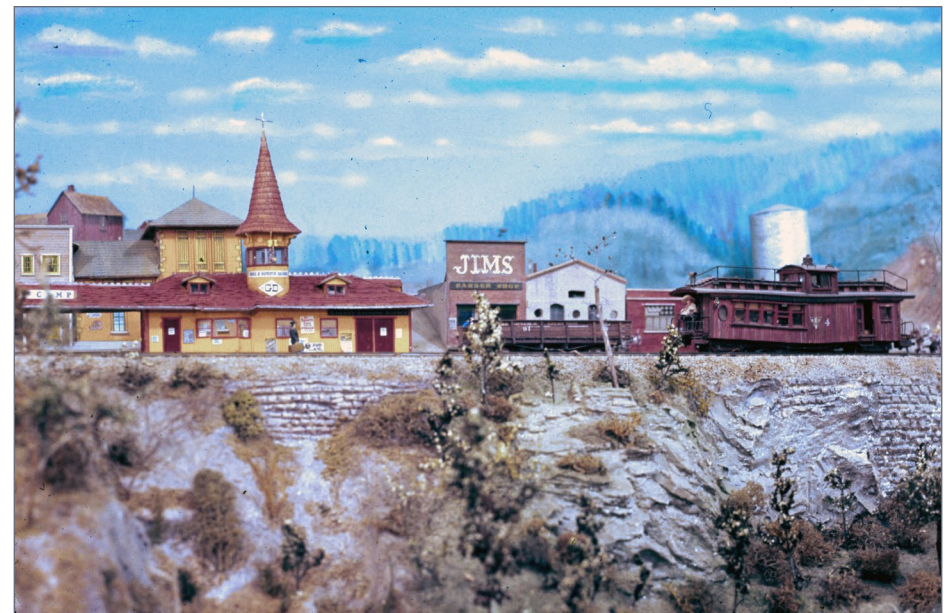


3. Early photo of Angels Camp on John Allen's Gorre & Daphetid RR. This photo shows the “cut-out” station and control tower that was later removed. *Photo by John Allen, compliments of Keith Roger-Beard Trinity*

stands glued or molded to the bottoms of their shoes. I broke a few legs in the process – theirs, not mine. I used suitcases in front of passengers to disguise what I couldn't remove. One guy looks like he purchased his shoes from the Frankenstein shoe store, an interesting idea for characters. All the figures were repainted and flat-coated.

In with the new

The Atlas passenger station, control tower (which looked like the one John removed), and a Tichy Train Group water tower were all kits I painted in the Tioga Pass scheme. After painting and weathering the streets, I tack-glued the control tower and water tower. I added dirt around them and the freight station.



4. A later photo of Angels Camp on John Allen's Gorre & Daphetid RR reveals changes. It's one of the best close-up photos documenting this part of the layout. *Photo by Dr. Warner Swarner*

I think Jim Findley picked an attractive color scheme. The white window frames make the other colors pop. The passenger station included two covered platforms, although I had room for only one. The autos and pick-up trucks are Classic Metal Works. The VW bus and light-blue, nondescript sedan are Bachmann.

Surprises!

The original Bachmann station, which looks almost identical to the Atlas model, turned out to be slightly smaller. I discovered this when the new Atlas station was placed on the layout. With the back of the building up against the plaster-covered Masonite backdrop, the front sidewalk of the base sat on the railroad ties, barely clearing the rail. Trimming the front and/or back sidewalks wasn't going to work because they were evenly aligned with the roofs.



5. The old Angels Camp appearance with N scale factory-built structures on the Pine Ridge RR.



6. New Tichy Train Group water tower, Atlas control tower, and reassembled and repainted Bachmann freight station. Note the slot in the backdrop to accommodate the larger Atlas passenger station.



7. Angels Camp station painted in Tioga Pass RR color scheme of dark red, with light gray and white window trim and detailed with signs, people and other items.

I chiseled away a chunk of the backdrop to make space for the model [6]. I glued a piece of the printed GD Line 3-window walls into the new backdrop slot. Most of this is hidden behind the station. After filling in space between the backdrop and the street base, I painted the base MicroLux (Vallejo) Concrete Gray, then added chalk dust weathering to the streets.

3D paper buildings

I scanned the *RMC* “Old Brick Station” cut-out, copied it into PowerPoint, then scaled it to 1:160. My version was cut in half lengthwise and used as a 3D building flat. I digitally added



8. The “Old Brick Station” has been printed in N scale with new roof sections. These parts were printed on 140-pound paper using a color laser printer. Balsa pieces were glued as interior bracing for the 3D paper structures, with thin basswood bases incorporating the sidewalks. The Pythagorean theorem came in handy to make the triangle sections.



9. The scene is shaping up with a scratchbuilt G&D billboard, Tioga Pass water tower, Jim’s Barber Shop, and the “Old Brick Station.”

windows to the right side of the second story, and constructed larger roof sections [8].

I edited the photo of Jim’s Barber Shop and the building next to it to create another 3D building. The barber shop might have been

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named after Major Findley, who, being in the service, frequently had his hair cut.

I had good photos of the front and right sides of the Ft. Dodge, Des Moines & Southern's (FDD&S) 11th Street freight station from my hometown [10]. I decided to add this to the scene. The angle of the side photo automatically gives the building a forced perspective. I plan to build an HO scale version of this, someday.

2D paper buildings from old photos

The background prints are photos I took in my hometown of Boone, Iowa. In reviewing these images, I found a treasure trove of ideas. I was amazed at the architecture of these early structures. I never paid attention to them until I considered using them for structures, signs, and backdrops. It was intriguing to see how telephone and electrical lines were installed through the commercial district alleyways using few telephone poles.



10. The Angels Camp control tower, freight station, and 2D city buildings and grain elevator. I added a roof vent, a bench, and a guy with "Frankenstein Shoes" to the freight station.



11. Background building flats fill the scene with Belluci Pizza House, Boone Hobbies, Townhouse Café, and Modern Appliance.

I cropped the three-story building to the right of the station [11] and adjusted brightness settings. I used to get my hair cut in one of the small shops. The business with the Pepsi sign is Belluci Pizza House, a favorite teen hangout back in 1965. They cut their round pizza into smaller squares, which disappear when your buddies sit down next to you "just to chat."

I pasted-over the ground floor business next to it with the Boone Hobbies store front and another with Townhouse Café. The café, which is now an insurance business in Belmond, IA, was owned by my grandparents from 1940 until the mid-1960s. They lived above the restaurant and my grandma was an incredible cook!

The Boone farmer's co-op grain elevator was rail served. I shrank the photo to give the illusion that it was a few blocks away [12]. The faded Coca Cola ad painted on the brick wall of Modern

Appliance in [10] was a separate photo that I joined to the building front to give it a 3D look.

I made the Standard Oil tank from a hard cardboard tube [12]. My folks owned two Standard Oil stations, one in Belmond for a short three months before my dad was drafted into WWII and one in Spencer, IA two months after he was discharged in 1946. He didn't waste any time getting back in business.

It was fun incorporating scenes and memories from my hometown into Angels Camp. A few small shrubs here and there completed the scene.



12. Angels Camp panorama taken from Pine Ridge. Below, appropriately, is the Devil's Gulch bridge to Pine Ridge and the roof of Findley Building Supply & Construction.

Tioga Pass logo

Now, where have I seen Findley's Tioga Pass logo before? After searching several of his magazine articles, I found it in the December 1982 RMC. The logo was on a boxcar. I designed something similar using PowerPoint, printed it on plain paper, and applied it to the water tank [9].

Trial-and-error

This project involved a lot of trial-and-error, with quite a bit of computer time. I experimented with a newer, taller concrete grain elevator across the street from the corrugated grain elevator, but it overpowered the scene. It didn't fit well in a small mountain town anyway so it was not used. I think the older, smaller elevator is perfect. Seven weeks later, I finished Angels Camp. My left knee was feeling better already.

Animation

Of course, I can't add an N scale town without including working trains. I painted undecorated Micro-Trains cars and lettered them Pine Ridge. I also used heritage cars lettered for the G&D and layouts of John's good friends. A Kato USRA Heavy Mikado in PRRR lettering is used as motive power [13].

I powered the diorama track using a 12V DC "wall-wart" transformer connected to a circa-1978 Troller Corporation hand-held controller that has momentum and brake controls. I was happy it still worked after four decades in a box.

Special places

I put much more work into this little scene than I originally planned. Things just kind of evolved once I got started making the paper structures. Welcome to modeling railroading!

