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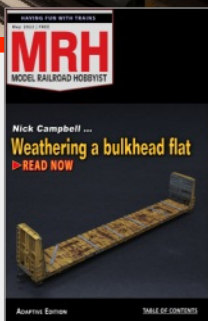
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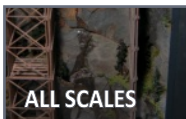
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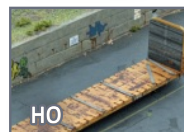
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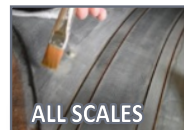
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RICHARD BALE and JEFF SHULTZ



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PUBLISHER'S WELCOME

introduction



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JOE FUGATE: FIGURE PLACEMENT
TOOL IDEA FROM JEFF JOHNSTON ...

MRH FORUM MEMBER JEFF JOHNSTON HAS DONE IT AGAIN.

Last month I wrote about Jeff's new uncoupling pick idea. This month, I'm writing about Jeff's neat "extra hand" tool for holding figures in place while gluing them on the layout.

Ideally, you want to use a tacky glue that makes it easy to remove the figure if you decide to change the scene – but that's a topic for another time.

To make this tool, Jeff used a half-inch stainless steel nut, some masking tape, and some 0.020" brass, phosphor bronze, or music wire. You want to keep the wire diameter small so it has a bit of natural give to

1, 2. On the MRH Forum, Jeff Johnston showed how to make this extra hand tool for holding down figures while you glue them in place.



VIEW READER
COMMENTS



PUBLISHER'S WELCOME | 2



3. Here's Jeff's tool in action on the layout holding a figure in place while the glue sets up.

to it, holding the figure in place without too much undue pressure. Bend the wire as shown into a kind of Z shape, with a small hook on the business end that goes on the figure.

Jeff also filled the hole in the nut with some plaster and tungsten shot to give it more heft, making it even more likely to stay in place when holding down a figure.

Finally, Jeff used a piece of masking tape to fasten the wire to the steel nut. That's all there is to it. Simple to make, solving a tricky little layout detailing problem.

The shopping list below has links to all the parts you might need to build this handy little tool.

To read Jeff's full original thread, see:

forum.mrhmag.com/post/figure-mounting-holder-an-easy-and-help-ful-d-i-y-12346980 ✓

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THE LIMITED MODELER

column

Images are from the author's collection, except as noted.



MRH Running Extra | May 2022

JIM SIX TALKS ABOUT HIS LAYOUT
DESIGN UPDATE ...



I RECENTLY COMPLETED THE SECOND MILESTONE OF MY NEW LAYOUT project: construction of the layout shelves. I only achieved the first milestone of settling on the layout design and track plan last week, and it was a struggle [1].

Tom Johnson, Eric Hansman, and Ray Breyer all had input to the track plan's design. We did not always agree, but in the end, the plan will provide everything I have been looking for. This does not rule out making changes down the road.

As a prototype modeler, having a layout that reasonably represents the real thing means a lot. I worked hard to match the prototype Lake Shore & Michigan Southern (NYC LINES) in Monroeville, Ohio set between 1905 and 1925. The plan follows the prototype, with only a couple of "adjustments for the sake of operability.

While I had to use some selective compression, I did so sparingly. I have about 2000 linear feet of prototype rail line fit into a scale 1740 feet of layout, or twenty feet, so I only needed to compress a scale 260 feet, or about 13%, which isn't much.



DOING MORE WITH LESS

THE LIMITED MODELER | 2

Operation of my layout will be in real time – no fast clock! I can do this because there is almost no compression of the prototype to fit on my layout. Trains will move at prototypical scale speeds and operators will do all the tasks the real crews did in the same amount of time. I will expect this of anyone who operates my layout.

Designing my layout in near actual scale was both simple and difficult. The idea of finding a prototype location to fit my 22x5 room with minimal compression was simple. Actually finding such a prototype location was difficult, and I spent the better part of two years searching, studying, and thinking about it.

My previous layout was a one-town layout based on Sturgis, Michigan, though the prototype proved too large to handle, even for my 50x12 space. I had to crop too many things out of the prototype, so I eventually abandoned the layout.

When we remodeled the downstairs last fall, I ended up with a much smaller train room. After studying Monroeville, I decided that it would fit in my new train room with only minimal compression.

Graphic [1] shows my current layout plan for Monroeville. Some dimensions are smaller than in the previous version I showed in the past few months to account for a plumbing chase and the 2x4 wall installed along the concrete. This all reduced the actual layout space 20' x 4'-4".

I made the "finished" part of the layout 18 inches deep instead of 16 inches I had indicated in a previous column to better accommodate structures. This shrank the aisle width to a mere 28 inches. Good thing I have lost 30+ pounds over the last couple of years and am still losing weight!

Building and operating a one-town layout requires a different mindset from what many of us are accustomed to. Rather than operating a railroad, I am operating "trains" that passed through one specific location – Monroeville, Ohio. As for the overall railroad, I only care about what affects operation in Monroeville.



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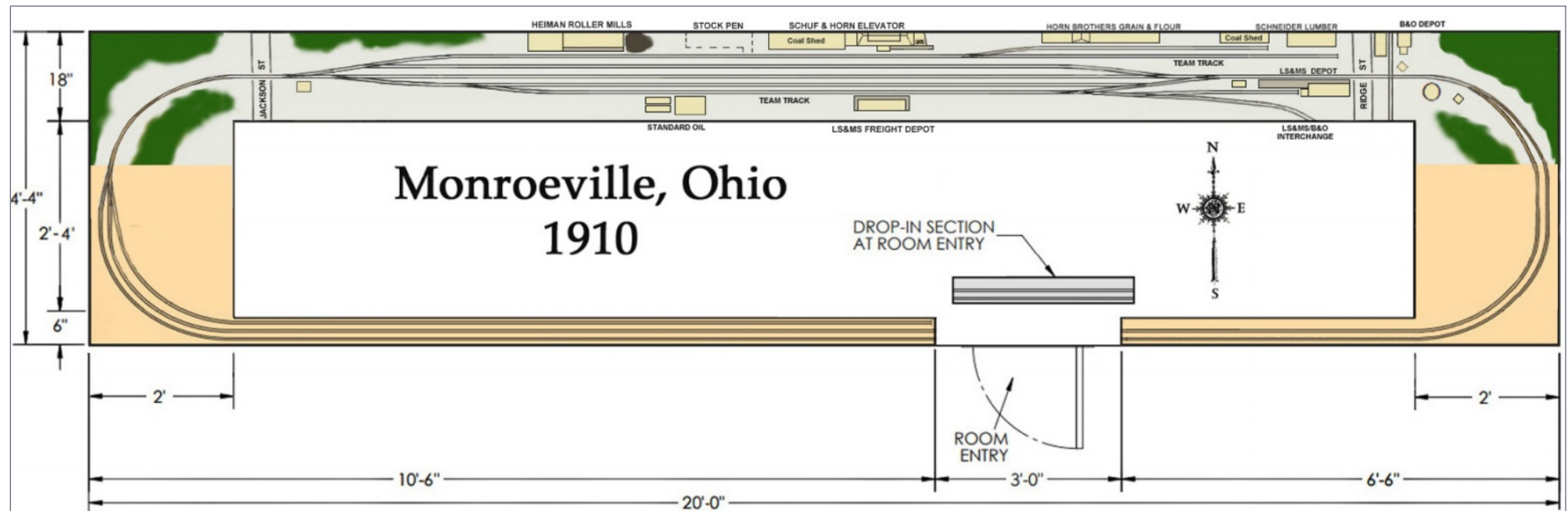
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This simplifies operation from what traditional operators are accustomed to. I can easily operate the layout by myself or with just one other person. This is a personal layout that I can share with only one person at a time.

Building a one-town layout is nothing new. Folks with limited space have been doing so ever since the beginning of the hobby, and this kind of layout is common in the United Kingdom and Europe. My first, second, and third layouts each had but one town, and they were back in the late 1950s and early 1960s.

While I am not saying a one-town layout is the best layout design, it is doable for more model railroaders than any other type of layout. It is an excellent means for most model railroaders to have a satisfying, operating layout in their home, even without much available space.



1. The latest version of the plan for my layout. It will evolve. If I started with version A, this is version N.

THE LIMITED MODELER | 4

Few of us have enough space and resources to have a large model railroad. I wish the hobby press would devote more pages to small-time model railroaders than to the guys who have mega layouts.

My layout is faithful to the 1911 Sanborn map of Monroeville, down to the 1911 business names, with two modifications for the sake of operations. I single-tracked the main line west out of town – the prototype was double track for about a mile west of town – to allow me to run the locomotive around its train while in the yard. I also added a short siding at the depot at the east end of the yard to permit setting out less-than-car-load (LCL) cars, milk cars, or express cars.

I added to the B&O interchange on the layout. The interchange now connects the LS&MS with the B&O, and there is a spur to



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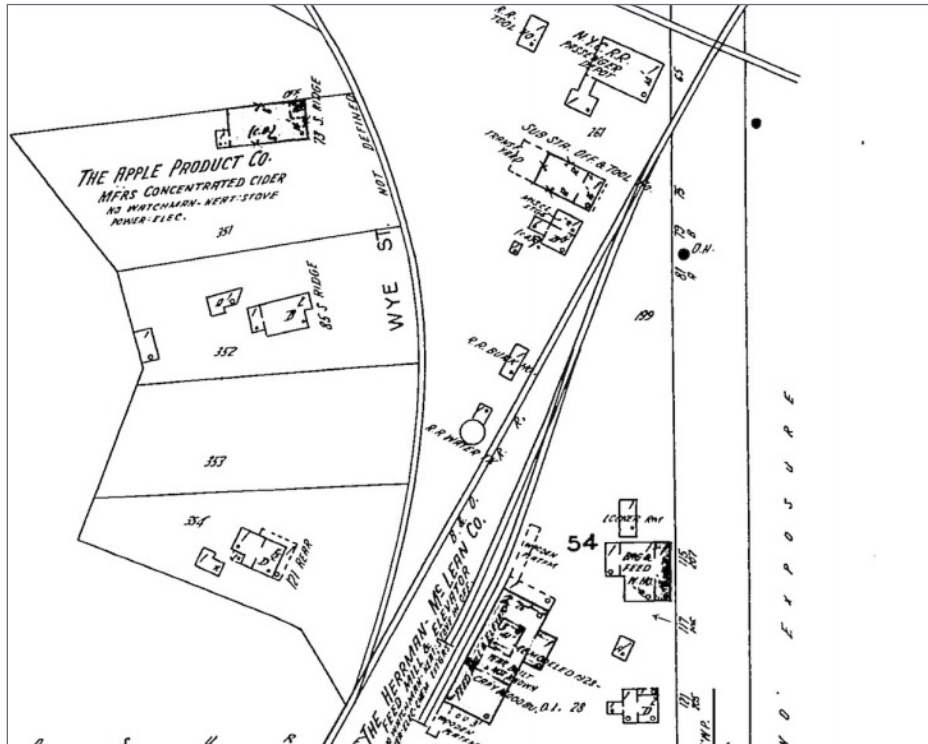
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THE LIMITED MODELER | 5

Herrman-McLean Feed Mill & Elevator on the B&O. It is switchable! This is all based on a Sanborn map [2].

I am building the layout solo, without physical assistance, which gives me total control and bragging rights! The design is complete, the room is ready, and I have begun assembling the layout. I am building the shelves with ½-inch, finish-grade poplar plywood for the deck surface with decent-quality 1 x 4 wood framing.

Tom Johnson and I worked out the construction design over a few telephone conversations and many text messages. Tom



2. This is the Sanborn map that I used for added track and structures to the layout on the B&O. This will provide one industry, an elevator/flour mill, to be switched by the B&O. I have one small B&O steam locomotive for this.

THE LIMITED MODELER | 6

built his layout using the same construction design, and it has worked out very well. So I am using the same method.

I went to Millersburg Lumber and selected all 1x4 pieces for straightness and to be twist-free. I showed my layout design to the yard supervisor, and he cut all of the plywood and 1x4s to the needed sizes and loaded them onto the back of my SUV. Total cost of wood, screws, and glue was less than \$200, and they did not charge for cutting the lumber. I purchased all the track and switches on my layout – the latest from PECO – for just under \$600. Tom Johnson donated several sections of PECO code 70 and code 83 flex track and several PECO code 83 switches left over from building his layout.

Mainline track and switches are code 83, and sidings off the switches are code 70, all connected with PECO rail joiners. PECO is a bit expensive relative to other manufacturers, but the small layout size makes it doable. If I had a larger layout, I would consider other, less expensive track.

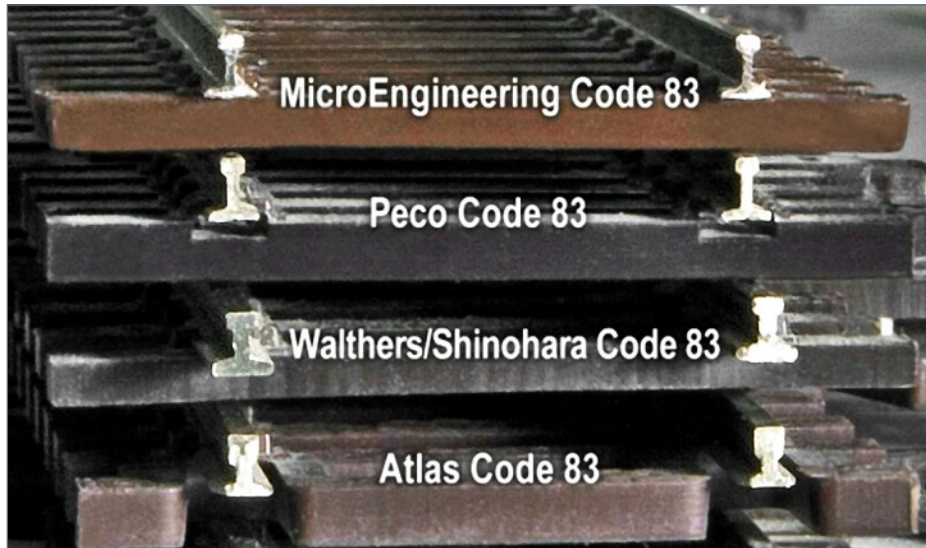
PECO and Micro Engineering have by far the most accurate rail profile, though ME track is getting harder to find. PECO and Shinohara have the nicest ties, but the taller PECO tie is more accurate, so I chose PECO [3].

I used PECO rail joiners (#SL-110) for code 70, code 75 and code 83 track to provide alignment. I have never found soldered rail joiners reliable in the long term – they can break as rails expand and contract with room temperature changes.

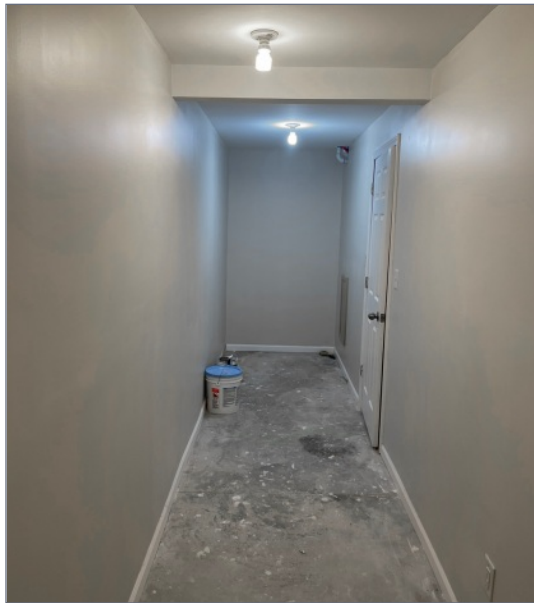
Every rail will have a feeder from the DCC buses to ensure electrical continuity. I will settle for nothing less than 100% reliability with track and electrical items. No derailments, no stalls, no stutters, no hesitations, no problems!

The DCC electrical buses will be solid #12 copper wire. I will use solid #18 copper wire for all feeders from bus to rail. With wires being oversized for the current they will have to carry, there will be no measurable voltage drops on my layout.





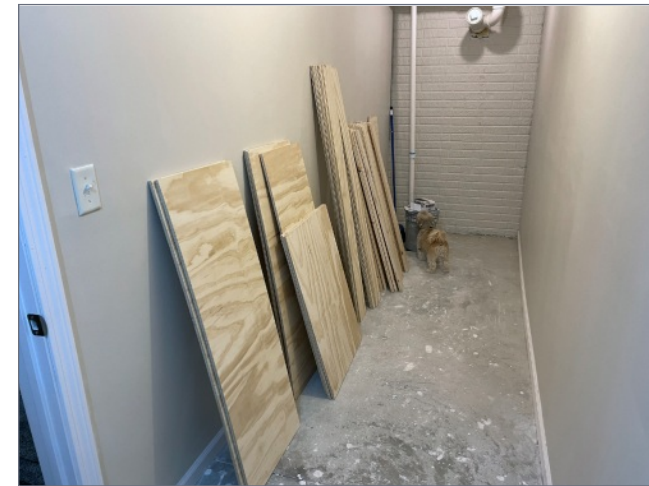
3. Micro Engineering and PECO have the best rail profile. PECO has the most accurate ties. The combination of best rail profile, best ties, and best spike heads make PECO the all-around best track for me.



4. The train room just before I started building the layout. The room is finished except for the floor, which I will address after completing the layout. I have since reversed the door so it does not swing into the room. The lighting shown here is temporary.



5. Looking back toward the long end of the room. The only unfinished part is the far wall with the sump pump and plumbing chase to the septic system. The finished part of the layout will be along the wall to the right, 59 inches above the floor.



6. The lumber components for the layout, all pre-cut to my design at Millersburg Lumber. That was a good decision. Henry, one of our two Shih Tzu boys, inspects the box of screws on top of the paint bucket.





7. The frame of the first 4'x18" layout section. The ½-inch thick poplar plywood top made it more than strong enough without additional bracing.



8. The first layout section attached to the walls, but not yet supported from below. That is next. On later sections, I installed the knee brace before the plywood deck.



9. One of the knee braces that will be installed to support the layout shelves [10, 13]. I used my chop saw to cut the 1x4 lumber for these knee braces.



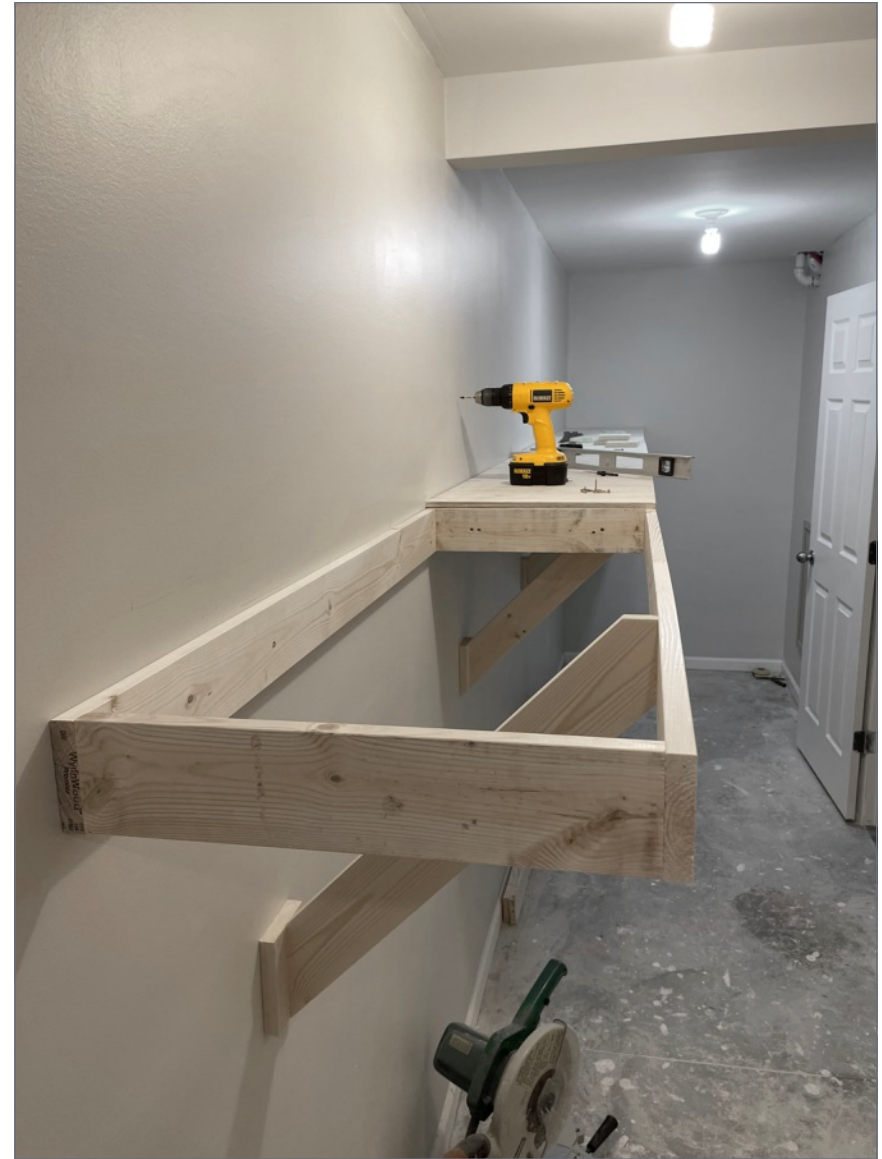


10. The knee brace is installed to support the layout section. This is simple, inexpensive, and strong. I only used one knee brace on each 4-foot section.



11. Two 4-foot sections have been installed in this view. Three more to go along this wall, for a total of 20 feet. This shelf is very sturdy and will have no problem

supporting the layout. I used my old level to make sure the shelf remained level from end-to-end and from wall-to-aisle.



12. The fourth section installed. I'm ready to fit the plywood deck. One more 4-foot section remains to be installed before turning attention to the 24-inch end sections and the 6-inch shelves for the staging yard on the opposite wall.



THE LIMITED MODELER | 13

While talking about potential electrical issues, I hate flickering headlights on my trains. This will not be an issue for me because the LS&MS and the NYC did not burn headlights during the daylight hours in the era I am modeling, so I will program all headlights to be off. I have no interest in night operation, and way freights ran during daylight hours.

I built all layout shelving over three days [4-22]. I am really happy with the results. Soon I will start layout track. For me, these are exciting times, and I should have trains running by the end of 2022.

As soon as the track work is complete and the layout wired for DCC operation, I will begin testing. During and after testing, I will make any needed changes and corrections before starting on scenery and structures. I want the layout mechanically and



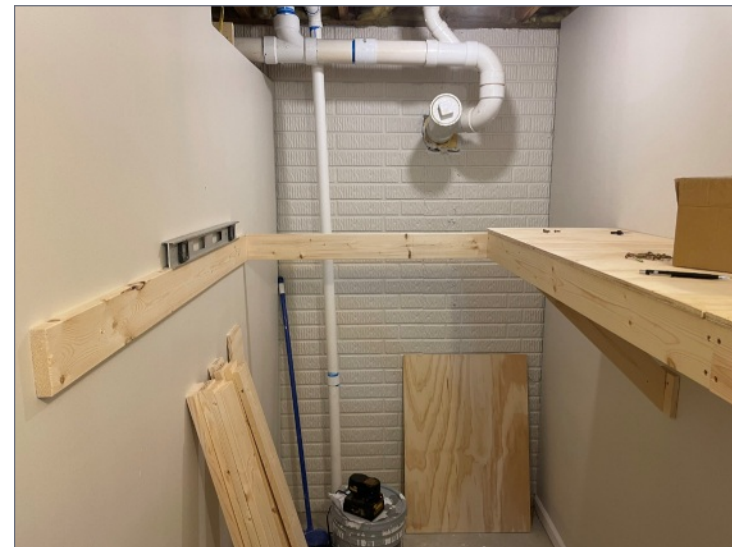
13. This view shows how the knee braces are installed and the minimal framing under the top plywood. When the layout is done, I will paint the knee braces to match the walls.

THE LIMITED MODELER | 14



14. I made a lot of progress in three hours. Only one more 4-foot section remains to complete the 20-foot shelf for the main part of the layout. After that, the shelf will turn 90 degrees to bridge to the

opposite wall where the staging yard will be located.



15. The framing is started around the end of the layout over to opposite wall where the staging yard will be located. At this point, I was stick-building the layout frame, one board at a time.



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16. The layout shelf around the end to the staging yard then all the way to the entry door is complete. The staging yard shelf is six inches wide and will hold up to three tracks. More is behind the photographer. The stairs just outside the layout room at far left limited my train room to its 5-foot depth.



17. Looking back in the opposite direction from [19]. I reversed the door a few hours after taking this photo.

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18. This is the bridge that will connect the staging yards across the room entry. It's overbuilt for its three-foot span.

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19. I built bridge supports on either side of the door. I will round the corner so it does not have a sharp point that might hurt someone. Screws hold all wood sections together.



20. The bridge is leaning against the wall. I plan to install a wall bracket to store it when it is not in use.

electrically perfect before moving to scenery and structures. With that said, my goal is to have the layout complete by year's end. ☑



21. The bridge is installed, completing the layout's circumnavigation of the train room. I have no intention of adding scenery to the staging yard. The only scenery will be on the main part of the layout to the left.



22. The completed layout shelf viewed from the short end of the room. Eventually I will install floor covering, either luxury vinyl tile as in the hallway outside of the train room or carpet, depending on cost.



GETTING REAL

column

MRH Running Extra | May 2022

All photos by the author unless noted



MARTY MCGUIRK SHARES
PROTOTYPE MODELING VIRTUALLY
AND (ONCE AGAIN!) IN PERSON ...

THIS “GETTING REAL” COLUMN IS A LITTLE DIFFERENT THAN SOME previous ones. Instead of featuring a modeling project or an update on my layout, I thought it would be interesting to look at ways prototype modelers can participate in the hobby, both virtually and (once again!) in-person.

VALLEY FORGE RPM “SHOW” REPORT

While work precluded finding the time to finish the project that I'd planned for this column, I took a Friday off at the end of March to attend the Valley Forge RPM meet. This was the first in-person meet I'd attended since before COVID, and I was curious to see if anybody attended, or if virtual clinics would prove the undoing of live events as online shopping did for many hobby shops over the last two decades.

I drove up to Malvern, Pennsylvania, on the outskirts of Philadelphia on a sunny but cold Friday morning. The packed hotel parking lot eliminated any concerns I may have had about attendance. The Valley Forge RPM website shows official attendance was 248!

GETTING REAL | 2



1. After a hiatus of more than two years, Railroad Prototype Modeler (RPM) in-person meets are back. The display room, like this one at the recent Valley Forge, PA RPM, is the heart of any RPM meet.

The photos and captions show some of the weekend's highlights. I couldn't participate in the layout visits or Thursday operating sessions because of scheduling limitations, but I attended some wonderful clinics and caught up with friends I hadn't seen in person for more than two years.

FORUMS, BLOGS, FACEBOOK PAGES, YOUTUBE CHANNELS

When I got started in model railroading – more years ago than I care to imagine – the only way to keep up on new products and modeling techniques was in printed magazines and the typical Saturday morning bull session at the local hobby shop.



