

HAVING FUN WITH TRAINS

AUGUST 2020 | FREE

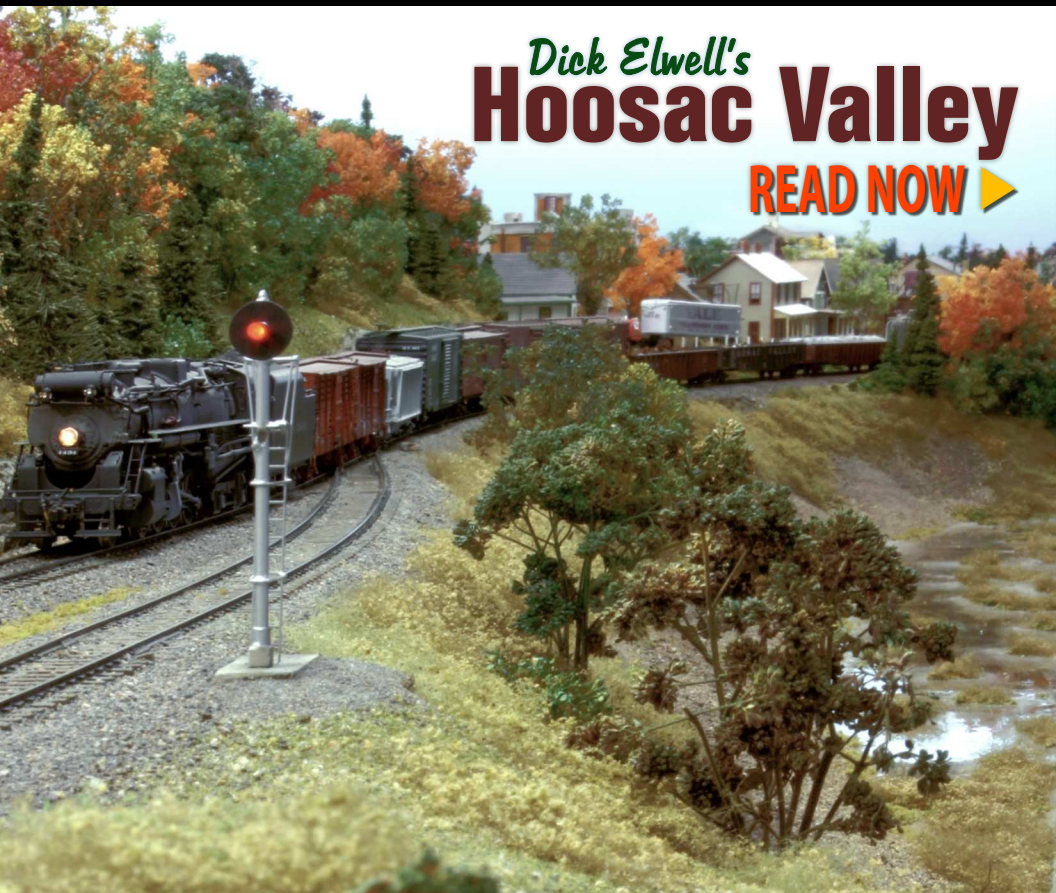
MRH

MODEL RAILROAD HOBBYIST

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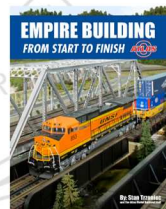
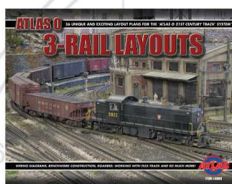
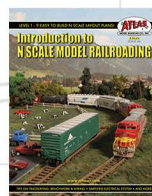
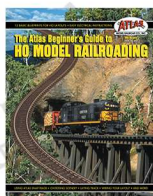
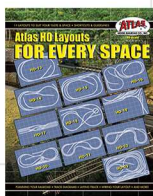
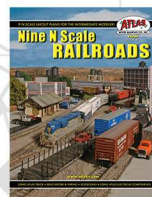
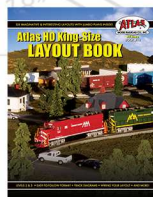
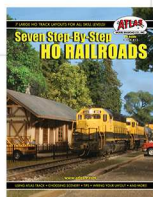
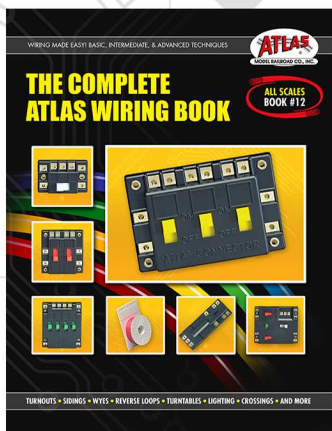
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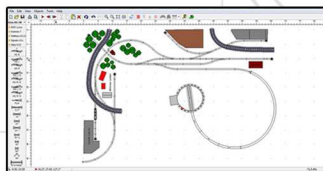
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MRH
MODEL RAILROAD HOBBYIST

Model Railroad Hobbyist | August 2020 | #125

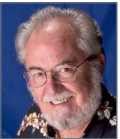
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ISSN 2152-7423

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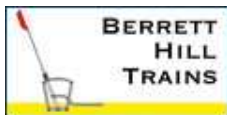
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Publisher's Musings: New look coming to TMTV ...

JOE FUGATE



MRH Website this month: Truck & wheelset painting ...

Compiled by JOE FUGATE



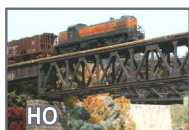
What's Neat: Installing 8, 9, and 21-pin decoders

KEN PATTERSON



21st century turnout frog wiring

JOE FUGATE



Dick Elwell's Hoosac Valley

ROBERT SCHLEICHER



Upgrade the Badger paint stirrer

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First Look: City Classics window dressings

JEFF SHULTZ



Savvy Modeler online: Cheap detail casting

Compiled by the MRH STAFF



August 2020 news and events

RICHARD BALE and JEFF SHULTZ



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In



RUNNING EXTRA

This month ...



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103 pages

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August 2020

**RUNNING
EXTRA**

Publisher's Welcome: Plastic squeeze bottles ...

JOE FUGATE



ALL SCALES

Limited Modeler: More early 20th century boxcars

JIM SIX



HO

Getting Real: Six Yosemite Valley boxcars

JACK BURGESS



HO

Remotor a brass 4-8-2 steam locomotive

PETE HALL



G

Animating an enginehouse door

JEAN-YVES MAZZOLENI



ALL SCALES

Ah-Hah Moment: Hard music wire flush cutters

JOE FUGATE

MAXIMUM DETAIL Gunderson Multi-Max™ Autoracks



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Rivet Counter HO Models Shown
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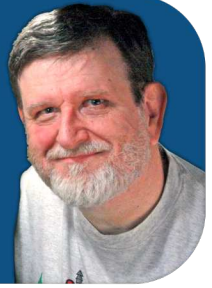


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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | August 2020

JOE FUGATE ON THE NEW LOOK
COMING TO TRAINMASTERS TV...



RATE THIS ARTICLE

IT WAS BOUND TO HAPPEN SOONER OR LATER, BUT THE pandemic lockdown made it happen sooner: we're moving TrainMasters TV to remotely video'ed clinics!

We've been planning a major refresh of the TrainMasters look and to revamp our show lineup with many new shows. We had targeted January 2021 for these changes, but restrictions on our ability to travel means we're running out of video backlog.



1. This fall/winter, a new look will be coming to the Backshop Clinic.

On top of that, modelers don't want a bunch of strangers descending into their basement (or spare room) bringing who-knows-what along with them in the process.

So that means we've almost exhausted our layout tours backlog. Fortunately, we do have a few layout tours left and Mike Confalone has been sharing more Allagash with us. But in a few months, we're out of raw layout footage.

Rather than wring our hands about it all, we're grabbing the bull by the horns and making changes in how we shoot our content so we can *keep bringing you* helpful and entertaining modeling videos every month on TrainMasters TV. One thing we're committed to: video quality must remain *top notch*.

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OH! OH! OH! SIDE B

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PUBLISHER'S MUSINGS | 3

The New Backshop Clinic

We're moving to webcast clinics, but with a high quality twist. We're using the web feed to manage the conversation, but the host and hobby-savvy guest both have additional HD webcams that we send them to capture the video and audio locally to an SD card. This gives us pristine HD footage of the webcast interaction, without noise or dropouts from internet throttling.

Both the host and guest also will be using a high quality lavalier mic that plugs directly into the HD webcam so that we get excellent audio.

For the hobby-savvy guest, we're sending them *two* webcams. They position one a couple feet away from their work surface to capture top quality closeups of the action. The "video crew"



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BY POPULAR REQUEST



photo by: Gordon Lloyd Jr., Paul Wester Collection



Tri-clops Railfan ▶ Athearn

Thanks Athearn for yet ANOTHER run of the 2-window SD60Ms. What would be REALLY cool would be the 3-window Tri-clops versions. They're good for more than 3 railroads now. If we could get these in Genesis that would be greeaat 🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌🙌



👍👍 101

53 comments



Athearn

Tri-clops Railfan #WishGranted!

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THE NEW
BACKSHOP CLINIC

2. The hobby-savvy guest has two webcams that record the action locally to an SD card. This way we get high quality close ups so you can see the methods and techniques being demonstrated clearly.

will monitor the workspace closeup HD webcam feed over the web to make sure we don't miss something like a hand in the way during a critical step. We're doing high-tech internet-based video production deluxe!

This makes it easy to have a wider variety of guests in our TMTV clinics. No longer do you need to travel to our studio to present a clinic. You can demonstrate your methods from the comfort of your home, easy peasy!

We have both Rick Green (Backshop Clinic) and Bob Fal-lowfield (Notch8 / DCC Decoded) on board with hosting these remote clinics, so get ready for some fun new times as we begin rolling out this new clinic format!

There's a lot more to be said about the facelift we're giving Train-Masters TV, but I'll save those details for the October *MRH*.



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BACHMANN

Entering Passenger Service This Fall

Bachmann's 4-6-4 Hudson, Now in N Scale

The late 1920s brought about New York Central's need for faster, more powerful locomotives to head its famous passenger trains, such as the *20th Century Limited*. ALCO's 4-6-4 locomotive fulfilled that need as it entered service in 1927. Earning its nickname by operating along the Hudson River, the Hudson locomotive would later become an iconic symbol of both New York Central and fast, luxury rail travel.

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- gear drive
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PUBLISHER'S MUSINGS | 5

Then we have layout tours

You can see we have the live clinics portion of TMTV well in hand now.

But what about layouts?

Back when we first launched TrainMasters TV, we had a segment we dubbed “My Layout.”

The idea was modelers could video their layout and send the footage to us – then we would add commentary around it, making it into a “meet the modeler and tour their layout” deluxe segment.

The idea never caught on so we eventually dropped *My Layout*. However, those segments had a wonderful fun organic feel to them that you just don’t get with a standard layout tour feature.

I think the time has come to resurrect the *My Layout* idea. It’s been seven years since we launched TMTV and a lot more modelers now have smartphones and tablets capable of some superb video.



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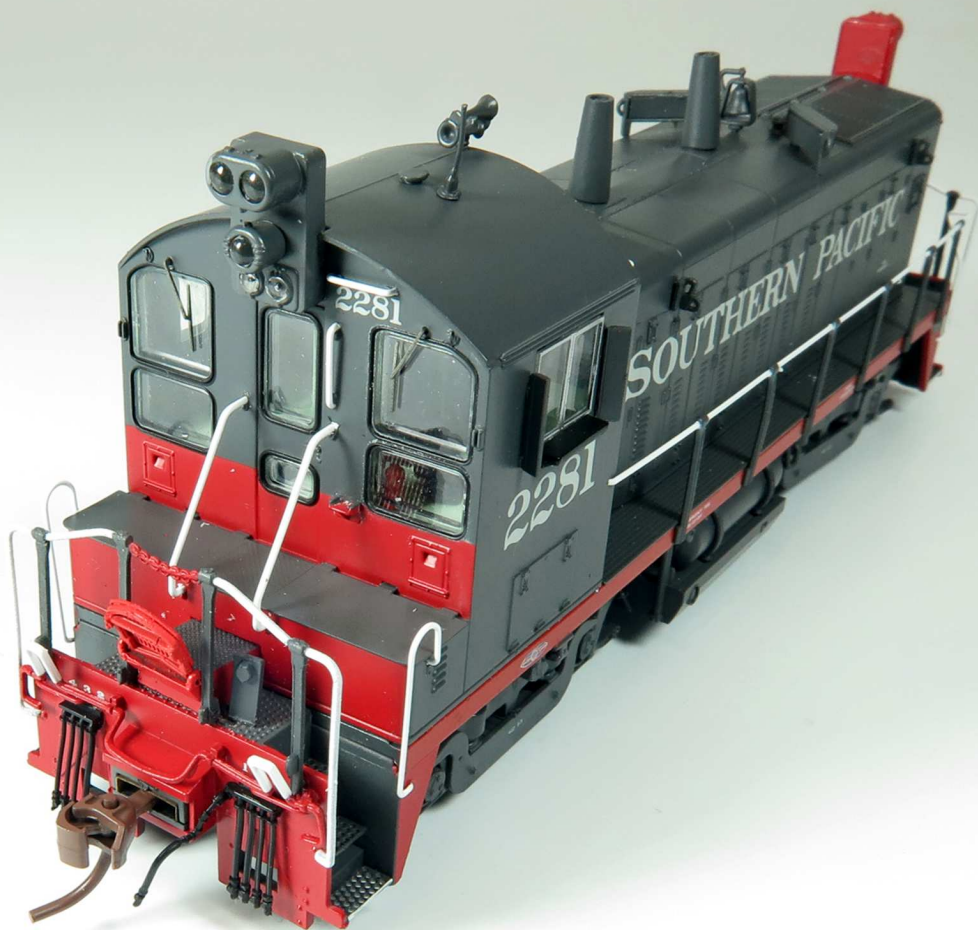


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So we're launching *My Layout* again and we will be putting out some guidelines for how to shoot video for it.

Please consider providing us some video for *My Layout* if you have a layout that's coming along. Ideally, you have at least a bit of finished scenery so we can see what you envision the entire layout eventually looking like.

And there's more, lots more

That's only some of the cool changes coming to TrainMasters TV. We're also launching several new scripted shows that don't have a host and the modeler simply presents their material following a script.

We don't shoot those segments live, so we take and retake the video footage as needed to get the optimum demonstration of the techniques. Scripted videos also don't have the chit-chat of the live clinics, so they're a bit more concise and to-the-point.

For an example of a scripted segment, see the free TMTV video I did on Zip Ballasting:

trainmasters.tv/programs/zip-ballasting-demo

I'll be spelling out much more detail on all the *new* Trainmasters TV updates in the October *MRH*. Fun times ahead!

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in **MRH** **RUNNING** ?
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LAST ISSUE'S RATINGS

The three top-rated articles in the [July 2020 issue](#) of *Model Railroad Hobbyist* are:

4.8 Installing a Loksound decoder

4.6 Zip Ballasting

4.6 July 2020 news

Issue overall: **4.4**

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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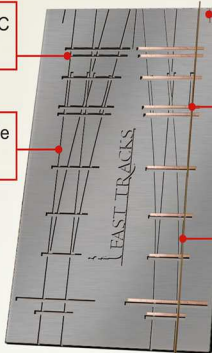


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★★★★★
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★★★★★
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Each turnout fixture can be used to construct both right and left turnouts that are DC and DCC compatible.



★★★★★
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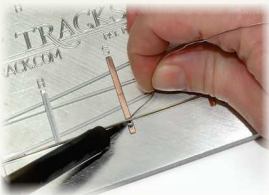
★★★★★
PC Board ties are soldered to the rails using a standard 35 watt soldering iron.

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

★ Fixtures are machined out of a solid piece of high grade 6061 aluminium stock and will last for thousands of uses.

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

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Best of the

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THIS
MONTH

Model Railroad Hobbyist | August 2020

Compiled by **JOE FUGATE**



RATE THIS ARTICLE



Truck and wheelset painting

MRH forum member **Jeff Johnston** shows how he gets rid of the black plastic look of his truck sideframes and removes the new shiny silver appearance of his wheelsets.

With no muss or fuss, Jeff shows how he mounts the trucks on some skewers and sprays them down with a rusty brown color. Jeff then rolls the wheelsets on a paper towel and uses a q-tip dipped in lacquer thinner to clean off the wheel treads.

Read the full thread to get all the details.

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

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



1. Thomas Gasior posted a video showing how he installed DCC sound into his loco using a 21-pin SoundTrax decoder and a Decoder Buddy.

Installing DCC sound into an Atlas C-424/425

MRH forum member **splitrock323** (*Thomas Gasior*) posted a video showing the details of this DCC sound decoder install into an Atlas Alco Century C-424/425.

Thomas included a SoundTraxx Current Keeper stay alive as part of the install, and he used an iPhone speaker – and managed to get it all to fit under the shell.

Once he got everything installed, Thomas took the loco out to the layout and fired it up for test. That iPhone speaker sounds pretty good!

Follow Thomas' install on the *MRH* website thread link below, which includes a direct link to the YouTube video of the install.

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



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NORTH AMERICAN RAILCAR CORPORATION

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Attention Model Railroaders!



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In test marketing customers have asked us to run 12 road numbers for five of the paint schemes. All the cars in the left column will have 12 road numbers. All the cars in the right column will have 6 road numbers.

Payment is due upon arrival.

HO \$49.95 USD

N \$ 29.95 USD

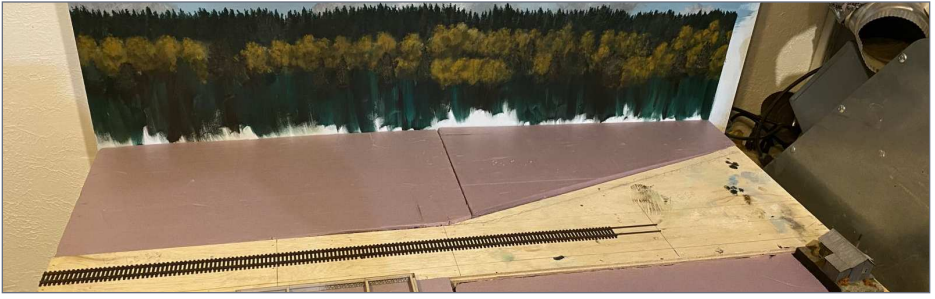
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done before!



2, 3. Greg Baker is building a series of modules for a switching layout project: the Astoria branch of the SP&S in Oregon circa 1968. Here are a couple photos from his latest blog post thread.

Astoria Plywood 1968 Spokane Portland & Seattle

Forum member **Mountaingoatgreg** (*Greg Baker*) posted photos of his latest module section he's building. Greg explains this module:

"I have been designing an HO scale switching layout (2' x 8') on the area around Astoria Plywood in Astoria, Oregon during October 1968. This was part of the Spokane Portland & Seattle A-Line that ran from Portland to Seaside, Oregon."

To follow Greg's progress, use the button below.

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4. Bob Thomas is building a new TOMA layout that's a re-envisioned version of a previous layout he did inspired by an Ian Rice track plan. That's some superb modeling there, Bob!

The Crawford and Cherokee

MRH forum member **rjthomsas909** (*Robert Thomas*) lets us in on his thinking around the new TOMA layout he's building.

"Reading the articles on TOMA recently, I was inspired to build up a sectional layout which could be assembled for a short period at a time, storing it otherwise as roughly (3' to 7' x 1.5' modules. The plan starts with the existing section and a couple of new ones. Here, I document the planning, progress – and collect some feedback."

Visit the MRH website and participate in the dialog with Bob about his layout project. There are some awesome posts already ...

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



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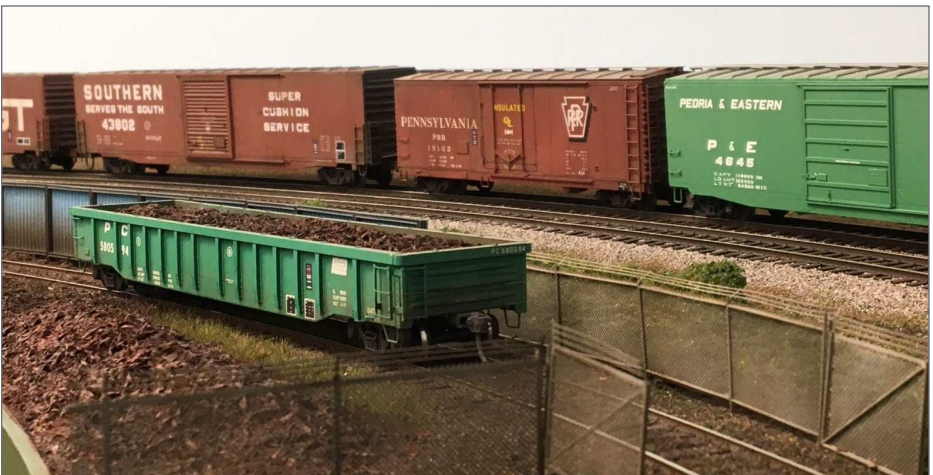
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Latest *MRH* “Weekly photo fun” thread

As of this writing, here’s a couple of the neater photos from the latest *MRH* Weekly photo fun thread. Check it out!

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



5, 6. *MRH* forum members **Mark Mathu** and **Tom Haag** posted these photos on the latest new *MRH* weekly photo fun thread. Visit this link to view all the great photos on this thread.