Angels Camp has a very special place in my heart. There's not a place on my layout that doesn't! While I do have a town called "No Place Special" on a Nn3/Z gauge loop of track, even that is special. (Know where I got that name?) ✓

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13. Pine Ridge #47 leads an eastbound over the French Gulch arched stone and brick bridge with three heritage boxcars: John Allen's Gorre & Daphetid, Cliff Robinson's Marquette & Union Terminal, and Bill McClanahan's Texas & Rio Grande Western Lines.

TOM HOKEL



Tom started with an American Flyer train set for Christmas at the of age five. He switched to HO scale at age 10 with a small layout inherited from his college-bound brother. Tom thinks reading Varney catalogs with those famous John Allen Gorre & Daphetid scenes sealed his fate.

After three progressively larger HO scale layouts, Tom started construction on his dream layout in November 1999. There are many locos, rolling stock, vehicles, and structures on the 1954-era Pine Ridge, and narrow gauge Highlands Ridge, from each of the previous layouts. Of course, many are vintage Varney products.

One of Tom's most memorable moments was meeting John Allen in 1970, and visiting the GD Lines. He still visits almost every day ... in his own way. Tom enjoys constructing GD-inspired structures, rolling stock and locos, and the creative process of researching, designing and developing his layout scenes.

Tom is married and has a daughter, son-in-law, five grandchildren, and a soon-to-be granddaughter-in-law. He works for Deloitte Consulting as an enterprise and data architect. Tom's other interests include classic cars, basketball and all the great things that come with living in a mountain community. ■

Inexpensive Structures



Model Railroad Hobbyist | November 2019

1. Kit parts used for additional structures. The opposite wall and end pieces of the farmhouse became the two partial buildings flanking the center structure.

RICHARD DEUSO creates four models from one kit ...

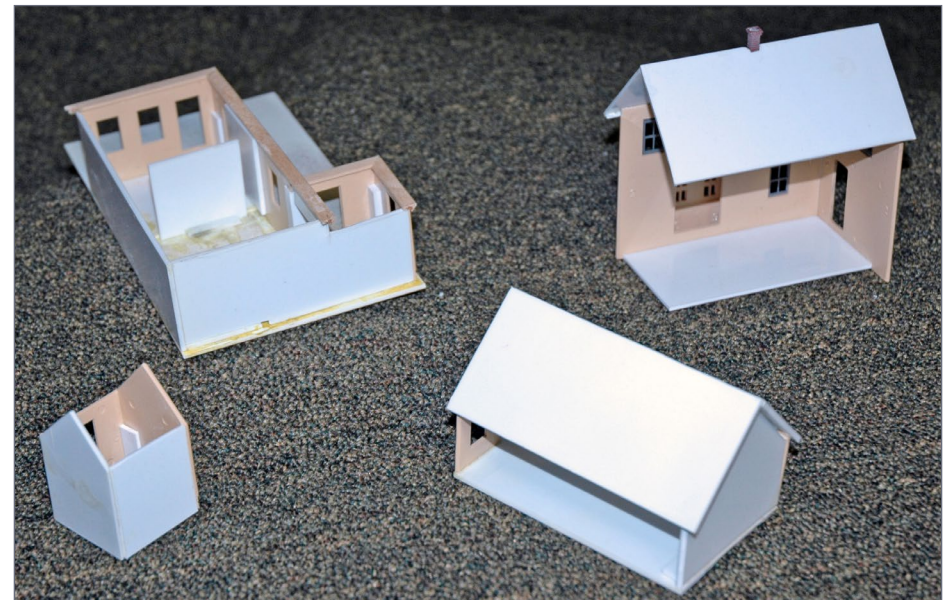
I WAS PREPPING EXCESS INVENTORY TO SELL AT A train show recently. As I was reviewing the structure kits to determine which sell or keep, I remembered reading an *MRH* article about inexpensive freight cars. The author had upgraded five cars for less than \$30. The models received new wheels, couplers, a few details, and were weathered. That article inspired me to play around with this kit.

INEXPENSIVE STRUCTURES | 2



A Model Power farmhouse structure kit was among my model stash and I wondered what I could do with it. My layout is an around-the-wall type so most structures are seen from only two or three sides, depending on the viewing angle. After rearranging the walls a few different ways, I realized that some scrap styrene could be used for the hidden walls and I could make several buildings from this one kit [1].

After deciding which walls to use, I created the hidden sides with the styrene [2]. I added Tichy windows and doors, and a few details from my parts drawer. The roofs were made from cardstock using “Model Builder Software” from Evans Designs [3].



2. Scrap styrene was used for walls that were hidden from normal viewing angles on the layout.

Some paint and weathering wrapped up the job. When I was done, I had constructed four structures from one kit [4]. My work took about four hours on a cold Vermont Sunday afternoon. I think I paid \$5 for the Model Power farmhouse kit a few years back.



3. Doors, windows, roofs, and other details are added as these models take another step towards completion.



4. A kit that almost ended up selling at a train show has turned into four new structures.

Take another look at the structure kits in your hobby closet. Those old boxes contain raw materials you can use to build something new. With a little work, I ended up with four simple layout structures for less than \$10. I'd say it was a decent return on my original investment! ✓

RICHARD DEUSO



Richard, Mary, and their West Highland terrier Molly, live in the Northeast Kingdom of Vermont. Richard is a retired Battalion Chief on the Providence Fire Department in Rhode Island. Upon his retirement after 32 years, he moved to Vermont.

He began building his current model railroad several years ago. Building his HO Boston and Maine Ashuelot Branch helps to get through the long winters along the Canadian border. He has been a model railroader for over 40 years. He was the first president of the Providence Northern Model Railroad Club founded in 1994, and its still going strong.

Richard's other hobbies include photography, both railroad and landscape, cooking, and traveling the roads of Vermont and Quebec. His photos have appeared in *Model Railroader*, and prototype railroad calendars and publications. One of his favorite parts of the hobby is attending prototype meets, such as the New England/Northeast Railroad Prototype Meet, "you meet such great people that share the hobby." ■





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Model Railroad Hobbyist | November 2019



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Easy paint stripping

Modeler **BN Rail Nut** strips paint easily from an N scale plastic loco shell using an ultrasonic cleaner. He uses methylated spirits (alcohol), but we recommend a non-flammable solvent like super green cleaner instead. This doesn't require a respirator and won't run you out of the house with fumes. (Avoid flammable solutions because of the explosion hazard.) ■



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NOVEMBER NEWS

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Model Railroad Hobbyist | November 2019

RICHARD BALE and
JEFF SHULTZ report the
latest hobby industry news



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INDUSTRY NEWS



Ron Sebastian 1947-2019: Ronald Jerome Sebastian, acclaimed owner of Des Plaines Hobbies, died October 2, 2019 at his home in Arlington Heights, Illinois. He was 72 years old.

Ron, with considerable support from his wife Sue, operated what many consider one of the finest model railroad hobby shops in the nation. Some named it more of an institution than a mere store. Des Plaines Hobbies was conveniently located near O'Hare Airport and legions of hobbyists found it impossible to pass through Chicago without visiting Ron and Des Plaines Hobbies.

Ron established Des Plaines Hobbies in 1983 as a general line hobby store, however, the emphasis was always heavily weighted

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to trains in all scales. He was introduced to the retail business when, as a young man, he worked at All-Nation Hobbies in downtown Chicago.

Beginning in 2000 Ron expanded his retail enterprise into manufacturing with the introduction of Centralia Car Shops, S Scale America, and O Scale America lines of kits, decals, and parts. Acquisitions included Microscale's S Scale decal line and Mullet River Model Works HO and S scale product lines.

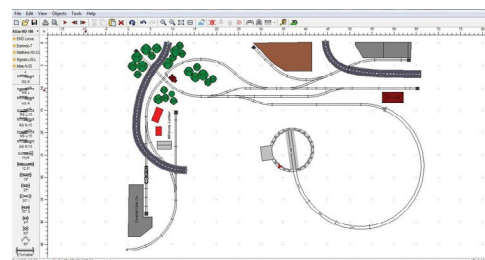
Ron enjoyed conversation and was generous with his knowledge and expertise. He acted as a consultant for several manufacturers on both technical information and marketing expertise.

