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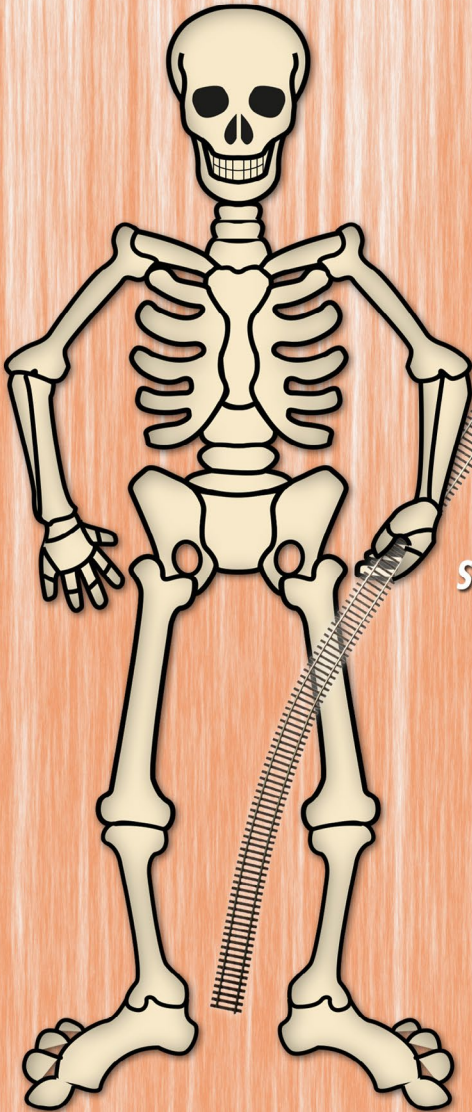


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Model Railroad Hobbyist October 2019 | #116

(Updated 10/04/19)

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Jim Six, Limited Modeler column

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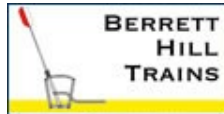
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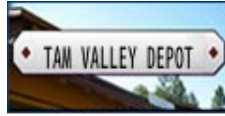
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Take me there!



Editor-at-large Musings: Personal guidelines ...

ERIC HANSMANN



MRH Website this month: Cascade Line update, and more!

Compiled by JOE FUGATE



What's Neat: St. Louis RPM Meet

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Santa Fe Citrus Line in a garage track plan

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October 2019 news and events

RICHARD BALE and JEFF SHULTZ

In

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This month ...



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October 2019

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EXTRA

Publisher's Welcome: Good MEK replacement ...

JOE FUGATE



Limited Modeler: Pre-diesel freight cars

JIM SIX



Imagineering: Exploring vintage kits, part 1

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MUSINGS FROM THE EDITOR-AT-LARGE



Model Railroad Hobbyist | October 2019

ERIC HANSMANN: AN INTRO AND PERSONAL GUIDELINES ...



JOE FUGATE ASKED ME TO INTRODUCE MYSELF

in this issue. I'm Eric Hansmann, and I'm a prototype modeler. I've been prepping *MRH* and *RE* articles this year as Editor-at-Large.

I've been a model railroader since the early 1970s, when I built my first HO layout with my father. I often mention that the layout was a John Armstrong plan, then note that it came from an Atlas track plan book.

By the late 1970s, I was bitten by the narrow gauge bug and by Allen McClelland's "V&O Story" series in *Railroad Model Craftsman*. I designed and built part of a new HO and HOn3 layout with handlaid track, but college called and swept me away for a few years.

After college, I moved to Morgantown, West Virginia. I founded a club with local modelers, all of whom wanted to learn more and advance their skills. The group found a nice-sized layout space in the early 1990s. We traveled around the region to experience large layout operations before designing and building a multi-level HO scale layout.

Changing focus

As a narrow gauge enthusiast, I helped cosmetically restore Waynesburg & Washington #4, a fine Alco-built three-foot gauge 2-6-0. My experience is described in a sidebar to the "Lite and

Narrow” column in the very first *MRH*. The prototype work was fun, but my modeling focus was changing.

The Western Maryland Railway between Thomas and Elkins in West Virginia attracted my eye, but I did not have the space to do justice to this line. I focused on an area in south Elkins where three branch lines met within a mile, a B&O branch terminated with an interchange, and several local industries were served by both railroads. I chose to model the area in 1926 as the railroad then had a very different appearance compared to the popular post-WW2 years.

About this time, I attended my first Railroad Prototype Modeler (RPM) meet and became hooked on prototype modeling.

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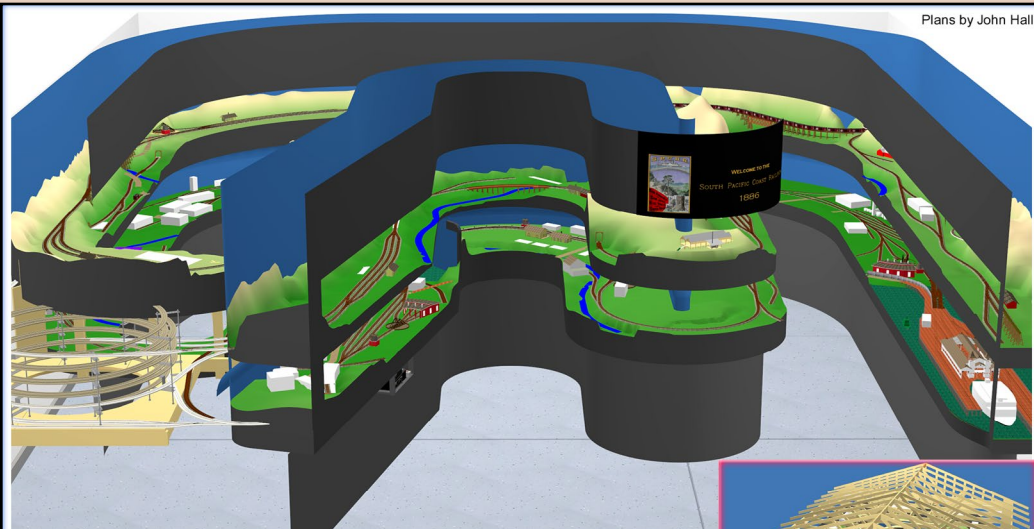


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EDITOR-AT-LARGE'S MUSINGS | 3

Keep it simple

I've moved around the country in the last 10 years with my wife, a university administrator. After a move several years ago, I wanted to build a layout but realized it had to be easy to transport. As I designed and built that layout, I developed two guidelines that have stuck with me over the years: keep it simple, and let the prototype guide the work.

Through many hobby projects, I've overthought situations, and over-built layouts and models. I've met others who have done the same. Keeping things simple became my mantra when I arrived at a decision point. My last layout was built with an operations focus. I decided not to install any ballast or ground cover. I painted the plywood gray then sprayed the track flat brown with a rattle can to



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represent the right-of-way. It was a simple way to convey an industrial feel and quickly move the layout to operating.

I recite this mantra when I start on a new freight car kit. While I enjoy installing the brake rods and hardware on the underframe, it can't be seen on some models. Flat cars and gondolas with fish belly side sills are candidates for simplifying the underframe details [1]. It's more important to me to install small squares of weight in the underframe area for long-term operational use [2].

“Keep it simple” can be applied to layout designs, benchwork construction, and even presentations for RPM and NMRA meetings. *MRH* editors often keep this in mind as articles are prepped



1. Our eyes are drawn to the deck weathering and lettering on this resin freight car kit. The deep fish belly side sill hides the underframe details, even with a straight-on view of the car side.



2. The gondola underframe details were not installed. Strips of lead weight were glued into place to improve performance on the rails. The weight cannot be seen when this model is in use.

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for publication. My wife reminds me that the best way to write and edit an article is to follow three rules: simplify, simplify, simplify.

The prototype as a guide

I'm sure many readers think I'm leading everyone to count rivets. Our hobby is focused on railroad equipment, facilities, rules, and more. When I come to a project decision point, I use the prototype as a guide for progress.

A definition is important here. From dictionary.com, the verb "guide" means "to assist (a person) to travel through, or reach a destination in, an unfamiliar area, as by accompanying or giving directions to the person." The prototype greatly assists our efforts.

I do not advocate strictly copying the prototype but allowing it to *guide* your work. This is what we are modeling, right? Why not use it as a guide? We can't model every element of a prototype scene, locomotive, or freight car. Details we see around the prototype certainly can guide our modeling.

Personal preferences

By now, some of you are thinking, "This sounds too much like work," or "It's a hobby to enjoy and get away from work." Heck, I thought the same thing a couple of decades ago. Since I started using these guidelines seven years ago, I've enjoyed and completed more modeling projects than I did in the previous years.

Understanding our personal preferences can focus our attention and inspire our hobby efforts. *MRH/RE* columnist Jim Six is a good example. A few years ago, he started down a different path to model the steam era before diesels. He uses prototype maps and photos for layout inspiration but not as a blueprint. He recognizes the challenges of an earlier era, but he is energized in creating a new and very different layout.

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EDITOR-AT-LARGE'S MUSINGS | 6

Change happens

Sometimes we find that the creative spark disappears with our current layout. Our motivation drops, and we minimize our hobby time. It's possible that our hobby interests waned as the original motivation faded. If that applies to you, maybe it's time to review where you want to go with the hobby. Consider following guidelines like mine to help shape your next projects.

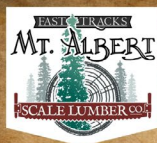
Many modelers have started anew. *MRH/RE* publisher Joe Fugate is tearing out his Siskiyou Line to work on new concepts. The TOMA ideas and a Proto Throttle have energized his layout inspiration as the old project is removed. You don't need to search long to discover other modelers who have decided to move away from an earlier project and start again with a new concept.

I'm currently between layouts as a kitchen upgrade is slated before the hobby space is renovated. Sections of my HO scale Wheeling Freight Terminal layout remain packed up after our

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EDITOR-AT-LARGE'S MUSINGS | 7

move across town a couple of years ago. The only room large enough for the layout is the garage, but that space is needed to stage items for the kitchen project. It might be a year before the garage is transformed to my hobby haven.

I've been thinking of building a chainsaw layout in the interim using a couple of hollow core doors. I'm doodling track plans and devising a simple support system. And of course, I will let a prototype be my guide. ■





LAST ISSUE'S RATINGS

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

4.7 Building paper and cardstock models

4.7 September 2019 news (NWSL will continue)

4.7 Savvy Modeler online: Conifer trees

Issue overall: **4.3**

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

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Lex Parker's On3 D&RGW

Tom Patterson's CW&E

Chris Lyon on painting detail parts

NMRA 2013 National Train Show report

TMTV monthly shows

Season 6: August show ... See All

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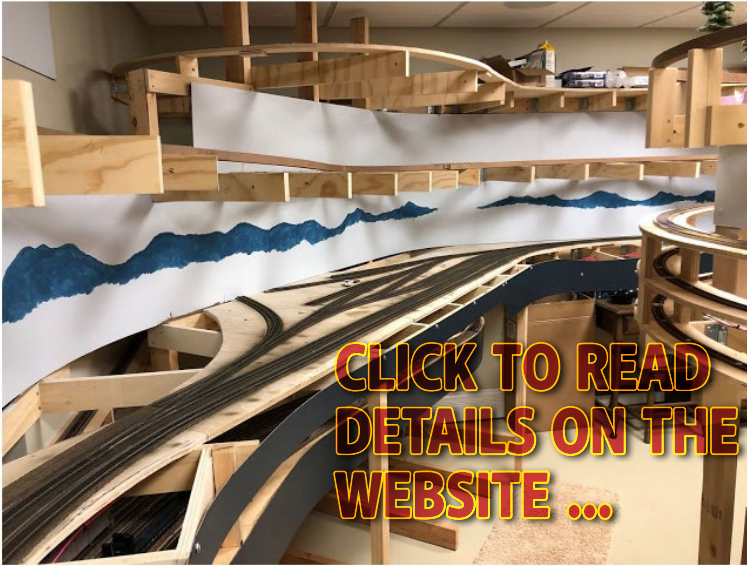
compiled by JOE FUGATE



RATE THIS ARTICLE

Cascade Sub Fall Update

Sat, 2019-09-28 05:38 — johncaff22



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It has been some time since my last update on the railroad. Heading into the fall and winter modeling season, I want to share a brief status report of the layout and some of the projects I plan to take on in the coming months.

1. MRH member *johncaff22* has posted a fascinating update on his new Cascade Subdivision layout build with many pictures of his progress. Also check his other blog entries, they're also photo-rich!

▶ MRH'S MONTHLY GREAT MODELER POSTS

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New Bridge at Blue Island

Mon, 2019-09-30 14:12 — arbe Scenery - Structures

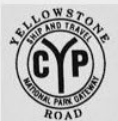
A new thought on the operation of my pike has prompted another remodel. This iteration will provide for a continuous run option that I found I really missed with the Point-to-point style I had. A new main-line configuration through Blue Island and crossing of the Cal-Sag Channel, and new main-line track in Riverdale will accomplish this. For this to take place, the old cal-Sag bridge and indeed the Cal-Sag itself was remodeled.



A view of what would be to the west and the background painted by Deb.



A view under the bridge.



Bob Bochenek

Chicago Yellowstone and Pacific Railroad

2. MRH forum regular Bob Bochenek [MRH handle *arbe*] posted about upgrading a bridge on his layout. Bob drew some inspiration from prototype photos, with a very nice result ...

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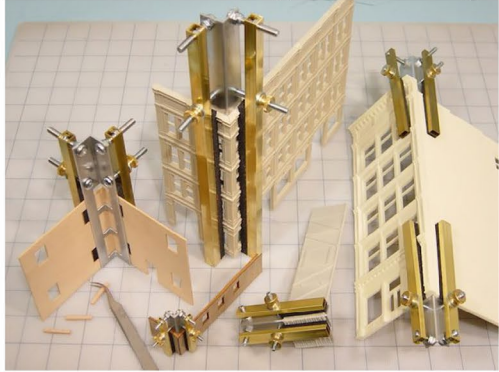
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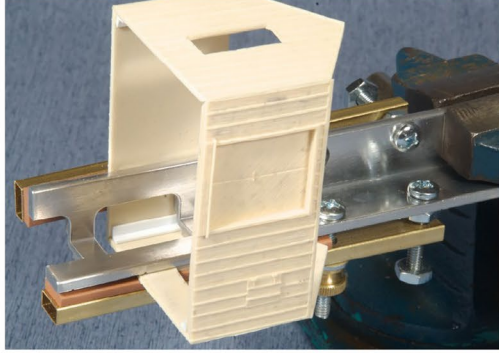
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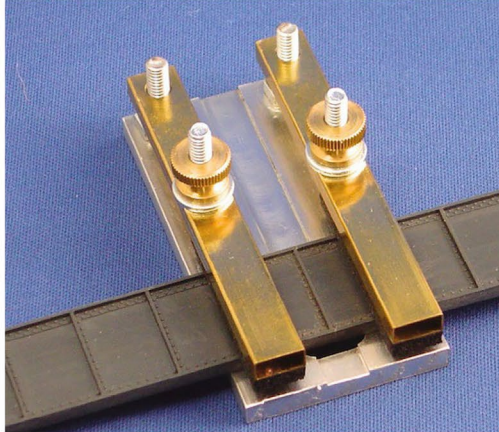
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Understanding a Time Table

Thu, 2019-09-26 15:40 — Hoot Prototype Railroading

I recently bought a 1967 Fort Worth And Denver Timetable off of Ebay, and have attached a photo to illustrate my question(s). I'm having a hard time figuring out portions of the information that I'm looking at. Specifically what is the signs column (I'm guessing it's for the various services available at that location, and what do the letters represent? O's I'm assuming are operators on duty, and P means phone, F is for fuel, but what are the rest? Also in the milepost column there is an L or a P preceding the milepost number, any idea what those stand for? Thanks for the help.

EASTWARD			STATIONS	WESTWARD		
SECOND CLASS				SECOND CLASS		
Daily Freight	Signs	Mile Post Location	Sliding	Other Trains	Daily Freight	
77					78	
P.M. 5:30	BKOR TYZ	L860.05	LUBBOCK 1.60	Yard	A 6:15	A.M.
	I	L558.45	P. & S. F. CROSSING 8.29			
	M	L350.19	P. & S. F. CROSSING (Grade-Gate) 0.47			
6:00	P	L349.69	KITALOU 7.77	50	185	5:30
		L341.92	HECKVILLE 1.23		14	
6:15	P	L340.29	BECTON 9.31		17	5:15
6:30	O	L332.74	PETERSBURG 9.21	50	62	5:00
6:50	P	L228.43	BARWISE 9.45		43	4:40
	A	L813.98	P. & S. F. CROSSING 0.82			
7:15	OP	L813.00	LOCKNEY 6.60	50	27	4:15
7:50	BFJBR TUWY	P806.40	STEBLEY 6.11	Yard		4:05
8:00		P801.39	SOUTH PLAINS 16.08		63	3:35
8:45	P	P285.21	EDGIN 8.35		9	2:45
8:55	O	P279.28	QUITAQUE 10.23	152	56	2:35
9:20	O	P285.98	TURKEY 10.24		77	2:10
9:45	P	P285.69	TAMPICO 21.65	132		1:45
10:30 P.M.	JFY	P287.04	PLAINS JCT. 123.01			1:00 A.M.

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If the TT has a special

3. Ever wonder how to read a timetable? MRH forum member **Hoot** asked for help and the responses give some good insight, so go read about it – or contribute if you can help!



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Chain Link Fence - Propane Dealer

Sun, 2019-09-22 05:07 — SBrooke Scenery - Structures

Finished up the Propane Dealer and tried scratch building a chain link fence. A big shout out to Boulder Creek Railroad and his video on making chain link fences: https://www.youtube.com/watch?v=0_guMOYoCpw&t=56s



I ended up using white glue to affix the tulle (just couldn't get the superglue to bond the tulle to the posts). Also, I used thread for the barbed wire strands instead, they will inevitably get fuzzy but if you run some beeswax or some liquid plastic cement along them it will remove most of it. What was left behind kind of reminded me of the barbs in the wire and is not overly distracting.

Backdrop is from Larc Products: <http://www.larcproducts.com/>

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4. In his MRH blog, *SBrooke* shows how he built a propane dealer with a chain link fence. He references the video that guided him, and adds in his own experiences too. Nice photos, have a look!

Recent rolling stock projects



Sun, 2019-09-29 08:43 — IAISfan

I managed to put some finishing touches on a few rolling stock projects over the past couple weeks.

IAIS 9001, an Exactrail GSI bulkhead flat updated to represent an ex-RI car now in IAIS MOW service. I had shared it and sister 9003 previously, but finally got a bit of a load on each. Details of both IAIS MOW builds can be found at <https://model-railroad-hobbyist.com/node/37344>.



5. The MRH Weekly Photo Fun thread always delivers! Not only some great photos, but some inspiring modeling projects like this flat car load.



Bowser

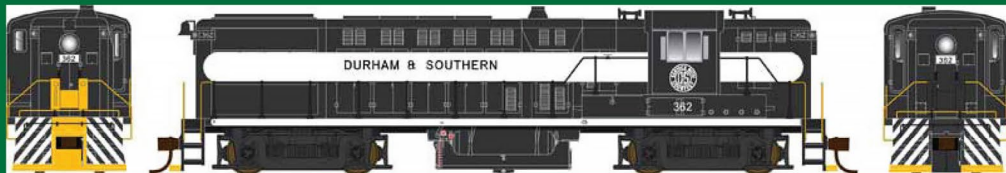
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WHAT'S NEAT

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Model Railroad Hobbyist | October 2019



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KEN PATTERSON AND FRIENDS TALK TO SEVEN MANUFACTURERS, A HISTORICAL SOCIETY, AND THREE GENTLEMEN WHO SHOWED FANTASTIC MODELS AT THE ST. LOUIS RAILROAD PROTOTYPE MODELERS MEET.

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MRH

October 2019 show

▶ PHOTOS AND VIDEO OF SUPERB MODELING

2019 was the first St. Louis RPM for Daniel Coombs from the “What’s Neat” podcast: “It’s the camaraderie of model railroading. I have seen so many aspects that are phenomenal! I’m seeing guys who want to super-detail the prototype, to the average Joe that just wants to talk trains. It’s been a great show. There are also a few vendors here, and I have bought a few things. ... This is a phenomenal show. There’s no right or wrong to how you’re doing things here. It’s just show and tell.”

Chris Brimley from ExactRail



1. Chris Brimley from ExactRail showed off the Evans 5277 box car in both HO and N scale, with six paint schemes ExactRail has never done on this car before – Ferdinand Railway, Ontario Northland, Canadian National, Mississippiian Railway, Sault Ste. Marie (a Wisconsin Central subsidiary), and Laurinburg and Southern. They also have an undecorated kit in HO. Look at exactrail.com for more. But, does he run them on his railway at home?



