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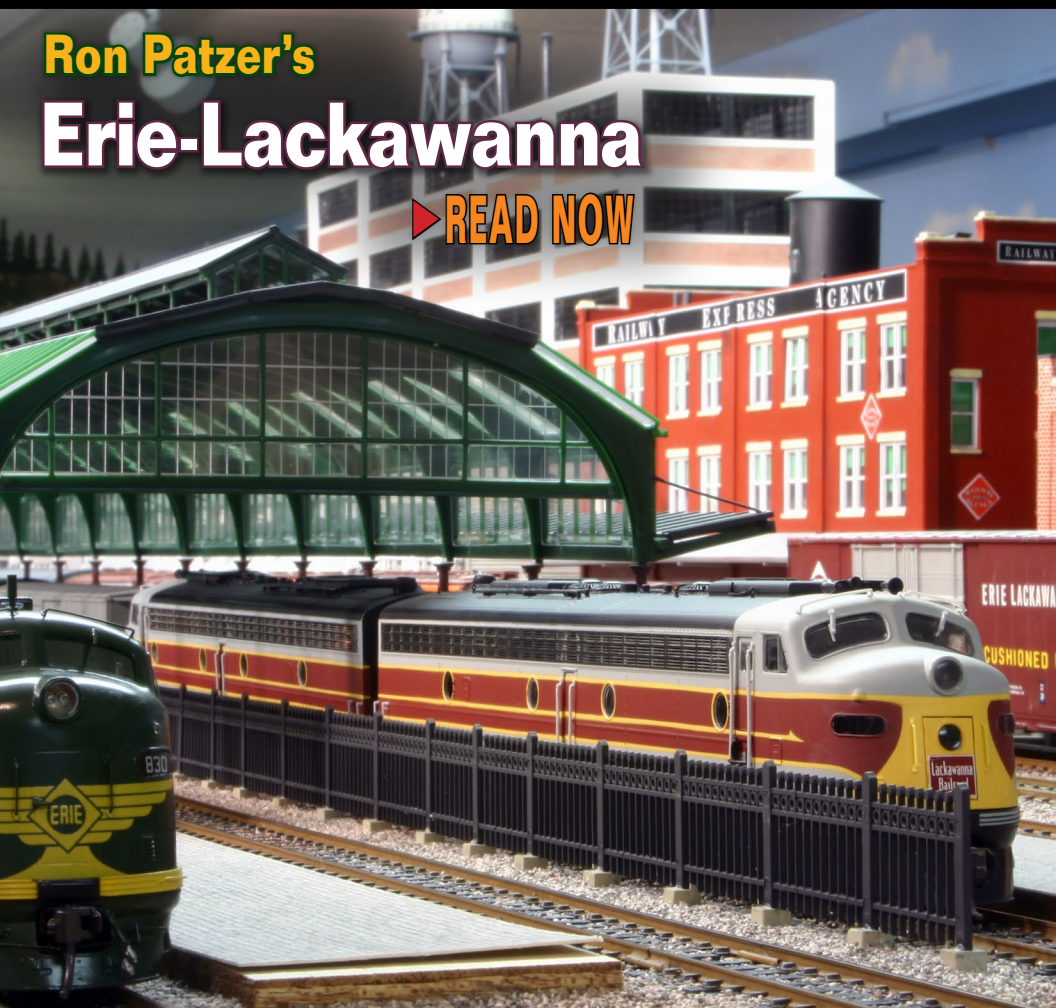
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**MRH**  
MODEL RAILROAD HOBBYIST

Model Railroad Hobbyist August 2019 | #114  
(Updated 08/01/19)



ISSN 2152-7423

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Issue password: Aug 2019

Published for the glory of God. [What's this?](#)

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Model Railroad Hobbyist | August 2019

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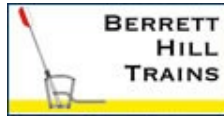
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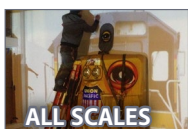
## Publisher's Musings: The shadowbox look ...

*JOE FUGATE*



## MRH Website this month: MOW equipment, and more!

*Compiled by JOE FUGATE*



## What's Neat: "Eyez on trains," HO IAIS, and more ...

*KEN PATTERSON*



## Writing for MRH

*the MRH STAFF*



## Ron Patzer's Erie-Lackawanna Railroad

*ROBERT SCHLEICHER*



## Creative layout downsizing

*TIMOTHY DUDLEY*



## Better train storage

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## Savvy Modeler online: Making sand loads

*Compiled by the MRH STAFF*



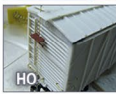
## August 2019 news and events

*RICHARD BALE and JEFF SHULTZ*

In

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EXTRA****This month ...****Buy Issue: \$2.99 >>**[store.mrhmag.com](http://store.mrhmag.com)**TABLE OF CONTENTS | RUNNING EXTRA**

August 2019

★★★★★  
**RATE THIS ISSUE****RUNNING  
EXTRA**Publisher's Welcome: Zip texturing update ...  
JOE FUGATELimited Modeler: Modeling with digital photos  
JIM SIXGetting Real: Building a see-through industry  
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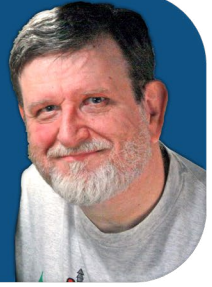


Scene and photography  
by Ken J Johnson  
Preproduction model shown





# PUBLISHER'S MUSINGS



Model Railroad Hobbyist | August 2019

**JOE FUGATE:** LAYOUT DESIGN WITH THE SHADOWBOX LOOK ...



**RATE THIS ARTICLE**

**MY SISKIYOU LINE 1 HAD ONE FEATURE I REALLY LOVED** about it: the shadowbox look. Below is an example from the Coos Bay Branch on my old Siskiyou Line 1 layout [1].

As I begin the process of building TOMA<sup>1</sup> modules for the Siskiyou Line 2 (SL2), I'm experimenting to see if I can adapt a shadowbox

1 TOMA stands for The "One Module" Approach. For more on this method of building a home layout see the August 2017 MRH: [mrhmag.com/magazine/toma-bibliography](http://mrhmag.com/magazine/toma-bibliography)



1. The "shadowbox look" of my Siskiyou Line 1 as seen at Tenmile Creek on my Coos Bay branch (now dismantled).

configuration for the module sections [2].

Recent discussions regarding my shadowbox approach for SL2 have lead me to wonder – how often are modelers using the shadowbox configuration for their layouts?

Granted, the shadowbox approach isn't one the majority of modelers take. But maybe if the shadowbox approach was better known, more modelers would opt for it. As I did some looking around, it appears the shadowbox approach may be catching on.



2. Experimental shadowbox module section of Siskiyou Line 2.

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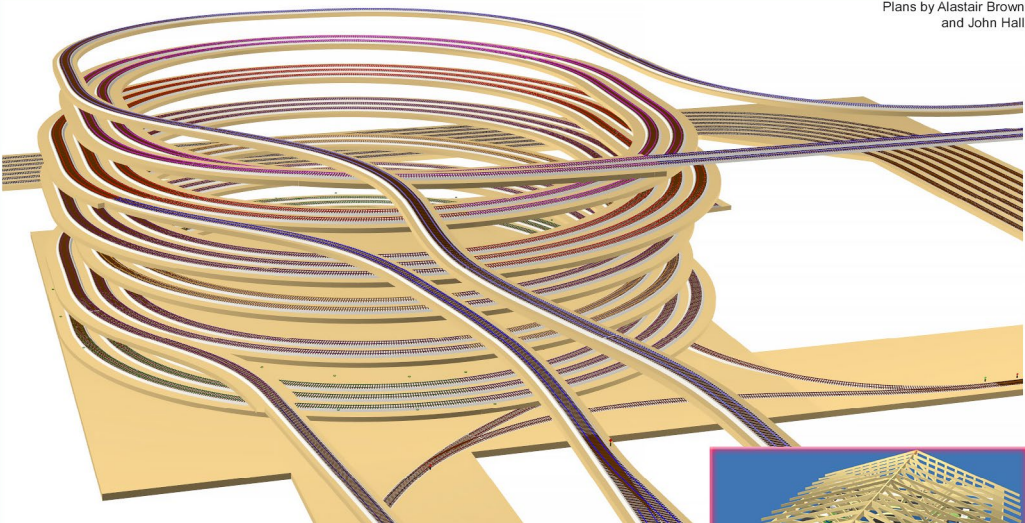
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## PUBLISHER'S MUSINGS | 3

For starters, elsewhere in this month's *MRH*, Timothy Dudley in his "Creative layout downsizing" article goes with a shadowbox configuration for his new smaller layout [3].

Next, I googled "shadowbox model railroad" and dozens of example images came up.

The shadowbox approach to doing a layout does appear to be a coming thing. Some may be concerned the "low headroom" limits your ability to work on the layout, but I've not found that to be the case. In fact, with a shadowbox modular layout section, it's easy to rotate it as needed to work on it from any direction.



3. *MRH* author Timothy Dudley's downsized shadowbox layout.

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On this page, I'm showing a number of the shadowbox layout images I found in a Google search [4]. I found dozens more besides these.

So what constitutes a shadowbox configuration?

In the purest sense, a shadowbox has a valance that does not connect to the ceiling. The photos in [4] all fit this description, so they're a true shadowbox, and that's what I generally mean when I say "shadowbox configuration."

Sometimes though, you can also use a shadowbox look with the valance attached to the ceiling. I did just that on my Siskiyou Line 1 in a number of cases.

For a ceiling-attached valance to qualify as a "shadowbox" you need to use an extra deep valance of at least 9 inches or more. In my case I often used a depth of at least 18 inches down from the ceiling as you can see in some of my shadowbox photos on the next page.



↑4. Just a few of the shadowbox layout examples I found online.

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You can see in photos [5] and [6] how using the extra-tall valance creates a deliberate shadowbox look to the layout.

These also qualify as “shadowbox” layouts even though the valance is attached to the ceiling.

On a TOMA module, as mentioned, the shadowbox configuration uses a “c” shaped cross member to add the valance to the module section. It also makes it easy to attach a back-drop to the module section.

On my Siskiyou Line 2 shadowbox benchwork, I’m extending the valance out another two inches beyond the fascia so any trains along the front of the layout remain fully lit.

Along the bottom front of the valance, I’m attaching a triangular piece of wood and then running strip lighting LEDs the length of the module section. This gives me very nice, even lighting. I’m using 3000K color temperature strips, which to me looks like sunlight on a warm summer day, and gives me an even, brightly lit scene that’s very attractive [7].



5. On my old Siskiyou Line 1, I also had areas where I deliberately dropped the valance up to 18 inches from the ceiling to create a shadowbox look as shown here.



6. Here’s another layout photo I found online that’s attaching the valance to the ceiling but uses the extra-tall valance to deliberately get a shadowbox look to the layout.



# Bowser

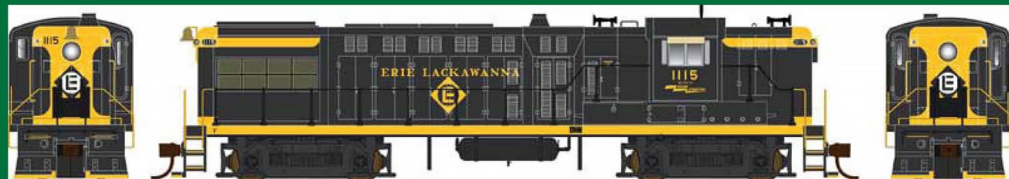
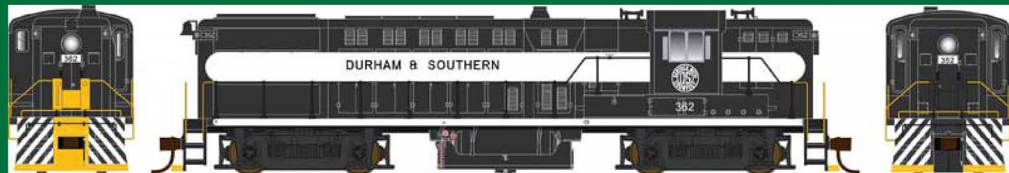
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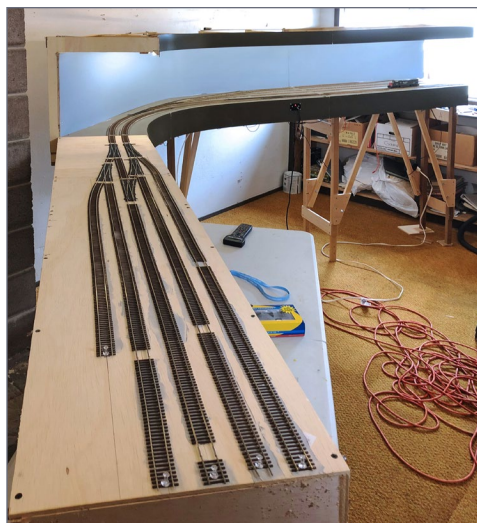
## PUBLISHER'S MUSINGS | 6

I think there's a lot to be said about the shadowbox look. To me it creates an elegant, museum-like look to your layout. And it gets the lighting down close so you need less wattage to have easy-to-see brightly lit layout scenes.

### More on ad blockers

Last month I discussed ad blockers, and the concern that blocking ads puts the MRH ad-supported business model at risk.

Well, I have some good news to report! After studying the



7. On my new SL2 TOMA modules, I'm using 3000K LED strip lighting, which I think looks great.

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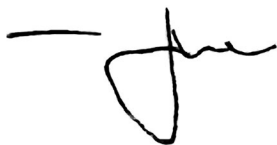


**N Scale. Click here.**

problem we found a solution. As of the July issue, ad links no longer get blocked. You can click them and they will open up a browser tab no problem!

Without getting too deep into the technical details, suffice it to say ordinary content links in the magazine text (such as to extra materials online) don't get blocked. So all we had to do was to figure out how to make ad links look like article text content links instead.

Just as the July issue was getting finalized, we changed all the ad links in the issue to use the new formatting and they're now no longer blocked. Successful ad clicks have gone up significantly, so it works. That's one for the MRH free-to-readers ad-supported business model!



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## LAST ISSUE'S RATINGS

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

**4.8** Rob Spangler's Western Pacific 8th Sub

**4.6** July 2019 news

**4.5** First Look: East Coast crossing circuit

Issue overall: **4.3**

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

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# MRH WEBSITE



THIS MONTH

Model Railroad Hobbyist | August 2019 #114

compiled by **JOE FUGATE**



**RATE THIS ARTICLE**

## Wire a Tortoise (am I making this too hard?)

Mon, 2019-07-22 22:26 — NeilEr [Track and electrical/DCC](#) [Trackwork](#) [DCC - Electrical](#)

I pre-wires a few Tortoise machines to interface with a Switch-8 and, ultimately a button board as well as JMIRI interface. There are 8 connections on the machine so one set (outermost) is to connect to the Switch-8 and the inner set are two single pole double throw switch contacts. I figured that I only needed one of make/break to send to JMIRI so picked up a 7 conductor cable at the big box.



As I wired these in place, it occurred to me that the frog power would come from the same DCC connection to the rails, right? So these three wires can remain "local" to the turnout and connected to the bus (I think). Here are a couple of pics for reference

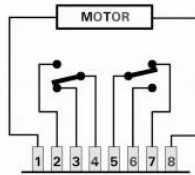
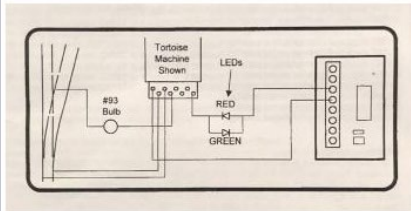


FIGURE 2.

Questions. The contacts for the frog polarity can just be connected to the bus, right?

Is the bulb a good idea or just a recommendation?

Anybody using JMIRI for the DCC's question - Will one leg of the other set of contacts be enough to tell JMIRI the switch position?

Lastly, I ordered some red LEDs for signaling, LEDs so that one route should show green when the other is red. Hope this works.

Thanks in advance!!!!

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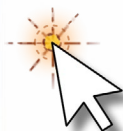
1. MRH forum member **NeilEr** revisits Tortoise wiring with some great questions. The discussion that ensues brings up some excellent considerations using wiring tricks we now have available in 2019.

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

Caught the Big Boy coming into west Chicago yesterday boy is she(he?) a beauty

Sat, 2019-07-27 09:57 — trainmaster247

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more pictures and video to come later. I had the perfect spot right on the middle platform that it came by.

2. If you're a fan of the newly operational UP Big Boy steamer, then check out *trainmaster247's* blog. He's drawn in some nice photos and videos of this impressive locomotive ...



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Joe Fugate,  
Publisher/Editor  
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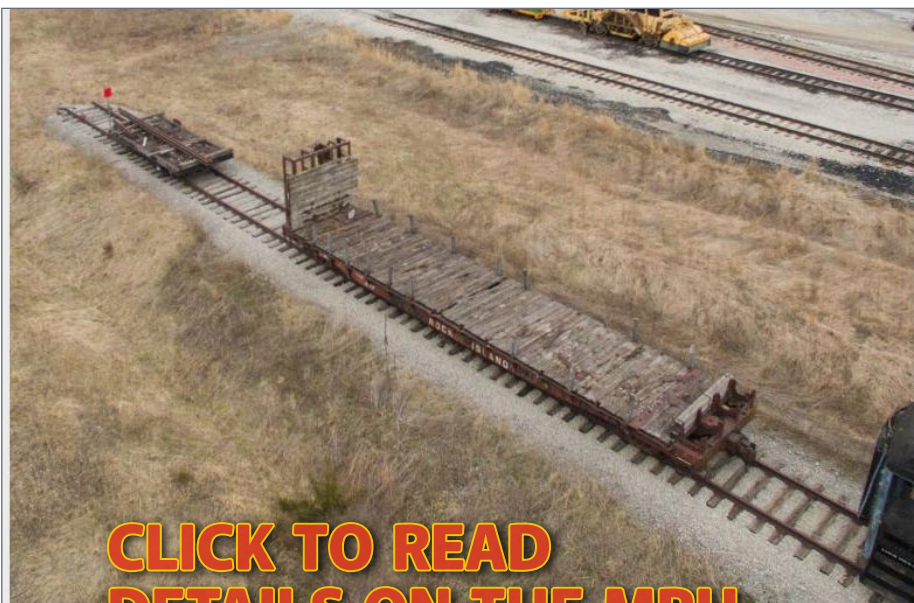


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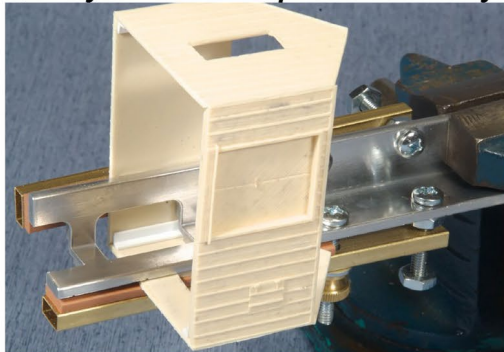


3. MRH forum regular *IAISfan* posted dozens of great photos of MOW cars including aerial views – priceless if you’re looking for reference photos on car weathering patterns ...