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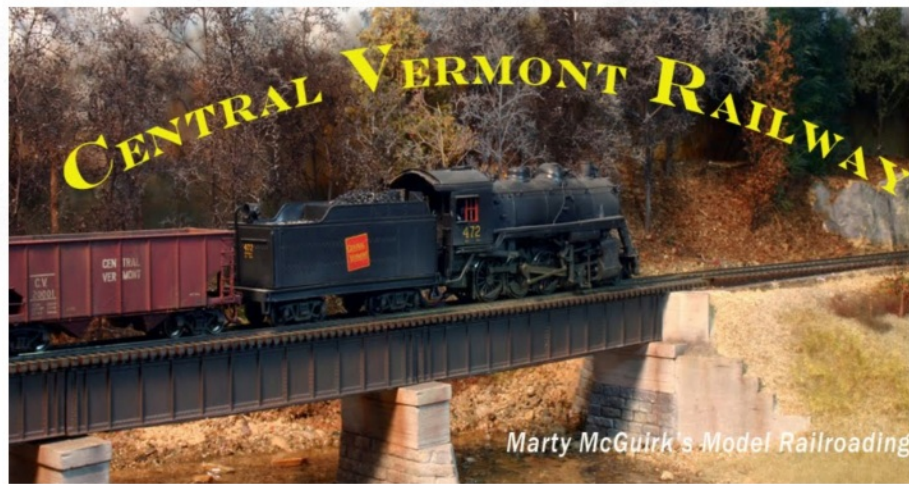
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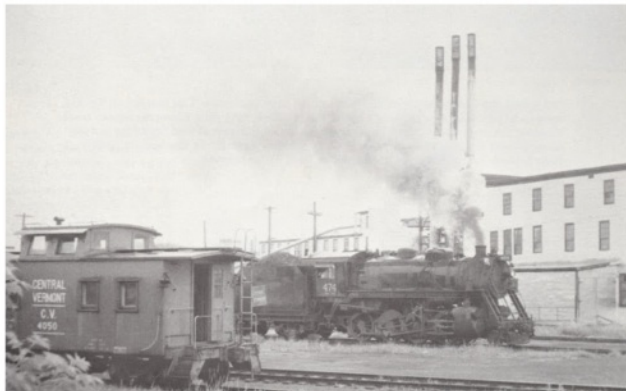


Old Layout - CV Roxbury Sub

Richford Branch Trackplan

Monday, February 21, 2022

"Blocking" in Atlas Plywood



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Welcome!

A journal following the design and construction of Marty McGuirk's HO scale model railroad, inspired by the Central Vermont Railway of the steam era.

Comments are welcome.

Feel free to comment and please sign those comments with your real name since we like to know who's talking!

Labels

Admin (78) Backdrop (28)
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2. I maintain two blogs: one focused on steam-era freight cars and one devoted to Central Vermont Railway modeling. Both have been a great way to connect with other modelers and document my progress.

Remember those? Basically, one or two model railroaders would stand by the hobby shop counter and hold court, passing judgment on products and techniques and opining on the articles that appeared in the model railroad press that month. They usually hadn't seen the products in person or tried techniques, but facts never really got in the way of a good hobby shop bull session!

Those in-person bull sessions have succumbed to a variety of virtual alternatives over the years. The first of these that really caught on were email lists and forums. These remain, but seem much less a factor than in the heyday of the late 1990s. Some have proven more resilient than others, likely due to the combination of subject matter, number of members, and the right level of moderation to keep posts germane, and address spam posts and the like.

While I belong to several [io.groups](#) email lists and check out forums (such as the [MRH Forum](#)) from time to time, most of my personal online hobby time is focused on my blog (which I maintain on [blogspot](#)) and my YouTube channel ([CVSNE](#)).

I've been diligent about keeping up my blog, even if I don't hold myself to a "three posts a week" schedule or the like. I post when I think I have something interesting to say, or when I want to record something for my future self to find.

I also don't keep track of how many followers or reads a particular blog post gets, though I find it humbling, and more than a little amazing, that my blog has accumulated close to a million page views over the years. For a few years, it seemed like blogs had replaced forums and email lists as the primary way model railroaders were participating online.

Then model railroading on Facebook seemed to take off, so that you can now find hundreds of model railroad groups and pages there. And then there's Instagram, and likely some other social media platform.



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I don't do Instagram, and while Facebook obviously works for a number of modelers, I don't particularly care for the mechanics of the Facebook interface. It seems like things disappear way too fast, and there's far too high a noise-to-signal ratio.

Despite email lists, forums, blogs, and Facebook, model railroading is a somewhat solitary activity at its core, especially prototype modeling. Researching the prototype and building the resulting models are usually solo endeavors. I find it fascinating that in a hobby seemingly tailored for reclusive personalities, model railroaders absolutely love to get together.

We have an active model railroading community in the DC area, including an active NMRA division that sponsors monthly layout open houses and an annual one-day meet. We also have several active operating groups – meaning one could do some model railroad activity several times a month. On February 29, 2020 I arranged for my good friend Steve King to teach a Timetable and Train Order training session at our community clubhouse.



3. When I snapped this photo of Steve King giving a Timetable and Train Order clinic at the clubhouse in our neighborhood, no one had any idea just how much this thing called COVID-19 would affect every aspect of life, including model railroading, over the next two years.

I opened my new layout for an informal open house afterward. We had a great time, but little did any of us know that would be the last in-person model railroad event in our area for more than a year. About two weeks later, I was working from home, and live and in-person sporting events, tourism, and model railroad conventions, shows, and meets came to a screeching halt.

VIRTUAL MEETS

I know some folks had been experimenting with virtual clinics and the like before COVID, but those efforts usually sputtered out. Either the technology wasn't widely understood, or people simply preferred in-person meetings.

In my area, we considered doing a part in person, part remote meeting format, and were looking into remote clinicians for our NMRA division, but it never really got past the planning stage.

Since COVID, we've all gotten used to virtual clinics, whether multi-day virtual "conventions" such as the ones sponsored by the NMRA, or monthly clinics sponsored by local NMRA divisions and clubs. A trio of well-known prototype modelers started a series of day-long RPM clinics called "Hindsight 2020." www.facebook.com/hindsight.rpm
www.rpmconference.com/index.php/hindsight-20-20-archive

Some groups record these clinics and post them on YouTube so you can decide when to watch them. Others have to be caught "live."

The great thing about the remote clinics is the threshold to participate is low. Driven by the necessity to isolate and stay home, these events don't require travel, taking vacation days, or paying for hotel rooms and eating out. You basically only need to find time to watch them.

I've attended a number of these over the past two years, and have even offered clinics at several. While they're great, I don't



believe they'll completely replace in-person events anytime soon, if ever. While they served a valuable purpose during first two years of the pandemic, there's so much more that happens at live events online meets simply cannot replicate.

LIVE MEETS

At first glance, RPM meets may seem like nothing more than NMRA regional or division meets. In fact, some RPM meets are sponsored by NMRA divisions or regions. Others, such as the Mid-Atlantic RPM, are independent.

Every RPM meet I've attended consists of three basic elements:



4. Some of the most interesting displays at RPM meets are the under-construction models, like this impressive array of Baltimore & Ohio steam locomotives. Beautifully finished and weathered models are a highlight, but you can learn a lot from studying models "in the raw."

THE DISPLAY ROOM

The spirit of railroad prototype modeling movement is sharing accurate modeling of the prototype. Display rooms look a lot like an NMRA contest room at first glance, with rows of tables covered with models.

The display room is where you'll find the biggest differences between RPM and a classic NMRA meeting. The RPM display room features models in all stages of construction [4].

While some NMRA events allow you to observe the judges at work, you typically are not able to speak with the model builders in the room while the judging is taking place. At virtually every RPM meet I've been to over the last 30 years, the display room is something of a town square. At some point during the meet, everybody ends up in the display room.

The only requirement for participation is that you bring some models to display.

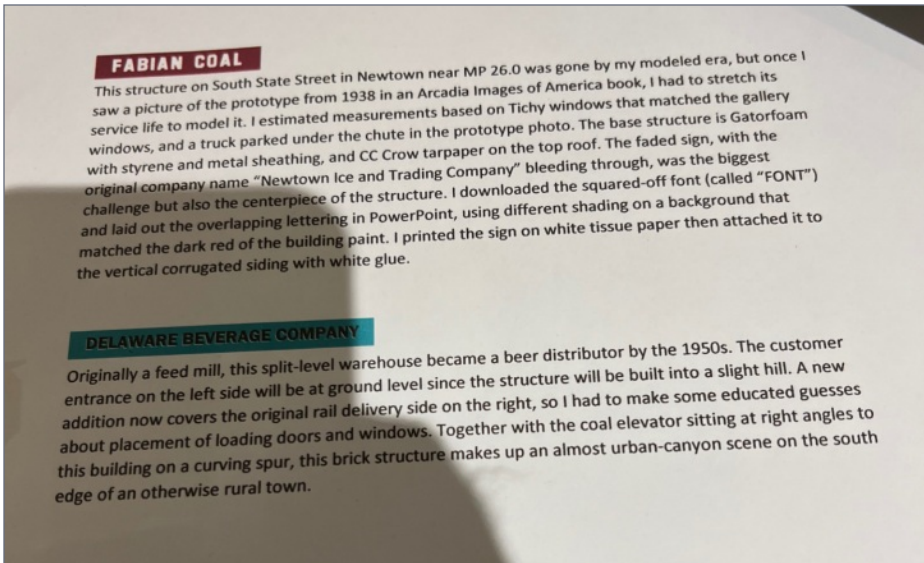
Locomotives and freight car predominate of course, but structures and vehicles are also quite common [5, 6a, 6b].

Frequently there are displays showing new modeling techniques and materials. In recent years, people have been showing off models and components they've made using home 3D printers.

Builders can be found throughout the meet spending time alongside their models, answering questions or perhaps garnishing some new piece of the puzzle for their next project.

Some remote meets have attempted a "virtual" model display room. While this certainly is better than nothing, in my experience none of these remote meets offered the chance of chatting with other modelers about their models in real time.





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5, 6a, 6b. (Left top, bottom, and right top) Although freight cars and locomotives are most numerous on RPM display tables, they also feature structures and vehicles like these wonderful examples. A small card next to the structure model explains some details about the prototype and model.

VENDORS OR THE SALES ROOM

Speaking of gathering stuff for that next project, another element common to all RPM meets are the vendors or sales room(s). Most RPM meets feature photo and book dealers, since researching the prototype is such an important aspect of the RPM hobby. Some of the larger meets feature the bigger manufacturers such as Athearn, Rapido, Tangent, and the like.



I find the smaller manufacturers who sell resin cars, structure kits, and detail parts most interesting. While I can usually order these items from their websites, seeing them in person seems to make it much easier to pull out my wallet, and I almost never walk away without buying something. Vendor sales and the like are a significant missing element from remote online RPM events.

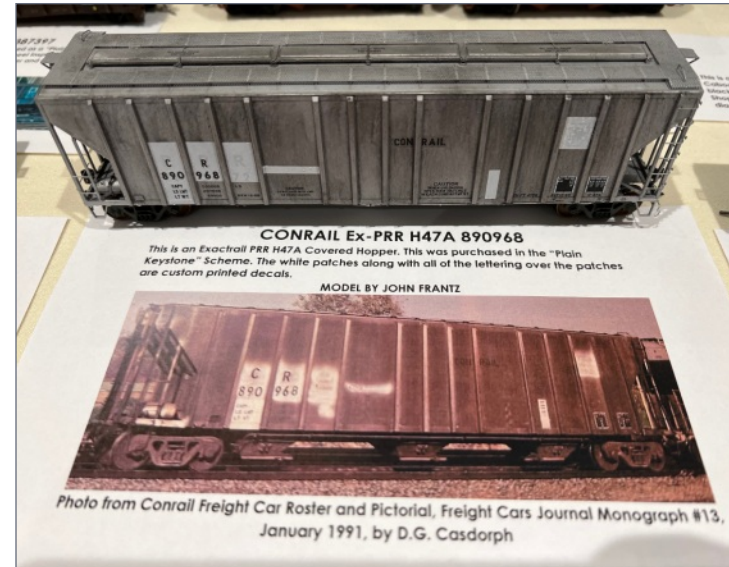
CLINICS OR SEMINARS

Clinics are where remote RPM meetings really prove their worth. Like NMRA events, RPM clinics usually take the form of a 45-60-minute presentations, often a slide presentation of some sort.

As an aside, over the last decade or so I've noted the topics covered at RPM meets seem less esoteric than they often



7. I don't know much about 3D printing, but was able to get a lot of information about it during the Valley Forge RPM. Displays like this one help show how new techniques and materials can be applied to my own modeling projects.



8. Very often RPM model displays include prototype photos and some background information about the model itself, like this ExactRail covered hopper that has been weathered to match a prototype photo.

were when RPM meets started. Frequently these were very, very deep dives into a specific class of freight cars.

Those freight car clinics haven't gone away, but there are a lot more clinics of what I would consider layout design, construction and structures. The clinicians often display models from their clinics in the display room. This makes it easy to closely study these models and follow-up with any questions about modeling techniques or materials.

I sang for my supper with a clinic version of my "Modeling the October Scene" from my last "Getting Real" column. While I've presented several remote clinics over the last couple of years, I much prefer presenting to a live audience.



During a remote clinic the speaker is isolated from the audience, meaning there's no way to read the crowd, and with everyone muted, jokes and quips fall flat and ad hoc comments are a thing of the past. I think remote clinics certainly are here to stay, but I don't think they can ever completely replace in-person events.

Some RPM meets emphasize one of these basic elements more than the others, and some even add home layout tours and operating sessions to the list of activities.

There's one other aspect of RPM meets that sums up why my participation in them has been so rewarding over the years. It's the fellowship and the chance to learn things about a subject I find interesting that makes the time and effort to put together a clinic worthwhile to me.



9. An overview of the vendor room at RPM Valley Forge during setup. This was before the room officially opened, and it was already busy!



10. Clinics are an important part of every RPM meet. Valley Forge RPM featured four clinic rooms running concurrently over two full days and Sunday morning. I managed to attend several, and they were

all excellent including Todd Hermann's clinic on his HO scale Lehigh & New England Catsauqua Branch.

Although I've enjoyed seeing all the models in the display room, have learned a great deal about the prototype, and picked up some great modeling techniques in clinics, the "bull sessions" – often late into the evening and often in the hotel bar – prove to be the best part of the RPM meets. I've had complete strangers walk up and hand me a photo or piece of paper, usually of something Central Vermont related, and say, "I caught your clinic and follow your blog, and thought this may be of interest to you."

FINDING AN RPM NEAR YOU

In addition to the established "national" RPMs – such as Cocoa Beach and St. Louis, there are numerous smaller meets around the country, very much like the Valley Forge RPM. Some are multi-day, others are single-day events.



All these events were affected by the pandemic. In some cases, they went online, or the organizers chose to simply cancel over the last couple of years.

Many of them are returning to in-person or some form of hybrid format this year. The ones I can think of off the top of my head include Railway Modelers Meet of British Columbia (May), California Bay Area RPM (June), and the New England (late-May, early-June), Savannah (March), and Mid-Atlantic (October) RPM meets.

Eric Hansmann maintains a page on his blog (designbuildop.hansmanns.org/rpm-event-calendar) that lists the details on upcoming RPM meets that serves as a “one stop shop” to find out when a meet is occurring in your area. If you do go to one of these meets, be sure to bring along a



11. Often you'll find clinics on models that are on display at the meet. Don't let some of the seemingly limited topics of RPM clinics stop you from attending. I don't model B&O steam [4], but I picked up a lot of great tips for my own modeling from Fred Lass and his excellent presentation.

model or two, present a clinic, or at the very least walk up to me and introduce yourself. As I said, sharing is really what RPM is all about! ☑



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Modeling Ideal Cement



ROB SPANGLER SHOWS HOW HE BUILT ONE OF
THE 8TH SUBDIVISION'S LARGEST INDUSTRIES ...



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WHEN I WROTE THIS SERIES OF BLOG ENTRIES, Ideal Portland Cement at the town of Chester on my Western Pacific 8th Subdivision was my largest industry yet on the 8th Sub – that can ship or receive a dozen hopper loads of cement at a time and receives coal to fire its kiln.

PROTOTYPICAL INSPIRATION

I didn't base Ideal Portland Cement on any one specific prototype. A friend gave me some images he took of a local plant, and I had photos of several others, including plants in Victorville and Oro Grande, California. I found even more photos of concrete plants on the internet with the aid of Google.

They all had dust collectors like those available in the Walthers Medusa Cement kit, and all shared elements such as bins, bunkers, and conveyors. However, no two plants seemed to have the same arrangement. I found no cement plants in Utah that receive coal by rail, so Ideal Cement takes some liberties in that respect.

Monochromatic colors were another similarity among the various plants. They often had an almond/tan color on the non-concrete portions, accented with "safety yellow" railings. Color probably will go a long way in convincing viewers what this industry's about.

TrainLife has a collection of out-of-print model railroading magazines available online for perusing (trainlife.com/pages/the-magazine-library). I found several articles about modeling cement plants that helped me pull it all together. At the time of

this publication, TrainLife's magazine database is having technical issues, but they should be back up and running soon.

BUILDING THE MAIN COMPLEX

I slated Ideal Portland Cement to occupy a key location on some narrow benchwork, so I needed to know its final shape and size before completing roadbed through the area [1].

Building the plant involved combining scrap-box components from at least six different kits, including the ADM Elevator, Medusa Cement, New River Mine, and Coal Flood Loader kits from Walthers, bins from IHC and Heljan kits, some Plastruct railings, and various pieces of styrene [2, 3]. I will represent some parts of the plant, such as the kiln, on the backdrop behind the modeled structures when the scene is complete.

Ironically, the only parts I've used from the Medusa Cement kit so far were the dust collectors, and sprue material to connect them. That style of collector seems to be universal on cement plants in the US.



1. The main portion of the plant is essentially finished. A coal unloading facility will go to the right, which will extend the already large complex by about two feet.



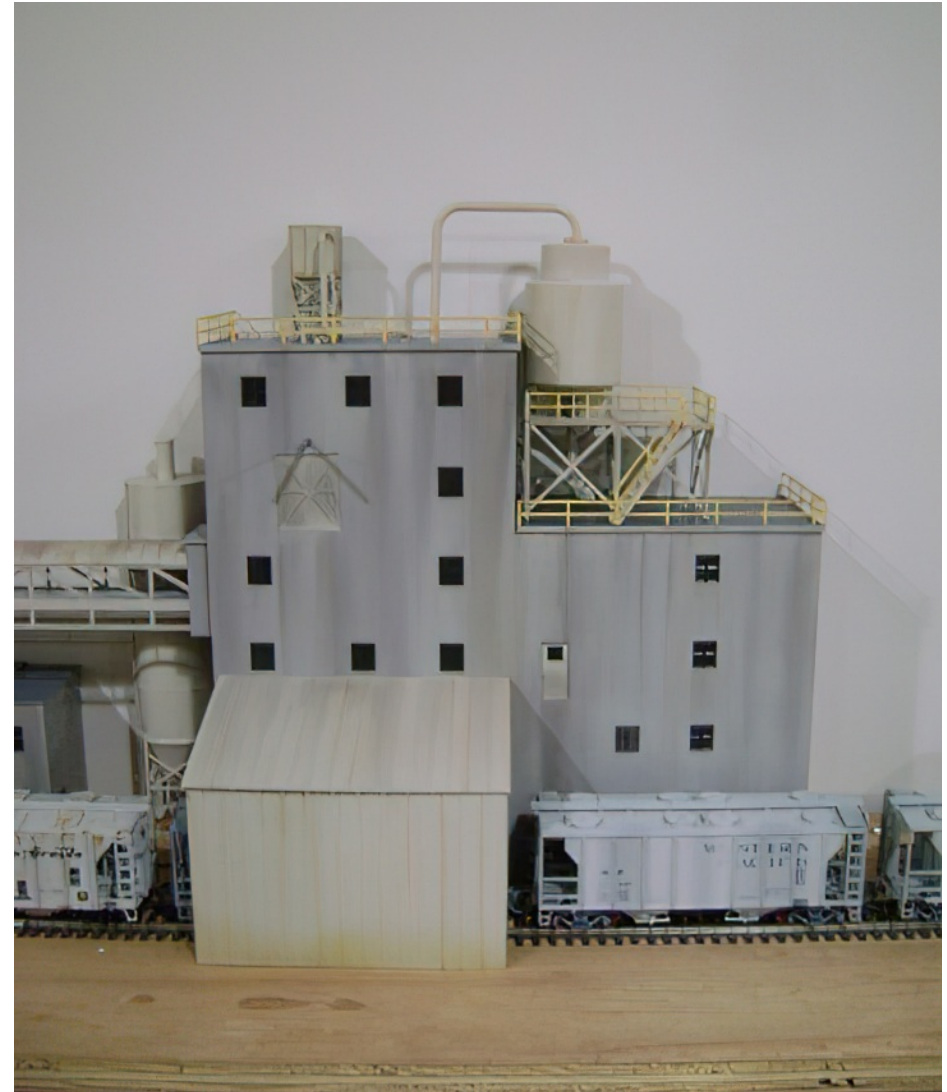
LAYING TRACK AND PLANNING OPERATIONS

With the main portion of the plant laid out, I could lay track. I built a service track for the plant long enough to handle a nine-car cut on either side of the concrete loadout, and operations cards will instruct crews which end of the cut of empties to leave under the loadout shed [5].

I'm planning on using a winch arrangement at the plant, or perhaps another sort of critter like a front-end loader with a coupler to hostle cars at the plant. Functionally, it will work that the local spots empties with one end under the loader. Before the next operator arrives to pick up loads, I "re-stage" the cars so the other end is under the shed to simulate the hostling work.



2. I don't trim the stakes or ties until all have been glued. Tamiya's Extra Thin Cement was used to glue the bracing.



3. I kitbashed the concrete structure with the loader from ADM Elevator parts, with loose inspiration from a building at the Holcim facility (formerly Ideal) at Devil's Slide (Croydon), UT. The large bin on the roof is from a Heljan cement batch plant, with sprue piping and modified auger from the same kit. I used the dust collector at top left from the Walthers Medusa kit.





4. The silos at the left end of the complex. I used chalk dust to add the look of slip-form concrete to the silos.



5. I left enough track to the right and left of the loading shed for the entire planned cut of 9-10 cars. Alligator clips in the distance temporarily supply power to the track.



6. Tracks at Ideal Cement from left: the Chester setout siding, the passing track, the main, the concrete loadout, and the coal receiving track. Elko staging yard is on the lower deck. The two-turn helix to Lakeview is at the far end of the photo.

Other tracks in the area will include the main, a passing siding, and a local setout track for Chester traffic. The Roadrunner local from Lakeview will pick up its westbounds from this track, and the Milton Turn (which works both Chester and its namesake town) also uses it [6].

The coal receiving facility is just to the east (right) of the main Ideal Cement complex. It will receive coal that originated on the Union Pacific in Wyoming. No cement facility I could find in Utah receives coal by rail, but it adds operational interest.

SETTING A BACKDROP

The backdrop adds life to the railroad and helps immerse operators in the scene. In this case, I wanted to capture not only the sky, but parts of the concrete plant such as the kiln that are assumed to be behind the modeled buildings. I also wanted to represent the limestone quarry in the background.

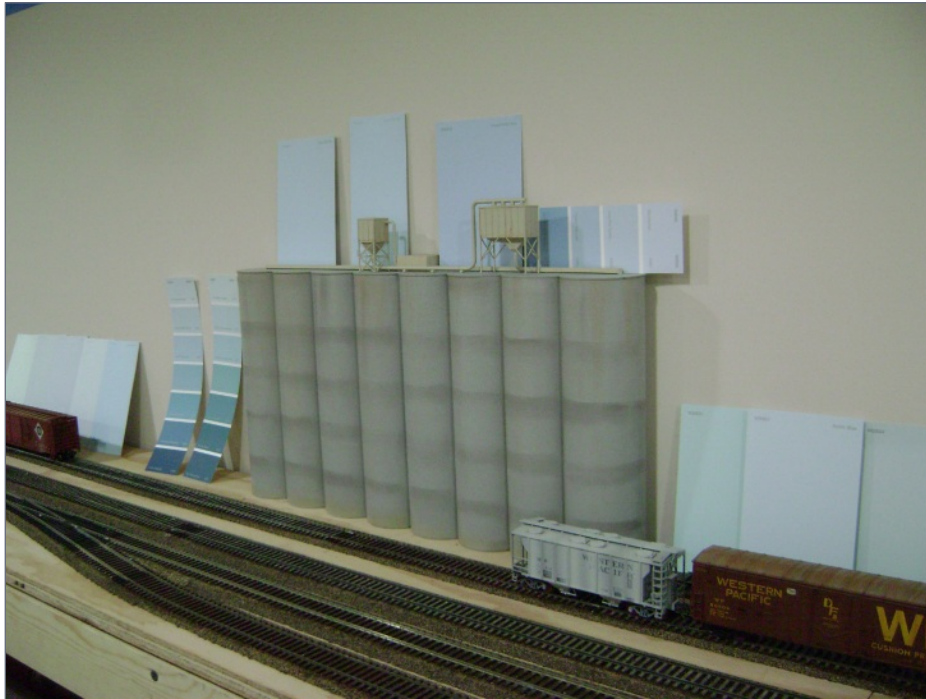
Priming the walls is an important step, especially when dealing with light colors such as sky blue. I painted two coats of drywall primer to begin with.

MODELING IDEAL CEMENT | 9

I wanted to go much lighter with the sky than I had previously to give the feel of a hot summery haze. I snagged quite a few paint chips from various brands, and placed them in the layout space and set them against some of the buildings [7].

Though I wanted a light, hazy blue, some of the colors were simply too light for the space. Others looked good until I tested them against the structures and equipment. Some of the blues matching prototype photos, meanwhile, looked too dark in context of my layout's lighting and colors. Eventually, I chose Walmart "Song Blue Sonata" (10862) [8].

In addition to sky and clouds, I wanted the backdrop to have a series of vague hints of the remaining structures [9].



7. Testing paint chips against the concrete silos of Ideal Cement. Walmart "Song Blue Sonata" is the second color from the right on the four-chip card on the right end of the silos.

MODELING IDEAL CEMENT | 10



8. The backdrop sky is in place.



9. Looking beyond the concrete silos, you can see terraced hills. From left, the hoppers in foreground are products of MDC, Ramax, and Atlas.



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COAL RECEIVING

The final major structures of the Ideal Concrete complex were the coal receiving shed and accompanying silos. According to one of my blog participants, the hungry kilns of a large concrete plant can consume a carload of coal or more per shift.

I initially wanted the unloading structure for the coal hoppers to be a plain corrugated metal building, presenting a blank wall toward the track where the covered hoppers are spotted. I eventually came up with a large box of a building built of 0.060" styrene, detailed with strips of 0.060", 0.040", and 0.020" material for the cornice and pillars. Roof vents from Pikestuff and a conveyor and control room/equipment housing from a Heljan cement batch plant kit completed the building [10].

The delivered coal is stored on-site in slip-form concrete silos between the coal receiving shed and the main facility. I built the silos of 1-1/2" ABS pipe and capped them with 0.060" styrene. I built the headhouse with more 0.060" and 0.040" styrene [11].