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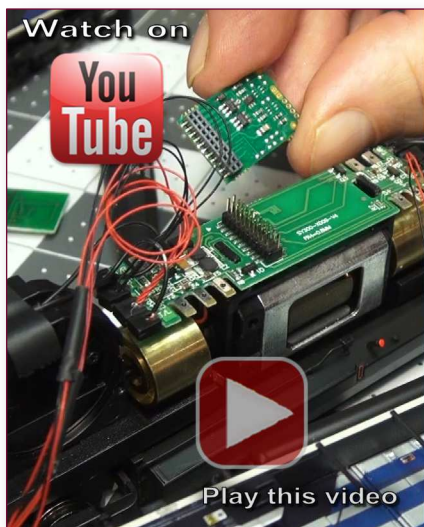
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KEN PATTERSON'S COLUMN THIS MONTH ...

- Tailing a UP Officer Special train with a drone
- Installing 8, 9, and 21 Pin Decoders
- Campbell Rice shows off his layout ...



WHAT'S NEAT!
MODEL RAILROADING
8, 9, and 21-pin
DCC installs



August 2020 show

PHOTOS AND VIDEO OF SUPERB MODELS

THIS MONTH KEN DESCRIBES HOW HE KEEPS TURNOUT POINTS CLEAN; shares a Steven M. Conroy drone video of UP 1111, Powered by our People, pulling a business train through California mountain scenery; demonstrates installing 8-, 9-, and 21-pin non-sound DCC decoders; and visits Campbell Rice's layout to see how much progress he's made in eight months.

Modeling Ideas from Above



1. Steven M. Conroy chases a Union Pacific business train led by UP 1111 "Powered by our People" through the California scenery. The angle and distance of the drone video is similar to a modeler's viewpoint of their layout, making videos like this a useful reference for modeling scenery as well as the trains.





2. A pair of HO scale Athern Genesis SD70ACe models, one of which Ken uses to demonstrate installing a 21-pin decoder.

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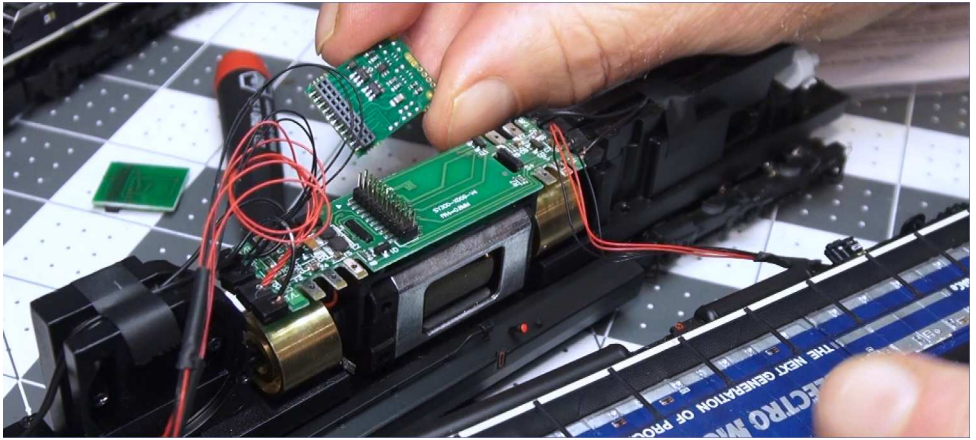
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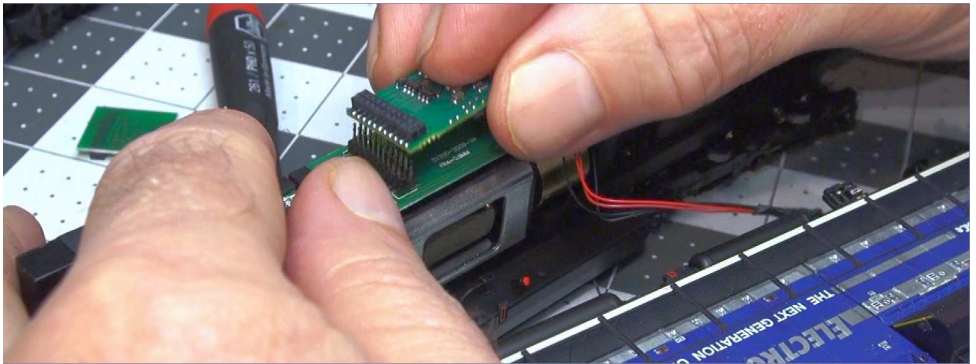


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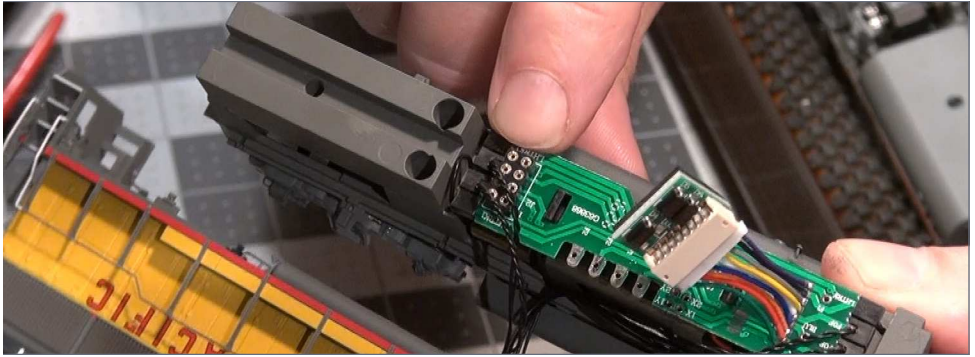
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3. To install a 21-pin decoder, first remove the shell by removing the couplers and a screw at each end of the fuel tank. Then remove the small circuit board, sometimes referred to as a “Dummy Plug,” that allows the model to run under DC power without a decoder installed.



4. To install the 21-pin decoder, simply press it onto the pins on the motherboard. Note that the connector side is up, and the motherboard is missing a pin that matches a filled in hole on the decoder connector to prevent the modeler from installing it backwards. Ken is using an NCE D16MTC decoder for this installation..



5. With this Athearn GP38-2 locomotive, removing the shell only requires removing the couplers. The Athearn “Quick Plug” motherboard includes both the 8-pin NMRA and 9-pin JST sockets. To install a 9-pin decoder, unplug the dummy plug from the 9-pin JST connector.

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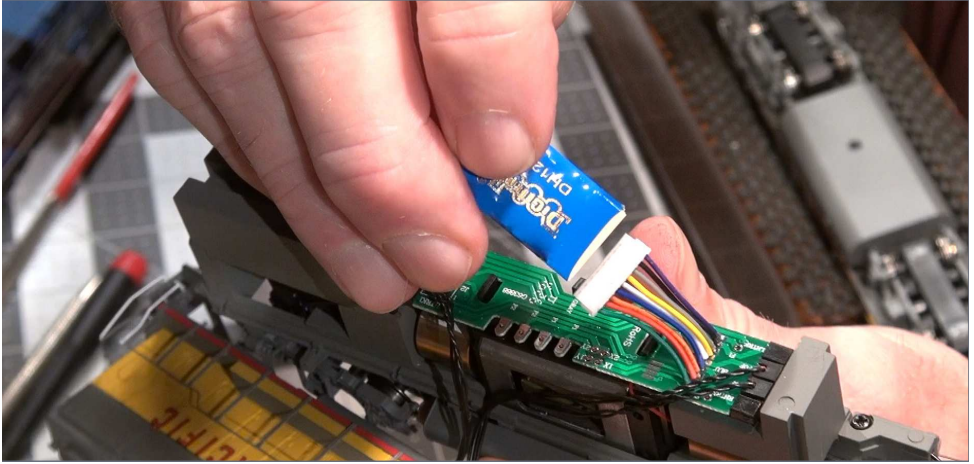


↓ Car with Load ↓



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6. The Digitrax DH126PS decoder that Ken is using for this install can be plugged directly into the 9-pin JST connector on the motherboard. Replace the shell and reinstall the couplers to complete the installation.

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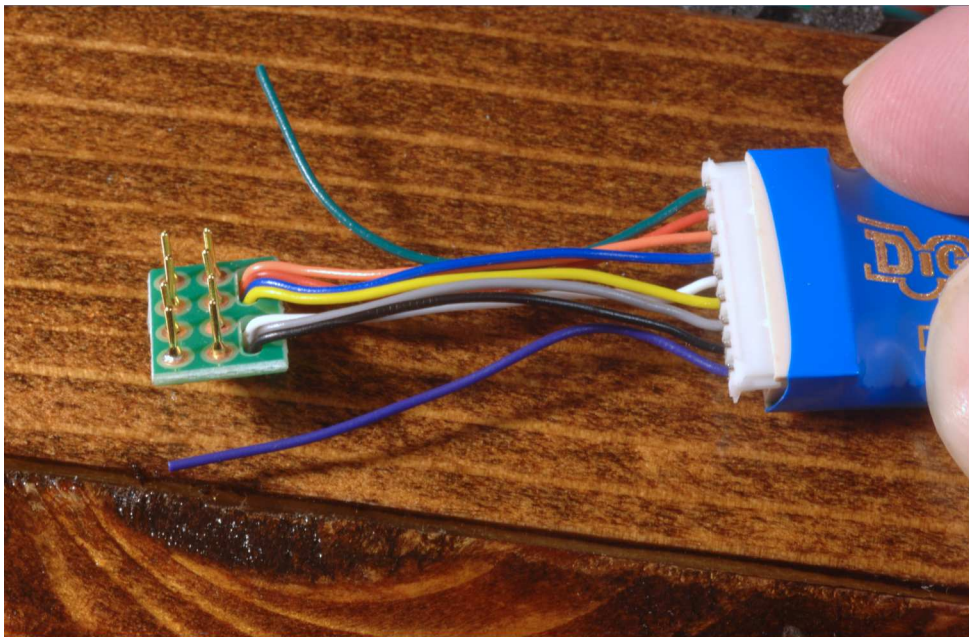
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7. The DH126PS decoder includes a 9-pin to 8-pin harness, allowing its use on models where only an 8-pin NMRA socket is available. Just plug the harness into the decoder's 9-pin socket.

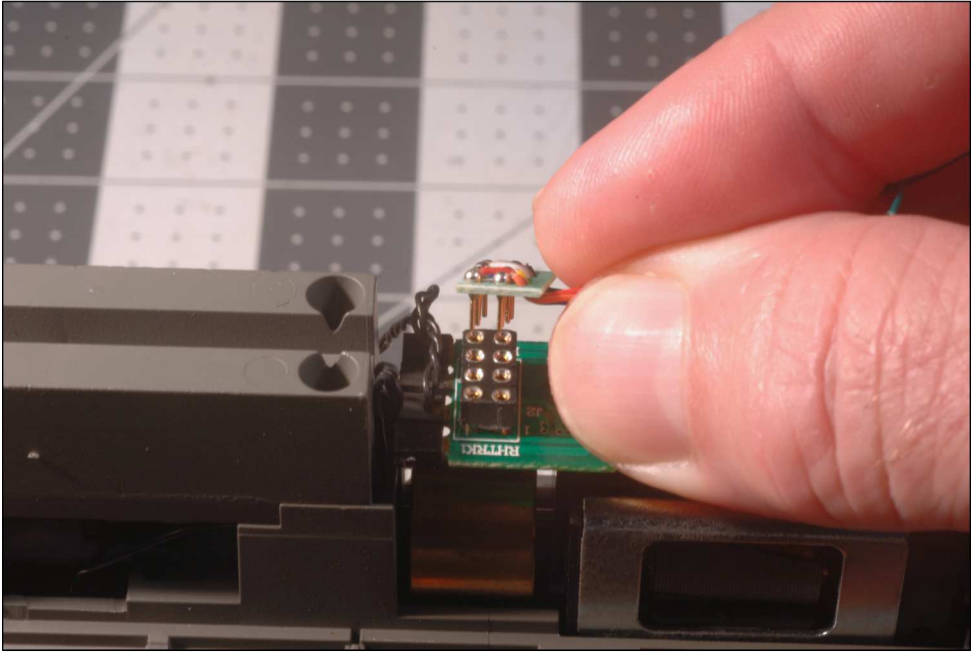
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8. Having removed the couplers and shell from another Athearn GP38-2 model, insert the pins on the harness into the 8-pin socket on the motherboard. Replace the shell and couplers and your locomotive is ready to be programmed.

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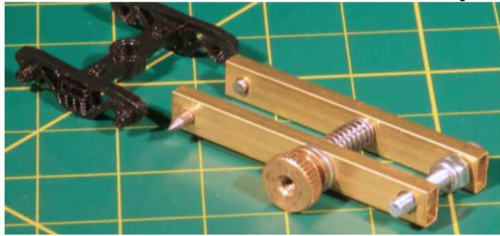


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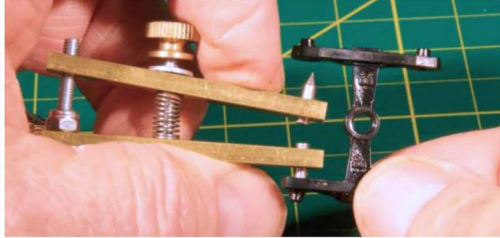
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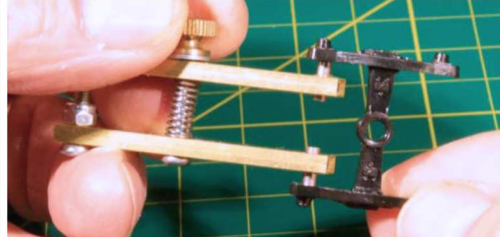
NEW Truck Measuring Caliper Model RT-8-1 HO Truck Axle Caliper



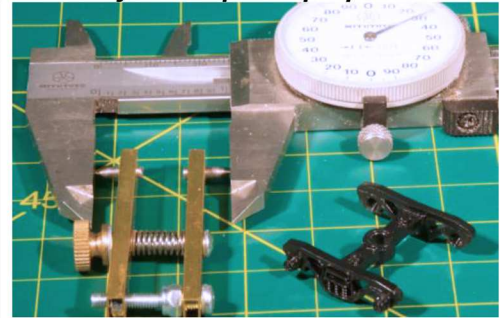
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9. Ken visits Campbell Rice to catch up on what Campbell has accomplished on his layout since he started building it eight months ago. Campbell's layout is built on modular foam sections on top of 1"x4" benchwork for ease in changing scenes. He has also connected the layout's power to a device linked to a Google Hub, allowing him to turn on the power to the layout by voice command.

★★★★★
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10. Campbell uses Ring Engineering's RailPro™ system to control his locomotives. Both sound and non-sound equipped Locomotive Modules (LMs) are available from RailPro and are directly controlled by the wireless handheld controller seen here. When consisted, the LMs communicate with each other wirelessly to speed match automatically. Current LMs can also be used as DCC decoders.

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11. Campbell's switch yard is used as a staging yard to make up trains quickly.

The back two tracks will be modeled as an intermodal facility. Campbell has built a diesel service facility and car shop on the far end of the yard. Minimum curve radius is 26" on the mainlines and 22" on secondary track. The layout benchwork is designed to have a track height of 43" above the floor. The entire layout in a 53' x 20' room.



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12. In this photo is a peninsula where Campbell is laying out an industrial switching area. The area is still in the planning stages, but the intention is to have a variety of car spots and switching potential. Campbell is also planning on installing LED spotlights for overall layout lighting.

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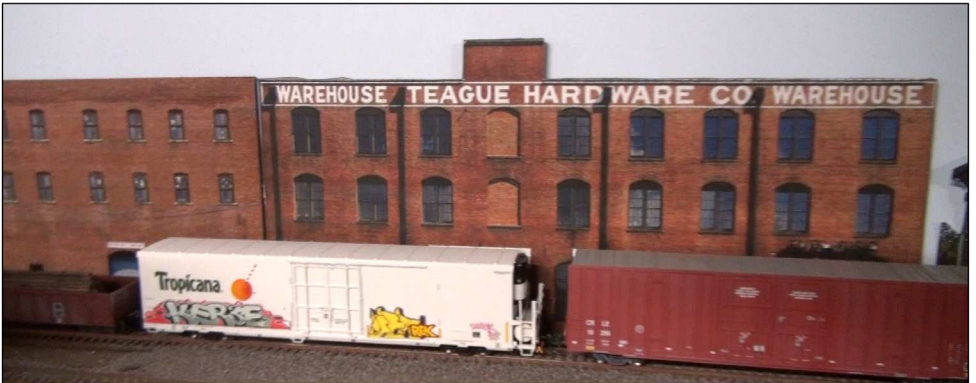
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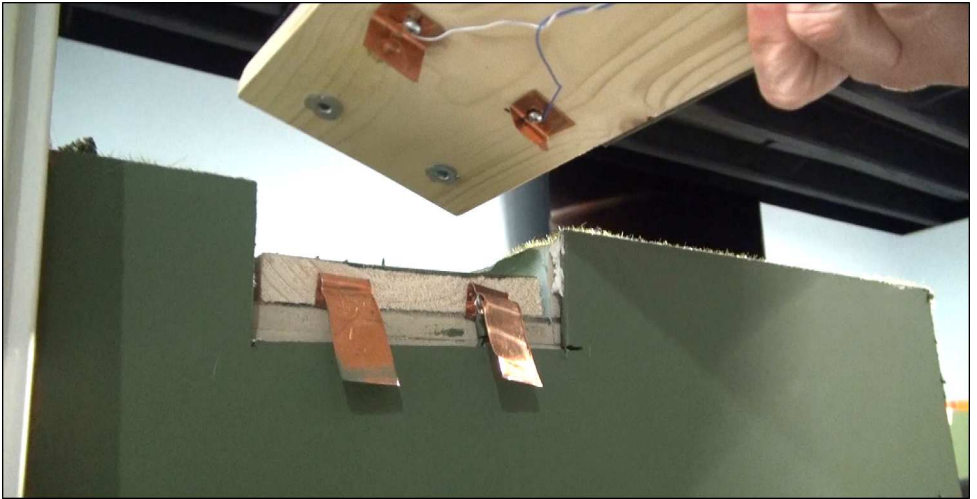
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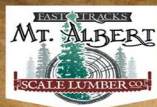
13. This river is made of Magic Water™ from Unreal Details, with a base of “Micro Engineering Stone” that comes from a creek located next to the Micro Engineering company factory in Missouri. Ken has also used it as N scale ballast in the past. The bridge is a 200-foot long Central Valley product.



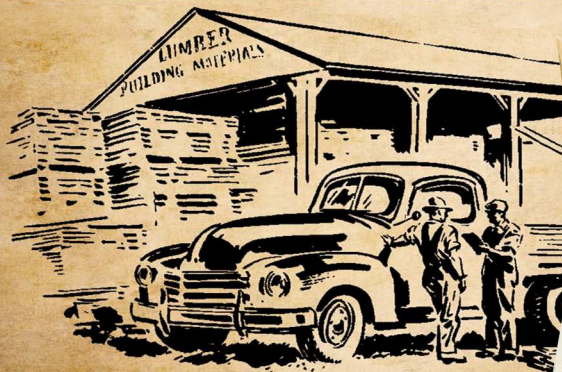
14. For the background buildings, Campbell takes photographs of real buildings and has them resized to HO scale. Placed along the backdrop of the layout they add a lot to the realism of the scene.



15-16. The lift out section across the main door of the room is simply a board with track on it that fits into grooves cut into the foam of the adjoining modules. Alignment is handled by T-nuts screwed into the board fitting over pins on the modules. As can be seen, simple copper contact strips on one end conduct power to the track on the board. ☑



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21st century turnout frog wiring



Electrical
Impulses

Model Railroad Hobbyist | August 2020

JOE FUGATE DISCUSSES HIGH TECH TRICKS FOR WIRING
YOUR DCC LAYOUT TURNOUT FROGS ...

THANKS TO THE PROGRESS OF TECHNOLOGY IN THE HOBBY,
being a modeler in the 21st century brings us new options for
dealing with the electrical wiring of turnout frogs.

But before I delve into the electrical side, first I want to discuss
the different frog construction methods, because they can
affect what wiring choices we have.



RATE THIS ARTICLE



1. In this article, I'm focusing on just the frog area of a turnout. I do not deal with the rest of the turnout outside the designated area.

FROG CONSTRUCTION VARIATIONS

I'm focusing on just the frog area, which includes not only the frog but also the guard rails [1].

You will find three different types of frog-guard rail construction:

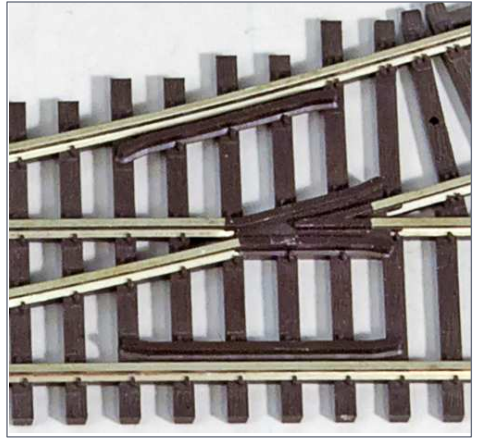
1. **All-plastic:** The frog wing rails, middle point of the frog, and the guard rails will be made totally of plastic [2].
2. **All-metal:** The frog wing rails, middle point of the frog, and the guard rails will be made totally of metal, either machined rail pieces [3] or cast metal.
3. **Plastic-metal hybrid:** Some part of the frog will be metal (most often the wing rails) and other parts of the frog will be plastic (most often the middle point of the frog). The guard rails may be either metal or plastic in hybrid construction [4].

These different frog construction methods do more than just alter the cosmetic aspects of the turnout frog area. They also affect how you wire the frog.