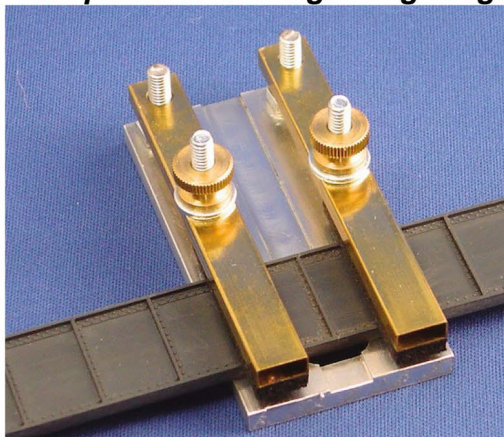
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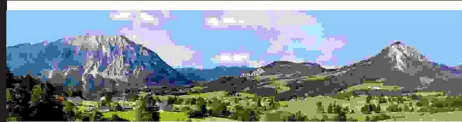
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## Freight Cars for "Mortals"

Fri, 2013-06-14 07:56 — James Six Locos - Rolling stock (general)

This BLOG is the standards that I created for my freight car fleet. It is not about NMRA or anyone else's standards. Just mine. I am just sharing what I am doing. That said, everyone is invited to discuss and question what I am doing. You are also invited to tell us about your freight car standards.



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James Six's blog 64049 reads not spam (1) mark as spam

Comments

Glad you brought this topic back

Fri, 2013-06-14 07:58 — kcsphil1

I think fleet standards (for even small switching layouts) is an excellent idea. It not only helps create the look a modeler is aiming for - it can help create budget room too.

**Philip H. Chief Everything Officer Baton Rouge Southern Railroad, Mount Rainier Div.**

*"You can't just 'Field of Dreams' it... not matter how James Earl Jones your voice is..." ~ my wife*

delete edit reply Ban IP not spam (1) mark as spam



Thanks

Fri, 2013-06-14 08:51 — numbersmgr

4. This is an older thread by Jim Six but it was recently resurrected with fresh questions and discussion, so go check it out. This has some practical but still eye-popping modeling being discussed ...

Weekly Photo Fun - Sun 28 Aug 8, 2019

Sun, 2019-07-28 07:42 — JC Shall Modeling general discussion Photo inspiration

It's another week... post 'em if you got 'em

-Jack



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DETAILS ON THE MRH  
WEBSITE ...**



*new*

## Waiting for rail traffic.....

Sun, 2019-07-28 12:22 — Free-Mo Tim



While waiting for the next train, I took a "background" pictures on Jerry Jordak's PC New Castle, PA railroad.

My blog: <https://model-railroad-hobbyist.com/node/21964>

My YouTube channel: <https://www.youtube.com/user/wfreemo2006>

5. The Weekly Photo Fun thread remains a favorite, with some great modeling and photography posted. Click this page and go have a look!



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# WHAT'S NEAT

column



Model Railroad Hobbyist | August 2019 | #114

THIS MONTH WITH **KEN PATTERSON** ON  
"WHAT'S NEAT": ...



**RATE THIS ARTICLE**

- Artist Peat Wollaeger talks about "Eyez on Trains"
- See a museum layout for kids in Kirkwood, Missouri
- Hear about Joe Atkinson's HO Iowa Interstate Railroad
- Michelle Kempema visits the Trainland store in New York



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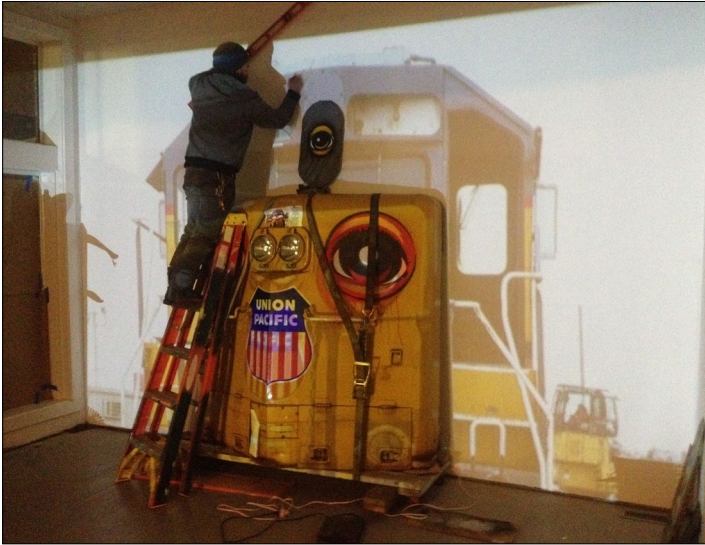


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## Eyez on trains



1. (Left) Peat Wollaeger applies his stencil and graffiti artistry to scrapped parts from full-size locomotives.

Peat “Eyez” Wollaeger is an internationally known stenSOUL artist known for a signature eye. He puts it out on the streets to wake up the world. He started painting eyes on trains many years ago. A scrapper was following Peat on Instagram and he said, “Peat, would you like to come to my scrap yard? I’m scrapping full-size locomotives.”

To graffiti artists, to paint a full size locomotive is a dream. So Peat said “of course,” and it spawned his entire sequence of going to the scrap yard week after week and painting trains – and then essentially picking them up and using them as his canvas for an exhibition at a gallery in the St. Louis area.


Peat said the project came to him at the right time. “Most of these trains are being scrapped, they’re being melted down, they’ve traveled millions of miles across America and ultimately are worth more as scrap metal than as a train on the tracks. Part



## 2. A mural project in Indianapolis led Wollaeger to produce separate panels with a freight car theme.

of me doing the show is to save those trains and to also kind of be the mortician, you know, the mortician to the trains before they die to really just give them a face and identity. Just to give them their final farewell.”

The show at Hoffman LaChance Gallery was a year and a half in the making, with a lot of just figuring out how to get from A to Z. A friend of Peat’s named Eddie Bauer went and picked up a loco nose from the scrap yard, brought it to his art studio and then brought that nose from the studio into the gallery. That was quite an undertaking!



**COOL SUPERGLUE TRICKS**  
JOE FUGATE shares some little-known expert superglue tricks that may surprise you.

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### 3. Even small parts of locomotives are big and heavy, and take special handling to go from scrap yard to studio to gallery.

He also created a massive mural in Indianapolis. The only stipulation was that the sponsors wanted a mural with positive messages.

“So I get to this wall and I’m looking at it and it’s this really, it’s really wide and short and there’s 40 of them all separated,” Peat explained. “And I’m like, man, those sure look like box cars. So each logo on the train, which I have carried over now to my show, has positive messages. Like instead of the Frisco logo, it says ‘forgive’ and it’s the biggest mural now in Indianapolis. If you want to see that, the hashtag is #MononLoveTrain.”

Before this project, Peat “never really got into the model world. One thing I wanted to show is a miniature version of the scrap

yard. So I've been going to all these train shows, been meeting all the foamers."

The key people for this show, who were the drive and the motivation for it were Nick Pistone, who owns the scrap yard. Peat's friend Irene who was part of it from the beginning. She insisted they check out the scrap yard and was the drive to getting the whole train thing going. The third is Eddie Bauer, a longtime friend, who moved the loco from yard to studio to gallery. Then there's his assistant Cam, a neighborhood fellow who's been there a lot. The last person was Will Remell, a very great artist who helped figure out how to get it all done.

"It's been an amazing opportunity. I don't think I'd ever have something like this fall in my lap again, Peat said. "You never know. But it's just like one of the scenarios where I've got to see this through. So if you know anybody who wants a special train display in their city, this could be a pretty impressive show. Let's take this train display back to the cities. The display has already traveled to one. It could be pretty awesome."



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*what's neat in model railroading* **MRH**  
**August 2019 show**

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## Joe Atkinson's Iowa Interstate



**4. Iowa Interstate's mid-American vibe looked like a model-able proposition to Joe Atkinson.**

Modeling a nearby prototype let Joe Atkinson photograph and measure signature scenes and structures. A long-time modeler who started with N scale and Tyco models, he first got interested in the Union Pacific but then was drawn to the Iowa Interstate's lineup of older diesels.

"I thought I could have the best of both worlds with more variety," Joe says. "I have a nice mix of older power and that's really



**DEVELOPING A SIGNATURE SCENE**  
JOE ATKINSON shows how he selected and developed this signature scene on his Iowa Interstate Railroad.

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## 5. Atkinson tested his skills on small bridges before taking on a large one.

how it started out. The fact that the Iowa Interstate has a ton of super friendly employees means that there's a lot of great information available and that certainly encouraged me in that direction as well."

Most of the track on his railroad is hand-laid. "I'd say maybe 85 - 90%. The only exceptions were areas where the track was deeper into a scene. I wasn't able to lean in far enough to be able to eyeball it and handlay."

Operations are easy to model. Once trains reach Council Bluffs, they are broken down and would serve the local customers. They make interchange moves with the UP and BNSF before they turn around and build the outbound eastbound train that evening.

One of his special interests is building bridges, and it has caused some anxiety. "It really scared me for a number of years. The idea



## 6. Switch locks can be unlocked with a modified uncoupling tool.

of cutting my main line and just everything involved with that in order to build a bridge. But I just worked my way around the room. I started with the most simple examples of bridges on the prototype and worked my way up. This last one took me a long time, but it's just one of those things where no one step was particularly complicated. It was just a matter of stringing all those steps together and pushing through."

Joe was an early adopter of the ProtoThrottle from Iowa Scaled Engineering: "The good folks at Iowa Scaled Engineering were kind enough to let me beta test the ProtoThrottle. I have just had a blast with it. Honestly, I would say it is right up there with introduction of sound itself as far as the impact it has had on my enjoyment of hobby, of layout operations, and just the hobby in general. I think it has been a complete game changer for me.





## 7. Rolling hills with frequent creeks and tree lines bring out the Iowa scenery.

“I think the very first time I picked it up, I was operating with it for about 20 minutes and when I went back and did something with my old knob throttle and it just felt so wrong. It was that much of a major shift in my mindset in such a short time.”

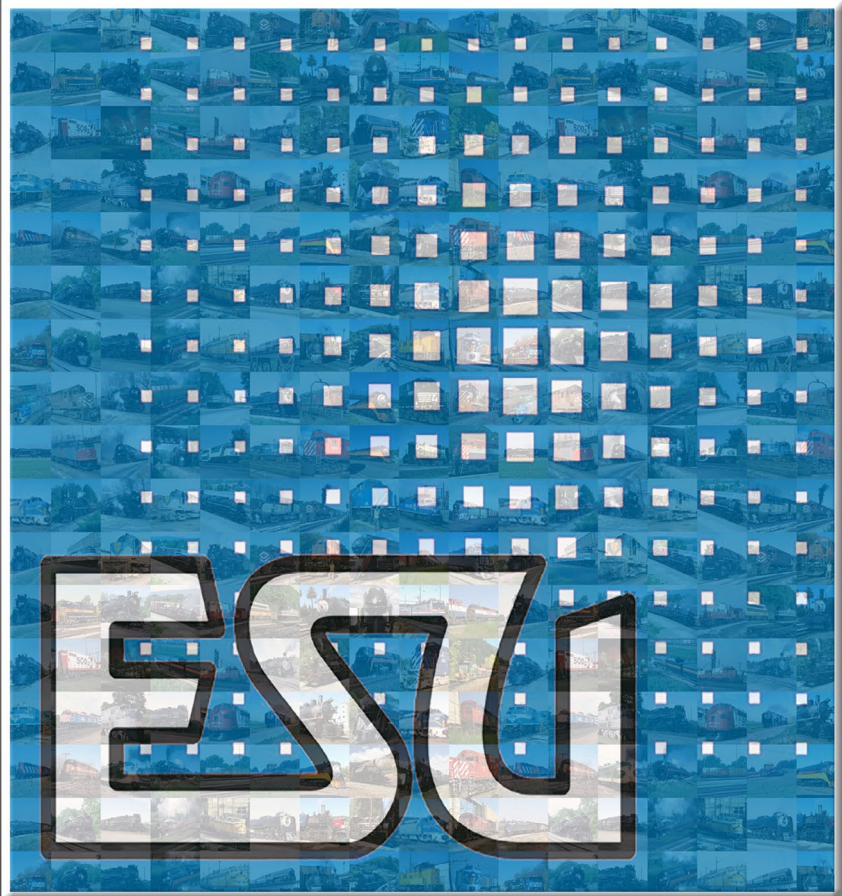
“I operated with really high momentum and braking and things like that before the ProtoThrottle but this has just made it that much more enjoyable. The shift to thinking in actual notches, just like the prototype engineers, it’s been surprising to me just how much that has helped draw me into the prototype world and in my thinking as I operate.”

Part of his goal has been to incorporate the day-to-day work of a crew on a regional railroad.

“I decided to finally jump in and add locks to all of my main line turnouts just as the prototype does. I’d been seeing people for

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many years, Lance Mindheim, James McNab, and others who had been using switch locks. I hesitated because I thought the work of actually unlocking the turnout would be kind of cumbersome when I'm operating alone. But once I actually dove in and tried it, I thought that much like the ProtoThrottle, the use of the locks actually added a lot to operations and really brought my thinking into the prototype world."

### The Magic House



8. The double deck railroad in The Magic House at the St. Louis Children's Museum is mounted low so all of the visitors can see what's going on.



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NOW >>**

A special part of The Magic House in the St. Louis Children's Museum is a two-level HO layout built and donated by Bill Cansfield. It originally represented Colorado in the 1950s, but curator James Regier and his helpers have added the Kirkwood, Missouri, station and labeled some buildings to match St Louis area sites.

Bill kind of stumbled into the job. He was visiting with his daughter and had seen flyers in hobby shops asking for volunteers. By the time Bill reached them, the museum people had pretty much given up on volunteers and were ready to hire someone who would make a commitment to maintaining and improving the railroad.

The railroad fills a 16 by 20 foot space and runs seven days a week for as many as six hours a day. Bill fine-tuned the stock to NMRA standards for wheels and couplers and uses mostly Athearn locomotives because of their reliability. Special features added to the display, like whistle buttons, let children interact with the railroad.

The system also has top and bottom reversing loops that get connected by a spiral.



9. The railroad gives kids a sense of the open country traveled by railroads and the stations they serve.

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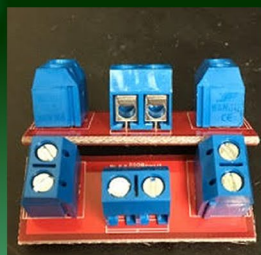
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## Trainland



**10. Michelle Kempema and Ken Bianco Jr. talk about the Trainland store on Long Island and the Trainworld shop in Brooklyn.**

Michelle Kempema took a look at the jam-packed Trainland retail store, a family business in Lynbrook on Long Island in New York. Ken Bianco Jr.'s grandfather started the business.

Ken's grandfather was a beautician who cut people's hair and went on these award shows. One year he got a train set for his kids and the train set actually became worth more than what he paid for it. So he took the train set away from them, sold it, got them another train set and the same thing happened.

So after that he started giving out free haircuts for trains -- bring in your old trains and we'll give you a free haircut. It started from his basement and then he opened up a shop. It has grown to become Trainworld, the mail order store, and now Trainland

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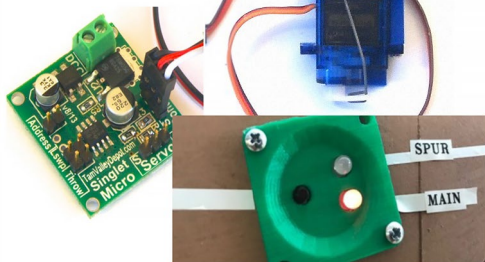
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## 11. Loaded shelves and operating displays help draw train shoppers into Trainland on Long Island.

retail stores. Ken, his dad, his cousin Anthony, and his cousin Phil are all involved. Mail-order has taken over and now internet orders dominate.

Layouts in the store let people see how all the parts in the different scales can go together. The best success is when the families and kids can be interactive,” Ken says. “So they come into the shop and the kids are seeing trains and they want to grab it, they want to touch it. We let them use the remote controls. We have iPads. They can run them with their phones now. The technology has gotten so advanced and developed. Seeing a kid running the train back and forth is priceless.”

“For the general public, when people come in and want a starter set, Lionel is by far is the name they know. The first thing they

say, “Oh my father had it when he was a kid!” Ken said. “So that’s like the biggest recognition that we have. And, by far the general public coming in is Lionel’s game.

Michelle reached the shop from Times Square via subway, the Long Island Railroad, and a short walk. If you want to visit this store, and you’re anywhere near New York, it’s an easy place to get to.

There’s online ordering at [www.trainworld.com](http://www.trainworld.com). Trainland is at 293 Sunrise Hwy, Lynbrook, NY. See [www.trainworld.com](http://www.trainworld.com) for times. ✓



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# Writing for MRH

Model Railroad Hobbyist | August 2019 | #114



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**MRH STAFF:** The definitive guide to writing articles for publication ...

**IF YOU'VE EVER THOUGHT ABOUT WRITING FOR MRH** or any other hobby publication, here's the complete guide for budding authors.

## What matters most

Before we delve into the details, let's talk general philosophy first.

[MRHMAG.COM](http://MRHMAG.COM)

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Writing a good article on a model railroading topic isn't too hard as long as you keep in mind some things that publishers look for. We show you the ropes in this article.

We'll cut to the chase: photos make or break your article. If your photos are in focus, well lit, and fill the frame with the subject, you're already a leg up on most article submissions.

Think about it – we have copy editors on staff who can edit your text to make you sound good. As long as you can write a decent email or forum post, you likely have the needed text writing skills. Text editing in a word processor isn't that hard for us to do.

But photos are a different story. Poorly composed, poorly lit, or blurry photos can't be fixed. Photoshop and the like are great tools, but they can't save bad photos. Sorry.

These days, photos made by your smartphone or tablet can pass muster for publication – provided you review the photo by zooming in and checking the focus before you give it the thumbs up.

It's all too easy to look at a photo thumbnail, think “that looks great,” and then move on to taking a photo of the next step [1].