Ron served his country in the National Guard and as an Army helicopter pilot during the Vietnam War. Following his Army service Ron worked as a helicopter flight instructor at Naval Air Station Glenview. He later worked for the National Transportation Safety Board as an accident investigator. Before opening Des Plaines Hobbies, Ron worked with his father in the family real estate business. He also worked briefly as a brakeman for the Chicago & North Western Railway.

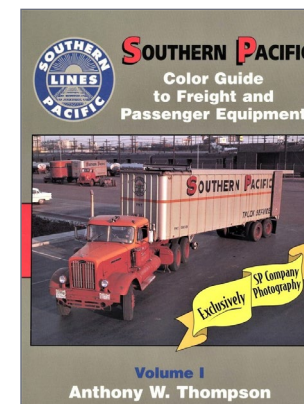
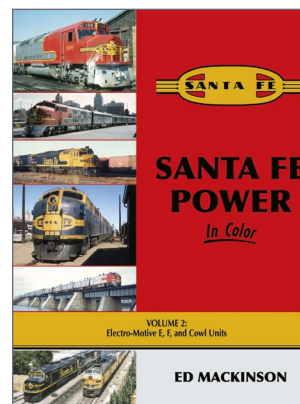
In addition to his wife Susan, Ron is survived by daughters Christine and Kathleen, six grandchildren, three siblings and son-in-law Matt Gaudynski, owner of Fox Valley Models.

NEW PRODUCTS FOR MULTIPLE SCALES

Atlas has updated its Atlas Track Planning Software to Version 1.6.0. Improvements in this software include improved roofs with scale dependent elements, improved 3D terrain rendering, and several bug fixes. Also included are updated Atlas HO C100 and



Atlas O 3-rail libraries. A demo of the software can be downloaded from atlasrr.us13.list-manage.com/track/click?u=d874482234a50e1de0f984690&id=3698e8e39f&e=03459e5a28.



Santa Fe Power is among the latest hardback releases from **Morning Sun Publications**. In this second volume author Ed Mackinson documents Electro-Motive cab diesels

including E- and F-units and cowl-type locomotives owned by the Santa Fe.

Also new is *Southern Pacific Color Guide for Freight and Passenger Equipment*, by Anthony W. Thompson, a frequent contributor to *Model Railroad Hobbyist* magazine. This Southern Pacific color archive features photos taken by the road's marketing, purchasing, and public relations departments during the 1950s and '60s. The initial volume in this new series is composed entirely of official company photographs and includes an abundance of piggyback and truck photography.

New softcover books coming from Morning Sun in time for the holidays include *Railfanning the Northeast 1934-1954, volume 4 NYC, NH, and LIRR*, by Richard T. Loane; and *New York City*

Subways, Volume 2 by Matt Herson, whose color photography from the 1960s and '70s presents a vivid account of this historic line. For additional information contact a dealer or visit morningsunbooks.com.



Motrak Models is continuing to add to its series of paint racks, with a laser-cut rack designed to hold either fifteen 8oz bottles of Hunterline's color stains or 9 regular spray cans. Constructed of 1/8" Masonite hard-wood, it consists of only nine pieces.



Also announced in O and S scales is the Paterson Fire Hose Company background flat kit. Constructed of all laser-cut parts, the O scale structure measures 12.5 x 2 x 8.75-inches and the S scale (pictured) structure will measure 9.5 x 2 x 6.5-inches. For more information see

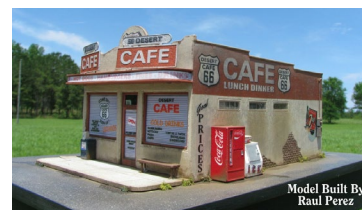
motrakmodelsusa.com.



Showcase Miniatures has released three kits in its Route 66 series including this Indian Trading Post. Each of the laser-cut structure kits is available in HO, N, and Z scale.



The Route 66 series includes the Two Gun Gas 'N Go gas station.



Completing Showcase Miniatures Route 66 series of structure kits is the Desert Café. The kits are composed of laser-cut components for tab and slot construction, peel-n-stick windows, cast pewter and resin details, water

slide decals, and step-by-step assembly instructions. For additional information visit showcaseminatures.net.

O SCALE PRODUCT NEWS



3rd Rail Division of Sunset Models is taking reservations for an O scale model of Milwaukee Road's class EP-3 electric locomotive. The O scale model is

based on a prototype built in 1919 by the combined efforts of Baldwin Locomotive Works and Westinghouse Electric. The EP3s were fully capable of pulling full length trains at 70 to 80 mph over Milwaukee's Mountain Division.



The O scale model will be built with an ABS body, brass details including pantographs, diecast ball-bearing trucks, and cab interior. The working pantographs will be manually positioned.

The control system will include ERR CRUISE in 3-rail TMCC/New OEM Railsounds, and QSI Titan DCC/Sound in 2-rail. The model will be compatible with Legacy, DCS, and TMCC operating systems. Both 2-rail and 3-rail versions will be produced. For additional information visit 3rdrail.com.

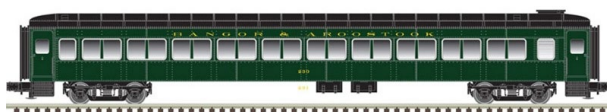


Atlas O plans to release a Master series 40-foot wagon-top boxcar in the second quarter of 2020. The O scale model is based on a unique design developed in

the mid-1930s by the Baltimore & Ohio Railroad. To eliminate water leakage where the conventional side and roof are joined, the wagon-top design employs a single sheet of steel to form the sides and roof.



available decorated for Seaboard, and Pennsylvania with a Circle Keystone herald.



Atlas-O's second quarter production schedule includes a group of Pullman-Bradley lightweight coaches. The Trainman series cars feature interior lights and detailed seating, functional doors, vestibule safety gates, separate metal grab irons and rubber diaphragms. Four road numbers will be available for Bangor & Aroostook, New Haven (McGinnis Black Knight scheme), St. Louis Southwestern (Daylight scheme), and Lehigh Valley. Unlettered cars will be available

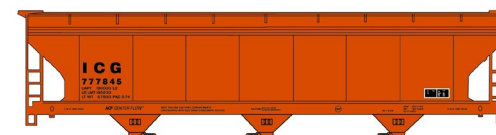
for the second quarter production schedule includes a group of Pullman-

Painted dark green with a black roof. Atlas-O models are available for either 3-rail or 2-rail operation. For additional information contact a dealer or visit atlaso.com.



Tichy Train Group has released a variety of Warning and No Trespassing signs in O scale. The signs are available in assortments of 12. For additional information visit tichytrain-group.com.

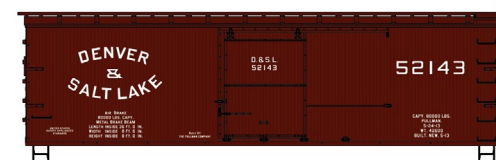
HO SCALE PRODUCT NEWS



New HO scale kits released by **Accurail** include this ACF triple-bay covered hopper.



Also new is a six-panel outside-braced wood boxcar built in 1924 with wood doors and Dreadnaught steel ends.



This Denver & Salt Lake wood boxcar is based on a 36-foot double-sheathed wood car built by Pullman in 1913 with a steel roof and pressed steel ends.



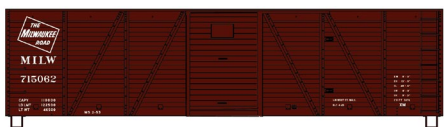
Accurail's HO scale kit for this P&LE 70-ton triple-bay coal hopper follows a prototype built in 1962 with offset sides.



The prototype 40-foot AAR steel boxcar that inspired Accurail's HO scale kit entered service in April 1956.

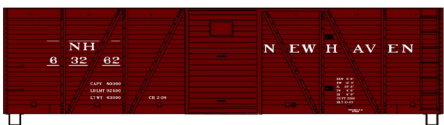


Among Accurail's newest HO scale kits is a 41-foot 11-panel steel gondola decorated for Michigan Central.

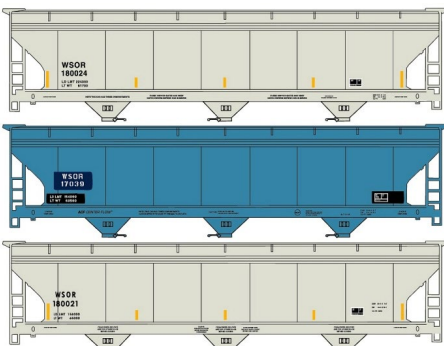


Additional new freight car kits from Accurail include this Milwaukee Road 40-foot single-sheathed wood boxcar. The HO

scale model represents a prototype built in 1925 with six outside braced side panels, Youngstown steel sliding door and steel Dreadnaught ends.