10. The coal unloading shed.



11. I scratchbuilt the silos using ABS pipe and sheet styrene. The large hopper in foreground represents a gypsum delivery.

The scene still needs more detail. I plan to add a dump pit and auger for gypsum delivery. I also want to add more dirt and weeds, and weather the spur with spilled lading, especially around the loader itself.

FREIGHT CARS AND OPERATIONS

Of course, for a '70s railroad to haul cement, it needs plenty of old-school covered hoppers. Most of the cars in my cement-hauling fleet are PS-2 2003s, Bowser 70-ton [12], or ACF Center Flow types. You can see a mix of cars from MDC, Ramax, and Atlas in [4].

It's too bad nobody makes the PS-2 3752 cu. ft. cars like the UP CH-90-1 class I remember seeing switched at the Devil's Slide



MODELING IDEAL CEMENT | 13

plant. These were big for hauling concrete – 100 tons would have maxed them out with a lot of room to spare – so they likely delivered gypsum [13].



12. Bowser 70-ton, two-bay covered hopper with closed sides.



13. Union Pacific CH-90-1 class hopper. My railroad is Western Pacific, but I sure do like UP's cement cars, and I saw plenty of them at Devil's Slide. *Union Pacific Railroad Historical Collection photo*

MODELING IDEAL CEMENT | 14

Ideal Cement will be a fun industry to operate, taking carloads of coal and gypsum, and putting out large quantities of cement. Building it was a journey. ✓



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ROB SPANGLER



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

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

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



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Landscaping with real stone



MRH Running Extra | May 2022

KEN FERGUSON DEMONSTRATES
HIS TECHNIQUES ...



MY FREELANCE MODULAR HO LAYOUT DEPICTS LOGGING, lumber milling, and coal mining operation in northwestern Pennsylvania in the 1930s. The Great Gorge on one corner of the pike has a double-track wooden trestle that spans a deep valley. A small spring-fed basin is in the hill above the gorge, and a logging railroad built a temporary log trestle to span the basin [1].

I used Hydrocal plaster with a variety of commercial rock molds on other parts of the layout where I wanted exposed rock, but found the method looked too repetitive on large rock faces like the Great Gorge. I decided to craft the rock faces using real stone instead. I didn't find many how-to articles for this technique, so I had to develop my own.

LANDSCAPING WITH REAL STONE | 2



1. The nearly completed Great Gorge module. I still need to add horizontal bracing between the right trestle tower and the rock face and thicken the forest on top.



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THE SOLUTION WAS HIDING IN PLAIN SIGHT

Work began on this module over two decades ago when I was living in the north hills of Pittsburgh. I noticed some on-grade lots of businesses were carved out of steep hillsides behind them, and the exposed rock was common slate [2].

With the repetitious harsh freezing and thawing weather of Pittsburgh winters, some of the exposed rock was naturally sloughing off the hillside and falling onto their parking lots. With the permission of one of these property owners, I loaded a few boxes with a variety of slate sizes and colors.

Slate has several properties that make it ideal for modeling a stone landscape:

- It is fragile enough that it naturally flakes into layers between 1/16"-1/2" thick. If you can't find a stone the exact thickness you need, simply use a flat head screwdriver as a



2. Slate as found in nature – typical of the material I collected. Outdoor weathering fractured a lot of the stone into palm-sized pieces, and even naturally pre-stained it.
James St. John photo



3. The Great Gorge module has been an on-and-off project for over 20 years, during which it has been bounced during several moves without a single rock shaken loose.

wedge to pry the layers of a thicker piece apart. Because the stone is soft, you can use diagonal cutters to nip a piece into the exact length, width, or shape you need.

- Natural mineral stains give it a nice variety of color.
- Its porous nature helps it soak up adhesives. When adding the rock to the module, I used ceramic tile mastic, common white glue, wood glue, and – when in a hurry – CA. Mastic worked best for the larger pieces of stone (1 pound or more) and the other adhesives worked fine for the smaller pieces. Glue stains were not an issue. I could easily scrape off any residue easily with a hobby knife after setting.
- Depending on where you are, you can obtain it at no cost.

WALK AND CHEW GUM AT THE SAME TIME

For this project to work, I had to work out the mechanics of the module framework and rock faces while building the two



wooden trestles. I constructed the trestles board-by-board (or log-by-log) on my worktable, rather than on the module. I test-fit the trestles to the module many times during assembly.

Sometimes, I had to go back and modify one or more of the bridge supports to match stonework I had already glued in place. Other times, I decided to modify the stonework instead. Since every element of this module was freelanced, change orders were the norm.

STARTING AT THE BOTTOM

The layout modules' 1x4 pine fascia is also a structural part of the framework. A $\frac{3}{4}$ " plywood insert attached even with the top of the fascia is the base for all additional benchwork.

The Great Gorge module is the exception because the fascia extends downward almost three feet. I cut a 1x12 piece of pine to the width of the module and secured it to the bottom of the framework to serve as the valley floor. I suspended this bottom frame from the plywood deck at the top of the module with 2x2 pine struts that sloped toward the back of the module.

I roughed-in the sides and back face of the gorge with Masonite panels, attaching them to the 2x2 struts. I installed them rough-side up, so that the rough side would provide more tooth for adhesives to hold the stone in place later.

I experimented with various slopes for the walls and the widths of the faces to see what looked and fit best for the gorge. I also had to consider the footprints of the trestles, and where their foundations would be. Duct tape worked well to temporarily hold the rough-cut panels so I could step back and eyeball the valley.

Once I decided the final slope, I cut the pieces of Masonite and again test-fit them one last time. Then I traced all the Masonite



4. With the drapes removed, the two panels that make up the left side of the lower valley are visible. The bracing for everything under the module is 2x2 pine. This module sits on a support about a foot above the floor.



pieces onto cardboard to serve as templates for rock. Finally, I secured the Masonite pieces in place.

TECHNIQUE ONE – STONE ON VERTICAL SURFACES

Working with the cardboard templates laid flat on the floor, I started piecing the rock walls together. It was like working on a jigsaw puzzle, but without a picture to go by, and no edge pieces to give me a starting point. I just tried various pieces of stone to create patterns that I thought mimicked nature.

Some of my rocks had interesting red stains, probably from iron oxides. I centered them on the rear face to help draw attention to the small stream falling to the bottom of the valley. I used clear nail polish to simulate the stream [5].



5. The lower trellis supports frame the naturally stained rock on the back face of the gorge.



6. The gaps between rock layers were great places to easily anchor trees or other landscape elements.

Satisfied with the overall arrangement of the rocks, I transferred the stones from the templates to the module walls. Starting at the top of the center panel, I used a putty knife to apply a generous layer of tile mastic, mashed the stones into the adhesive, and seated them. I secured them in place with wide blue painter's tape and moved down the face, applying each additional layer of stone so that it overlapped the bottom of the previous course.

This method of layering left some gaps between the stones, which were convenient places to insert small trees or shrubs. Because the rock faces would likely have limited soil for roots to take nourishment, I chose scrawny pine trees.

Where the gaps were too wide, possibly revealing some dried white mastic, I stuffed a little ground foam into the space and secured it with white glue. Some of the gaps also seemed like natural spots for pools of water to collect [6].



TECHNIQUE TWO – STACKED STONE

I attribute the idea for the logging railroad and trestle at the top of the Great Gorge to my dad, who worked as a surveyor for narrow gauge logging railroads in Oregon during the 1930s. He told me that everything was built as inexpensively as possible, using locally available materials.

Construction was built to last only long enough to clear and move the usable timber. When one tract was logged-out, they would rip up the track and move the line to the next. I wanted to achieve this temporary look for the trestle over the basin above the gorge.

The log trestle's two rubble wall abutments are one of the eye-catchers in the upper basin. I built both on my worktable, again using Masonite backboards.

I cut trapezoid shapes about 5" high, 5" wide at the base, and 4" wide at the top. I hot-glued the two pieces upright to scrap pieces of cardboard to contain excess glue.

I started the work with a single ¼"-thick flat stone that was about 6" long and 1-1/2" wide to form the foundation for each abutment. I glued it to the backboard with a generous bead of wood glue. To ensure I could move quickly when layering rock above the base, I sorted stones that were 1/8" thick, less than an inch deep, and with varying widths of less than 1-1/2" into a separate bin.

When the foundation stone had set up, I applied a thin bead of wood glue to the back of the foundation stone and Masonite wall and added a course of stones. I repeated the process for about a dozen courses before pausing to let the project set up. After several nights, the wall was complete.

I noticed some unsightly gaps in the stonework. I filled these with smaller stones, some of them only 1/16" thick. I attached them with white glue.



7. One of the completed abutments. I partially submerged the flat base stones in water beneath the trestle. On the lower right, water courses over small rubble into the basin. That water is clear nail polish.



In the finished product, some of those smaller stones looked like rocks the pounding vibrations of steam locomotives might have fractured. When I was totally satisfied with the details, I cut the scrap cardboard bases away from the trapezoidal backboards and affixed the abutments in place on the module with wood glue. I partially submerged the base stones in Woodland Scenics EZ water to camouflage their thickness [7].



TECHNIQUE THREE – LOOSE STONE

I wanted to use some of the same rock that dominates the background as a visual element in the foreground, so I went for a random stone look. I used horizontal slabs of stone about a scale foot thick to put an edge on much smaller scenes, crafting them to look like fill, a mashup of random sizes. The

8. The stones in the top center form a drainage culvert under the tracks, constructed from random local fill. I crafted the cribbing on the right side of the scene with stained wooden match sticks glued to a matte board backing and filled with Woodland Scenics fine gray ballast.



foundations were often rigid foam I had cut with a hot knife into the general contour of the space before applying the surface stone.

For the rubble walls, I used wood glue and layered the stones a course at a time. Unlike the rubble abutments, I glued these stones in place on the module. Constructing something like a drainage culvert can be a quick and easy one-night project that adds more natural detail than a precast plaster piece [8].

BECOME A STONE MASON ... APPRENTICESHIP IS NOT REQUIRED

Even with the real rock, multiple containers of adhesive, and over 100 trees with metal armatures, the module only weighs just over 60 pounds. You can imitate the look of Mother Nature easily when you use what she gives up for free, and model large rock spaces that look much more natural than plaster castings. ✓

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KEN FERGUSON



Ken started model railroading in 1956 at age five with a Gilbert HO train set, a Christmas present from his dad. He still has all the rolling stock from that original set, and the 0-6-0 engine still runs.

The first layout the family constructed was a copy of one from a layout pattern book. It met its demise when Ken went off to college and his parents moved to a home that couldn't accommodate a train layout.

Ken worked as a television producer/director in Roanoke, VA, then moved up to Pittsburgh, PA, and finally to Virginia Beach, VA. The family settled down and bought five acres of land in North Carolina to build a home to accommodate his dream layout, which took longer to complete than expected.

As empty-nesters, Ken and wife Susan have decided to downsize and move to a more modest location. The modular layout was easily dismantled and is currently residing in a climate-controlled storage unit near Charlotte, NC, waiting for his son to retire from the Army. His son and his grandson will have a good starting point to complete the layout as designed over 20 years ago.

Ken's new goal is to model scenes with finer details in smaller spaces and improve his skills as a model maker. Plans are already being drafted for a bookshelf-sized layout. ■



Finger-flicking

turnouts



**Breakthrough
new point
control with
magnets!**

MRH Running Extra | May 2022

**JOE FUGATE SHOWS TWO WAYS
TO MAKE FINGER FLICKING
TURNOUT POINTS ...**

**AS I HAVE EMBARKED ON BUILDING MY SISKIYOU
LINE 2**, I have revisited a number of my previous layout
assumptions. This has included, among other things, how I
control throwing my turnout points.

My prototype uses all manual switch machines, so on Siskiyou
Line 1, I went with door bolts on the fascia to manually throw
the points on my turnouts [1].

When I visited one of Mike Confalone's operating sessions, I
noted he uses finger-flicking points on his layout. Operators



FINGER-FLICKING TURNOUTS | 2



1. On Siskiyou Line 1, I used door bolts on the fascia as manual
controls to throw my turnout points.

just use an uncoupling skewer to throw the turnouts [2].
Nothing to hunt for on the fascia and no fiddling with
accessory decoder IDs on their DCC throttle. Super simple –
just throw the points directly on the turnout right in front of
you and you're *done!*

CENTER-OVER SPRING FINGER-FLICKING POINTS

Several commercial turnout manufacturers now make
turnouts with finger-flicking points built in: PECO [3], Micro
Engineering, and now Walthers. These turnouts all use a
center-over spring to hold the points against the nearby stock
rail as you flick the points one direction or the other.

You can make your own center-over spring – it's not hard to do
once you understand the principle.



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FINGER-FLICKING TURNOUTS | 3



2. Mike Rose uses an uncoupling skewer to throw the finger-flicking points in front of his loco set on Mike Confalone's Allagash layout.
Mike Confalone photo



3. PECO turnouts feature a built-in center-over spring, providing finger-flicking points right out of the box.

FINGER-FLICKING TURNOUTS | 4

Center-over spring principle: The idea with a center-over spring is you add a v-spring to the center of the throwbar and anchor it in the center of an adjacent tie.

By going over the center of the throw, the spring pushes the points against the nearest stock rail. Flip the points the other direction and the spring goes over center to push the points against the other stock rail.

The action is surprisingly simple and effective. You adjust the pressure of the points against the stock rails by widening the legs of the v-spring to increase tension.

Making a center-over spring [4]: Refer to diagram [4] and follow along with the steps here.

1. Center the points between the two stock rails using styrene or basswood shims.
2. Find the center of the throwbar and the center of an adjacent tie, then drill a hole in each ever-so-slightly larger than the size of your selected v-spring wire. I prefer to use 0.020" music wire for the spring, so using a #74 drill gives a hole a couple thousandths larger. The larger hole makes it easier to insert the spring in the next step.
3. Bend a v-spring out of spring wire to the shape shown in [5] with each segment about 1/8" long. I make the downward legs longer, at least 1/4" long, then insert the legs into the holes. If the spring action is sluggish, remove the spring and widen the legs of the v-spring to increase the spring tension force when flicking the points.

That's all there is to it. After a few practice tries, you'll get the hang of it and be adding center-over springs to your turnouts like a champ.



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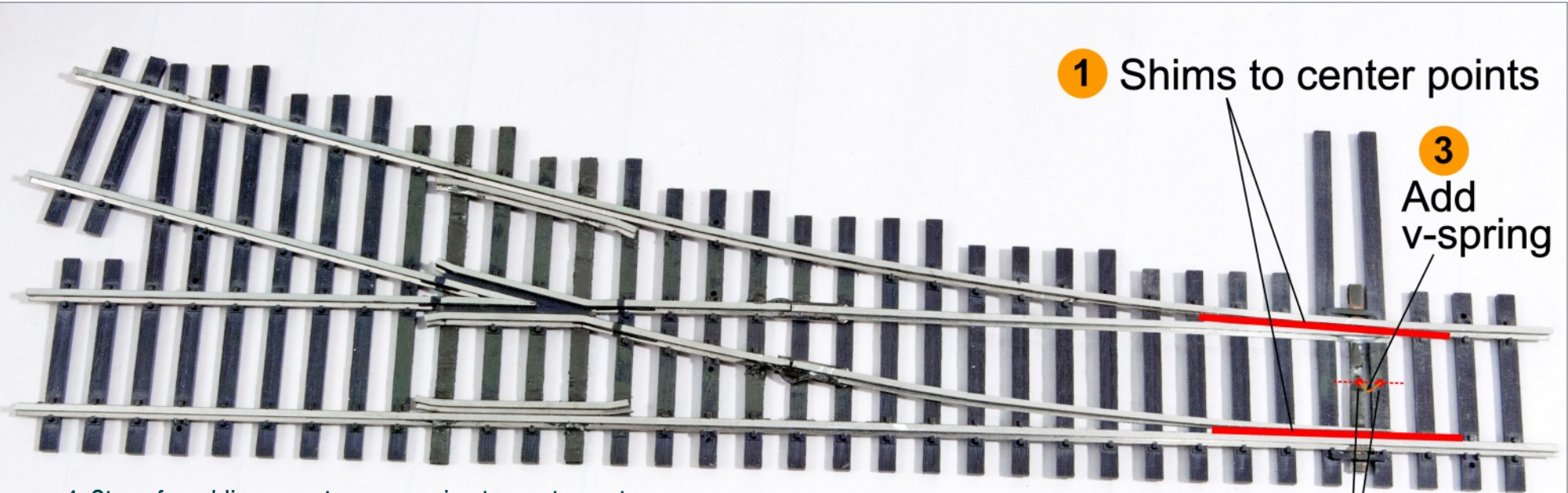
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1 Shims to center points

3 Add v-spring

2 Holes in center of throwbar and adjacent tie

4. Steps for adding a center-over spring to any turnout with a robust throwbar, in this case a PC tie throwbar.

5. Bend a v-spring to the shape shown here.



One other note: I prefer to keep the downward legs of my center-over springs over ¼" long so they don't easily pop out of the turnout later. To accommodate these long v-spring legs, I drill a half-inch hole underneath the center of the throwbar area of my turnout. You can see this hole under the throwbar in my Siskiyou Line 2 module turnout shown in the lead photo.

HIDDEN CENTER-OVER ACTION USING MAGNETS

The center-over spring works effectively, but it does mean there's a small but unsightly v-spring on the turnout. The commercial turnout makers who add v-springs to their turnouts make them hidden, which is nice.

Do-It-Yourself center-over-springs are difficult to hide, however. Plus if a center-over spring in a commercial turnout ever fails, replacing the turnout may be your only option.

FINGER-FLICKING TURNOUTS | 7

What if we could eliminate the v-spring entirely, but still take advantage of the center-over principle for the action?

A discussion on the MRH Forum brought up the idea of using magnets to lock the points into position. The basic idea so far has been to put magnets on the ends of the throwbar and then put small steel brads into the roadbed.

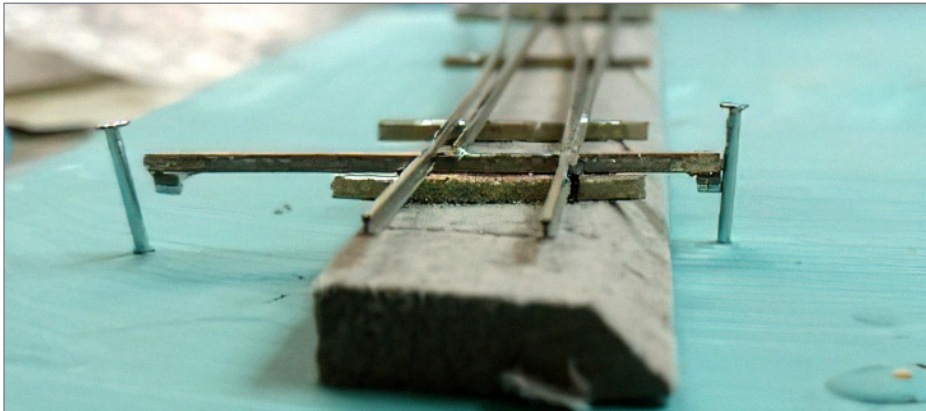
The magnets naturally get attracted to each steel brad as the corresponding throwbar magnet get close to the brad [6].

For more on this discussion, see this MRH Forum thread:

forum.mrhmag.com/post/enhancing-ho-scale-turnouts-with-magnetic-point-locking-12208320

In this thread further down, Ken Rice wondered if the natural ability of magnets to oppose each other could be used to push the points up against the corresponding stock rail, similar to how the center-over spring works.

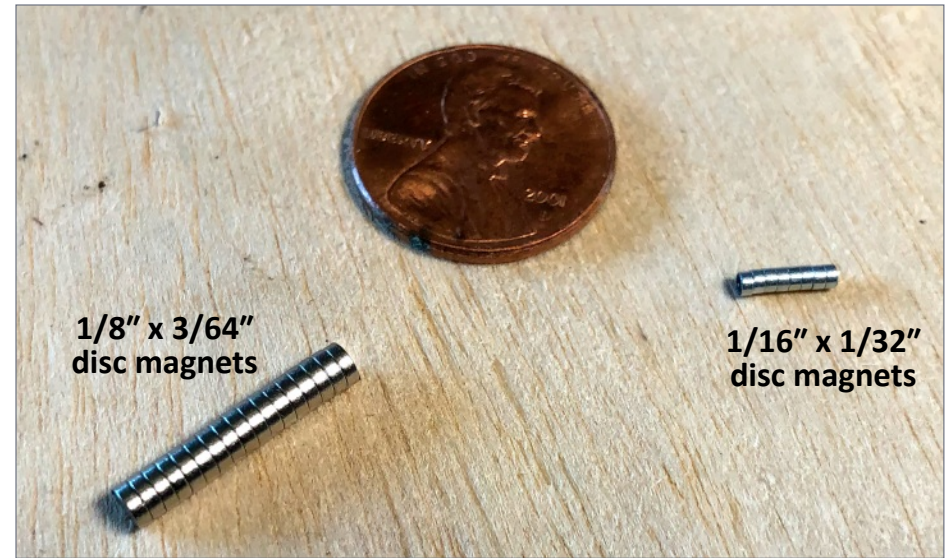
I was intrigued by the idea of using opposing magnets for this, so I decided to give it a try. After a few experiments, I achieved



6. One thread on the MRH forum shows using magnets on the ends of the throwbar and some steel brads to lock the points in position.

David Keith photo

FINGER-FLICKING TURNOUTS | 8



7. Two different sized disc magnets I tried for making a center-over throwbar powered by the magnets' same pole opposing force.

success. The idea actually works quite well – bravo Ken Rice! Read on for the details.

Test #1 - 1/16" x 1/32" rare earth disc magnets [7, right]:

At first, I tried very tiny 1/16" disc magnets. I put one into the center underside of the throwbar, and put two of them down into a 1/16" hole in the center of the roadbed. I made sure they were set with the same poles facing so they pushed against each other.

Unfortunately, these tiny magnets just didn't have a strong enough pushing force to strongly snap the points up against the stock rail each direction.

Test #2 - 1/8" x 3/64" rare earth disc magnets [7, left]:

Since the smaller magnets didn't work, I tried larger magnets instead. Bingo! The larger magnets have a lot more opposing force and they worked quite well.



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click to play video

8. This video shows the center-over action using the 1/8" disc magnets' with same pole opposing force, locking the points in position.

INSTALLING THE 1/8" MAGNETS FOR CENTER-OVER ACTION

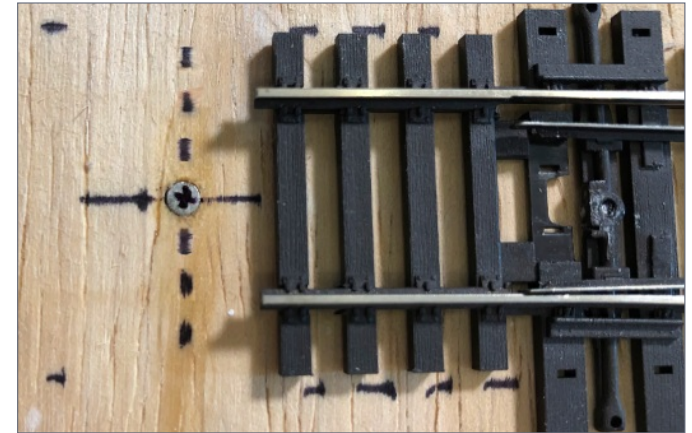
While the magnets are on the roll, I marked the end with an X on each to indicate which pole I'm dealing with. Then all I need to do get an opposing force when I install the magnets is to put the X marked ends *facing* each other.

I first drilled a 1/8" hole to 1/4" deep into the the center of the roadbed after marking where the tie ends and throwbar would be. I also located the hole dead center of the turnout throwbar.

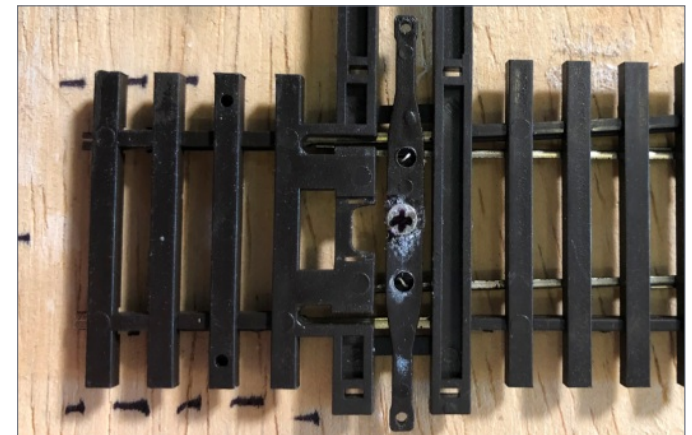
Then I stacked two disc magnets on top of each other and superglued them down into the roadbed hole [9] with the X marked ends facing up. I reasoned two magnets ought to generate more opposing force than just a single magnet.

Next, I drilled a 1/8" hole partway through the throwbar and superglued a single disc magnet into the shallow hole with the

9. I drilled a 1/8" hole 1/4" deep into the roadbed and superglued two disc magnets into the hole. I marked the end poles with an X to make sure the same pole faces up toward the throwbar [10].



10. I drilled a 1/8" hole part way through the throwbar and superglued a single disc magnet into the hole, with the X pole facing down to make sure and get an opposing force action.



X marked end facing *down* [10]. Finally, I glued the turnout down, placing the throwbar with the magnet directly over the magnet in the roadbed.

You can see the final result in the video [8]. It works like a charm! I like this method so well that I'm planning to make all my Siskiyou Line 2 turnouts use these disc magnets to create the hidden center-over action.

Thank you, Ken Rice. Your magnet opposing force center-over idea works quite well indeed. ☑



THE AH-HAH MOMENT

column



MRH Running Extra | May 2022

JOE FUGATE ON USING MAGNETIC TIES TO
MAKE AN "INVISIBLE" UNCOUPLING RAMP ...

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ONE PROBLEM WITH USING MAGNETIC COUPLERS IS THE UNSIGHTLY UNCOUPLING RAMPS. Yes, Kadee sells under-the-track uncoupling ramps, but you need to dig a deep hole down into the roadbed and they can be a bit of a pain to install.

What if we could find magnets that are polarized along their length the same size as ties, and just replace a few ties under the rails to get an essentially hidden but in plain view magnetic uncoupling ramp?

Turns out, such magnets do indeed exist. *Ah-hah!*

After doing some looking around online, I finally found these 1/8" x 1/8" x 1" magnets [1]. You want magnets polarized along their length (one end N, the other end S), because magnets polarized through their thickness (N on top, S on the bottom) will not work.

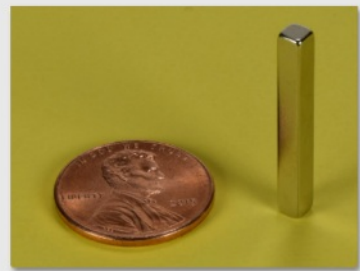
However, these are not cheap. The six magnet uncoupling ramp shown [2] costs six dollars plus shipping. You can make a shorter ramp of just five, four, or even three ties, and save some money.

But the shorter the ramp, the more precise you will need to be when stopping over the ramp to uncouple. The nice thing about an odd number of ties – you can paint the middle tie a different color and know that's the middle of the uncoupling ramp.