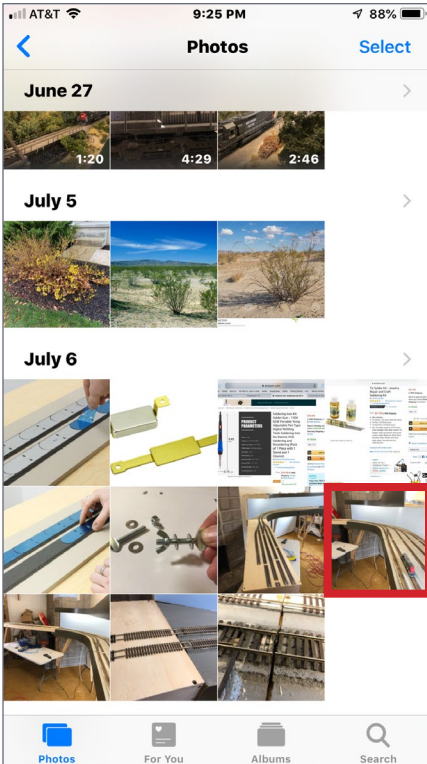
When you're all done and review the photos full-sized, you may find photos that looked decent as a thumbnail look blurry when viewed full screen! But it's too late now because the model is done and you can't go back and photograph that unpainted under-construction model again! Uh-oh ...

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the ads in MRH!**

*So, stop and zoom in on each photo as you go – if it's not in crisp focus, take another sharp photo of the step before moving on.*

## About the text

Even though photos matter the most in a submission, you can do things with your text to make publishing it as an article much easier.



1. This photo (outlined in red on the left) looks fine as a thumbnail on my phone. But when I select the photo and pinch zoom in to look at it closely (on the right), it's badly blurred and *unusable for publication*. Sadly, more than a few article submissions include blurry photos such as these because the modeler didn't stop and zoom in to check the focus!



J. Fugate

## ARTICLES WE NEED

Now that we're publishing both MRH and Running Extra, we're consuming more articles than ever. We need more articles!

First, we can always use more articles on electrical topics, DCC, or scenery. To maintain balance in each issue, we aim to include something on at least one or more of those subject areas because they're extremely popular with our readers. Note we consider weathering articles to be "scenery" since that's more about putting the final finish on a model that's going into a scene.

Next, we need articles on kitbashing or detailing structures, rolling stock, and locos. We especially like these if they're steam era or in a scale besides HO.

We can also use articles on building bridges, tuning turn-outs, and even topics like layout maintenance. Anything that's what we call "seldom covered in the trenches" how-to topics will be welcome as submissions.

We like articles of all lengths, but we especially like shorter stories that have a very specific focus and can be told in less than 800 words and six or seven images.

Readers *read our articles on a screen*, and there are some special considerations to make reading on a screen easier. The same ideas work in paper magazine articles too.

First, keep your paragraphs short. One to three sentences are ideal. Explain one idea or step, and move on to the next paragraph. Even single sentence paragraphs work fine. Don't be afraid to use them.

A single sentence paragraph adds punch to your article!

Second, use a conversational style for your writing. Write as if we're sitting across the table and you're telling us what you did. It's easier to read conversational prose on a screen.

**“Use a conversational style for your writing. Write as if we’re sitting across the table and you’re telling us what you did.”**

Watch out for the major enemy of conversational writing: the passive voice. Unfortunately, passive voice writing has been taught in school as sounding more “academic.” For how-to model railroading articles, passive writing makes it a lot harder to follow the steps.

What's an example of passive voice?

*Passive:* The man was bit by the dog.

*Active:* The dog bit the man.

One big problem with passive is it's easy to leave out the object doing the action, further obscuring what's going on.

*Passive:* The man was bit.

*Who did the action?* Ironically, passive writing is popular in business and government because it avoids calling out the one to blame for the action!

Writing in a conversational active voice works much better to create a little movie in your head of the action, making it far easier to follow. Passive voice, especially passive without the object doing the action, leaves a bit of a question mark. Don't use passive voice when writing for hobby publications!



The secret to writing in active voice is to make sure you name the one doing the action up front. Busting up complex passive voice sentences into more than one simple active voice sentence makes things a lot easier to follow.

Here's an example of passive writing from a recent article submission:

*Additional bracing was added to the Homasote splines to ensure they retained their position on both ends once the portion being replaced by the bridge was cut away.*

Here's our active voice rewrite:

*First, I added additional bracing to the Homasote spline roadbed beyond the cut marks to keep it from accidentally shifting later when cut. Then I cut away the roadbed being replaced by the bridge.*

Notice that our rewrite simplifies each step to create a little movie you can see in your head. That makes it easier for readers to follow the how-to process – and it's the active voice that helps you do that better.

### Why bother?

If our copy editors can make your text sound good, why bother with all this shorter paragraphs and active voice stuff?

One simple reason: payment.

Authors that submit articles that are ready to go and need little cleanup get top payment. If you make us work a lot harder to get your article ready to publish, then we will reduce your payment rate accordingly.

Remember, we're the customer in this transaction! You're selling your work to us, so in that sense you're no different than a plumber or a mechanic doing work for us. Quality work brings top dollar.

Home / Guidelines for writers / MRH basic style tips

## Guidelines for writers / MRH basic style tips

MRH

### MRH basic style tips

Use this guide to answer style questions when writing for *Model Railroad Hobbyist* magazine.

#### Writing

- Make life easy for readers. Use simple, straightforward sentences.
- Use active verbs when possible.
- If you introduce technical terms or obscure references, add a line or two of explanation.
- In most cases, two or three simple sentences are easier to understand than one long one.
- Long sentences are difficult to read. If you are expressing two separate ideas in one long sentence, rewrite it into two shorter ones.
- Keep paragraphs short, with two to four short sentences being optimum. One-sentence paragraphs are sometimes okay, especially if the sentence is longer.
- Read your writing aloud to hear if it sounds conversational.

#### Words

Dictionaries lag common word use. Merriam-Webster's free site at [www.merriam-webster.com/](http://www.merriam-webster.com/) reflects mainstream U.S. practice, is frequently updated, and is always available. MRH editors follow grammar and punctuation rules in *The Yahoo Style Guide* (2010). If you don't find an answer to a question on this sheet, check the Yahoo guide.

Check your writing to be sure a term is used and spelled consistently throughout the document. A good rule is, "first be sure you're right, then be sure you're consistent."

Spellcheck is not a model railroader and does not know many of our special words. If you are not certain about the spelling of a model railroad or railroading word, check hobby publications, the word lists below, or use Google to search manufacturer and retailer websites.

joef

- Get current issue
- Running Extra
- Recent posts
- Recent posts by type
- Make a web post
- Blogs
- Discussion forums
- Community
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- Log out

#### Recent blog posts

- Kansas City to Lawrence - Union Pacific and Kansas City Kaw Valley And Western - Summer 1954-Plus KCPS Streetcar Elevated
- 2019 National Train Show - Youth in the Hobby
- OP session #16 and a couple of guests.
- Seaboard Central - Introduction to Operations
- Ballast Hopper Interiors
- Two more layout decisions to make.

2. To assist you in writing an article, we provide these basic style tips. You can find this helpful guide, along with other author resources, under the Author's menu on the MRH website. We've also included this guide in this month's bonus downloads as part of the special Authors' package to go with this article.

If two articles on the same topic come in – one is ready to go and the other needs a lot of work to get it ready for publication – guess which one we will buy? Guess which one will get top dollar?

Always keep that in mind – we're the customer, and as the customer we appreciate a well assembled, spell-checked, and grammatically correct article. Plus, we're more likely to buy the work if it's been well done.

Like in any business transaction where you're looking to sell something to a customer, put your best foot forward and do your best work. You will be rewarded accordingly!

### Consistency

If you can use consistent terminology in your writing, that's a big help and will tender you a more generous article payment.

For example, is it xacto or X-Acto? Is it dull coat, or Dullcote? And is it box car, or boxcar?

As an easy reference, we offer our free MRH Author's style guide: [mrhmag.com/authors/style-guide-doc](http://mrhmag.com/authors/style-guide-doc).

We are including the style tips as a part of the Author's bonus download package in this issue's bonus extras.

**[Get the Authors' bonus extra now!](#)**

### Composing your article

Use a word processor such as Microsoft Word to compose your article. Free open source word processors such as Open Office or Libre Office work as well. Here are links to the free word processors we mentioned:

**Open Office:** [openoffice.org](http://openoffice.org)

**Libre Office:** [libreoffice.org](http://libreoffice.org) \*\*\*editors' choice\*\*\*

Write your article with simple single column formatting. Please don't try to get fancy with multiple columns or use clever formatting. Everything will have to be changed to fit on our pages.

Use the simple Arial type face for the title, authoring subtitle, and for any section headings. Use Arial bold for captions. Here is how we like to see the title and subtitle work:

## **Building a cool model**

**Joe Fugate** constructs the coolest model ever ...

Give your article a simple title and make it bold, then put your name underneath to lead the subtitle in bold. Make the rest of your article subtitle non-bold.



J. Fugate

### **AVOID CLEVER TITLES**

Please don't get clever or cute with your title or subtitle. For example, one author did an article for us on kitbashing some model cranes (the kind with a cab, boom, cables, and a hook) and animating them, but he titled it, "A flock of cranes." We changed it to "How to model working cranes" to make it easy for search engines to find.

Cute or clever titles can obscure the clear topic of an article for the search engines like Google. "A flock of cranes" will lead a lot of Audubon Society folks to this article – which is not what we want!

Use simple Times Roman for the body text.

Insert your images inline into your text where you feel they belong in the flow of the text, and put captions underneath using a bold font like Arial. See [3] for an example.

Number your captions like this: **1. Xxx 2. Xxx** and so on. Refer to your captions in your text using brackets, like [1] or [2]. Also keep a separate full resolution copy of your image and name it p-01.jpg, p-02.jpg and so on.

When you're writing your text, remember to make good use of lists and subsection headings. This breaks up the text and makes it much easier to read.

For instance, here is a simplified example:

“I assembled all the parts I would need to build this model, such as the styrene sheet, styrene rod, pieces of wire, and cast parts from Details West.”

Instead, use a list:

I assembled all the parts I would need to build this model:

- Styrene sheet
- Styrene rod
- Pieces of wire
- Cast parts from Details West

Bulleted or numbered lists are easier to read and they're easier to remember.

Adding frequent subsection titles helps break up the big gray wall of text and makes the article easier for readers to refer to later.

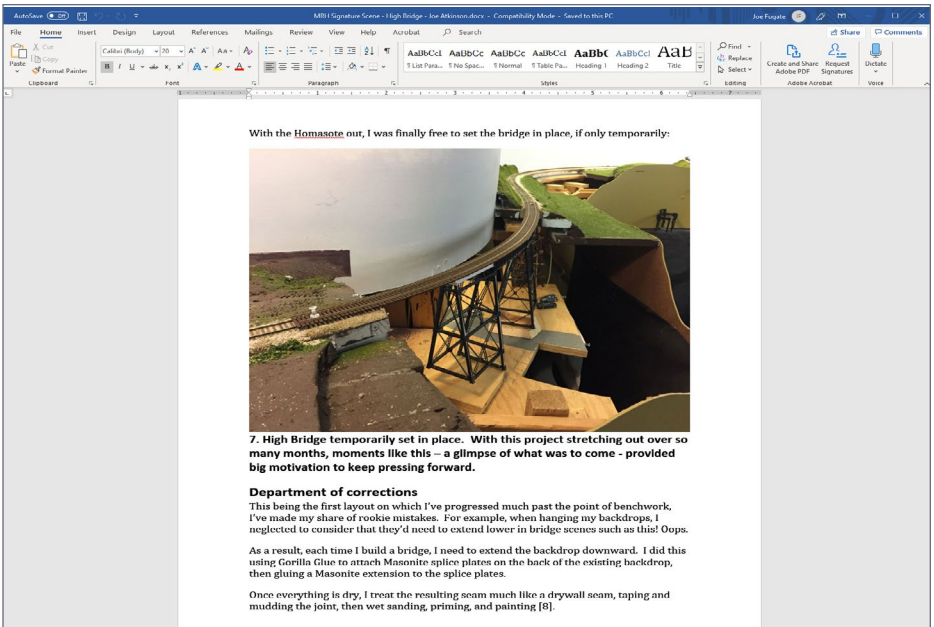


J. Brugger

## A WORD ABOUT PICTURES

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3. Joe Atkinson submitted his “Signature scene” article (in the August issue of Running Extra) using a Microsoft Word format. He placed his images inline in the text with the captions below them as shown here. This is how we prefer you format your article: with the images included inline and the captions immediately following using a sans serif bold text like Arial.

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**Include full resolution images separately as well:** You included all your images inline in your text document, but those may not come across at full resolution. We prefer you also put all the original full-sized images (at least 3600 x 2400 pixels if possible) into a folder.

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Finally, use a zip program to package the article folder, the assets subfolder, and all its contents into a single zip file you can upload.

If you don't know how to make a zip file, you can find step-by-step instructions here: [Windows](#) or [Mac](#). Zipping should be built into your computer. If you need a free zip utility that runs on Windows, Macs, and Linux machines, check out [Zipcreator](#).

### Submitting your article

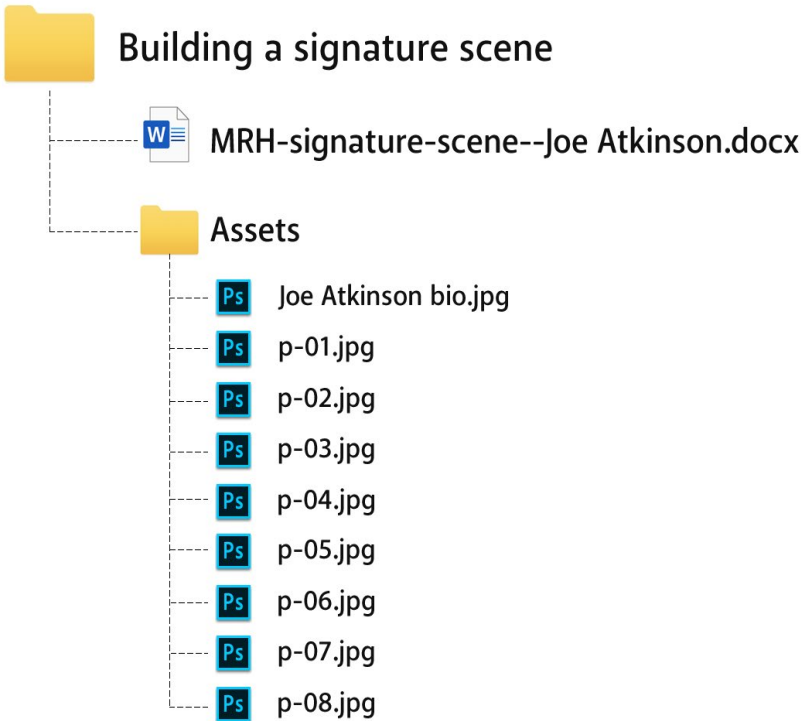
Once you have packaged everything into a single zip file, then you need to submit your article. Articles with full resolution images in them can get large in a hurry, so you need to post your zip file on a file sharing service and then send us the share link.

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4. Use this folder structure for your article submissions. Create a top-level folder named for your article, then within it put your article in docx, odt, or PDF format. Then add an Assets folder and put all your images and diagrams inside that folder. Note the images are also included inline in your article so we can see about where you expect them to come in the article text flow. Once you have everything assembled into this structure, then zip up the top level folder to create a single zip file you can upload and share with us.

This form also includes reminders of critical information we need such as a bio, mug shot, and a phone number in case our emails to you keep going to your spam folder.

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5. In the bonus downloads, we provide an actual submission package example using the *Signature scenes* article by Joe Atkinson. You can download it, unzip it, and see exactly what a good article submission looks like!

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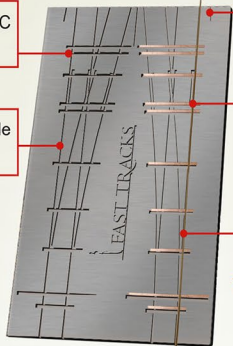


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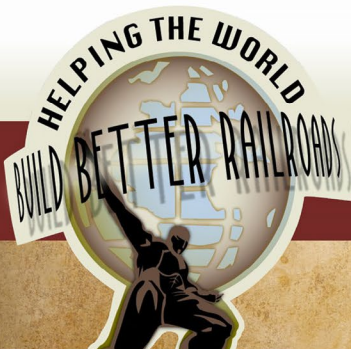
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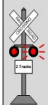
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# *Ron Patzer's* Erie- Lackawanna Railroad

**ROBERT SCHLEICHER** *VISITED THIS  
PROTOTYPE-BASED LAYOUT SET IN THE EARLY  
1970s ...*



**RATE THIS ARTICLE**

1. This signature scene on Ron Patzer's Delaware, Lackawanna and Western Railroad is the Tunkhannock Viaduct, scratchbuilt from cardstock.

★ ★ ★ ★ ★  
**RATE THIS ARTICLE**

**RON PATZER’S LAYOUT INCORPORATED MAJOR** portions of the original Erie Railroad and the Delaware, Lackawanna & Western Railroad that merged into the Erie-Lackawanna on October 17, 1960. On April 1, 1976 the Erie-Lackawanna disappeared under the Conrail blanket.

That got me excited about trains. “My dream was always to have a model railroad of sorts – it started out with me being able to



2. The Tunkhannock Viaduct greeted visitors to the layout and immediately set the northeastern Pennsylvania theme.



3. Oswego is in the foreground with the Binghamton yard and station in the far distance and the Susquehanna yard in the left middle distance.

build in this basement. This is the home where I grew up. So I've had trains in here literally my entire life.”

Ron planned his 27 x 47-foot layout so the parallel Erie and DL&W main lines could be operated. It gave him the option of running “pure” Erie, “pure” DL&W trains, or later Erie-Lackawanna trains. Hidden reverse loops with four tracks at the Buffalo and Hoboken ends of the DL&W and at the Jersey City and Chicago ends of the Erie let Ron operate all the trains on both railroads’ 1960 or earlier timetables.

The layout included reasonable compressions of the massive Susquehanna, Binghamton and Port Jervis yards with enough

“country” to feature both the spectacular Starrucca stone and Tunkhannock cast-concrete viaducts. He was also able to model the Pennsylvania Railroad’s Elmira branch line to the mines.

The benchwork was traditional open grid L-girder with ½-inch plywood subroadbed and Homasote roadbed supporting Atlas track, with Code 100 rail on the main lines and code 83 on the yards and sidings.

## Why this railroad

Ron started as a Pennsy modeler but a visit to Steamtown in Scranton, Pennsylvania introduced him to the Erie-Lackawanna’s E-unit diesel in maroon and gray. He fell in love with those colors and discovered that the E-L routes were near his home so he joined the Erie-Lackawanna Historical Society.