The same 40-foot single-sheathed body is available decorated for New Haven Railroad.



In conjunction with the annual Trainfest Train Show to be held in Milwaukee, WI this month, Accurail will release a special 3-pack of Wisconsin Southern ACF triple-bay covered hoppers with each of the WSOR cars decorated in a different scheme. Also timed for Trainfest is the release of three kits for Green



Bay & Western auto parts boxcars. Two of the cars are 40-foot PS-1 boxcars. The third GBW kit in this special 3-pack is a 50-foot boxcar with riveted sides and double Youngstown sliding doors. All Accurail kits come with appropriate trucks and Accumate knuckle couplers. For

additional information contact a dealer or visit accurail.com.

Athearn has scheduled another production run of its Genesis series EMD F7/F9 A and B diesels. A release date has been set for September 2020. Features on the HO scale models will include LED directional lighting with constant headlight brightness, photo-etched metal and injection molded detail parts, interior details, sander lines, uncoupling levers, rubber MU and trainline hoses, windshield wipers, lift rings, wire grab irons, detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks.



Road names include Denver & Rio Grande Western in the Zephyr paint scheme. Like the prototype, Athearn's F9A will have ladder rests on the roof and additional grab irons on the nose and eyebrow. The D&RGW F9B unit will be equipped with a steam generator.



Northern Pacific A and B F7 diesels will have dual headlights, with the upper

unit being a Gyralight, additional grab irons on the engineer's side of the nose, and a winterization hatch.



Added details on Milwaukee Road A and B F7 freight units include a 36-inch dynamic brake fan, additional nose,

eyebrow, and ladder rest grab irons, and a hostler backup light on the blind end.



Also scheduled for release from Athearn next September is a

Genesis series EMD GP7 diesel road switcher. Road names will include Chicago, Burlington & Quincy with "Way of the Zephyrs" on engineer's side and "Everywhere West" on fireman's side. The Q unit will have a winterization hatch and an extended exhaust.



Chicago North Western GP7s with distinctive roof-mounted air

tanks will also be in the September release. Other features of the CNW units include a large fuel tank, winterization hatch, and a HEP/HEL cabinet at rear of hood. Liveries include a passenger scheme, above, and a 1960s repaint.



A blue Wabash GP7 will be fitted with a winterization hatch,

spark arrestor, and extra antenna. Additional road names For Athearn's Genesis series GP7 will be Denver & Rio Grande Western, Weyerhaeuser (two schemes including Bicentennial paint),

Norfolk & Western, and Maine Central in a gold scheme. Details on all GP7 road names include trainline and MU hoses, uncoupling levers, MU stands, nub-style walkway tread, wire grab irons, lift rings, windshield wipers, cab interior details, etched metal radiator intake and fan grilles, detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks, and Blomberg-B trucks with sander lines.

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



Athearn's September 2020 production schedule

includes a 50-foot PC&F boxcar with a 10-foot 6-inch plug door. The HO scale Genesis series model follows an RBL type car built by Pacific Car & Foundry in 1965. The bunkerless refrigerator prototype was designed to transport temperature-sensitive goods including canned foods and perishables.

Models depicting cars with welded sides will be available decorated in two different Great Northern schemes including Primed for Grime, RBWX-Western Fruit Express, and RBBN-Burlington Northern in three schemes including orange, green, and Primed for Grime yellow.



Road names for cars with riveted sides will include

NOVEMBER NEWS HO SCALE | 12

Southern Pacific (two schemes), EFCX-Evergreen, BKTY-Missouri Kansas Texas, and WCRC-Washington Central. The Genesis series boxcars feature a detailed full-cushion underframe, metal grab irons, etched-metal end platforms, and individual door closure rods. The cars will come with 70-ton roller-bearing trucks with machined metal wheels and rotating bearing caps.



Athearn has included a Bathtub coal gondola with a removable coal load in its September 2020 schedule. The HO scale Ready to Roll model will be available decorated for Union Pacific (black, above, and MOW green), and DJJX in Primed for Grime (below).



Athearn has included a Bathtub coal gondola with a

Additional road names will be Canadian Pacific,

PROCOR, WPSX, and SULX. Each road name will be available individually and in three 3-packs for a total of 10 unique road numbers.



Athearn's September 2020 product release includes a group of 40-foot corrugated containers.



They will be offered in 3-packs with different numbers. In addition to Hapag-Lloyd, carrier names will be MSC, Evergreen, Dong Fang, Hatsu Marine, and HMM.

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An HO scale EMD GP38-2 road switcher will be coming

from Athearn in September under the Roundhouse Brand. Features of the economy priced ready-to-run locomotive include Celcon handrails, wire grab irons, LED front and rear headlights, and nickel plated blackened machined wheels. Road names will be Norfolk Southern in the unique Training First Responder scheme, CITX-CIT Rail Leasing, HESR-Rail America Huron & Eastern, RJ Corman, GNBC Farmrail, and Canadian Pacific both with and without the new gold beaver logo.



The model will be DCC-ready with a 21-pin NEM plug for

installation of an aftermarket decoder. For additional information contact a dealer or visit athearn.com.



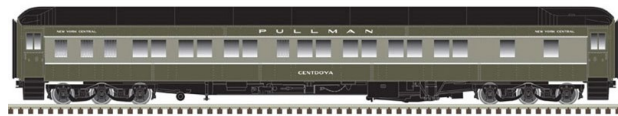
Atlas plans to release an HO scale Trainman series EMD GP38-2 diesel unit during the second quarter

of 2020. The economy priced model will have separately applied hand rails and end railings, and locating dimples for the application of grab irons by the consumer. The Trainman model has the same drive mechanism as the Atlas Master series locomotives. This conventional DC model will have an NMRA 8-pin plug for installation of an aftermarket DCC decoder.

Road names will be Kansas City Southern, Chicago South Shore, Norfolk Southern, New Hampshire Northcoast, Providence &

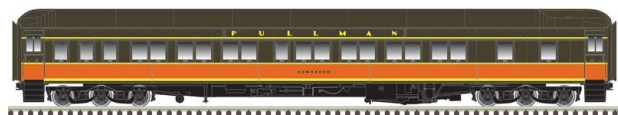


Worcester, GMTX, Reading Northern, and two Rock Island schemes.

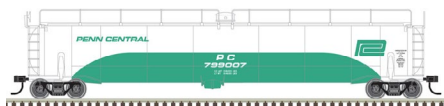


An HO scale version of a heavyweight 8-1-2 sleeper built to Pullman Plan 3979

is scheduled to be released by Atlas during the second quarter of 2020. The prototype featured 8 sections, 1 drawing room, and 2 compartments. Each compartment had a sink and toilet and provided enclosed travel for two. The slightly larger drawing room added a sofa for a third passenger. Atlas' HO scale version features a detailed interior, underbody detail including steam traps, brake rigging and piping; ice or mechanical AC as appropriate to the road being modeled, operating diaphragms, and six-wheel trucks with metal wheelsets.



Road names will be Canadian Pacific, Southern Pacific, Pennsylvania Railroad, NYC, Texas & Pacific, Illinois Central, Union Pacific, and CP Rail. An unlettered version will be included in the run.



An HO scale version of this ACF 33,000-gallon tank car will be available as an Atlas Master

series model during the second quarter of 2020. The model features finely detailed walkways, end platforms, handrails and ladders; and 100-ton roller-bearing trucks. Decorating schemes will be Penn Central, CNTX, SHPX, Canadian National, ACFX, GLNX, and undecorated.



Completing the Atlas second quarter release of HO scale models is a group of 40-foot refrigerated containers. The

overseas containers will be available in 3-packs decorated for K-Line, NYK Line, United Arab Shipping, Hamburg SUD, and CP Ships. For additional information on Atlas products contact a dealer or visit atlasrr.com.



Bowser is selling a large group of HO scale ready-to-run models of class GLa twin-bay hopper cars.



Road names include Green Bay & Western, Baltimore & Ohio (Capitol Dome scheme), Cambria & Indiana, Lehigh Valley, and Buffalo, Rochester & Pittsburgh.



Also available from Bowser are 55-ton twin-bay coal hoppers. Cars decorated for Baltimore & Ohio, Central of New Jersey, Chesapeake & Ohio, Delaware &

Hudson, Lehigh Valley, and Western Maryland have flat ends. Cars decorated for Norfolk & Western and Norfolk Southern have peaked ends.