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2. Half of Chris Brimley's N scale Hudson Terminal. Chris: "My layout is 1955 New York, whereas these cars are '79-built ... My layout is an isolated switching terminal in 1955 Manhattan and its rail-marine operations. So as much as I would like to have them on there, it's far too new."

"The cars come in via car floats. I do have a few piers on the layout and a few industries that are on the mainland, or I guess the island, since it's Manhattan. The cars work those industries, and then everything goes back off by car float to the other side of the Hudson, and then over to Jersey."



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3. Working in a 1x7 foot area gave Brimley time to add lots of fine detail. "It's an N scale layout and is only one by seven feet. It's very small. When I built it, my family lived in a very small home, and that was as big as I could go. Now my family is in a bigger place, so I could expand on it ... modeling the other side of the river."

Central Valley with Jeff Parker



4. Jeff Parker, who now runs the company built up by his father, Jack Parker, is a man of a million hats. "I'm trying to build molds at the same time that I'm answering the phone. It is crazy! My dad was a fantastic modeler. He was a fantastic artist, and there was nothing that he could not do well ... that's my motivation to keep going and building things. I like to see what I can do, and see how I can make it better."

Jeff built a 200-foot truss bridge on Ken's home layout in an earlier "What's Neat" segment: "It is actually very easy. You have to have patience. ... you have to limit your time. You can't just expect to build this in one day, or one weekend for that matter ... My limit is about two hours, and then I need to step away for a whole day and come back the next day or the day after."

"Since I wear so many hats at Central Valley, and since my wife is always working on new packaging ideas and hitting me with those ideas, it can get crazy. But it's just awesome to be working together with another model railroader."

The Ohio Valley Sipping and Switching Society



5. "I'm standing with Andre Stone (left) and Matt Robbins ... you guys have got a beautiful modular layout here." Matt: "We are the Ohio Valley Sipping and Switching Society. We're in about our 12th or 13th year of operation here. We're probably on show number 42 or 43 in our history." Andre: "We have about 12 members right now ... " Matt: "... plus one or two in and outers – the people that come and participate every once in a while."

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6. The Switching & Sipping Society is a major operation, active in the Ohio River valley in Ohio, and in North Carolina. Find out more about them on their Facebook pages. Look for "Sipping & Switching Society of NC" and "Ohio Valley Sipping & Switching Society."



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Rick Dakota Kempf's graffiti



7. Rick Dakota Kempf is emerging as one of the most magnificent hand painters of graffiti and murals on freight cars. He started with a 4x8 train table for his son. Then he built a layout for himself. "I realized after a while that the trains were nice, the layout was perfect, but it didn't have any of the modern-day artwork that was on the trains that you see in real life. ... I started putting little pieces of graffiti on my cars here and there. Then I got pictures of cars that had graffiti on them, and tried to match the photos. Over time, I just got better at what I was doing, and here I am doing what I do now."



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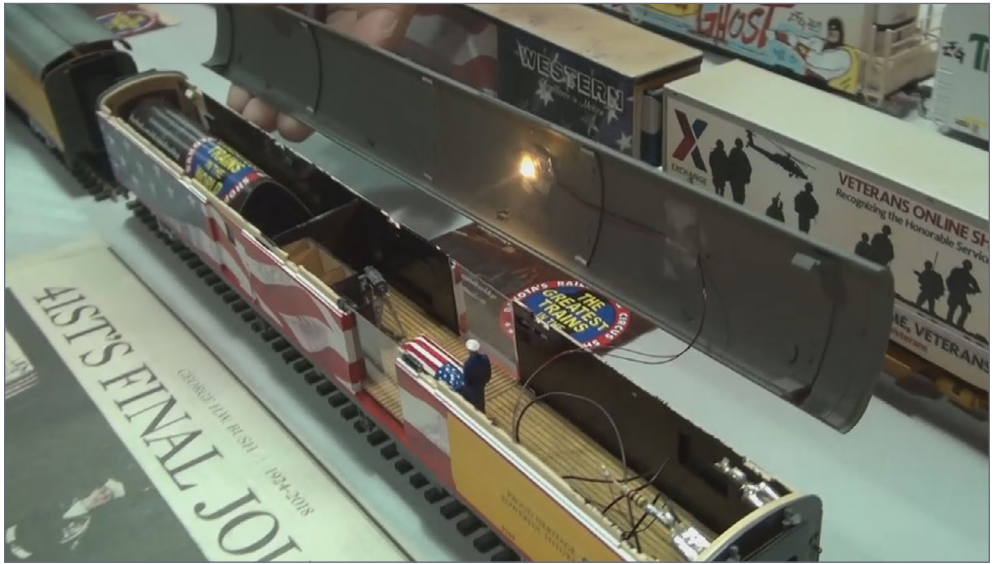




8. Rick uses everything from an extremely fine brush to paint rollers and paint presses from Menards.

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9. "I've had so many favorite pieces ... I had the Walthers baggage car at home when President Bush died. As soon as they started rolling the train, and I saw how the train was set up (with the glass doors, and the casket inside), I took mine and cut the doors off of it and put a wooden floor in it. ... The casket I had custom-made for me. I hand-painted the casket and the figure. Now the soldiers who are inside of it standing watch changed throughout its trip. I've had some guys who were Marines ask me to make the guy inside a Marine ... Circus City made the decal for me, and he's done a wonderful job on many decals that I have needed."

If you're on Facebook, you can go to "Rick Dakota Kempf."



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John Lee, the Badger representative



10. John Lee of Badger at the St. Louis RPM was showing off the versatile Badger 105 Patriot. It's a double-action, gravity-feed airbrush, with all-brass construction, made in Chicago, Illinois. It's good for weathering, painting whole cars or engines, scenery, structures, you name it. You can control the air flow and the amount of paint with one finger.



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The 1:87 Vehicle Club guys



11. Dan Goins and Sam Denehy brought the 1:87 Vehicle Club's display. Dan: "We have members that are involved in trucks, vehicles, military, hot rods - the whole gamut. It's kind of a sub-category of the model railroad hobby itself. We had a great time last year. The reception was phenomenal, and we decided to come back again."



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Chris Palomarez and Athearn

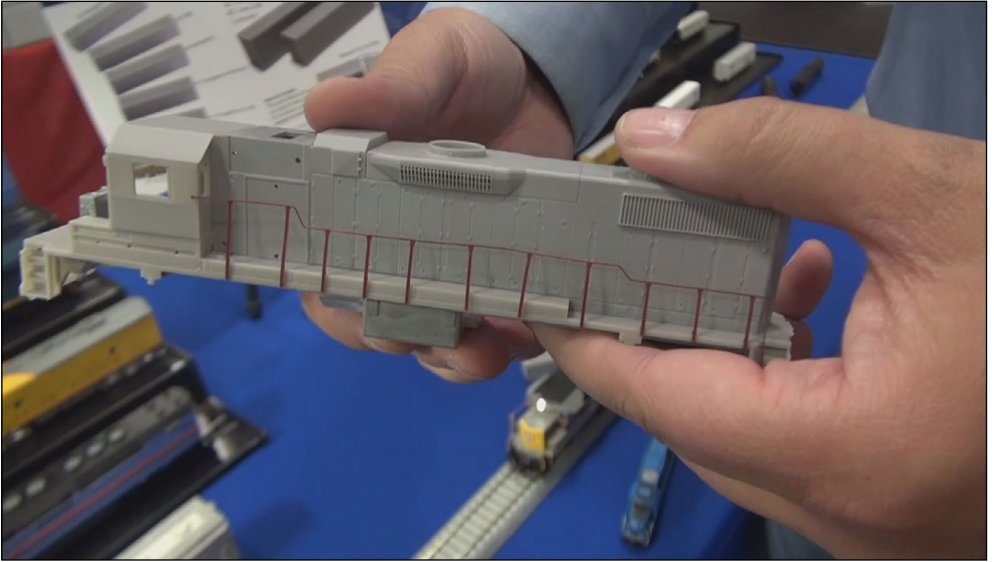


13. Chris Palomarez: "We just announced this ... the SD45-2 and Conrail 'can opener,' that's the blue scheme. Also, the SD45-2 and the Santa Fe, which is the 5800-class, a brand new number series for us. We announced HO and N scale SD70s standard-cab locomotives. We're doing them in Illinois Central, Norfolk Southern, Canadian National, and Conrail too."



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14. "The GP38-2. These are our first test shots of the GMD Canadian Pacific version with the Canadian Pacific style steps, the dynamic brake, and the extra step on the battery box on the engineer's side. Those were kind of spotting features for that locomotive. There's one other thing about that locomotive. It's going to start coming with sugar-cube speakers in it ... Yeah, some internal feeds, some internal changes and external changes on that locomotive."

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Dave Hussey, Cannon and Company



15. David Hussey of Cannon & Co. showed craftsman kit cars of laser-cut layers of styrene the builder laminates to produce the different body styles, whether they're a rib-sided car or embossed-side car like these new ACF Precision Design cars or a welded-side car. David "bundles" his laser-cut parts with parts purchased from other vendors, like roofs, ends, and doors. He makes his own parts, or buys pieces and supplies a complete kit, or semi-complete kit. It means a highly accurate car without the trouble of chasing down scarce components. Customers still have to get trucks and couplers.

New this year are four ACF precision-design box cars, plus one more new 40-foot phosphate car for the southern folks in the southeast market."



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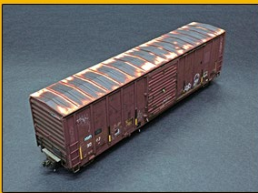
Pennsylvania Railroad Technical and Historical Society

One big attraction at the RPM meets are the historical and technical societies that show up to meet modelers and display the resources the groups make available.

Steve Saffieri was there for the 51-year-old Pennsylvania Railroad Technical and Historical Society. They support museums, contribute to restoration projects and publish a quarterly journal. The PRRT&HS maintains an archive in a former station building in Lewistown, Pennsylvania, and works closely with model manufacturers including Bowser, Tangent and Broadway Limited. They are actively involved with the T-1 Trust which is attempting to build a complete 1:1 scale steam engine. For a \$40 one-year membership, there are four quarterly Keystone magazines, archive access, and other benefits.



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David Lehlbach of Tangent Models



16. A 2017 photo shows some of the work on David's layout. It hasn't changed much since, due to work pressures. But he has finished several freight cars for himself. The layout has been in the works for about five years now. "I don't have the largest basement in the world, and I didn't want to do something that didn't look right. Like a large yard and a small room. A 27-foot wall is my longest wall, which is pretty decent, but it's hard to get a yard to fit there."



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David Lehlbach and Tangent Models have been in business for 12 years and have produced tooling for 23 models so far. His passion for trains doesn't end when he clocks out from work. His layout is based on Milwaukee Road operations around Spokane, Washington in 1973.

David: "I have a blog that I actually post updates to very infrequently these days -- once a year kind of thing. But at least I'm trying to do something. It keeps me motivated to actually show progress. It's called "From the Panhandle to the Palouse," (fromthepanhandletothepalouse.blogspot.com) the panhandle of Idaho to the Palouse country of Washington. Just Google that, and it'll come up."



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17a, 17b. Tangent likes to bring new products to a prototype modeler's meet. This year there were the PRR-designed X-58 boxcars in seven paint schemes. Released a month earlier was the General American 1948-design 8000-gallon welded general service tank car and before that, brand new Bethlehem gons.

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Gene Fusco from InterMountain



18a, 18b. Gene Fusco from InterMountain announced a rerun of the IM square-corner 1937 AAR box cars including the whole set of Santa Fe map-scheme cars with slogans, as well as a group of other railroads' variations with features like Viking-roofs and different doors. IM is particularly pleased to have production up and running from new factories in China. Recent arrivals are N scale three-bay and two-bay ACF covered hoppers and HO scale 4653 bay covered hoppers. More hoppers and reefers are on their way. Production samples of the GP-16 and Tier-4 engine projects are due soon.



19. InterMountain is active in N and HO, but Gene tells his own story: "About four years ago, I decided I wanted to try something different in the hobby. I've been an HO scaler since I was five years old ... I decided to experiment with some outdoor stuff, so I got my work crew together, the guys who had been helping me with the HO scale stuff. I told them, 'Hey, we're going to go outdoors. We're gonna start moving dirt around,' and we started building the outdoor railroad.

"Right now, we've got about a thousand feet of main line in place. We have a yard that's about 100 feet by 24 feet wide. We run 30, 40-car trains. The guys have to learn real train handling skills. You can't just slam the throttle open and shut. So yeah, it's been a lot of fun playing with that stuff."

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The wrap-up

The models at RPM meets are great, and they get better every year. People love to come in and see the progress of some of the people who have been coming for seven or eight years, and who bring advancements in their hobby. ✓



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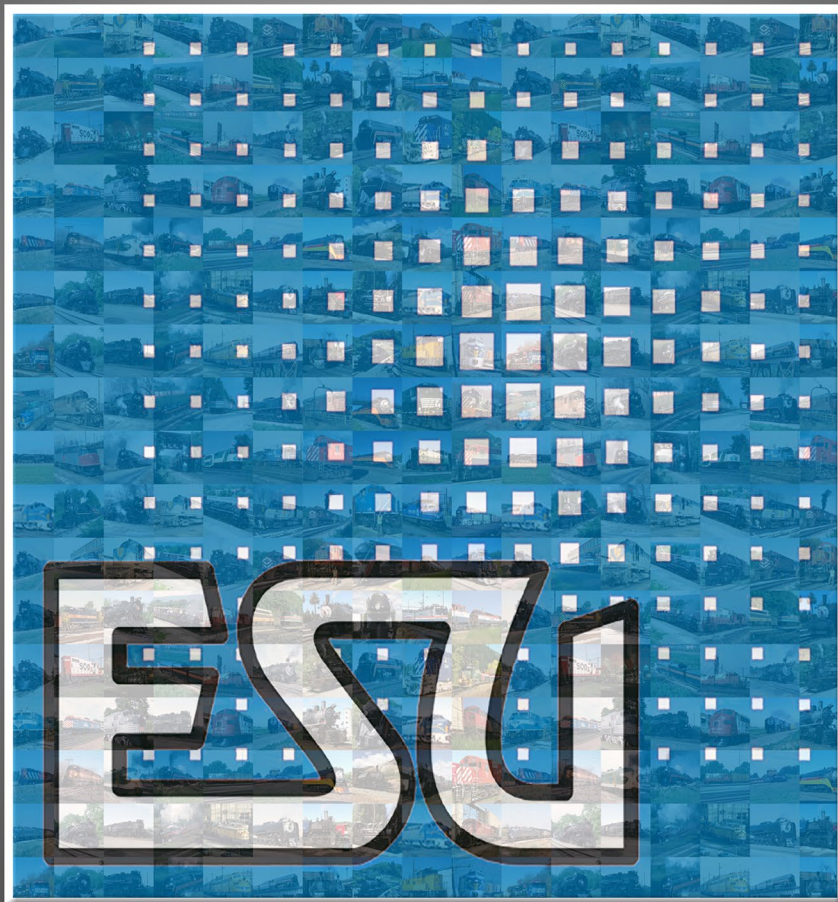
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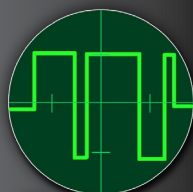
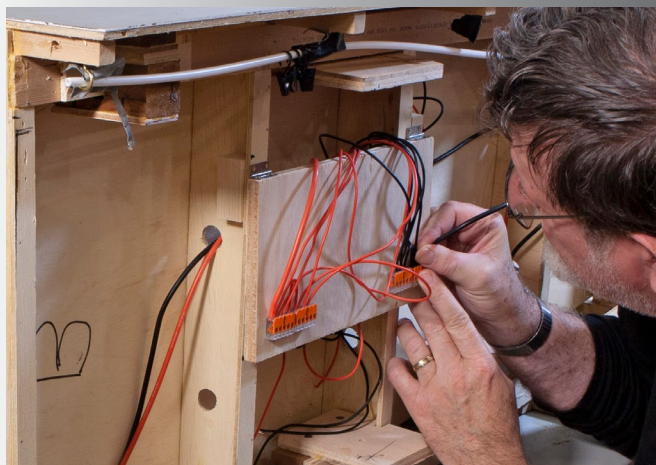
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Electrical Impulses



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Model Railroad Hobbyist | October 2019

1. With my new Siskiyou Line 2 layout, I've updated my wiring practices for the 21st century. Read all about it here.

JOE FUGATE describes his Siskiyou Line 2 layout wiring tricks ...

AS I START CONSTRUCTING SOME SISKIYOU LINE 2 TOMA¹ modules, I'm revisiting all of my older layout building approaches. I'm very much on the lookout for new 21st century developments and wanting to upgrade my methods.

There's no part of layout construction where I'm more eager to find better methods than in layout wiring.

If you've followed my editorials in *MRH*, I've made no secret that I hate layout wiring. Oh, I don't find wiring hard to do, it's just

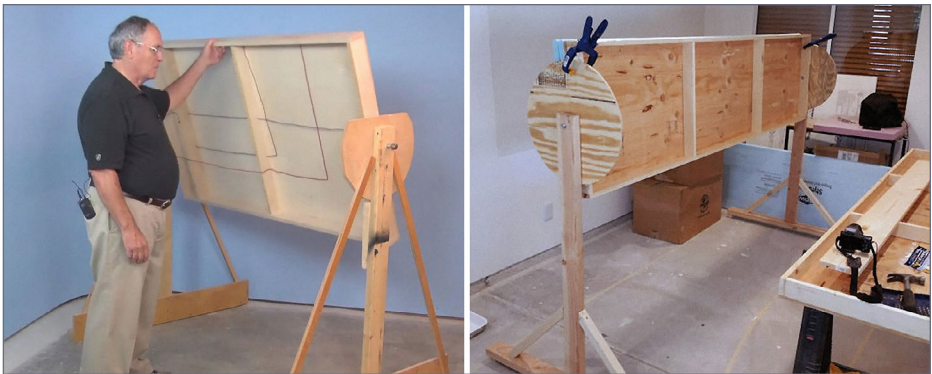


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tedious, repetitive, and frankly, rather boring. But if you want the trains to run well, you'd better do it, and do it properly!

In my younger days I crawled around under the layout to do a lot of the wiring. Now that I'm a senior citizen, I'm much less interested in crawling around under the layout. That's one big reason why I've become such a fan of modular methods, and of TOMA specifically.

To work on the underside of a TOMA layout during construction, I just flip the module over. If you're using more of a traditional "slab" type of module, then building a "rotisserie" can be useful [2]. It allows working on the wiring by just rotating the module section up on its side.



2. One advantage of modular/sectional layout methods on a home layout – you can turn the modules over to work on the wiring. On the left, Miles Hale demonstrates his "A-frame-O-matic" and on the right, *MRH* forum member Steve Curry shows his module rotisserie to hold traditional "slab" module sections at whatever angle you need when working on them.

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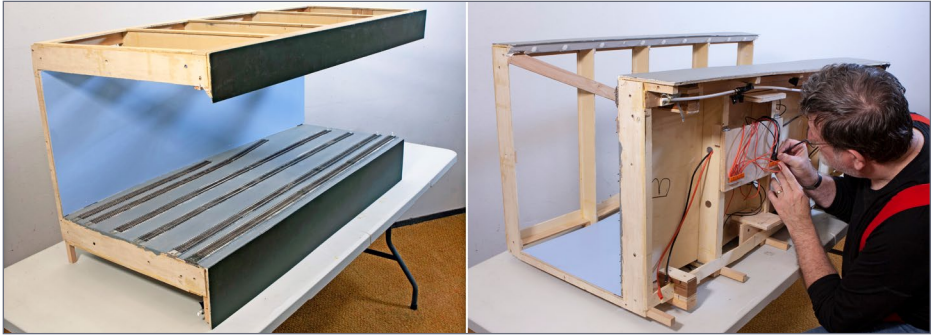
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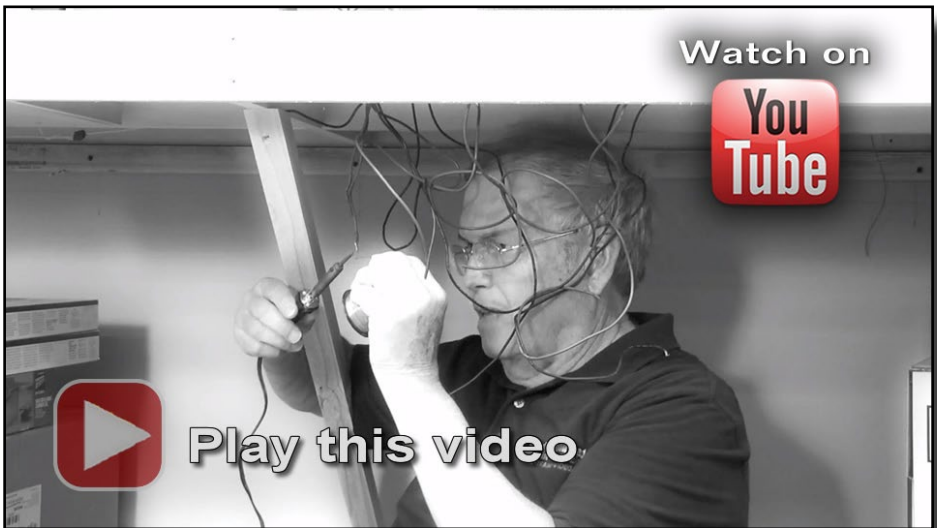
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3. My shadowbox modules vary from the normal “slab” configuration, giving me one very nice serendipity: all I need is an ordinary table when working on the underside of a module section!