Ron felt that there were just too many folks modeling the Pennsy but found room on his layout for a connecting Pennsylvania Railroad line to Elmira, New York. He recreated the Erie from Jersey City to Chicago, and the Lackawanna from Hoboken to Buffalo.

The two railroads ran side-by-side through Binghamton in the real world and on his layout.

For Ron, these scenes lay within 200 miles of his home. He chose 1971 because it allowed him the options of operating Erie, DL&W or E-L as well as Pennsy. Penn Central operated from 1968-1976.

He ran with what these real railroads did, using their timetables. Virtually all of the trains that operated in the area were recreated during a full operating session.

Ron included the Pennsylvania Railroad’s Elmira Branch for its coal traffic. In the real world, it ran from Williamsport, Pennsylvania to Elmira, New York, where the Erie and Lackawanna interchanged.





## 4. Scranton is located on its own peninsula

### Design factors

The Erie and the Erie-Lackawanna were good customers for large box cars and oversize loads because the original railroad was built to 6-foot broad gauge and had generous clearances for hi-cube box cars a century later. The Erie was a preferred route for shipping large loads like transformers.

Three helixes on the layout brought the tracks up from the lower level to the upper level (see diagrams at end of story) where the tall Starrucca and Tunkhannock viaducts are located, and they add running time to help match the timetable.

The stone and brick mills and warehouses at Binghamton and the coal tipples on the Elmira Branch define the industries

that made the railroads successful. The Starrucca stone and Tunkhannock cast-concrete viaducts are unique to the Erie and the Lackawanna.

## Locomotive roster

Ron bought what he could get. Fortunately, Atlas has made replicas of most of the E-L diesels in the proper paint schemes, including the Train Masters, C425 and C424s, and the road switchers. Proto has the E units.

Lackawanna 4-8-4s were called Poconos and have been offered in brass. Broadway Limited has offered replicas of the USRA Light 2-8-2. Bachmann Spectrum has the Erie 2-10-0 and Proto 2000 a replica of the 0-8-0.



5. Port Jervis yard sits on the left with Buck Horn mine on the Pennsylvania Railroad's Elmira line on the upper right.



6. The Starrucca Viaduct is in the far upper left with the Port Jervis yard throat in the lower right.



7. The Pennsylvania Railroad's Elmira line dominates this aisle with mines on the left and the right.

## Freight car fleet

Oswego on Lake Ontario was a major port for ships carrying coal from Canada destined for the northeast. Jervis Point also had huge a coal-unloading facility so there is a need to have solid trains of hoppers running loaded east and empty west. Ron had two 55 car trains routed from docks to Chicago and south.

*Note: After several years of enjoyment and with a house move looming, Ron dismantled his Erie-Lackawanna layout (which he called “My Stoney Creek railroad”) late in 2016.*



8. The Binghamton yard throat is in the far right. The track curving into the lower left corner is the beginning of Pennsy Elmira line. The single track leading into the tunnel at the left is the DL&W mainline that hugs the wall and eventually crosses the Delaware River bridge. The three tracks in the upper left are the Erie mainline heading for Susquehanna in the far upper right.



9. A train of solid reefers is inside the tunnel that leads to the Starrucca Viaduct on the Erie Railroad. The tracks on the upper right form the only duck-under on the layout; this supports the Erie and the DL&W lines heading for Susquehanna.



10. Ron modified the Walthers Cornerstone #3017 New River Mining kit for this model of the Buck Horn mine on his Pennsylvania Railroad Elmira line.



11. Ron paved the switchback road using Structolite plaster. For the ballast Ron mixed Woodland Scenics light and medium gray ballast to match that found on the prototype E-L main.



12. He scratchbuilt the culvert at the base of the Tunkhannock Viaduct from art board.



13. For this stone retaining wall Ron blended a Mountains-In-Minutes casting into the surrounding Hydrocal-soaked paper towel scenery.



14. Ron assembled the passenger shed at Binghamton from two Kibri number #965 Bonn Train Station kits. The industries in the background come mostly from Walthers Cornerstone kits.



15. For the icing facility at Bridgehampton Ron adapted a Walthers Cornerstone #3049 Ice House and Icing Platform kit.





16. The two deck truss bridges on the lower deck D&LW tracks below the Tunkhannock Viaduct are Central Valley kits.



17. Each locomotive matches a particular prototype with features like the antennae on each corner of these Atlas RS3 diesels.



18. The gravel quarry structures include a Walthers Cornerstone #3062 Glacier Gravel Company with an enclosed conveyor made from Plastruct styrene plastic tube.



19. The bridge over the Delaware River is a Lionel O scale model converted and weathered. The telephone wires are Easy-Line elastic cables from Berkshire Junction. The waterfall was modeled using aquarium filter floss coated with decoupage resin.

## Resource Guide

### Books:

“Erie Power, Steam and Diesel Locomotives of the Erie Railroad from 1840 to 1970,” by Fred Westing and Alvin F. Staufer

Morning Sun Books, [www.morningsunbooks.com](http://www.morningsunbooks.com)

Railroad Avenue Enterprises, P.O. Box 114, Flanders NJ, 07836

The Weekend Chief (see [www.walthers.com](http://www.walthers.com))

## Videos:

Green Frog Productions, [www.greenfrog.com](http://www.greenfrog.com)

## Erie-Lackawanna websites:

[erielackhs.org](http://erielackhs.org)

NERAIL North American Railroad Photo Archive, [naphotos.nerail.org](http://naphotos.nerail.org)





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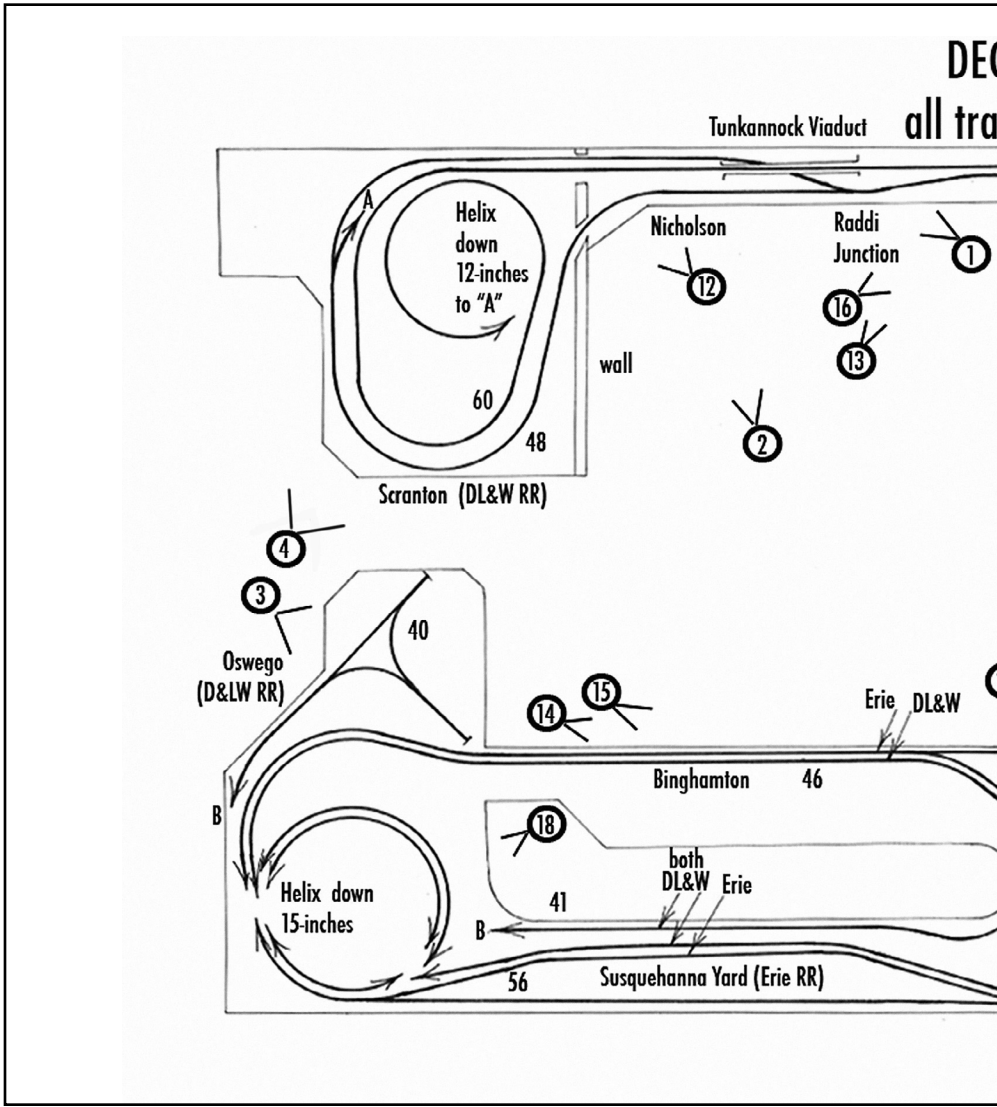


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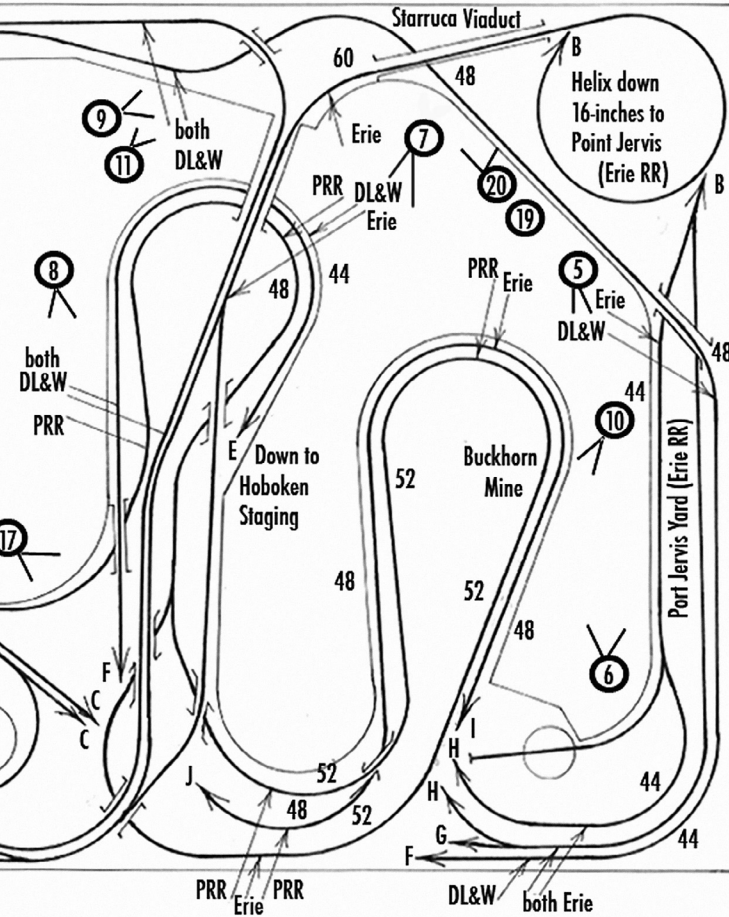
20. Ron used two thick layers of decoupage resin to model the Delaware River. As an extra touch, he painted some fish on top of the first layer.



**Deck 3 of Ron Patzer’s 27 x 47-foot Erie-Lackawanna Layout**

The layout includes most of the areas where the Erie Railroad (ERIE) and the Delaware, Lackawanna & Western (DL&W) Railroad track ran side by side, including the routes around the Port

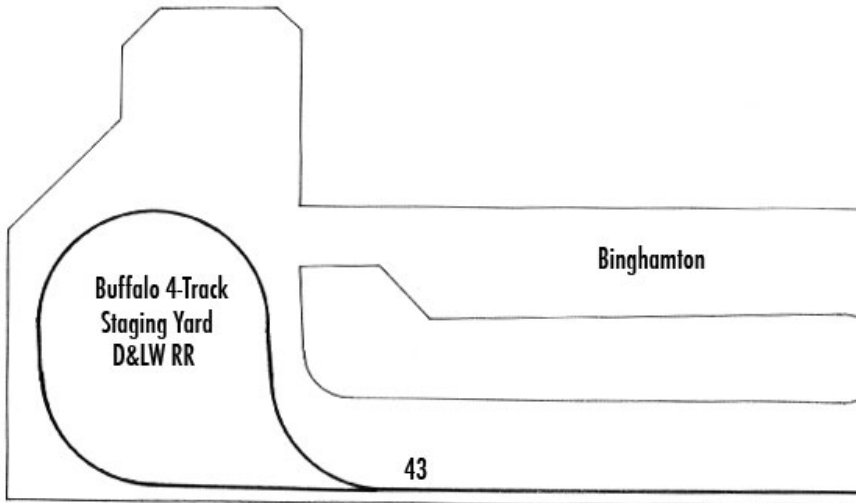
CK 3  
ck visible



14-21

Jervis and Binghamton and Susquehanna yards. Ron has also included a portion of the Pennsylvania Railroad's (PRR) Elmira Branch. This complex layout also has four hidden staging yards, each with a reverse loop at C, E, F, G, H and I on the plan.

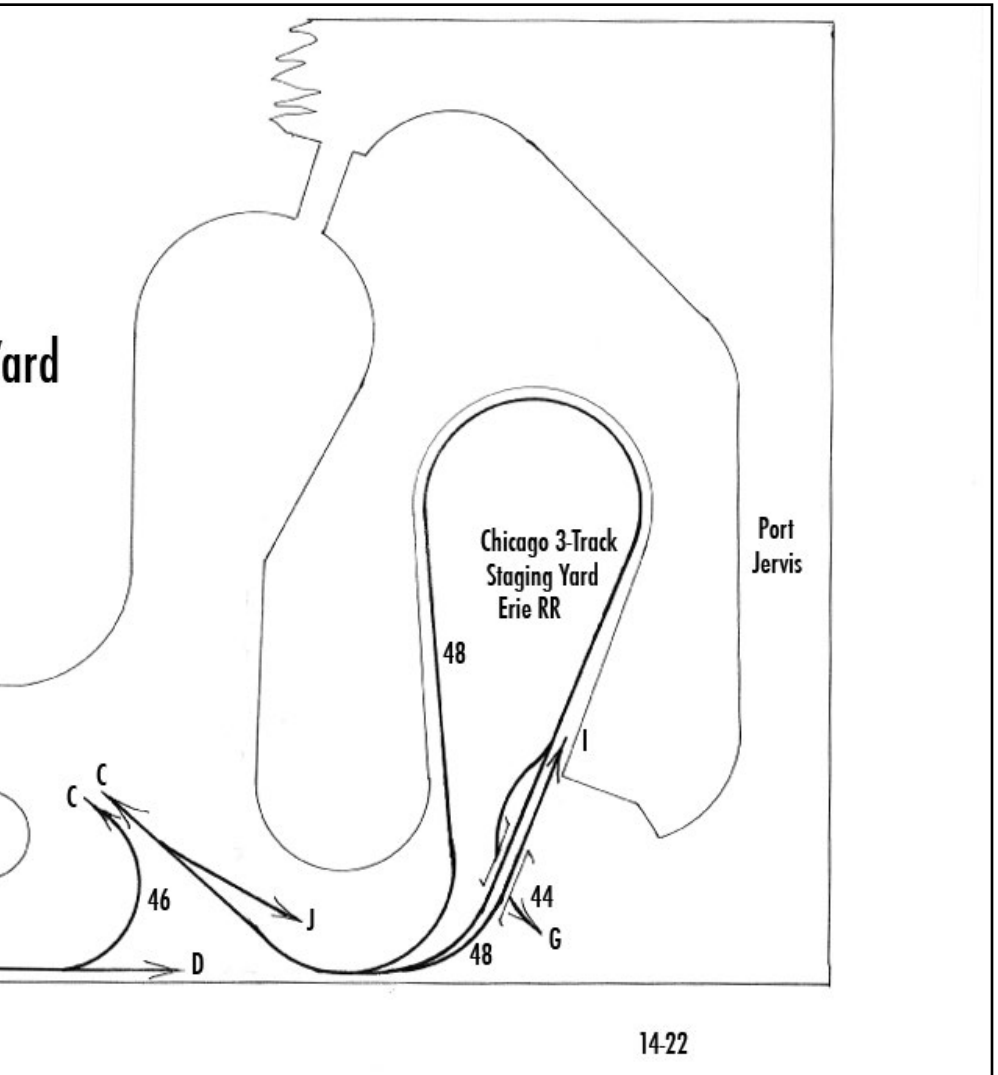
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Buffalo Staging Y

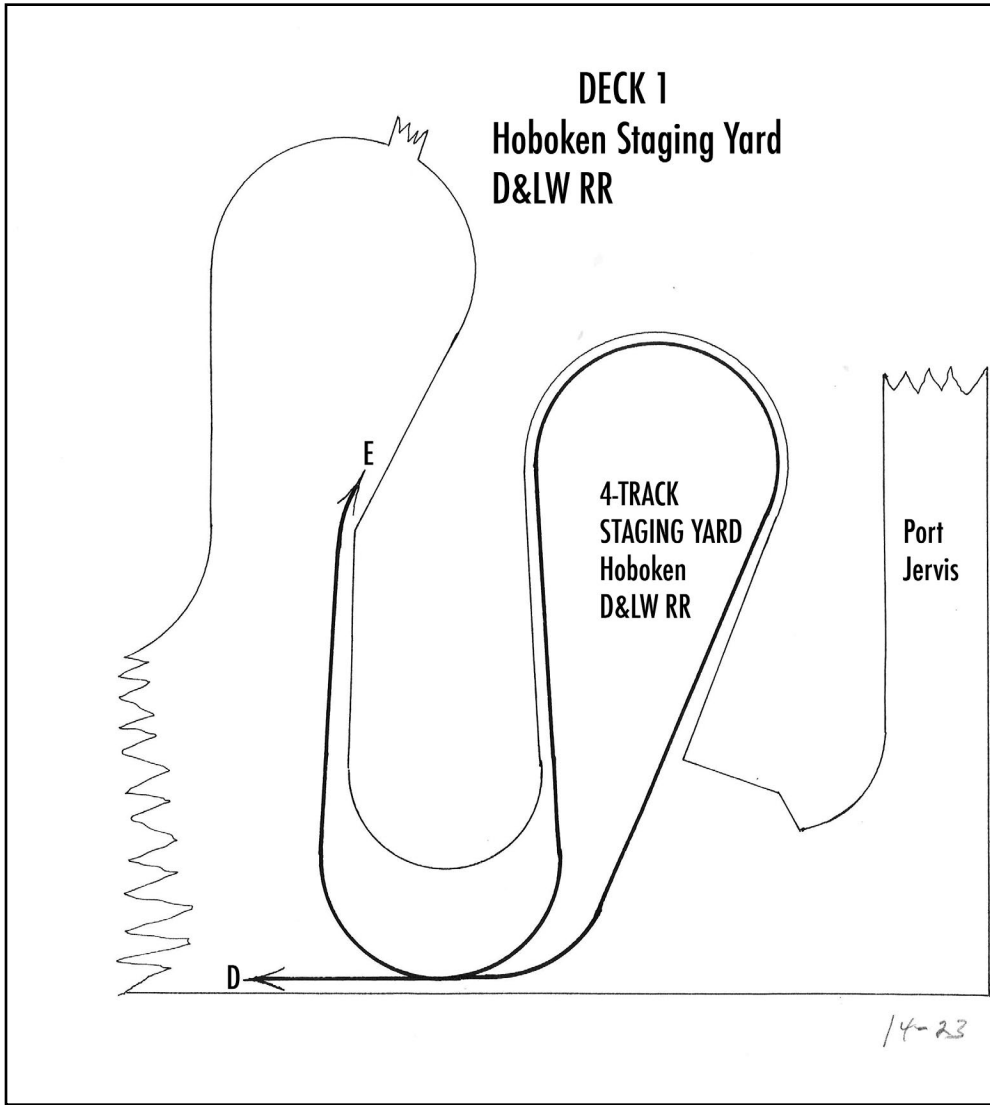


**Deck 2 of Ron Patzer's 27 x 47-Foor Erie-Lackawanna Layout**

This deck is 48-inches from the floor and holds the Buffalo 4-track staging yard, DL&W trains, and the Chicago 3-track staging yard where Erie Railroad trains head to and from Chicago. The two yards are connected by the track here at D to D on page 23.