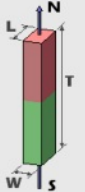
Once you've installed these ties, then what? You can easily blacken them with a sharpie, and then weather the ties using Pan Pastels to give them a more grungy tie look. Then just ballast your track as usual, hiding these ties and making the ramp practically invisible.

THE AH-HAH MOMENT | 2

1. After doing some shopping around, I found these 1/8" x 1/8" one inch long magnets, polarized along their length. Perfect for making an invisible magnetic uncoupler ramp using these "ties". Just darken them using a Sharpie, weather them with some Pan Pastels, and you're all set.



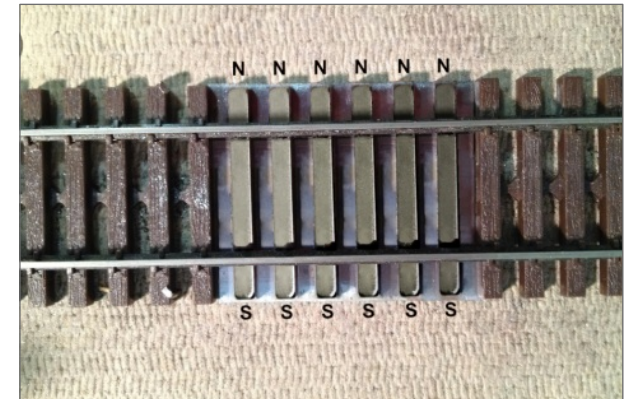
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1.23 lb



B22X0
1/8" x 1/8" x 1" thick
Nickel Plated
Magnetized thru Thickness

Price: \$0.99

2. Replacing some ties with these magnets as shown here creates a nice visible but hidden uncoupling ramp. You may need to route out the roadbed slightly to accommodate the 1/8" magnet depth.



Another option is to get 1/8" x 1/8" x 1/2" long ties and just glue them between the rails to make a ramp. Then add some strip-wood on each end to make full length ties. The half inch long magnets are a bit cheaper at 80 cents each. ☑

To get a shopping list for this article, visit the MRH website at this link: mrhmag.com/magazine/running-extra/2022-05/ah-hah-moment-shopping



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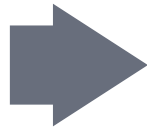
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Here are all the pages from
the May issue of
*Model Railroad
Hobbyist* magazine
as well!



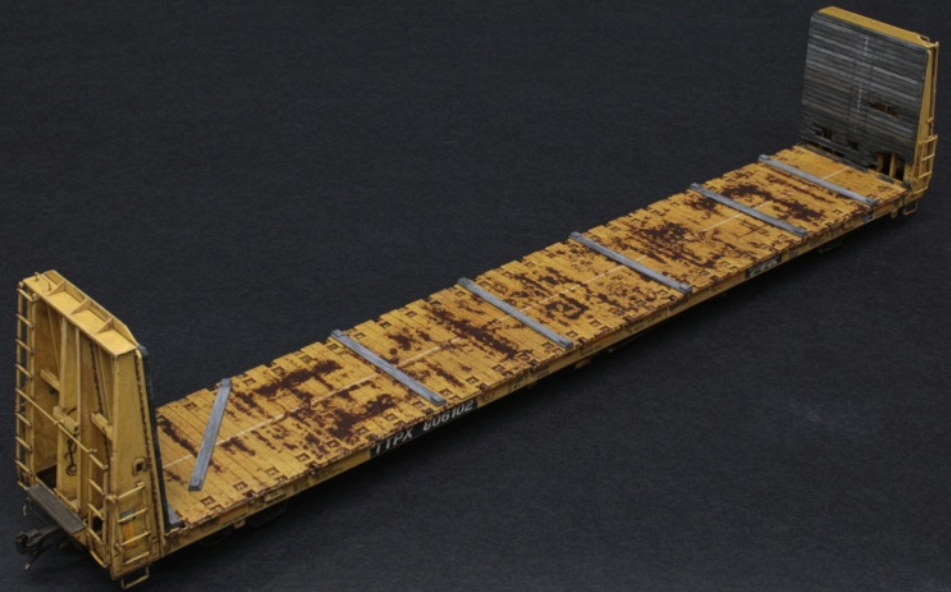
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Nick Campbell ...

Weathering a bulkhead flat

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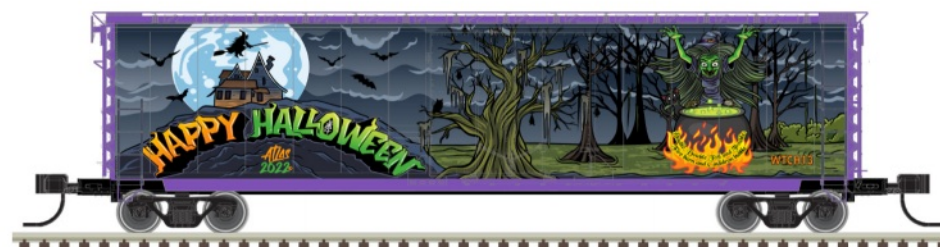


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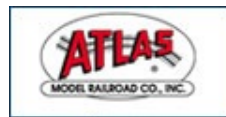
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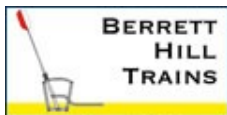
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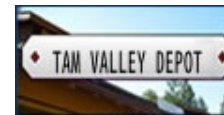
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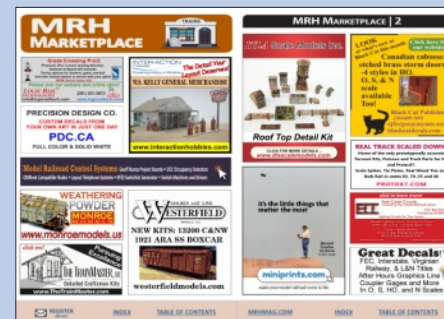


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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | May 2022

JOE FUGATE: MRH IS RELOCATING TO
TULSA, OKLAHOMA ...



BACK IN 2015, WE HAD A FAMILY MEETING TO DISCUSS OUR FUTURE PLANS. We talked with our kids about our approaching retirement years and what we wanted to do as a family.

We agreed that we wanted to all get some rural property and all live next to each other. At the time my mom and dad (the kids' grand parents) lived a block away from us and were in their final years. Until they passed, we put these plans on hold.

At this point, I realized my Siskiyou Line layout in the basement was dumpster fodder. You can't sell a house with a model railroad in it, so that needed to go.

Since I had been promoting the TOMA (The "One Module" Approach) idea for doing a home layout, here was my chance to prove out TOMA myself, since this would allow any new layout I might build to literally move with us.

So in 2017, I had the last op session on the Siskiyou Line 1 and the dismantling began. Dismantling went in spurts: I first dismantled staging and the Dillard lumber mill area, freeing up my shop area for TOMA work. That was about 20% of the layout gone, with 80% still remaining.

Fast forward to the summer of 2018. My son and grandson came over and we spent a couple days dismantling Cottage



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PUBLISHER'S MUSINGS | 2

Grove, Rice Hill, Oakland, and Sutherlin. This freed up some floor space at one end of the layout room to use as a makeshift TMTV studio.

At this point, some 40% of the layout was now dismantled, but another 60% of the layout remained.

The next shoe drops

My dad passed in 2018 and my mom passed in February 2021. During those years, I experimented with TOMA module sections for Siskiyou Line 2 and took those sample TOMA sections to several train shows.

As we all know, things went totally sideways in March 2020. Until everyone got used to the new normal, MRH sales tanked 75% as people stopped their hobby spending.

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PUBLISHER'S MUSINGS | 3

MRH went through layoffs and belt tightening measures that ultimately made MRH into a much more solid, profitable business. But as things improved and we moved to bring people back, some had moved on and we had to hire and train new people. I not only had to do my job, but I had to train folks learning the job.

So for a good two years, keeping MRH running and doing serious belt tightening took my attention, and I had no time to devote to Siskiyou Line 2 or to finishing the dismantling of Siskiyou Line 1.

Once mom passed in February 2021, we had another family meeting and I pointed out we were now free to execute on our plans. To what location did we want to relocate?

Things finally solidify

For many months, we kicked around several ideas of new places we could relocate to as a family.

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PUBLISHER'S MUSINGS | 4

Finally, in March of this year, our son called us up and announced: Mom and Dad, I've picked the location: Tulsa, Oklahoma.

Tulsa made a lot of sense for several reasons. First, we have family in Oklahoma and both my wife's parents are buried in Oklahoma. Second, I have been thinking of relocating to the geographic center of the country because that would make things easier for us when traveling to train shows.

And as if that's not enough, housing is roughly 50% less expensive in Tulsa and the cost of living is 38% less than in Portland, Oregon.

So Tulsa it is. It turns out Tulsa is just 200 miles from the geographic center of the lower 48 in Kansas [1].



1. Tulsa is just over 200 miles from the geographic center of the lower 48 states in Kansas.

PRESS RELEASE



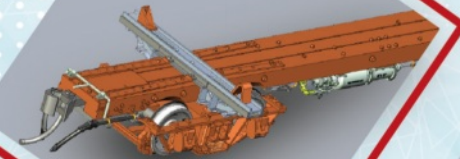
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We will announce further details as the project progresses.

PUBLISHER'S MUSINGS | 5

Timing of the Tulsa move

So when exactly is this move to Tulsa going to happen?

As of this writing, our son has sold his house and they expect to arrive in Tulsa by late May.

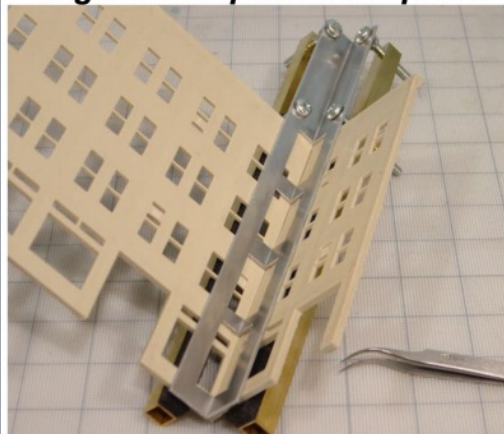
We are buying a piece of wooded rural hill property in Skiatook, a suburb of Tulsa. Ironically, this land has an old abandoned railroad roadbed on it once used by the Midland Valley Railroad.

Our house back in the Portland area has several offers on it already, so we will be moving to Tulsa in early June.

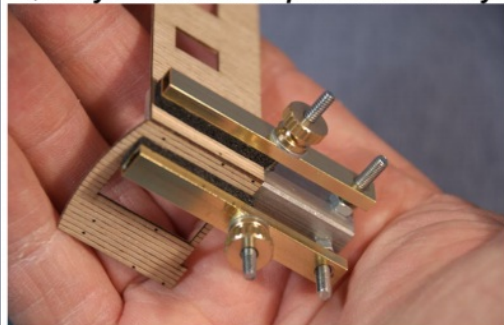
We are putting a house and a prefab steel garage/shop on the new property. We're looking at an 1800 sq ft space, of which about 900 will be dedicated to Siskiyou Line 2, as well as space for the MRH office and a Train-Masters TV studio.

It's going to be several months before our new property is ready, so we're moving into an apartment for now and all our stuff is going into a storage unit in Skiatook.

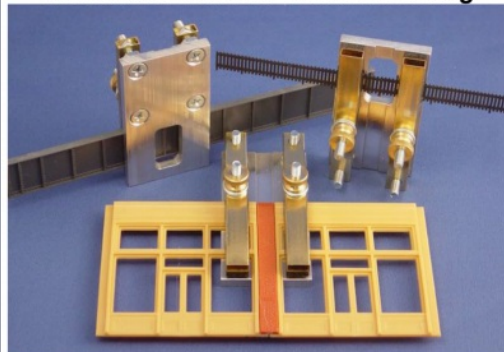
We will operate MRH out of the apartment for a few months.

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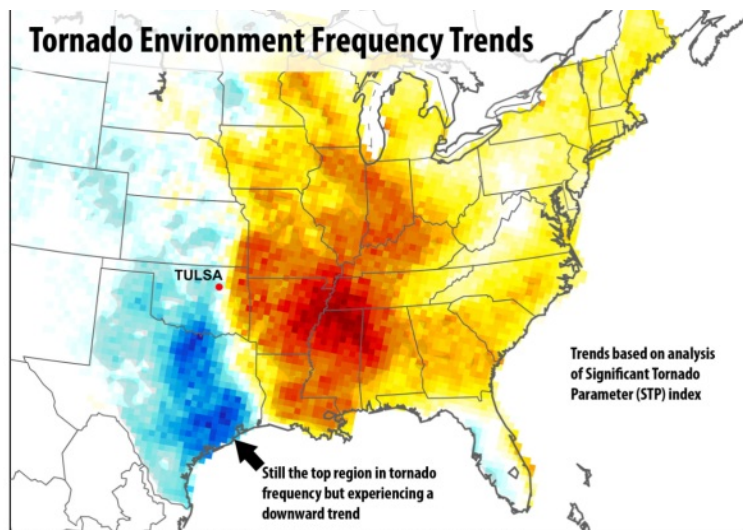
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2. Tulsa is in a region that's seeing a downward trend in tornadoes for the last several years according to weather trend data.

Moving to tornado alley?

Several who have learned of our move to Tulsa have asked us how we feel about moving to tornado alley?

My first response is every place has its hazards. In the northwest, it's earthquakes, wildfires, and nine months of constant gray drizzle. There's also the people aspects of the environment – in the Portland area, it's increased crime, homelessness, panhandlers, and graffiti everywhere.

In visiting the Tulsa area recently and driving all around for almost a week looking at property, we didn't see a single homeless person, we didn't see any graffiti, and we only saw one panhandler for the entire week.

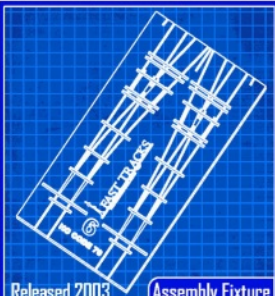
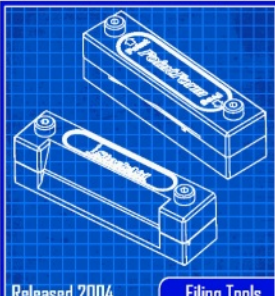
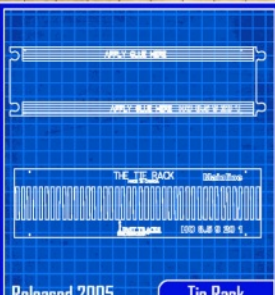
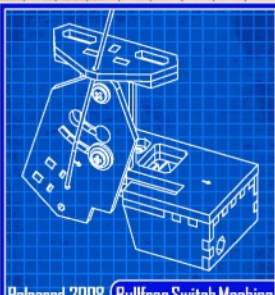
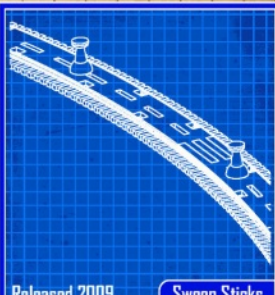
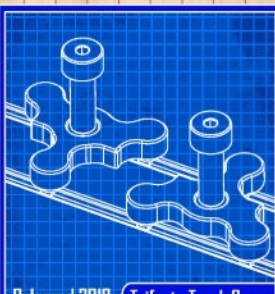
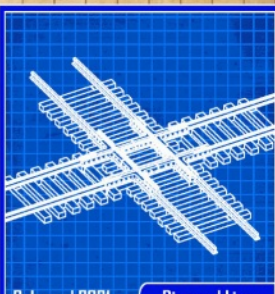
As far as crime, yes, downtown Tulsa isn't great either, but the property we have in Skiatook is in an area with some of the lowest crime in all of Oklahoma. Our current home in the Portland area is in one of the hottest crime areas of the region. Gang and drug violence happens regularly. Not fun.

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Back to the concern about living in Tornado Alley. According to weather statistic trends, the frequency of tornadoes is going down in the Tulsa area. Plus Tulsa is in the foothills of the Ozarks and mountainous areas tend to get fewer tornadoes.

Looking at the NMRA National Convention/Train Show, 2022 is in St. Louis, which is 5 hours from Tulsa. The 2023 Convention/Train Show is in Dallas, which is 4 hours from Tulsa. I'm guessing at least half the train shows will now be within driving distance for us. Nice! ☑

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- 1st** Short-proofing DCC decoders
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Most liked articles in the [April 2022 issue](#) of *Running Extra* ...

- 1st** Getting Real: Detailing Kansas City Union Station
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Model Railroad Hobbyist | May 2022

Compiled by **JOE FUGATE**



Traffic jam at Merrill's Point

MRH forum member **Michael T.** (Michael Tondee) maintains a blog with regular updates about his layout.

Regarding this situation, Michael posted:
"I ... decided to park all my assembled and 'mostly working' cars as well as my running locos at Merrill's Point." Traffic jam indeed!
How is Michael going to get out of this one?



View the full thread on the MRH website

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



1. MRH forum member **TomO** posted photos of his paper mill model. Such modeling examples can be very inspiring if you're looking to model a paper mill.

Paper mills anyone?

MRH forum member **Araner** (Andrew J.) asked for others to post good examples of paper mills to model. Forum member **TomO** responded with photos of his nice paper mill model. Tom says:

"I have the engineering department plans for the the Mosinee Papermill in Mosinee, Wisconsin and combined that with ideas from three other Central Wisconsin Paper Mills. My biggest help was being able to drive by three of the four mills I stole from. The Mosinee Mill I was able to visit many times, but with no pictures allowed. The VP of Operations was a good friend until he came and saw the layout and said, that's not my mill!"

Hah, funny story! Check out the full thread for lots more.

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

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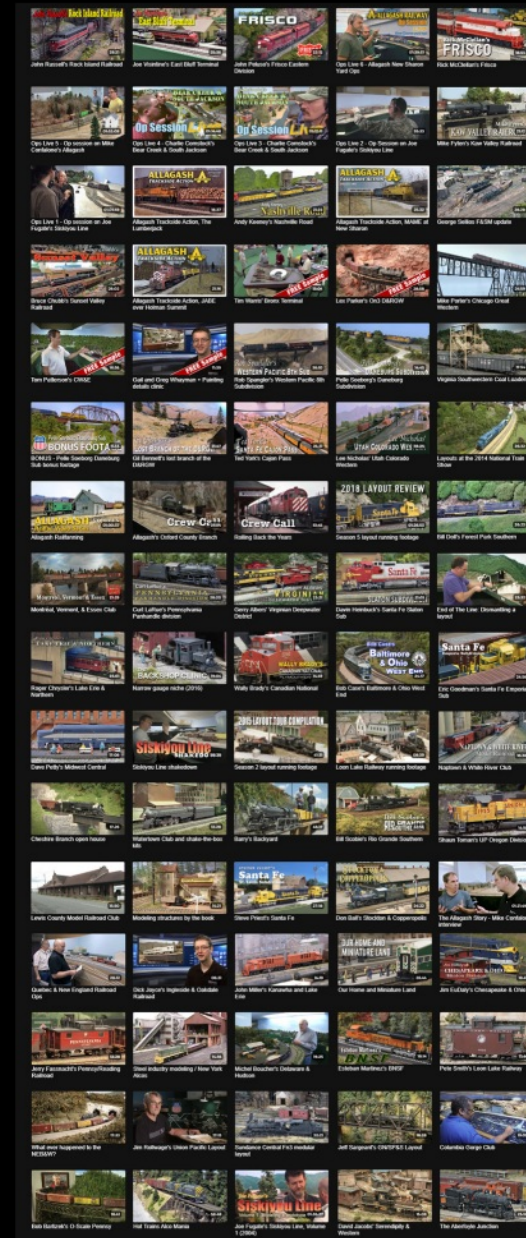
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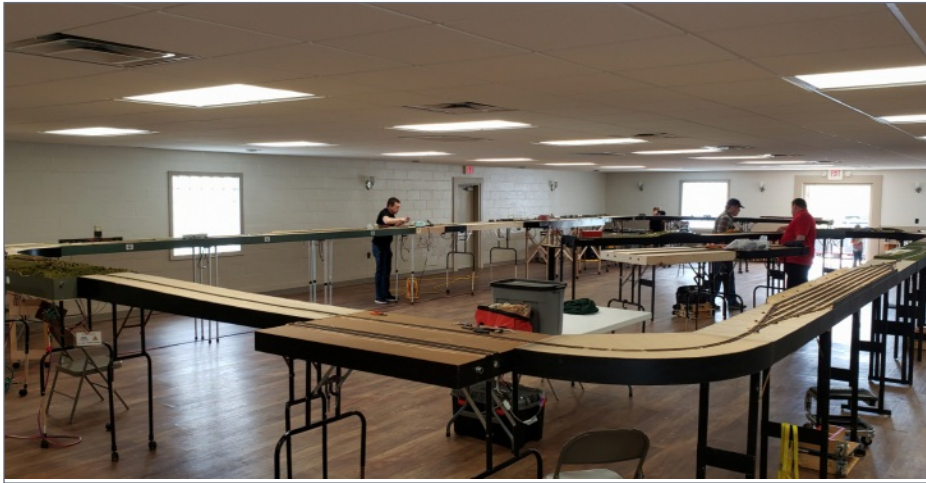
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2. MRH forum member **Free-Mo Tim** has been posting the progress of his Free-Mo group on their layout. Looking nice!

Free-mo fun with Free-mo Tim

MRH forum member **Free-Mo Tim** (Tim M.) has been posting about his Free-Mo group and their progress on their layout. Exciting times, to be sure:

"Yesterday, we got the layout's power properly configured with boosters, PSX circuit breaker boards, and WiFi. The next step: start running trains!"

Tim posted a track plan of the Free-Mo modular layout as it stands and we can see there's "many opportunities to move freight cars around with purpose" as Tim puts it.

Tim also shows step-by-step the process they use to build a module, so do check out this thread for some inspiring and educational insight into Free-Mo modular railroading.

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

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3. *MRH* forum member **NeilEr** liked this set of collets so much that he ordered them after seeing a post by **dperry** about them. One good example of the cross-pollination that occurs on the *MRH* forum!

Inexpensive motor tool collet assortment

MRH forum member **dperry** (David P.) recently posted a link to a handy assortment of motor tool collets of all sizes available for about \$10 from Amazon. David was wondering if anyone knew anything about the set. Member **NeilEr** liked the set and the affordable price so much he ordered a set on the spot!

Once Neil received his collet set, he posted about them:

"I got my cheapo collates today and they aren't bad! Here [on the right] is what they look like in my Dremel flex shaft attachment. Different bits seem to work well and are held steady."

Check out this thread for the details!



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

Weekly photo fun threads

The weekly photo fun threads always get some fun and inspiring photos. This month's threads are no exception ...

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

4 (right). *MRH* forum member **scottympm** (Scott M.) posted several photos of an MLW Alco head end running on his Hillcrest Bay subdivision. We particularly like the oncoming train shot.

5 (below). Scott also posted this side shot of the train rolling past a field with some livestock. We like the subtle weathering, the realistic rockwork, and the wire fence for the cattle. Well executed model scenes like this one are what make the weekly photo fun thread such a delight to look forward to each week on the *MRH* forum.



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WHAT'S NEAT

column



Model Railroad Hobbyist | May 2022

KEN PATTERSON COVERS THIS MONTH:

- WEATHERING A STEAM LOCOMOTIVE
- MODELING FROM ABOVE / BNSF TRAINS
- INTERVIEW WITH BACHMANN'S MATT STERN
- THE GATEWAY N-TRAK CLUB LAYOUT ...



WHAT'S NEAT with Ken Patterson
Weathering a steam locomotive

click to play video

PHOTOS AND VIDEO OF SUPERB MODELS

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THIS MONTH KEN SHOWS HOW HE WEATHERS A STEAM LOCOMOTIVE using a Bachmann HO scale B&O EM-1 to demonstrate and the Modeling from Above segment features drone footage from Dan Scheidell of a BNSF coal train with a KCS DPU over the Latah Jct. bridge and a manifest train with a consist of GP60Ms and Bs. Bachmann's Director of Communications Matt Stern shows some new products, and Ken visits the Gateway N-Trak club, a layout with a lot of animation.



Weathering a steam locomotive



1. Ken starts with a wash of Van Dyke brown oil paint and turpenoid. The strokes should be vertical, as rain washes straight down.



2. He uses a 1" brush for wide coverage of the wash, including on the tender.



3. Ken uses Floquil Engine Black to simulate the soot across the top of the locomotive and to darken the driving wheels and side rods.



4. Using turpentine, Ken draws the Floquil paint down the sides of the locomotive and tender.



5. He then paints a mix of Floquil concrete, brown, and earth colors on the locomotive to simulate traction sand spray. He starts with the second driver and works back to the tender.



6. Ken uses the turpentine to wash down the sand spray.



7. The locomotive and tender gets another spray of the sand mixture to represent fresh sand spray.



8. Ken uses Ivory Black oil paint to simulate valve grease on the valve gear behind the cylinders.



9. Before weathering.



10. After weathering. Used subtle weathering to look like an active service locomotive that's being maintained and *not* on its last legs.

Modeling from above: BNSF at Latah Jct. and the Spokane area



11. A BNSF coal train crosses the bridge at Latah Jct.





12. A KCS DPU is on the back end of the coal train as it takes a left at Latah Jct.



13. An A-B-B-A consist of GP60Ms and Bs leads a turn through the countryside between Spokane and Chewelah, Washington.

Ken interviews Matt Stern of Bachmann Trains



14. Matt shows a test sample of a later production run version of an HO scale PS-2 covered hopper. CSX, MKT, and Southern Pacific paint schemes are shown.

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15. The 50' Express Reefer, based on a New York Central prototype, is shown in Railway Express Agency and Canadian Pacific paint schemes.



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16. Additional passenger cars for the Transcontinental train set are being produced, with a Central Pacific combine and Union Pacific coach allowing the modeler to make up complete trains for the two locomotives in the train set.

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17. Matt mentions that the 40' wood reefer, decorated for Tipo Table Wines, will have some paint adjustments for the production run.



18. The last models Matt showed were two 50' reefers, one for Burlington Refrigeration Express and the other decorated for Conrail.



Layout tour: Gateway N-Trak modules with animation



19. Ken interviews Dale Blust and Jeremy Jantzen, members of the 21-year-old Gateway N-Trak club.



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20. Dale built a module featuring an operating raceway, operated by belts with magnets on them.