Video: This light-hearted video recommends a very real and useful suggestion for under-the-layout work: use modular methods and just rotate the module you’re building to any angle needed.

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For an example of a rotisserie, see this tongue-in-cheek video for the idea – in this case we gave our rotisserie a more bombastic name, the “A-frame-O-matic.” You can see the entire wiring video – this clip came from TMTV – here: [trainmasters.uscreen.io/programs/layout-wiring].

In my case, I’m using a shadowbox configuration for my module sections. All I need is an ordinary table – I just place the module with its backside down and I can get to the underside easily to do the wiring [3].

This one change has done wonders to improve my attitude toward wiring. Now I can do the wiring in comfort instead of having to imitate a contortionist while down under the layout. And when I’m more comfortable, I do my best work, too. If there’s anything on the layout I would want to be “my best work,” it’s wiring!



J. Fugate

PUSHING THE ENVELOPE

With my TOMA-based Siskiyou Line 2 layout, I’m totally rethinking layout construction methods. So much has changed since 1991 when I started Siskiyou Line 1, so I am exploring many new methods and pushing the envelope in a lot of areas.

I built two test modules to try out these new methods – and as I expected, some methods worked, with other methods did not work well. On a few of the things that didn’t work out, I consider them a total fail.

But the new wiring methods fit in the *spectacular success* category, so that’s why I’m happy to share these new methods with you here. I’m very pleased with how the wiring part came out on my test modules.

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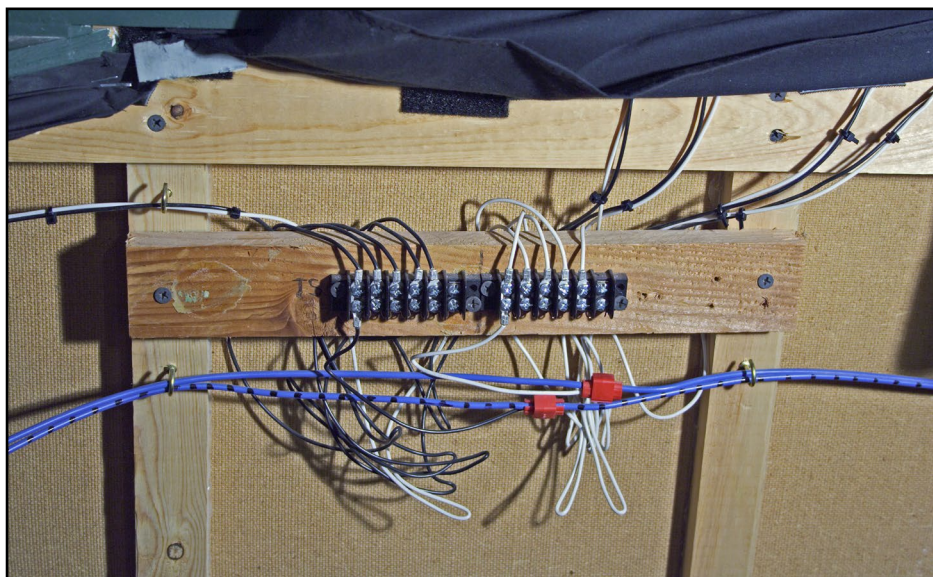
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General wiring approach

Unlike some modelers, I don't like to connect my feeders directly to my bus wires. Through hard knocks, I always assume the wiring may fail and need to be debugged. If you ever get a mystery short (and I have had several), trying to find it can be extremely exasperating.

On my Siskiyou Line 1, my goal was to make debugging a short take nothing but a screwdriver. I used screw terminal blocks and spade connectors on the wires [4] to allow me to add (or disconnect) feeder drops to the bus wires with just a screwdriver.

I've seen modelers connect feeders directly to the bus wire, either by soldering or using suitcase connectors. The problem with that



4. On Siskiyou Line 1, I used screw terminal blocks to attach feeders to the layout power bus. This allowed debugging any short with just a screwdriver.

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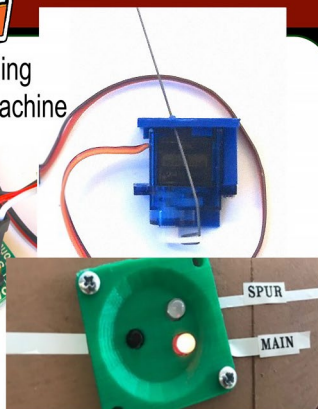
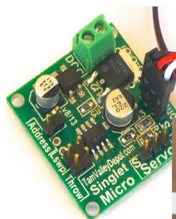
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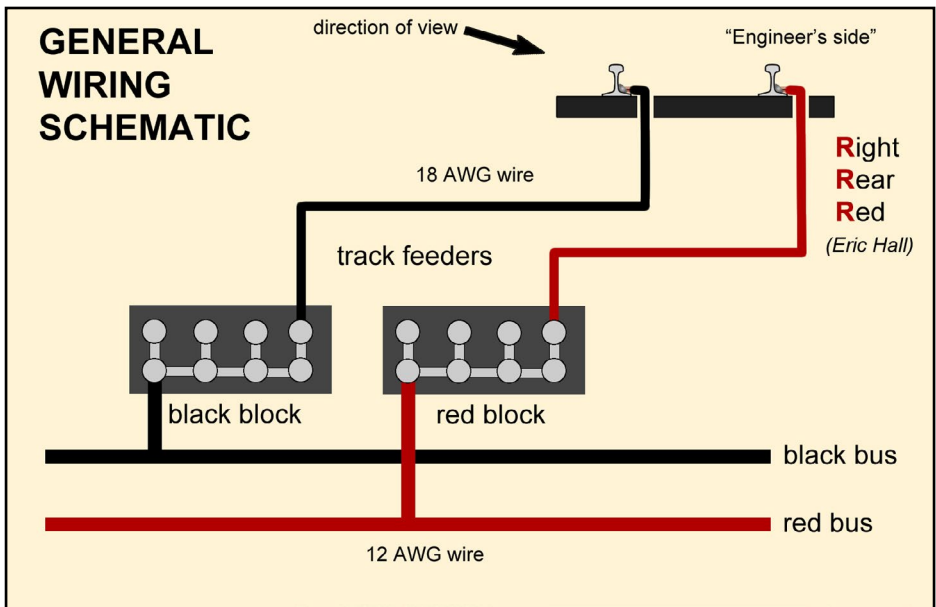
approach comes if you ever need to debug a mystery short – it’s time for the wire cutters – and that’s certainly not ideal!

So I do what you might call “defensive wiring” that’s designed from the get-go to be easy to debug.

Let’s look at a schematic of my wiring approach [5].

I run #12 stranded bus wires around the layout. For Siskiyou Line 2, I’ve standardized on red and black for the track feeders, to coincide with the black and red DCC decoder track feeds in a locomotive. I use #18 stranded wire for my feeder runs from the terminal blocks.

One side note – I solder both my feeders to the backside of the rails so they cannot be seen from the aisle. Yet when I do need to



5. This diagram shows my basic wiring approach. See the text for details.

find the feeders for debug purposes, they're still visible with the use of a hand mirror.

Red to the rear – not always!

The DCC standard says that “red” goes on the engineer’s side of the loco, which would be the right side of the locomotive when we’re at the back of the loco facing forward. *MRH* forum member Eric Hall (AzBaja) has a clever memory ditty for this: “Right, Rear, Red” – very good, Eric!

Do note that when you have a dogbone or reversing loop on your layout, the “red to the rear” rule may not always apply [6].

Here’s a trick to keep straight which rail is which: take an old junker railcar and paint one side red and the other side black. Now put the car on the track in a location where you know red is to the rear and then roll that car around the layout, making note of which side is red or black.

When you run around a dogbone or a reverse loop, you will immediately see how the red rail can end up in front (or to the

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left) in some locations. You will save yourself a lot of wiring headaches if you pay attention to this!

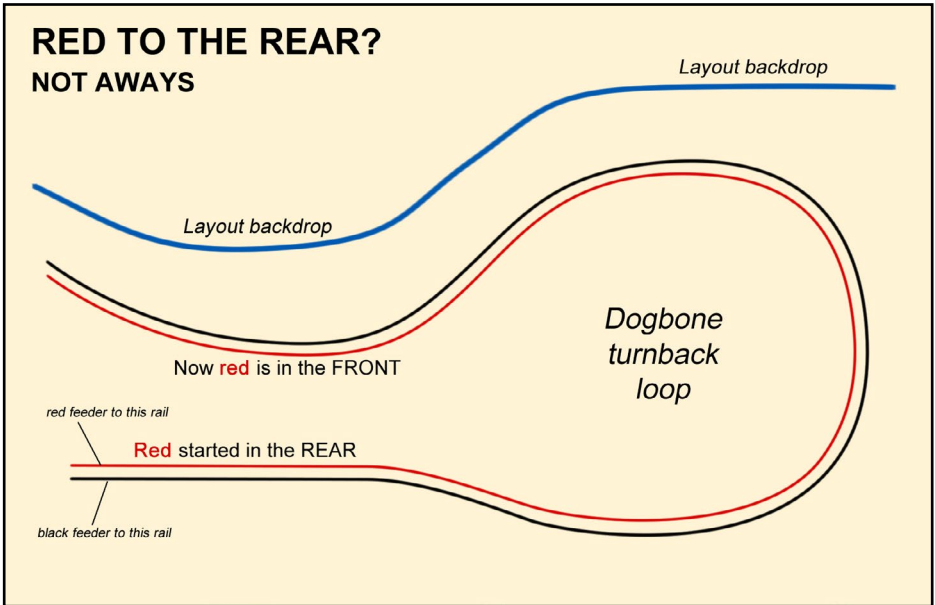
Updating my wiring approach

For Siskiyou Line 2, I've updated my wiring approach so that now I don't even need a screwdriver to debug my wiring – I just need my fingers!

Instead of screw terminal blocks, I've moved to using Wago 221 lever terminal blocks, primarily the 5-terminal version. The specs



6. I solder my feeders to the backsides of both rails so you can't see them from the aisle. I also make no special effort to hide them, which allows them to easily be found for debugging purposes when needed. Note where the skewer is pointing and then see the backside view in the mirror. It works!



7. Notice how red may not always be the rear rail. If you have a turnback loop or a reversing loop on your layout, red can end up in the front. Take note of that to make sure you keep the feeders on the proper rails when wiring!

for these terminal blocks say they support #12 to #24 wire sizes, so they're perfect for my #12 bus wire to #18 track feeder drops.

All the connections inside one of these blocks are connected together, so I can feed a bus wire drop in one end and all the track feeder drops out the other four slots automatically get power from the bus drop. I use one or more of these terminal blocks for the red bus feeder drops, and another set for the black bus feeder drops.





\$9.43
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Wago 221 5 conductor connector
10-pack

These are available from Amazon in packs of 10, 25, or 50. A 10-pack costs less than \$10, and a 50-pack costs less than \$30.

WEB: amzn.com/B06XH47DC2?tag=mrhmag-20



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8. Wago 221 lever terminal blocks – no screwdriver needed!



\$12.59
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3M Heavy Duty Double-sided
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I fasten these to my benchwork using heavy-duty 3M double-stick gray foam tape. This stuff sticks way better than regular double-stick foam tape. You can find it here on Amazon, with a 30-foot roll available for just over \$12 – it's also commonly available in Home Depot or Lowe's.

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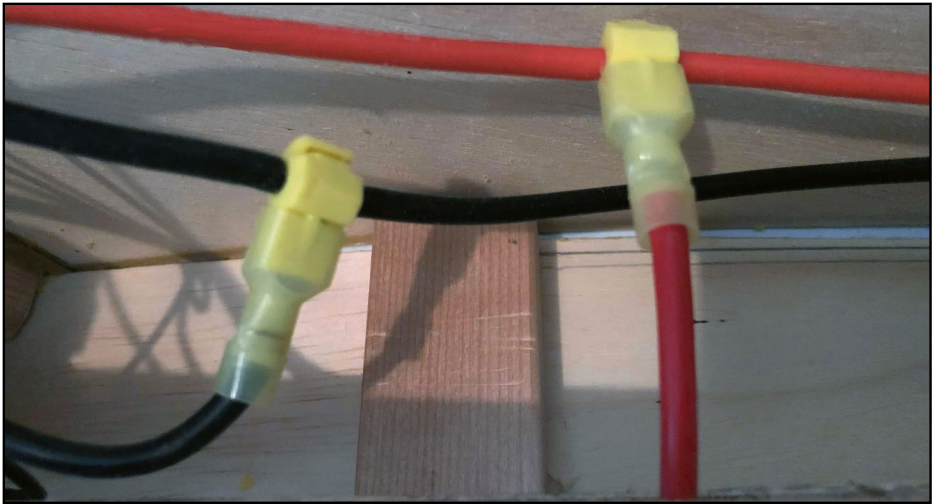


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9. I use T-Tap connectors for the bus wire drop to the Wago terminal block connector, one connector for black and one connector for red. Then I connect black feeder wires to the black Wago block and connect red feeder wires to the red Wago block.



\$11.99
✓prime

T-Tap Electrical Connectors
Yellow 12-10 - 200 pieces



Shop now

For the drops off the main bus wire, I'm using T-tap connectors. You can get a 200-piece pack of #12 T-Tap connectors on Amazon for about \$12.

WEB: [amzn.com/
B07MCX7B41?tag=mrhmag-20](https://amzn.com/B07MCX7B41?tag=mrhmag-20)

One trick I use with T-Tap (or the suitcase connectors I used to use) – I pre-cut the insulation through before I apply the connector. Yes, I know the

connector is supposed to do that for me. But I pre-cut the insulation on all my suitcase connectors I used on Siskiyou Line 1, and I never had a single suitcase connector failure over the layout's entire 26 years of life.

By pre-cutting the #12 bus wire insulation first before crimping the T-Tap connector onto the bus wire, I figure I'm guaranteeing similar reliability on Siskiyou Line 2.

Easier wiring access

While it's true with TOMA I can wire each shadowbox module section easily by laying the backdrop side on a table, what about later when the module's now part of the layout?

After giving this some thought, I elected to add a hinged drop-down panel near the center front of each module. To work on the module's wiring after it's part of the layout, I just pull the panel down! Easy as can be [10a, 10b]!

I used two cabinet door magnets (with the small steel plate that comes with each magnet) to hold the hinged panel in place when it's not needed. Works like a charm!

Summary

Now you can see the upgrades I've made to my Siskiyou Line 1 wiring practices for my new TOMA Siskiyou Line 2 modules. These methods passed with flying colors on my two test module sections, so these have become my new wiring methods. Already, I've had to do some wiring debugging, and being able to disconnect and reconnect wires with just my fingers has really helped.



10a, b. I mount the Wago terminal blocks on a 1/2" plywood hinged panel that's held up against the bottom of the module with cabinet magnets [a] and lay the shadowbox module on its backdrop to easily work on the wiring. Later when the module is upright and in place on the layout, I can pull the hinged panel down to work on it easily from the front of the layout [b] and swing it up again to be latched back in place by the magnets.



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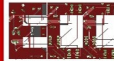
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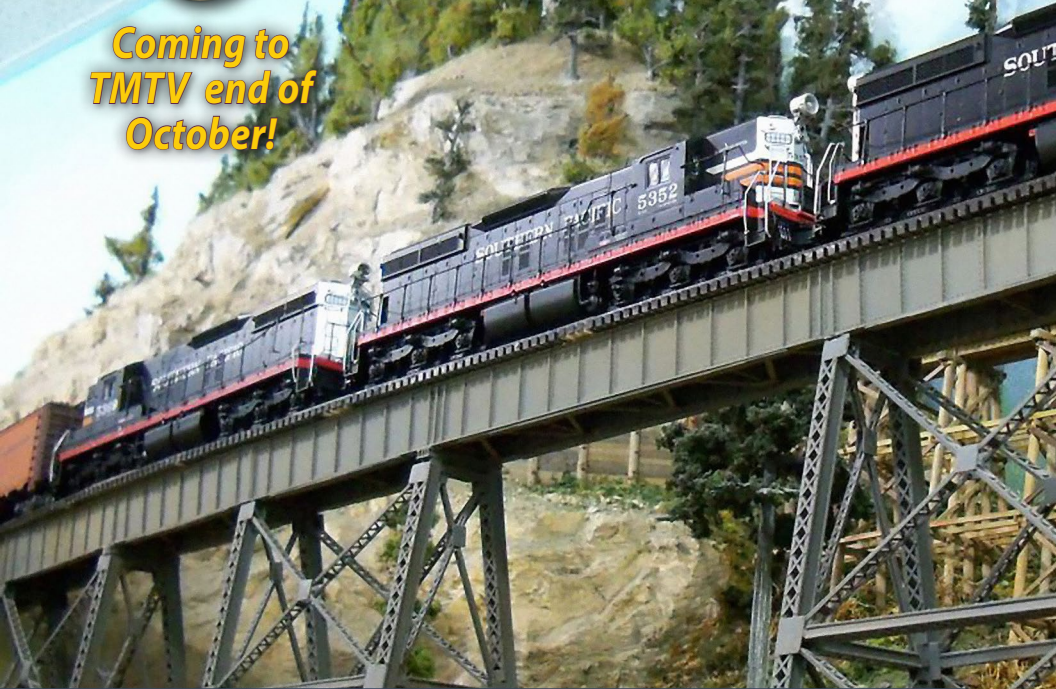
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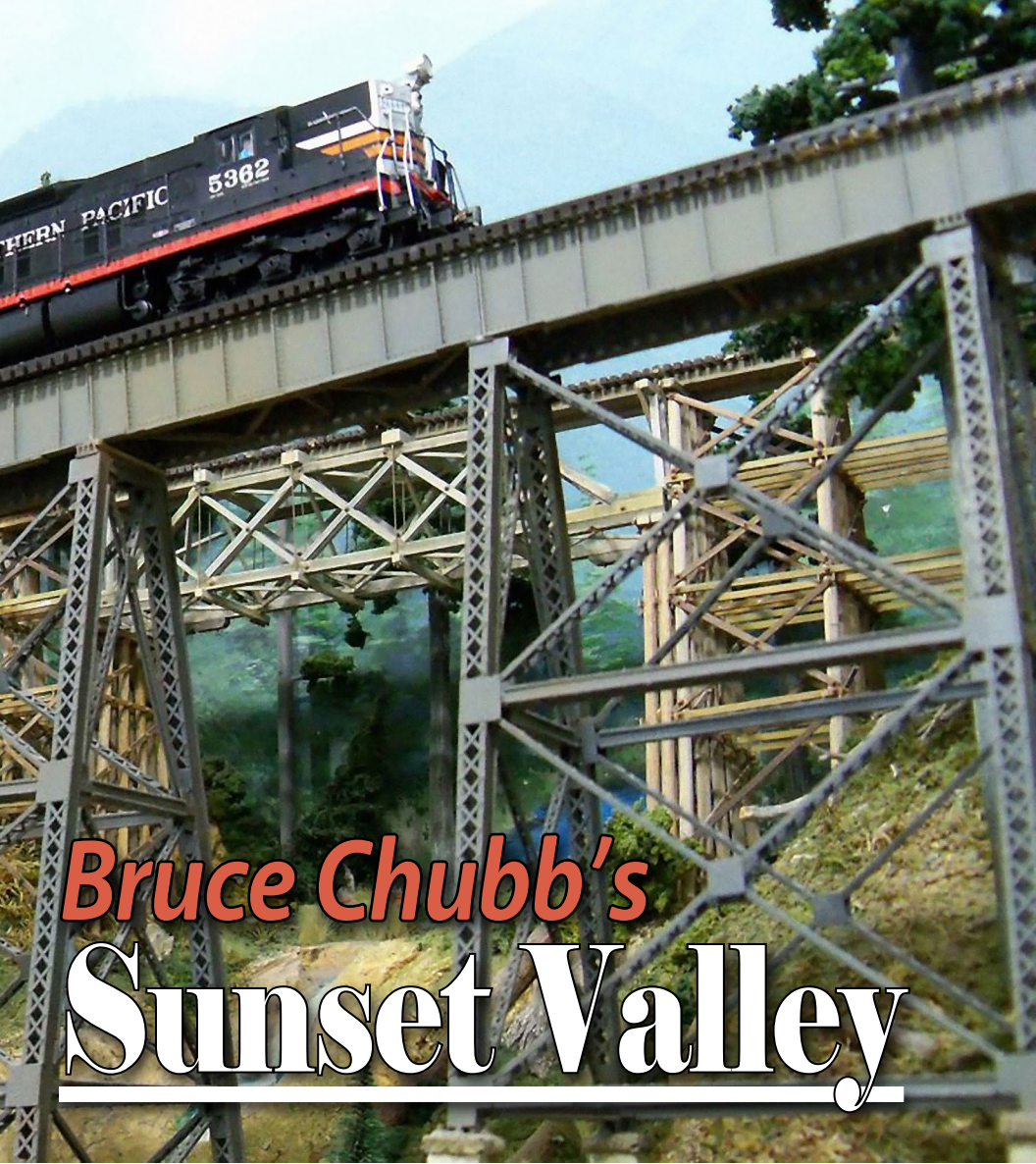
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ALSO: Bruce and his crew are planning a national-level model railroading museum in Grand Rapids, MI. The Sunset Valley will be relocated into this space along with a possible large O scale and N scale layout.