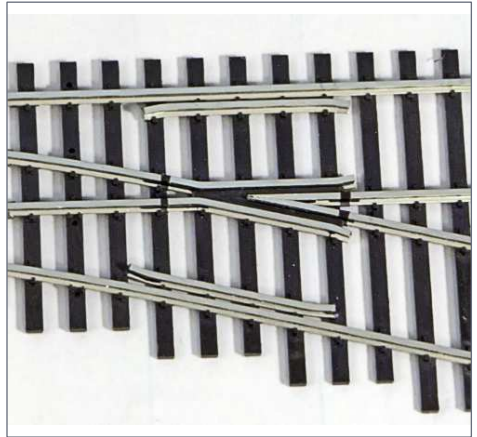
For example, if you're running sound locomotives and you find the sound cuts out over the dead frog, powering a plastic frog will not be



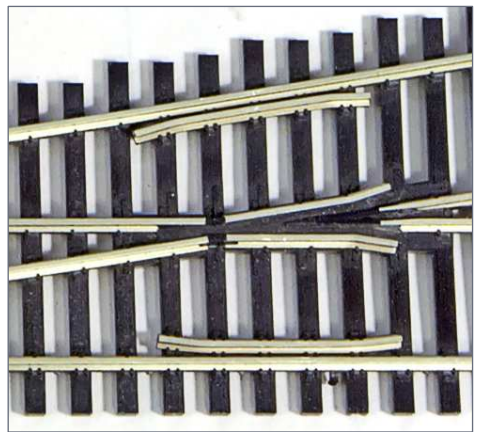
2. All-plastic frog area construction. Note the entire frog (wing rails and central frog point) is made of plastic. Also the guard rails along the two outside stock rails are made of plastic.



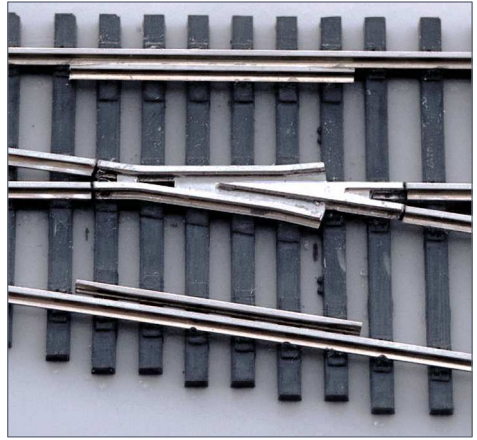
3. All-metal frog area construction. Note the entire frog (wing rails and central frog point) is made of metal. Also the guard rails along the two outside stock rails are made of metal. Note the plastic-filled insulating gaps at both ends of the all-metal frog.



4. Hybrid plastic-metal frog area construction. While the frog wing rails are metal, the center frog point is constructed of plastic. The guard rails in this case are metal, but in some hybrid cases, the guard rails may be plastic.



5. A variation on the all-metal frog is a metal frog casting. Rather than using individually machined pieces of rail, the frog uses a one-piece metal casting.



an option. Your only recourse may be to rip and replace the turnout. All-metal frogs give you the greatest latitude later since they allow you to power the frog as needed.

For this reason, I recommend you avoid all-plastic and hybrid frogs if you don't want to be boxed in later regarding how you power your frogs. Plastic can't be powered, so you're "up a creek without a paddle" if the frog has plastic parts.

Now let's get into the specifics of turnout frog wiring.



J. Fugate

ANOTHER REASON TO AVOID PLASTIC FROGS

Another non-electrical reason to avoid plastic frog parts: this part of the turnout critically affects how the turnout performs. The check gauge tolerance between the guard rails and the central frog point must remain constant if you want consistent running performance through your turnouts. Plastic frog parts represent a short-term "train set" mentality where you don't expect the parts to have a long service life. Metal parts will maintain their tolerances long term and won't wear easily like soft plastic parts. ■



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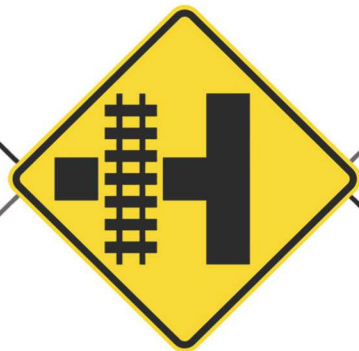
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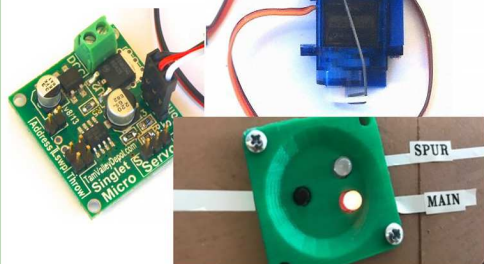
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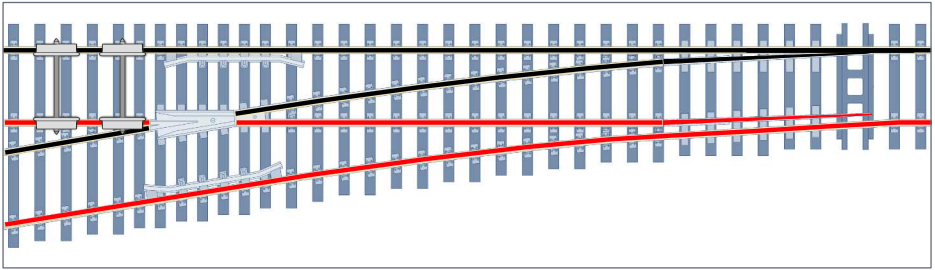
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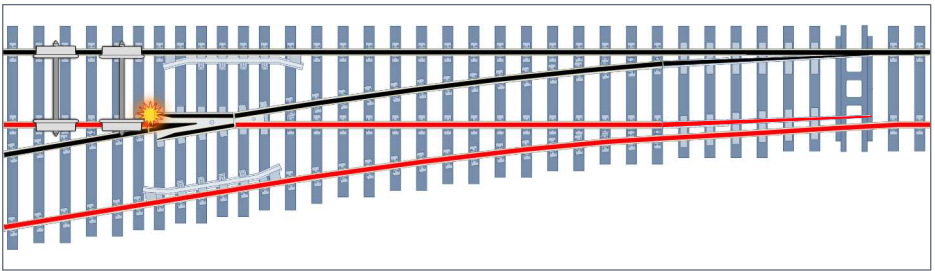
TWO BASIC APPROACHES: LIVE OR DEAD

When it comes to wiring your frogs, you have two basic approaches: live powered frogs or dead unpowered frogs.

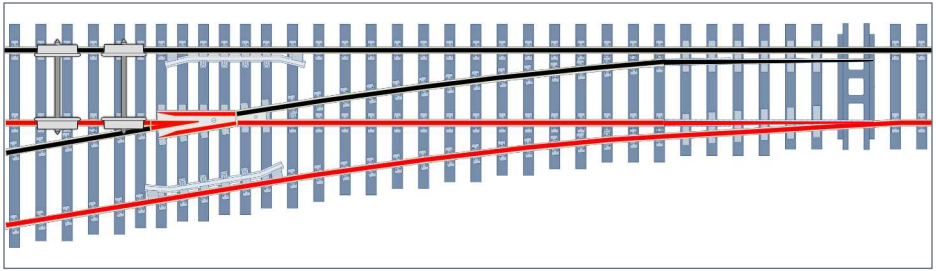
Dead unpowered frogs assume you put gaps on both sides of the frog and then just do not power the frog [6]. As long as the distance between the two sets of gaps remains short, modern all-wheel pickup locomotives typically roll over the dead frog unhindered.



6. With a dead frog, you never get a short at the frog, even if the turnout is thrown against you as in this diagram. It does mean you're likely to derail when you reach the other end of the turnout, however.



7. With a live frog, you get a short at the frog when the turnout is thrown against you as shown here. On a DCC layout, a short anywhere can be bad if you have not implemented short management: see "DCC bus wiring 101" in the April 2015 *MRH* for more on managing DCC shorts.



8. Throwing the points the proper direction for the oncoming train causes the live frog polarity to be correct and the train rolls right on through without causing a short.

Powered frogs eliminate the dead spot over the frog, but they introduce a new problem: shorts.

With a powered frog, you need to change the polarity to match the direction the turnout is thrown so locos can roll through on a frog powered to match the surrounding rails [8].

However, if a train enters the turnout from from the frog end and the points do not align with that leg of the turnout, the train will cause a short when it reaches the frog. The frog polarity will be wrong [7], resulting in a short.

So with a live frog, the good news is the train does not derail on the points thrown against it as it does with a dead frog. But the bad news is with a live frog, the train will short out at the frog when you have the turnout incorrectly aligned.

On a DCC layout, shorts on live frog turnouts will be a royal pain unless you have implemented robust short management. For more on implementing this kind of short management, see the “DCC bus wiring 101” article in the April 2015 issue of *MRH*.

So why not just go with dead frogs and avoid the shorting problem completely?



WHY DEAD FROGS MAY NOT BE THE ANSWER

While going with dead unpowered frogs sounds good and may work okay, shorter wheelbase equipment may still stall on those dead frogs.

And as your loco wheels start to get dirty, you will begin to experience more stalling on those dead frogs from a loco of any length, which can be really annoying.

Plus you may find certain locos have the perfect wheelbase length [9] to get both ends on dead frogs in a yard ladder with #5 turnouts!

Finally, you may find as I did, sound locos will cut out over the dead frogs. A loco with flywheels may have enough momentum to roll right over that dead frog. But the onboard sound decoder still sees the dead frog and the sound will cut out.

Once the loco gets back to powered track, it will execute the loco start up sound sequence again, adding insult to injury from the sound cutting out. As I added more sound locos to my layout, this behavior of sound locos over the dead frogs became extremely annoying.



J. Fugate

OLD SCHOOL FROG POLARITY METHODS

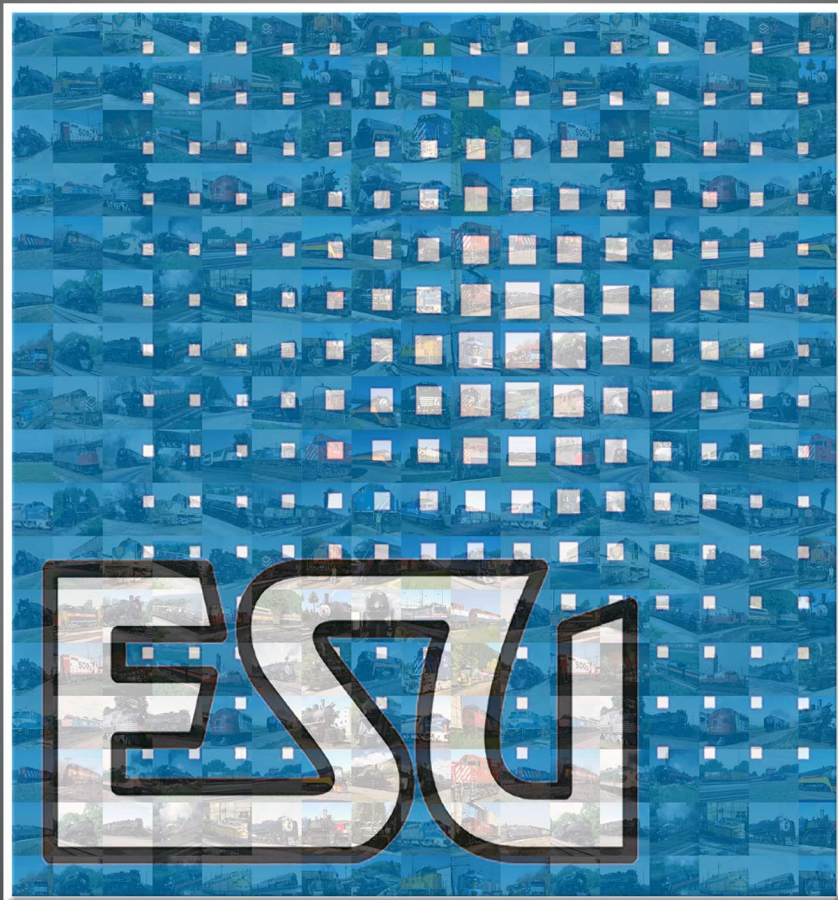
A popular old-school method for changing the frog polarity to match the direction the points have been thrown has been to use contacts on the switch machine. Or you can use a microswitch and have some mechanical extension move it when the turnout gets thrown.

Out of the box, some turnouts like PECO include frog polarity switching through the points and their contact with the stock rails. While this works at first, it becomes unreliable as the point-to-stock-rail connection gets dirty with age.

Using the switch machine contacts remains the best mechanical means for switching frog polarity. ■

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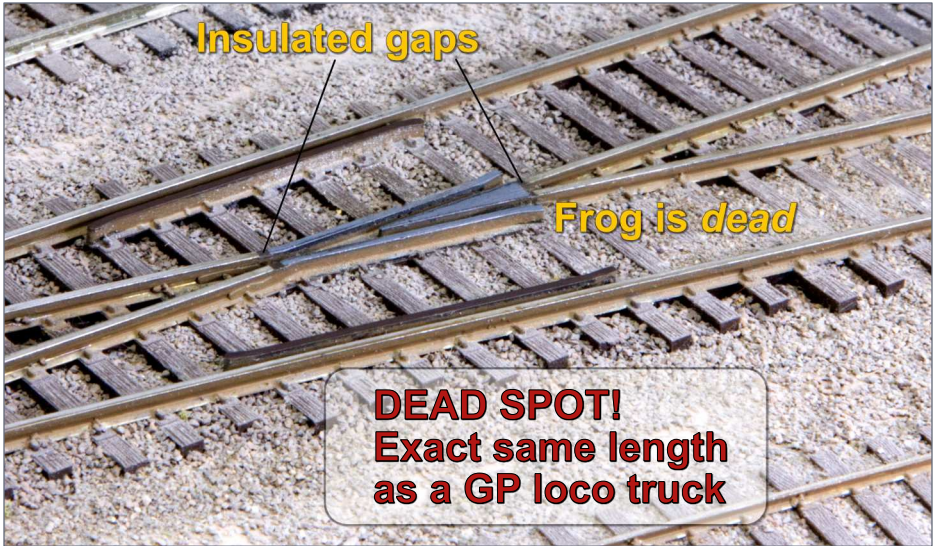
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9. One problem with unpowered dead frogs is they can create a perfect length “dead spot” as shown above. Line up several of these in a tight yard ladder and it could be a conductivity mine field.

HIGH-TECH SOLUTION 1: STAY ALIVE

One modern 21st century solution to the dead frog stalling problem: add a stay alive circuit to your DCC locomotive.

Most stay alives will keep the loco running for 1-6 seconds – plenty long enough to get over a dead frog. However, if you stop and sit on a dead frog, the stay alive will drain and then you may be stalled anyhow – so do be aware of this.

Stay alive also helps the loco run more consistently on the rest of the layout. If you have any other complex trackwork like a crossing with dead sections, the stay alive solves that as well.

The stay alive also helps you keep things running even if the wheels and track get dirty. And if you’re like me, you have some locos that seem especially sensitive to dirty wheels and track. The stay alive really helps on those locomotives.

For more details on selecting and installing stay alive, see the May and June 2019 issues of *MRH*.

HIGH-TECH SOLUTION 2: FROG JUICERS

As I said, dead unpowered frogs sounds good, but shorter wheelbase equipment may still stall on those dead frogs.

The DCC techies figured out they could build a circuit to detect a short in the track and swap the polarity in the rails in mere microseconds, well before the short actually had a chance to affect anything and turn into a real short. The result?

No longer do you need to wire separate mechanical contacts somewhere to flip frog polarity. You can just have a smart reversing circuit to “juice” the frogs with the proper electrical polarity with no moving parts!

Thanks to a frog juicer, you can now power any frog simply by running a single wire to that frog from the frog juicer board. It makes sure the frog polarity is correct and doesn’t actually turn into a real short.



10. This hex frog juicer board feeds six frogs with automatic polarity switching on a DCC layout. No physical contacts are needed, the board senses if the polarity is wrong and switches it electrically.



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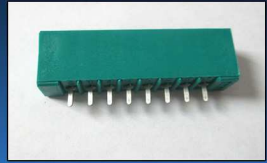
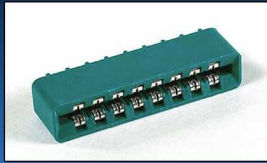
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WHICH IS BETTER: STAY ALIVE OR FROG JUICERS?

So which is the better 21st century solution to the problem of dead versus live frogs: stay alive or frog juicers? Like many things, the answer is, it depends.

A stay alive costs \$20-\$25 per locomotive if you buy an off-the-shelf version. If you build it yourself, it can be as little as \$5-\$8 per loco.

If you buy a hex frog juicer, it costs about \$72 street price, or about \$12 per turnout. If you buy a single frog juicer, it's about \$14, which costs a bit more.

In my case, I have about 65 locos in my roster and I had about 120 turnouts on my Siskiyou Line 1 layout. Doing the math using average prices:

STAY ALIVE

65 locos x \$22.5 stay alive = \$1,462.50

FROG JUICERS

120 turnouts x \$12 stay alive = \$1,440.00

In other words, its more or less a wash. If I had to choose, however, I would go with stay alive because that will improve locomotive performance on the entire layout.

THE CHESTER PRINCIPLE

As I have been writing my [Run like a Dream book series](#), I've started to look at how to get flawless performance and defeat Murphy every chance I get. For those who may not know the reference, the Murphy Principle basically says "If it can possibly fail, then it will fail at the worst possible time."

I have found one approach that seems able to finally defeat Murphy – I'm calling it the Chester Principle, named in honor of Chester Goode from the old Gunsmoke TV series [11]. It can also



be called the “belt and suspenders” approach because that’s what good ol’ Chester did – he wasn’t known for taking unnecessary chances, so he wore both a belt *and* suspenders!

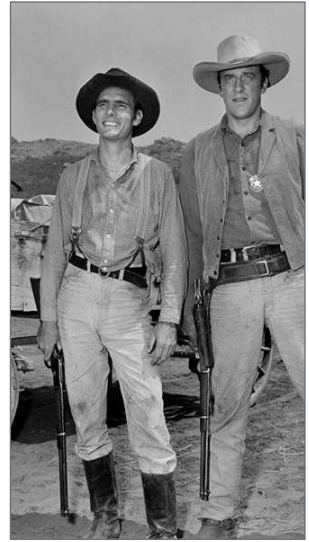
On my Siskiyou Line 2 (SL2), I’ve decided to take the Chester Principle approach and use both frog juicers and stay alive in my locos: belt *and* suspenders.

I asked myself how much is flawless performance really worth to me? Since I’m building SL2 a couple modules at a time, it doesn’t cost that much more to add frog juicers to a few turnouts. Yes, I will pay more in the long run, but in the meantime, I can enjoy absolute flawless performance.

I’ve run trains on a couple of SL2 modules now with both stay alive in the locos and frog juicers on the turnouts with *absolutely delightful results*. The locos just run, and run, and run without stalling or shorting out anything – *ever*.

I discovered one big serendipity: I used to clean the loco wheels and track after every op session (every 3-4 hours of operation). With the belts-and-supsenders approach, I can run trains for 30-40 hours before needing to clean the wheels and track. Wow!

So it all depends on how much you want *guaranteed* flawless operation. If you’re looking to keep the price lower, then just do dead frogs and go with stay alive in your locos. If you’re like me and you want the most bulletproof performance possible, then take the belt and suspenders route and *do both*. ☑



11. I named the “Chester Principle” after Chester Goode on Gunsmoke because his character takes no chances – notice he wears both a belt *and* suspenders!