21. The layout features a large yard with a locomotive servicing area.



22. An operating vehicle ferry runs back and forth on a module that features a river scene with tugboats and barges.

See the full video for all the steps Ken takes in weathering a steam locomotive, Dan Scheidell's full drone footage, all the new products from Bachmann, and more on the Gateway N-Trak club's layout. The link to the video is at the beginning of this article. ☒

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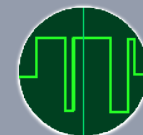
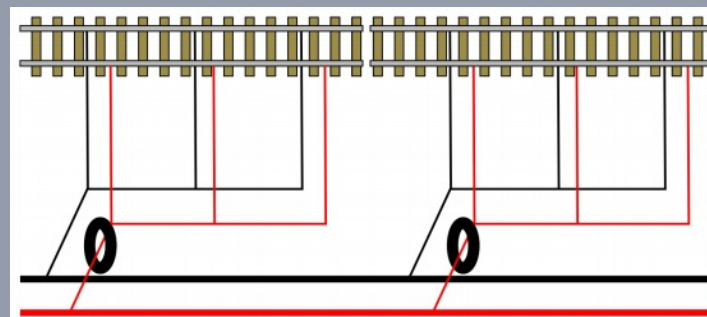
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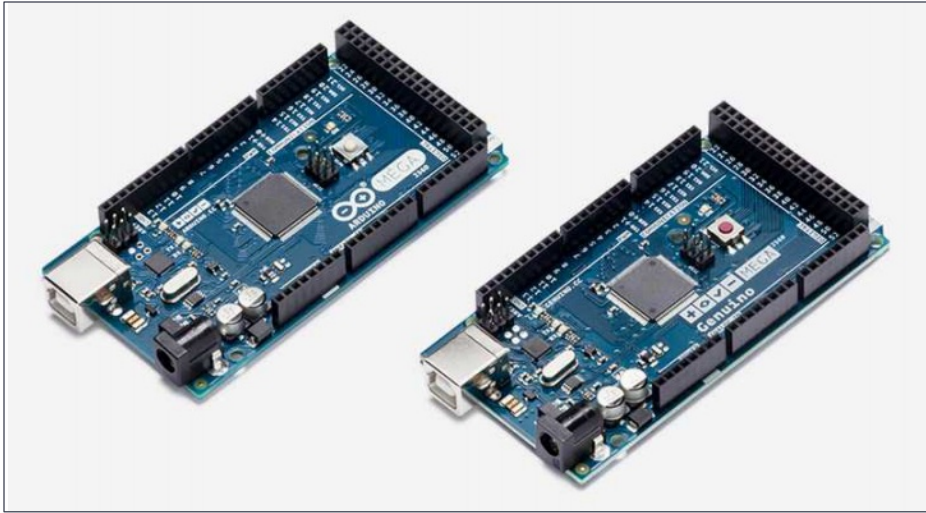
BRIAN KRUPICKA SHOWS HIS **ARDUINO-COORDINATED** BLOCK DETECTION SYSTEM WITH A TWIST ...

I LIKE PUTTING ON A SHOW FOR VISITORS TO MY layout, running multiple trains on its single mainline as I give guests a walk-around tour of its various scenic and animated details. My attention is not always on operations while I am doing this, so I developed an automated, Arduino-based layout control system to prevent collisions.

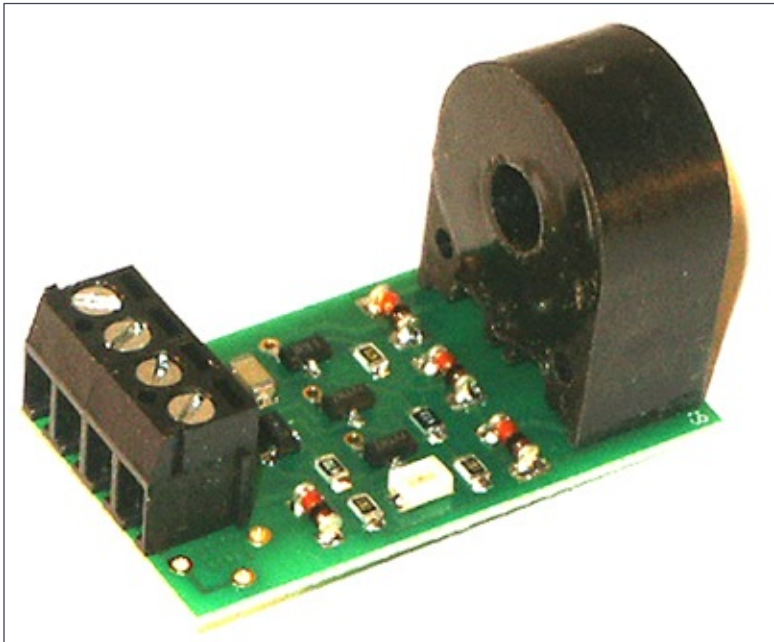
The basis for my system is standard DCC block detection, processed with an Arduino Mega 2560 IDE micro controller board [1]. My layout is divided into 12 blocks, with an NCE BD-20 block occupancy detector board for each, providing input to its own assigned pin on the Arduino [2].

The NCE BD-20 has two outputs available for output connection. For the Arduino, pin 3 is best, since it provides a grounded output.

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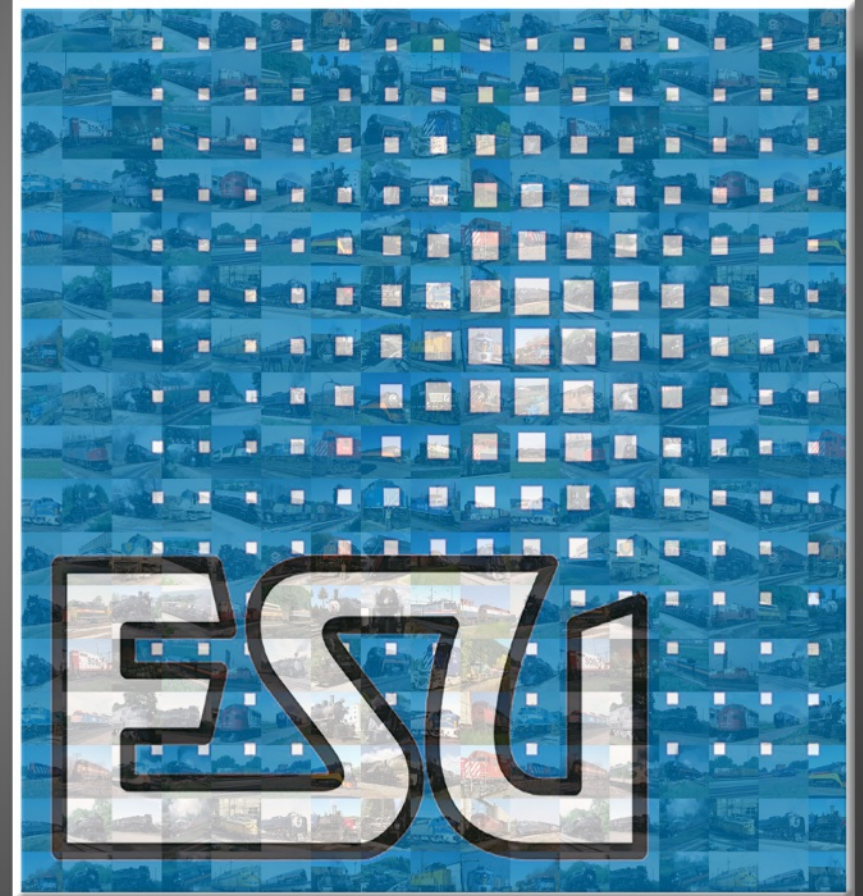


1. Arduino Mega 2560 IDE boards. *Arduino photo*



2. NCE BD-20 board. *NCE photo*

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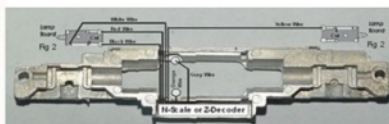


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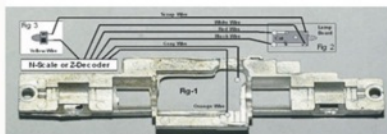
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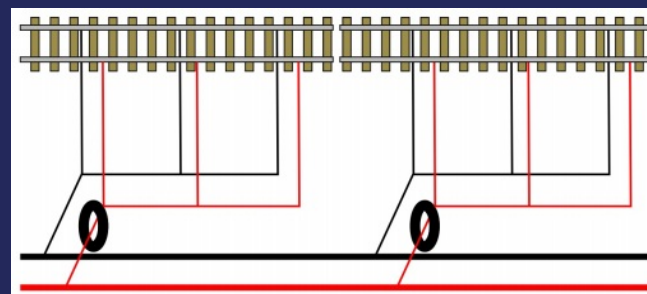
J. Regier

SETTING UP BLOCK DETECTION

Determine where you want your layout's blocks to be, and how long – at least the length of a typical train. Cut gaps into the rails at either end of each block, and make sure you have each block wired to its own track power feeder [3].

The BD-20 has a coil to detect DCC track current, and three terminals: 5V input, ground, and output. Install each detection board near the block you want it to detect, passing one track feeder wire for that section through the coil.

When a train enters the block, track current flows through the coil, causing the detector to send an "occupied" signal, in this case to an input terminal on the Arduino or other logic system.



3. Wiring for two DCC blocks with block detection. The black circles represent the BD-20's core. James Regier, illustration

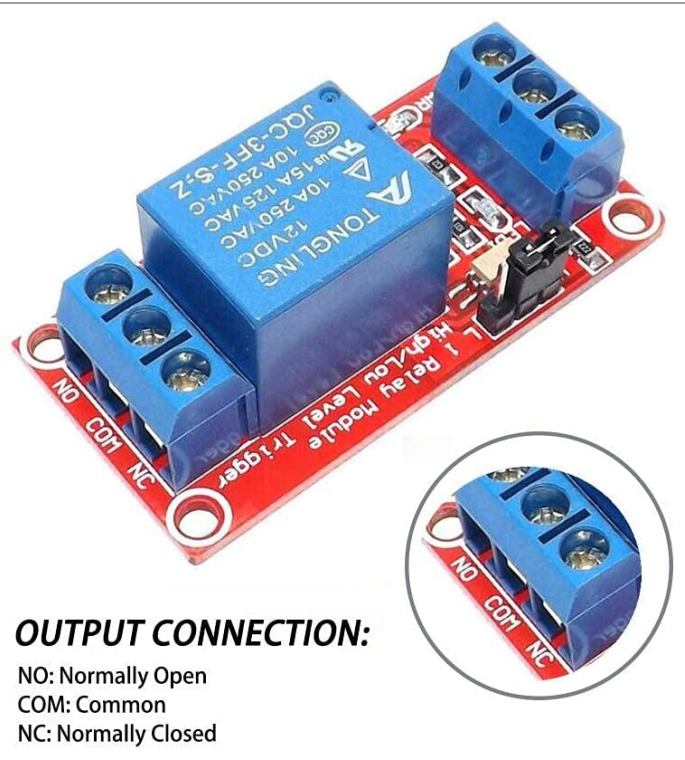
Track power for each block passes through the normally closed contacts of a Youngneer 5-volt relay [3] controlled by the Arduino. The block is powered until the Arduino energizes the relay, opening the contacts and interrupting track power.

To enable the Youngneer relay to function with Arduino, you need to change the black jumper plug on the module from its high to its low setting [4].

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4. Youngeneer relay. The relays have three terminals: normally open, common, and normally closed. *Amazon image*

As the train enters a block, the detector sends an “occupied” signal to the Arduino, which then switches the relay for the previous block to “off.” Two blocks behind, the Arduino restores the relay to its default “on” position.

As a second train enters the unpowered block immediately behind the first, it stops automatically, eliminating the possibility of collision. It will proceed again only when the Arduino restores power to its block as the first train continues to the next block.

This system provides reliable, crash-free operation on my layout, and because it’s Arduino, it is highly customizable.

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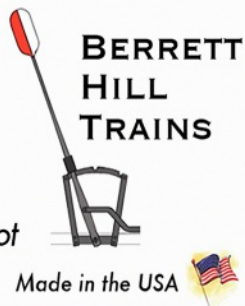


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I designed the system and Arduino sketch to provide automated stop control to 12 blocks on my layout, though with a few modifications to the code, you can easily adapt the number of blocks to fit your needs.

You don't even have to automate your layout controls all the time if you don't want to.



J. Regier

PREPARING ROLLING STOCK

For proper block detection, you need to complete the circuit at either end of your train. Decoder-equipped locomotives and rolling stock, or rolling stock lit with track power all do this by default.

For other rolling stock, you can solder a 1K or greater resistor to bridge the isolation gap of a single wheelset on each car so that the car can carry current. Some people do this for every piece of rolling stock in their collection, though that is not necessary. As long as the locomotive and final car on your train carry current, the detection system will work properly [5].



5. Resistor wheelset conversion on an Intermountain 33" wheelset. *Worthpoint photo*



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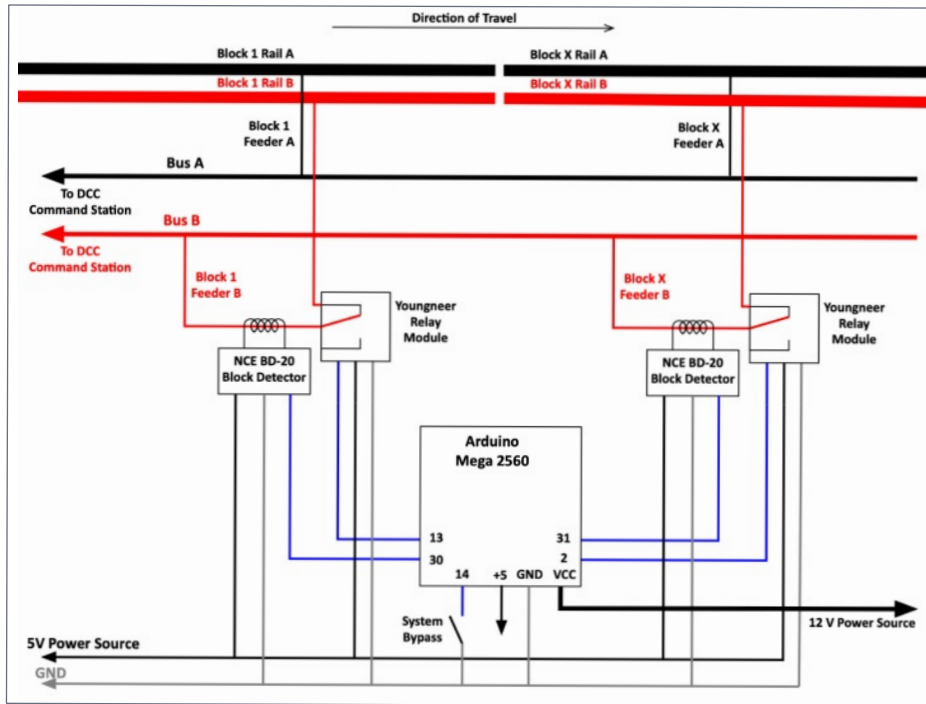
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6. Electrical schematic.

On my layout, the entire Arduino system is controlled by a single power switch. Turning the system off simply reverts it to manual operation. ☒

For Arduino programming code, [click here](#).

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BRIAN KRUPICKA



Brian and his wife live in Yorkville, Illinois and travel the country in an RV. They have several children, nine grandchildren and one great-grandchild.

Brian has provided clinics at NMRA conventions and other gathering. He also belongs to three model railroad clubs. His primary HO interests are in 1970 and 1980 operations. He has over 30 animation and automation features on his layout. ■

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An advertisement for Squeaky's Trains. At the top left is a circular logo containing a yellow and black steam locomotive. To its right is the text 'Squeaky's Trains' in a large, stylized font. Below this, the text 'Handcrafted & Exclusive Models DCC Products, Service, Installations' is displayed. A cartoon character, a boy with brown hair, blue eyes, and a blue cap, wearing a white shirt and blue overalls, stands on the right. A speech bubble from him contains the text 'Let's play with trains!'. Below the speech bubble, the text 'Offering:' is followed by a list of products: 'SoundTraxx, TCS, NixTrainz, Atlas, RailPro, MTO Battery, Kadee, and many more Railroading Supplies!'. At the bottom, the website 'SqueakysTrains.com' is written in a large, bold font.

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THE Model Railroad Hobbyist's
Guide to acrylic painting
... in a post-Floquil world

MRH's Floquil / PolyColor Paint Equivalents Conversion Chart - 1

Floquil	Color (approx.)	MRH Match	CMYK	RGB	Hex
Primer Gray		MRH 4793	YMA F1-020	10-12	
Engine Black		MRH 4838	MS 20002 YMA F1-221	10-01	
Steam House Black		MRH 4793	YMA F1-020	10-12	
City Black		MRH 4793	YMA F1-021	10-49*	
Northwest (Elephant) Black		MRH 4796	MS 20002 YMA F1-024	10-05	
Rooster Gray		MRH 4837	YMA F1-016	10-04	
Rooster White		MRH 4871	MS 20004 YMA F1-001	10-01	
Columbia Red		MRH 4837	MS 20002 YMA F1-001	10-02	
Gibson Red		MRH 4837	MS 20002 YMA F1-001	10-02	

*Indicates a closer but not exact match. MRH 4800/4801 is a purplish blue. MRH 4802/4803 is a bluish green. MRH 4804/4805 is a bluish gray. MRH 4806/4807 is a bluish green. MRH 4808/4809 is a bluish green. MRH 4810/4811 is a bluish green. MRH 4812/4813 is a bluish green. MRH 4814/4815 is a bluish green. MRH 4816/4817 is a bluish green. MRH 4818/4819 is a bluish green. MRH 4820/4821 is a bluish green. MRH 4822/4823 is a bluish green. MRH 4824/4825 is a bluish green. MRH 4826/4827 is a bluish green. MRH 4828/4829 is a bluish green. MRH 4830/4831 is a bluish green. MRH 4832/4833 is a bluish green. MRH 4834/4835 is a bluish green. MRH 4836/4837 is a bluish green. MRH 4838/4839 is a bluish green. MRH 4840/4841 is a bluish green. MRH 4842/4843 is a bluish green. MRH 4844/4845 is a bluish green. MRH 4846/4847 is a bluish green. MRH 4848/4849 is a bluish green. MRH 4850/4851 is a bluish green. MRH 4852/4853 is a bluish green. MRH 4854/4855 is a bluish green. MRH 4856/4857 is a bluish green. 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Weathering a Bulkhead Flat



NICK CAMPBELL TAKES US THROUGH THE
PROCESS OF WEATHERING AN EXACTRAIL
BULKHEAD FLAT ...



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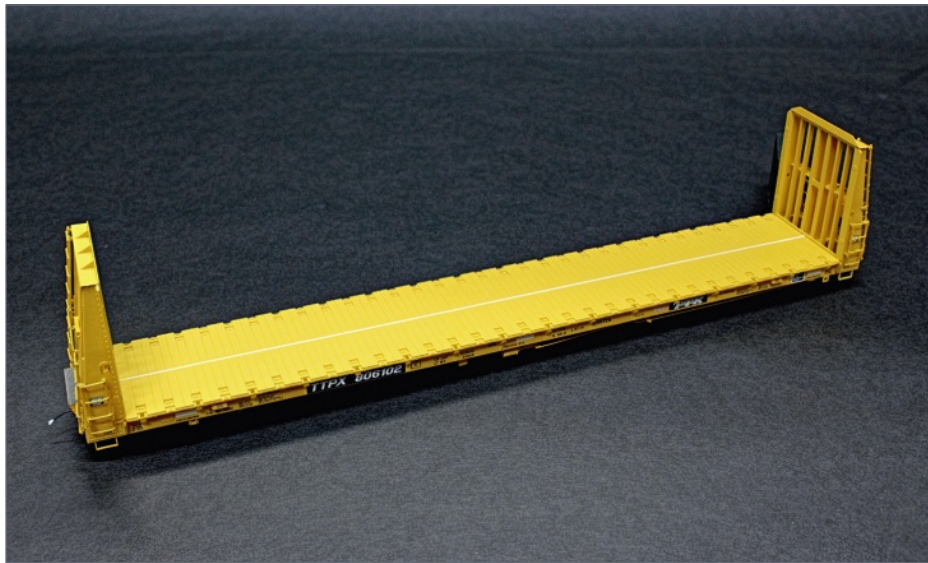
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THIS ARTICLE SHOWS HOW I FADE AND WEATHER A BULKHEAD flatcar, including a scratched-up, weathered deck. I derived my techniques from those I've seen from other artists, many of whom I found on "The Weathering Shop" website. I've used an ExactRail model for this project [1].

My first step is to wash the car with mild dish soap and a soft brush. From this initial wash until the final coat is dry, I handle the model only while wearing latex gloves to avoid leaving fingerprints. When the model has dried thoroughly, I spray it with a coat of Testors Dullcote to give the surface tooth.



1. This model is right out of the box, minus the laser-cut wood end planking.

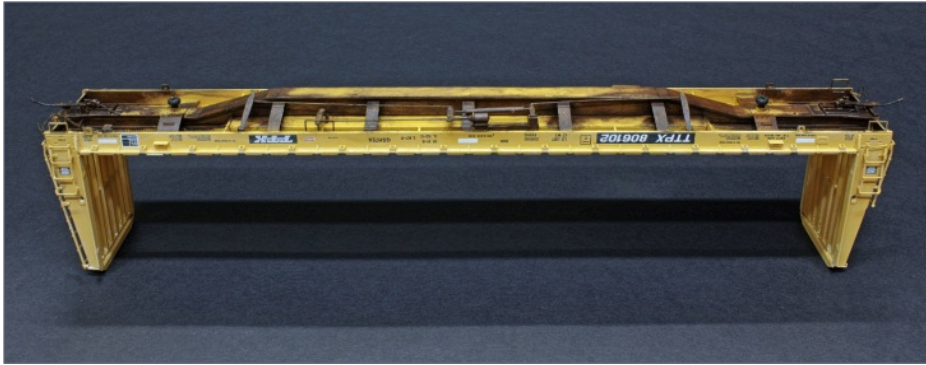


2. The prototype model was lightly faded, so I recreated the effect on the model using white gouache. I applied the gouache with a soft brush that I could work around the car's fine details without damaging them. Oils and acrylics require wiping and stippling that can harm the details.



3. Once the gouache was applied, I rinsed most of it off, leaving a nice, lightly faded effect as it dried.





4. The underside of the car also has many fine details, so I attempted to use burnt umber gouache to create grime. Unfortunately, the method did not produce satisfactory results, so I used a mixture of burnt umber and black oils instead. I broke a few details in the process, but nothing too serious.

WEATHERING THE TRUCKS

I swapped Intermountain semi-scale wheelsets for the original ExactRail ones, which were too wide. I masked the axle pins with microscale liquid mask, then proceeded to weather the wheels by first sanding and priming them, then applying a series of washes, and sealing the work with Testors Dullcote.



5. The completed wheelsets. For added flair, I removed some of the weathering from the rim of the wheel at right with a file, and applied a burnt sienna wash to simulate a light, fresh rust look, as if the car had recently gone through a hump yard.



6. I masked the pin hubs on the truck frames. Because I wanted to keep the reporting marks on the frames visible, I used Testors Dullcote instead of automotive primer on the frame.



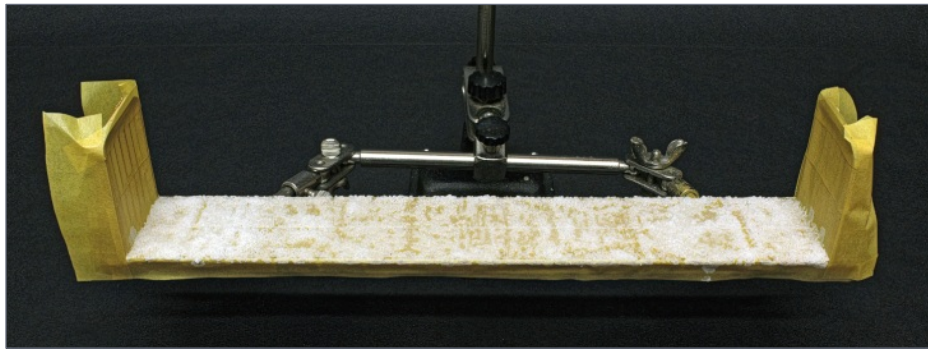
7. I made washes for the truck frames from cheap craft paints thinned with tap water. I sealed the weathering with another layer of Dullcote, and reassembled the trucks.



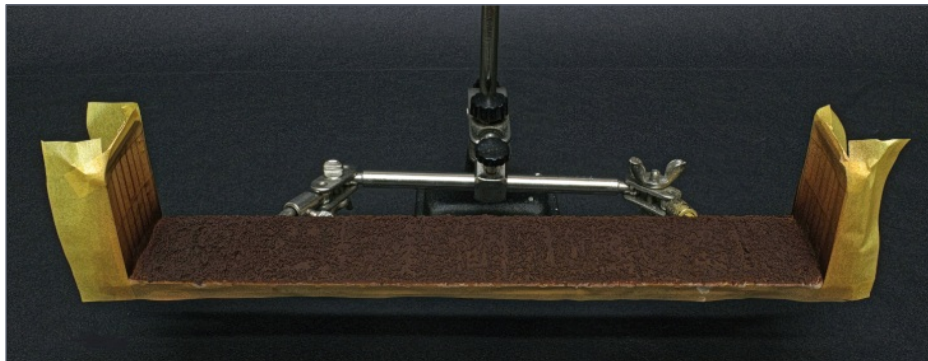
8. I use Sergent couplers on my cars, and I weathered them too, taking special care not to get paint on any moving parts. I began with brushed-on Testors Dullcote, then applied layers of rust and grime.

HITTING THE DECK

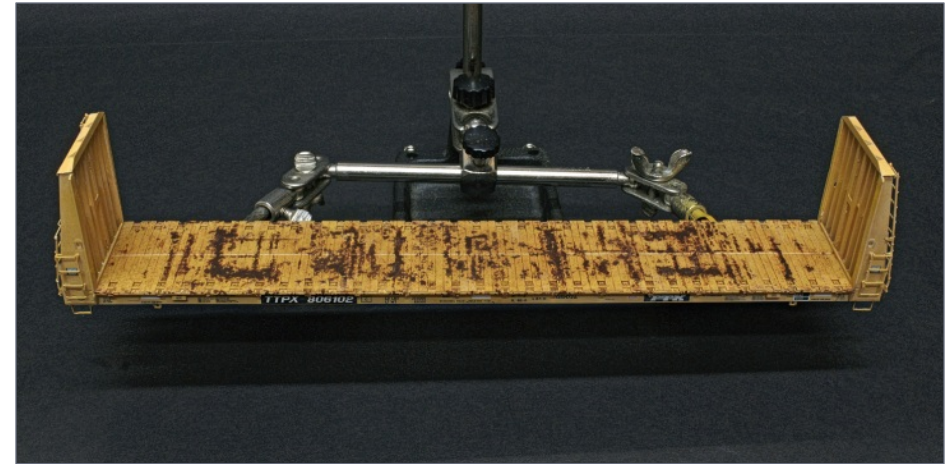
To add chipping, scraping, and rusting effects to the deck, I did a reverse of the “salt technique.” This usually involves stripping the car of paint, adding on salt, and repainting it, with the salt serving as a mask. Stripping the car and trying to find paint to match its original color was more of a challenge than I wanted to take on, so I did a reverse technique, where I applied the salt to the painted car, then sprayed weathering over it.