Both classes of Bowser's ready-to-run hoppers come with a removable coal load. The cars come with appropriate trucks with

turned metal wheelsets and knuckle couplers. For additional information contact a dealer or visit bowser-trains.com.



Broadway Limited Imports has announced USRA light

and heavy 4-6-2 Pacific locomotives in commemorative Presidential and fantasy paint schemes. Presidents Ronald Reagan and John F. Kennedy will be the first two presidents honored with commemorative Heavy Pacific locomotives. Additional Heavy Pacific models in this run include “Merry Christmas #25,” Canadian National (2 numbers), CNJ (2 numbers), Southern (2 numbers), Southern Pacific (2 numbers), and undecorated.



Light Pacifics will be available decorated for ACL (2 numbers),

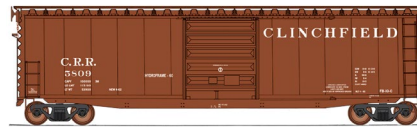
GN (2 numbers), “Merry Christmas #1219,” RBMN (Reading & Northern) (1 number), Southern Pacific (2 numbers), Union Pacific (2 numbers), Western Maryland (2 numbers) and undecorated. All of the locomotives will include Paragon3 sound and operation, including Rolling Thunder for operation in DC and DCC. The traction tire equipped locomotives bodies and tenders are constructed of ABS plastic on die cast chassis. While railroad specific variations are not modeled on the locomotives, two different tender types are depicted in the artwork. The Presidential Series locomotives will play “Hail to the Chief” and “Stars & Stripes Forever.” For more information see a dealer or visit broadway-limited.com.



InterMountain Railway is selling an Evans 100-ton coil car decorated for fourteen different railroads. Road

names for the HO scale ready-to-run model are Grand Trunk Western, CSXT, Detroit Toledo & Ironton, Norfolk & Western,

Conrail, Chicago South Shore, Chicago & North Western, Iowa Interstate, SLSF (St. Louis - San Francisco), Baltimore & Ohio, Santa Fe, Detroit & Toledo Shore Line, Missouri-Kansas-Texas, and Missouri Pacific with a Screaming Eagle logo.



InterMountain is accepting reservations through November 30 for a new production run of PS-1 50-foot single door boxcars

decorated for Clinchfield. The HO scale model will feature a newly tooled cushion underframe. Two era-specific CRR paint schemes are being offered including the 1962 as built scheme (above) and the slightly different 1964 scheme (below) that was applied when the CRR cars were renumbered.



InterMountain ready-to-run models feature machined metal wheelsets and knuckle couplers. For additional information contact a dealer or visit intermountain-railway.com.



Kadee has released a 50-foot PS-1 boxcar decorated for the Richmond, Fredericksburg & Potomac Railway. The HO scale model represents a car built in

1963 that was later upgraded with a cushion underframe and a 10-foot Superior sliding door. The running board has been removed and the ladders shortened. The ready-to-run model comes with Kadee self-centering trucks and Kadee couplers. The factory production run of this RF&P car is sold out, however dealers may have some of the ready-to-run cars available for sale. For info www.kadee.com.



Lines West has announced the availability of a ready-to-run Milwaukee Road Thrall Caboose in HO scale. Limited to a run of 50 cars, the caboose is decorated for #992135 when

it was assigned to Tacoma's Pool 2, including the WASH ST stencils indicating it had a retention toilet. The model comes equipped with etched running boards, the correct MILW drop center caboose trucks, turned metal 33-inch wheelsets, Duryea draft gear, and Kadee #153 couplers. The cars will be built and shipped as the orders for them come in. For more information visit lineswestproducts.com.



Maple Leaf Trains is selling nicely detailed HO scale road barricades in three different lengths. The laser-cut barricades are sold as kits and come in a package of ten. For additional information visit maple-leaftrains.com.



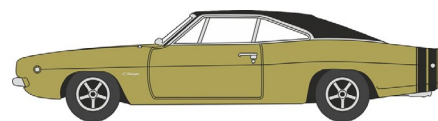
Mine Mount Trains has released Randy's Auto Repair, an HO scale laser cut kit. The kit uses Mt Albert Scale Lumber, Tichy windows and doors, BEST Trains metal castings, and laser

cut roofing materials. A laser engraved stockade fence and billboard sign are also included. The finished kit measures 6.5 x 4.5-inches.

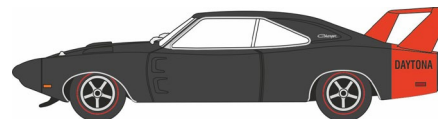


The stockade fence is also available separately. Cut from 1/64th-inch plywood with stripwood posts and rails, the fence kit is 24-inches long and 6.5 scale feet tall. For more information or to order

visit minemountmodels.com.

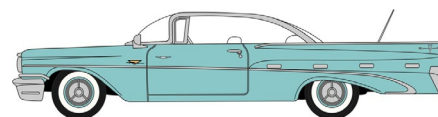


Dodger Charger decorated in black over gold.



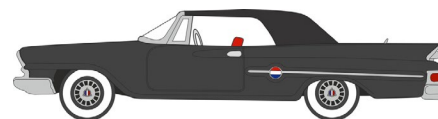
Oxford Diecast has released four new 1:87 scale models to it lineup of American automobiles including this 1968

The same basic body is available as a 1969 Charger Daytona with modified hood, air scoop, spoiler, and red-line tires.



For those modeling the 1950s Oxford has this '59 Pontiac Bonneville Hardtop Coupe decorated in Seaspray Green

with lots of chrome trim.



The top is fixed in the up position on this 1:87 scale Chrysler 300 Convertible. The model car has a red interior and wide white wall tires. For additional information contact a dealer or visit walthers.com.



R. Bale

NEW HAVEN EP-5 ELECTRICS

In 1955 General Electric delivered 10 EP-5s to the New Haven Railroad. They were decorated in the colorful McGinnis red, white and black paint scheme with large NH logos on the sides and nose. In addition to the pantographs, the EP-5s were fitted with third-rail shoes and DC auxiliaries to allow operation on the third-rail system into New York City's Grand Central Terminal. The EP-5s were put into service in the New Haven's electrified Shore Line route between New York and New Haven, Connecticut. They earned the nickname "Jets" because of the sound of the blower motors needed to cool the ignitron rectifiers. In the early 1960s the units had FRAMANDATED nose grabs and walkways applied. At about this time the paint scheme was modified slightly with the NH on the nose being reduced in size and the nose road number enlarged. At about this same time the side skirts around the fuel and water tank were removed. Several EP-5s continued in service after the Penn Central merger in 1969. Penn Central transferred some units to former PRR territory where they were used in freight service. The last EP-5 was retired in 1977, shortly after the formation of Conrail. All ten units were scrapped.

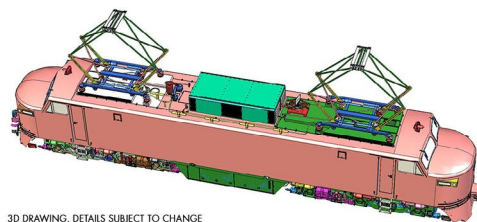


Rapido Trains continues developmental work on the New Haven Railroad EP-5 electric locomotive announced at the Amherst Show last winter. The New Haven Railroad Technical & Historical Association

has provided valuable information in helping Rapido develop a prototypically accurate model. A firm delivery date for the HO scale model is pending.



Rapido's HO model will be available in several detail options to reflect modification the prototype EP-5 experienced throughout its service life. As-built units with smooth side panels and modified units with the large vent openings will both be offered. Double and single pantograph shoes will be available and the later nose grabs and platforms will be provided as a user-installed option where appropriate.



3D DRAWING, DETAILS SUBJECT TO CHANGE

The model will be available decorated for New Haven (two schemes), and the early Penn Central black scheme. In addition to standard paint, Rapido will offer a special one-time run of the

short-lived yellow scheme GE prepared for Mrs. McGinnis.



Rapido's EP-5 will be available as DC (DCC-Ready) or DC/DCC/Sound with working pantographs. Pantographs on DC units can be raised or lowered manually.

Rapido has relaunched a program to produce Canadian versions of F7B/F9B units. According to Rapido's Jason Shron, the difference between the US-built FB units and those built by GMD



(General Motors Diesel Division) are significant enough to justify separate tooling. There are also visible variations between the CP and CN units.