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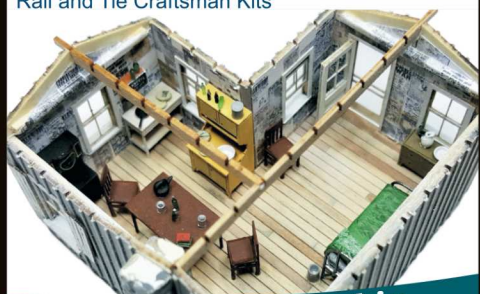
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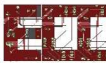
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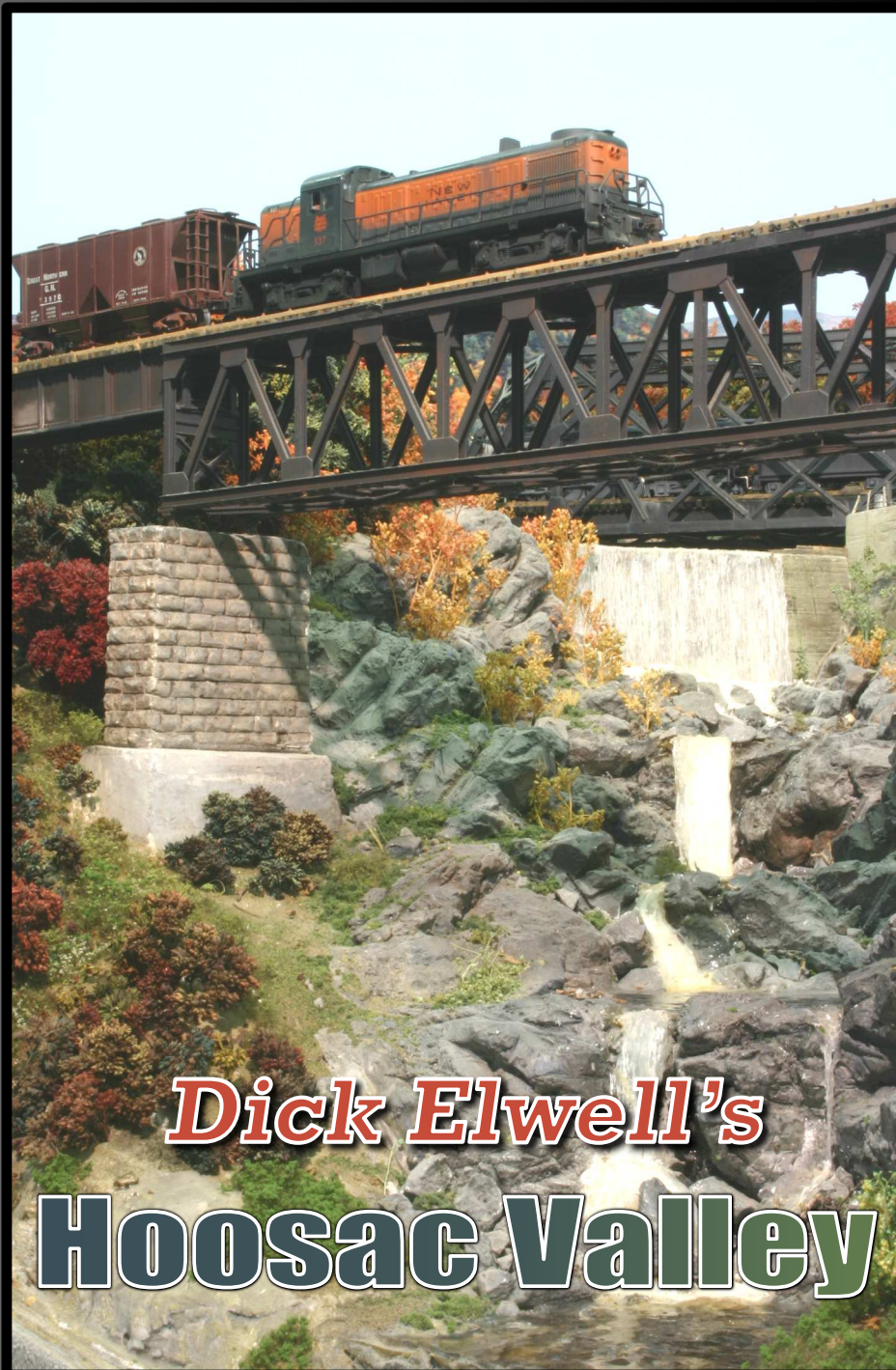
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Dick Elwell's **Hoosac Valley**



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1. An Atlas RS3 in New Haven paint pulls freight across the deck truss bridge just west of North Adams, Massachusetts. Dick made the waterfall from cotton fibers soaked with decoupage casting resin laid over waxed paper.

Model Railroad Hobbyist | August 2020



ROBERT SCHLEICHER TOURS THIS NEW ENGLAND LAYOUT ...

ON HIS 34' X 64' HO SCALE LAYOUT, Dick Elwell recreates scenes in the Berkshire Mountains along the railroads of western Massachusetts and eastern New York.

This is only the second layout Dick built. He started his first layout of the same theme in 1961. In 2002, he moved to a new home with a basement designed to accommodate a model railroad.

Dick liked his work on the first layout enough to keep complete sections of it, and move them into the new layout space.

He cut entire scenes at Whitehall, Adams, North Adams, and Berkshire Junction from that first layout and transported them whole to become major portions of this new layout. He built an entire new peninsula at Hoosac Falls and upgraded the previous layout segments completing the new layout by 2006.

He designed this layout so it can be operated as a point-to-point line with locomotive turning facilities at the extreme ends of the line at Whitehall and Berkshire Junction.

The staging yard serves for both south staging at Pittsfield and north staging at Essex Junction because Dick linked staging to both ends of the layout. The tracks through the Pittsfield/Essex Junction staging yard can also allow the option of continuous-running operation.

Dick built the layout on open-grid benchwork with 5/8" plywood roadbed and handlaid code 83 rails on wood ties. He equipped his locomotives with North Coast Engineering (NCE) DCC decoders.

He covered the layout with thousands of trees using colors matched to photo mural backdrops of scenes from the Berkshire Mountains. For the majority of the trees, Dick used candy tuft (sesame bloom) weeds.



2. The Pittsfield yard, a visible staging yard, serves both south and north cities off the layout.



3. This small flag stop station on the left sits just outside of Berkshire Junction (upper right), with the tip of the Hoosac Falls

peninsula barely visible on the right.



4. The peninsula that houses the town of Hoosac Falls is one of the completely new portions of the layout.



5. The Keller Bay and Whitehall areas came entirely from Dick's previous layout.



6. Eagle Bridge shares that typical small New England town look, with a station, nearby creamery, and icehouse.



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DICK ELWELL'S HOOSAC VALLEY | 6

Dick sprays them all yellow as an undercoat, then sprays on accents of greens, reds, and oranges. For portions of the wooded hillsides, he placed hundreds of tufts of Scenic Express polyfiber to which he glued ground foam with spray adhesive.

The dirt is real dirt, sifted through a tea strainer, and Dick used ground foam and fibers from Scenic Express for most of the grass.

Dick conceived the original layout as a completely fictitious bridge line connecting the New York Central with New Haven and the Delaware and Hudson. Dick postulated that all three roads shared motive power with his fictitious Hoosac Valley Railroad, which enabled him to operate three different real railroads' locomotives over one railroad. He also stipulates that the Boston and Maine Railroad shared motive power with his Hoosac Valley, so the B&M diesels run in regular operation.



7. Berkshire Junction on the left, came entirely from the original layout. A portion of the Elwood Stone Company quarry near Adams can be seen across the aisle to the upper-right [8].

DICK ELWELL'S HOOSAC VALLEY | 7

However, Dick has enough New Haven and New York Central motive power and matching cabooses that the layout can be served exclusively by either road. When he tires of operating a fictitious railroad, he has the option of making the layout a reasonably accurate New York Central Railroad or a New Haven Railroad.



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Since both railroads had extensive operations in the Berkshire Mountains that Dick has so successfully recreated, the images come across as quite credible.

With the large staging yard, he also has the opportunity to recreate modified versions of the train action on employee timetables of either road.



8. Farnams and Cheshire sit on the left, with the Elwood Stone Company quarry and Adams visible on the right.





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9. (Top left) North Adams covers the left shelf, with Farnams across the aisle on the right.

10. (Bottom left) A view of the majority of the layout, with Berkshire Junction in the foreground, the Hoosac Falls peninsula in the center, Whitehall near the top, and the Pittsfield staging yard in the upper right.

11. (Above) The area beneath the Hoosac Falls peninsula has built-in shelves to hold videos, magazines, and books.





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12. (Top left) The engine servicing facility at Whitehall is from Dick's original 1960s layout, and was one of the first scenes he completed on that layout. Dick has six North Coast Engineering (NCE) T-shaped walk-around DCC throttles.

13. (Bottom left) The coal dealer's conveyor at Farnams, Massachusetts is an Overland Models brass import. Dick scratchbuilt both the mill and feed supply.

14. (Above) Dick covered the hillsides with spray-painted candy tuft (sesame bloom) weeds and ground foam-coated polyfiber.



15. (Above) This farm sits on the North Adams side of the Hoosac Falls peninsula. The house and barn are Dyna Models kits.

16. (Right) The river uses several layers of decoupage casting resin tinted brown. Dick made the waterfall over the weir from strings of cotton fiber soaked with decoupage resin.

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The layout uses a single-deck design with a through-staging yard at Pittsfield/Essex Junction where trains can be turned one car a time. The branchline that runs below Adams (through the A-A, section on the plan) also connects a staging yard.



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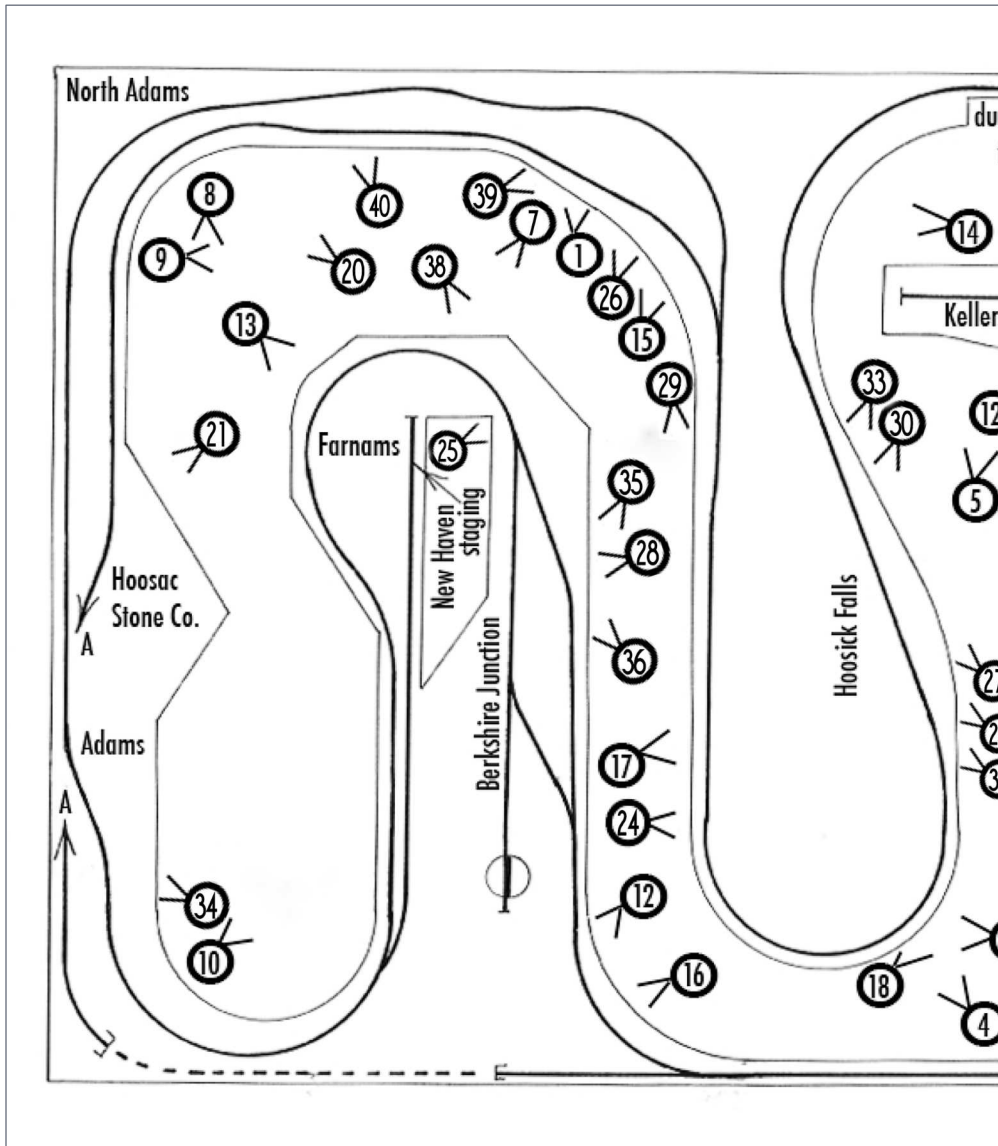
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17. Most of the houses at Hoosac Falls are Branchline and American Model Builders laser-cut wood kits.



The Hoosac Valley layout



18. The Hoosac Valley track diagram.



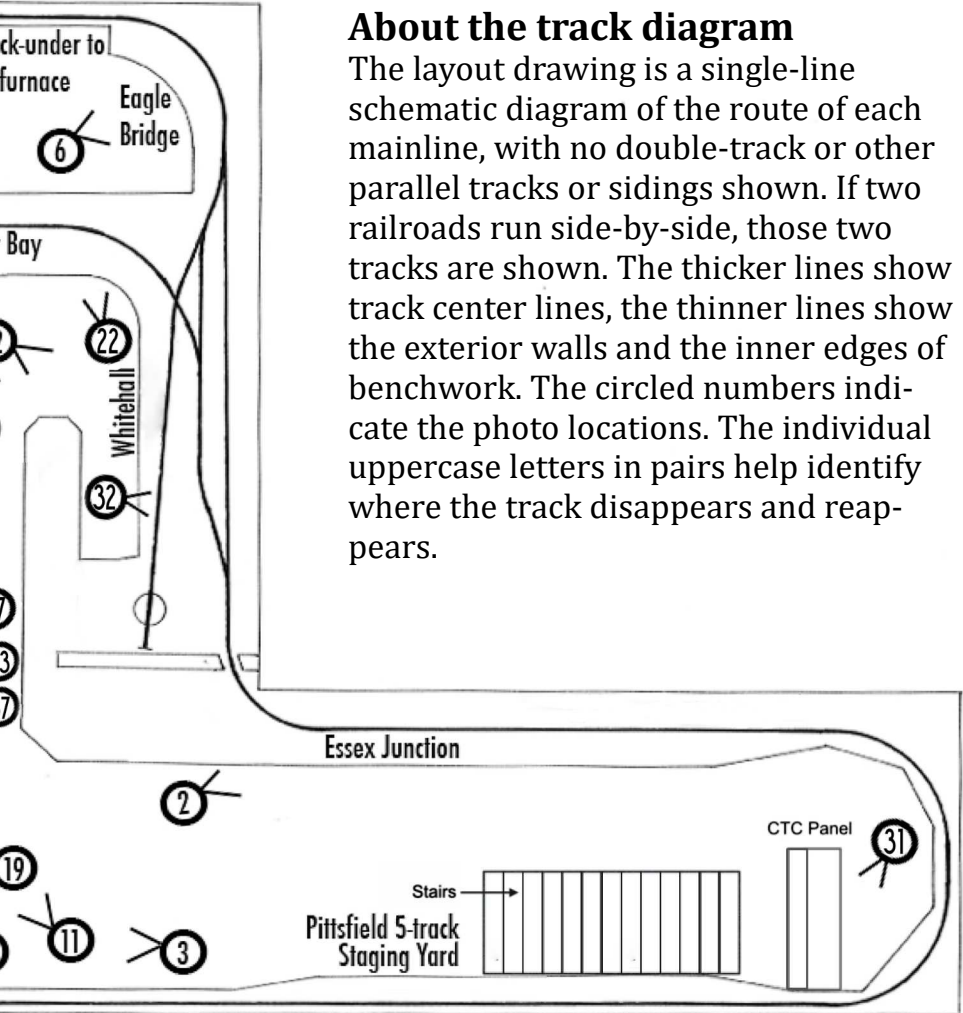
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About the track diagram

The layout drawing is a single-line schematic diagram of the route of each mainline, with no double-track or other parallel tracks or sidings shown. If two railroads run side-by-side, those two tracks are shown. The thicker lines show track center lines, the thinner lines show the exterior walls and the inner edges of benchwork. The circled numbers indicate the photo locations. The individual uppercase letters in pairs help identify where the track disappears and reappears.



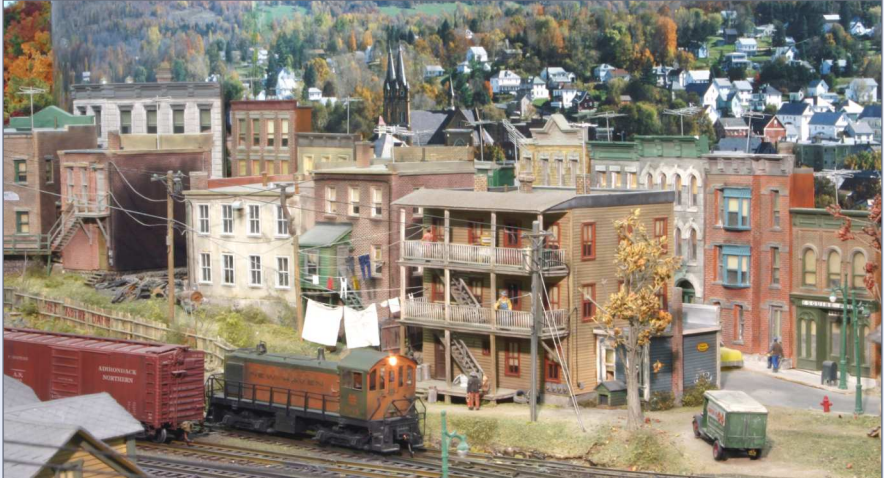
TEN SIGNIFICANT FACTORS MAXIMIZING SATISFACTION

1. Why this particular prototype?

Dick wanted to recreate the railroad operations near his home in North Adams in the Berkshire Mountains of western Massachusetts, making the New York Central an obvious choice because of its route.

The New Haven operated through the Berkshires a few dozen miles farther south, making it another obvious choice. He also wanted to include Delaware and Hudson equipment, but to do that he needed to have a fictitious layout because the D&H did not operate in western Massachusetts.

Fortunately, the scenes accurately portray the Berkshire Mountains, so he can have near-perfect recreations of New Haven or New York Central operations.



19. The layout combines the New Haven, New York Central, and short stretches of the Delaware and Hudson in specific New England scenes.



CTION

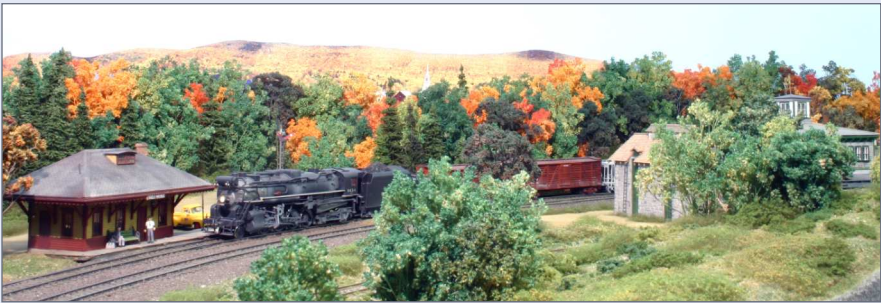
2. Which portion of the real railroad to model?

Dick opted to recreate railroad operations in the Berkshire Mountains in western Massachusetts, with Essex Junction in New York the northernmost town. His railroad covers only 80 miles of the route, including a much-foreshortened model representing one of the bridges used to cross the Hudson River for trains en route from Massachusetts to New York.

3. Choosing the era?

Dick selected the 1945-1958 era because he prefers the transition from steam to diesel locomotives. The height of fall colors in late September and early October further defines the time period.

Continued on the next page ...



20. Dick has brought western Massachusetts and its railroads into his basement with scenes like this.

TEN SIGNIFICANT FACTORS MAXIMIZING SATISFACTION

4. Which freight and passenger operations to recreate?

Most operations involve individual cars being routed over this railroad on their way north or south from the Great Lakes to New York. Most of the freight trains include a variety of cars, but Dick does run two trains of solid reefers carrying perishables north.

5. Trade-offs taken to fit the space?

Dick knew he wanted space for a large layout with operating aisles at least four-feet wide. He designed the house as a single-floor structure to provide the largest possible full basement.



21. Dick created a railroad that allows him to operate equipment from four New England roads including the New York Central.



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ACTION CONTINUED...

When he started planning the new layout, he realized he needed more area, so he had the basement expanded, and built the front porch above this section. He also specified the basement to be 7-feet 6-inches high (rather than just 7 feet) to provide extra clearance for lighting.

Dick had the builders use 2x14 floor joists rather than the usual 2x12 to minimize the number of support columns needed. Dick positioned the columns inside the peninsulas on the layout plan so they could be hidden behind sky

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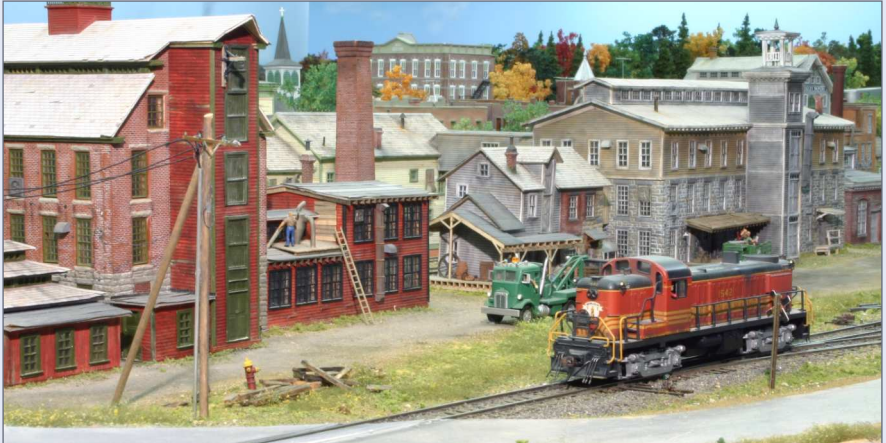


22. The layout is designed with western Massachusetts settings that allow Dick to operate New York Central and Delaware and Hudson equipment like this local freight passing Keller Bay.

TEN SIGNIFICANT FACTORS MAXIMIZING SATISFACTION

backdrops. He raised the steel I-beams that support the floor joists and the floor joists slotted to fit into the I-beam flanges, rather than being placed above them. This way, the I-beams did not protrude below the ceiling.

Dick installed florescent lighting to provide even light distribution over the entire 34' x 64' area. He discovered, however, that he needed to add a few dozen bare one-tube fluorescent fixtures and valances hung from the ceiling to provide even lighting, and to block the glare from operators' eyes. The furnace room is in one corner behind the layout.



23. Dick has recreated a number of the mills, like these at Hoosac Falls, that are common in western Massachusetts, using stock or kitbashed models from South River Modelworks.



CTION *CONTINUED...***6. What are the defining signature structures?**

The western Massachusetts area once served as a major center of manufacturing, with water-powered mills producing cotton fabric, paper, and other products. Those massive stone and brick structures make up a major feature of the layout. Dick assembled most of these buildings from limited-production cast-resin kits from South River Modelworks. Most of the stations are models of specific real stations produced by American Model Builders, Branchline, and Mountain Machine.

Continued on the next page ...