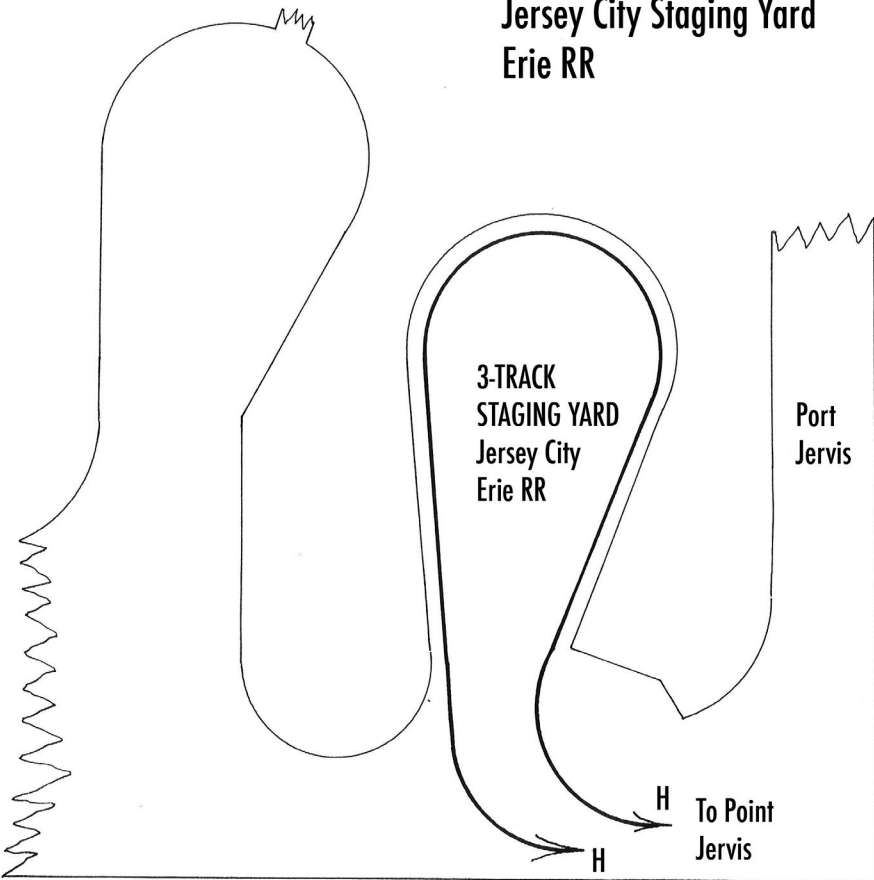




**Deck 1 of Ron Patzer's 27 x 47-foot Erie-Lackawanna Layout**

The 4-track DL&W staging yard for trains to and from Hoboken and the 3-track Erie staging yard for trains to and from Jersey City are on the lowest deck.

DECK 1  
Jersey City Staging Yard  
Erie RR



14-23



## NOTES ON THE TRACK DIAGRAMS

All of the layout drawings are single-line schematic diagrams showing the route of each mainline, with no double track or other parallel tracks or sidings shown. If there are two railroads running side-by-side, those two tracks are shown.

The drawings do not illustrate where minor tunnels or bridges may be placed or any other scenic details. The thicker lines are track center lines, the thinner lines are the exterior walls and the inner edges of benchwork.

The circled numbers indicate where the photographs were taken. The underlined numbers show the elevation of the track above the floor. The individual capital letters in pairs across the different drawings help to help identify where the track disappears and reappears, sometimes on another deck.



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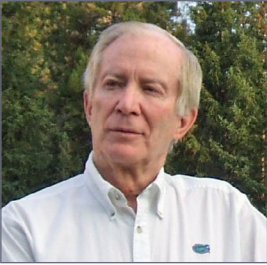
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## ROBERT SCHLEICHER



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 HO scale. ■

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## Creative layout **Downsizing**

Model Railroad Hobbyist | August 2019 | #114



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1. My old layout had this nice industrial switching area in the back and an engine house in the front (track by the fuel tank).

Now the task is trying to fit 10 pounds into a five-pound bag!

## The old layout

See [1, 2, 3] for a few before photos of my old layout. This shows what I started with, to give you some context for the downsizing.

## Dismantling

In this case, I wanted to recycle as much of the old layout as possible. Recycling old layout materials is nothing new for me, but this is my latest story.

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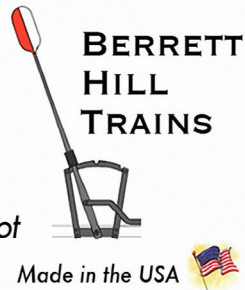
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## CREATIVE LAYOUT DOWNSIZING | 3

I took the layout apart carefully, and saved everything, then I took inventory of what I had. I did not throw *anything* away yet!

First I removed all the structures and set them aside [4]. This gave me instant structures ready-to-go later for the new layout!



2. Main street through town crossed several tracks between the front fascia and the backdrop.



3. Here is a longer view of the industrial area and engine house seen in [1].



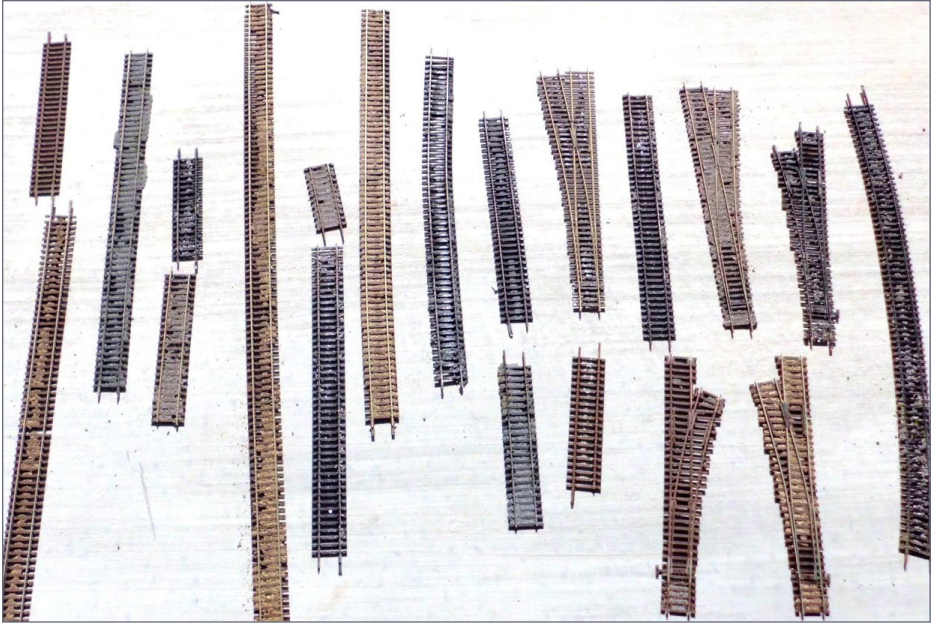
4. I removed all the structures from the old layout and carefully set them aside for reuse on the new layout. Not all of them may get reused, but I saved them all.

Not wanting to throw anything away, I removed all the track by breaking up the ballast and carefully prying up the track so as to not damage it. One important note: I'm a dead-rail guy, so my track had no wiring to remove. That made things *a whole lot* simpler!

I scraped some of the old ballast off, but I didn't bother removing all the ballast from between the ties [5] since I will be ballasting the track on the new layout, too. I figured that would give me a leg-up on ballasting the new track.

I was able to use most of this track on my new switching layout.

Finally, I dismantled the benchwork, saving everything here as well [6]. My goal, if possible, was to use all the parts from the old layout as "raw material" for the new layout.



5. I also saved the track from the old layout, but didn't remove all the ballast.



6. Here is some of the leftover wood and backdrop from the old layout. Also note the layout leg on the right – I saved everything!

## Building the new layout

I built the new shadowbox 1.5' x 8' layout from the recycled lumber and backdrop from my old layout as much as possible.

I made the box of 1 x 3 scrap lumber, and made the bench top and backdrop from recycled ¼-inch Masonite. I used a sky-blue paint from Walmart for the sky and painted clouds with flat white over a cardboard cloud stencil.

For sound-deadening, I covered the benchwork top with two new ceiling tiles that I cut and glued down. For the lighting, I purchased a new 16-foot LED strip online and doubled it on the top of the sky backdrop, gluing it with contact cement.

I took inventory of the track I had and worked out a new track arrangement by re-arranging the salvaged track on the new layout bench top. This was an iterative process that involved test-fitting structures into various track arrangements.

You can see a couple of my attempts in [7, 8, 9, 10].

I waited a day or two after each configuration just to see if the arrangement made sense. After more than a dozen tries, I finally settled on a track plan that wasn't too congested, looked good with the structures, and worked well operationally.

After my “real-time” track planning and structure arrangement, the layout looked nothing like my original plan sketches. That's a good testament to the power of 3D layout planning with track and structures in real time.

Because I'm a “dead-rail” guy, I had no wiring on the new layout. I have battery-powered all my diesels, and turnouts are either finger thrown or have Caboose ground throws. That



7, 8. Here is one of my many tests of track and structure arrangements. With structures and track already available, it was easy to just keep trying different arrangements until something finally clicked.



9, 10. More tests to determine what would work best on the new layout.

made redoing the track a whole lot simpler. Just put it down and go!

I fastened down the track permanently, then added roads and scenery. Finally, I placed the structures, and I was up and operating again! You can see several photos of the new layout in [11-17].

Just because your circumstances change doesn't mean that you can't recycle a layout and create something new and just as enjoyable from it.



11. Here's a view of the new layout after fastening down the track and applying scenery. In the foreground sits Metal Craft girder and pipe on the right and Steamrollers Printing on the left. I was able to include a simple representation of small town USA in the middle-distance against the backdrop.





12. The Samaritan House is a homeless shelter to the left behind the trees, with Millbrook Bakery to the right against the backdrop.

Almost all the raw materials I used on the new layout came from the old one. For me, the excitement is really in the challenge of reusing as much as I could.

So look at the bright side: When life “hands you lemons” make something sweet out of them.

*See the rest of the photos on the following pages ...*

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13. Johnson Lumber can be seen in the back, and Suburban Propane in the foreground.

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14. Here is a more-inclusive shot of the far end of the layout showing Millbrook Bakery at the far left against the backdrop, Steamrollers Printing just past the trees on the right, Metal Craft as the blue building in the distance, and small town USA against the backdrop past the bakery. I managed to get a lot into this space.



## DEVELOPING A SIGNATURE SCENE

JOE ATKINSON shows how he selected and developed this signature scene on his Iowa Interstate Railroad.

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15. Here is a view of the entire new shadowbox switching layout. There's a lot here, but it doesn't feel too cramped – just nicely populated with industries and structures. It's also fun to switch!



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16. I finally got the fence up on the Metal Craft yard!



17. A view of the new layout from the opposite end. I'm quite pleased with how it came out. It looks nice and I got a lot into the space without making it feel overcrowded.

## TIMOTHY DUDLEY



Timothy's dad hid an AHM train set so he wouldn't find it until Christmas morning. That started his love affair with the hobby.

Timothy and his brother built a 4x4-foot oval layout on a piece of plywood that barely fit under their bunk beds. Since then Timothy has built a dozen or so layouts in N and HO scales.

Timothy served in the US Navy from 1984-1990, and is now a licensed Assemblies of God pastor co-pastoring a church with his wife Cindy in Hurricane, UT. He also enjoys playing bass on the worship team, train watching, and writing. ■



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# Better train storage

Model Railroad Hobbyist | August 2019 | #114



**RATE THIS ARTICLE**

**RICK BALASSAITIS** discovers a better way to store his trains ...

**I USED TO STORE MY N SCALE TRAINS IN REGULAR** OfficeMax cardboard containers. Each held 116 cars: nine rows of 12 Micro-Trains cars plus eight spacers in the middle. That left a lot of open space above the cars.

To facilitate our house move, I cut the boxes down to eliminate the wasted box height as shown [1, 2].

Once we had relocated and settled into our new home, I purchased some cheap five-drawer plastic drawer storage units (about \$20). Each of the five drawers holds 78 Micro-Trains cars (6x13) on-end. The depth of the drawers also allows them to hold N scale locomotive boxes on-end.



## A more efficient way

As I got to looking at my layout modules, I started wondering why I couldn't just store my cars and locos *under* my free-standing Woodbury module.

My modules are 16" wide and 6' long. I have about 12" of free space between the legs from front-to-back. So I got a 1x12 board, six feet long, and mounted a 1x3 vertically down the center of it.

The 1x3 backs and helps align the boxes and also provides an L-girder-like support so the board will not sag. It holds 135 Micro-Train containers stacked three-high on each side, or 270 total. I could also stack the cars four-high for a total capacity of 360 cars.



I store my cars by type, road name (reporting marks), and road number, so I have stacks of one, two, or three cars and don't use the full capacity.

Next, I looked at my Westville wall-hugging module. Its leg system is a

1, 2. (Top left, and left) Rick used to store his trains using cut-down boxes. He stored them wherever he could find space.

## BETTER TRAIN STORAGE | 3



3, 4. Next, Rick got some inexpensive plastic drawer storage units and put his cars and locos in them.



5. Rick noticed his leg braces under his Woodbury module would make a perfect spot for a car storage shelf.



6. Rick made a shelf using a 1x12 with a 1x3 down the middle as a kind of L-girder stiffener to keep the board from sagging. The 1x3 also forms a great backing for aligning the boxes neatly.



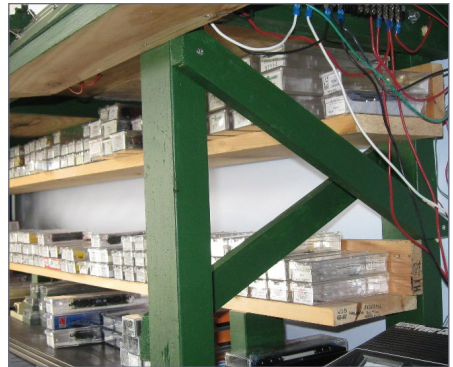
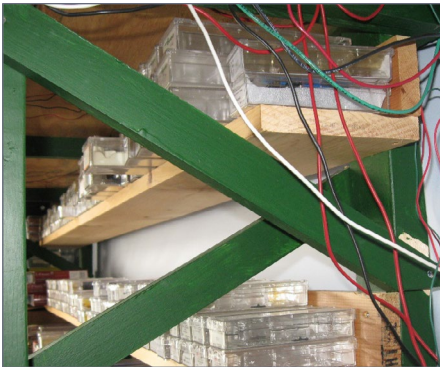
7, 8. Here's Rick's new under-the-lay-out car and loco storage shelf system in use.



bit different, so I engineered a slightly different shelving solution for it.

For this module, I used a 1x6 board six feet long and added a 1x3 vertically along the back. The 1x3 provides a similar anti-sagging “L” girder strength. I made two such shelves from 1x6’s – this allows me to stack the cars two-high to add an additional 270 cars of storage capacity.

Using the under-layout space like this for storing my N scale equipment is very convenient and makes good use of otherwise wasted space!



9, 10. For his Westville wall-hugging module, the different leg system meant Rick had to use a bit different solution for the shelves. He went with 1x6’s. One shelf sits on the bracing, the other shelf is attached to the legs below the bracing and has some short 2x2 posts sitting on top of his other floor shelving to provide extra support.



11, 12. Here is Rick's second under-module shelving in use. Very neat, tidy, and effective.

## RICK BALASSAITIS



Although he always had the traditional Lionels under the Christmas tree, Rick's journey into scale model railroading began around age 10 when his mother returned from food shopping with a grocery store giveaway: a Hobbytown plastic gondola. That marked the end of the ship and plane building era. A 4'x8' HO layout grew to 8'x12' but then in the late 60s he fell in love with

Atlas N scale.

College and seminary saw the trains go into storage (and massive armchair train collecting). Finally, in 1998 a 4'x8' N scale layout was completed which then grew to 18'x19'. His wife's medical condition led a move to a one-story home. He confiscated the loft and began a layout modeling the towns in which grew up. He models the Pennsylvania-Reading Seashore Lines in the early 1950s. His three old layouts were featured in five articles in *N Scale Magazine* (1911-1917). He is currently finishing a 75% rebuild of the PRSL and looks forward to the return of his operating crew.