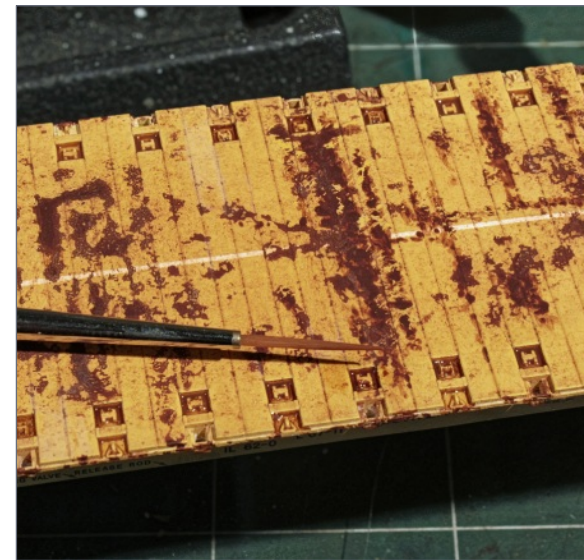
9. I sprayed the car with Testors Dullcote to seal the fade, and masked the car ends. Once the Dullcote had dried, I carefully placed salt on the deck replicating the proto photo I had.



10. I airbrushed a rust color over the salted deck. Here it is wet.



11. After the rust paint dried, I removed the salt to reveal the chipped effect. I used a brush to add more acrylic paint to darken and accent the weathering. Then I scraped away surplus paint with my X-Acto knife, paying particular attention to areas where the weathering looked too rounded.



12. I painted a few light rust streaks coming from the stake pockets. I applied several washes to give the tie-downs depth and the deck a bit of grime.





13. I sprayed a light coat of Testors clear gloss and began pinwashing to give all the cracks and crevices an appropriate layer of grime and dirt. I highlighted each individual bolt head with burnt umber.

REPLACING DAMAGED DETAILS

One issue with weathering a finely detailed car such as this bulkhead flat is that the details are fragile and vulnerable to damage during the weathering process. Such was the case with the stirrups, which seemed to disintegrate if I looked at them too hard. I fabricated replacements with brass strip.



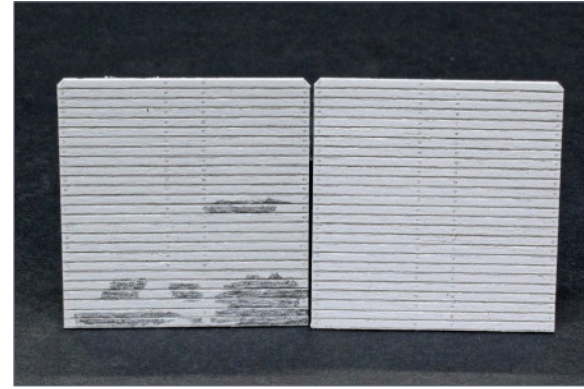
14. I made replacements using 0.010" strip of brass. I cut the strip to length, drilled holes at the ends for 0.010" brass wire, and bent the stirrups to shape.



15. I soldered the 0.010" brass wire so it would make mounting pins to securely fasten the stirrup to the car. I left a wire tip on the underside of the stirrup to simulate fastening bolts.

BEATING UP THE BULKHEADS

The wood ends come from ExactRail with laser-etched detail showing plank separation and bolt detail on the inward-facing side, but no detail on the backs where the planks would attach to the bulkheads. The wood is less visible on that side, but it's not invisible, so I wanted to weather that as well.



16. I began by spraying the wood with a light gray primer to avoid warping later in the weathering process. When the primer dried, I penciled-on the damaged areas based on prototype photos. I also scribed lines to separate the individual planks on the rear of the wood.

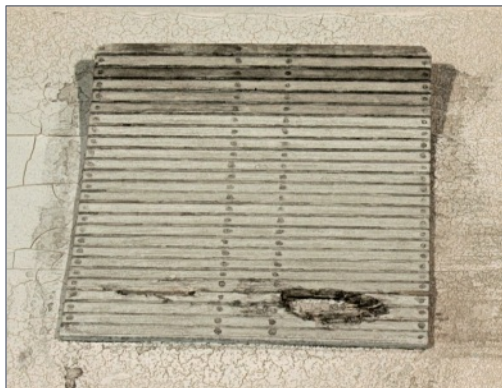




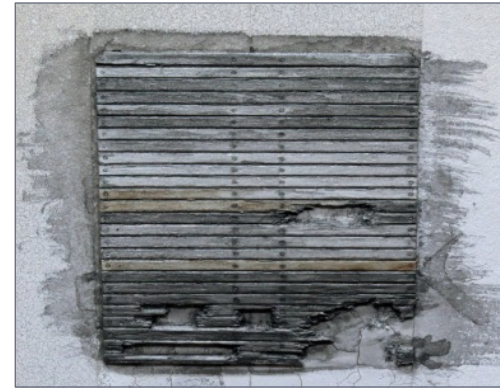
17. Using a fresh X-Acto blade, I cut away the wood based on the pencil drawings. I followed this with another light spray of primer to cover any exposed edges.



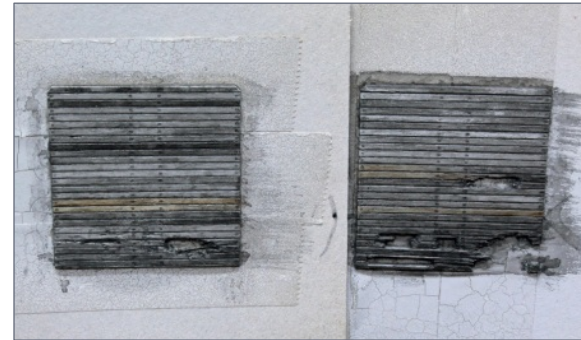
18. I followed up with a very thin black wash to bring the color to the base gray I wanted.



19. I continued with washes to each individual plank, referring constantly to my prototype photos to replicate darkness and spotting.



20. I pinwashed the bolt detail and plank separation lines.



21. After I completed the weathering on the front, I turned the planks over and repeated on the back. When done, I sealed with Dullcote.

FINAL ASSEMBLY

I used Testors Modelmaster liquid cement to glue the wood to the bulkheads, inserted the Sergeant couplers and screwed the trucks back on. After about 36 hours of work, the model was ready for the rails. ☑



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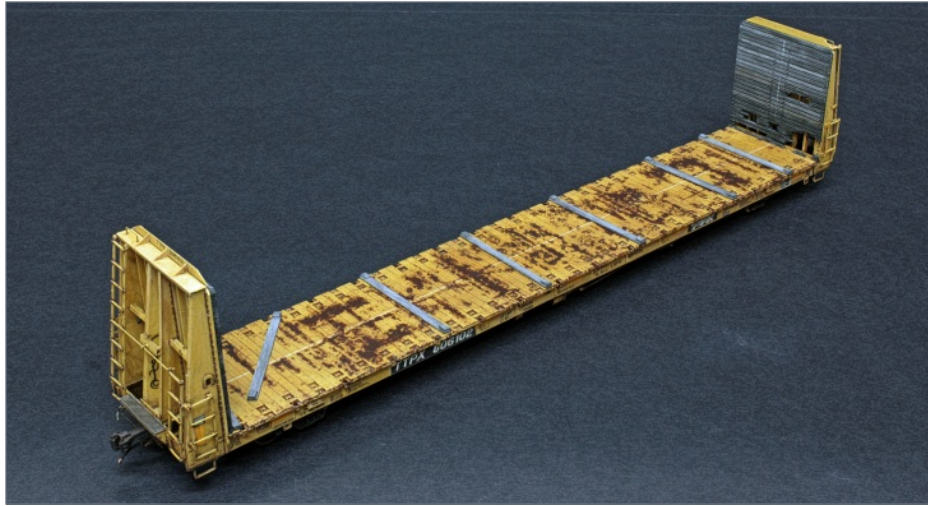
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22. The assembled model.

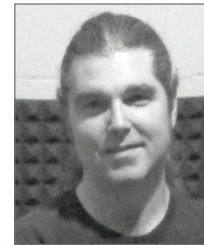


23. My completed model was a good match for the prototype.



24. The completed model on my diorama.

NICK CAMPBELL



Train sets Nick received from his father between the ages of five and 11 planted the seed. After an absence from the hobby during early adulthood, Nick stopped in a hobby shop, and the train bug bit again!

During the layout-building phase, Nick stumbled upon the "The Weathering Shop" website. "The Weathering Shop" has a forum called "The Rustbucket." Just about every technique he has employed was found on "The Rustbucket." The tutorials and answers to questions about how to accomplish weathering goals have been invaluable.

What started as an art project has turned into prototype modeling. Nick hopes to continue to learn new techniques and produce many more accurate models. ■



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Quebec Iron and Titanium Railway



Model Railroad Hobbyist | May 2022

1. MP15DC 69 heads north with the morning passenger train while the ore train waits in the background. Havre St. Pierre is a very scenic town that would be a great focal point for the layout.



MARC SIMPSON PRESENTS A UNIQUE TOMA LAYOUT OPPORTUNITY ...

SINCE 1954, the Quebec Iron and Titanium (QIT) railway has shipped raw ore 26 miles from a large mine on the north shore of the St. Lawrence River to the port of Havre St. Pierre, Quebec. From Havre St. Pierre, the ore continues by ship to the QIT processing plant in Sorel, a suburb of Montreal, where it is processed into iron and titanium products for world markets.

The QIT provides the only access the mining facilities, and workers commute by coach on mixed trains that also carry

equipment and supplies. QIT is now a subsidiary of Rio Tinto, but many decades of mineable reserves ensure a long life for the railway.

All of this makes for excellent operating potential for a model railroad layout that fits the TOMA concept perfectly.

PROTOTYPE HISTORY

The north shore of the St. Lawrence is rugged and remote country accessible only by boat prior to the 1950s. Few ventured far inland from the coastal communities. Post-WWII strides in mineral exploration techniques and geophysical methods, largely based on technology developed as part of the war effort, opened these remote regions for exploration.

Airborne geophysical surveys generated numerous world-class mineral discoveries, including the iron and titanium deposits at Lac Allard that QIT now mines. The Lac Allard discovery coincided with advances in metallurgical technology to economically extract titanium from the ore.

The large amount of electricity this technology required meant the processing plant had to be located accordingly. Because the Havre St. Pierre region lacked the infrastructure, the processing facility was built in Sorel. Ore shipments along the St. Lawrence River from the mine to the refinery continue to the present.

After the discovery was explored and defined, construction of the port and mine facilities and railway commenced using Montreal Locomotive Works (MLW) S-4 locomotives for the mine and railway construction and later ore haulage [2].

The QIT is one of the most isolated railway operations in North America, with the only outside rail connection via ship or car ferry. There was no highway access to the region until the 1990s, with the only way in or out being by ship or aircraft.



2. QIT S-4 on display at Havre St. Pierre.

TOMA

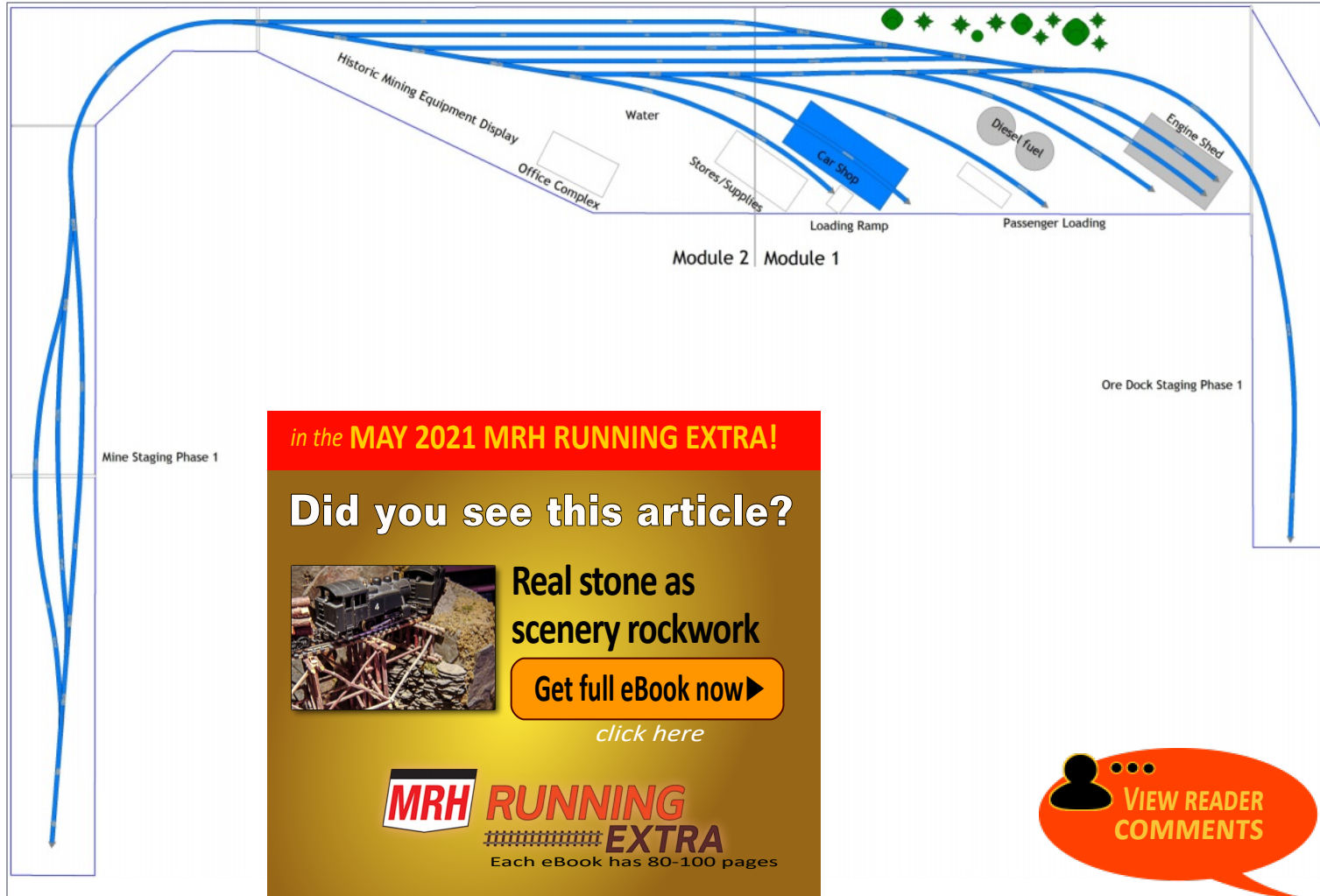
When the latest TOMA contest was announced, I thought the QIT would be a perfect match. As a small point-to-point operation, the prototype would translate to an ideal small-to-medium-sized model railroad subject.

I thought about which part of the QIT would fit the requirements of the contest as a starting point for a larger layout. The obvious starting points would either be the mine or the port, shop complex, and passenger station. Starting at the mine would permit staging only at one end, and the switching potential would be limited there.

Modeling the car shops, engine shed, and yard facilities on two modules, you could fulfill the TOMA contest requirement for

staging on either end of the modules. The switching and operating potential at this location would allow the initial TOMA modules to function as a fully functional, stand-alone switching layout.

A temporary staging yard on the port end will represent the ore dock. Temporary staging on the other end would represent the mine and other points north. You could add the ore dock



and ship loading, and additional trackage to the mine as the layout progresses, with the mine ultimately being the “end of track” for the layout.

TRACK PLAN – PHASE 1: MODULE 1 AND MODULE 2 – SHOP COMPLEX AND YARD

The shop complex and yard are the operational hub of the QIT, and include the passenger station, locomotive shed, car shops, loading dock, and freight house. This is a very compact operation with tremendous switching potential that lends itself well to a small-to-medium-sized layout, and makes the best starting point for the first TOMA module [3].

The diesel shop, passenger station, stores building, loading dock, and car shop all come off the small yard at an angle to give visual interest to this area. Though the layout track arrangement is not strictly prototypical, it generally captures the shop and station complex.

3. Phase 1 TOMA modules of the port and yard facilities at Havre St. Pierre.



The small five-track yard offers space for switching cars destined for the ore dock or the mine, and storage space for work service, passenger, and freight cars. The yard on the layout combines the prototype's three-track yard and the two-track runaround serving the ore dock, which are separated on the prototype.

On the model, the two yard tracks for the ore dock are set aside to allow the ore train's locomotives to run around the cars to push them onto the ore dock per prototype practice. You can also use this runaround track for the southbound passenger train from the mine.

The leads for the freight house, loading ramp, locomotive shed, and car shops comes off the outer yard track, which also serves as the runaround track for the ore dock trains. This allows you to switch these tracks without interference from freight cars in the yard tracks. The car shop, loading dock, and freight house each have a single track serving them.

Unlike the prototype, the freight house in the track plan is separated from the loading ramp to give more switching opportunities. Specific car spotting requirements like the water loading spot, specific doors at the freight shed for specific cars, etc. will add operational interest and demand some planning to switch.

The car shop track has capacity for 4-5 ore cars or one passenger car. A spur from the engine house lead holds MOW equipment such as a snowplow, crane, and ballast hoppers, and also has the fuel loading site for mine-bound tank cars. This small yard should have sufficient capacity for the railroad's small freight car fleet.

MODULE CONSTRUCTION

The facilities in Havre St. Pierre are level, so there are no elevation changes on the first two modules, which simplifies

construction. I propose an open-grid frame of 3" wide strips of $\frac{3}{4}$ " plywood supported on 2x2 legs with cross braces on 18" or 24" spacing for stability. The top of the initial modules could be made with $\frac{1}{2}$ " or $\frac{3}{8}$ " plywood.

To fit the modules through a standard doorway, each yard module will be six feet long and 30 inches wide. The module with the engine shed and car shop will be rectangular; the other will be angled to allow easier access to the switch throws [3].

I built my home layout benchwork with a plywood frame and top, and have been very happy with it. Plywood is dimensionally stable and solid to work with. If you do not have a table saw to rip the plywood into 3" strips you can have it cut at a home improvement store at minimal cost.

You can use steel anchor plates to provide extra strength at the corners and on the cross members

ELECTRICAL

Thread the main electrical bus line through $\frac{1}{2}$ " holes drilled in the cross members to keep the wires neat and tidy, or use plastic wire straps under the layout. Use RCA-style plugs at the module joints to easily connect the modules' wiring together.

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On my home layout, I have feeders soldered at six-foot maximum intervals, and soldered track connections. Each module should have feeders every 3-4 feet for each track.

Use the DCC system of your choice. As this is a relatively small layout, one booster should be sufficient. Power zones will allow you to isolate any shorts that occur. If operating straight DC, you will need additional wiring to control trains.

TRACK AND ROADBED

There are several good options for roadbed. Cork or foam-type roadbed both work well for the yard. Cork floor underlayment, available in rolls or two-foot squares, is a good option to cover wider yard areas quickly.

I drew up the modules using SCARM (free layout planning software: www.scarm.info/index.php). I planned the track on the layout using Atlas code 83 turnouts and track because it is readily available, and a reliable, good-looking product. SCARM has options for many different manufacturers, so you can adjust the plans if you prefer another brand.

I generally used #6 turnouts because long passenger cars look better going through longer turnouts. I used #4 switches at specific locations where I needed sharper divergence.

I use Caboose Industries ground throws for reliable, simple, and inexpensive turnout control. Switch machines would require forethought in the construction process. You can use a Tam Valley Frog Juicers to power the frogs if desired.

The only area where you might consider switch machines or remote manual turnout controls is on the port end of the yard, where the turnouts may be a reach for operators. I attempted to keep everything a reasonable distance from the front of the layout in the track plan.



4. Havre St. Pierre locomotive shops.

SCENERY

The first modules represent an industrial site, so scenery is relatively simple. The shop complex area is flat with large open areas covered by gravel and sand with scruffy grass and bushes.

The northern end of the yard is a forested area on the prototype, so this is represented on the layout. The main features of the Phase 1 modules are the buildings as outlined in the section below.

As this is an industrial scene, security fencing is everywhere. Heavy equipment and parts are stockpiled throughout. Another interesting modeling feature is the display of historical mining equipment next to the QIT offices.

The QIT shops are modern prefab construction, with the exception of the locomotive shop, which looks like it is the original building from the early 1950s. A good starting point would be the Rix Products engine house: rixproducts.com/product/engine-house-1-or-2-door-ho. If you want to be more accurate, you could do a kitbash starting with Pikestuff or Rix Products steel buildings [4].

The car shops and stores buildings are modern steel-construction industrial buildings. These structures are perfect for kitbashing using Rix Products or Pikestuff buildings as a starting point: rixproducts.com/product-category/pikestuff-ho-kitbasher-series. The prototype buildings are large, so you will need to selectively compress them to fit available space [5, 6].



5. QIT car shops Photo.



6. QIT stores building.



7. QIT former Virginia Railway Express passenger cars in new Rio Tinto paint scheme at the "station" in Havre St. Pierre.

There is also a loading dock that is used to load flatcars with vehicles heading to the mine. You can easily scratchbuild a simple earthen ramp with wood cribbing for this purpose.

MLW/Alco S-4s were the first locomotives the QIT used for construction and ore haulage. The display of old mining equipment at the QIT office is a great modeling opportunity to display older trucks and equipment in a modern setting [8].

The BLMA (Atlas) yard office would be reasonable representation for the QIT office: shop.atlasrr.com/p-47857-ho-scale-modern-yard-office-assembled.aspx. It is a different design, but captures the steel construction used throughout the complex.

PHASE 1 – ORE DOCK STAGING

The ore dock at Havre St. Pierre is long enough to accommodate half an ore train at a time, plus the two GP9s pushing it to the end of the dock [10]. Walthers sells their ore



8. QIT S-4 on display at Havre St. Pierre with antique mining equipment. The car shop is in the background. The QIT office is at the far left.



10. GP9s 27 and 38 unload ore cars at Havre St. Pierre.



9. Panoramic view of the ore dock and ship loader in Havre St. Pierre. This will be a signature scene on the completed layout.

jennies in 6- and 12-packs, and a good HO scale train would have 24 cars. If each car is a scale 24' long, the staging track representing the ore dock for this initial stage would have to be 56" long to accommodate half the train plus its two locomotives.

A model ore dock will replace this staging track later. For simplicity and to allow for quick operations, a simple $\frac{3}{4}$ " piece of plywood with 2x2 legs will suffice for staging. Adding a model of the ore dock, ore loader and a ship at the loader on the permanent module will be phase 3 of module construction.

PHASE 1 – MINE STAGING

A three-track staging yard represents the mine in this initial phase, with one track each for the ore train and the passenger train, and a runaround track for the locomotives. The



11. The QIT mine is one of the largest producers of iron and titanium in the world. The open pit sends several ore trains per day to Havre St. Pierre for processing at Sorel. The mine buildings and facilities are adjacent to the pit at right.

passenger train is not turned at either end of its run, so the electric generator car is always on the north end of the consist.

On both the ore train and passenger train, the locomotives lead the train in both directions. They aren't turned either, so they run long hood forward one way, cab forward the other.

Two of the staging tracks are long enough to accommodate a full-length ore train and two locomotives, and the third is long enough for the passenger train. The ore train offers an opportunity to add loads at the mine end and remove loads at the ore dock end.

Simple $\frac{3}{4}$ " plywood with 2x2 legs will suffice for the temporary mine staging yard to get things operational quickly. Building the permanent mine facilities module is phase 2 of layout construction.

The ore train offers an opportunity to add and remove loads at both the mine and ore dock. At the mine end of the run loads can be added to the ore cars and these loads can be removed at the ore dock end. As this staging would be temporary in nature a simple piece of $\frac{3}{4}$ " plywood with 2x2 legs would be sufficient to get things operational quickly. Building the permanent mine facilities module will be phase 2.

SWITCHING ON PHASE 1 MODULES

Switching opportunities on these modules include hostling diesels at the shop, switching cars for the car shop and stores building/team track, and frequent passenger operations. Loaded water and diesel tank cars and flat cars need to be added to the passenger train. Empties must be removed and spotted for loading.

Loaded ore trains need to be broken in half, with each half pushed onto the dock for unloading. The empties must be combined into a full train and returned to the mine for loading.

PHASE 2 – MODULE 3 – MINE LOADOUT

The mine complex is the trains' destination from the port. The actual prototype has a small yard, a passenger depot, and an ore loading silo. There is also a short siding for unloading tank cars of water and diesel fuel. Another diesel tank car spotted at the end of the ore loading spur provides fuel for mining equipment [12].

The ore loading and support facilities are modern industrial steel buildings that you can represent with Pikestuff or Rix steel buildings. The open pit mine is adjacent to these buildings. The buildings are enough to get a feel for the scene, though you can model the mine if you want to.

For added operational potential, you can have two sets of ore cars in operation, with one at the mine for loading and the other in transit to and from the port. Switching at the mine site would be predominantly empty and loaded ore trains, but also diesel and water tank cars, flat cars and containers for the loading ramp.

Occasional special movements of large mining equipment such as trucks, drills and shovels would add variety to the freight mix. These would likely be special movements because of their oversize nature.

As additional modules are constructed, the mine module can be moved toward its final location on the layout. The flexibility of the TOMA method allows for expansion of the layout as construction progresses.

PHASE 3 – MODULE 4 ORE DOCK

The ore unloading dock and ship loader would be the next phase of layout construction. This could be one of the signature scenes on the layout as combined rail and marine operations on model railroads is a popular layout theme.



12. An overview of the mine loadout and facilities at the open pit. A loaded ore train and a lone RS-18 give scale.

The ore cars are bottom dumped through the ore dock. Large bulldozers move the ore to a conveyor system, which feeds a ship loader. There is a significant stockpile at the port to stay ahead of the ship loading requirements.

You could kitbash the ore dock using plate girder bridges as a basis. The Walthers iron ore dock is a much larger structure and a different design than that used on the QIT. You could scratchbuild the ship loader based on photos.

A Sylvan Laker ship (www.sylvanscalemodels.com/kits/1050.htm or www.walthers.com/great-lakes-ore-boat-kit-waterline-hull) would make a great centerpiece to the scene. To save space, you could make the ship loading facility parallel to the ore dock instead as perpendicular as on the prototype. If you prefer to model the prototype ore dock, a T shaped module would work.



13. QIT GP9 27 and 40 unload ore cars on the ore dock at Havre St. Pierre. Half the train is unloaded at a time on the dock, with the ore dumped through the bottom.



14. Spruce Glen loads ore at the ore dock in Havre St. Pierre.



15. Dumping ore cars at the Havre St. Pierre ore dock for loading onto a conveyor.

PHASE 4 – MODULE 5 - GRAVEL PITS

Gravel pits approximately three miles north of Havre Saint Pierre supply ballast and construction materials to the railway, mine, and town. Modeling this would generate additional freight traffic. The QIT has a small fleet of side dump hoppers for this material that you can represent with Walthers Difco side dump hopper cars.

This portion of the QIT passes through a relatively tree-free area with open swampy ground predominating. The scenery changes to more rugged heavily treed terrain further north. The sand and gravel pits are in flat, low ground so land forms are quite muted on this module [17].



16. QIT RS18 46 and MP15DC 69 head southbound with the afternoon passenger train of mine workers heading home from the mine. The topography near Havre St. Pierre is flatter and more swampy than farther inland. Fewer trees make it easier to model!



17. The QIT runs through rugged remote country. This scenery would be replicated on a later phase of the layout.

PHASE 5 – MODULE 6 - ROMAINE RIVER BRIDGE

The Romaine River bridge is an extremely model-genic structure crossing the Romaine River over a set of rapids and an island. A combination of Micro Engineering plate girder bridges and some kitbashing will get you an eye-catching model.