24. Main Street in Hoosac Falls is detailed to match a typical western Massachusetts mill town in the late-forties to mid-fifties.

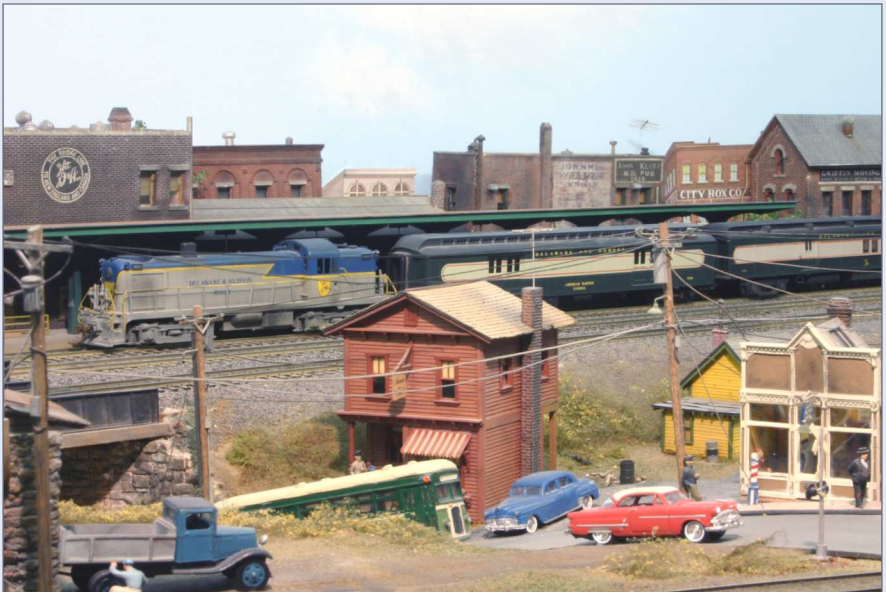
TEN SIGNIFICANT FACTORS MAXIMIZING SATISFACTION

7. What are the defining signature scenes?

The photo backdrops clearly “locate” the layout’s scenes, and Dick has artfully blended the foreground scenery and structures so they match the backdrops. Dick uses real town names, but has gone with generic New England structures for the most part.

8. Choosing the locomotive roster?

The imported brass replicas of the Boston and Albany (the New York Central subsidiary line) steam locomotives that



25. These Delaware and Hudson passenger cars are custom painted in the 1939 “Worlds’ Fair” 1939 scheme to date the train in the late-forties.



CTION *CONTINUED...*

operated in the area make up the steam roster. Dick's diesel locos follow the first-generation Alco locomotives that operated in the area.

9. Choosing the mix of cars in the freight car fleet?

Dick selected cars to feed typical industries. For example, Adams had several coal, grain, and oil dealers, so these industries required hoppers, boxcars, and tank cars. The once-common New England paper and cotton mills dominate each of the major towns and they require box cars. Dick also recreated New England Lime

Continued on the next page ...



26. Dick matched the colors of the scenery to photo murals of the Berkshire Mountains of western Massachusetts that are the setting for his layout.

TEN SIGNIFICANT FACTORS MAXIMIZING SATISFACTION

Pharmaceutical quarries – the lime is mined on the spot and either used or bagged and shipped out in boxcars and tank cars.

10. What research sources helped the most?

Personal visits and a history of spending his life in the area provided Dick with the images he has recreated. ■

★★★★★
RATE THIS ARTICLE



27. Dick dedicated an entire 5' by 12' peninsula to recreating the industrial area of Hoosac Falls.

CTION *CONTINUED...*



28. In most western Massachusetts towns, there were several blocks of small apartment houses, but Dick recreated the atmosphere of an entire town in just 1' x 2' with nine buildings and a photo backdrop.

For larger images you can zoom in even more on, visit this month's bonus extras link:

mrhmag.com/magazine/mrh2020-08/bonus-extras

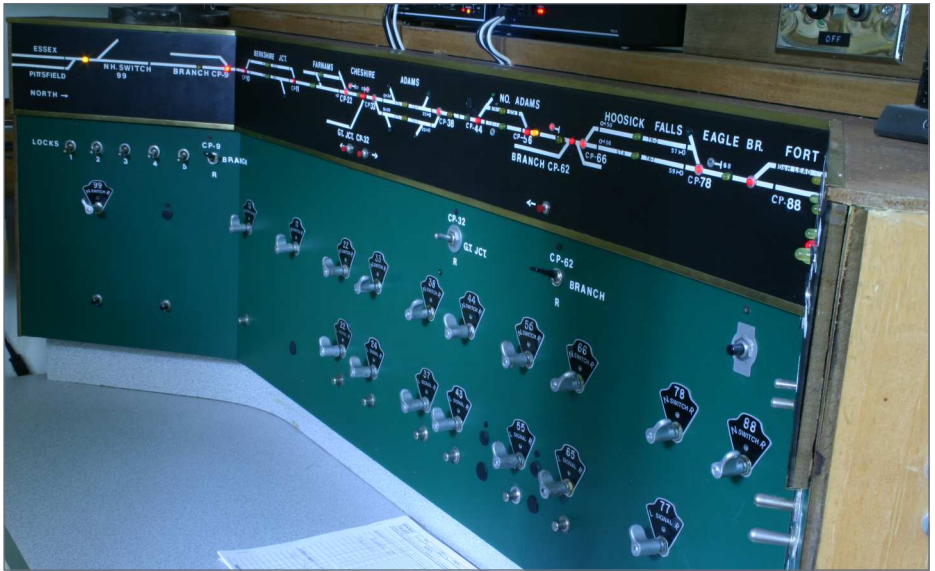




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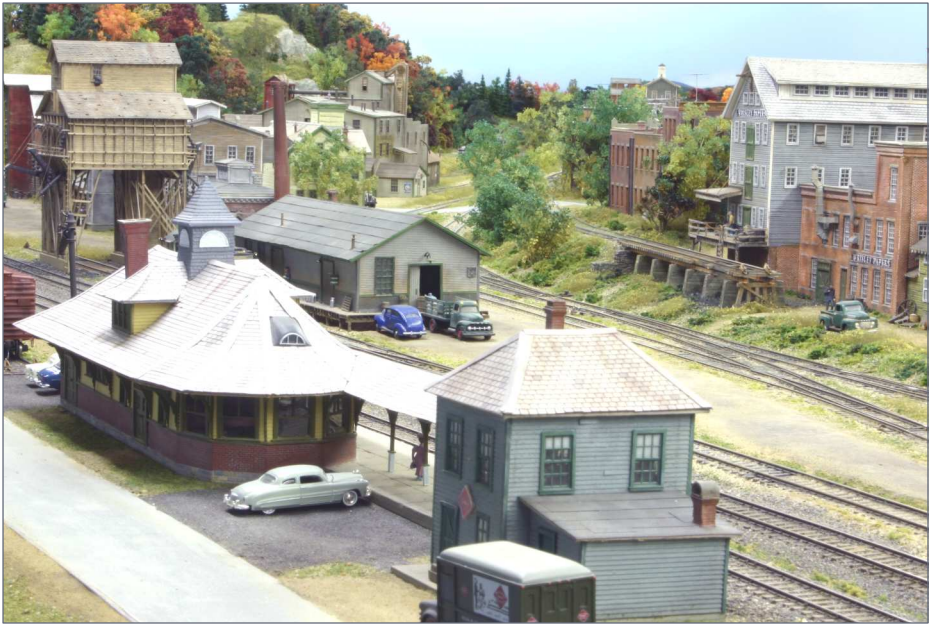
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29. (Left) Boston and Albany 2-8-4 number 1434 heading Extra 220 between Hoosac Falls and North Adams, Massachusetts.

30. (Above) A Boston & Maine RS3 on loan to help cover a power shortage is switching the industries at Hoosac Falls.

31. (Below) The dispatcher's panel controls all the turnouts so the engineers can pay full attention to running their locomotives.



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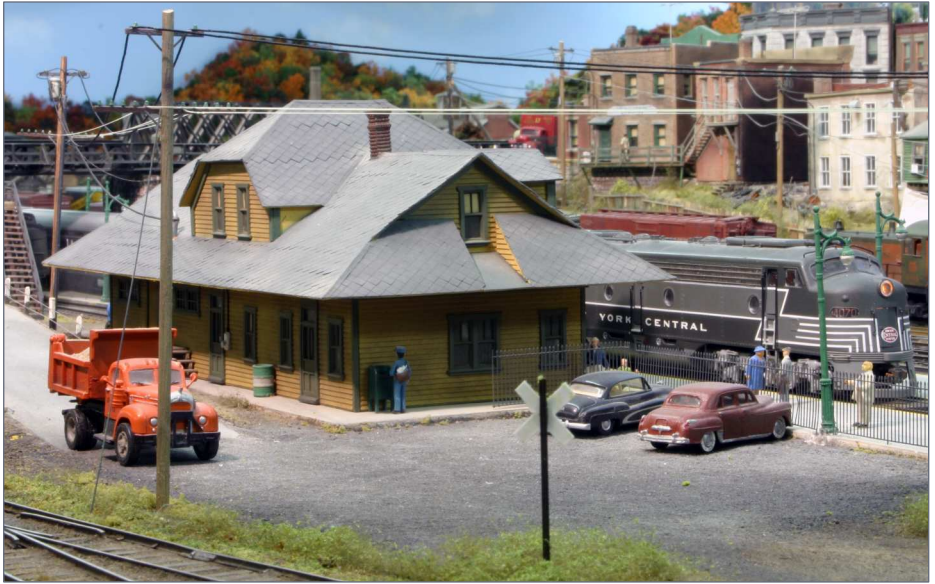


32. (Top left) A New York Central local passenger train leaving Whitehall, Massachusetts.

33. (Bottom left) In most small towns, it was the style of passenger station and often the nearby freight station that were the signature structures, as they are at Hoosac Falls. The two-story structure in the foreground is the Railway Express station.

34. (Above) The station at Adams, Massachusetts, is an out-of-production cast-resin kit of the Boston and Albany (New York Central) station that is still standing in Adams.

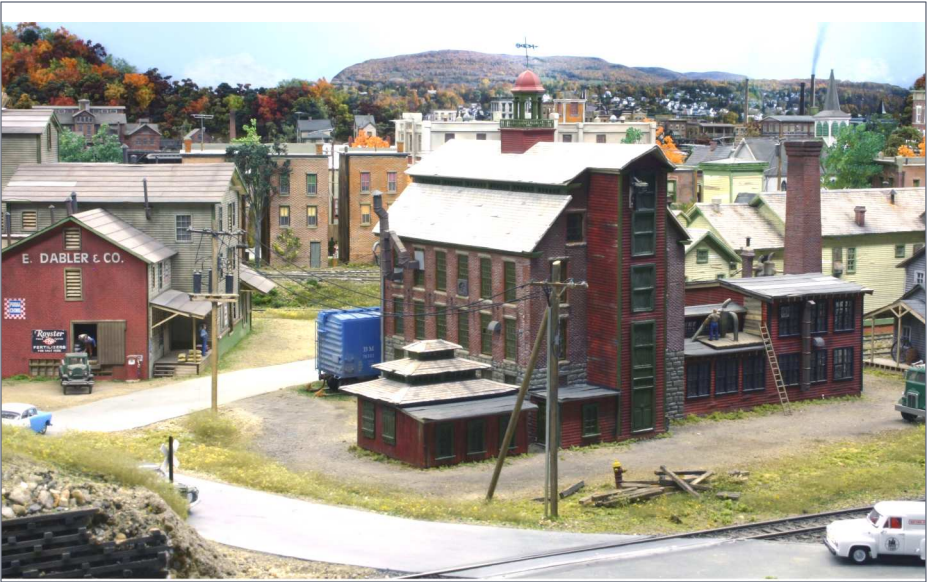




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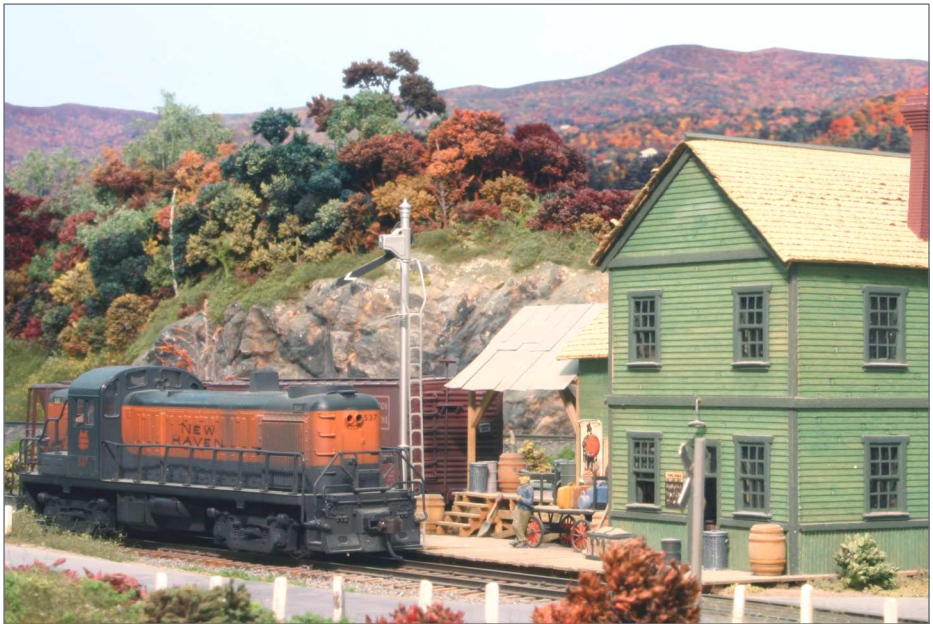


35. (Top left) Dick scratchbuilt this brick station at Berkshire Junction, to match a New York Central prototype.

36. (Bottom left) Often, the signature structures from a real railroad scene will be backyards of apartments like these at Berkshire Junction.

37. (Above) The mills at Hoosac Falls are mostly South River Modelworks kits.





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38. (Top left) The New Haven had very distinctive stucco signal towers with pagoda-style roofs. N Scale Architect offers a similar structure in HO and N scale. The auto box car is an Overland Imports brass model, but Proto 2000 has produced a similar 50-foot double-door automobile car.

39. (Bottom left) Dick selected an area in the Berkshire Mountains of eastern Massachusetts where he could credibly operate New Haven or New York Central trains. This is a weathered Atlas Alco RS-3.

40. (Above) An Athearn PA1 diesel heads a short local passenger train out of North Adams.

A RESOURCE GUIDE TO AN ACCURATE NEW HAVEN MODEL RAILROAD

Books on the New Haven Railroad:

- *The New Haven Railroad's Streamlined Passenger Fleet*, by Geoffrey H. Doughty
- MBI Publishing, amzn.to/2XHRPNv
- Four Ways West Publications, fourwayswest.com
- Morning Sun Books, www.morningsunbooks.com
- The Railroad Press, www.alco628.com
- Weekend Chief Publishing, see: walthers.com/book-new-haven-railroad-midland-division

Videos on the New Haven Railroad:

- A & R Productions, google.com/search?q=a%26r+productions+railroad+videos
- Greg Scholl Video Productions, www.gregschollvideo.com

New Haven websites:

- New Haven Railroad Historical and Technical Association: www.nhrhta.org
- Passenger cars: www.faracresfarm.com/jbvb/rr/nhrr/nh_pass.html
- The NERAIL North American Railroad Photo Archive: naphotos.nerail.org ■



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DICK ELWELL

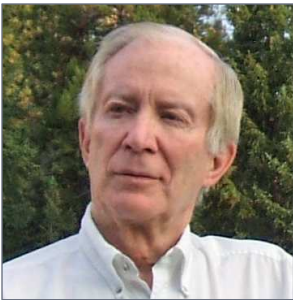


Dick first encountered trains at age 4 when he received a Lionel train set for Christmas. Dick didn't pursue model trains any further until he was a young adult.

Dick soon started scratchbuilding as a pastime in 1961, and started his Hoosac Valley layout. Dick has been hosting operating sessions with 10-12 operators and a dispatcher.

Dick is married with three children, six grandkids and four great grandkids. ■

ROBERT SCHLEICHER



Robert was editor of *Railmodel Journal* for 19 years and, prior to that, editor of *Model Railroading* magazine. He has also authored over a dozen model railroad books including the *Tyco Model Railroad Big Book Of Model Railroad Track Plans* and three books for Lionel. Bob has been a consultant to several manufacturers and helped to kick-start the Railroad Prototype Modelers concept. He is modeling the standard gauge Colorado & Southern in northern Colorado circa 1959 in H0 scale. ■

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Improving the Badger paint stirrer



Model Railroad Hobbyist | August 2020

1. Here's a simple modification to slow down a Badger paint stirrer.

★★★★★
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VINCE PUGLIESE SHOWS HOW HE SLOWED DOWN HIS PAINT STIRRER ...

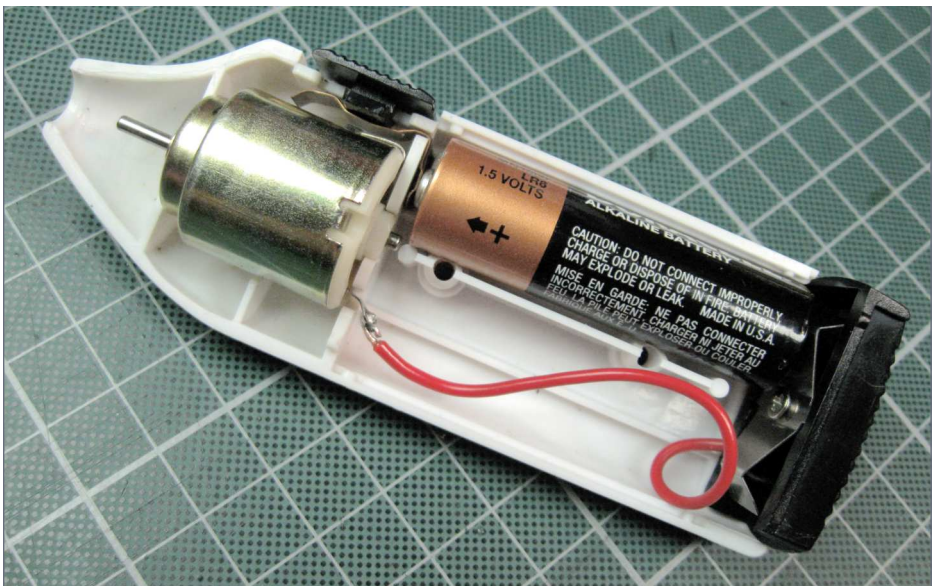
TO PREPARE PAINT FOR AIRBRUSHING USUALLY MEANS ADEQUATE STIRRING TO thoroughly mix the pigment in without leaving lumps. I picked up the Badger paint stirrer [1] a number of years ago, and found it does a great job thoroughly mixing paint – especially if the jar has been sitting for some time.

BADGER PAINT STIRRER | 2

Unfortunately, the stirrer tends to spin rather fast, resulting in unwanted froth and bubbles in the paint.

While changing the batteries one day, I thought there might be a simple way to reduce the speed by eliminating the second battery and replacing it with a short length of wire to complete the circuit. For those that can't wait, here is a view of what we will be doing [2].

To begin, I removed the black end cap and the batteries from the stirrer, then the two screws holding the halves of the stirrer together. I did this with a small jeweler's screwdriver [3]. Once I had removed the screws, I separated the two halves and took out the motor [4].



2. The trick to slowing down the stirrer is really simple: just leave out one battery and add a wire jumper in the missing battery spot!

BADGER PAINT STIRRER | 3



3. Take out the batteries and remove the two screws.



4. Separate the two halves. At this point, it's possible to remove the motor. The black battery compartment end clip isn't shown (see [2]).

BADGER PAINT STIRRER | 4

I next cut a length of #18AWG stranded wire approximately 4" (10 cm) long. Using a wire stripper, I removed about 3/4" (2 cm) of insulation on both ends.

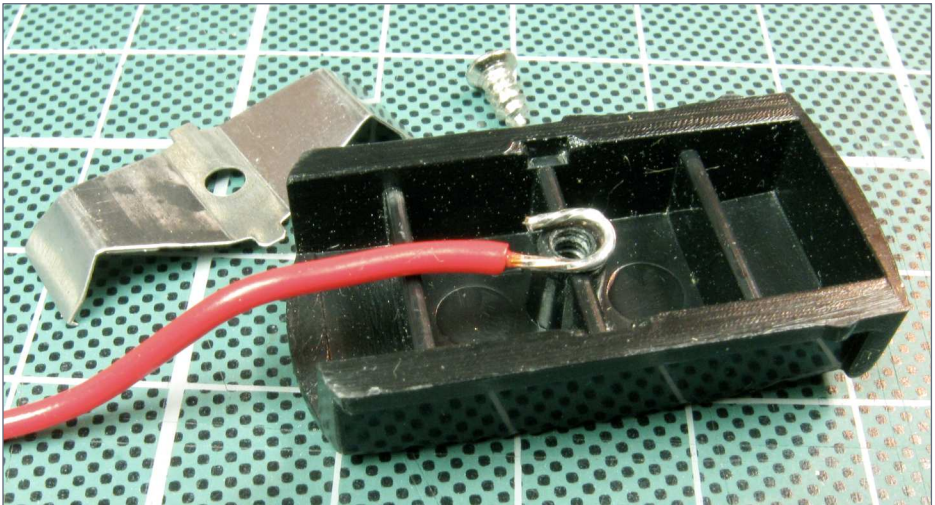
I twisted the exposed strands and tinned them with a soldering iron and solder (you can skip this step for solid wire).

I formed a small hook on each end of the wire using needle nose pliers.