See: [Bruce Chubb's model railroad museum project on TMTV!](#)

**JOE FUGATE visits with Bruce Chubb
about his ambitious Sunset Valley layout
and its operations ...**



Bruce Chubb's Sunset Valley

1. Bruce Chubb bases his Sunset Valley upon the real 1955 Southern Pacific in Oregon, with a freelance twist. Bruce assumes the railroad kept the original Siskiyou Line route through southern Oregon, effectively creating an alternative timeline with a mix of prototype and freelance elements.



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JOE FUGATE: IF SOMEONE COMES INTO THIS basement for the first time and they've never been here before, how would you describe what they're going to see?

Bruce Chubb: When they come down into this basement, they're in another world. It's set in 1955 in the Pacific Northwest, modeling 10 prototype railroads, showing how they existed and how they operated.

Joe: What railroads specifically?

Bruce: We're modeling the states of Oregon, Washington, and northern California. We're in 2,650 square feet and we've occupied almost every cubic inch, vertically and horizontally, with up to four decks. The whole goal is to get as much mileage as we can for the run. So, if we run a train from lower staging to upper staging, we're going to go about 900 feet, or almost three football fields as you wind around the basement.

Joe: That's a lot of railroad!

Bruce: If you add in the branch lines, which are very significant, you get about 1,400 feet of track. In fact, the Coos Bay branch is longer than my previous railroad.

Joe: You mentioned your previous railroad. What about that?

Bruce: The previous Sunset Valley was a freelanced railroad that existed for almost 30 years. It was totally complete. Every square-inch was super-detailed.



2. Looking at the main engine terminal adjacent to Brooklyn Yard, it's clear the Sunset Valley has a heavy Southern Pacific steam heritage. In the background you can see Bruce's model of the the Oregon City Municipal Elevator under construction.

We held over a thousand operating sessions, and people visited from all over the world. In any several month's period, we could have people from China, Norway, Australia, and New Zealand. We were almost a world-renowned, well-published and well-known major attraction.

Michigan State sent transportation classes there, and the Sunset Valley's CTC panel was even considered for training dispatchers when the C&O had lever-type CTC machines. That never came about because they modernized their system. We stayed in 1955.

Joe: Interesting! Now that you've moved to a more prototype-based layout, how have you done the research for your layout?

Bruce: As far as the prototype research, it's kind of difficult when you live a few thousand miles away from what you're trying to model. I always liked the Southern Pacific. I love water, green forests, and I love bridges, tunnels and mountains.

So we picked Oregon, because that is the main place that has those attributes, and where the Southern Pacific is. To do good research, I contacted everybody in the Layout Design SIG and the OpSIG that lived in that area.

I also contacted everybody in the SP Historical Society, UP, SP&S and about a third of the NMRA members that lived in that area. I asked them if they would like to contribute and research.

I got about an 85% response, and most of them were very favorable. They said, "I've read your books and your articles, and you've done so much for me. I would love to help you out in research."



3. Besides the Southern Pacific, the Sunset Valley also models connections with the Northern Pacific in Portland, at Lake Yard. This yard also hosts the Portland Union Station at its south end [4].



4. At the other end of Lake Yard, you find Bruce's extensive model of the Portland Union Station. The model here is still under construction, but even so it's an impressive structure and a good replica of the real station.

So we filled a five-drawer file cabinet of research material, covering every culvert, station, bridge, industry, and tunnel in the whole territory. We're modeling everything authentic, and we moved the old railroad here.

Parts that would fit in, we kept, and a couple of parts like Southern California and San Clemente, we scrapped. However we saved most of it.

I built this layout in modular sections to begin with, and our plan ever since the early 1970s was to put this layout in a museum someday. When we move to the museum in a few years, we will be disassembling all of this and moving it.

We will be expanding aisleways out to eight feet for better operation and better public viewing.

Joe: With all these prototype railroads you're modeling, I also assume you have many books?

Bruce: Yes, most people model one railroad, or maybe two. They have to buy books for those one or two railroads.

I'm modeling 10 railroads and at least six or seven of them have books. A person can get a sizable investment in books, but books are vital. If you're going to do prototype, you can't do without books.

Joe: More new guys come into the hobby all the time, and they don't know your history. Give us a bit of your background and what you're known for in the hobby.



5. Another railroad connection via Portland's Lake Yard on the Sunset Valley is with the Great Northern Railway. Interchanging with all these roads allows Bruce to operate a variety of power from both EMD and Alco.

Bruce: I started in the hobby when I was six years old, when my parents got me a Lionel train set that was set up around our Grandpa's Christmas tree one Christmas.

When I got home, I set it up in our living room, and my mother soon decided that was not good. So then I put it on her dining room table, and she was not pleased!

To solve this, my brother and my Dad built a ping-pong table with a removable top, which gave me the lower level for the trains. My brother had the ping-pong table on the upper level. That's really how I got started.

My wife and I were sweethearts since the first grade. She was secretary of the Sunset Valley train club when she was 10. I proposed to her at 13 (seriously), but she said that we were too young, so I waited until I was 18, and then we married.

So we've really been sweethearts for 76 years, married for 65, and we've been together in our favorite hobby ever since. She's extremely supportive.

I wrote my first article for *Model Railroader* back in 1970. I have also written articles for *Railroad Model Craftsman* and *Model Railroad Planning*, and I assume I am likely to write for *MRH* in the future.

I have about 80 articles to my credit, and four books related to the Sunset Valley. I have been going to national and regional conventions for years, and at Indianapolis I gave 16 hours of clinic presentations on all the panels. So I have got a pretty good reputation in the hobby.

I try to feature the electronics in the hobby, because my background is a doctoral degree in electrical engineering. I worked



J. Fugate

MY HISTORY WITH BRUCE CHUBB

Like many of you, I first got to know Bruce Chubb and his Sunset Valley through the pages of *Model Railroader* in the 1970s and 1980s.

Via the Layout Design Special Interest Group in the early 1990s, I learned of Bruce's retirement and move to a new house – and his desire to push the restart button on a new, much larger, prototype-based Sunset Valley.

Bruce decided to model the SP in Oregon, and to keep the original Siskiyou Line route as the Sunset Valley's southern Oregon mainline.

In 1993 as part of my trip back to the Valley Forge, PA NMRA Convention, Bruce invited me to stop over and compare notes on the SP in Oregon, and especially share what I knew about the Siskiyou Line.

That kicked off a friendship that's been a real delight – and I'm thrilled to have had a small part in the new SV's development.



6. Once in a great while, you'll also see a loco, caboose, or freight car lettered for Bruce's original Sunset Valley. Bruce's previous layout modeled a freelanced railroad with equipment lettered for the Sunset Valley, with an SP - Santa Fe feel.



7. Eugene, Oregon, as it did on the SP in the 1950s, forms the main yard for Bruce's version of the Southern Pacific. In 1955, the prototype rebuilt Eugene as a hump yard, but Bruce models it just before that upgrade as a flat yard.



8. The Sunset Valley models the SP mainline all the way from Dunsmuir, CA (staging) to Portland, OR. Here a mixed freight passes Mount Shasta, a prominent northern California landmark.

in aerospace, with all the electronics for Boeing and Airbus, all done by the company where I worked.

I worked my way up to Vice President of Engineering with 800 employees and engineer-types working for me. I invented the Computer Model Railroad Interface or CMRI. It's used on about 6,000 model railroads around the world, and most every museum is run by CMRI, almost without exception.

Most model railroads that have extensive centralized traffic control are all CMRI. I've concentrated on electronics, but I like all facets of the hobby.

Here we have tried to build everything to museum quality, so when we move it all to the museum, it should fit well.



8. Bruce has aimed to make the Sunset Valley a “museum quality” layout in terms of the detailing. Once you start looking around, you spot lots of detailed mini-scenes like this one on the banks of the Mollala River at Canby, OR.

Joe: What about the book that you're really known for – your operations book?

Bruce: I wrote that back in the 1970s, and since I did a lot of business travel back then, that whole book was written mainly in airports and on airplanes. I wrote it out long-hand, and then typed it out on an old clunky typewriter.

I approached Kalmbach with the book, but they were not very interested in publishing it because operation was such a small part of the hobby. But finally, I worked with Linn Westcott and between us we convinced them to try publishing it.

Kalmbach did the first printing of the book with several thousand copies, and it was sold out in four weeks. After that, we went through five or six printings. I think there were 22,000 copies printed in total.

I want to upgrade it, and I figured about 25% of it's got to be totally redone. It talks about cab-control instead of command-control. About half the book is all prototype, how real railroads operate. So I can save all that, and modify about 25%.

If you follow the OpSIG User Group discussions, there are still people talking about this book. You can still buy it on Ebay and Amazon. I've seen it go for \$49-\$50 a copy, and I've seen it go for 99 cents in places, when sellers didn't know what they were selling.

But it's still one of the top books on operation.

Joe: Do you have a publisher for that book? Is Kalmbach going to do it?

Bruce: I would rather not have them do it. They've given me total rights over it. I want to get into the real heart of operations, into more detail than they would likely want in an operations book.

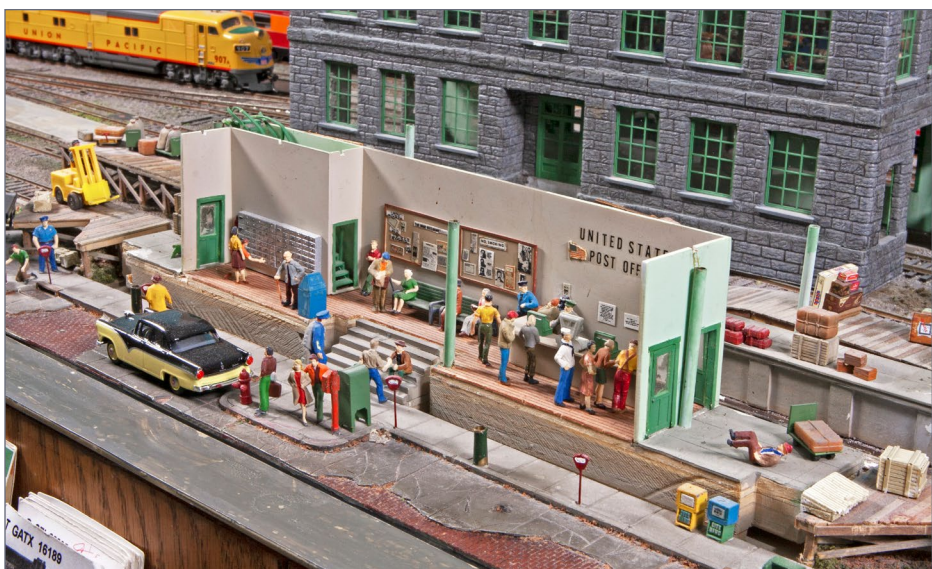
Joe: Let's get into some of the details of the current Sunset Valley layout you have here. You said your layout includes ten railroads: tell us a little bit about each one.

Bruce: Well, the main one we're modeling is the Southern Pacific. We're modeling it from Portland, Oregon down south to Dunsmuir, California. That's westbound on the prototype; towards San Francisco is westbound.

We're modeling the SP over the Siskiyou Line. We did that because that's through the old stagecoach route, and it's got solid industry and small towns galore. Just like eastern railroading, you've got lots of way-freight operation in the west in 1955, which is something I wanted. (Keeping count: Railroad 1.)



10. Bruce's super-detailing kind of sneaks up on you. This gray stone post office at the north end of Brooklyn yard [Bruce's old Fillmore Yard module section] looks like a nice enough structure, but it didn't occur to me to take the roof off and look inside. When I did remove the roof, I was blown away [10, 11].



11, 12. The interior detailing of this post office is off-the-charts amazing! The top photo shows the upper floor with the mail sorting. If you remove the walls, you get what's in the bottom photo, with the post office boxes and the service counter. Notice the bulletin boards, complete with wanted posters!

Off of the SP mainline at the town of Eugene, we're modeling the Coos Bay line that goes out towards the coast to the town of Coos Bay. Then when we migrate this layout to the museum, we'll be modeling beyond that to Powers, which will be operated by the Coos Bay Logging Railroad. (Keeping count: Railroads 2 and 3.)

We're modeling the Spokane, Portland & Seattle Railway (SP&S). This line comes in from Spokane into Portland. Lower staging represents three different railroads depending on whatever you're running for a train, so SP&S trains will come in from lower staging.

We're modeling the Willbridge Yard in Portland for SP&S, and then we're modeling a subdivision of the SP&S that goes from Portland to Eugene. It goes separately from the SP and comes together side-by-side in some cases in the major towns of Albany and Salem.

We're modeling this line through both those towns. I started out with a plan that had a lot of interchange, but I didn't want dummy interchanges. I started out with an interchange of the SP&S and SP in Salem, like it really exists, and there's two separate locations, Labish and Front Street.

Then I modeled the interchange in Albany, and I said, "gee whiz, I should connect those interchanges together." So that's what we ended up doing. We're really running SP&S trains, SP trains, we're also running Union Pacific trains as they come in from Pocatello. (Keeping count: Railroads 4.)

In Portland we've got the whole Albina yard of the UP, and a terminal 4 ocean seaport, served by the UP. (Keeping count: Railroad 5.)

We're modeling the Great Northern where they share the yard with the Northern Pacific in Portland, called Lake Yard. (Keeping count: Railroads 6 and 7.)



13, 14. Once I discovered Bruce's structure interior detailing fetish, I walked around the layout and started removing roofs. I was never disappointed – simply amazing!

We're modeling Union Station in Portland, which is their main central station. It serves all the different railroads, and back in '55, they ran about 16 trains in and out of that station. We're modeling all the passenger trains in 1955 except for two.

So we're modeling UP passenger trains, and we're modeling SP, SP&S, Great Northern, and Northern Pacific.

So it's a very colorful railroad to run down here, because we run all these different railroads, with all their sometimes very different color schemes.

Joe: Tell us about the main yards that you have on the Sunset Valley.



15. More Sunset Valley structure madness, Bruce & Jan's, no doubt a tribute to Bruce and his wife Janet. This structure is fully lit and has interior details (what else would you expect).



16. I had to also take an up close photo of this store structure. Once again, full interior detail and lighting. Also note the van lettered for the business with a seldom modeled open rear door. Bruce's attention to detail here is astounding.



J. Fugate

RAILROADS EIGHT, NINE AND TEN

In the interview, Bruce failed to mention his free-lanced Crescent City branch that runs from Grants Pass, OR to Crescent City, CA [staging].

The prototype planned this branch but only ever built less than a mile of railroad. Bruce assumes this branch did get built on his Sunset Valley version of Oregon railroading, so he models it.

Also Bruce models the Fruit Growers Supply sawmill and logging branch out of Hornbrook, CA.

And finally, he models the prototype's Tillamook Coast branch out of Tigard, OR, although it's mostly a short run to staging.

So there you go, railroads 8, 9, and 10.

Bruce: Of the classification yards, the largest one is Eugene. On the prototype, after 1955, it became a double hump yard, and was designed to handle 80 trains a day. We modeled ours before the hump, and we have 10 tracks, 10 classification tracks, and it is our largest classification yard. (Keeping count, Yards: 1.)

Eugene classifies trains going in both directions on the SP. The SP&S starts in Eugene and it's a separate yard, called OER for Oregon Electric, which was the owner of the trackage before it was bought out by the SP&S. (Keeping count, Yards: 2.)



17. Oregon is sawmill country and in the early 1950s, a few small temporary "open air" sawmills did exist in the mild western Oregon climate. Of course that's yet another excuse for Bruce to show off his fetish for detailed structures, as you can see here with this fully-detailed sawmill in Riddle, OR.

The second biggest yard is the Brooklyn Yard in Portland, and that is strictly Southern Pacific. You know, Southern Pacific ends in Portland, so it's kind of a terminal yard. In my old railroad, that was Fillmore when I freelanced, and I had a Fillmore station that was copied after Frank Ellison's model station (back in the forties), a very famous railroader from the 40s and 50s. (Keeping count, Yards: 3.)

A good majority of my 60 researchers said, you've got to keep Fillmore station. That's a landmark, it's well-published. So I said, okay, we're going to keep that.

We made that Harriman Station, which serves the UP and the Southern Pacific. Union Station services the NP, SP&S and the Great Northern. If you really study the operation of the real railroad passenger operation, there's a lot of interchange traffic in the 1950s. For instance, cars came off the name train The Cascade and they continued on via another railroad to Seattle and so forth.

That means we have a lot of interchange, not just between the Union Station tracks and Harriman Station, but we also have to shuttle some cars back and forth during an operating session between the two stations. It really makes passenger operation much more enjoyable and fascinating.

Joe: Besides the passenger station traffic and Brooklyn yard outside Portland, you model still more prototype railroad yards, correct?

Bruce: Yes, in the Portland area we're modeling Albina yard, which in our case is a seven-track yard. It serves about 10 or 15

industries that serves the ocean port of Terminal 4. It's run by UP switchers. (Keeping count, Yards: 4.)

Then we have Lake Yard, which I guess I talked about, but it's served by the Northern Pacific Terminal RR. It handles both the Great Northern and the Northern Pacific. (Keeping count, Yards: 5.)

Next we have the SP&S yard in Eugene. It's a small yard right now, but it will become a full-fledged yard, when we move to the museum, complete with its own switcher and its own yard master. (Keeping count, Yards: 6.)

Then we have the Coos Bay yard, and it is a six-track yard based on a curve, with a wye exactly like the prototype. Inside the wye is the



18. Portland, Oregon is a seaport, so you would expect to see some ship models in Bruce's model of Portland, so here you go. This nicely detailed small freighter has rigging and lighting, along with some nice but not too overdone weathering.

three-stall roundhouse, like the prototype, along with a station like the prototype. (Keeping count, Yards: 7.)

The industries modeled in almost all these towns are very near exact replicas of a real industry at the time.

Joe: This layout is big on signals. What's the story there?

Bruce: I've always been very interested in signaling, because of my electrical background. I published my first article in 1974, if I remember right, on signaling. It was all relay-based, and I limited it down to two-color.

As soon as that came out, we got a flood of letters asking, "how do we get three-colors?" So then I came out with an installment that showed how to do three-colors.

Then I did another article showing how to get approach lights to your different towers, so at that time you could select cab controls. Signaling has always been a big part of my railroading, so when the first personal computer came out (Heathkit) I bought it and built it.

I wanted to connect that up to my railroad to do the signaling, in order to make it more realistic. My system was relay-based, but even though we had banks and banks and banks of relays (hundreds of relays), it still wasn't very prototypical.

So then with the PC, we interfaced the signaling, and it really came alive and active. It was fairly close to the prototype set up.

I approached a magazine again to have that published, but the feeling was that it had to be interfaced through something else than a HeathKit PC, because that was too limiting. I was using (machine level) Assembly language, and it had to be other than that.



19. Here is a composite panoramic photo along the busiest wall of Bruce's Sunset Valley. On the right half you can see a mind boggling four levels, while on the left half you have three levels.

The top-most level in the center is the Crescent City branch, with the second level down the large Dillard forest products mill and the Sunset Valley's version of the SP main.

On the third level down is Bohemia Lumber at Vaughn on the Coos Bay branch. And finally on the bottom level you have the combined NP, GN, and UP staging representing Seattle / Spokane / Pocatello respectively.