The north end of the bridge has a telltale load gauge to ensure no oversize movements coming from the mine damage the structure. This module would need lots of trees, though making it narrow-width would reduce the volume needed. The topography on this module is low, but would need rock work around the bridge to capture the look.



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18. The QIT bridge over the Romaine River just northwest of the airport begs to be modeled on one of the later phases of the TOMA layout.



19. A clearance check just north of the bridge ensures that any wide or high loads will be flagged before they get to the bridge. This is another good model to add to the bridge module.

PHASE 6 – PASSING SIDING MODULE

The QIT is a single-track line with a passing siding midway between its terminals, long enough to allow two ore trains to meet. The siding has a small trailer for crews and workers that might also be worth modeling.

PHASE 7 – TUNNEL MODULE

Many model railroaders like tunnels, and the QIT has an approximately 700-foot-long tunnel near the mine. The rock in this area was competent enough that the railroad could simply blast through without having to build concrete or stone portals, so you can showcase your rock modeling skills on the tunnel's simple blasted rock portals. This module will require lots of trees and rocks.

ADJUSTING MODULE WIDTHS

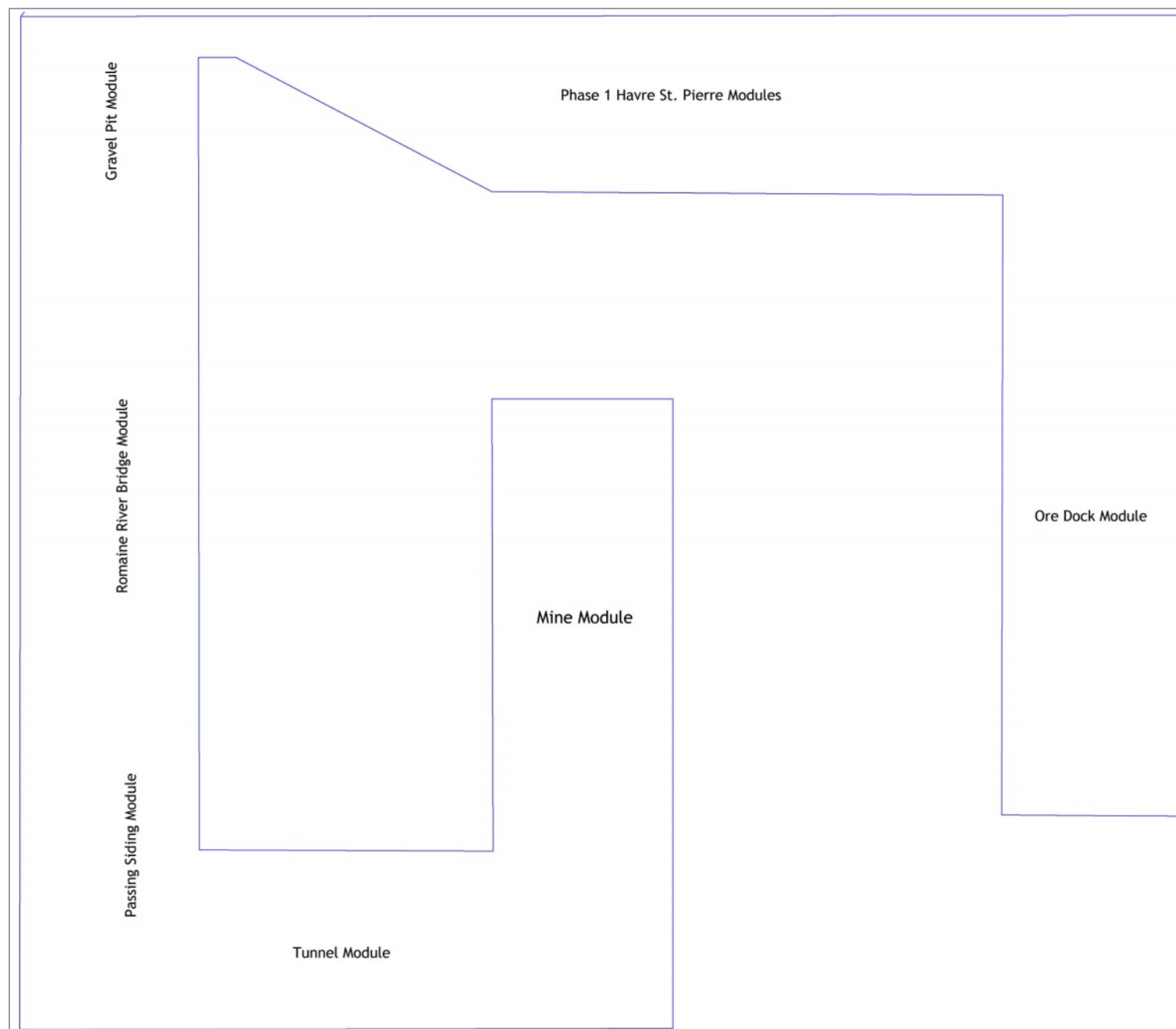
The number of trees and rocks these modules need may seem daunting. Building narrower width modules between the yard and mine modules is one option for reducing the number of trees.

The final layout, with all modules completed, would comfortably fit within the proposed 14' x 20' room in the TOMA contest [20]. The proposed module width for this plan is a standard 30", with 36" minimum aisle widths. Narrowing the modules would allow for wider aisles, and you can adjust module width as layout construction progresses..

FREIGHT EQUIPMENT

Most of the QIT freight cars are ore jennies. The originals were DM&IR-style ore cars, though newer cars have replaced them [21].





20. Final layout after all TOMA modules are finished.



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Walthers made suitable taconite ore cars in 6- and 12-packs. A fleet of 12-24 would make a good start, though you could expand the total to 48 or even more when the mine module is complete.

QIT also operates dump cars similar to the Walthers Difco side dump cars. The railroad uses several 50' and 89' flatcars to haul equipment to and from the mine, and several manufacturers make these.

QIT has a single blue tank car it uses to haul potable water to the mine, and several yellow and silver tank cars haul diesel fuel [22]. The diesel tank cars also serve as fuel storage at the mine site.

All QIT freight cars are in captive service and do not see interchange, so the lettering is minimal. Although there no model manufacturers have produced equipment decorated for the QIT, you can easily use generic decals to decorate your own.



21. Northbound empty ore train at highway 138 crossing.



22. The blue tank car at right carries potable water. It and other cars hauling non-hazardous materials generally move with passenger trains. At left is a HEP generator car for the passenger coaches.



23. MP15 no. 10 leads a southbound QIT passenger train to Havre St. Pierre. Traveling with the coaches are a HEP genset, a flatcar with a truck, and a work service car.



24. QIT uses this self-propelled snowplow to keep its line open. Previously, the railroad used snow-clearing trains with Russel snowplows.

PASSENGER EQUIPMENT

Since the beginning, mine workers commuted via dedicated passenger trains composed of secondhand coaches from various Canadian and American railways. From the 1980s until 2012, they were primarily former CN/VIA Rail Tempo cars [25]. Since then, former Virginia Railway Express commuter cars have replaced them [26].

Rapido has produced models of the Tempo cars and Walthers has produced VRE cars, though in either case, you'll need to make some modifications for them to fit the QIT prototype. You can use a Rapido steam generator car to represent the HEP genset cars, though you will need to kitbash it to better represent the prototype. For earlier times, generic lightweight and heavyweight cars will work.



25. Former CN/VIA Tempo passenger coaches and genset used on the daily passenger trains between Havre St. Pierre and the QIT mine site 26 miles north.



26. QIT former Virginia Railway Express passenger cars in new Rio Tinto paint scheme at the "station" in Havre St. Pierre.



27. One of the QIT HEP genset cars wears the new Rio Tinto livery. This scheme has since appeared on some locomotives.

LOCOMOTIVES

The initial QIT fleet consisted of Alco/MLW S-4, RS-3 and EMD/GMD SW-1200 locomotives. The QIT ordered one of the last MLW RS-18 locomotives built in 1968, and two MP15DC locomotives in 1977 and 1980 as their power needs grew.

Atlas makes good models of the S-4 and RS-3 locomotives. Walthers and Rapido have both made SW1200s with correct flexicoil trucks. The SW1200 saw service both at Havre Saint Pierre and the Sorel plant.

No exact model is currently available for the RS-18, though a low nose Atlas RS32/RS36 would be a suitable stand in. A Kaslo Shops RS18 cab kit and carbody modifications could make for an accurate late-model RS18. One other option may be to kitbash the recently released Rapido RS18, although this would require a fair bit of work.



28. QIT purchased GP9 39 from Quebec Cartier Railway in 1987. The Pointe St. Charles shops in Montreal rebuilt it in the early 1990s to the same standards as CN's rebuilt GP9s.



29. MP15DC No. 69 heads north with the morning passenger train (note the blue tank car at far left typically accompanies passenger trains)

The QIT purchased four GP9 units in 1985 and 1987 from two other isolated iron ore railways in the region: the Cartier Railway and the Quebec, North Shore & Labrador (QNS&L). CN/Canac rebuilt the locomotives at their Point St. Charles shops in Montreal in the 1990's to match CN GP9 rebuild specs. The major difference between the QIT and CN units is an extended cab on the QIT units to accommodate bi-directional running.

No accurate chop-nose GP9 model is available yet for the rebuilt units. Kaslo Shops offers a resin kit for the CN chop nose GP9u units that would be a good starting point for the QIT units.

Atlas makes a suitable MP15DC. The QIT uses them mostly in passenger service, but occasionally also on ore trains.

QIT locomotives originally wore a livery of chocolate brown with orange stripes and basic lettering. More recently Rio Tinto has been repainting the power in its standard scheme of silver with red orange stripes. No manufacturers have decorated locomotives in these schemes or created suitable decals, so you'd have to custom-paint the power and order custom decals.

CONCLUSION

The Quebec Iron and Titanium Railway is a lesser-known prototype that offers many attractive features for modeling. Its fascinating scenery, regular freight and passenger operations, and limited fleet size make for an interesting and manageable layout. The One Module Approach allows for staged construction to quickly get the layout up and running while continuing to advance the layout to its ultimate size. ☑



30. QIT RS18 46 and MP15DC 69 head to the mine with the afternoon passenger train workers. The QIT has an eclectic locomotive fleet that cries out to be modeled.

MARC SIMPSON



Marc Simpson, 53, lives in the Greater Vancouver, British Columbia area with his wife and 3 children. Marc works as a geologist in mineral exploration. His work in the Havre St. Pierre region gave him frequent access to helicopters to railfan the QIT, something most railfans don't have access to.

Marc has long had an interest in trains, with some of his earliest childhood memories involving watching passing Canadian National and Canadian Pacific freight trains on family road trips. These were often the highlight of the trip for him. When he and his wife purchased the current family home one of the selling points was a dedicated room for a layout. The Flin Flon Subdivision of the Hudson Bay Railway circa 1983 is well underway in the dedicated 14x20 space. ■



LOOK column

Model Railroad Hobbyist | May 2022



JEFF SHULTZ SHOWS US A NEW ADDITION TO THE EAST COAST CIRCUITS LINE OF LED-EQUIPPED VEHICLES ...

EAST COAST CIRCUITS HAS RELEASED A NEW LED-EQUIPPED VEHICLE based on a SceneMaster vehicle: the International 7600 Series ambulance. Featuring 24 LED lights, the vehicle is equipped with two scene lights, front and rear light bars, taillights, and alternating headlights.

To power the LEDs, the vehicle is equipped with a magnet-wire cable that enters the model on the bottom near the rear axle. The LEDs operate on 9-12V DC, and the circuitry is polarized, so the modeler must get the + and - connections correct. A 9V battery is sufficient.

If you want to install a DC bus to power the LEDs and other devices, make sure you have an adequate power budget. I put a multimeter in-between the 9V battery and the Ambulance and put it on the mA setting. Because most of the LED's flash, the

VIRTUAL HOBBY EVENTS | 2

multimeter display bounced around a lot, but the highest current was in the 16mA range.

I also tested the Pumper Truck (28 LEDs, ~30mA) and Hazmat Truck (42LEDs, ~42mA) from the First Look in the October 2021 issue of *MRH*. A small 500mA or 1A DC transformer will power quite a few of these vehicles.

East Coast Circuit vehicles can be found at:

eastcoastcircuits.com



1. The lit ambulance comes repackaged in its original SceneMaster packaging.



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2. Front view of the ambulance with lights on. A long exposure captured all lights.



3. Rear 3/4 view of the ambulance with the lights on. Again, a long exposure captured all the lights.



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Modeling realistic paved areas (part 3)

YouTube channel **Boomer Diorama** has been showing in the last couple months how to model a paved area. In this video (part 3 of 3), **Boomer** finishes the pavement between the rails.

It can be tricky to add pavement between the rails and keep the flangeways clear, so **Boomer** shows how he adds the pavement and guarantees never having a problem with flange clearances. ☑



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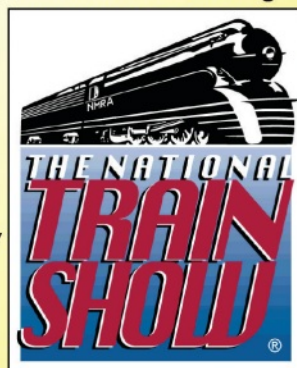
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MAY NEWS

column



Model Railroad Hobbyist | May 2022

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



INDUSTRY NEWS

Polish Railroaders Seek Assistance

The HUB Division of the NMRA's Northeastern Region has set up a fund to help fellow model railroaders and prototype steam railroaders in their support of the Ukrainian refugee families who have arrived in Wolsztyn Poland. The Wolsztyn Steam Locomotive Depot Cultural Institute has been assisting in the support of Ukrainian refugees currently in the Wolsztyn, Poland area. Some members of the HUB Division have been attending the steam program in Wolsztyn for years and have established a strong relationship with them. Thus, when the steam railroaders in Poland reached out for assistance, the Hub Division set up a fund to support their efforts in assisting these refugees. MRH readers interested in contributing to the fund will find details at www.hubdiv.org/ukraine.html.

NEW CLUB CARS

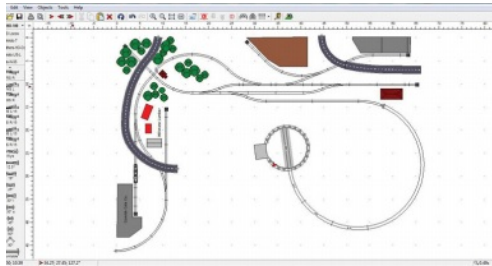


The **2022 PCR Convention Committee** is offering this Roma Wine Company car as an HO scale kit. Built as a Pacific

THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS

Fruit Express refrigerator car, the prototype was converted to transport bulk wine for California Dispatch Line (CDLX) under lease to Roma Wine Co. In later years it was relegated to use as a caboose and tool car in a logging operation. The artwork was created by the late Russ Clover, using field measurements and photos by Cliff Baumer. The HO scale kit was produced by Accurail. Info: pcrnmra.regfox.com/pcr-nmra-2022-convention

NEW PRODUCTS FOR ALL SCALES

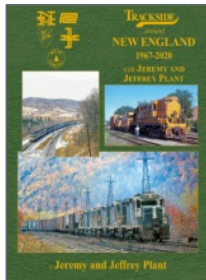
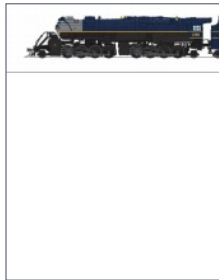


Atlas Model Railroad Company has updated its Track Planning Software to Version 1.9.1.

Improvements include an added context menu showing a "Remove" option when right-clicking over a Favorite library item, and

minor changes in the library file format for better handling of multi-language texts and messages. To download a demonstration of Atlas Track Planning Software, go to:

shop.atlasrr.com/t-software.aspx?mc_cid=9502458489&mc_eid=6bff0ec9ce



Morning Sun Books has published *Nickel Plate Power in Color, 1940 - 1964*. Edited by Stephen Timko, this volume covers Alco, Baldwin, EMD, FM, GE, and Lima locomotives from a GE 44-tonner to EMD's GP35.

Due for release next month is

Trackside Around New England 1967 - 2020, by brothers Jeffrey and Jeremy Plant, who made numerous trips from the

late 1960s to the present to photograph the railroads of New England including the New Haven, Penn Central, Delaware & Hudson, Boston & Maine, and Maine Central. This volume examines main, branch, and short lines in all six of the New England states, with special attention to action shots of motive power and operations in scenic locations across this beautiful region.

Info: www.morningsunbooks.com



Rapido Trains has announced the publication of *People Moving People, The History of VIA Rail Canada*, by Kevin J. Holland. The book includes a forward by the Honorable David Collenette, Canada's former Federal Minister of Transport. This 288-page,

large-format book presents more

than 500 color photos as well as diagrams, and maps. Author Holland chronicles VIA Rail Canada's history, operations, and equipment over more than four decades since the company's creation in the mid-1970s.

Info: www.rapidotrains.com

O SCALE PRODUCT NEWS



Atlas has released an O scale version of an EMD GP-7 diesel locomotive. The model is composed of a die-cast metal chassis that includes the sills, fuel

tank, and pilots. The injection molded plastic body has factory installed metal handrails, stanchions, and grab irons.



Road names are Detroit Toledo & Ironton, Erie Lackawanna, Missouri Pacific, New York Central, Rio Grande, and Union Pacific.



Additional features include dual flywheels and directional golden-white LED lighting. The model is available for 3-rail TMCC operation and 2-rail DC/DCC sound.



Also new from Atlas is a 50' 100-ton Gunderson high-cube boxcar. Road names are AOK-Arkansas Oklahoma, NKCR-Canadian Pacific,

International Bridge & Terminal, SRY-Southern Railway of British Columbia, TTX (yellow), TTX (On Track For a Cure slogan), and two GATX schemes.



Atlas has scheduled a May release for an 8,000-gallon frameless Beer Can tank car. In addition to Pabst Blue Ribbon, decorating schemes will include Jax, Schlitz, Stroh's, Lone Star, Olympia, and Primo Beer.

Info: www.atlaso.com



Atlas and Mr. Muffin's Trains have jointly announced a special run of an O scale 40' PS-1 boxcar. The model will be available in two road numbers each for Chicago & Eastern Illinois Railroad and the Monon Railroad (aka Chicago, Indianapolis & Louisville).



The O scale model features a see-through running board, metal grab irons, and sliding doors. The trucks and couplers are for 3-rail operation. These limited-

edition models are available exclusively from Mr. Muffin's Trains, Atlanta, IN.

Info: www.mrmuffintrains.com

HO SCALE PRODUCT NEWS

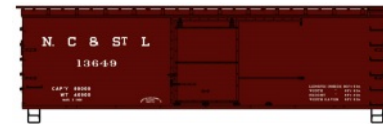


New HO scale kits released by **Accurail** include this Southern Pacific 40' six-panel single-sheathed boxcar wearing SP's

Overnight paint scheme. The kit is available singly and in 3-packs with different numbers.



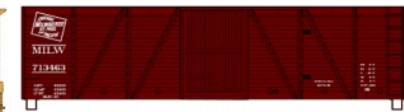
This Chicago & North Western 40' single-sheathed wood boxcar represents an eight-panel prototype built in 1924 with steel ends and Youngstown sliding steel doors.



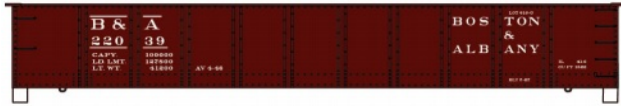
The prototype of this 36' Nashville, Chattanooga & St. Louis double-sheathed wood boxcar had a metal roof, wood ends and a straight underframe.



Accurail is offering a kit for an ACF twin-bay Center Flow covered hopper decorated for Norfolk & Western and for Baltimore & Ohio/Chessie System.



This 40' Milwaukee Road single-sheathed boxcar was built in 1929. Accurail's HO kit represents the car after it was rebuilt in 1943.



Completing the list of recent releases from Accurail is a 41'

Boston & Albany steel gondola. The kit is available individually and in 3-packs with different numbers. All Accurail HO car kits come with Accumate knuckle couplers and appropriate trucks with Delrin wheels.

Info: www.accurail.com



R. Bale

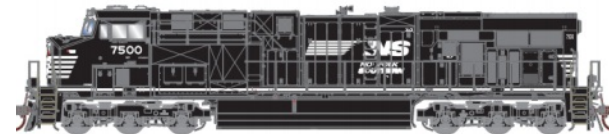
GE ES44 LOCOMOTIVE

General Electric introduced its GEVo series of modern diesel locomotives in 2002. The first two units were the ES44DC and ES44AC. The ES44C4 followed a few years later. The GEVo series was designed to replace earlier AC4400CW and Dash 9-44CW units, while complying with new emission standards imposed by the Environmental Protection Agency (EPA). The new diesel engine drives an alternator producing AC current that is rectified to DC current. On the ES44DC, this powers the traction motors. On the ES44AC, the DC current is chopped back into AC to power the traction motors. The EPA established allowable emission levels, or tiers, based on a locomotive's date of manufacture. Tier 2 took effect in 2005 followed by Tier 3 in 2010. Although EPA Tier 4 standards went into effect in 2015, ES44s continue to be built. This is due to a complicated government formula that allows sharing and redistribution of emission credits between GE and the operating railroad. The external appearance of ES44 locomotives is similar to the AC4400CW with the most significant visual difference being the larger radiator wing structure on the back end of the locomotive. The thicker radiators and related equipment work to cool the exhaust, which reduces emissions. The ES44 has become the best-selling diesel locomotive of all time.

Athearn has announced plans to deliver an upgraded version of its Genesis GE ES44DC diesel locomotive in June 2023. The HO scale model will be available with a newly detailed fuel tank with filters, gauges, breather pipes and retention tanks; and with the headlight in either a low or high position depending on the prototype being modeled.



CSX units will have K5HL horns, low cab lights, high rear headlights and alternating front ditch lights. Three CSX decorating schemes will be available.



Norfolk Southern units will have high cab lights and both front and rear ditch lights.



Athearn Genesis ES44DC locomotives decorated for BNSF

will have Salem air filters, Hi-Ad trucks and a window in the nose door.



Athearn has included a unique Canadian Pacific unit in its June 2023 run. To commemorate its long-standing partnership with Hapag-Lloyd, CP painted one of its ES44DC locomotives in the familiar H-L color scheme. Notable features of the retooled CP unit include a PTC antenna array, raised radiator screens and no side grab irons on the engine compartment.



Athearn has included a Genesis series GE P40DC locomotive in its June 2023

production release. Amtrak paint schemes include Phase III with faded stripes, and Phase V repaints with a bolted-on nose and revised headlight configuration.



Amtrak versions of the P42DC will include locomotives No. 8, 24 and 97 with the original nose all repainted in the Phase IV scheme.



Amtrak locomotive No. 203, wearing the 50th Anniversary logo and special Operation Lifesaver scheme, will have a bolted-on nose.



Three VIA versions of the P42DC will be available including one decorated with the Poppy scheme and two carrying the bilingual message with English



on one side and French on the other.



Athearn's P42DC will also be available in VIA's 2015 teal and green scheme.

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R. Bale

EMD SW1000 SWITCHER

The four-axle SW1000 emerged from EMD in the summer of 1966 as a 1000 hp answer to both yard and industrial switching duties. Built on the same 44' 8" chassis as its SW900 predecessor with several

obvious changes including a short round fuel tank and single exhaust stack. However, the most distinguishing feature of the new SW1000 switcher was an extra tall cab with four side windows. The new cab profile caused clearance problems for industrial customers, prompting EMD to introduce the SW1001 with a lower cab similar to that of previous EMD switchers. Production of the SW1000 ended in late 1972. Of the 118 built, more than 40 were ordered by the Burlington Northern Railroad.



HO scale EMD SW1000 diesel switch engines coming from Athearn in the summer of 2023 will be available in six road names including an ex-CB&Q unit patched for BNSF.



Athearn's D&RGW version of the SW1000 will be equipped with roller-bearing trucks.



Additional road names include Chicago, Burlington & Quincy locomotives in the road's mid-1960s scheme, and two VIA units representing workhorses at the Montreal Maintenance Centre with smaller, 600-gallon fuel tanks. Completing this release of SW1000s is an S&S Shortline Leasing unit.



REGISTER
(free)

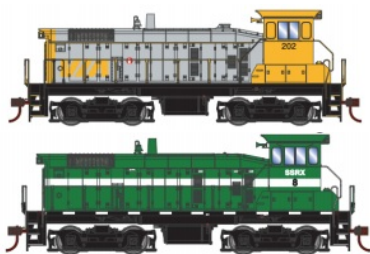
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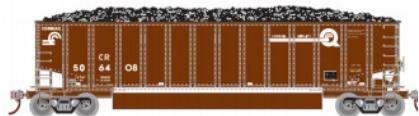


All Athearn HO scale ES44DC, P40DC/P42DC, and SW1000 locomotives mentioned in this report will be available for DC operation without sound and for DCC systems with factory installed SoundTraxx Tsunami2 sound.



A group of upgraded HO scale Bethgon Coalporters is included in Athearn's June 2023

production schedule. The models will have individual wire grab irons, etched-metal coupler platforms, 36" machined metal wheelsets, and McHenry operating knuckle couplers.

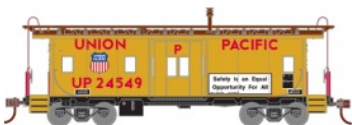


Road names will be Burlington Northern, BNSF, Conrail, CSX, and Union Pacific. A light blue car with data only will also be available.



This 60' bulkhead flatcar is scheduled to be available from Athearn in June 2023. Road names will include Oregon, Pacific & Eastern; Texas, Oklahoma & Eastern; Montana Rail

Link, Northwestern Oklahoma, Southern Pacific, and Spokane, Portland & Seattle.

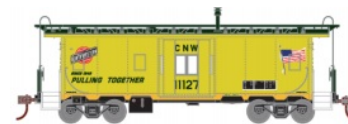


Completing Athearn's June 2023 production schedule is an HO scale bay window caboose.



Features include detailed end handrails and ladders, clear window

glazing, knuckle couplers, and roller-bearing caboose trucks with 33" machined metal wheelsets.



Road names on this release will be Union Pacific, Norfolk Southern, Chicago North Western, Southern Pacific, The Rock, Nacionales de

México, and Susquehanna.

Info: athearn.com



Bachmann Trains has announced the availability of a new 50'6" drop-end gondola

in HO scale. Roadnames in this release are ATSF, B&O, Union Pacific, Western Maryland



Part of the Silver Series line, the gondolas feature posable drop-end gates, blackened

metal wheels in Celcon trucks, and body mounted magnetic E-Z Mate Mark II couplers.

Info: bachmanntrains.com



Bowser plans to release this HO scale 55-ton twin-bay coal hopper late this year.



Road names will be Akron, Canton & Youngstown; Cambria & Indiana, Central Railroad of Pennsylvania, Delaware & Hudson, Norfolk & Western (gray), Western Maryland, and two Reading schemes.



A black car with peaked ends will be available decorated for Norfolk & Western.



A Delaware & Hudson MOW version of the model represents a prototype that had the hopper doors replaced with positional ballast doors.



All versions will have removable loads, knuckle couplers, and appropriate trucks with metal wheels.