I removed the screw holding the contact plate from the black battery end clip. I laid one of the wire ends [5] so that the wire easily fed out of the cap. I placed the contact plate back on top of the end cap trapping the wire and screw the plate [6].

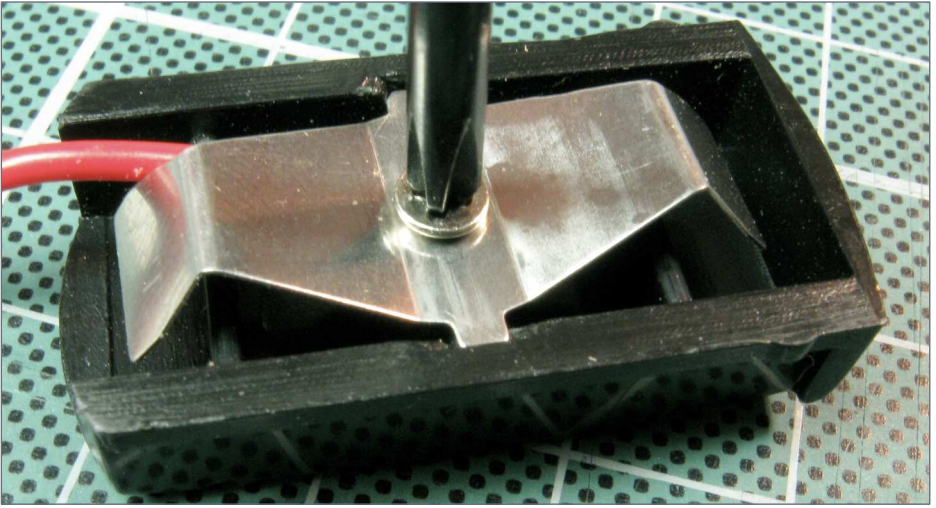
At the motor end, I simply looped the wire through the terminal and soldered the wire to the motor [7].

To reassemble, I placed the motor back in the stirrer shell and carefully positioned the wire in the space that would have

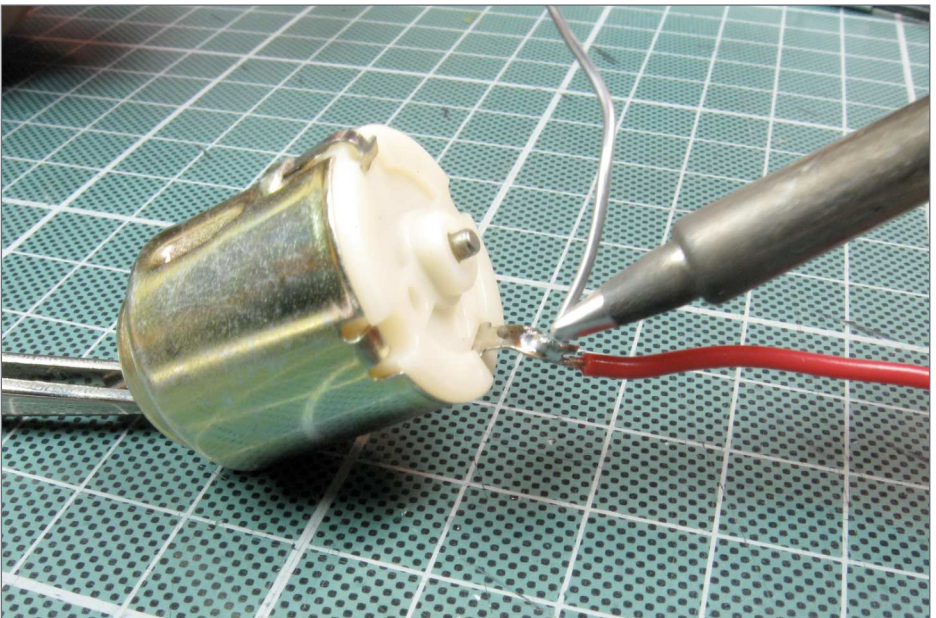


5. One end of the wire is held in place by the screw through the metal battery end clip.





6. I screwed the metal end clip back on with the hooked wire end around the screw underneath.



7. I soldered the other end of the wire to the motor metal tab.

been occupied by the second battery. I attached the other half using the two original screws.

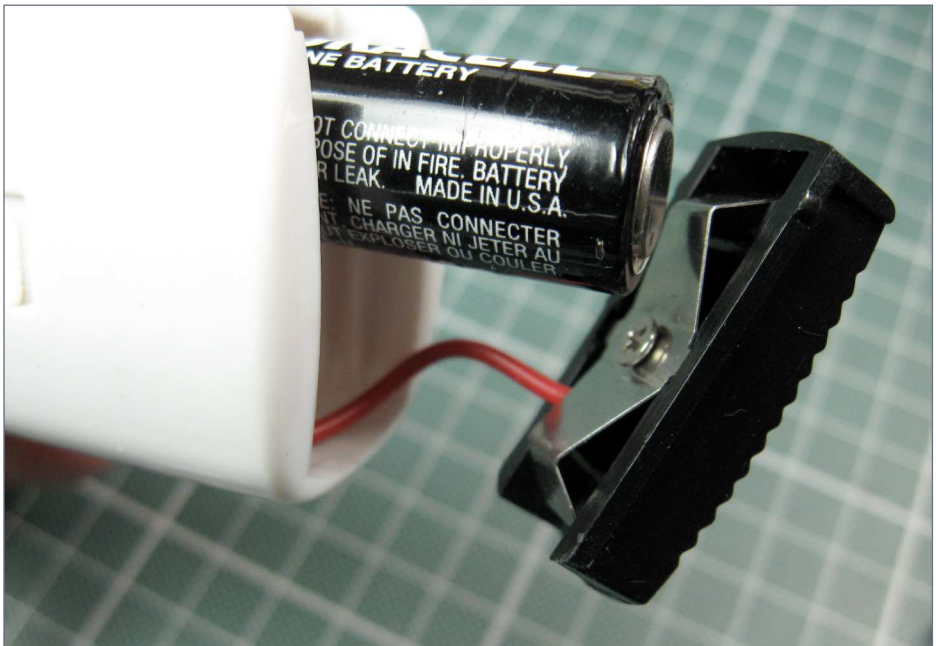
I inserted a single AA battery and slid the end cap back on as usual – though it might need a bit of persuasion if the wire is in the way [8].

At this point, I tested the stirrer by switching it on. Instantly, I noticed a nice reduction in speed, and in the noise!

It goes with saying: make certain to switch the stirrer off *before* withdrawing it from the paint jar unless, of course, *you want* a splattered effect all over your shirt!



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8. Once the unit was reassembled, I put a single battery into the slot without the wire.

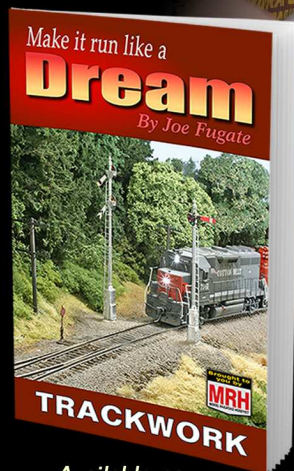


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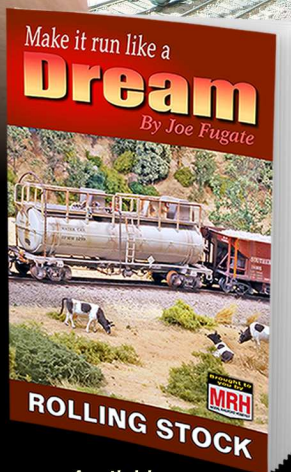
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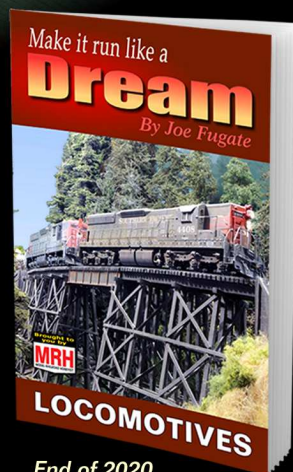
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LOOK

column

Model Railroad Hobbyist | August 2020



**JEFF SHULTZ ON MAKING YOUR BUILDINGS LOOK
“LIVED IN” WITH CITY CLASSICS WINDOW DRESSINGS ...**

IT CAN BE EASY TO TELL WHEN A BUILDING IS unoccupied – the windows show no drapes, blinds, or shades – their “dead eyes” staring blankly out over the yard. Sadly, many of our HO scale buildings have a similarly dead stare across our layouts, perhaps lit, but otherwise looking devoid of life inside.

To the rescue comes City Classics (www.cityclassics.biz), with 12 different sets of window coverings printed on clear PVC plastic.

Here I show set 718 Small Dark Colored Curtains for Windows roughly ¼" wide up to 13/16" tall [1]. The set contains 72 curtains in three different colors (green, brown, and yellow), with different lengths and three different styles – gathered, separated at the top, and joined at the top.

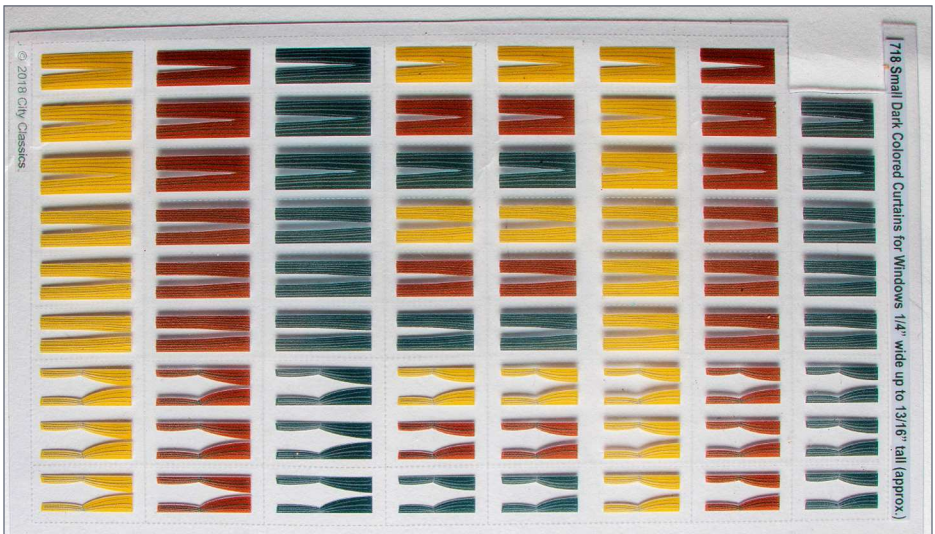
Other City Classics sets include larger curtains in the same design, curtains with shades, different colors, different sizes and designs of blinds, and even a set of factory windows.

FIRST LOOK | 2

Using the window dressings is simple – instead of using the clear sheeting included in the City Classics Company House for windows, I simply cut out the color and type of drapes I wanted and glued the piece of PVC plastic sheet with the drapes into place using Testors Clear Parts Cement. Built-in glass glazing!

After doing this, I thought Canopy Glue probably would have worked even better.

Each sheet of Window Dressings retails for \$7.98, with a bulk pack of six of the drapes and blinds available for \$40.



1. Window Dressings 718 – I was so anxious to use them I forgot to take a photo before cutting one out!



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2. The window dressings used in some windows of my City Classics company house structure. This shows two different styles and color of drapes.



3. Two bedroom windows with the same style and color of drapes.



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SAVVY MODELER *Online*



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Model Railroad Hobbyist | August 2020



How to cheaply cast miniatures or plastic parts

It can be useful to learn from modelers outside the model railroading hobby. One such example by Youtube modeler **Plasmo** shows a quite clever usage of hot water moldable "Blue Stuff" to quickly make full 3D molds for casting all manner of parts.

Blue Stuff can be hard to find, but we found a clear white version of the same material on Amazon. View the [shopping list link here for more!](#) ■



▶ GREAT MODELER VIDEOS ON THE WORLD WIDE WEB

AUGUST NEWS

column



Model Railroad Hobbyist | August 2020

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



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INDUSTRY NEWS

Chris Palomarez appointed GM at Caboose

Chris Palomarez has resigned his position as Athearn brand manager at Horizon Hobby and has joined Caboose in Lakewood, CO as general manager. In announcing the appointment, Caboose president and CEO Kevin Ruble, who purchased Caboose Hobbies in 2016, revealed that the company has been reorganized as an employee-owned public benefit corporation. Among the expected changes in the daily operation of Caboose is an increased emphasis on e-commerce.

Palomarez began his model railroad career at Microscale Industries. Prior to joining Athearn in July 2014, he was co-host of the Model Railroad Hobbyist Podcast. Caboose Hobbies was established in Denver in 1938 by Glen Brazelton. His son Duane Miller took over in 1969 and built the family business into what the Guinness Book of Records recognized as the world's largest model train store.

▶ **THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS**



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In Memoriam: Ted Klein 1935-2020

Frank Wrabel, Director of Operations for M.B. Klein, Inc. (also known as modeltrainstuff.com) announced on July 22nd that Ted Klein, the only child of M.B. Klein founder Morris Benjamin Klein, had passed away. Ted was the primary force in turning M.B. Klein from a hardware store in the 1960s into one of the largest and best known model railroad stores in the US by the mid-1970s.

NEW PRODUCTS FOR MULTIPLE SCALES



Blair Line has some interesting structure details including wall vents and fans, and central air conditioner units. Wall items suitable for HO and S scale come with six fans and 15 vents. The Z/N/HO scale selection comes with seven fans and 15 vents. The details have a peel-n-stick backing and are laid out on a carrier sheet to simplify painting before applying.

The air conditioning units can be used for rooftop or ground installations. Kit #2705 includes three A/C units suitable for larger commercial or residential HO structures or smaller

commercial or residential units in S and O scale. Kit #1705 has four A/C units. It is intended for smaller commercial or residential units in HO and larger commercial/residential for N & Z. Assembly follows tab and slot construction and most of the parts are peel-n-stick. For additional information visit blairline.com.



B.T.S. has introduced both HO and O scale craftsman kits for Granny's Attic. The design of the wood-sided building is based on a small garage that was forced to close during the Great Depression. The B.T.S. kit features laser-cut basswood and plywood components including positionable doors and windows.

The assembled model has a scale footprint of 27' x 31'. For additional information including ordering instructions visit www.btsrr.com.



Digitrax has released an advanced super throttle capable of controlling two locomotives at one time. Identified as DT602, the hand-held unit is compatible with LocoNet systems and can create consists, set up routes, and control up to 29 functions (F0-F28). Features include a 2.4" liquid-crystal display screen, simplified 2- or 4-digit addressing setup, and fast clock display. Both tethered and duplex radio versions are available.

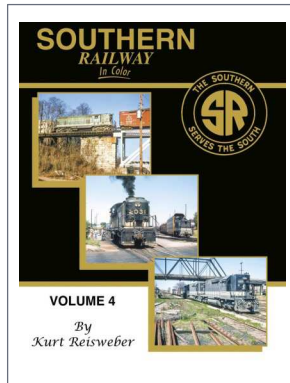
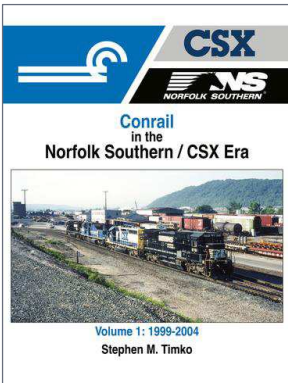
For additional information contact a dealer or visit digitrax.com.





Dwarvin has introduced a new line of billboards in HO, O(n3), and S scales for use with the Lamplighter fiber optic lighting system. Available both in a “flat pack” as well as fully assembled, there are 11 different billboard signs to choose from: Schlitz, Texaco, Cadillac, Hellman’s, Packard, Levis, Ford, Shell Oil,

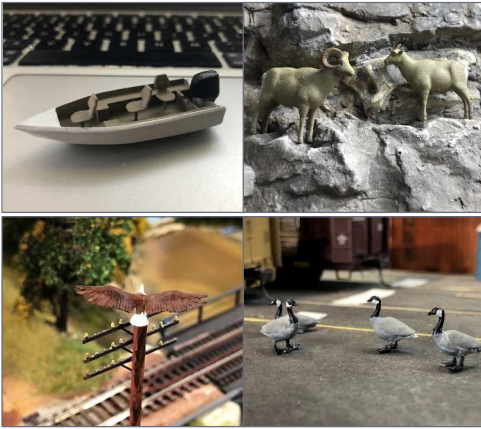
Camero, Chevrolet, and Phillips. Dwarvin states that the signs are taken from the mid-1900s, with most of the cars appearing to be from the late 30s to mid-50s, with a couple that are probably from the 60s. Installing the billboard on the layout requires a 5/16” drill for the outer supports, and a 3/32” hole for the fiber from under the layout. For more information visit dwarvin.com.



New publications from **Morning Sun** include *Conrail in the Norfolk Southern/CSX Era*, by Stephen M. Timko. This is volume 1 of a two-part series featuring the

former Conrail system between 1999 and 2004. Coverage includes an east-to-west examination of how CSX and Norfolk Southern moved traffic using a mix of motive power.

Also new is Volume 4 of Kurt Reisweber's *Southern Railway in Color* which begins in southern Illinois and Indiana then moves further south into Tennessee, Alabama, Mississippi, and Louisiana before turning north to include Georgia, Florida and parts of the Carolinas. Many of the photos are from the 1970s and 80s and include out-of-the-way locations and unusual operations. For additional information contact a dealer or visit morningsunbooks.com.



Miniprints.ca has released a new line of 3D printed resin animals and watercraft with people. Available in HO, S, and O scales, the line includes 10 types of birds, including Canada Geese, Bald Eagles and Seagulls; over 30 animals including Bison, Beavers, Groundhogs and Bighorn Sheep; and a

selection of personal watercraft with and without people, such as kayaks and small fishing craft. The newest addition to the line is a cow's skull, suitable for a desert scene. For more information or to purchase visit miniprints.ca.

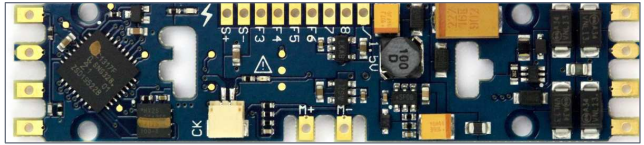
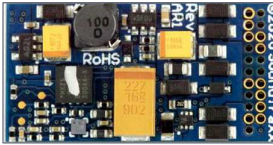


Multiscale Digital offers a wide selection of large industrial details that make excellent loads for flat cars and gondolas. The items range in scale from to G through Z.



The HO scale examples shown here include a Birchfield industrial fire tube boiler, a 1380hp V8 diesel turbo industrial engine, and an oil-filled electric substation circuit

breaker. The items are available unpainted and in basic undercoat ready for detail painting. For additional information visit multiscale.digital.



SoundTraxx has released two new Tsunami2 decoders, the TSU-PNP8 and TSU-21PNEM8. Using the same form factor as the TSU-PNP and TSU-21PNEM, the new decoders offer up to 8 function outputs. The TSU-PNP8, designed to replace the factory board in models from Atlas, Athearn, InterMountain and others, comes with five sound profiles, EMD Diesel, EMD-2 Diesel, GE Diesel, Alco Diesel, and Baldwin and Other Diesel. The TSU-21PNEM8, designed to plug into the 21-pin NEM connector now included on nearly all new HO scale locomotives. It comes with seven sound profiles, EMD Diesel, EMD-2 Diesel, GE Diesel, Alco Diesel, Baldwin and Other Diesel, Electric, and Steam-2. To purchase or get more information visit your dealer or soundtraxx.com.

LARGE SCALE PRODUCT NEWS



Narrow gauge specialist **The Train Department**, is selling an F scale (1:20.3) kit for a water tank car. The

model features authentically detailed Carter Brothers swing-motion trucks with 24" Sierra Valley wheels, and sprung, frame-mounted link-and-pin couplers. For additional information visit www.thetraindepartment.com.



R. Bale

THE KRAUSS-MAFFEI DIESEL HYDRAULICS

Most road engines available in the early 1960s were rated at 2000hp or less, forcing railroads to link a half dozen or more GP7s, GP9s, GP18s and GP20s together to handle the ever-increasing size of freight trains. America's locomotive builders were slow in offering motive power with higher horsepower. Southern Pacific surprised the railroad world in 1961 by purchasing three 3,540hp diesel hydraulic locomotives from Krauss-Maffei (K-M), a Munich-based German manufacturer. The prototype K-M ML 4000 locomotives, cab units with a unique turret cab, utilized two Maybach V16 prime movers and a Voith hydraulic transmission. The SP purchased additional series production K-M locomotives with a hood-style body eventually owning a total of 37. The Denver & Rio Grande Western ordered three prototype K-Ms, but sold them to SP in 1964 when they proved unsuitable in mountain service. In 1966, SP replaced the worn-out K-Ms with EMD's new 3,000hp SD40 and SD45 locomotives.

O SCALE PRODUCT NEWS

3rd Rail division of Sunset Models is planning a late 2020 release of O scale Krauss Maffei ML-4000 diesels. The models will be available decorated for Southern Pacific and Denver &



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completed prototypes were tested in Austria before being shipped to the United States.

Rio Grande Western. In addition to North American couplers, both schemes will be available with buffers as the



capability will be ERR Cruise in 3-rail TMCC, and QSI Titan DCC/Sound for 2-rail versions of the model. For additional information contact an authorized dealer or visit www.3rdrail.com.

The O scale models will have an ABS body with added brass details. The diecast trucks will be fitted with ball bearings and sprung axles. The cab interior will be fully detailed. Operating



Horses and drivers are available separately. For more information visit berkshirevalleymodels.com.