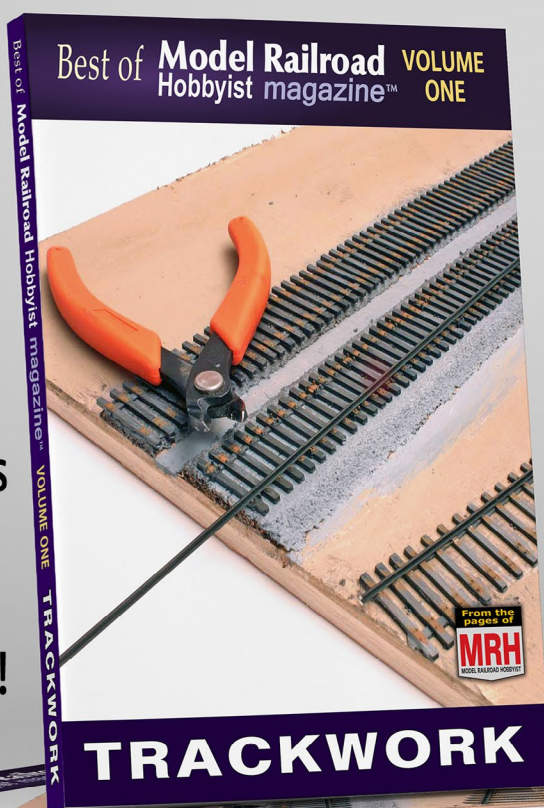
Rick has been married for 47 years, has 4 grown children and 13 grandkids. ■



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# SAVVY MODELER *Online*



Model Railroad Hobbyist | August 2019



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## Different ways of making sand loads

In this 30 minute video, modeler *Central Jersey Conrail* explores different methods of making hopper car sand loads for his N scale hoppers. He steps you through the process of making each load type, and then he does a detailed assessment at the end of the results. (We skip the intro monologue and start at about 2:48.) ■



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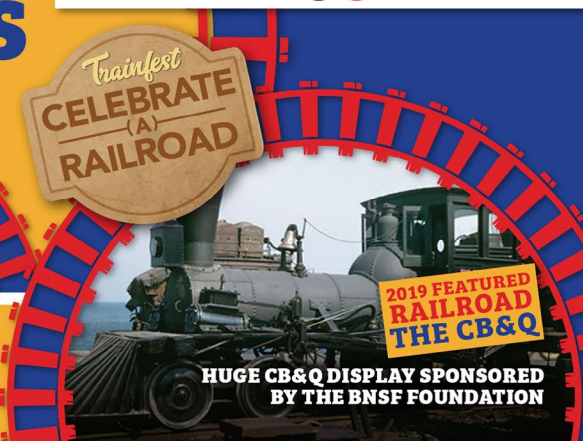
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# AUGUST NEWS column



Model Railroad Hobbyist | August 2019 | #114

**RICHARD BALE** and  
**JEFF SHULTZ** report the  
latest hobby industry news



## NEW PRODUCTS FOR ALL SCALES

**BlueRail Trains** has new projects on the way. The first, in conjunction with Tam Valley Depot, is a DCC decoder adapter board. Capable of handling 6 amps of power, the 1.125 x 2.75-inch board uses the decoder of your choice, including sound decoders. Powered by AC, DC, DCC or battery, the board allows you to edit the DCC decoder's CVs with a BlueRail smartphone app. Pricing, specifications and pre-order information should be available soon.

Their second project, in conjunction with an unnamed company, integrates Bluetooth and DCC Sound into a single board. The unnamed manufacturer, which has decades of experience making DCC sound decoders and has a large sound library, will make the boards available in a variety of sound and amperage combinations. Power and control can be via DCC over rails, or control can be via Bluetooth with power from DC or battery. For more information on BlueRail or their products, visit [bluerailtrains.com](http://bluerailtrains.com).

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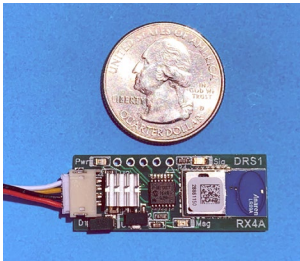
## Conquest I

Pittsburgh to  
Erie, Ashtabula,  
Cleveland and Mansfield



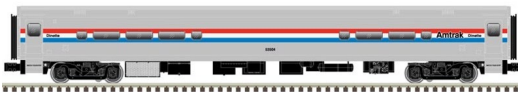
by David W. Messer

The **Pennsylvania Railroad Technical & Historical Society** is publishing *Conquest I – Pittsburgh to Erie, Ashtabula, Cleveland and Mansfield*. Authored by David W. Messer, the book covers the physical plant of the Pennsylvania Railroad's Lake Division, from 1848 to present day. The hardbound book is 240 pages, including 500 illustrations and 12 large maps. More information can be found at [prrths.com](http://prrths.com).



**Tam Valley Depot** has expanded its line of Dead Rail products with the introduction of Dead Rail Receiver Board DRS1. The new board, which measures just 1.5 x .57-inches, is compatible with all existing DRS1 transmitters. The new receiver board has a built-in antenna and will detect frequencies from 869mHz and 916mzH transmitters. It will also function on channels 1-16 of the CVP Airwire T5000 transmitter. Tam Valley Depot's new DRS1 is designed to function wirelessly with existing DCC systems when the transmitter is plugged into the DCC command station. The new board is rated at 2 amps. Existing DCC controllers may be used to control the trains. Power for the DRS1 receiver, DCC decoder, and the locomotive are supplied by an on-board battery. For additional information visit [deadrailinstalls.com](http://deadrailinstalls.com).

## O SCALE PRODUCT NEWS



**Atlas O** is preparing new paint schemes and road numbers for Comet and

Horizon passenger cars. Availability is planned for the 1st

quarter of 2020. The O scale Master Line models will feature interior seating, separately applied metal handrails, and operating tail and headlights on cab cars. Comet cars will come with rubber tubular type diaphragms and inside bearing commuter trucks. The Horizon cars have diecast Superliner II trucks.



Amtrak Horizon passenger and food service cars will be available in Phase III,

and Phase IV paint schemes. Comet II coach and cab cars will be available decorated for MBTA, NJ Transit, Metro North.



O scale versions of ACF triple and six-bay cylindrical covered hopper cars are included in Atlas O's early 2020 schedule. Features include see-

through roof walks and 100-ton trucks with blackened metal wheelsets. Road names on the triple-bay car will be Hooker Chemical, Westroc, Potacan, and Union Pacific.



The cylindrical hopper with six discharge bays will be available decorated for Great Northern and Illinois Terminal.



In 1997 Thrall designed an articulated auto carrier for TTX

that would accommodate larger vehicles including trucks, SUVs and vans. Atlas O has included an O scale version of the articulated car in its 1st quarter 2020 release. Features of the Master Line model include a weighted diecast chassis, articulated diaphragm, end door details, and 70-ton roller-bearing trucks with metal

wheels. In addition to Santa Fe, road names will be TOAX, Norfolk Southern, and BTTX.



Atlas O's 1st quarter 2020 schedule includes the release of a group of 40-foot X29 steel boxcar. Several railroads followed the design with the

largest owner of the X29 being the Pennsylvania Railroad. In addition to PRR, Atlas O will offer the X29 decorated for Nickel Plate Road, Lehigh & New England, Chesapeake & Ohio, Detroit, Toledo & Ironton; and Chicago Great Western. Variations specific to the road name being modeled include different doors, and flat or corrugated ends.



Atlas O's 89-foot 4-inch intermodal flat

car is based on a prototype ACF built from the late 1960s through the 1970s. The O scale Master Line model is included in Atlas O's 1st quarter 2020 release. Road names will be Trailer Train (above), Western Pacific, Florida East Coast, Great Northern, Southern Pacific, Burlington Northern, and APL Linertrain.



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R. Bale

## EXPRESS REFRIGERATOR CARS

Express refrigerator cars were used to transport high-value perishable commodities such as fresh fish, fresh flowers, milk, early seasonal fruits and vegetables, and other short-lived products requiring fast delivery to major markets. Since express refrigerator cars generally operated at the front end of passenger trains the underframes were built to meet the same strength standards as Railway Postal Cars. They were fitted with braking and steam lines compatible with passenger cars and rode on high-speed four-wheel passenger-type trucks. Regionally based railroads were reluctant to invest in expensive cars limited to seasonal use, so most express reefers were owned by express companies like American Railway Express and the Railway Express Agency. By the 1960s air freight lines had taken over the transportation of most highly perishable products.



The General American 53-foot 6-inch wood express refrigerator car was regularly seen at the front end of passenger trains decorated for Railway Express Agency and American Railway Express.

During the 1st quarter of next year Atlas O will release models decorated with those two familiar names as well as Nickel Plate Road, Northern Refrigerator, Western Pacific, and Soo Line. The O scale model will ride on diecast GSC Commonwealth high-speed trucks. Atlas O models are available with appropriate trucks and couplers for 2-rail or 3-rail operation.



Atlas O has included a 1:48 scale military jeep in its 2020 1st quarter release. The model features a WWII paint scheme, a uniformed driver, and a positionable windshield. For additional

information contact a dealer or visit [atlaso.com](http://atlaso.com).

.....



New products announced at the National Train Show by **Bachmann** include an On30 scale Baldwin 2-6-2T Class 10 WWI-era trench locomotive. The ready-to-run model

will be available decorated for U.S. Army, Quartermaster Corps, and painted black but unlettered. The locomotive will be equipped with TCS WOWSound Digital Command Control sound decoder with Bachmann's Chuffinity technology. The system includes background battlefield sounds. This diminutive 2-6-2T is scheduled for release in September and promises to be popular with creative On30 modelers.



Bachmann plans to release two On30 World War 1-era freight cars next year. The models include an 18-foot boxcar and a low-side gondola.



The cars will be decorated for the United States Army (gray), and US Quartermaster (green). Bachmann

will market the new ready-to-run On30 freight cars in two-packs. For additional information contact a dealer or visit [bachmann-trains.com](http://bachmann-trains.com).

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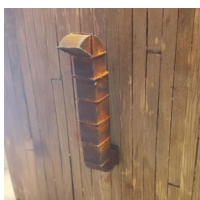




**Berkshire Valley Models** added a new produce wagon and a produce truck to its line of O scale vehicle kits. The kits have laser-cut wood parts and nicely detailed white metal casting including crates, sacks, and baskets of fruits and vegetables.



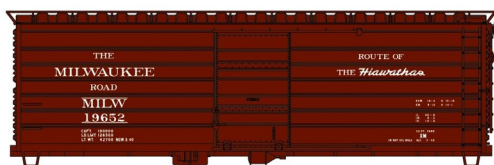
The kits also include decals and a hanging scale for weighing the produce. For information visit [www.berkshirevalleymodels.com](http://www.berkshirevalleymodels.com).



New cast detail items from **Rusty Rail** include a junk pile and a square exterior

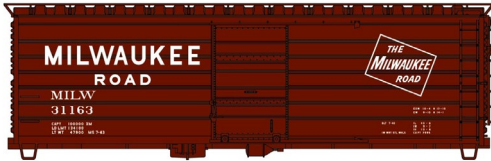
vent. The vent comes in five sections which allows for lengthening or shortening it. For additional information visit [rustyrail.com](http://rustyrail.com).

## HO SCALE PRODUCT NEWS



**Accurail** has released several versions of a kit for a Milwaukee Road single-door boxcar with full length side ribs. This is a

welcome addition to Accurail's line of economy priced HO freight car kits. The new models include cars decorated for The Hiawathas (above), the Electrified Olympian, and Milwaukee Road's billboard scheme (below). An undecorated version is also available.



The cast styrene kit includes a one piece body and separate roof, ladders, running board, underframe and several body details.



Also new from Accurail is a kit for a 50-foot Monon insulated steel boxcar with welded sides. The HO scale

model is based on a prototype built in 1974.

Additional kits released by Accurail include a Boston & Maine 36-foot double-sheathed wood boxcar built in 1912 and rebuilt in 1945, a Chicago & North Western/Rock Island 50-foot exterior-post steel boxcar, a circa 1965 Canadian Pacific 50-foot welded-side steel boxcar with combination plug and sliding doors, and a Western Maryland ACF triple-bay covered hopper. All Accurail kits come with appropriate trucks with Delrin wheelsets and Accumate knuckle couplers. For additional information contact a dealer or visit [accurail.com](http://accurail.com).

Athearn will release its HO scale 4-8-8-4



Union Pacific Big Boy next June in three paint schemes. The Genesis model will be available as UP Heritage Steam Fleet No. 4014, as preserved engines Nos. 4004-06, 4012, 4017-18, and 4023; and in the wartime scheme of Nos. 4002 and 4011. The locomotive will be available with dual-mode SoundTraxx Tsunami2 sound decoder. A DC version with a 21-pin NEM connector for an after-market decoder will also be in the release.

Athearn has upgraded its Trinity triple-bay covered hopper



and will release it next May as a Genesis series model in both 10 panel and 12 panel body styles. The models will have separately applied end cages, etched end platforms, photoetched metal roof walks, and 100-ton trucks with 36-inch machined metal wheels with rotating bearing caps. Road names will be FXE, UP/CMO, Norfolk Southern, BNSF, BNSF (ex-GATX) and GACX Potash.

A triple-bay covered hopper based on a prototype built by FMC



will be available in Athearn's Ready-to-Roll line next June. Road names will be Reading Blue Mountain & Northern, BNSF, Burlington Northern, Chicago & North Western, Denver & Rio Grande Western, and Interstate Commodities Inc.

Athearn's June 2020 production schedule includes



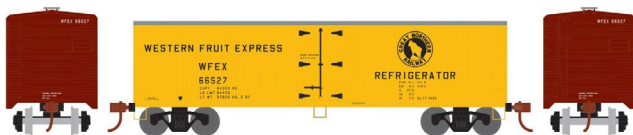
a group of 40-foot smooth side containers. They will be available in

three-packs decorated for Seatrain, Japan Line, Dart, YS Line, Atlantic Coast Line, SeaLand, and SHOWA.



Several versions of this Ford F-850 Grain Truck will

be in Athearn's June 2020 release. In addition to the Barton Families Farm scheme shown, the truck will be available decorated for Purina Mills, and Cargill. Trucks without lettering and painted white, red, blue, green, orange, and tan will also be in the run.



Roundhouse brand products coming from Athearn

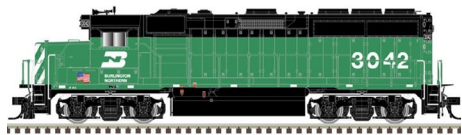
next June include this 40-foot wood reefer. Road names will be WFEX-Western Fruit Express, Pacific Fruit Express, Swift, Oscar Mayer, Bangor & Aroostook, and Soo Line. The HO scale ready-to-run model will have 50-ton Bettendorf-type trucks with 33-inch machined metal wheelsets.

Also due in June 2020 is a 50-foot steel gondola. Road names for the HO scale Roundhouse model will be Union Pacific, Southern Railway, Chicago, Burlington & Quincy; Conrail, CSX, David J. Joseph, Railgon, Herzog, Norfolk Southern, and Toronto, Hamilton & Buffalo. For additional information contact a dealer or visit [athearn.com](http://athearn.com).



**Atlas** has announced an impressive assortment of new HO scale models scheduled for release during the 1st quarter of next year. At the top of the list is an Atlas Master Line

GP40-2 diesel locomotive in new paint schemes and new road numbers. In addition to the Canadian Pacific version shown here, road names will be Union Pacific, CSX, Norfolk Southern, Florida East Coast, Boston & Maine, Conrail, and Burlington Northern.



Features include directional lighting with golden-white LEDs, detailed cab interior with crew, individual windshield wipers, metal grab irons and handrails, movable drop steps, walkway safety tread, uncoupling bars, trainline and MU hoses, and a snowplow pilot. Where appropriate to the prototype road being modeled additional details will include etched metal radiator and dynamic brake fans.

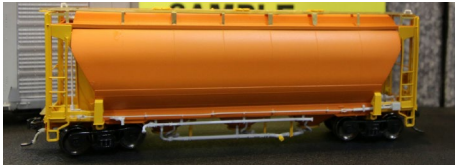


Additional HO scale locomotives coming from Atlas during the 1st quarter of 2020 include a Master Line Fairbanks-Morse H15/16-44 diesel road switcher. The model represents the Phase I body style of both the H15-44 and H16-44 that were produced between 1947 and 1952. Road name options include F-M or AAR truck side frames, high or low-mounted headlights, early or late-production Phase I hoods, and a removable fuel tank skirt.



Decorating schemes will be New Haven, Union Pacific, Southern Railway, Pennsylvania Railroad, New York Central, Milwaukee Road, Long Island Railroad, Rock Island, and Jersey Central. Both the GP40-2 and the H15/16-44 locomotive models will be available for analog DC as well as for DCC operation with a LokSound Select Dual-Mode decoder.

Displayed at the National Train Show was a pre-production sample of a Trinity 3230 Pressure Differential Hopper. Developed from the



larger 5660 PD by Thrall in the late 1990s, the model is new tooling with separately applied grab irons, cut levers, and etched metal roofwalks.

Roadnames in the first release will include CIT Group/Capital Finance, TXI (GBRX), General Electric Rail Services, Roanoke Cement, Trinity Industries Leasing, and Chicago Freight Car.



New passenger models coming from Atlas early next year include a 14-section sleeper

based on Pullman Plan 3958. Prototype cars of this plan were built between 1925 and 1930 with many remaining in service into the 1960s. Several of the 14-section cars continued in use in Mexico into the 1970s and 80s. Road names and individual car names will be Ferrocarriles Nacionales de México (Ignacio Aldama and Tuxpan, above), Rock Island (Prairie Lawn), Illinois Central (New Dominion), New York Central (Roenigen and New Martinsville), Union Pacific (Alpine Butter Cup and Alpine Bluebell), Chesapeake & Ohio (Fort Lee and Anne Bailey), Pullman (George Waring and William Osler), and painted but unlettered.



Notable features on the Atlas Master Line models include complete interior detailing,

operating diaphragms, air condition ducting, underbody detail, and six-wheel trucks with metal wheelsets.



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R. Bale

## 1932 ARA BOXCAR

After a year of testing several prototypes, the new boxcar the American Railway Association introduced in 1932 was accepted by 23 railroads that collectively acquired more than 14,500 cars. The car proved to be a great success and its design evolved into the 1937, modified 1937, and Postwar AAR box cars.



New freight equipment coming from Atlas early next year includes an HO scale Master Line version of a 1932 ARA boxcar.



Road names on this release will be Nickel Plate Road, Linde Air Products, N De M -

Nacionales de México, Nashville, Chattanooga, and St Louis; Central of Georgia, Missouri Pacific, and Maine Central.



Atlas has included a 50-foot GARX bunkerless refrigerator car in its 2020 1st quarter release. The unique appearance

of the 1950-era car are the two large panels with horizontal rivet patterns on each side of the 7-foot 7-inch plug door. Road names on this release will be Norfolk & Western, Illinois Central, Chicago & Eastern Illinois, Toledo, Peoria & Western; Chicago North Western, Southern Pacific, and Denver & Rio Grande Western.

HO scale versions of ACF triple and six-bay cylindrical covered hopper cars are listed on Atlas' early 2020 schedule. Features include



see-through roof walks, and 100-ton trucks with blackened metal wheelsets. Road names on the triple-bay car will be

Hooker Chemical, Cancarb, ACFX, Westroc, Potacan, Rail Logistics, and Conrail.