This is a pre-production sample of CNR E-class F9B No. 6633 with 48-inch fans. A detailed data sheet on the various classes of F7B and F9B units can be viewed at www.rapidotrains.com/master-class/ho-scale-f7b-f9b-master-class.

CP versions will include Canadian Pacific (maroon with block lettering), Canadian Pacific (maroon with script lettering), CP Rail (Action red with a choice of 5- or 8-inch stripes), and VIA Rail Canada (ex-CP, blue and yellow).



CN versions will include Canadian National (1954 green and black), Canadian National (1961 black and white zebra stripes, above), VIA Rail Canada (ex-CN in blue and yellow), and undecorated.

The HO scale ready-to-run models are scheduled to go into production in December with delivery in the spring. Sound versions of the B units will have a recording made of a real FP9A operating under load. Reservations for the Canadian F7B/F9B units will close November 25, 2019. For additional information contact a dealer or visit rapidotrains.com.

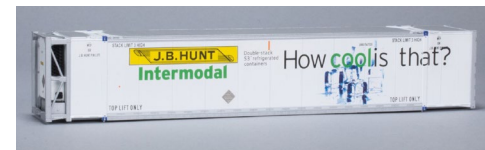
Electric Wallpaper Co. is selling Roomette interior kits with LED lighting that is compatible with Woodland Scenics-Just Plug and NCE lighting systems. The newest interiors (including the



commercial structures they are designed to fit) are Dale's Variety, left (Smalltown Sally's Antiques), Atlas Taxi & Delivery (Woodland Scenics City Cab), Banfield Street Flats (Woodland Scenics Townhouse Flats), Crafton Avenue Service Station (City Classics Crafton Avenue Service Station), and Broadway Apartments (Walthers Parkview Terrace).



The interior of Easttown Cycle (Woodland Scenics Schultz Garage) is shown at left. For additional information visit roometteslighting.com.



ScaleTrains.com plans to release two styles of 53-foot CIMC intermodal containers this month. Operator

series reefer containers will be available decorated for JB Hunt, C.R. England, Maritime-Ontario, and Quicktrax. Features of the HO scale model include a detailed end cage and a Thermo-King refrigeration unit with a fuel tank. The model is available with a sound unit that uses a digital recording of a full-size Thermo-King refrigeration unit. The sound unit is powered by a 9-volt battery (not included) and is actuated by a hidden magnetic reed switch. Containers without sound are available in a 3-pack.



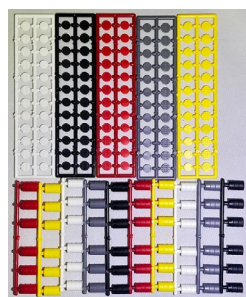
Also due this month from ScaleTrains.com is a 53-foot CIMC corrugated dry container. Carrier names for the

Operator series model will be COFC Logistics, Hub Group, and five variations of JB Hunt. Both the refrigerator container and the dry unit feature four separately applied door rods and up to 11 photo-etched metal hazmat placard holders in appropriate locations based on the practice of the prototype carrier name being modeled. The dry container is sold in 3-packs.



ScaleTrains.com continues production work on its Rivet Counter series of 4727 cu. ft. carbon black hopper cars. A

January release date is planned. The HO scale model is based on a triple-bay 70-ton car Thrall introduced in 1992. Special features include butterfly-type outlets, sampling spigots in small indents on the car sides, and multiple round loading hatches on the car roof; either 22 or 28 depending upon customer specifications. Road names will be Columbian Chemicals, Continental Carbon-CTNX, Sid Richardson-SRCX, and Transportation Company of America-TCMX. For additional information visit scaletrains.com.



Tichy Train Group has released HO scale 55 gallon drums cast in black, white, yellow and red plastic. Assembly is required. They are sold in packs of 60.



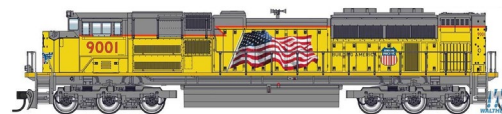
Also new are assorted billboard kits. For additional information visit tichytrain-group.com.



SD70ACe diesel locomotive.



The Mainline series model features working front ditch lights and high or low mounted LED headlights depending on the practice of the prototype road being modeled.



Road names will be Canadian National, CSX, Union Pacific, BNSF, and Norfolk Southern.



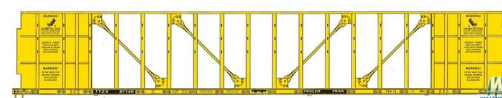
The economy-priced model has drill starter points for grab irons that the modeler can add using Walther's

SD70ACe detail kit 910-251, which is available separately.



Walther's ready-to-run SD70ACe will be available for standard DC operation and with ESU Sound and

DCC decoder.



Walther's has scheduled an April 2020 release date for a 72-foot Centerbeam

flatcar. The ready-to-run Trainline series model will be available with a truss centerbeam and with oval opera windows. Road names for cars with a truss centerbeam will be Canadian Pacific and TTZX Trailer Train.



Cars with opera window centerbeams will be available for BC Rail, British Columbia Railway, Canadian National, Union Pacific, and TTZX Trailer Train.



Preprinted loads will be available for Bennet Lumber, Irving Lumber, Nakina Lumber, Nascor, Weyerhaeuser, and White River Forest Products.



Walthers plans to release a new kit for HO scale high voltage transmission towers in late December. The kit includes parts to build one 90-degree corner tower and five standard poles with a choice of three different davit-style cross arms with insulators. The kit includes 40-feet of nonworking wire material that is said to hang like the prototype and stays flexible for easy installation. Additional wire is available separately as Walthers item 933-3344. The

Cars with opera window centerbeams will be available for BC Rail,

Wrapped lumber loads specifically designed for Walthers new 72-foot centerbeam flatcar are scheduled to be available in March. Each load is painted and lettered in authentic schemes and snaps onto the car.

assembled poles are 9.75-inches tall. For additional information on Walthers products contact a dealer or visit walthers.com.



Yarmouth Model Works introduced several new resin freight car kits in October at the RPM Chicagoland meet. The new prototypically accurate HO scale models include two versions of a Norfolk and Western 40-foot B-5 boxcar.

One version has a raised panel roof. The other comes with an interior carline roof (above). Both N&W kits include Tahoe Buckeye cushion trucks less wheelsets.



Also new is a 40-foot ACF post-war boxcar that was operated by both Rock Island and the Reading Railroad. Yarmouth kits feature one-piece cast resin bodies with separate running boards, etched details, accurate decals, and appropriate trucks. For additional information

visit yarmouthmodelworks.com.

N SCALE PRODUCT NEWS



Athearn plans to release a group of Bathtub coal gondolas with removable coal loads in September 2020. In addition to

Portland General Electric shown above, road names for the N scale ready-to-run model will include two versions of Union Pacific (black

and MOW green), DJJX (Primed for Grime scheme), Burlington Northern, BNSF, Wisconsin Electric Power, CSX (two schemes), Commonwealth Edison, General Electric Railcar Services, Detroit Edison, and PPLX-Pennsylvania Power & Light.



Each road name will be available individually and in three 5-packs for a total of 16 unique road numbers.



Athearn's September 2020 product release includes N scale 40-foot corrugated containers.

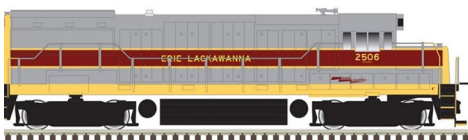


Carrier names for the overseas containers will be ONE (two schemes),

SM Line, Seaboard, Hyundai Merchant Marine, Mediterranean Shipping, Hapag-Lloyd, Evergreen, Triton, Dong Fang, and Hatsu Marine.



The containers will be offered in 3-packs with different numbers. For additional information contact a dealer or visit athearn.com.



Atlas plans to release an N scale General Electric U25B diesel unit during the second quarter of next year.

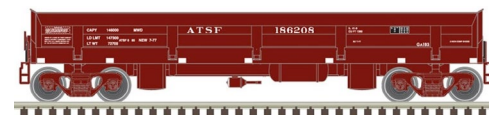
Features of the Master series locomotive will include directional lighting with golden-white LEDs, blackened metal

wheels, and full pilots with body-mounted AccuMate couplers. DC versions will be available along with DCC units with factory-installed NCE decoders.



Road names will be Great Northern, Erie-Lackawanna, Conrail, Union Pacific, Southern Pacific, Santa Fe,

Rock Island, and undecorated.