Berkshire Valley Models has released a horse-drawn buggy model in O scale. The kit includes laser-cut wood and white metal detail parts. A doctor's bag is included.

S SCALE PRODUCT NEWS

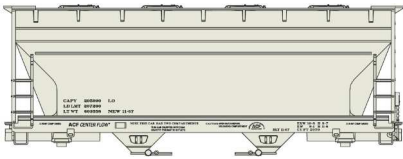
Monster Model Works has released a kit called Brick Engineers Tools Shed. The S scale craftsman type kit is based on the Milwaukee Road's Engineers Tool Shed that was restored by the Sioux City Railroad Museum in Iowa. The



model is composed of 3-D laser-engraved aged American Brickwork including corner pieces, 3-D laser-engraved Terra Cotta coping, laser-cut peel-n-stick windows and glazing, and a laser-cut wood door. The assembled structure has a footprint of 2.5" x 4.9". Assembly

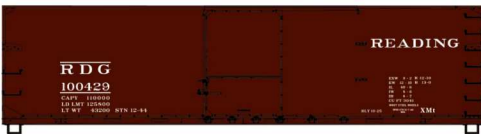
instructions and finishing suggestions are included. For additional information visit www.larkspurlaserart.com.

HO SCALE PRODUCT NEWS



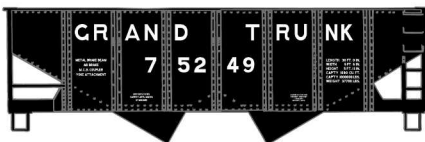
Accurail is finalizing new tooling for an ACF two-compartment twin-bay CenterFlow covered hopper. Introduced in the mid-

1960s, the prototypes were rated at 2970 cu. ft. capacity. The initial release of the new HO scale kit is planned for late this year.



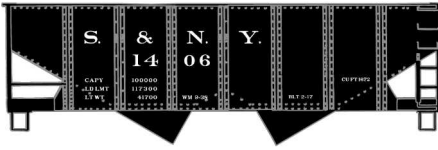
Among the new HO scale kits released by Accurail is this Reading 40' double-sheathed wood

boxcar. The model is based on a class XM prototype built in October 1925.

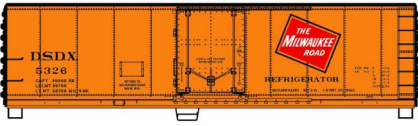
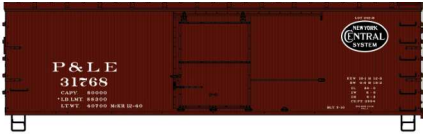


Also new are two kits for 55-ton USRA twin-bay coal hoppers including one decorated for Grand Trunk, a

subsidiary of the Canadian National Railway. The car decorated for Susquehanna & New York shows a built date of February 1917.



The prototype of this 36' Pittsburgh & Lake Erie double-sheathed wood boxcar was built in July 1910. It also wears the NYC System herald of its parent.



Accurail's HO scale kit for this DSDX Milwaukee Road 40' plug-door steel refrigerator car represents a prototype built in

March 1951. All Accurail car kits include appropriate trucks with plastic wheelsets and Accumate knuckle couplers. For additional information contact a dealer or visit accurail.com.



R. Bale

RAILGON GONDOLAS

Railgon (GONX, GNTX) owned some 4,000 gondolas designed by parent TTX and built during the early 1980s by Greenville, Berwick, Bethlehem, and Pullman-Standard. The gondolas were shared by numerous railroads in a pool arrangement similar to the Railbox scheme.

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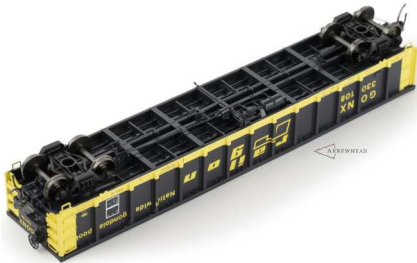
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Arrowhead Models has introduced a highly-accurate HO scale model of a Greenville-built Railgon car. The model is composed of nearly 200 individual parts including an etched brass floor and side panels that can authentically mimic the deforming of the prototype caused by weather and rough usage.

Features of the ready-to-run model include a total of 81 formed wire parts for grab irons, pull loops, and tie downs. In addition to the sides and floor, the end stiffener plates and dozens of accurately dimensioned brackets are all composed of etched brass. Additional details include Wine Drop Lok #1613 tie downs on the top chord, a five-piece Klasing #1500 hand brake assembly, and Kadee #156 Whisker couplers.



Twelve road numbers are available with each model showing the correct LT, WT, LD, and LMT data which varied widely among the prototype road numbers Arrowhead offers on this model. The model comes with 100-ton ASF trucks with

code 88 (0.088") Fine-Scale CNC machined metal wheelsets and metal axles. For additional information visit arrowheadmodels.com.



Athearn has scheduled the next release of its Genesis F7 units for June 2021.

EMD's familiar F7s, with two porthole windows, four square side vents, and an etched-metal Farr grille extending across the top of the car body, will be available for most roads as individual A units, B units, and paired A/B sets. The HO scale



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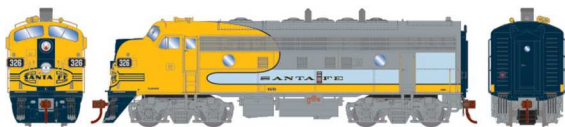
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models will be produced from Lubliner tooling. Road names include Great Northern detailed with additional grab irons on the nose and rear roof.



F7 units decorated for Union Pacific will have dynamic brakes, an upper oscillating

headlight, lower standard headlight, and skirts. Additional details vary per road number.



Santa Fe is represented in this production run with F7 units wearing the yellow bonnet paint scheme.



A former NP F9 unit will be available decorated in Burlington Northern's "hockey stick" scheme.



Athearn's New York Central version of the F7 features small lettering and a freight

pilot. Penn Central versions of the former NYC F7s are identified by a small PC worm on the nose.



This production run includes Southern Pacific #6152, one of only two SP F-units to

receive the "Winged" version of the "Halloween" paint scheme.

F units in each road name will have road number-specific details. Features shared by all units in this run include LED

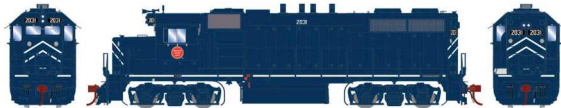
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directional constant lighting, cab interiors, uncoupling levers, MU and trainline hoses, windshield wipers, lift rings, wire grab irons, sander lines, detailed fuel tank with fuel fillers, fuel gauges, breather pipes, and retention tanks; and detailed Blomberg-B trucks.



A Genesis GP38-2 diesel locomotive has also been scheduled for release next June. A GP38-2 with an 88" nose, a 2600 gallon fuel tank, and Blomberg B trucks will be available decorated for Toledo, Peoria & Western.



An early phase MP unit will have an 81" nose, and four tall spark arrestors.



A Canadian National GP38-2 will feature forward and reverse ditch lights, a roof mounted A/C unit and Blomberg M trucks.



A Phase 2a version of the GP38-2 with an 88" nose and winterized hatch will be available decorated for SOO Line.



Completing the list of GP38-2 road names in the June 2021 release is a former GM&O unit purchased and repainted by Union Pacific.



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General features on all road names include uncoupling levers, flexible rubber MU and trainline hoses, see-through cab windows, cab interior, walkway tread, Celcon handrails, windshield wipers, lift rings, wire grab irons, a detailed fuel tank, sander lines, and Genesis all-wheel driveline. DCC models will have a SoundTraxx Tsunami2 decoder. DC models will come with a 21-pin NEM connector to facilitate installation of an aftermarket DCC decoder.



Athearn plans to offer a pair

of F89F TTEX long-runner flat cars with and without two 53' reefer trailers. The Genesis series flat cars will have a weighted diecast underframe, raised and lowered hitches, formed wire brake rigging, and 70-ton roller-bearing trucks with machined metal wheelsets and rotating bearing caps. The cars require a 22" minimum track radius. The 53' Utility reefer trailers will have rubber tires and mud flaps.



New Ready-to-Roll models coming from Athearn next June include 60' Berwick

hi-cube boxcars. Road names will be Santa Fe, Denver & Rio Grande Western, Norfolk & Western, Milwaukee Road, and two schemes each for Conrail and Missouri Pacific.



The Berwick boxcars will have wire grab irons, etched-metal end platforms, and

appropriate trucks with machined metal wheelsets. The model requires a minimum track radius of 22".

Athearn's June 2021 production schedule includes a group of 40' hopper cars with extended sides to handle wood chips. The

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cars come with a removable woodchip load. Road names will be Louisville & Nashville, Ashley Drew & Northern, Gulf Mobile & Ohio, Seaboard Coast Line, Atlantic Coast Line, and Southern.

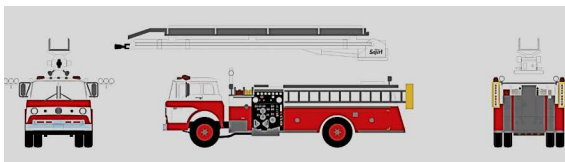


Also due from Athearn next June is a group of 50' ice bunker reefers with positionable

Santa Fe type reversed hatch covers with etched hatch stops. The SFRD-Santa Fe cars, which come with National B-1 trucks, will have a straight system map on one side and either Scout, Grand Canyon, or a large SF logo on the opposite side. The Santa Fe cars will be available decorated including a road number and decorated but without a number.



Additional road names for the 50' Ice reefers include Northern Pacific, Wilson, Fruit Growers Express, and Rath Packing Company.



Athearn has included a Ford C Telesqurt fire truck in green and five combined red and white paint schemes in its June 2021 production schedule. The trucks are unnumbered and unlettered. The 1:87 model features an extendable Telesqurt arm with fire monitor and photo-etched ladders, cab interior, clear molded windows, and vinyl tires.

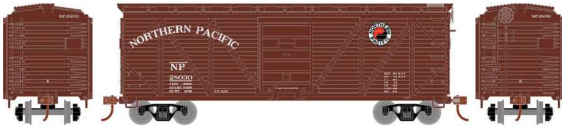
Roundhouse Brand products coming from Athearn in June 2021 include a 40' single-sheathed wood boxcar. Road names will be Northern Pacific, Soo Line, Santa Fe, Boston & Maine,



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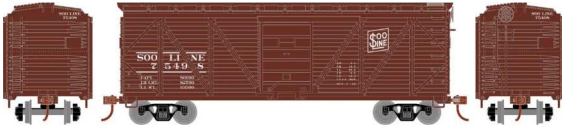
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Pacific Electric.

Canadian National, Colorado & Southern, Northern Pacific, and Southern Pacific/



trucks with machined metal wheels. For additional information on Athearn and Roundhouse products contact a dealer or visit athearn.com.

The plastic injection molded model will have mostly molded on details. Of note are



Bachmann has a new HO scale DCC- equipped turntable with a dual-mode NMRA-compliant decoder. A spring-loaded center-off switch is included for manual direction control. Although designed for Bachmann's E-Z Track the turntable tracks can

readily be adapted to any standard HO track as well as On30 track. Each of the 16 tracks are indexed for accurate alignment. The turntable bridge is 10" long. The outside diameter of the turntable is 14".

During the Virtual National Train Show presentation on Facebook (www.facebook.com/TrainWorldLLC/videos/330273067973019) Bachmann announced the following HO scale products:

USRA 0-6-0 steam locomotive with WOW SoundValue sound. This will be a feature reduced version of the TCS WOWSound decoder. The model is being retooled and will be available in B&O, New Jersey Central, NYC System, PRR and UP.

EMD FT with WOW SoundValue sound. The model will be available in ATSF, NYC, Lakawanna, Southern, and Western Pacific. PRR K4 steam locomotive with TCS WOVSound – not SoundValue. Four new roadnumbers, two each with a modern steel pilot and early slat pilot.

52' Center Beam Flat car with bulkheads. A modification of the 52' bulkhead flat car with posts running along the center of the car. The model will be available in CN, BC Rail (BCOL), Northern Pacific, and BN.

Offset streamline cupola caboose with added window glass and details. The model will be available painted for CB&Q, Wabash, Norfolk & Western, and Grand Trunk.

For fans of Thomas and Friends, James will be produced in the "Origin" black and red paint scheme.

Bachmann is adding Plate Girder bridges to the E-Z Track line, decorated for Santa Fe, UP, PRR, and a generic "Next Time Take the Train" scheme.

For multiple scale use, Bachmann is releasing a DCC control box with turnout decoder that appears to be drop-in replacement for a standard turnout control.

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



Crescent Creek Models is booking orders for a late August delivery of Last Chance Gas. The HO scale craftsman kit features precision laser-cut parts, more than a dozen white metal and 3-D printed details, full color instructions prepared by Dave Meek, and a sheet of colorful vintage advertising with three oil



company options: Conoco, Texaco, or Frijolene. The assembled model has a footprint of 2.5" by 3.625".



The kit was developed by master model maker Jake Johnson, who was inspired by this small Conoco station just outside of Peñasco, New Mexico. For additional information on Crescent Creek Models including ordering instructions visit thundermesa.studio/crescent-creek-models.



R. Bale

WAR-EMERGENCY GONDOLA

During World War II, steel was in short supply for building non-military equipment. Accordingly, the AAR modified several freight car designs so that wood could be substituted for steel wherever possible. The composite equipment became known as “war emergency” cars. Among the AAR cars was a 52' 6" class G30 mill gondola with the flooring, floor stringers, and side sheathing built from wood instead of steel. The G30 was unique in appearance since the pressed steel fishbelly side frame extended below the side panels. The PRR war-emergency cars had drop ends, and lever-style hand brakes. The Pennsylvania Railroad built 1,000 class G30 gondolas in its Altoona Shops in 1943. Beginning in late 1949, most of PRR's G30s were rebuilt with steel sides and reclassified as G30A. In 1943 New York Central's Despatch Shops at East Rochester, New York, built G30 war-emergency gondolas for NYC as well as for Indiana Harbor Belt. A majority of them were rebuilt with steel in 1953.



Funaro and Camerlengo is selling a resin kit for an HO scale Pennsylvania Railroad 52' 6"

class G30A gondola. The model accurately represents a war emergency car after having been rebuilt with steel sides. The kit is also available for New York Central and Indiana Harbor Belt. The craftsman-style kit includes decals and most detail parts but comes without trucks or couplers. For additional information visit fandckits.com.



InterMountain Railway has released a group of HO scale Bi-Level autorack cars that feature see-through, etched metal side

panels. Additional features include operating end loading doors, formed wire grab irons, metal knuckle couplers and 33" metal wheelsets.



Autoracks mounted on TTXG flat cars are available from dealers decorated for Burlington Northern, Chicago & North

Western, UP/MP, Ferromex, Norfolk Southern, Louisville & Nashville, BNSF (new image), and Denver & Rio Grande Western.



Cars with matching road names for both the autorack and the flat car are available for Southern Pacific, BNSF (circle logo), and SOO Line.



Reservations are already being booked for the next release of the popular model. Autoracks mounted on TTXG flat cars will be available for BNSF, Conrail,

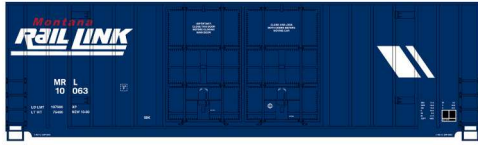


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CSX, Ferromex, KCS, Southern, Norfolk Southern, Transportaci3n Ferroviaria Mexicana, Western Pacific, and two Union Pacific schemes. Matching Autoracks and flat cars will be available for CP Rail, GTW, Providence & Worcester, and Canadian National.



InterMountain is booking advance orders for another release of its HO scale Gunderson 50' high-cube boxcar. Two of the Value

Line models will be available with double doors. A Montana Rail Link version will have double plug-doors, while a Southern Pacific version will have a pair of Youngstown sliding doors on each side.



Models with single doors will be available decorated for Wisconsin Central, Burlington Northern, Canadian National, Illinois

Central, CSX, and IBT-International Bridge & Terminal Company. All versions will come with Kadee couplers and either 33" or 36" metal wheels depending on the practice of the prototype road being modeled. For additional information contact a dealer or visit intermountain-railway.com.



Kadee has released a 40' PS-1 boxcar decorated for Chesapeake & Ohio. The HO scale ready-to-run model replicates a prototype built in 1952 with 8' Youngstown sliding doors.

Also new from Kadee is this HO scale 50' PS-1 boxcar decorated for CNA-Canadian National. The ready-to-run model closely replicates a prototype car Pullman-Standard built in



1970 with a 10' sliding Youngstown door. CN repainted the car in the all-blue scheme in February 1986.



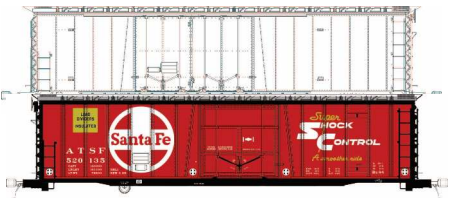
The same 50' PS-1 boxcar is available from Kadee decorated for Delaware & Hudson. The DHNY version has a galvanized roof and is fitted with a 10' 6-panel

Superior sliding door. Both models come with Kadee metal knuckle couplers and self-centering trucks. For additional information contact a dealer or visit kadee.com.



Moloco is booking advance reservations through the end of August for future delivery of Santa Fe 50' insulated

boxcars with Super Shock Control cushion underframes. The prototype cars met the Plate B clearance standard which permitted access on all North American rail lines.



Although a specific date has not been announced, the 2021 release will include the newly tooled class Fe-34 car as well as new schemes on Moloco's accurately scaled Bx-94 and

Bx-97 models. Ready-to-run models in this production run will include Fe-34 class cars with double plug-doors, Bx-94 class cars with 10' offset plug-doors, and similar Bx-97 class cars. Decorating schemes include various built dates. The release includes undecorated kits as well as a Bx-97 decorated for North Fond du Lac Railway. For additional information visit molocotrains.com.

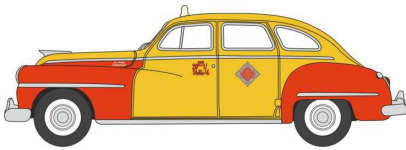


tires, and a silver boot over the retracted top.

New 1:87 scale vehicles from **Oxford Diecast** include this yellow 1961 Chevrolet Impala convertible tricked out with maroon flames, wide whitewall



Also new is a 1965 Chevy Stepside pick up. This looks like an everyday work truck painted white over blue and wearing black wall tires.



DeSoto captured a big chunk of the nation's postwar taxi business with its specially-built 4-door Suburban. Oxford's 1946-48 1:87 scale DeSoto in red and yellow captures the appearance of the real thing. Also new from Oxford is a 1968 Dodge Charger R/T painted in white over black. For additional information contact a dealer or visit walthers.com.



Rapido is adding a Penn Central X72/X72A 50' boxcar to its expanding line of freight cars. The HO scale model replicates cars Evans delivered to PC in the early 1970s. The cars eventually became Conrail property with CR reporting marks but retained their original PC numbering. Some CR cars received full repaints, while others received just patch jobs. A large number were later acquired by Canadian National with many being sold off to leasing companies.

Road names will be Penn Central and Conrail (two schemes each), Canadian National, Western Pacific, York Rail, and

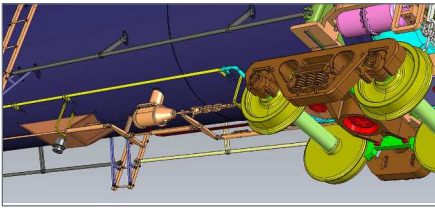


APASCO. An undecorated kit will also be available. Notable details include a fully detailed

underframe, separate door posts, door latches, uncoupling levers, cushion draft gear with Kadee #158 Whisker couplers, and 70-ton trucks with 33" machined metal wheels. Availability is planned for mid-2021.



Also underway at Rapido is an HO scale Procor 20,000 gallon general purpose tank car. The HO scale model is based on a basic design manufactured from 1969 until 1984.



Features will include photo-etched metal walkways, detailed vent stacks, loading hatches, air tanks and braking equipment, and Kadee couplers. Models based on

early production will have 70 ton trucks with 33" wheels and an exposed drain valve, while later versions will have 100 ton trucks with 36" wheels and reinforced drain valve housing. Delivery of the model is expected in mid-2021. Road names will include Procor (4 schemes), North American Car, CP Rail, and two schemes each for Alberta and British Columbia Railway. An undecorated kit will also be available.



Rapido has announced plans to reissue its HO scale Alco RS-11 locomotive with numerous improvements and significantly expanded

road-specific details. After verifying that the majority of RS-11 locomotives had several unique hood and roof details, Rapido determined separate tooling would be required to accurately replicate each road name. Individual tooling for Central Vermont, Delaware and Hudson, Duluth, Winnipeg and Pacific; Maine Central, Portland Terminal, New York Central, Nickel Plate, Northern Pacific (and BN), and Seaboard Air Line is currently underway. Another major upgrade in Rapido's RS-11 is a revised assembly design of the locomotive components making it considerably easier for modelers to remove the body shell.



The model will be available for standard DC operation, and with DCC ESU LokSound with sounds recorded from a real Alco 251B prime mover. Multiple

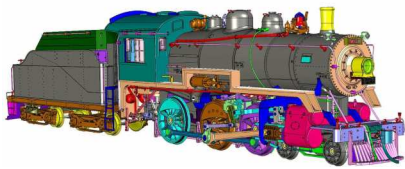
road numbers of Rapido's HO scale RS-11 will be available decorated for Burlington Northern, Northern Pacific, Central of Vermont, Delaware & Hudson, Duluth, Winnipeg & Pacific; New York Central, Maine Central, Portland Terminal, Northern Pacific, Nickel Plate Road, and Seaboard Air Line.