The cylindrical hopper with six discharge bays will be available decorated for Great Northern and Wabash.



In 1997 Thrall designed an articulated auto carrier for TTX that would accommodate large vehicles such as trucks, SUVs and vans. Atlas has included an HO scale version of the articulated car in its 1st quarter 2020 release. Features of the Master Line model include a weighted diecast chassis, articulated diaphragm, end door details, and 70-ton roller-bearing trucks with metal wheels. In addition to Santa Fe, road names will be TOAX, Norfolk Southern, and BTTX. The model requires a 22-inch radius.



Period modelers will be pleased with the paint schemes Atlas will offer on the next release of its 36-foot wood reefers.

Decorative road names will be Agar Packing Company, Schwarzschild & Sulzberger Lard, REX Canned Meats (Cudahy), Pittsburgh Provision & Packing, New York Despatch, Nuckoll's Refrigerator Line, Lange Creamery, and Dold Packing Company.

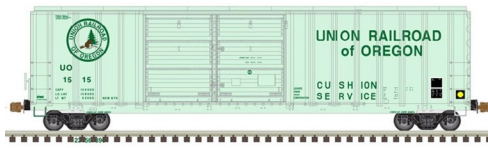


An undecorated version will also be available. The Master Line model is based on a series of cars General American Car Company built in the mid-1920s for Cudahy Packing Co. Features on the Atlas Master Line model include opening doors and two different styles of opening roof ice hatches. The grab irons, ladders, stirrups, and door hardware are all separately applied.



At the end of World War II, railroads ordered large numbers of 50-foot boxcars that were essentially the 1937 AAR design updated

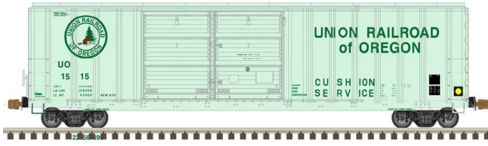
with Improved Dreadnaught ends and diagonal panel roofs. Atlas has included an HO scale version of the post-war car in its 1st quarter production schedule. Road specific details on the Master Line model include three different side sill styles (straight, tabbed and fishbelly), and 8- or 9-foot Superior or Youngstown sliding doors. Road names will be Canadian National, New York Central, Missouri Pacific, Reading, Chesapeake & Ohio, N De M – Ferrocarriles Nacionales de México, and Northern Pacific.



Completing Atlas' new HO scale product release for the 1st quarter of next year is an FMC 5077 cu. ft. double-door

boxcar. The Master Line model is based on a prototype design introduced in the 1970s that may still be seen working and wearing the decorating scheme of second- or third-hand lease holders. Spotting features of the Plate C car include a near-flat X-panel roof, FMC signature side sills, and non-terminating box corrugated ends. Road names include Union Railway of Oregon, Union Pacific, Seattle & North Coast, and Camino, Placerville & Lake Tahoe. All Atlas HO scale ready-to-run models come with

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AccuMate knuckle couplers. For additional information contact a dealer or visit [atlasrr.com](http://atlasrr.com).



New HO scale products announced by **Bachmann** at the National

Train Show included this 2-10-0 decapod steam locomotive. The steam domes, stack, cab, bell, whistle, pop valves, uncoupling levers, interior cab details and crew figures are all separately applied. The HO scale ready-to-run model will be available with dual-mode TCS WOWSound decoder, Keep-Alive capacitor; and Bachmann's Chuffinity technology. Road names will be Atchison, Topeka & Santa Fe; Erie, St. Louis-San Francisco, Western Pacific, and unlettered.



SC-44 Charger Locomotive graphic image courtesy of Siemens Mobility, Inc.

Also coming from Bachmann in 2020 is an HO scale Siemens SC-44 Charger diesel-electric locomotive. Features of the ultra-modern locomotive include directional headlights, interior corridor lights, roof-mounted strobe lights, marker

lights, and individual windshield wipers. The locomotive will have dual-mode TCS WOWSound decoder with Bachmann's Audio Assist and Keep-Alive capacitor. Road names on the initial release will be Amtrak Midwest, Amtrak Pacific Surfliner, and Amtrak Cascades (Washington State DOT).

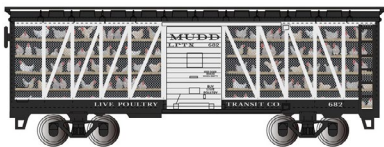


Bachmann has scheduled a November release date for a trio of HO scale Pennsylvania Railroad smooth-side passenger cars decorated in PRR's Tuscan red Fleet of Modernism scheme.



The release will include an 85-foot round end observation car, an 85-foot coach, and a 72-foot baggage car. The baggage car will also be available decorated for Baltimore & Ohio, Southern Pacific, and Union Pacific.

New Acela Express cars coming from Bachmann next year include a quiet car and a business class car. The HO scale models will have a detailed interior with seats and tables, interior lighting, flush windows, photo-etched air duct inserts, and a tilting chassis to ease hi-speed cornering.



New Bachmann HO scale freight cars due later this year include a unique live poultry car. Decorating schemes include Live Poultry Transit Co., Live Poultry Transportation Co., Palace Live Poultry Car Co., and Stentz Palace Poultry Car.



Bachman reports the tooling for this HO scale 40-foot hi-cube boxcar has been updated with positionable doors. The upgraded version is set for release next year decorated for Atchison, Topeka & Santa Fe; Burlington Northern, Denver & Rio Grande Western, and Union Pacific.



Bachman will add to its HO scale E-Z Track in November with the release of this flashing LED end of track bumper. For more information on Bachmann products contact a dealer or visit [bachmann-trains.com](http://bachmann-trains.com).



**Bowser** has released a new production run of Baldwin DS-4-4-

1000 diesel switch engines. Features on the HO scale ready-to-run model include air hoses, individual windshield wipers, individual grab irons, coupler lift bars, an operating headlight, window glass, and a can motor with a flywheel. DCC models come with LokSound Select decoder. Analog DC versions have a 21-pin socket to simplify installation of an aftermarket decoder.



Road names are Bessemer & Lake Erie, Central of New Jersey (two

paint schemes), Copper Range, Lehigh Valley (two schemes), Milwaukee Road, Nickel Plate Road, Pennsylvania, Southern Railway, Southern Pacific (two schemes), and Union Pacific. Two slightly different versions of the locomotive will be available decorated for SMS and Canadian Pacific.



Bowser has released a 70-ton twin-bay covered hopper. It is available in a choice of 16 different road names. The HO scale ready-to-run model has

numerous separately applied details including the under-frame, air tanks, brake cylinder, triple valve, brake wheel, and knuckle couplers.



Road names are CB&Q-Burlington, Detroit, Toledo & Ironton; CHCX-Cedar Heights Clay, CSX-Central Soya, Delaware & Hudson, Erie Lackawanna,

Grand Trunk Western, Great Northern, HWCX-Haliburton, NAHX-International Minerals, SHPX-Mathieson, SHPX-Shippers Car Line, Southern Railway, UCOX-Union Carbide Linde, SHPX-Phosphoric Products, and XTRA-Western Pacesetter.



Also new from Bowser is a group of HO scale class H21 quadruple-bay coal hoppers.

Introduced in 1909 with clamshell discharge bays, variations of the class were built with a peak of almost 40,000 cars operational in 1951. Bowser offers the clamshell version decorated in three different Pennsylvania schemes, plus a black car decorated for the Union Railroad.



In addition to five PRR schemes, a class H21 car with four conventional discharge hoppers is available decorated for Penn Central and Virginian.

For additional information contact a dealer or visit [bowser-trains.com](http://bowser-trains.com).



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R. Bale

## NYC 4-8-4 NIAGARA

Although the 4-8-4 wheel arrangement had proven its merit with several railroads by the late 1920s, the New York Central, other than a failed one-off experiment in 1931, did not get around to ordering 4-8-4s until 1945.

Because of NYC's low clearance gauge of just 15-feet 2-inches, the 4-8-4 Niagaras used a perforated pipe rather than a conventional dome to collect steam. The result was a smooth contour along the top of the boiler. The NYC's use of track water pans allowed for tenders with a relatively small water capacity which allowed more room for coal. NYC's Niagaras replenished water on the fly and completed the important New York-to-Chicago run with just one stop to replenish coal.



**Broadway Limited** plans to release an HO scale New York Central 4-8-4 Niagara this month. Six road numbers will be available for

the Paragon3 version of the class S1b steam locomotive. The model features Paragon3 sound and operating system with BLI's Rolling Thunder operational in both DC and DCC environments. The locomotive has traction tires and requires a 22-inch minimum radius. For additional information contact a dealer or visit [broadway-limited.com](http://broadway-limited.com).

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**Dimensional Modeling Concepts** is selling a kit for a flatcar load of an industrial heat exchanger. The 45-foot long tube is 3D printed in gray plastic.



Announced as coming soon at the National Train Show, two types of fueling track pans were on display, a flush deck pan and a drip liner. For

information visit [www.dmccrproducts.com](http://www.dmccrproducts.com).

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**ExactRail** will release an Evans 5277 cu. ft. boxcar later this summer. This is a welcome rerun of a

well-tooled model introduced nearly a decade ago. The HO scale model is based on an Evans/USRE prototype with an extended Stanray X-panel roof, and non-terminating box-corrugated ends. Road names will be Canadian National (2009 repaint), Ontario Northland (1983 repaint), GATX-Laurinburg & Southern (2016 repaint), Sault Ste. Marie Bridge Co. (1990 repaint), Ferdinand Railroad (1980 repaint), and Mississippian Railway (1979 original paint). Each road name will be available in multiple numbers.



The HO scale model will have 70-ton trucks with 33-inch machined metal wheels or 100-ton trucks with 36-inch

wheels depending on the practice of the railroad being modeled. ExactRail's ready-to-run model comes with Kadee #58 couplers. For additional information visit [exactrail.com](http://exactrail.com).

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**InterMountain** is planning a major release of HO scale 1937 AAR 40-foot boxcars with square

corners and Dreadnaught ends. This is InterMountain's first use of the highly-regarded tooling it acquired from Red Caboose.



Six road numbers will be available for a total of 19 different decorating schemes. Road names will be Canadian National, Nickel Plate Road, Frisco, Southern Railway, Texas & Pacific, Western Pacific, Illinois Terminal, Chicago

& Eastern Illinois, Southern Pacific (post 1946 scheme), and Soo Line. Chesapeake & Ohio cars will be available in two schemes. Both will have the rare deco ends (above).



Santa Fe boxcars promoting the road's name trains will be available for El Capitan, Scout, Chief, Super Chief, Texas Chief,

and Grand Canyon. The opposite side of the cars will display the straight-line version of Santa Fe's system map. There is a possibility that some of the road names listed will not make it into production if sufficient advance reservations are not received. For more information contact a dealer or visit [intermountain-railway.com](http://intermountain-railway.com).



**Iowa Scaled Engineering** is selling a selection of galvanized steel grain bins in the Grain Belt Models line. The bins have prototypical accurate corrugations, realistic galvanized steel



appearance, and various side sheet heights. N scale bins are available in 24-, 36-, and 48-foot diameter. ISE's HO scale bin is 18-feet in diameter. Custom sizes also available. In modeling agriculture settings, particularly those at a distance from the viewer, the various sized bins, regardless of intended scale, could be mixed to achieve an effective scene.



The Grain Belt Models line also includes HO scale galvanized steel culvert piping in a variety of diameters. For additional information visit [www.iascaled.com/store](http://www.iascaled.com/store).



New models **Kadee** released to dealers this month include this 40-foot L&N PS-1 boxcar. The HO scale ready-to-run model replicates a prototype built by Pullman-Standard in 1950 with a 6-foot Youngstown sliding door. The model is painted in the as-delivered red oxide.



Also new from Kadee is a PS-2 twin bay covered hopper decorated for Conrail. The HO scale model represents a car built in 1956 that was repainted with alkali resisting light gray in July 1977.



Kadee has recently released this colorful 40-foot Toledo, Peoria & Western PS-1 boxcar. The ready-to-run model is based on a prototype built in

1953 with 7-foot 5-panel Superior doors. All Kadee ready-to-run models come with Kadee knuckle couplers and two-piece self-centering trucks. For more information contact a dealer or visit [kadee.com](http://kadee.com).



At the National Train Show, Kadee introduced the #705 medium center set HO scale all-metal scale knuckle coupler, pre-assembled in a draft gear box. Compatible with the #713 and #714 couplers, the #705 can also be used with some TT and N scale models. For more information contact a dealer or visit [kadee.com](http://kadee.com).

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**KV Models** has HO scale EMD metal handrail stanchions. The samples shown are photoetched stainless steel. They will also be available in phosphor bronze to facilitate soldering to brass or phosphor bronze wire handrails. For additional details visit [kvmodels.com](http://kvmodels.com).

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**Menards** is selling an HO scale structure called Gamer & Thrones Co. The 10 x 5-inch model has more than 15 LEDs, a rotating illuminated toilet sign, four roof dormers, and several figures. The factory assembled structure requires a power supply which is available separately. For details visit [menards.com](http://menards.com).

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**Motrak Models** has announced its first structure kit from Northeastern Scale Models, Valley Hardware and Plumbing Supply. Limited to 50 kits, some were still available when the News and Events column was created. The kit features laser-cut clapboard siding, laser-cut loading dock and porches, laser-cut paper 3-tab shingles, laser-cut window shades, Tichy Train Group plastic windows and doors, signage, and easy to follow instructions. The dimensions of the finished structure were not provided. For more information

visit [motrakmodelsusa.com](http://motrakmodelsusa.com).

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**MTH Trains** has an HO scale EMD SD70ACe diesel locomotive decorated as Union Pacific No. 4141 (George Bush 41 Presidential scheme), and Kansas City Southern (Veterans scheme).



Also available from MTH is an HO scale GE ES44AC diesel locomotives decorated for CSX (Honoring

Our First Responders and Veterans). Both the SD70ACe and ES44AC are available for DC operation and with DCC System Proto-Sound 3.0.



MTH has an HO scale 4-8-4 Northern type steam locomotive decorated in Southern Pacific's Daylight scheme (two versions) and as the red, white and blue American Freedom Train.



A second steam locomotive released by MTH is a Union Pacific 4-8-8-4 Big Boy. In addition to the original

as-built version, the Big Boy will be available modified with Wilson after-cooler radiators and a choice of either coal or oil tenders. Both the 4-8-4 and 4-8-8-4 steam locomotive models come with interchangeable drivers with or without traction tires. The locomotives are available with Digital Command Control/Digital Command System decoder; and Proto-Sound 3.0. For more info contact a dealer or visit [mthtrains.com](http://mthtrains.com).

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R. Bale

## CNR BOXCAR WITH NSC3 ENDS

Between 1954 and 1956, the Canadian National Railway took delivery of 2,900 40-foot boxcars. The cars were built in Canada to AAR standards with the exception of the ends which were the distinctive National Steel Car end known as the NSC3. Also different were Canadian versions of Youngstown doors that had the panels joined by rivets in the valley of the corrugations, while the rivets in the American version were in the raised portion of the door panels. A meaningless detail to many but not to prototype modelers, aka rivet counters, who are dedicated to historical accuracy.



**National Scale Car** has a mini-kit for rebuilding an InterMountain 40-foot 10-foot 6-inch high boxcar with a 6-foot wide door into a Canadian National AAR boxcar

with NSC3 ends and Canadian style Youngstown doors. In addition to the ends and doors, the mini-kit includes a slack adjuster,

tack boards, correct eight-rung ladders with attached sill steps, and accurate Black Cat decals. The modeler must provide the host InterMountain boxcar with either a diagonal panel or PS-1 roof. For more information visit [nationalscalecar.com](http://nationalscalecar.com).

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**North American Railcar** is developing an HO scale version of a National Steel Car 5431 cu. ft. triple-bay covered hopper car. The model is based on a new design that has a capacity of 100 metric tons. This promises to be a complex, well

detailed model with numerous features and road name variables. They include two different roofs and photo-etched metal roof walks, different hopper bays (with or without vibrator brackets), different hand brakes (conventional and High Power Ellcon-National), square or rounded trough hatches, and tapered or angled end cages. Outlet gates will be gravity type, ATP long gravity, or Miner short. Additional features include photo-etched crossover platforms, Kadee #58 couplers, and investment-cast end gate capstans. The cars will have 100-ton Barber S-2 trucks with semi-scale 36-inch wheels.



Road names will be Canadian Pacific (Red lettering, Beaver logo), Canadian National, WFRX-CN Grains Connect Canada (Wheat Board

Partnership), Burlington Northern Santa Fe, NKLX-Louis Dreyfus Company, PHLX-Parrish & Heimbecker, FURX-First Union Rail, CAIX-CAI Rail Inc , and two TRGX-Richardson International cars with tapered or beveled end ladders. For additional information visit [pwrs.ca](http://pwrs.ca).

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**Oxford Diecast** has added a 1950 Oldsmobile Rocket 88 club coupe to its assortment of 1:87 scale models. For more information contact a dealer or visit [walthers.com](http://walthers.com).



**Railfan Models** has introduced an HO scale ver-

sion of a Kasgro 325-ton 12-axle, 36-foot depressed deck flat car. Kits for the car and the transformer load are available separately. A limited quantity of assembled and decorated models, including a transformer load, are also available. This is a long car that requires a 20-inch minimum radius. For additional information visit [railfan-models.com](http://railfan-models.com).



**Rapido Trains** is preparing tooling for a group of Rail Diesel Cars the

Budd Co. built for Canadian railroads. The HO scale models will include an all-coach RDC-1, and RDC-2 and RDC-3s with compartments for baggage and/or mail.

Both the original Phase 1 (1949-1956) and later Phase 2 (1956-1962) Canadian RDCs will be produced. Major spotting differences in the prototype production runs include the end diaphragms, changes in



number boards, and three types of roof blisters.

Paint schemes will include Canadian Pacific (as delivered on RDC-2s and RDC-3s only), Canadian Pacific (Maroon with Hockey Stripes, RDC-1s only), CP Rail

(Action Red with Hockey Stripes), Canadian National (as delivered), Canadian National (Black Noodle), VIA Rail Canada (early scheme), Pacific Great Eastern (as delivered on RDC-3s only), and British Columbia Railway (Dogwood herald on RDC-3s only). Painted but unlettered models will also be available. Rapido has set October 7 as the deadline for ordering with delivery planned for spring 2020. For additional information contact a dealer or visit [rapidotains.com](http://rapidotains.com).

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**Resin Car Works** is selling prototypically accurate craftsman kits for several classes of HO scale SFRD reefers. New kits are available for Rr-43 cars

rebuilt in 1947 with Morton metal running boards, and Rr-45 cars rebuilt in 1948 with Apex metal running boards. Both the Rr-43 and Rr-45 classes had rectangular steel riveted panel roofs, and early versions of Improved Dreadnaught ends.