Also coming from Atlas during the second quarter of 2020 is a Master series Difco side-dump car. Like the

prototype, the Atlas N scale model will ride on 100-ton roller-bearing trucks. Road names will be Kansas City Southern, Louisville & Nashville, Florida East Coast, Northern Pacific, Norfolk Southern, Burlington Northern, and Santa Fe.



An N scale version of this ACF 33,000-gallon tank car is scheduled to be released by Atlas during the second

quarter of 2020. The Master series model features finely detailed walkways, end platforms, handrails and ladders; and 100-ton roller-bearing trucks. Decorating schemes will be Penn Central, CNTX, SHPX, Canadian National, ACFX, GLNX, and undecorated.



Atlas has included an NE-5 steel caboose in its spring release of N scale models. In addition to the Chicago Great Western version shown here, the Master series model

will be available for Wisconsin Central, Penn Central, New Haven, and Boston & Maine.



Completing Atlas' second quarter release of N scale models is a group of 40-foot refrigerated containers. The

overseas containers will be available in 3-packs decorated for K-Line, NYK Line, United Arab Shipping, Hamburg SUD, and CP Ships. For additional information on Atlas products contact a dealer or visit atlasrr.com.



Centralia Car Shops has released its N scale Superdome passenger car in 14 different decorating schemes. They include Great Northern-Empire

Builder (above), Great Northern-Big Sky Blue, Great Northern-Cascade Green, Milwaukee Road, Milwaukee Road/Union Pacific, Chicago & North Western, Amtrak-Phase 1, Amtrak-Phase 1 N.C. DOT, Amtrak-Fall Foliage, Holland America Westours, VIA Rail, Canadian National, Ontario Northland, and CSX Safety Train. For additional information contact a dealer or visit intermountain-railway.com.



New N scale models from **Micro-Trains** include this New York Central 12-1 heavyweight sleeper deco-

rated in classic Pullman green with gold lettering. The modified roofline indicates the car had air conditioning added.

The prototype of this 50-foot insulated boxcar belonged to a series of 100 cars built by National Steel Car in 1965. The cars were



roller-bearing trucks.

equipped with 8-foot plug doors, no running board and short ladders. Micro-Train's N scale model, like the prototype, rides on



ATSF and Burlington Northern. Micro-Trains is offering the N scale model in two road numbers.

The prototype of this 56-foot frameless, general-service tank car was built for ATSF by Trinity in 1981. The car was repainted after the mid-1990s merger of



It was part of the promotional "Take Stock in America" campaign and received the "Savings Bonds and Freedom" herald prior to the 1976 bicentennial. For additional information on Micro-Trains products contact a dealer.

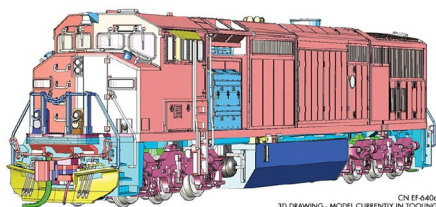
This 40-foot boxcar was built in the late 1940s. The ladders were shortened and the running board removed when Reading rebuilt the car in 1974.



Rapido Trains reports that progress is on schedule for the development of an N scale General Electric Dash 8-40CM. The locomotive was cataloged as the C40-8M when introduced in 1990.



Notable spotting features include the distinctive four-window North American Safety cab, the cowl-style body, and the famous 'Draper Taper' cutout behind the cabs (designed by CN's Wm. L. Draper to provide better reverse visibility on full-width cowl units).



The Rapido Dash 8-40CM features numerous separate parts and road specific details to represent all versions of the prototype. The model comes with wire grab irons and handrails, complete under-

body detail, working headlights, working ditch lights, and single or double rear lights.



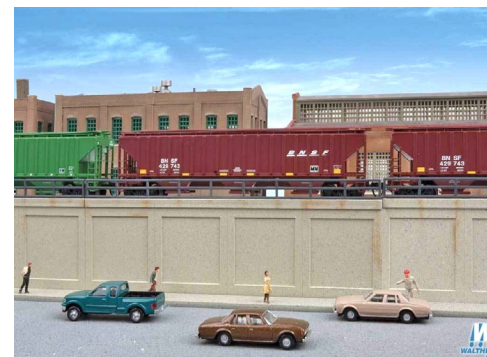
Paint schemes include BC Rail, QNSL, and five variations of Canadian National. Operating options include DC (DCC-ready) and DC/DCC/Sound with ESU

LokSound. Factory reservations are closed. For additional information contact a dealer.

Walthers has recently released an N scale kit for this steel double-track ballasted-deck overpass with a two-lane roadway below. The plastic molded gray steel girders, beams, and columns are detailed



with scale rivets. Molded concrete wing walls can be positioned for straight or angled installations. The clearance between the roadway and bridge girders is a scale 15-foot 6-inches.



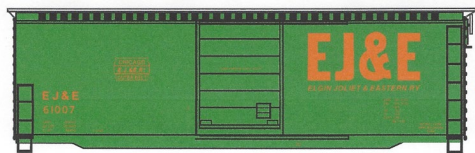
Walthers has released a new Cornerstone kit that assembles into an N scale urban poured concrete retaining wall. The kit includes eight railings and 48 parts molded in concrete gray including 20 multi-panel retaining walls, connectors, wall supports

and interior reinforcing pieces. There is considerable flexibility in how the various sized components can be assembled into an effective scenic item. For additional information contact a dealer or visit walthers.com.



NEW DECALS, SIGNS AND FINISHING PRODUCTS

Mask Island Decals has released three authentic HO



(above) and a green EJ&E shop car (below).



scale decal sets for the Elgin, Joliet & Eastern Railroad. They include decals for a green 40-foot car with a system map

Also new is a green lettering set for an orange EJ&E 40-foot boxcar. For additional information visit maskislanddecals.com.



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24Trains.tv has launched a new online streaming platform for train-related videos, books, travel reports, tutorials, model trains, magazines, series and documentaries. MRH and MRH Store products will be available on 24Trains.tv which will be available in 160 countries in English, German, and Dutch. It is viewable on all mobile devices, computers, and Chromecast and Apple Airplay. For more information visit www.24trains.tv.

Bowser has announced a new product line of 3D printed accessories in HO and N scale as part of the English's Model Railroad brand. Products vary from M4 Sherman tanks to 33- and 36-inch wheel racks for flatcars and flatbed trucks. To purchase visit bowserorders.com.

Eastern Seaboard Models has released a new production run of N scale products including USRE class X72 boxcars and Despatch Shops X65 boxcars. ESM also has chemically-blackened non-magnetic insulated 33-inch wheelsets. Info at esmc.com ...

Gulliver's Gate, a Miniatur Wunderland-style model railroad-based attraction on Times Square in New York City, has filed for Chapter 11 bankruptcy protection after only two and a half years in business. More information can be found at nypost.com/2019/10/25/gullivers-gate-tourist-spot-in-times-square-files-for-bankruptcy.

Rapido Trains announced upcoming models of the Alco PA and PB locomotives in HO scale at a scan party at the Oregon Rail Heritage Center. Also announced was a new run of the GM New Look bus. For more information see rapido-trains.com.

ScaleTrains.com has announced preorders for a F68BH finger rack flatcar, the prototype of which was for hauling rebar. More information at scaletrains.com.

Showcase Miniature has introduced a static HO scale US&S upper quadrant semaphore signal that can be made operational using a Tam Valley Dual 3-Way Servo Controller (not supplied). For details visit showcaseminatures.net



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SELECTED EVENTS



Model Railroad Hobbyist | November 2019

NOVEMBER 2019

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

CANADA, ONTARIO, FENWICK, November 16-17, 23-24, Open House at Greater Niagara Model Railroad Engineers, 1141 Maple Street. Info at gnmre.ca.

CALIFORNIA, PASADENA, November 3, and 5, Slim Gauge Guild Model Railroad Club Fall Open House, 300 South Raymond (basement). Info at slimgaugeguild.com.

CALIFORNIA, SAN PEDRO, November 16-17, Open House at Belmont Shore Railroad Club, 3601 South Gaffey Street, Building 824. Info at www.belmontshorerr.com.

FLORIDA, DAVENPORT, November 9, NMRA SSR Eastern/Western Fall Workshop, at Edgehill Recreation Association Clubhouse, 50 Westridge Drive. Request info from Jim Robertson at 352-249-6862.