I assembled this wide-angle panorama using 70 photos. Using this many photos let me get a virtually seamless composite photo with Photoshop.

I had single-sided circuit board designs, so folks could etch their own. And the feeling was that not everybody would want to do that. That meant there needed to be a good source for circuit boards.

So without asking me, Janet spoke up and said let's do the circuit boards – that's how Janet Louise Chubb or JLC Enterprises was created.

The business has gone on now for almost 35 years and we still sell and draw a number of boards. We have shipments ready and waiting to go on the workbench right now!

With the Sunset Valley, we've got about 3,400 IO lines connected into the computer. I don't think, even knowing my famous friend Mike Burgett who helps me with signaling, that there's another railroad including his, that has prototype fidelity at as high a level as we've got on this railroad.

Basically we're emulating dual-control power switches, electric locks, automatic electric loss-controlled electric locks, transmission delays for your field circuitry, and we've got it down so pat, it's just fantastic.



20. The many yards on Bruce's layout remain quite busy during his weekly operating sessions. Here we see Albina yard, the Portland-area yard operated by the Union Pacific.

We put it all on sub-routine forms, so that people can just copy it and replicate it on their own very easily.

I published three books that have grown over time. One is a user's manual, and two Model Railroaders Handbooks. I spent eight years working with Mike Burgett and several other signal maintainers, figuring out exactly how the prototype works.

It's amazing once you figure that out. Things you thought were too complicated, we have figured out. It's just fascinating how they've done it with relays, and still do a lot with relays, and how we can replicate the way the railroad actually works.

About eight years of research has gone into the Model Railroader's Handbook, which is now two volumes. There's nothing like it in the world that explains prototype signaling like these.

Joe: The Model Railroaders Handbooks, are those available somewhere?

Bruce: Those are all self-published, self-printed and available for sale through JLCenterprises.net.

Joe: Your layout has two CTC panels. What do those represent?

Bruce: Yes, we have two CTC panels that copy two prototype panels. There were two major manufacturers of CTC machines ('50s-'60s-'70s lever-type machines).

One was Union Switch & Signal. As Southern Pacific machines, you can always tell a Union Switch & Signal machine because the bottom part is kind of olive-drab green, and the upper part is black. That's one brand.

The other brand, or manufacturer is General Relay Signaling (GRS). Those panels are all black.

The US&S machines are all stamped out of steel, and wherever you don't want to use holes, they're filled with plugs.

The GRS ones are custom-built for each application and custom engraved.

When you come down here, you can see both signaling systems. It's like a museum. "Here's how this manufacturer did it. Here's how this other manufacturer did it." We've got both as examples, and you can sit down and operate both.

Basically they do exactly the same thing, but they do it differently. The knobs are different, the placement of the knobs are opposite, and the lights operate differently.



21. Here's a wider view of the far end of Lake Yard. As you can see, this yard hosts mostly NP and GN power.

With GRS you got plus or minus 90 degrees of travel on your signal lever. On US&S machines, you got plus or minus 30 degrees. The way they function is different, but what they accomplish is exactly the same.

Here you can operate both styles. I don't know any place else in the world where you've got both examples in the same set up.

Joe: Many of your structures are super-detailed. Tell us about that.

Bruce: I've always been deeply involved in the art of model railroading, including super detail. I think it makes your railroad come alive. Not only do we detail the exterior scenery, and everything else, but we go for all the buildings up close.

We do full interior details, and we set up everything with a day/night lighting sequence that's tied in with fast clocks. As it becomes night, the lights dim. Scenic lights, street lights, and building lights will come off and on in a realistic sequence with your clock, and it just brings everything to life.

When you're running an overnight Pullman train, you really start to think you need to ease in close, make your safety stop, and try not to wake the sleeping passengers!

On the post office, I claim that when you look at the sorted mail, you can even see the 3-cent stamps! I want to make sure people see that, because that's what stamps were in 1955. They were worth 3 cents for a first-class stamp.

Then people look closer when I tell them that - but seriously even with a microscope, I don't think you'll see the 3-cent stamp!

Joe: You seem to have a knack for drawing others to work with you in the hobby. What's your secret?



Bruce: Janet's dad retired early just so he could work full-time on the Sunset Valley Railroad. My wife wanted to go to Lansing, about an hour's drive away, to visit her dad. So, we went there, and I set up a modeling shop in her dad's basement.

So, I'm in the basement, soldering up a Suydam metal building. And I said, "Gee, Dad, can you hold this while I solder this... and hold this ... and hold this?"

And he'd work with me on it. And I'd finally say, "Well, we've got to leave now, but I think you could finish this up, can't ya?" He'd finish that project that I had started.

22. The westbound Shasta Daylight prepares to leave Brooklyn yard on the outskirts of Portland, OR. Bruce repurposed his previous layout's Filmore yard module section now as the SP Brooklyn yard.



He ended up building a whole circus train. Then he built dozens of structures and dozens of freight cars. That's how he got hooked on the hobby.

I've done the same thing with my son-in-law. He's done tons of interiors, and tons of buildings. I've got a dozen people that are just doing structures. With the ones up close, we do heavy detail. As they get further away from the fascia, then we cut down on the detail.

If doors open and windows open, things really come alive when you dim the lights. We can show photos both ways, and it's really fascinating.

Railroads ran for 24 hours and I think it's important that we do the same thing on our layout.

Joe: Speaking of running railroads: how often do you have op sessions, and about how many people does it take to have a good session?

Bruce: We operated for about 30 years on the old railroad. One night a week, every Thursday night. We ran about a thousand operating sessions, and ran a lot of special sessions too.

We started operating pretty darn quick on the new railroad in this basement, too, because we moved all the previous modules here. A lot of it was pretty finished looking fairly quickly, and we started operating.

Currently we are operating three days a month. We want to increase that to four days a month before long, as we get more construction done.

We run a pretty long operating session. We start at 9:00 a.m., and most days we end at 4:30 p.m. We take a one hour break for lunch at Mr. Burger, a nearby restaurant.

In terms of the number of operators needed, experience counts five times more than the number of operators you have.

For example: let's take Eugene yard. It's designed for two-people operation. But we've got one prototype railroader who likes to operate that yard. He does both ends of the yard (he is a CSX engineer) and keeps everything going just great.

He runs the through-trains between the Eugene yard and Coos Bay, and will run the Coos Bay yard, and will sit in the lounge half the time on top of all that!



23. This CTC panel handles the Portland area GN and NP yards. On the prototype, the GRS panels are custom-built for each application and custom engraved.

You put two other inexperienced people on Eugene yard and they are sweating the whole session, and aren't keeping up.

So we can operate with 12 people and run full schedule, but we may need to slow the clock down a little bit. One time we had NMRA people here - all their Board of Directors - all their officers came here after the Detroit NMRA National convention.

At the Detroit National is where Grand Rapids gave their bid to host the 2012 NMRA National. We had it all set up for a party with the Sunday op session, and the NMRA board meeting often runs over into Sunday.

When they started their Saturday meeting they said, “We are going to stay as late as we need, because Sunday we are going to go to Bruce Chubb’s to run the Sunset Valley.”

We had 45 visitors that day, from the NMRA, plus my crew. There was a total of 55-60, and we still ran a beautiful session. But the optimum number is 15-20 people when the people are experienced on this layout.

Every session we have visitors. We just had a crew of five fly in from Texas to operate here for two days.



24. This CTC panel models one built by Union Switch and Signal. As Southern Pacific machines, you can always tell a Union Switching Signal machine because the bottom part is kind of olive-drab green, and the upper part is black.

That's what we do every month. We have one 2-day session, a Friday and a Saturday. Those are designed for people who have a considerable driving or flying distance to get here, so they get a place to operate and make the trip worthwhile. The Friday session tends to start a bit late, but then we have regular full-day session on Saturday.

We're going to add a fourth session every month. It will be an evening session for local people that work during the day. So, a number isn't as important as quality.

So our joy, really, is operating the railroad in a prototype manner and expanding that knowledge to additional people to give them the opportunity to really know how a real railroad works, and how it runs.

Joe: As an ops guy myself, I can honestly say, Bruce, it doesn't get much better than that. ☑



J. Fugate

MORE THAN JUST BRUCE CHUBB

On a 2600 sq ft basement layout that has 3-4 decks, that's over 7000 square feet of layout space (minus the aisle space, which isn't multi-deck).

No one person could do this much layout alone, and Bruce has lots of help. He has over 40 dedicated local volunteers that work on all aspects of the layout. In an upcoming TrainMasters TV ops video on the Sunset Valley, you'll get to meet some of these folks by name!

TRACK PLAN

For an overall view of *Model Railroader's* Sunset Valley track plan, see the TrainMasters TV site and click the link in the video description (Model Railroader plan on TMTV used with permission):
trainmasters.uscreen.io/programs/bruce-chubb-museum-project

To see a detailed fully-zoomable track plan, visit the *Model Railroader* website here (you do need to subscribe to get access):
mrr.trains.com/how-to/track-plan-database/2007/09/sunset-valley-oregon-system

BRUCE CHUBB



Bruce started in the hobby when he was six when he received a Lionel trainset that was set up around his grandfather's Christmas tree one Christmas.

Bruce has about 80 articles to his credit, and four books. One of his most famous books is "How to Operate Your Model Railroad," published by Kalmbach Media.

Bruce also invented the Computer Model Railroad Interface (CMRI). ■



**Also coming to
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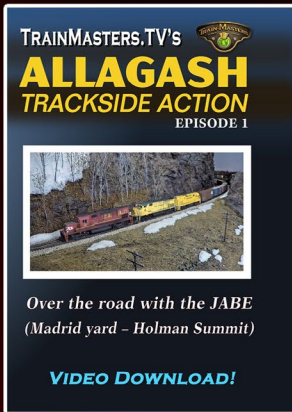


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Add LEDs to your workbench magnifier



Model Railroad Hobbyist | October 2019

1. I added two \$8 LED keychain FOBs to my magnifier to give me some nice LED lights.

JIM JOHNSON attaches some inexpensive LED lighting ...

ADDING SOME CLOSE-IN LIGHT FOR MY MAGNIFYING visor has been a big help

I found these keychain fobs with LEDs on them at [amzn.com/B000JGO7Z4?tag=mrhmag-20](https://www.amazon.com/dp/B000JGO7Z4?tag=mrhmag-20).



RATE THIS ARTICLE



I removed the keychain hook and attached one LED to each side of my magnifying visor. I fastened them with double-sided silicon tape which makes it easier to change batteries.

These little lights have an on/off switch activated by just squeezing the fob. Test before mounting to make sure they are positioned so just pressing on the one exposed side is enough to turn them on.

These LEDs provide plenty of light for working up close. I found this to be a nice quick upgrade to my workbench magnifying visor for less than \$20!

JIM JOHNSON

Jim is a US government retiree building an 8' x 11' walk-in layout in HO scale. Other than his model trains, Jim says his one other hobby is computers. ■



J. Fugate

OTHER OPTIONS FOR LED LIGHTED VISORS

Besides the approach Jim Johnson shows here, the MRH forum also has another alternative: using an LED light intended as a clip-on accessory for a medical visor.

It turns out you can find a number of these clip-on lights in the \$20-\$40 range on eBay and on Amazon. If you visit the specific MRH forum thread below discussing this idea, you can find a link to a \$20 clip-on light for sale on eBay. Here's a link to the MRH forum thread:

MRH: mrhmag.com/node/37551

Or if you prefer buying from Amazon over eBay, here's one that gets a decent customer rating and sells for under \$30:

WEB: amzn.com/B00XOX8XIG?tag=mrhmag-20

Finally, if you don't mind getting an entirely new workbench head magnifier with LEDs, we found a highly rated one on Amazon for less than \$20 – that's right, less than \$20 for a *new* head magnifier with LED lighting:

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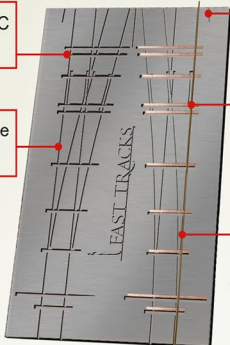


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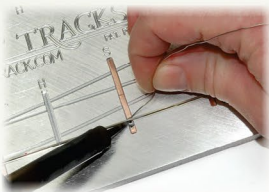
★★★★★
Guard rail forming grooves are provided to precisely shape the guard rails.

★★★★★
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★★★★★
Rails are inserted into the fixture right side up, making it easy to confirm alignment.

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Turnouts are built using pre-cut PC Board ties dropped into pockets cut into the fixture.



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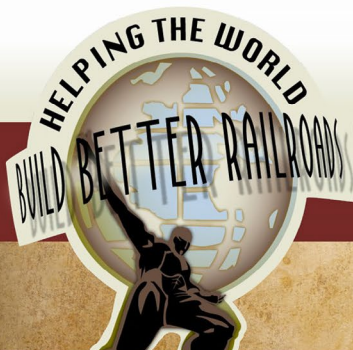


Just insert the rail into the tool and file.

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Santa Fe Citrus Line in a garage



Modeling the Santa Fe
citrus business. *Photo by*
John Parish

Model Railroad Hobbyist | October 2019 | #116

DON VAIL designs a bi-level N scale "citrus grove" Santa Fe ...

THE VAST CITRUS GROVES OF SOUTHERN CALIFORNIA are now only of legend and history. However, for much of the past century hundred of thousands of acres were planted with Valencia and navel oranges, and lemons and other citrus along with nuts and berries. The bulk of it was transported throughout the growing nation by rail.



RATE THIS ARTICLE

By 1948 the Santa Fe Railway handled about half of the annual traffic and had built considerable infrastructure to support the load. Trackage spider-webbed throughout the area as the company competed with the Southern Pacific and the Union Pacific.

Nowhere was the concentration of groves, industry and steel rail higher than in aptly named Orange County. Dozens of packing houses were throughout. At the time, towns such as Anaheim, Fullerton, and Santa Ana were little known except as nodes in the network of trees and trains.

South of Santa Ana, along the famous Surf Line from Los Angeles to San Diego, the Venta branch split off into the sprawling Irvine ranch to connect the main line with citrus groves and packing houses. Stations such as Frances and Kathryn were named after members of the Irvine family.

The operational pace here was frantic during peak harvesting seasons included loads of wood, oil, and other materials for the growers.

No passenger trains were scheduled along the Venta branch but they were not far away.

The San Diegan ran through Santa Ana and the Venta station stop and had expanded to eight trains daily by the late 1940s. On Saturdays and summer holidays during the summer, one could catch a special to Del Mar, north of San Diego, to watch the thoroughbreds run (“where the turf meets the surf”), and maybe catch a glimpse of track co-owner Bing Crosby.



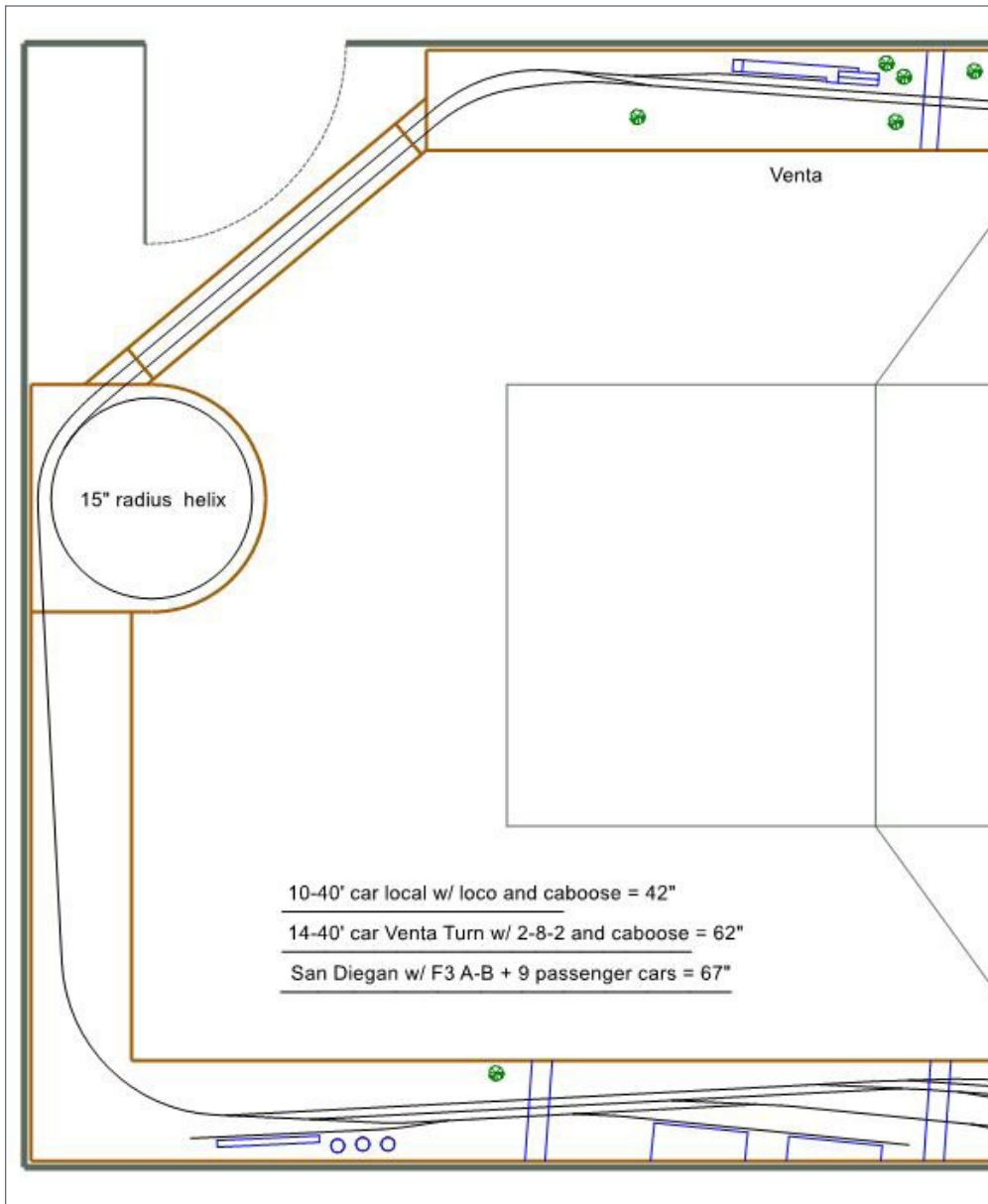
1. Panoramic view of orange groves and Saddleback Mountain, Irvine Ranch, California, in 1956. *Source: Orange Public Library and History Center*

Essentials

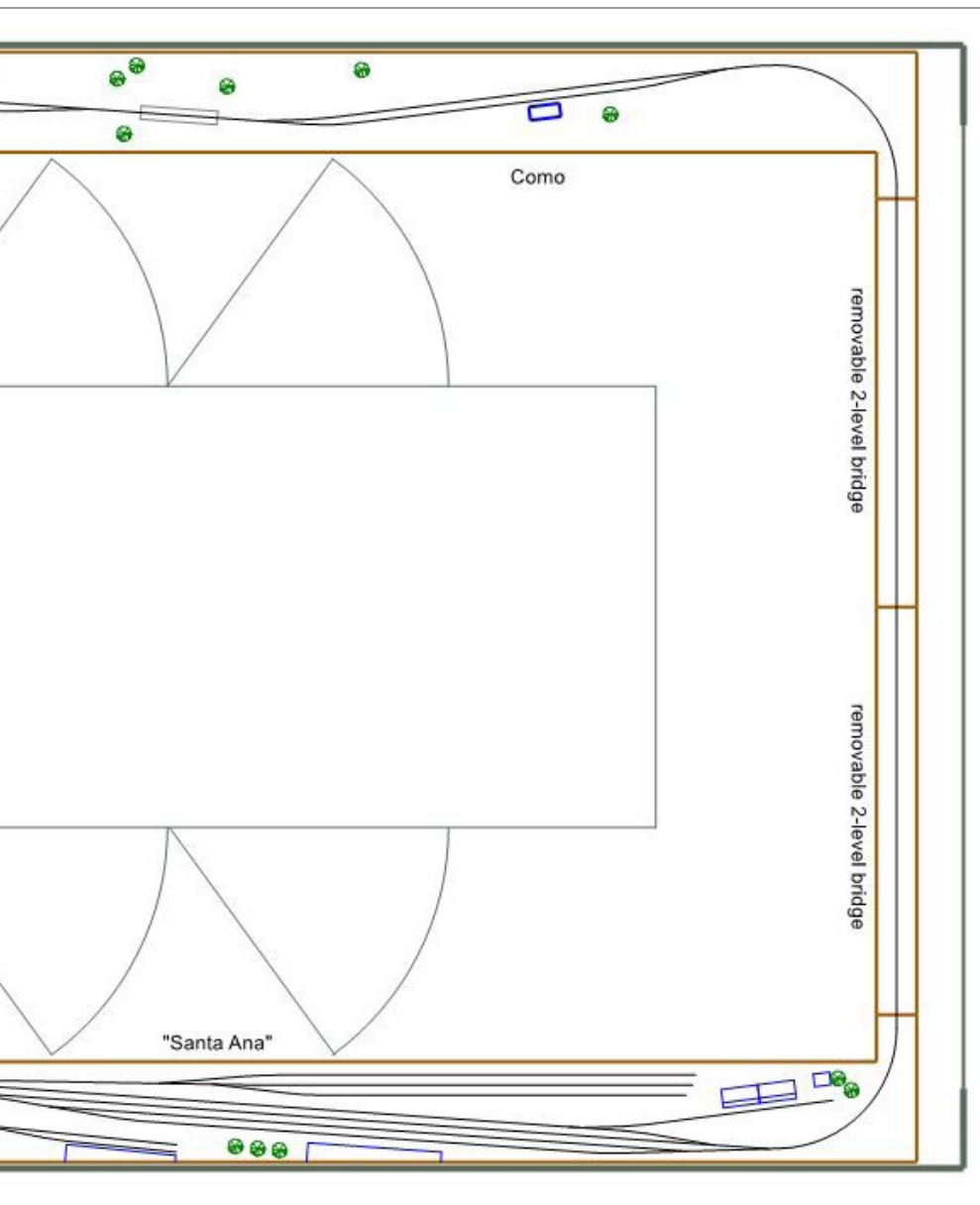
As a Southern California native I have always wanted to model the area's citrus operations in their heyday. I am old enough to remember a scattering of orange groves but young enough to have missed its scope and contributions to the region's growth.