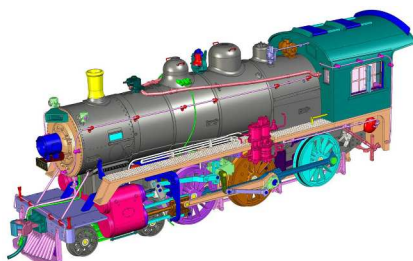
Rapido Trains is booking reservations for its HO scale Canadian Pacific D10-class 4-6-0 steam locomotive scheduled for

release in 2021. According Rapido executive Bill Schneider, several modifications to the original design have been completed including the application of a new high-torque coreless motor. These computer graphics illustrate the complexity of the production tooling.

The D10s appearance changed over the years with variations in the placement of piping and appliances. Rapido's HO scale



raised or straight walkways, centered or smokebox-top mounted headlights, straight or angled front number boards, two styles of power reversers, straight or angled cylinder steam pipes, and two different bell locations. The design of the production tooling has been finalized to allow these variations.



The Rapido HO Scale CPR D10 ten-wheeler will have DCC sound with synchronized exhaust. Road names will be Canadian Pacific (freight), Canadian Pacific (passenger), Dominion Atlantic, and Quebec Central. Credit Valley Railway (hobby store) will offer a fifth exclusive version. For additional information visit rapidotrains.com.



River Point Station has released a 2010 Ford F-450 Super Cab service truck with air tank in a variety of paint schemes. The 1:87 scale model is available in white, yellow, orange, red, and decorated for several commercial firms including Great Eastern Fabricating as shown here. The ready-to-use injection molded model has rubber tires. For additional information contact a dealer or visit riverpointstation.com.

ScaleTrains.com has released a new production run of EMD SD45 Rivet Counter series locomotives. Road names include



Southern Pacific, Conrail, Burlington Northern, Norfolk & Western (Pevier blue), Norfolk & Western (Bicentennial), Chicago & North Western, Pennsylvania Railroad,

Seaboard Coast Line, and Santa Fe (yellow and blue). An undecorated version is also available.



ScaleTrains.com's Rivet Counter SD45s feature numerous road and road number specific details.

Features common to all road names include detailed cab interior with separate floor, rear wall, seats, and standard AAR control stand, sliding cab windows, inertial air intake grilles, accurately profiled dynamic brake housings, see-through dynamic brake intakes with resistor grid, wire grab irons and lift rings, individual windshield wipers, horns, coupler cut levers, trainline hoses, and metal Type E knuckle couplers.



Electrical features include LED directional headlights, printed and LED-lighted number boards, and all-wheel electrical pick-up.



The HO scale locomotives are available for standard DC operation (DCC ready with 21-pin connector),

and with an ESU Loksound DCC decoder with two capacitors. For additional information visit scaletrains.com.

Tangent has released its dimensionally-accurate HO scale model of an International steel bay-window caboose in eight



caboose are both era and road number specific. The B&O caboose C-3041, shown above, is available in the original 1968+ blue paint scheme with yellow ends and unpainted galvanized roof. B&O caboose C-3013 is available in a similar post-accident scheme less the B&O on the bay-window.



Chessie System (B&O) caboose C-3005 represents a 1973+ yellow repaint with orange striping at the sill and below the eaves. The Chessie cat logo is placed high on the side to allow room beneath for the ACI label.



Tangent has included two Chessie System (B&O) safety schemes in this release including caboose C-3035 in light blue, and C-3017 in red. Both schemes are 1973+.



CSXT uses a former Chessie caboose as a shoving platform. CSXT 900064 has been thoroughly shuttered but still shows her Chessie cat heritage. An undecorated kit is also available.



Notable details on all versions of Tangent's ICC caboose include see-through steps, end platforms, and running boards; dimensionally correct rooftop vents, Waugh cushion underframe, full brake rigging, battery boxes, a



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toilet discharge pipe, accurate draft gear box with side key detail, uncoupling lift bars, Kadee couplers, and CNC-machined wheels. Interior details include a sink, toilet, oil heater, bunks, and desks. Marker light options are appropriate for the paint scheme offered. Lighting is controlled by a wand included with each caboose. For additional information visit

www.tangentscalemodels.com.



Walther's next name train project will be for the

Santa Fe's late-1960s edition of the combined Super Chief and El Capitan. The project will include EMD F7 A/B units wearing the fabled Warbonnet paint scheme and 14 standard and Hi-Level passenger cars. The full consist will be available individually as well as in an 11-car deluxe edition fully populated with Preiser passengers and crew figures. Cars in the deluxe sets will be lighted, which is an option available on individual cars.

Details on Walther's Proto F7A-B sets and individual F7A and F7B units will be based on Phase II units 306LAB-314LAB, From Santa Fe's last order to EMD for passenger-service, they were delivered in 1952-1953. Details include five-chime offset air horn, rear-mount firecracker radio antenna, 48" dynamic brake fan, and vertical grilles and louvers. The HO scale locomotives will be available for standard DC and with factory installed LokSound 5 DCC.



Delivery of individual cars will be on a monthly

basis beginning in June 2021 with the release of a 74' Pullman-Standard baggage car. All other cars are 85' in length. A P-S baggage/dormitory with a roof line transitioning from standard height to Hi-Level will arrive in July, followed in

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August by a Budd Hi-Level step-down coach with 68-forward facing seats, and a Budd 46-seat coach.

Two Budd Hi-Level cars are scheduled for September 2021: a 72-seat coach and a step-down coach with 68 reverse seats. October 2021 will see two more Budd cars including a dome bar/lounge/dormitory and a Pine series 10-6 sleeper.



Pullman-Standard cars include a dome bar lounge set to arrive in No-

vember followed by a 36-seat diner in December. 2022 releases begin in January with a Pullman-Standard Regal series 4-4-2 sleeper.



A Budd Hi-Level diner is scheduled for February followed by a

Budd Hi-Level Sky Lounge car in March. Although many of the cars in Walthers combined Super Chief/El Capitan are from existing tooling, an 85' Pullman-Standard 11 double-bedroom sleeper, scheduled for release in April 2022, will be produced from all-new tooling. Orders for all models in the project are due by August 30, 2020.

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R. Bale

EMD GP7

Introduced in 1949, the GP7 was the first model in EMD's GP (general purpose) series of locomotives. It was also the first EMD road locomotive to utilize a hood instead of a full car body design. Although narrow enough to allow outside walkways, the full height hood easily accommodated EMD's 1,500hp 16-cylinder 567 diesel engine. The hood concept was an immediate success since it cost less to build, was cheaper and easier to maintain, and offered much better fore and aft visibility for the operating crew. When shopping for new locomotives, many railroads found it more economical to rebuild their reliable GP7s rather than to purchase new equipment.



Walthers has released HO scale GP7 locomotives in five new road names. This production run of the Proto series model

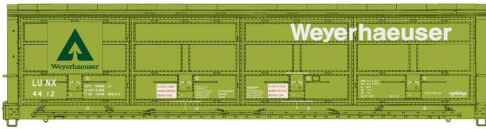
features several upgrades from Walthers previous editions including improved hood contours, wire grab irons, directional LED lighting, and road-specific details.



Road names are Great Northern, Belt Railway of Chicago, Chessie System C&O, Erie Lackawanna, , and Chicago, Burlington &

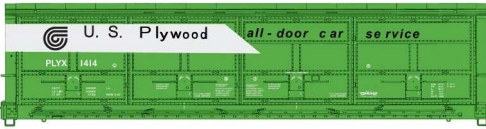
Quincy. Each road name is available for standard DC operation (with a 21-pin DCC-ready plug), and with LokSound Select Sound and DCC.

Walthers plans to release a new production run of its 56' Thrall All-Door boxcar in November. The Proto series model



will have etched end platforms and cross-overs, separate ladders, latch bars, door handles, grab

irons and brake wheel. The HO scale ready-to-run model will have roller-bearing trucks with 33" machined metal wheelsets.



Road names will be Boise Cascade-MD&W, British Columbia-BCIT, Canfor-TCAX, Georgia Pacific,

Lignum-LUNX, Potlatch, US Plywood, and Weyerhaeuser-LUNX.



Walthers is taking advance reservations for HO scale 52' steel gondola decorated for Railgon-GONX. Additional decorating schemes will

include Chicago & North Western, Conrail, CSX, Wisconsin Central, and Railgon patched for Seaboard System and CNW.



The Walthers Mainline series model will have 100-ton roller-bearing trucks with 36" machined metal wheelsets.

Availability is planned for January 2021. For additional information contact a dealer or visit www.walthers.com.

N SCALE PRODUCT NEWS



Athearn plans to release a group of N scale 50' Ice

bunker reefers in June 2012. The SFRD-Santa Fe cars will have a straight system map on one side and either Scout, Grand Canyon, or a large SF logo on the opposite side. The Santa Fe cars will be available numbered and fully decorated but without a number.



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In addition to the four Santa Fe cars, road names will include

Wilson, Fruit Growers Express, Rath Packing Company, and Northern Pacific. Features include Santa Fe type reversed hatch covers, screw mounted trucks, and McHenry knuckle spring couplers.



A set of N scale F89F TTEX long-runner flat cars is

included in Athearn's June 2021 production schedule. The cars have a weighted diecast underframe, raised and lowered hitches, separately applied wire grab irons and ladders, machined metal wheelsets, and body mounted operating knuckle couplers.



Also coming from Athearn next June is a group of 40' hopper cars with extended

sides to handle wood chips. The cars come with a removable load.



Road names will be Louisville & Nashville, Ashley Drew & Northern,

Gulf Mobile & Ohio, Seaboard Coast Line, Atlantic Coast Line, and Southern. The N scale cars will be available individually and four packs with different road numbers. For additional information contact a dealer or visit athearn.com.

Bachmann Trains has released a 40' gondola car with a removable coal load in N scale. Part of the Silver Series, the cars are fully assembled with blackened machined metal RP-25 contour wheels with needle point bearings and

magnetically operated E-Z Mate couplers. Available roadnames include ATSF, BN, D&RGW, and PRR.

Bachmann announced at the National Virtual Train Show (www.facebook.com/TrainWorldLLC/videos/330273067973019) that they would be releasing the following products in N scale:

NYC 4-6-4 Hudson, featuring SoundTraxx Econami sound, in four road numbers, the 5420 and 5426 in an “as delivered” paint scheme and the 5405 and 5445 with a later gothic lettering scheme.

GP38 with and without dynamic brakes, featuring SoundTraxx Econami sound. Roadnames to be released include BNSF, CSX, GATX Lease, and UP. The UP model will come without dynamic brakes and feature “Little Rock” lettering.

Bethlehem Steel 100-ton 3-Bay hopper car in new tooling. Roadnames will include UP, Conrail, PRR, NS, and Pennsylvania Power and Light.

52' Center Depressed Flat Car with a M551 Sheridan Tank load. The model will come in three paint schemes – black car with green tank, car and tank in a matching green camo scheme, and car and tank in a matching desert camo scheme.

A 40' Hi-Cube boxcar will be available in ATSF, BN, D&RGW, and UP.

New N scale track products include an E-Z Track Nickel Silver blinking bumper and an Over-Under Figure-8 Track Pack. For more information visit bachmanntrains.com.

Broadway Limited has announced the July-August 2020 arrival of an N scale Cryogenic Tank Car. Sized to carry over 15,000 gallons of liquid oxygen, they were also used for other





cold liquid gas products down to -320 degrees Fahrenheit or below. Three types of the cars are

available, listed by BLI as Type A, Type B, and Type C. The difference between the types appears to be in the location and types of valves and other appliances. Paint schemes for this run include AirCo, Air Liquide, Air Products, American Cryogenics, Canadian Liquid Air Co., Linde, and UTLX white. Undecorated models of each type of car are also available. The painted cars are sold in both single and two-packs. For more information see your dealer or visit the BLI website at broadway-limited.com.



InterMountain Railway has released several new N scale models of cylindrical quadruple-bay covered hopper cars.



Road names include Chicago & North Western and two schemes each for Red Canada, Alberta Heritage,

Alberta "Take A Break", Canadian Wheat Board, and Saskatchewan.



InterMountain plans to release a new run of Aero Flo and Aero Flo II coal gondolas later this year. The

N scale models are based on a Johnstown-built prototype that began to appear in the late 1980s. Road names on the original Aero Flo I version will be Burlington Northern, BNSF, Procor, and Canadian National.



AeroFlo II coal gondolas will be available decorated for Navajo Mine Railroad, LUSX-Luscar, NOKL-

Northwestern Oklahoma, Canadian Pacific, and Midwest Generation. For additional information contact a dealer or visit intermountain-railway.com.



Jacksonville Terminal Co. has released several new N scale 40' standard height, 8'-6" wide containers in both smoothside, corrugated wave, and corrugated rib versions. The series includes six different body styles, twelve door variations, and five different front ends. Paint schemes released

include Showa, ACL, Nissan, SeaLand, DART, XTRA, ZIM, Nedlloyd, and ONE. The container types include service lives from 1960s to the 2000s and present day.



Also newly released are 53' domestic corrugated containers with 8-55-8 sides. Appropriate for modern intermodal



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operations, JTC has tooled in appropriate details to match the paint schemes they have applied to the models, such as hazard placards, document boxes, and GPS/cargo sensors. The first schemes available for this container are J.B. Hunt, Schneider, Hub Group, and EMP.



Another 53' domestic corrugated container available from JTC has 6-46-6 sides, and is available in DRT Transportation, Canadian National, Crowley, CSX Intermodal, Hub Group Inc., and North American Container System.

All JTC containers are equipped with the JTC magnetic connection system and are compatible with other JTC containers. For additional information visit jtcmodeltrains.com.



R. Bale

SD40-2 DIESEL ELECTRIC LOCOMOTIVE

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



KatoUSA plans to start releasing a new production run of EMD SD40-2 diesel locomotives in December. Kato's N scale models represent the mid-

production of the SD40-2 with an 88" nose and walkway mounted ditch lights. Kato's last production of the SD40-2 was in 2013. This new release will offer two new road numbers for Santa Fe, NS Maersk, and BN.



The N scale models will be available in three operating options: standard DC, with Digitrax DCC installed, and with ESU LokSound DCC + Sound. The LokSound

version will be available by pre-order only. DC units are scheduled to arrive in December, with Digitrax DCC units and ESU LokSound units following in January.



Also coming from Kato next January is a new release of Gunderson MAXI-I multi-unit well cars designed to carry two stacked intermodal containers. A 40'

container will fit in the lower level with any length container up to 53' in the top position. The Gunderson MAXI-I five-unit cars in this release will come with ten removable containers. Two road numbers will be available for each of the five-unit cars.

Availability begins in January with Maersk well-cars and 10 Maersk containers. The BNSF Swoosh scheme is scheduled for release in February with 10 magenta ONE containers. TTX well-cars coming in March with 10 gray ONE containers will



complete this release. For additional information contact a dealer or visit katousa.com.



Western version is maroon with a black roof and buff lettering.



Micro-Trains has released two versions of an N scale model of a 78' heavyweight coach. A Norfolk &

An Erie version of the single-window coach is painted Pullman green with gold lettering. Both

versions ride on 6-wheel plain-bearing passenger trucks.



New freight equipment from Micro-Trains includes this Rock Island 100-ton triple-bay open hopper. The N scale model comes with a coal load.



Micro-Trains' 39' single dome tank car is based on a prototype built in the late 1930s by American Car & Foundry for Shippers Car Line (SHPX) that leased the car to Pirrone & Sons California Wines.



This 50' Northern Pacific steel boxcar with a 10' Youngstown sliding door has been updated with its running board removed and ladders shortened.



This N scale triple-bay covered hopper represents a prototype built in 1966 by ACF for the Pennsylvania Railroad. It was on Penn Central's roster for a period of time before a second merger led the still-useful car to be upgraded and decorated for Conrail. For additional information about Micro-Trains models contact a dealer.



Motrak Models has release three new detail products in N scale. The first is an exterior J-vent, which comes in a pack of 24. Two can be glued together to form a wider vent. Each package includes 24 J-vents.



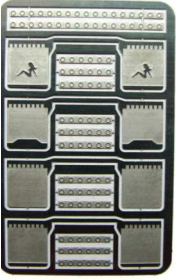
Also released is a set of picnic tables, which are made of laser-cut wood. Some assembly is required. Eight five-foot picnic tables come to a package.



Finally, Motrak has released eight-foot workbenches in N scale. Made of laser-cut wood, eight benches come to a package. For more information visit motrakmodelsusa.com.

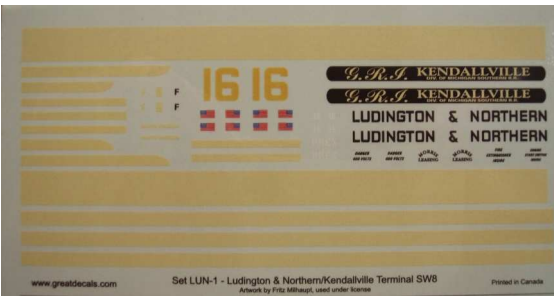


Showcase Miniatures has a 1:87 kit for a 1970s-era GMC 9500 short hood wrecker. Components include a resin cab body, cast pewter wheels, tires and details; laser-cut windows, and waterslide decals. A GMC 9500 is also available as a dual axle short hood truck.



Additional vehicle details available separately from Showcase Miniatures include etched metal side view mirrors, mud flaps, and light bars. For more information visit www.showcaseminiatures.net.

NEW DECALS



Great Decals has released a set of decals for the Ludington & Northern #16 and Michigan Southern/Kendallville Terminal #16 in HO scale. The #16, an SW8, retained basically the same

paint scheme despite operating on six different railroads. The decals are designed to model the six major paint and lettering variations the locomotive has worn over nearly 70 years of service. For more information visit greatdecals.com.

★★★★★
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BRIEFLY NOTED AT PRESS TIME ...

Kalmbach Publishing has announced the discontinuance of *Garden Railways* magazine. *GR* has been the leading periodical for garden railroading since it was established by Marc Horovitz in 1984. After selling his magazine to Kalmbach in 1996, Horovitz continued as editor of *GR* until 2018 ...

KatoUSA is developing an N scale version of a Canadian National Transcontinental train set that will include F7 A/B sets and seven cars; all in CN's black and white scheme ...

MTH plans to release an HO scale 2-8-4 Berkshire early next month, followed by Union Pacific's 3-cylinder 4-12-2 No. 9000 ...

Neil Besougloff, former editor of *Model Railroader* magazine, passed away July 26th of a heart attack. He suffered the attack while hospitalized with COVID-19 and had been recovering after having been on a respirator. Besougloff joined the editorial staff of *Classic Toy Trains* magazine in 1997. He then served as editor of *MR* until his retirement in 2017. Prior to joining Kalmbach, he had been city editor of the *Brandenton Herald*, in Brandenton, Florida ...

ScaleTrains.com has announced two new products for pre-order. The first is two different F68-series 100-ton, 68' foot long flat cars, the F68CH general purpose flat car and the F68DH heavy duty flat car. The second is an N scale model of the Union Pacific Standard Turbine, a class of 10 locomotives delivered by General Electric in 1952 and 1953. Pre-orders for both products close on August 24th ... ■



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AUGUST 2020

Due to the uncertainty surrounding the COVID-19 pandemic and its associated lockdowns, Selected Events will not be published this month. Please check back next month for future events. ■

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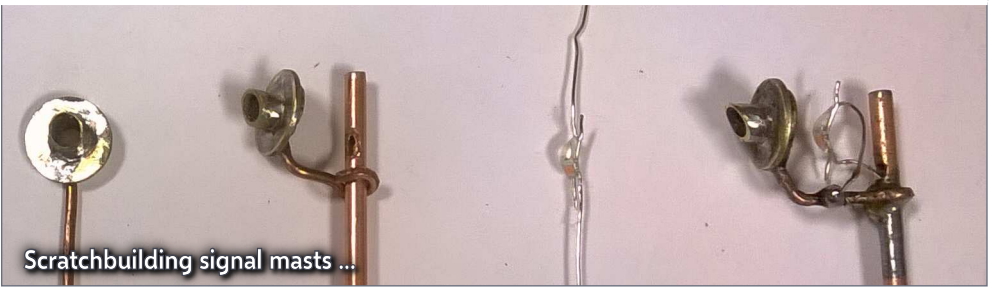
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MODEL RAILROAD HOBBYIST

Mark Juett on
**Setting up for
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A photograph of Mark Juett, a man with glasses, talking on a mobile phone. He is wearing a dark shirt and a lanyard. The background shows a model railroad layout with tracks and buildings.

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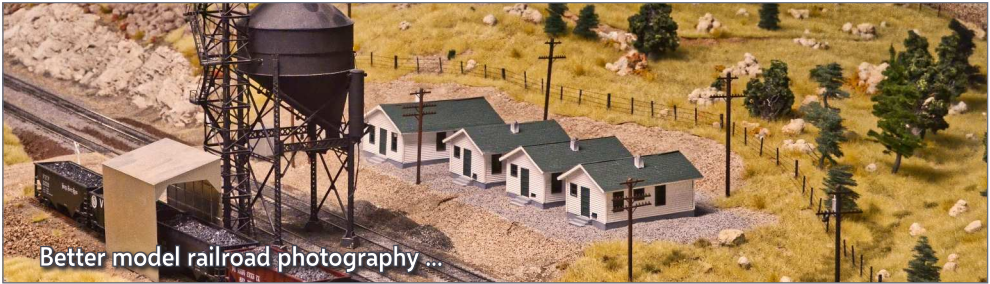
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