KENTUCKY, LOUISVILLE, November 16, NMRA MCR Division 8 Train Show, at Holy Family Parish Saffin Center, 3938 Poplar Level Road. Info at www.div8-mcr-nmra.org.

MAINE, BREWER, November 23, Annual Show hosted by Eastern Maine Model Railroad Club at Jeff's Catering, 15 Littlefield Way, East West Industrial Park. Request info from Geoff Anthony at geoff04614@gmail.com.

SELECTED EVENTS | 2

MAINE, TOPSHAM, November 2, Model Train Show sponsored by Great Falls Model Railroad Club, at Mt. Ararat High School.

MASSACHUSETTS & NEW HAMPSHIRE, November 29-December 1, 25th annual Tour de Chooch, self-guided tour of open houses at model railroads in Northern Massachusetts and Southern New Hampshire. Details and maps of participating locations available at www.tourdechooch.org.

MICHIGAN, BLISSFIELD, November 9-10, Blissfield Model Railroad Club Open House. At 109 E. Adrian St. Info at www.bmrr.org.

MICHIGAN, EAST LANSING, November 10, Model Railroad Club Show and Sale, sponsored by Lansing Model Railroad Club at Michigan State University Pavilion. Info at www.lmrc.org.

MICHIGAN, TROY, November 7-10, NMRA NCR North Central Region Convention, at Troy Community Center, 3179 Livernois. Info at www.div8.ncr-nmra.org/ncx-2019.

NEW YORK, ALBANY, November 2, Model Railroading Open House, sponsored by Hudson-Berkshire Division, NER, NMRA, 4026 Ryan Place. Request info from benlmaggi@hotmail.com.

NEW YORK, BATAVIA, November 10, The Great Batavia Train Show sponsored by Genesee Society of Model Engineers at Richard C. Call Arena, One College Road. Request info at batavia-trainshow@gsme.org.

NEW YORK, SCHENECTADY, November 2, Open House at Hudson-Berkshire NMRA Division, 4026 Ryan Place. Request info from Irwin Nathanson at HUDSON.BERKSHIRE.NMRA@gmail.com.

NORTH CAROLINA, WINSTON-SALEM, November 8-9, RPM Carolinas School of Railroad Modeling Techniques, at Forsyth County Center, 1450 Fairchild Road. Info at sissonstony.wixsite.com/rpm-carolina.

SELECTED EVENTS | 3

OHIO, DAYTON, November 2-3, Train Show sponsored by NMRA, Miami Valley Division, at New Montgomery County Fairgrounds, 645 Infirmary Road.

OREGON, PORTLAND, November 9,16,23,30; Mt Hood Model Engineers open house, at 5500 SE Belmont St, basement. Info at www.facebook.com/groups/692067774175374.

PENNSYLVANIA, LANCASTER, November 23-24, Brass Expo & Custom Craftsman Models 2019 Show, at Wyndham Lancaster Resort & Convention Center, 2300 Lincoln Highway. Info at brassexpo.com.

SOUTH CAROLINA, NORTH CHARLESTON, November 16-17, Fall Train Show, sponsored by Charleston Area Model Railroad Club, at Danny Jones Armory Complex, 5000 Lackawanna Blvd, Info at www.camrc.club.

TENNESSEE, MEMPHIS, November 16, Open House at Memphis Model Railroaders, 4445 Malone Road (second floor). Info at Memphismodelrailroaders.com.

UTAH, ST. GEORGE, November 8-11, Annual layout tour sponsored by Color Country Model Railroad Club. Info at www.colorcountrytrains.org.

December 2019, by location

CALIFORNIA, CROCKETT, December 7-8, Carquinez Model Railroad Society Open House, at 645 Loring Ave, info at www.cmrstrainclub.org.

FLORIDA, PENSACOLA, December 7-8, Railfest Model Train Show & Sale, sponsored by Pensacola Model Railroad Club at Pensacola Interstate Fairgrounds, 6655 Mobile Highway. Info at pmrc.us.

SELECTED EVENTS | 4

INDIANA, INDIANAPOLIS, December 7, Train Show & Open House at Naptown & White River Model Railroad Club, 1115 McDougal Street. Request info from Steve Handly at nap-townmrr@gmail.com.

LONGMONT, COLORADO, December 13-15, Model Railroad Exposition, sponsored by Boulder Model Railroad Club at Boulder County Fairgrounds. Info at www.bouldermodelrailroad-club.org.

MASSACHUSETTS, MARLBOROUGH, December 7-8, New England Model Train Expo, hosted by NMRA Hub Division at Best Western Royal Plaza Trade Center, 181 Boston Post Road West (US 20). Info at hubdiv.org.

MICHIGAN, SALINE, December 1, Southeast Michigan Model Train Show & Sale, sponsored by Rails on Wheels, at Washtenaw Farm Council Grounds, 5055 Ann Arbor-Saline Road. Info at www.railsonwheels.com/index.shtml#trainshow.

NEW YORK, ALBANY, December 1, Great Train Extravaganza Show & Sale, sponsored by NMRA Hudson Berkshire Division at Empire State Convention Center. Info at gtealbany.com.

Future 2020, by location

CANADA, BRITISH COLUMBIA, BURNABY, May 1-3, 5th Annual Railway Modellers Meet of BC, sponsored by Burnaby Railway Modellers at Simon Fraser University's Burnaby campus. Info at www.railwaymodellersmeetofbc.ca.

NEW ZEALAND, CHRISTCHURCH, April 10-13, National Model Railroad Convention, at St. Andrews College, 347 Papanui Road. Info at www.modelrailcon.co.nz.

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

SELECTED EVENTS | 5

PENNSYLVANIA, MALVERN (Valley Forge), March 27-29, Railroad Prototype Modelers Meet, at Desmond Hotel. Info at rpmvalleyforge.com.

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

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

Beyond 2019, by date

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

ENGLAND, BIRMINGHAM, 2022, NMRA National Convention and National Train Show. www.nmra2022uk.org. ■

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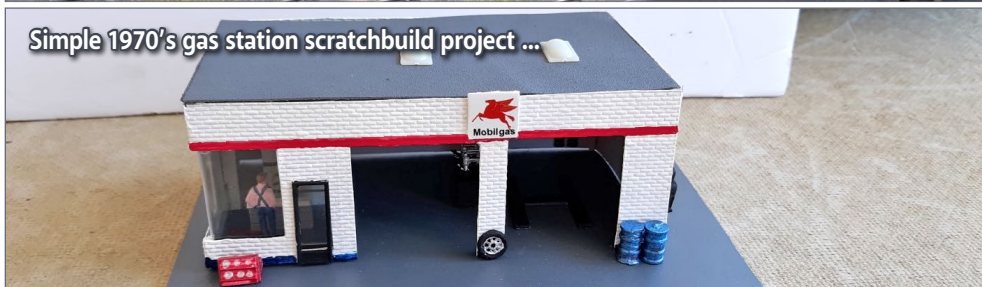
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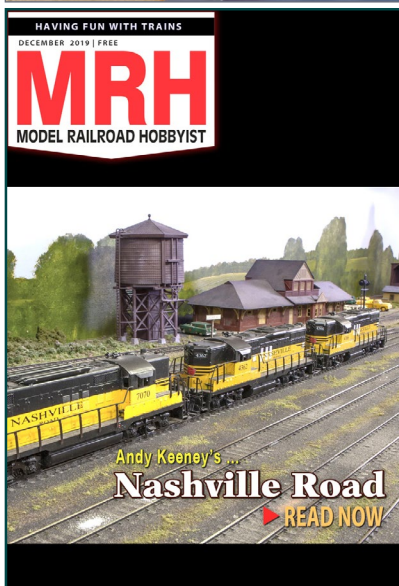
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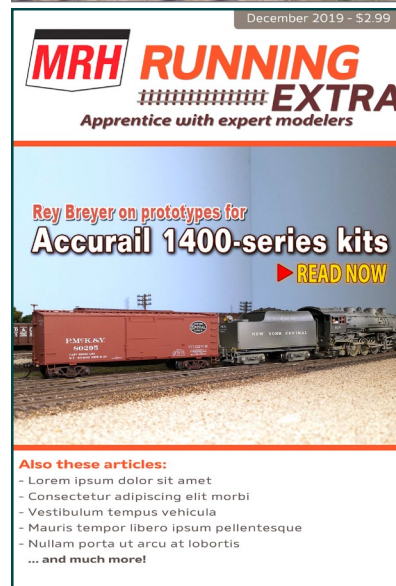
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