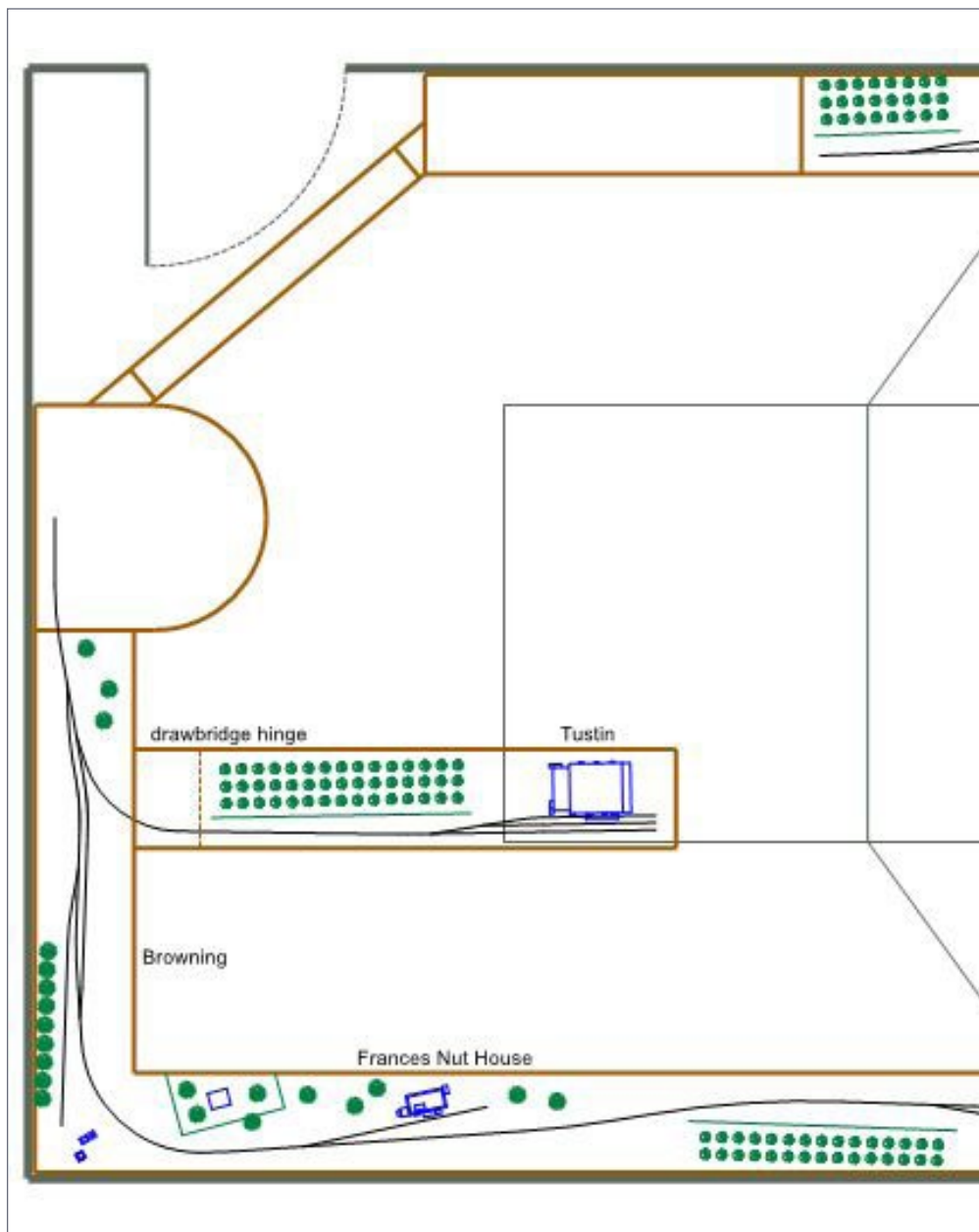
Two overriding factors drive this modeling plan. The first is entirely personal. The railroad must be something that I can and would build and operate within a reasonable time period.

My level of modeling skill, my financial resources, and the time I can dedicate to the project are not extraordinary. There is an expectation of the use of commercially available trackage and structures with a minimum of scratchbuilding, even though that means that each packing house may not exactly match its prototype.

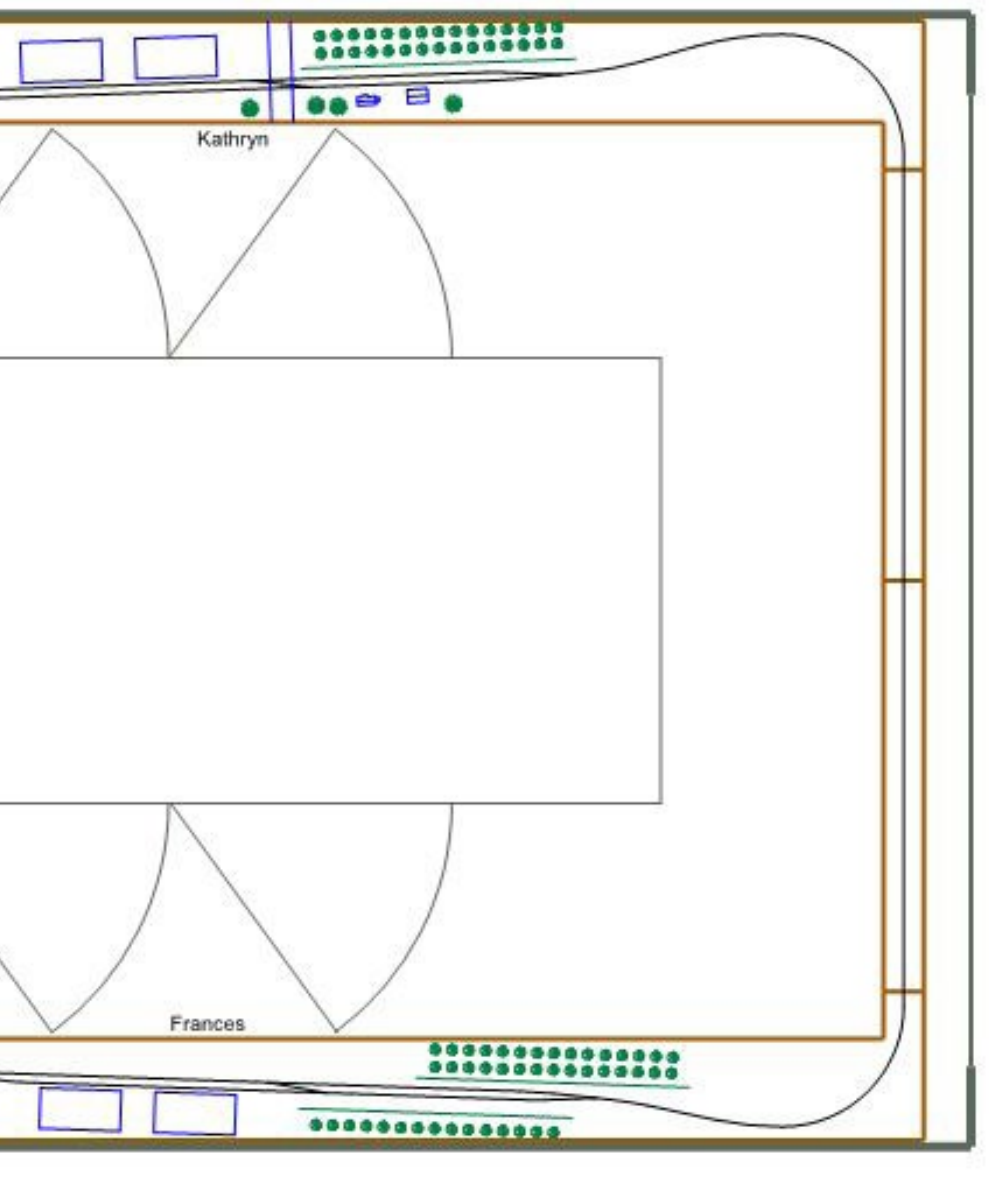


2. Lower level of the N scale track plan, in a single-car garage.





3. Upper level of the N scale track plan.



The plan must support both solo operation and that of a small group. It needs to mimic the look and feel of the Venta branch and nearby Santa Ana but cannot overwhelm the single-car garage (roughly 14' by 24'), nor can it force grown-ups to squeeze through 24" aisles.

N scale permits track arrangements on the branch to be very similar to those of the prototype. I can't build up all the track-age in Santa Ana but even there one can replicate the essentials. Modelling in 1/160 scale also means that trains are near genuine length and there is a bit of space between stops.

I have been modeling in N scale for quite a few years now and have come to marvel at the advances in appearance and operational capability so that a layout of this type can be operated reliably and enjoyably.

The second principal factor is that the layout must share space with a vehicle and allow family members to park the car, get out, and take things inside without major contortions and/or complaints to the layout's builder. I drive a Subaru Impreza – not a large car but not tiny either. That is what I used to judge the balance between layout and vehicle.

In the past few years I have experienced both a polar vortex in the Midwest and the blazing sun of central Texas. Having your car in an enclosed garage is not to be taken lightly.

Scenario

It is 1948 and business is good. The Venta Turn runs almost daily out of the icing and staging complex of San Bernardino to set out empty steel refrigerator cars – both iced and dry depending on the produce – on the Venta branch and at other towns such as Corona and Orange along the way. It will then pick up loads and return to San Bernardino.

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By now the blue and yellow FTs have taken over the long-distance runs through Cajon Pass and to the north, but the citrus turns are largely still powered by mid-size steam.

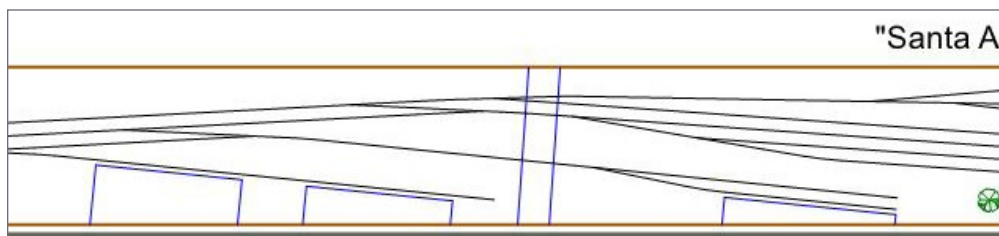
The local switch jobs out of Santa Ana are increasingly diesel-powered, maybe by an Alco HH600. These run down to the branch to work the packing houses in anticipation of the next turn and to deliver materials such as “shook” wood used to assemble field boxes for the pickers and crates for the packers.

The passenger trains are a mix of old and new along the Surf Line. The San Diegan is a money maker for the railroad, and it gets the shiny F3s and stainless steel equipment. The Del Mar specials depend more on older equipment and steam, including the great Santa Fe Northerns.

Let's run some trains

We can track the progress of a Venta Turn as it goes from Santa Ana through the branch. We are working the train once it has reached Santa Ana. The local switcher has already moved empties and loaded cars on the branch in anticipation of the run of this train.

There are three staging tracks across from the depot area. The closest to the edge is intended for full-train staging of a 14-car



5. Santa Ana track arrangement.

train plus engine and caboose and is there for hands-on fiddling. The other two are for inbound and outbound traffic as generated from other sources such as the packing houses in Santa Ana. The turn may pick up full loads or leave empties on these tracks as called for.

Once it heads clockwise towards the branch, it ducks behind the helix and emerges at Venta. The track arrangements at Venta and Como are very similar to the prototype although I did add a passenger station at Venta, since the station at Irvine is farther south and not modeled. At this point empties may be left at Como if there is a need for more cars than what the storage tracks on the branch can hold. Otherwise, it can head counterclockwise up the helix. It may go headfirst but caboose first was more common as it made for simpler switching of Tustin and Browning.

Once on the second level it can leave empties and pick up loaded cars at the packing house in Tustin. Browning has another storage track for cars to be switched on the branch. Heading counter-clockwise again, our next stop is Frances and its two packing houses. The end of the branch at Kathryn is reached across a two level, two segment rollaway connector that goes across the garage door. No harm here making this as safe and spill-proof as possible.



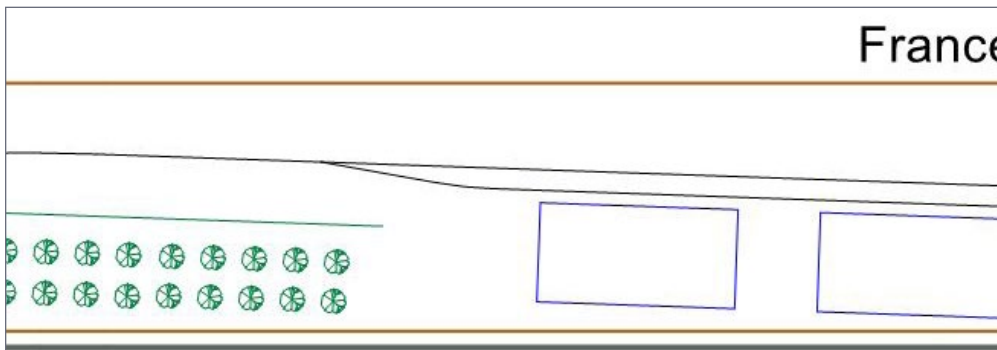
Once finished at Kathryn we head back towards Santa Ana and then on our imagined way to the yards and icing houses in San Bernardino.

Operating the turn is a daily job and it certainly would look great with steam and its string of orange SFRD ice reefers. Even so, I think that I would rather save the switcher duties for myself. It works both Santa Ana and the branch and would deliver other cars to the packing houses such as the “shook” wood, and oil for fuel and for the smudge pots that protect against freezes. It would also serve the “nut house” between Browning and Frances.

The San Diegan and Del Mar Specials are pretty much for show but their schedules would have to be coordinated with the more profitable business of the citrus. I haven't seen any reference to local rail passenger service on the Venta Branch but wouldn't mind adding a doodlebug schedule to the mix.

Construction

The layout is easily constructed on two layers of mostly 15” shelves along the walls. There is a duck under/removable portion at the door

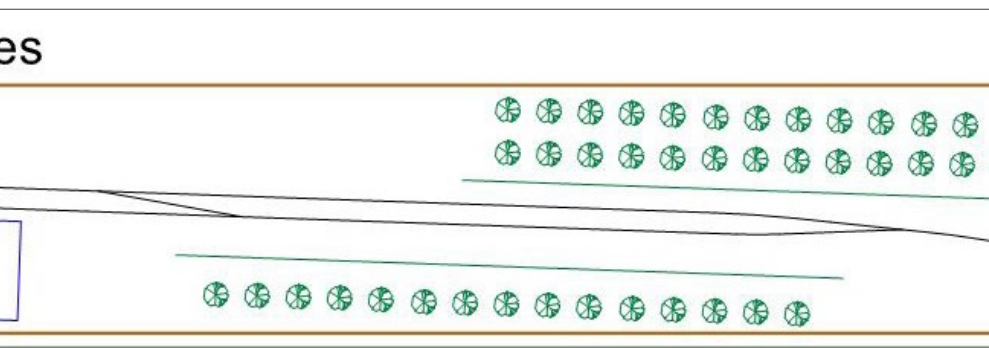


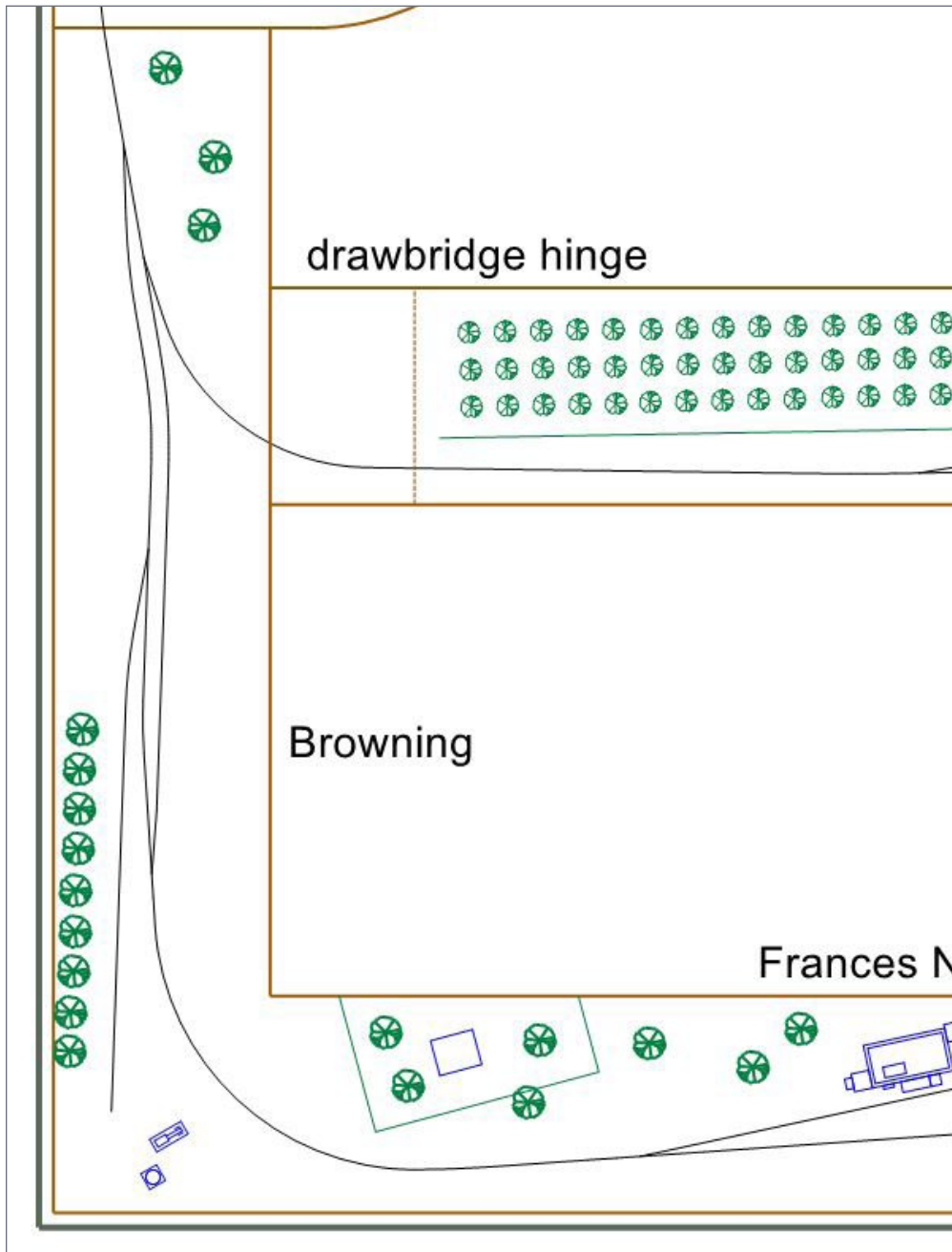
6. Frances track arrangement.

into the house, providing a reasonable 52" passageway. The two-level removable trackage along the garage door is planned as two free-standing segments that can be clamped together when operating but stored along the sides when not. The Tustin packing house and trackage is hung on a drawbridge that swings up to allow easy movement between car and house. A couple of tricks are needed but they require only limited engineering skills.