Info: www.bowser-trains.com



R. Bale

TEXAS 2-10-4 LOCOMOTIVE

In 1925 Lima stretched its successful Super-Power 2-8-4 design with a fifth set of drivers to increase tractive effort while keeping the axle loading low. The new wheel arrangement, 2-10-4, was named Texas in honor of the first road to buy the type; Texas & Pacific. Although several other railroads, including Chicago, Burlington & Quincy; Canadian Pacific, Central of Vermont, Pennsylvania, and Duluth, Missabe & Iron Range had 2-10-4s, those owned by the Texas & Pacific featured several distinct spotting features. They included an Elesco Feedwater heater mounted high on the front of the smoke box, shields in front of the air pumps mounted on the pilot deck, a flared stack, a Boxpok center driver, booster engine on the trailing truck, and a doghouse on the tender.



Broadway Limited has scheduled an October release

date for an HO scale Texas & Pacific 2-10-4 steam locomotive. The brass-hybrid model will be available in four different liveries. Four road numbers will be available for locomotives decorated in the T&P's gray Russian Iron paint.



This Freedom Train paint scheme was worn by T&P

No. 610 as it participated in the 1976 Bi-Centennial tour through Louisiana and Texas.



The Southern Railway paint scheme represents the

T&P No. 610 while on lease to the Southern to provide power for their excursion trains during the late 1970s.



In addition to the prototypical paint schemes, Broadway

Limited will offer the 2-10-4 in a fantasy blue scheme. The model consists of a handcrafted brass superstructure mounted on a diecast chassis. All versions of the HO scale models come with Broadway Limited's Paragon4 Sound/DC/DCC sound system with synchronized puffing smoke and integral capacitors for consistent electrical pickup.



Broadway Limited has scheduled a September release date for a new production run of EMD

GP20 road switchers. Road names in this release will be ARZC-Arizona & California, ATSF (blue and yellow), ATSF (SF Kodachrome), CWRY-Commonwealth Railway, PennCentral, Southern Pacific (bloody nose), Cotton Belt, Union Pacific, USAX-U. S. Army, and WSOR-Wisconsin & Southern.



Fantasy schemes in this release include BNSF, New York

Central, Southern Pacific (black widow), Amtrak, and Chicago, Burlington & Quincy.



options, front headlight and Gyrallight arrangements.



featuring Rolling Thunder and a built-in capacitor pack.
Info: www.broadway-limited.com



Digital Fox is selling an HO scale kit for a Norfolk Southern twin-bay covered hopper. The HO scale version is based on a prototype built by ACF. The model is available in a choice of three numbers (294263, 294285, and 294309). A decal with 12 additional numbers is included with any order for more than three kits. The kit was produced for Digital Fox by Accurail.
Info: digitalfox.com



is based on a prototype built by General Steel Industries in which the under frame, sill, body bolsters, cross bearers, and draft pockets were all created in one massive steel casting.



ExactRail has released an HO scale depressed center flatcar. The accurately detailed model

ExactRail's HO scale version comes with wire grab irons, Kadee No.58 couplers, and

Road specific details include horn type and location, truck side frames, dynamic brake

The HO scale GP20s will be available with Paragon4 Sound & Control System

ASF 100-ton Ride-Control trucks with machined metal wheels. Road names on this release are Erie Lackawanna, Norfolk & Western, Norfolk & Southern, and Penn Central. An undecorated kit is also available.



ExactRail is also offering a QTTX version that represents a nearly identical car built by Difco in 1995.
Info: www.exactrail.com



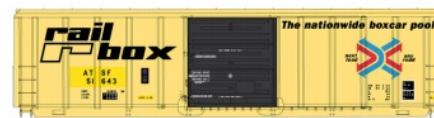
Intermountain has released a new production run of HO scale 19,600-gallon tank cars. The HO scale model is based on a 42' prototype designed by Trinity for use in hauling corn syrup and other similar commodities.



Road names on Intermountain's HO scale version include Domino Sugar, Cerestar, MCP, and ADM. A black unlettered version is also available.



Intermountain Railway is booking reservations through June 30 for an HO scale Pullman-Standard 5277 cu. ft. boxcar with exterior posts.



Road names with P-S doors will be Canadian National, Burlington Northern, The Rock, and an ex-Railbox car patched for ATSF.



Cars decorated for Grand Trunk Western, Montana Rail Link, CSX and Southern Railway will have six-panel Superior sliding doors.

Features include Kadee No.78 couplers and metal wheelsets.
Info: www.intermountain-railways.com



Kadee's latest release is a 50' PS-1 boxcar with double Youngstown sliding doors and proprietary Pullman-Standard ends. The car has a running board and full height ladders. The New Haven introduced the orange paint scheme with a black N and white H in 1955. This HO scale ready-to-run model comes with Kadee metal couplers and self-centering trucks.

Info: www.kadee.com



To complement its forthcoming HO scale Shay (due this fall), **KR Models** is developing a generic skeleton logging car. The car will be available in three options: as a single car with no logs, a single car with three logs and a single car with six logs. Availability is expected in late fall.

Info: www.krmodels.ca



National Scale Car is selling a mini kit to convert an HO scale Red Caboose reefer into a Pacific Fruit Express class R-30/40-9 reefer that has been reconditioned with plywood sides. By the late 1940s many of PFE's R-30/40-9 reefers required re-sheathing. The ends retained their tongue and groove sheathing boards. The mini kit includes resin sides, etched hatch supports, extra cross bearer, and accurate decals. Assembly instructions come in the form of a two-part clinic presented by Ted Culotta.

Info: nationalscalecar.com

Rapido Trains has announced plans for a series of seven limited edition paint schemes for its HO scale E8 diesel locomotive. The eight schemes will be available to retail hobby dealers exclusively from Heartland Hobby Wholesale.

Road names will be Erie-Lackawanna, Wabash, Rock Island, Southern, New York Central, Pennsylvania, and Milwaukee Road.



locomotive. The eight schemes will be available to retail hobby dealers exclusively from Heartland Hobby Wholesale.



Road names will be Erie-Lackawanna, Wabash, Rock Island, Southern, New York Central, Pennsylvania, and Milwaukee Road.



According to the announcement some of the models will have new detail parts made expressly for the Heartland series. Availability is tentatively planned for early 2023 with production scheduled to begin after Rapido's first release of the new E8 units has been completed at the factory.



Arrangements have also been made with Heartland Hobby Wholesale to distribute an exclusive series of Rapido's HO scale AutoFlood III coal hoppers. The Heartland series will offer exclusive road names and numbers.



Paint schemes for the Heartland AutoFlood III Coal Hoppers include FEPX-FirstEnergy Generation Corp, LNTX-Alliant Energy, MBKX-Mitsui Rail Corp, and XCLX-Xcel Energy.



Reservations are being taken by the **Southern New England Railroad (SNEX)** for an HO scale 55-ton ballast hopper car. The HO scale model is based on a prototype ACF built in 1940 for the Delaware & Hudson Railway. During a

1976 rebuild, Morrison-Knudsen replaced the original hopper outlets with positional ballast doors. The New England Southern Railroad acquired the cars in 1988 until that line was absorbed by Vermont Rail in 2020. The current owner, SNEX, acquired the cars in 2021. The ready-to-run HO scale model is being produced by Bowser. Availability of this limited-edition model is expected late this year.

Info: www.snerr.us (click on swag)



PS-2CD 4750 cu. ft. triple-bay covered hopper car.



Tangent's reproduction of the largest production covered hopper design ever produced, reflects several 1978-1980 body variations including open-hole side posts, both large and small jacking pad tabs at the bolsters, and on-going production changes in the brake system. Road-specific details include seven different brake systems, three different outlet gates, three different sets of roof hatches, four jacking pad sets, shaker brackets, different walkway and crossover platform options, variations in end ladders, and two brake wheel options.



Road names in this release include Burlington Northern, ICG (orange scheme with a black undercarriage), Kansas City Southern (with white circle delineators), and MKT (with Elcon-National Peacock D-1600 hand brake).

Tangent Scale Models has released another production run of its HO scale Pullman-Standard

PS-2CD 4750 cu. ft. triple-bay covered hopper car.

Tangent's reproduction of the largest production covered hopper design ever produced, reflects several 1978-1980 body variations including open-hole side posts, both large and small jacking pad tabs at the bolsters, and on-going production changes in the brake system. Road-specific details include seven different brake systems, three different outlet gates, three different sets of roof hatches, four jacking pad sets, shaker brackets, different walkway and crossover platform options, variations in end ladders, and two brake wheel options.

Road names in this release include Burlington Northern, ICG (orange scheme with a black

undercarriage), Kansas City Southern (with white circle delineators), and MKT (with Elcon-National Peacock D-1600 hand brake).



Additional road names include Peavy, an ex-Peavy patched for Soo, Klemme Coop, The Rock, and three different ex-Rock cars patched for CNW.



Additional details include see-through etched metal running boards and crossover platforms, wire grab irons and coupler lift bars, separate air hoses, Kadee

couplers and 100-ton Barber S-2 trucks with 36" machined metal wheels with rotating bearing caps.

Info: www.tangentscalemodels.com



developed by the Union Tank Car Company during the 1960s.



Walthers is scheduled to release an HO scale 40' UTLX 16,000-gallon tank car this month. The WalthersProto series model is based on a Funnel-Flow prototype

Road names on this release will be ADMX-Archer-Daniels-Midland Corn Syrup, CRGX-Cargill Corn Sweetener, CCLX-Corn Products Corporation, UTLX-Amaizo, DMIX-Minnesota Corn Processors, and UTLX-Tru Sweet.



The HO scale ready-to-run model features etched metal loading walkways and end platforms, factory-installed grab irons, detailed underbody rigging, metal knuckle couplers, and roller-bearing trucks with 36" machined metal wheelsets.

Info: www.walthers.com

N SCALE PRODUCT NEWS



Athearn has announced plans to release an N scale Bethgon Coalporter in June 2023. Features will include a removable coal load, body-mounted McHenry knuckle couplers, and screw-mounted 100-ton roller-bearing trucks with 36" machined metal wheels.



Road names will be Burlington Northern, BNSF, Conrail, CSX, and Union Pacific. A light blue car with data only will also be available.

Info: athearn.com



Delivery of the N scale model is expected during the second quarter of 2023.



Models with coal loads will be available for Santa Fe, Canadian National, Baltimore & Ohio, Chicago & North Western, Illinois Central, Kansas City Southern, Missouri Pacific, Pittsburgh & Lake Erie, Pere Marquette, Southern Pacific, and Chicago, Burlington & Quincy.



Cars decorated for Ontario Northland will come with a nickel ore load. Seaboard cars will

have a light-colored mineral load. All road names will be available in six numbers.



The plastic injection molded model features a heavy diecast slope sheet-hopper bay-center sill

assembly, and body-mounted magnetically operating couplers, and solid-bearing or roller-bearing trucks as appropriate to the road name being modeled.

Info: www.bluford-shops.com



Broadway Limited plans to release an N scale Norfolk &

Western 2-8-8-2 Y6b steam locomotive in October. Models decorated in service black with a gray smoke box will be available in five road numbers. A black unlettered version will also be available.



Broadway Limited has included two

fantasy schemes in this release: blue and maroon. The N scale Y6b will be available with Paragon4 Sound & Control System featuring Rolling Thunder and a built-in capacitor for reliable electrical pickup. Construction of the superstructure and chassis are diecast. One driver set is equipped with a rubber tire for added traction.



Broadway Limited has also announced

the Reading T1 4-8-4 in N scale for a December arrival. Three

in-service versions and three “Iron Horse Rambles” versions will be available, as well as paint schemes for Chessie, the American Freedom Train, Blue Mountain & Reading, Delaware & Hudson, and Christmas and Independence Day fantasy schemes.



The model will feature a die-cast boiler,

Paragon4 Sound & control with built-in capacitors, traction tires, and LED lighting.



Broadway Limited has announced the release of a Norfolk & Western class H2a triple bay coal hopper. The N scale model is available

decorated in authentic liveries for Pennsylvania, Baltimore & Ohio, and three N&W schemes.



System, and Western Maryland.



In addition, the model is available for railroads that operated equipment similar to the H2a including Santa Fe, Chesapeake & Ohio, Chessie

Fantasy paint schemes in this run include Appalachian Bituminous, Consolidated Power & Light, Peabody Coal, and two Christmas car schemes.



Broadway-Limited plans to release an N scale version of the Pennsylvania Railroad's class H32 covered hopper in December.



The model is based on a series of welded PRR cars built in 1948 with four bulkheads creating five bays with each having a side-by-

side set of discharge openings, all individually controlled by an Enterprise sliding hatch. The car has 14 roof hatches. Like the prototype, Broadway Limited's N scale model rides on ASF A-3 Ride Control trucks.



Authentic road names will be Conrail, Penn Central, and four Pennsylvania Railroad schemes.



Fantasy road names in this release will include Atchison, Topeka & Santa Fe; Atlantic Sugar,

Chesapeake & Ohio, Canadian Pacific, FMC Chemicals, Great Northern, Milwaukee Road, and Union Pacific.

Info: www.broadway-limited.com

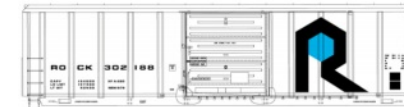


Intermountain Railway is booking reservations through June 30 for an N scale Pullman-Standard 5277 cu. ft. boxcar

with exterior posts. A release date is pending.



Road names with P-S doors will be Canadian National, Burlington Northern, The Rock, and an ex-Railbox car patched for ATSF.



Cars decorated for Grand Trunk Western, Montana Rail Link, CSX and Southern Railway will have six-panel Superior sliding doors.

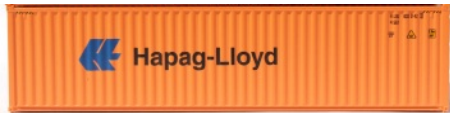
Features include metal wheelsets.

Info: www.intermountain-railway.com



New N scale 40' high cube corrugated containers from **Jacksonville Terminal Company** include MOL (with hazard stickers),

and Hapag Lloyd.



Also new are containers for Seaco (Ex-Hanjan patch), Seaco CMA, and Maersk.
Info: www.jtcmmodeltrains.com



Micro-Trains Line has released two versions of a heavyweight Railway Post Office car. Decorating schemes include a Union Pacific model in traditional Pullman green, and a Chicago

& North Western car in yellow. Both RPO cars come with 6-wheel passenger car trucks.



Also new from Micro-Trains is a heavily weathered L&N boxcar that had been patched for the Seaboard System. The model represents a prototype boxcar that has had its ladders shortened and the running board removed.



This Union Pacific twin-bay 2971 cu. ft. covered hopper car is based on a prototype originally owned by the Denver & Rio Grande Western. The car was transferred to the UP in the 1990s.
Info: Contact a dealer.

Arrangements have been made with Heartland Hobby Wholesale to distribute an exclusive series of **Rapido's** N scale



AutoFlood III coal hoppers. The Heartland series will offer exclusive road names and numbers.



Paint schemes for the Heartland AutoFlood III Coal Hoppers include FEPX-FirstEnergy Generation Corp, LNTX-Alliant Energy, MBKX-Mitsui Rail Corp, and XCLX-Xcel Energy.

Info: www.hhwonline.com



Rail Smith is taking reservations for a limited run Spokane, Portland & Seattle EMD F-3 A-unit No. 802. Broadway Limited is producing the exclusive N scale model which will operate on DC or DCC and will feature dual mode sound.



Rail Smith is also booking advance orders for SP&S GP-9 No. 153 in the distinctive Tiger Stripe scheme. The N scale model is being produced by

Atlas as a Gold Series model with DCC and sound.
Info: www.lowellsmith.net



ScaleTrains.com is preparing an N scale version of a 42' Thrall-Trinity coil steel car. After acquiring Thrall in 2001, Trinity Industries continued to build the same coil steel cars.



Road names will include Indiana Harbor Belt, CSX, Norfolk Southern, Conrail, Canadian Pacific

CHIT/Union Pacific (Chicago Heights Terminal). The Rivet Counter model is scheduled for release in January 2023.

Info: www.scaletrains.com

STRUCTURES & SCENIC SUPPLIES



Conowingomodels plans to release both HO and O scale kits for Kellow Station late this month. The kits will be part of a Zoom model building program on Wednesday nights beginning May 25th, 2022. Info: conowingomodels.com



Frenchman River Model Works has an O scale kit for Perry Plumbing & Supply, a small, corrugated warehouse structure designed by Thomas Yorke. The kit consists of unpainted cast resin walls, doors, steps, and sign. The roof is corrugated material. The assembled structure has a footprint of 5.375" by 6.5".

Info: frenchmanriver.com



The latest release from **Maple Leaf Trains** is Crew Change No. 2, a group of six contemporary railroad figures. The 3D printed HO scale

figures come unpainted.

Info: www.mapleleaftrains.com



Monster Model Works has released Canton Junction, An HO scale craftsman-style kit for a small-town combination station. With a change of name, the structure could serve as a small lineside industry.



The kit includes basswood clapboard siding, 3D engraved stone foundation, and peel & stick asphalt roofing. Laser-cut components include scribed wood flooring, stairs and stringers, doors and positionable windows with glazing. The finished model has a footprint of 7.75" x 3.625".

Info: www.larkspurlaserart.com/monster-modelworks-products



Showcase Miniatures is selling an N scale craftsman style kit for Winter Creek Winery. The structure features tab and slot construction with laser-cut parts, peel and stick backed windows, and pewter metal castings of wooden barrels with a 3D printed

hoist. In addition to the winery signage, the kit includes graphics to convert the structure to a apple cider facility or a pickle processing plant.



Showcase Miniatures has upgraded several of its 1:160 scale vehicle kits including this Peterbilt 362 COE

day cab tandem-wheel tractor. Upgrades involve converting cabs, including grilles, mirrors, and other accessories, to refined stainless steel photo-etched versions with computer drafted details. Additional upgraded cabs available from Showcase Miniatures include KW T800, I Class 4600 crew cab, Peterbilt 362 COE, and F-M2 single and crew cab.

Info: www.showcaseminatures.net



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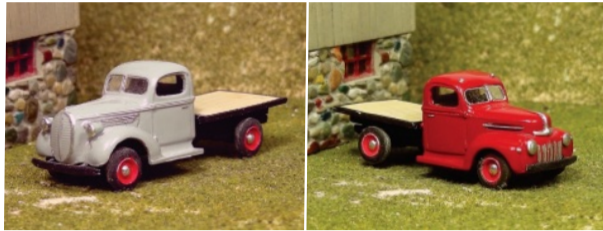
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trucks. The collection includes a 1939-40 GMC (blue) and a 1946 Canadian Mercury (green).



Sylvan Scale Models has released a new series of 1:87 scale resin truck kits including five half-ton flatbed pickup trucks.

Additional models include a 1939 Ford (gray) and a 1942-47 Ford flatbed (red). A 1947-53 Chevy flatbed is also available.



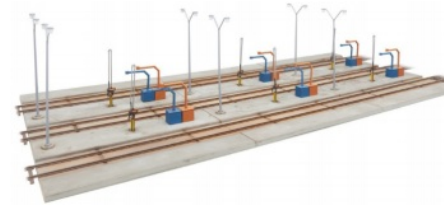
Sylvan has also released two Mack tandem-axle trucks including a series LH highway tractor (red) and a 1950-56 series LH heavy-duty off-road tractor.

The kits include rubber tires and instructions with painting suggestions.

Info: www.sylvanscalemodels.com



New HO scale kits from **Walther's Cornerstone** include a diesel sanding tower and a diesel fueling facility. The sanding tower is typical of those used at both major engine facilities and short line terminals. It includes a safety cage ladder and four outlet hoses.



Walther's Cornerstone kit for a modern diesel fueling facility has six refueling stations. The HO scale kit can be assembled as a three-track pad, or as a longer two-track pad. Details include

spill containment pans, fueling cranes, cooling water booms and cabinets, lube oil booms and cabinets, and non-working overhead lights. Both kits come unassembled and unpainted.

Info: www.walthers.com

NEW DECALS, SIGNS AND FINISHING PRODUCTS



New HO scale water-slide decals from **Mask Island** include an early

Rock Island flatcar and a Rock Island 50' insulated boxcar from the mid-1960s with LD equipment.



Also new are decals for a DODX six-axle flatcar including one Army and one Navy upgrade, and a 1957-era 53' Texas & Pacific gondola.



All Mask Island decal lettering sets includes enough material to decorate two models.

Info: Maskislanddecals.com

NEW DECALS, SIGNS AND FINISHING PRODUCTS | 30

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! BRIEFLY NOTED AT PRESS TIME ...

To help raise money for war refugees, **Atlas** is preparing specially decorated N, HO and O scale Ukrainian Peace Cars. Atlas has pledged to donate all profits from the sale of these unique boxcars to the Ukrainian refugee relief program. Atlas and participating Atlas dealers are accepting pre order until June 8th, 2022.

Woodland Scenic is selling a new HO scale brick building named Toy & Hobby Junction. The hand-painted two-story Built & Ready structure features weathered exterior details including bright red double doors, a train mural and windows on all sides. The colorful games and hobbies filling the store shelves can be showcased with pre-installed LED lights made for use with the Woodland Scenic's Just Plug Lighting System ... ■

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SELECTED EVENTS



Model Railroad Hobbyist | May 2022

MAY

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

Ongoing 2021

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

Info: www.opsig.org/Virtual

Archive: www.opsig.org/Virtual/Past

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

Info: newtracksmodeling.com

YouTube: www.youtube.com/channel/UCMA_VhPb5pjdkAYTdXLceJA

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

Info: www.facebook.com/groups/nmragroup

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

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

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

Info: groups.io/g/NNG

SELECTED EVENTS | 33

AROUND THE USA, IN-PERSON, Various dates.

ScaleTrains.com Road Trip.

Info: www.scalettrains.com/roadtrip

May - June 2022

ONLINE ZOOM AND CANADA, BRITISH COLUMBIA, VANCOUVER AREA, May 19, 26, 27, 28, 29, 2022. Railway Modellers Meet of British Columbia 2022. Queensborough Community Center, 920 Ewan Avenue, New Westminster.

Info: railwaymodellersmeetofbc.ca

CALIFORNIA, SANTA CLARA, May 26-28, 2022, O scale - S scale - Narrow Gauge West. Hyatt Regency Hotel, 5101 Great America Parkway.

Info: www.oscalewest.com

COLORADO, LAKEWOOD/DENVER, June 2-4, Sn3 Symposium. Sheraton Denver West, 360 Union Boulevard.

Info: www.sn3symposium.com

INDIANA, INDIANAPOLIS, May 18-23, 2022. Indy Junction 2022, the Midwest, Mid-Central, and North Central Regions NMRA Convention. Indianapolis Marriott East, 7202 East 21st Street.

Info: www.indyjunction2022.org

INDIANA, INDIANAPOLIS, May 18-22, 2022. RPM Conference at Indy Junction 2022.

PENNSYLVANIA, HARRISBURG, June 10-11, 2022. 2022 Harrisburg Narrow O Summer Meet. New Hope Church, 584 Colonial Club Drive.

Info: www.facebook.com/modelingevents

TENNESSEE, JOHNSON CITY, June 3-4, 2022, George L. Carter Railroad Museum Big Train Show, East Tennessee State University Mini-Dome, State of Franklin Road.

Info: www.etsu.edu/railroad/events.php

TENNESSEE, NASHVILLE, June 15-19, 2022. 28th Annual National N Scale Convention, Sheraton Music City, 777 McGavock Pike.

Info: www.nationalscaleconvention.com



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WISCONSIN, WAUPACA, June 18-19, 2022. 32nd Annual Strawberry Fest Model Railroad Show. Waupaca Recreation Center, 401 School Street (Intersection of School, State, and Badger Streets).

Info: www.wamrltd.com/?action=strawberryFest

VIRGINIA, FISHERSVILLE, June 5, 2022. Annual Shenandoah Valley Model Train & Railroading Show. Augusta Expo, 277 Expo Road (I-64, Exit 91).

Mailto: kauffmanb@gmail.com

Future 2022-2023 by location

NEW ZEALAND, ASHBURTON, July 9-10, 2022. Ashburton Model Train Show. Tinwald Memorial Hall, 10 Graham Street, Tinwald.

Info: www.ashburtontrainshow.co.nz

UNITED KINGDOM, CREWE, November 4-6, 2022, Crewe North Junction 2022, British Region NMRA Regional Convention. The Heritage Center, Emperor Way, Crewe Business Park, CW1 6BD.

Info: convention.nmrabr.org.uk

CALIFORNIA, SAN DIEGO, September 7-11, 2022. Back on Track in 2022, Pacific Southwest Region convention. Four Points by Sheraton San Diego, 8110 Aero Drive.

Info: web.cvent.com/event/1474b6bc-b18a-49ec-9b4e-9f58fb4665cd/summary

CONNECTICUT, WINDSOR, September 15-18, 2022. Connecticut Yankee, Northeastern Region Convention 2022. Marriott, Hartford/Windsor Airport, 28 Day Hill Road.

Info: ner-conventions.org/connecticut-yankee

INDIANA, FRANKLIN, August 27-28, 2022. NMRA CID Franklin Train Show. Johnson County Fairgrounds, 250 Fairground St.

Info: www.cidnmra.org

MARYLAND, HUNT VALLEY (TIMONIUM), October 13-16, 2022. Mid-Atlantic RPM meet. Delta Marriott Hotel and Conference Center, 245 Shawan Road.

Info: www.marpm.org

MARYLAND, TIMONIUM, October 15-16, 2022. Great Scale Model Train and Railroad Collectors Show, Maryland State Fair, 2200 York Rd.

Info: www.gsmts.com ■

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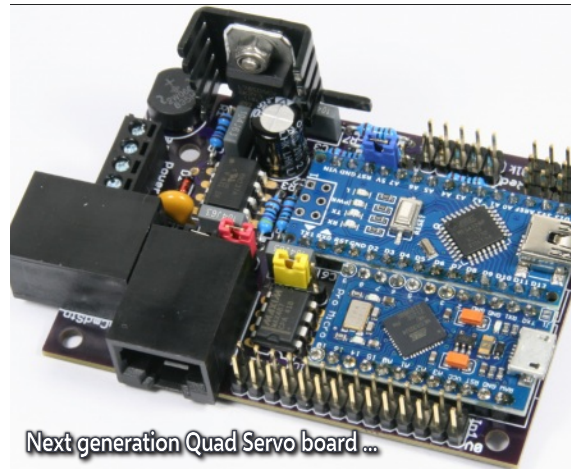
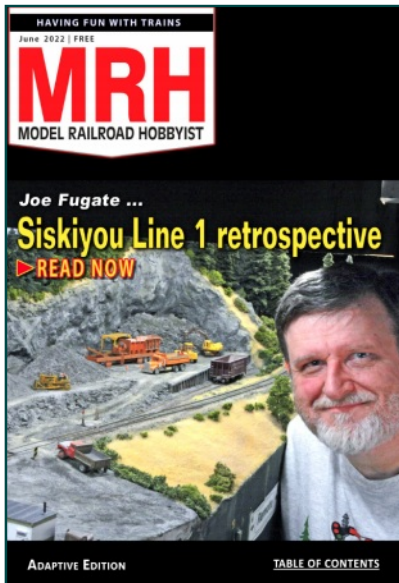
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