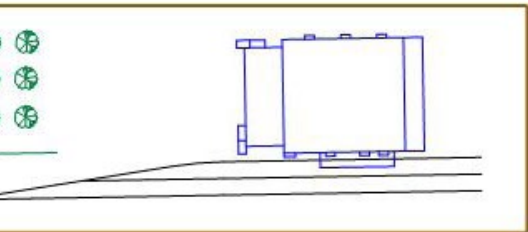
Atlas code 55 turnout and flex track are used throughout - #10 turnouts for the 1st level and #7 for the second level. A minimum radius of 18" below and 15" on top is generous in N scale and will comfortably and attractively allow for just about any rolling stock that ran on the branch and Surf Line.

Structures and bridges can be selected from several providers, either as packaged kits or as kitbashed and modular units. Only a few commercial structures are shown here. The Santa Fe #4 depot at Venta is made by Branchline Trains, and there is the Walthers lumber yard at Santa Ana and the Cal Fame Packing kit by The N Scale Architect. Modeling the citrus groves themselves is limited mostly by one's preferences and budget. The trees

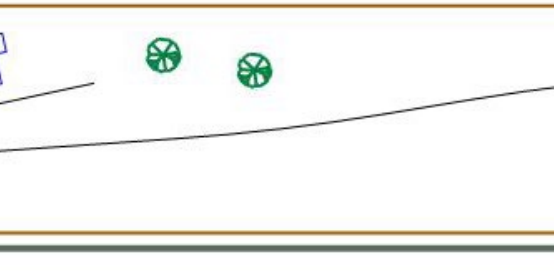




Tustin



Nut House



numbered in the thousands on the Irvine ranch. This plan shows only a representative and affordable sample.

Flexibility and fun

The idea here is to run great-looking trains representing some classic operations. For me, fun calls for an off-the-clock casual schedule. The daily switch lists also shouldn't be that hard to work up. There is more flexibility and variety here than would first appear – iced or dry reefers, empty or loaded, peak harvest or growing seasons.

The plan also leaves it up to the operator to decide just how much railroad to operate. Even without the tracks across the garage door the

7. Browning and the Tustin peninsulas.

layout can gin up a lot of operation; it would just miss the through passenger service along the lower loop and getting to Kathryn on the upper level.

An interesting option would be to “go big” and convert to HO. That would give shorter trains, less trackage in the Santa Ana hub, probably only one packing house per destination, and a larger helix, but the essentials are there for those who want the greater commercial options and the (admittedly) better operational reliability of HO.

Ready? The time and place couldn't be better. It is still seven years until the opening of Walt Disney's Magic Kingdom amid the orange groves of Anaheim.

The post-war boom has brought change, opportunity and growth but it is still an agricultural region serviced by some of the greatest railroads on the planet. Now that's magic.

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DON VAIL



Don Vail now resides in San Antonio, Texas, but grew up not far from the Santa Anita station along Santa Fe's Los Angeles Division, Second District. Passenger trains no longer stopped there but the horse cars still transported thoroughbreds to and from the racetrack.

His modeling started with HO loops on boards in the garage and soon migrated to numerous N scale projects from high mountain runs to Linn Westcott's "Switchman's Nightmare." Schools, jobs, travel, moving, and family activities interrupted the modeling at times but the passion never left. There was even a short spell a long time ago working at the Original Whistle Stop in Pasadena (Hi, Fred).

Don considers his model rail projects ongoing discoveries and experiments. The last two have been a 21"x29" On30 micro layout and an N scale modern era switching layout on an 8-foot shelf. When not railroading, Don is a marketing analyst in financial services and enjoys time hiking, biking, and exploring local barbecue and Tex-Mex. ■



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Model Railroad Hobbyist | October 2019



Gondola dents and gouges

In this 14 minute video, modeler *DansRailroad2011* shows a somewhat daring way to make dents and gouges in the sides of a plastic gondola that clearly gets great results. Hang on your your seat – he's using a propane torch to soften the plastic! He insists with some practice it's most effective. You have to see it to believe it! ■



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OCTOBER NEWS

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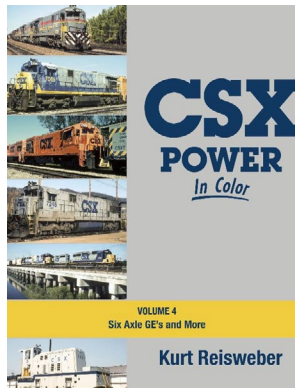
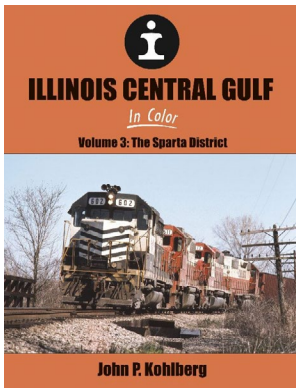
Model Railroad Hobbyist | October 2019

RICHARD BALE and
JEFF SHULTZ report the
latest hobby industry news



RATE THIS ARTICLE

NEW PRODUCTS FOR MULTIPLE SCALES



New hard cover books coming from **Morning Sun** this month include *Illinois Central Gulf - Volume 3: The Sparta District*. Author John Kohlberg tells the story of the ICG's

Sparta District with its manifest freights, coal trains, and local trains all sharing 149 miles of single track main sometimes known as the Badlands. It's the story of tough railroading in Southern Illinois.

Also scheduled for release this month is *CSX Power in Color Volume 4: Six Axle GE's and More*, by Kurt Reisweber. This volume highlights GE six-axle locomotives inherited from predecessors

▶ THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS

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Chesapeake & Ohio, Louisville & Nashville, and Seaboard Coast Line. Packed with unusual equipment pushed deep in the wild coalfields of West Virginia, this volume features a variety of road slugs built from the remains of older power including GP40-3s and SD40-3s. For additional information contact a dealer or visit morningsunbooks.com.

.....



Motrak Models has released a new paint rack kit, suitable for holding Vallejo, AK, and MIG paint bottles. The rack is designed to hold up to 24 35ml bottles or 33 17ml bottles. It also has holes in the top panel for up to 22 paint brushes. Made of .125-inch hardboard, the assembled kit is 11.8 x 6.5 x 9.8-inches in size.



Also from Motrak Models is the Countryside Winery kit, available in N, HO, and S scales. The kits come with laser-cut wooden walls, picnic tables, chairs, workbench, paper shakes, and doors. Detail parts include a Tichy smoke-stack, signage, and other resin detail parts. The N scale finished structure is 3 x 4-inches, the HO is 5.5 x 7-inches, and the S scale building is 7.5 x 10-inches in size. Kit details differ between scales. For more information visit motrak-modelsusa.com.

O SCALE PRODUCT NEWS



Atlas O will release its Trainman series PS 4750 cu. ft. covered hopper with new numbers and paint

schemes during the second quarter of 2020. Features on the triple-bay car include separately applied roof walk, and heavy die-cast 100-ton roller-bearing trucks with 36-inch wheelsets and rotating bearing caps. Road names will be Illinois Central Gulf, BNSF, Delaware & Hudson, Milwaukee Road, Union Pacific, and Soo Line. All Atlas O models are available for either 3-rail or 2-rail operation. For additional information contact a dealer or visit atlaso.com.



Modern Era O Scale is developing a resin kit for a Soo Line 50-foot 6-inch 7-post boxcar. The kit includes the body and all

body-attached details, less trucks, couplers, and decals. Built in the early 1970s, the plug-door prototype wore two significantly different decorating schemes.

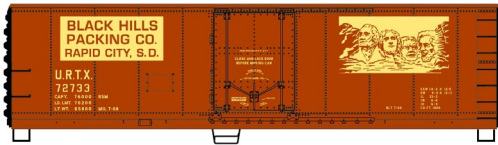


Availability of the kit is planned for late this year. Decals are sold separately. For additional information visit moderneraoscale.com.

HO SCALE PRODUCT NEWS



Accurail has released several new kits for HO scale freight cars including this 36-foot Fowler single-sheathed wood boxcar decorated for Quebec Central. The model follows a prototype car delivered by Fowler in September 1913. Details include a wood running board, and a horizontal brake wheel mounted on a vertical shaft.



This 40-foot steel refrigerator car with Youngstown plug doors was built in 1950. The URTX car displays a unique National Parks image.



Accurail's kit for this HO scale 50-foot Canadian National/Illinois Central exterior post, plate C, boxcar comes with Accumate couplers and appropriate roller-bearing trucks.



Accurail is selling three 40-foot double-sheathed wood boxcars decorated for subsidiary roads of the New York Central System including NYC (above), Toledo & Ohio Central, and Cleveland, Cincinnati, Chicago & St. Louis.

Additional new HO car kits recently released by Accurail include a 40-foot Illinois Terminal PS-1 boxcar, and a 40-foot Canadian Pacific insulated steel boxcar that models a prototype built in

1959 with an 8-foot plug-door. All Accurail kits come with appropriate trucks and Accumate knuckle couplers. For additional information contact a dealer or visit accurail.com.

.....



American Model Builders is selling a LaserKit for an HO scale Dairy Transfer Stand. Before World War II similar facilities throughout America served milk trains that swiftly carried fresh dairy

products to urban areas for processing. Depending on the length of the train ride, iced reefer cars were often employed to handle the milk loads to the city.

The kit features tab & slot wall and roof assembly with precision cut milled basswoods and 3-ply aircraft-grade birch plywood, peel & stick windows, doors, and trim; simulated metal roofing; both cracked and solid office window glazing; platform side ladders; and an assortment of resin cast parts depicting milk cans, salt sacks, a hand truck, and other details. Instructions and a full-color cow-shaped rooftop sign complete the 1.375-inch square model.



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R. Bale

NYC REBUILT CABOOSES

During WWII the New York Central rebuilt fifty aging box cars into much needed cabooses. The rebuilds retained the steel fishbelly frame of the box cars, but a steel channel was added along the sill giving the cabooses a distinctive feature. In other appearances the cabooses resembled standard NYC caboose except they were more than five feet longer.

In 1946, the New York Central introduced a new, fast LCL service known as Pacemaker Freight Service. To provide the service, 1,000 specially equipped box cars and five cabooses were rebuilt and given a distinctive red and gray color scheme. Five cabooses from the wartime rebuilds were selected for the Pacemaker Service. Upgrades included the addition to some important brake and draft gear modifications, and replacing the cars' original tongue and groove sheathing with plywood giving the Pacemaker cabooses a smooth-sided appearance.



NYC wartime rebuilt cabooses (left) and Pacemaker version (below).



American Model Builders HO scale LaserKits for New York Central rebuilt cabooses feature tab & slot and peel & stick construction. The laser-scribed side and end walls, underframe, end platforms, end railing, and brake wheels are all

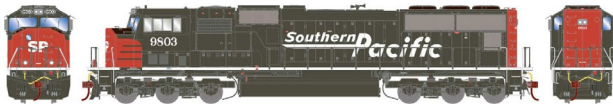
laser-cut. Detailed castings include resin platform steps and brake gear, and a white metal smokejack. Custom decals by Tichy Train Group, fully illustrated instructions, and several fixtures to aid forming handholds and ladders complete the kit. Tahoe Barber-Bettendorf swing motion cabooses trucks are recommended but not included. For additional information visit laser-kit.com.

.....



Athearn's August 2020 production schedule includes

several versions of a Genesis series EMD SD70M diesel. Models decorated for Norfolk Southern will be available in the early primer Grey Ghost scheme and in the black horsehead scheme with PTC antenna boxes, a 5000 gallon fuel tank, and illuminated front and rear ditch lights.



Additional road names for the SD70M include

Southern Pacific, Union Pacific (ex-SP), CSX, and PRLX-Progress Rail (former EMD demonstrators with early cab with nose window).



All road names will have LED lighting, uncoupling levers,

MU hoses, a trainline hose, see-through cab windows, cab interior details, walkway tread, Celcon handrails, windshield wipers, lift rings, wire grab irons, and detailed fuel tank with fuel fillers, fuel gauges, and breather pipes.

Also coming from Athearn next August is a group of Genesis GP7U light road switchers. The HO scale model is based on EMD GP7s

OCTOBER NEWS HO SCALE | 8



rebuilt with a chopped nose. Road names will be Santa Fe, and Bangor & Aroostook (ex-ATSF with blanked dynamic brakes).



The Genesis GP7U model will also be available decorated for Morristown & Erie (former BAR units), RJ Corman, Savage, Integrated Grain & Milling, and Cargill. The model locomotive comes with four-wheel Blomberg-B trucks. Details include bidirectional constant LED lighting, trainline and MU hoses, uncoupling levers, MU stands, nub-style walkway tread, wire grab irons, lift rings, windshield wipers, cab interior details, etched metal radiator intake and fan grilles, fuel tank detailed with fuel fillers, fuel gauges, breather pipes, and retention tanks. Athearn Genesis models feature an onboard DCC decoder with SoundTraxx Tsunami2 sound that functions in both DC and DCC environments.

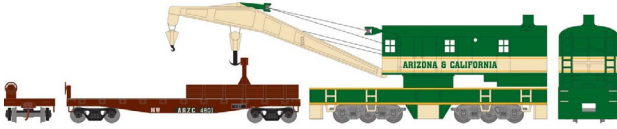


Ready-to-Roll HO scale freight cars coming from Athearn next August include this 50-foot PS 5277 cu. ft. boxcar with a 10-foot wide sliding door. Details include separately applied grab irons, a photo-etched coupler cross-over platform, and machined metal wheelsets.



In addition to Railbox, road names will be CSX, St Lawrence

Railroad, Green Bay & Western, Escanaba & Lake Superior, Illinois Central Gulf (CN), and Wisconsin Central. The last three roads listed will be in Athearn's Primed for Grime faded paint.



Athearn plans to release its 200-ton railroad crane as a fully assembled

Ready-to-Roll model next August. The HO scale model will be paired with an idler flat car with a boom support fixture. The crane housing rotates, and the boom raises and lowers. The stabilizing blocks can also be positioned. All trucks are fitted with machined metal wheelsets.

Road names include Arizona & California (above), Canadian National (black), Canadian Pacific (black with CP Beaver herald), Union Pacific (black car and boom, yellow crane housing, green MOW flat car), Ontario Northland (black car, yellow boom, white crane housing), Norfolk Southern (black car and boom, orange crane housing), and RJ Corman (black car body and boom, red crane housing). An unlettered MOW with black car and boom, and light orange crane housing will also be available.



A Railway Express box truck mounted on a Ford F-850 chassis is listed on Athearn's August 2020 production schedule.

Additional schemes and carrier names in this release will be Ford Motor Company, Peterson Tool, C.M. Tanney Grocery, Canadian Pacific, Chesapeake & Ohio, Southern Pacific, Bekins, and Builders Emporium. The 1:87 scale vehicle will have cab interior, separately applied steering wheel, clear window glazing, and rubber tires.

Roundhouse brand models coming from Athearn next August include an HO scale 34-foot twin-bay composite hopper with a



removable coal load. Bettendorf-style plain-bearing trucks will be fitted with 33-inch

machined metal wheelsets. Road names will be Reading, Illinois Terminal, Pennsylvania Railroad, Southern Railway, Union Pacific, and Lehigh Valley. The open hoppers will be sold individually and in four-packs with unique road numbers.



Completing the August 2020 release of Roundhouse HO

scale models will be a basic 40-foot 10-panel steel gondola. Road names will be Penn Central, Norfolk Southern, Maine Central, Alaska Railroad, Great Northern, Rio Grande, Monon, and Chicago & Eastern Illinois. The model will come with plain-bearing trucks with 33-inch machined metal wheelsets. For additional information on Athearn and Roundhouse products contact a dealer or visit athearn.com.

.....

Atlas is booking dealer reservations for a new production run of HO scale U30C locomotives. Delivery of the models, which are based on GE's 3,000hp six-axle prototype, is planned for the second quarter of next year. Features on the Atlas Master series locomotive include Adirondack floating-bolster trucks, golden-white LEDs with directional lighting, windshield wipers, metal grab irons, scale handrails, a snowplow pilot, crew members, and marker lights with separate lenses.



New road names in this release will be Chicago & North Western, Detroit Edison, and Norfolk Southern. New road numbers

on previously issued road names include Chessie System (C&O), Union Pacific, Rock Island, and Soo Line. Atlas will produce DCC versions of the locomotives with a factory installed LokSound Select Dual-Mode decoder. Standard DC locomotives will have an NMRA compliant socket for installation of an aftermarket DCC decoder.

Atlas is preparing tooling for two 60-foot boxcars based on prototypes introduced by Gunderson in 2012. While similar in appearance, the 7550 cu. ft. version has grid sides and double plug doors. The 7538 cu. ft. boxcar has a single door.



The HO scale Atlas Master series models features individually applied ladders, hand brake and door rods; and a Stanray roof

with three X-panels and three diagonal center panels. The double-door car will be decorated for TTX, the single door car, which has a sill step at the side door, will be decorated for BNSF. Both versions will be available in 12 road numbers. Undecorated models will also be available.



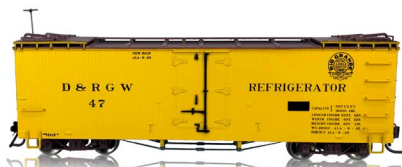
Atlas has scheduled the release of this HO scale 40-foot wood reefer during the second quarter of 2020. The Atlas Master model is based on a series of wood

refrigerator cars Pullman built for the Northern Refrigerator Car Co. in 1930. Decorating schemes will be Rath's BlackHawk Bacon, Brink's & Sons, Missouri-Kansas-Texas, ART Ice Service, Milwaukee Road Ice Car, Marshall Kirby Frozen Eggs, and Producers Produce Co. Details include separate door locking bars, grab irons, ladders, and uncoupling bars.



Additional new HO freight cars set for release by Atlas during the second quarter of 2020 include a rerun of twin-bay coal hopper cars with offset sides. New road names include Maine Central and two Norfolk Southern schemes. Previously released road names with new road numbers include Canadian Pacific (script), Baltimore & Ohio, Milwaukee Road, and Reading. The ready-to-run model will have 50-ton trucks with blackened metal wheels. For additional information on Atlas products contact a dealer or visit atlasrr.com.

.....



Blackstone Models has completed another production run of D&RGW refrigerator cars. The short, 30-foot prototypes operated throughout Colorado's narrow gauge network into the late 1950s. Blackstone's HOn3 version is based on a prototype built in 1908 by ACF that D&RGW rebuilt in 1926 with a Murphy roof, altered needle beams, and larger ice hatches. The models are equipped with 4-foot 8-inch arch bar trucks and Kadee No. 714 couplers. The D&RGW reefers are available with a choice of Moffat Tunnel (above) or Flying Grande heralds. For additional information contact a dealer or visit blackstonemodels.com. The model cars come ready for the addition of a SoundTraxx Tsunami sound car decoder. Details on the sound car installation are available at soundtraxx.com/products/tsunami-soundcar.

.....

Bowser is currently booking reservations for a production run of woodchip hopper cars that are scheduled for delivery next



summer. The HO scale ready-to-run models follow a triple-bay prototype with offset sides topped by steel extensions. The models come with knuckle couplers and appropriate

Bettendorf-style trucks with metal wheelsets. Three numbers each will be available for Kansas City Southern, Ashley Drew & Northern, C&NW (scrap metal), and Boston & Maine.



Additional road names include CIRR-Chattahoochee Industrial, Canadian National, Canadian Pacific, SL&SF-Frisco, Grand Trunk Western, Gulf & Mississippi, Illinois

Central, Missouri Pacific, and Seaboard Air Line.



This production run will include both offset and ribbed side cars in data only in a choice of brown (above) or black.



In the Cal-Scale detail parts line, Bowser has introduced several new HO scale diesel detail items, including a bendable, paintable and glueable loco air hose, three and five line MU hose sets,

F-unit steam generator exhaust stacks, square and oval exhaust stacks, two locomotive brake wheels, and several other parts. For additional information contact a dealer or visit bowser-trains.com.

.....



Broadway Limited will soon introduce an HO scale version of a streamlined Pennsylvania 4-6-2 class K4 steam locomotive. PRR's advertising department

loved the appearance but the shrouding hid most of the functionality of the steam locomotive and impeded maintenance. Eventually most of the shrouding that hid the wheels, rods, and cylinders was removed.



Broadway Limited's HO scale model is based on PRR locomotive No. 3768 which was given the streamlined look in 1936 by famed industrial designer Raymond Loewy. The prototype's original bronze paint scheme was later replaced with Pennsy's standard DGLE (dark green locomotive enamel). Broadway Limited will offer both decorating schemes. The HO scale model will come with Paragon3 Sound & Operation System. For additional details contact a dealer or visit broadway-limited.com.

.....



Classic Metal Works has 1:87 scale General Motors PD-4103 Intercity Buses available decorated for several cities including

Pacific Electric (greater Los Angeles, above), New York City, Atlanta, and Chicago.



For additional information contact a dealer or visit walthers.com.



Kadee has released an HO scale ready-to-run model of a Denver & Rio Grande Western 50-foot PS-1 boxcar with double slid-

ing Youngstown corrugated doors. The model, including the decorating scheme, follows a car Pullman-Standard built for the D&RGW in 1957. All Kadee ready-to-run models come with Kadee metal knuckle couplers and two-piece self-centering trucks. For additional information contact a dealer or visit kadee.com.



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R. Bale

MAXI-IV WELL-CARS

Intermodal container service is one of the most popular types of freight service on rails today. The Gunderson MAXI-IV three-unit articulated double-stack car handles containers from 20- to 53-foot long in the well, and containers from 40-to 57-foot long in the top, or double-stacked, position. The MAXI-IV uses two different sized wheels. The two end trucks have 33-inch wheels while the two middle trucks have 38-inch wheels. This is to equalize weight bearing with the greater weight of the load being borne by the wheels of the mid-car trucks. As a result of its versatility the MAXI-IV has become the mainstay of the U.S. domestic double-stack fleet.



To achieve maximum weight and help stabilize the model, Kato uses a steel compound plastic to cast the body of the HO scale model. Like the prototype, Kato's three-car set uses two different size wheels.



Road names scheduled for release in December 2019 or January 2020 include TTTX (original logo), and TTX (new logo). Models decorated for BNSF, BNSF (Swoosh scheme), and Pacer Stacktrain will follow 30 to 45 days later.



KatoUSA has also announced that the HO scale EMD SD40-2 “Mid-Production” locomotives are now available with factory installed ESU LokSound DCC/ Sound decoders. For additional information contact a dealer or

visit katousa.com.

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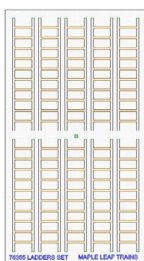
Maple Leaf Trains has released two new HO scale kits, including a small workshop and a garden shed, as well as two new detail items.



The small workshop represents a two-story building and is made from two thicknesses of plywood, laser-cut window inserts, and two pre-wired SMD LEDs with included resistors. Its dimensions are 2.5 x 2.156 x 1.7-inches.



The garden shed includes pre-wired LED and peel and stick laser cut shingles and ridge caps. It is 2.1 x 1.4 x 1.4-inches in size.



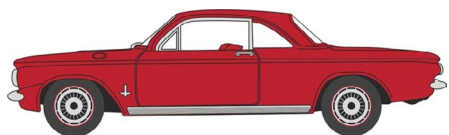
New detail items from Maple Leaf Trains include a picnic table set that includes six picnic tables and a ladder set that includes 10 laser cut ladders with etched wood details. For more information see a dealer or visit [maple-](http://maple-leaftrains.com)

[leaftrains.com](http://maple-leaftrains.com).

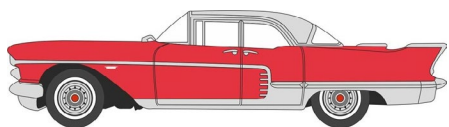
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New 1:87 scale vehicles coming soon from **Oxford Diecast USA** include this 1946-48 DeSoto Suburban. The model features a rooftop rack with luggage.



This 1:87 scale 1963 Chevrolet rear-engine Corvair Coupe is decorated in Riverside Red.



Oxford's 1957 Cadillac Eldorado four-door Brougham features big tailfins, thin white wall tires and silver trim over a

Dakota Red body. For additional information contact a dealer or visit walthers.com.

.....



Rapido Trains has released a video that provides a detailed update on its new Pullman-Standard Dining Car. The HO scale model is based on a 1954

CN prototype that is similar to diners owned by several US railroads. Rapido will release 48-, 40-, and 32-seat versions of the diner-lounge cars. All will feature complete interior details. To view the video go to www.youtube.com/watch?v=BnXTsxkdfn8.

Rapido has pioneered the use of 3D scanning to accurately capture the contour of prototypes it plans to produce as models. Scanning the prototype has proven to be very successful for the Canadian-based company as they developed accurately scaled models for their HO scale Budd RDCs, FPA-4/FA-2 diesels, the Stirling Single steam engine, and the New Look bus. The next 3D prototype

scanning project by Rapido will be conducted in Portland at the Oregon Rail Heritage Center on October 27, 2019. Although Rapido is keeping the identity of the specific prototype a secret, they have invited all modelers and rail fans in the Portland area to observe the procedure. According to Rapido official Jason Shron, refreshments will be provided at the noon to 5 p.m. event. For more information visit rapidotrains.com.

.....



Rocket Express offers flat resin kits for HO scale Rock Island 40-foot automobile boxcars based on prototypes built by the Bettendorf Company in 1930. The RI owned cars with end doors (above) as well as with fixed ends. HO scale kits for both car types are available. Rocket

Express kits include a one-piece roof, ends and sides. Doors and door rails are separate castings. Both KC and AB type brake equipment are supplied along with appropriate trucks, and authentic decals. Couplers are not included. For additional information visit www.rocketexpress.biz.

.....

Among the latest Operator series release from **ScaleTrains.com** is an HO scale Dash 9-44CW diesel locomotive. Features include operating front deck-mounted LED ditch lights, printed and LED lighted number boards, directional LED headlights, see-through steps, nub pattern walkway tread, cab interior, and semi-scale Type E knuckle couplers. Factory-applied details including a snowplow, nose door with window, sunshades, air tanks, horn, exhaust stack, and brake wheel. The body is pre-drilled for consumer installed details including grab irons, coupler cut levers, MU hoses, and trainline hoses. Operator series locomotives offer a choice of ESU-LokSound Essential Sound Unit & DCC decoder, or DC operation with a 21-pin connector for an aftermarket decoder.



Roadnames on this release include BNSF/ Heritage I and Heritage III, Canadian National, Chicago & Northwestern, Norfolk Southern (Original and Horsehead), Southern

Pacific (speed lettering), and Union Pacific.

ScaleTrains.com has released a video describing the differences between the different versions of the Rivet Counter GEVO Tier IV model in HO scale. Differences include unique radiator intake grills, the square and angled exhaust cabinets, different end handrail (wide versus narrow) arrangements, and a variety of PTC antenna arrays. Tooling changes were made for the KCS and Navaho noses and the walkway of the later model UP locomotives. Additionally, ScaleTrains.com has acquired BNSF and UP paint chips and has modified the paint colors on these locomotives going forward. To see the video, go to www.youtube.com/watch?v=E7o2N7amyNk. For additional information visit scaletrains.com.

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TANGENT
SCALE MODELS

Tangent Scale Models has reissued its PS-3 2750 cu. ft. triple-bay coal hopper car in seven new decorating schemes. The HO scale model is based on

a prototype Pullman-Standard introduced in the 1957. New road names include an ex-GN car repainted in Burlington Northern's 1976 black scheme (above).



TANGENT
SCALE MODELS

Additional roads include Louisville & Nashville in two schemes (original 1959 Dixie version and 1973 repaint), and

four Great Northern schemes (1965 and 1970 red scheme in a choice of three reweigh options).



TANGENT
SCALE MODELS

The ready-to-run model is also available decorated for Boston & Maine (1972 repaint), Southern (1958 ACF-clone version of PS car), and undecorated in primer gray.

Tangent's PS-3 2750 coal hoppers come with or without heap-shields depending on the practice of the specific prototype car being modeled. Additional variants include different hand-brakes, three different styles of unloading door mechanisms, and either 70-ton ASF Ride Control plain-bearing or 70-ton Barber S-2-A roller-bearing trucks. All versions of the HO model include a see-through brake platform, wire grab irons and coupler lift bars, separate air hoses, Kadee knuckle couplers, and machined 33-inch wheelsets. Each car comes with a removable coal load. For additional information visit tangentscalemodels.com.

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Walthers is selling Proto series EMD E8A and E8A-A locomotive sets decorated for Chesapeake & Ohio. The

specialty decorated diesel units were assigned to the George Washington, C&O's famous name train that operated between Cincinnati and Washington D.C. The HO scale model is available with ESU LokSound Select sound for DCC & DC layouts. Special details include dual lens lower headlight with LED constant brightness, upper Mars light, brass Nathan five-chime air horn facing forward, whip-type radio antenna with conduit, wire grab

irons, separate MU connection on nose, spark arrestors, skirted fuel tank, and winterization hatches.



Also available now from Walthers are Mainline series HO scale Alco PA and PB diesels, arguably the most esthetically pleasing diesel locomotive

ever designed. Walthers economy priced Mainline model uses the same drive as Walthers top-of-the line Proto-Series models. Drill starter points for grab irons are molded in the body shell simplifying the addition of grabs for those modelers so inclined. Correctly sized grab irons are available separately in a PA-PB detail kit.



Available road names include Santa Fe (classic Warbonnet), New Haven (McGinnis scheme), Southern Railway,

Delaware & Hudson, and New York Central. This production run includes standard DC models and models fitted with an ESU Sound and DCC decoder. For additional information on all Walthers products contact a dealer or visit walthers.com.

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N SCALE PRODUCT NEWS



Athearn has announced plans to release an N scale

50-foot PS 5277 cu. ft. boxcar with a 10-foot wide sliding door next August.



Road names will be Railbox, CSX, St Lawrence Railroad, Escanaba & Lake

Superior, Illinois Central Gulf (CN), and Wisconsin Central. For additional information contact a dealer or visit athearn.com.

.....



Atlas is working on a new N scale GP39-2 diesel locomotive. The all-new Master Series model is based on a

fuel-efficient prototype that resulted from replacing a 16-cylinder 2000 hp prime mover with a turbocharged 12-cylinder 2300 hp alternative that consumed less fuel. Atlas' N scale version will feature golden-white LEDs, painted safety rails, directional lighting, and blackened metal wheels.

Road names will be BNSF, Burlington Northern, Soo Line, Santa Fe, Twin Cities & Western, and Union Pacific. Atlas Gold series DCC locomotives come with a factory installed LokSound Select Dual-Mode decoder. Atlas Silver series locomotives are for standard DC operation. They will have speakers installed for easy installation of a DCC sound decoder. Availability is planned for the second quarter of 2020.



Atlas has announced plans to release 40-foot and 53-foot

rebuilt well-cars next spring. The most popular container sizes in today's intermodal world are 20-, 40- and 53-feet in length. With the phasing out of the once popular 48-foot containers, TTX had little need for their 48-foot well-cars, many of which were still new.

Rather than scrap the 48-foot well-cars TTX launched a program to shorten some 48-footers to 40-feet, and lengthen others to 53-feet.

Atlas will offer 40-foot well-cars decorated for TTX (yellow, early logo), TTX (yellow, Forward Thinking), TTX (yellow, Next Load Any Road), and NOKL (red).



Road names for Atlas' N scale 53-foot rebuilt well-car will

include TTX (yellow, Forward Thinking), TTX (pink, On Track for a Cure), St. Mary's Railway West (red), and FEC (yellow).



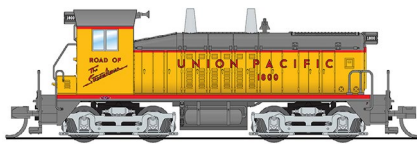
Also coming from Atlas during the second quarter of 2020 is a reissue of its popular N scale 53-foot Evans

boxcar with new numbers and paint schemes. The N scale model follows a prototype insulated RBL double-door car built throughout the 1960s and '70s by Evans. Road names on this release will be Chicago & North Western, Grand Trunk Western, Van Brode Milling, Illinois Central, British Columbia Railway, Astoria Plywood, Boise Cascade, and Conrail. For additional information on all Atlas products contact a dealer or visit atlasrr.com.

.....



Broadway Limited plans to release a group of EMD NW2/SW7 diesel switchers next month.



The N scale models will feature Paragon3 Sound & Operating System with Rolling Thunder that is operational in both DC and DCC environments.



Northern, Chesapeake & Ohio, CB&Q, and Northern Pacific. Unpainted versions will also be available. For additional information contact a dealer or visit broadway-limited.com.

.....



KatoUSA has released its popular N scale EMD F40PH commuter locomotive decorated for several new roadnames including Virginia Railway Express, Caltrain, and Metrolink.



In addition, a group of Chicago Metra F40PH locomotives are available with local signature names, including Village of Winfield, City of Elmhurst, Ravinia, Fox River Grove (below), and Village of Schaumburg. Chicago Metra F40PH units have directional head and tail lights on the front of the locomotive for push-pull operation.



Models are available for DC operation and with factory installed DCC. Previously released Amtrak Phase III and Virginia Railway Express models may still be available from Kato dealers.



KatoUSA is has also announced a new run of SD70Ace locomotives decorated for Norfolk Southern, including #1111, nicknamed the barcode unit for the appearance of its road number

beneath the cab windows. The engines will include NS specific prototypical details such as an isolated cab and roof antenna array. The model has an early 2020 release date and will come in DC, factory installed DCC, and special order DCC & sound versions. For additional information contact a dealer or visit katousa.com.

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The latest new N scale models released by Micro-Trains Line includes this 50-foot Great Northern 4940 cu. ft. capacity boxcar. American Car &

Foundry built the prototype that inspired this model in 1963.



The prototype of this 40-foot Canadian Pacific boxcar had full height ladders and a running board when it was built by Canadian Car & Foundry in 1957.



Micro-Trains is selling this 65-foot 100-ton log car in a two-pack with different numbers. The model fol-

lows a Norfolk & Western prototype built in the 1980s by Ortner Railcar. The car was repainted for NS in 2003 following the

merger of N&W and the Southern Railway. For additional information contact a dealer.

NEW DECALS, SIGNS AND FINISHING PRODUCTS



Modern Era O Scale sells O scale freight car decals for a variety of railroads including Longview, Portland & Northern, Maine Central, City of Prineville, and Western Pacific. For a complete list visit moderneraoscale.com/products.

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BRIEFLY NOTED AT PRESS TIME ...

Atlas has updated its Track Planning Software to Version 1.6.0. New features include improved roofs and 3D terrain rendering, updated libraries of curved turnouts and O 3-rail turntable, plus a few bug fixes. The update is available at download.atlasrr.com/Software/AtlasTPS_Setup_1_6_0.exe?utm_source=Atlas+Insiders+E-News+Flash&utm_campaign=2e9ef4cf35- ...

Eastern Seaboard Models has released the latest version of its N scale X72, X65 and X58 boxcars...

Flooding in mid-September forced InterMountain Railway to evacuate its facility in Longmont, Colorado. Early reports indicate the warehouse escaped damage with flooding limited to a portion of the administrative space...

Rapido Trains is on the verge of cancelling two projects to develop Canadian 4-6-0 steam locomotives. Advance reservations from consumers and dealers for both the CPR D10 and the CNR H-6 ten wheelers are far below minimums required to make the project viable...

Soundtraxx has issued a short video that covers the basics of locomotive wiring, motor polarity, and the importance of getting it right. Check it out at view.bbsv1.net/bbext/?p=land&id=908F2614D3436CF6E0530100007F0E93&vid=b4e087a7-2678-4ca4-8f9e-989da89bb9ff ...

Yarmouth Model Works will release an HO scale prototypically accurate cast resin kit for a 40-foot Northern Pacific 1937 AAR boxcar later this month...



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SELECTED EVENTS



Model Railroad Hobbyist | October 2019 | #116

OCTOBER 2019

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

CANADA, ONTARIO, BRAMPTON, October 5-6, Greater Toronto Train Show, at Brampton Fairgrounds, 12942 Heart Lake Road. Info at www.torontotrainshow.com.

CANADA, ONTARIO, MARKHAM, October 19-20, Railview Historical Society Open House, at 550 Alden Rd, Unit 201. Info from mike@theclares.ca.

CANADA, QUEBEC, GATINEAU, October 5-6, Aylmer Model Train Show, at Galeries Aylmer, 181 rue Principale. Info at capitaltrains.ca/aylmer.

CANADA, QUEBEC, GATINEAU, October 19, Capital Region Model Railway Tour, Registration at St Anthony's Banquet Hall, 523 St Anthony St. Info at capitaltrains.ca.

CALIFORNIA, BELLFLOWER (Metro LA), October 5, Railroad Prototype Modelers Meet, at Encounter Christian Church, 10012 Ramona Street. Info at www.laapm.org.

CALIFORNIA, CROCKETT, October 12-13, Carquinez Model Railroad Society open house, at 645 Loring Ave. Info at www.cmrstrainclub.org.

CALIFORNIA, OCEANSIDE, October 12, Train Show & Swap Meet, sponsored by North County Model Railroad Society at Heritage Park, 230 Peyri Drive. Info at swapmeetinfo@ncmrs.org.

CALIFORNIA, SAN LUIS OBISPO, October 4-6, Central Coast Railroad Festival and Train Show. Info at ccrrf.com.

COLORADO, DENVER, October 11-13, Rocky Mountain Hobby Expo at Denver Mart, 451 East 58th Avenue. Info at rockymountainhobby-expo.com.

CONNECTICUT, MILFORD, October 6, 27th Annual Model Train Show, hosted by the New Haven & Derby Model Railroad Club, Jonathan Law High School, 20 Landsdale, Ave. Information from nhd06477@hotmail.com or www.facebook.com/New-Haven-Derby-Model-Railroad-Club-1626679067606876.

ILLINOIS, LISLE, (Metro Chicago), October 24-26, 26th Chicagoland RPM (formerly known as Naperville Meet), at Sheraton Hotel & Conference Center. Info at www.rpmconference.com.

ILLINOIS, MORTON, October 26, Central Illinois Train Xchange, at Blessed Sacrament Church, 225 East Greenwood Street. Request info from Roger at citrainx@gmail.

MASSACHUSETTS, BOXBOROUGH, October 5-6, 55th Annual Railfair, sponsored by Nashua Valley Model Railroad Association, at Boxborough Regency Hotel, 242 Adams Place. Info at nvrra.com.

MASSACHUSETTS, GARDNER, October 5, Southern New England 2 Rail O Scale Fall Show, at United Methodist Church, 161 Chestnut Street. Info at www.snemrr.org.

MISSOURI, KIRKWOOD (Metro St. Louis), October 12-13, Greater St. Louis Train Show, sponsored by Mississippi Valley N Scalers at Kirkwood Community Center, 111 South Geyer Road. Info at mvns.railfan.net.

NORTH CAROLINA, FLETCHER, October 4-5, Autumn Rails Train Show, Sponsored by French Broad e'N'pire NTRAK Club at Western North Carolina Agricultural Center. Info at www.wncag-center.org/events/2019/autumn-rails-train-show.

OHIO, CAMBRIDGE, October 20, NMRA MCR Division 6 Swap Meet, at Pritchard Laughlin Center, 7033 Glenn Highway. Info at div6-mcr-nmra.org/swapmeet.htm.

PENNSYLVANIA, EASTON, October 6, 43rd Annual Lehigh Valley Regional Train Show & Expo, at Charles Chrin Community Center, 4100 Green Pond Road. Info at www.lehighlines.org/events.html.

WASHINGTON, SPOKANE, October 13, Fall Train Show, sponsored by River City Modelers at Spokane Fair & Expo Center, 404 North Havana Street. Request info from Shirley Sample at shirley@busnws.com.

November 2019, by location

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

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

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

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

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

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

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

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

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

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

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

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

OREGON, PORTLAND, November 9-10, 16-17, 23-24, and 30-December 1, Columbia Gorge Model Railroad Club 2019 Train Show at 2505 N. Vancouver Ave. Info at columbiagorgemodelrailroadclub.com.

OREGON, PORTLAND, November 9, 16, 23, and 30, Mount Hood Model Engineers annual open house, at 5500 SE Belmont St. Info at www.mthoodmodelengineers.org.

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

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

Future 2019, by location

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

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

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

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

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

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

Beyond 2019, by date

FLORIDA, COCOA BEACH, January 9-11, 2020, Prototype Rails, at Cocoa Beach Hilton Oceanfront, 1550 North Atlantic Avenue. Info at www.prototype Rails.com.

PENNSYLVANIA, MALVERN (Valley Forge), March 26-29, 2020, Railroad Prototype Modelers Meet, at Desmond Great Valley Hotel. Info at rpmvalleyforge.com.

MISSOURI, ST. LOUIS, July 12-18, 2020, NMRA National Convention and National Train Show. HQ at Hilton St. Louis at the Ballpark. Info at gateway2020.org.

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

ENGLAND, BIRMINGHAM, August 14-21, 2022, NMRA National Convention and National Train Show. Info at www.nmra2022uk.org. ■





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