RCW is reissuing kits for SFRD rebuilds of the Rr-35, Rr-36 (above), Rr-39, and Rr-40 classes built between 1944 and 1946. The kits feature a one piece body casting, a pair of Tahoe Model Works

truck side frames (less wheelsets), and extensive downloadable instructions. The quartet of historians and expert modelers responsible for developing these highly-accurate SFRD kits are Charlie Slater, who made the master patterns; Tom Madden, who did the casting work; Ken Soroos, decal art and kit instruction formatting; and Frank Hodina, kit instructions and model photos. For more information visit [resincarworks.com](http://resincarworks.com).

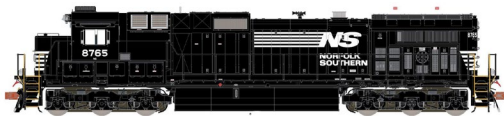
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**ScaleTrains.com's** fall schedule calls for the release of HO scale models of a Trinity 31,000-gallon tank car with head shields. Road names will be TILX, Deep Rock, and

Phillips. The prototype cars carry gasoline, crude oil, petroleum distillates, or ethanol with the only visual difference being the labeling on the hazmat placard. ScaleTrains.com will offer a Rivet Counter version of the model with several pre-printed placard options. An Operator series model will have blank hazmat placard and decals.





Included in the September 2019 release of HO scale Rivet Counter Dash 9 locomotives is a Norfolk

Southern Dash 9-40C with a GE Spartan cab and a rooftop early Dayton-Phoenix air conditioner. The air conditioner's position led to the units being nicknamed "Top Hats." Modeled in their "As Delivered" state, the prototypes were built between January and April 1995. Available in four numbers, the models include the late dynamic brake exhaust, operating front, rear, and side LED walkway lights; front and rear deck mounted alternating LED ditch lights, tall snowplow with open doors and grab irons, 4-step stepwells with see-through steps, and many other prototype specific details.

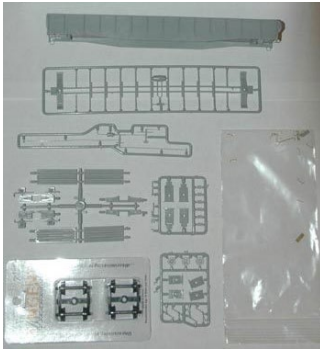


Other new freight cars coming from ScaleTrains.com during the 2019-2020 winter season include an HO scale version of this Thrall-Trinity 42-foot coil steel car. More

than 130 individual parts go into assembling this ready-to-run Rivet Counter model. Features include three body types, six different removable hoods, see-through photo-etched metal walkway, simulated wood interior floor, positionable load dividers, complete underbody brake details, and a coil steel weight load. Road names will be Norfolk Southern, CSX, Conrail, Chicago Heights Terminal Transfer, Indiana Harbor Belt, and Canadian Pacific. For additional information visit [scaletrains.com](http://scaletrains.com).

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**Tangent Scale Models** is selling two versions of an undecorated kit for an HO scale Bethlehem 52-foot 6-inch 70-Ton riveted gondola with drop-ends. Kits are available for cars



with either a wood floor or with a steel floor. Also available are styrene parts for the Bethlehem gondola including brake wheel options, Duryea underframes, slack adjusters, and etched metal tiedowns. For more information visit [tangentscalemodels.com](http://tangentscalemodels.com).



**Walthers** announced an extensive list of new products at the National Train Show including a Mainline series NW2 diesel switcher. Walthers HO scale model

is based on a Phase V version built in 1949. Road names will be Elgin, Joliet & Eastern; Indiana Harbor Belt, and Union Railroad. An unlettered NW2 in blue and yellow, and an undecorated DC-only model will be included in the June 2021 release.



Walthers plans to release a Proto series EMD SW1200 diesel switch engine next month. The HO scale model is based on units that went into service in

the mid-1950s. Road name variables include Flexicoil or AAR Type A trucks with plain or roller bearings, and hood or sill-mounted handrails. Road names will be New Haven, Canadian National, Denver & Rio Grande Western, and Illinois Terminal. Walthers NW2 and SW1200 locomotives will be available for DC operation and with ESU Sound and DCC decoder.



Walthers is booking dealer reservations for an HO scale GP15-1. A late October release is planned. The Trainline series model is based on a diesel loco-

otive EMD introduced in the mid-1970s. Spotting features of the 12 cylinder 1,500 hp unit include its flat-topped, pointed nose, and angled cab roof. In addition to Norfolk Southern, road names will be BNSF, Canadian Pacific, Conrail, CSX, and Union Pacific. The operating system for the economy priced Trainline model will be standard DC.



New HO scale rolling stock announced by Walthers at the National Train Show includes this Proto series

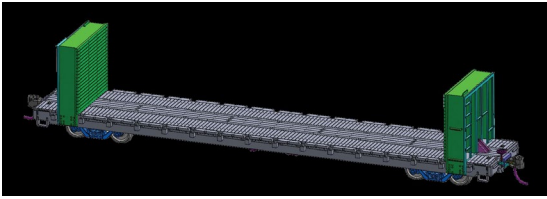
50-foot Evans cushion coil car. Walthers model is based on prototypes in service from the 1970s to early 2000. Details include V-shaped load cradle and separate hood restraints, etched metal walkways, underframe cushioning device, and individually applied grab irons. Road names will be Bessemer & Lake Erie, Chessie/C&O, Detroit, Toledo & Ironton, T&I, Elgin, Joliet, and Eastern, Grand Trunk Western, Indiana Harbor Belt, Penn Central, and M-K-T. Road-specific removable hoods with lifting rings and stacking brackets will be either round, angled, or composite glass fiber. Additional decorated hoods will be available separately. A June release date is planned.



Also scheduled for release next June is a Walthers Mainline 53-foot Railgon gon-

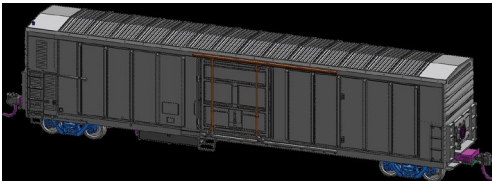
dola. The model will be produced from new tooling based on

Railgon 310000 series cars. In addition to Railgon/GONX, road names will be Baltimore & Ohio, Chicago & North Western, Delaware & Hudson, Denver & Rio Grande Western, Elgin, Joliet & Eastern; Soo Line, and undecorated. The HO scale model will have 100-ton roller-bearing trucks with 36-inch machined metal wheelsets.



A 60-foot bulkhead flat car with an inside length of 48 feet is included on Walthers' June 2020 schedule. The

model reflects prototypes fitted with Pullman-Standard 8-foot 6-inch bulkheads in the late 1960s. Roadnames on the Mainline ready-to-run model will be Canadian National, Canadian Pacific, Indiana Harbor Belt, Weyerhaeuser, and two Trailer-Train schemes.



Walthers reports it is cutting tooling for an HO scale 57-foot mechanical reefer based on a prototype built by Pacific Car & Foundry in the late 1960s. Notable details include a 9-foot Youngstown plug door with separate latch bars, a

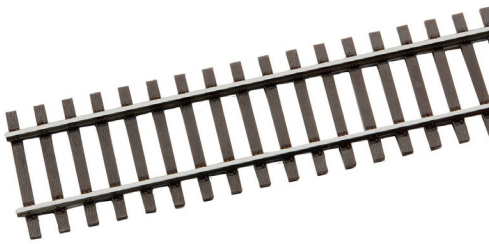
ribbed Stanray peaked roof with a capped exhaust stack, shortened ladders and low hand brakes, and either a Keystone or Hydra-Cushion underframe depending on the road being modeled. Road names will be American Refrigerator Transit, BAR, Great Northern/WFCX, Pacific Fruit Express, SPFE, and UPFE. Delivery is planned for next March.





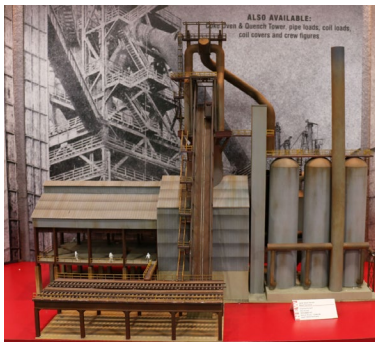
Walther's has released to dealers a Mainline series 53-foot well car.

The HO scale model follows an NSC prototype. The cars are available individually and as a 3-unit set. Road names are BNSF and TTX.



Walther's will be expanding its line of DCC-friendly HO scale nickel silver track components during the 2nd quarter of next year. The new items include a 36-inch bridge track with two end

pieces and two filler ties. Both the running rail and inside guard rail are code 83. An April release date is planned for Code 100 and code 83 left and right #8 and #10 turnouts, 20/24-inch and 24/28-inch curved turnouts, and a #6 double crossover. Code 100 left and right #4, #5 and #6 turnouts are scheduled for a June release date. All Walther's track components are visually compatible with dark brown wood grain ties, and with a spike and tie plate molded on each tie. Spike holes are located next to the rail with starter points for fasteners molded on the underside of the ties.



At the National Train Show, Walther's announced that the steel plant structures in the Cornerstone line would be re-released, one building at a time, starting in late November 2019 with the Electric Furnace building. The Coke Oven and Quench Tower with Lorry & Quench cars is due in late December 2019

followed in January, February, and March with the Blower Engine House with piping extensions, Rolling Mill with Reversing Mill Stand, and Blast Furnace with Stairways and Railings.



A March 2020 release date has been set by Walthers for an HO scale kit based on Milwaukee's Everett Street Station and Train Shed. When assembled, the Cornerstone model will have a footprint of 22.16 x 8.4 inches. The clock tower tops out at 22 inches.



Also due next March is a Cornerstone kit for the former Walthers headquarters at 1245 North Water Street, Milwaukee, WI. Walthers occupied the building from 1958 to 1969. It has since been the home of a variety of businesses and is currently a popular eatery. When assembled

the three-story model has a footprint of 4.75 x 8.5 inches. For additional information on Walthers products contact a dealer or visit [walthers.com](http://walthers.com).

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**Woodland Scenics** has announced two new plastic structure kits in its DPM Building Line. The HO scale kits include Humble Home (left) and Victorian Cottage (upper right).



The figures, street lights, and landscape details shown in the illustrations are not included. A release date is pending. For more information contact a dealer or visit [woodlandscenics.com](http://woodlandscenics.com).

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## N SCALE PRODUCT NEWS



**Athearn** reports that it will release an N scale 4-8-8-4

Union Pacific Big Boy next June in three paint schemes. They are UP Heritage Steam Fleet No. 4014, preserved engines Nos. 4004-06, 4012, 4017-18, and 4023, and in the wartime scheme as Nos. 4002 and 4011. The locomotive will be available with dual-mode SoundTraxx Tsunami2 sound decoder. A DC version will also be offered.



Three-packs of 40-foot smooth side containers are included in Athearn's June 2020 release of N scale models. Carrier names will be K Line, Showa, SeaLand, ACL, Sea Train, YS Line, DARK, Japan Line,

OOCL, NYK, NOL, Mitsui, and APL. For additional information on Athearn products contact a dealer or visit [athearn.com](http://athearn.com).

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Atlas has set the release of a large number of new N scale models during the 1st quarter of 2020. At the top of the

list is an Atlas Master Line GP40-2 diesel locomotive in new paint schemes and new road numbers. In addition to the Boston & Maine (Guilford Rail System) scheme shown here, road names will be Southern Railway (Operation Lifesaver), Burlington Northern, Union Pacific, Florida East Coast, Canadian Pacific, and CSX. An undecorated model will also be available.



Features include directional lighting with golden-white LEDs, safety tread on walkways, and dynamic brakes

when appropriate to the prototype road being modeled.



Atlas has included an N scale Master Line Alco S-2 diesel switcher in its 1st quarter schedule. Alco introduced the low-hood 1,000 hp S-2 in

1940 as a turbocharged version of the earlier S1. Features of the N scale model include fine scale handrails, separately applied uncoupling levers, air hoses, directional LED lighting, and a diecast hood and chassis. Road names will be Southern Pacific, Maine Central, Lehigh & New England, Erie, Chicago Great Western, and Canadian National. Operating systems available for both the GP40-2 and the S-2 will be DC, DCC, and DCC with sound.



In 1997 Thrall designed an articulated auto

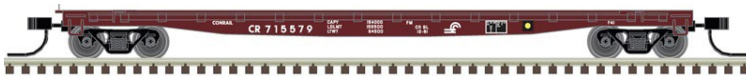


carrier for TTX that would accommodate oversize vehicles such as trucks, SUVs and vans. Atlas has included an N scale version of the articulated car in its 1st quarter 2020 release. Features of the Master Line model include a weighted diecast chassis, an articulated diaphragm, end door details, and 70-ton roller-bearing trucks. In addition to Santa Fe, road names will be TOAX, Norfolk Southern, and BTTX.



The North American Car Company produced the prototype of this 50-foot smooth side RBL car in the

mid-1960s. Atlas' N scale version will be available early next year decorated for NIRX, QOCX, Mountain Pine Lumber, Sexton Foods, Dakota, Minnesota & Eastern; Delaware & Hudson, and Ashley, Drew & Northern.

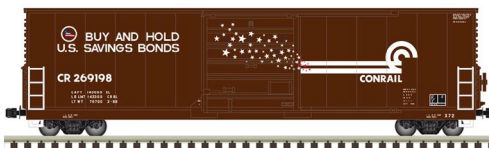


This Atlas N scale 53-foot 6-inch flat car will be available decorated for Union Pacific, Southern Pacific, Rock Island, Minneapolis & St. Louis, Illinois Central Gulf, and Conrail.



The original owners of the Evans-built X72 boxcar were Western Pacific and Penn Central. Atlas' N scale version

replicates the smooth welded car sides and the forklift friendly 10-foot wide 6-panel Superior door.



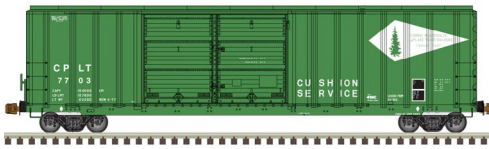
In addition to the two original owners, the new Atlas Master Line model will be available early next year

decorated for York Rail, Canadian National, and two Conrail versions including this distinctive star-studded scheme that promoted U.S. Savings Bonds.



Atlas' 2020 1st quarter schedule includes a new production run of steel bay-window cabooses. The N scale model

is based on a prototype built by International Car Co. Road specific variations in the Master Line model include a solid window, double window, and a shortened bay. Road names in this release will be Chicago & North Western, Union Pacific, Rock Island, Kansas City Southern, Milwaukee Road, Frisco, and Conrail.



Completing Atlas' new N scale product release for the 1st quarter of next year is an FMC 5077 cu. ft. double-door

boxcar. The Master Line model is based on a prototype design introduced in the 1970s that may still be seen working and wearing the decorating scheme of second or third-hand lease holder. Spotting features of the Plate B car include nearly flat X-panel roof, FMC signature side sills, and non-terminating box-corrugated ends. Road names include Union Railway of Oregon, Union Pacific, Seattle & North Coast, and Camino, Placerville & Lake Tahoe. All Atlas N scale ready-to-run models come with AccuMate knuckle couplers. For additional information contact a dealer or visit [atlasrr.com](http://atlasrr.com).

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**Bachmann** announced three N scale locomotives at the National Train Show including two versions of a Baltimore & Ohio class



EM-1 2-8-8-4 articulated steam locomotive.

Features include all-wheel pickup, soft white LED backup and headlight, and blackened metal drivers with traction tires. The Spectrum model will be available in October with DCC Dual-Mode SoundTraxx Econami Sound decoder.



Bachmann has set a November delivery date for an EMD GP40 diesel locomotive. Road names will be BNSF, CP Rail, CSX, Norfolk Southern, and Union Pacific. The N scale model will have DCC with Econami Sound Value package.



Also scheduled for release in November is a Norfolk & Western

4-8-4 Class J steam locomotive. Three road numbers will be available for the N scale model which will have DCC sound equipped with Econami Sound Value package.



New N scale rolling stock coming from Bachmann this winter includes a 40-foot 8-panel steel gondola. Road names will be

Atchison, Topeka & Santa Fe; Burlington Northern, Denver & Rio

Grande Western, and Pennsylvania Railroad. For additional information contact a dealer or visit [bachmanntrains.com](http://bachmanntrains.com).

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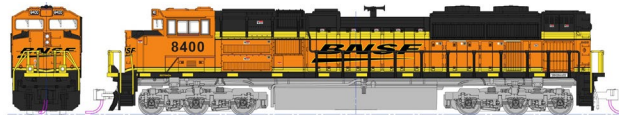


**ExactRail** will release an N scale Evans 5277 cu. ft. boxcar later this summer. This is a welcome rerun of a well-tooled model introduced nearly a decade ago. The N scale model is based on a 1978 Evans/SIECO prototype with the spotting feature being the straight side sill. Road names will be Ontario Northland (1983 repaint), GATX-Laurinburg & Southern (2016 repaint), Mississippian Railway (1979 original paint), Sault Ste Marie Bridge Co. (1990 repaint), Ferdinand Railroad (1980 repaint), and Canadian National (2009 repaint).



The car will come with 70-ton trucks with 33-inch machined metal wheels or 100-ton trucks with 36-inch wheels depending on the practice of the road name being modeled. Micro-Trains body-mounted couplers on this new run replace the problematic truck-mounted couplers used on the previous release. For additional information visit [exactrail.com](http://exactrail.com).

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**KatoUSA** has set an end of year release for a new run of BNSF SD70ACe diesels. Utilizing tooling developed for the Spirit of Union Pacific locomotive, this new BNSF run will feature a modified nose headlight and an isolated cab. Kato plans to have BNSF No. 8400 ready by

Christmas with two additional road numbers available in January. In addition to a DC-analog version, the N scale locomotive will be available with TCS DCC decoder installed. ESU Loksound DCC will be available on special order. See your dealer for details.



KatoUSA has added a Transition Sleeper to the selection of N scale Superliner II cars scheduled for release late this year. The previously announced rerun of

Superliner I four-car sets in Amtrak's modern Phase VI paint scheme is still on target for a December release. For additional information on all KatoUSA products contact a dealer or visit [katousa.com](http://katousa.com).

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**Micro-Trains** has released to dealers a 70-foot mail-baggage car decorated for the Southern

Railway. The N scale model represents an all-steel heavyweight car built in the 1920s that continued in service until the early 1960s. Like the prototype, the Micro-Trains model rides on six-wheel passenger trucks with plain bearings.



Also new from Micro-Trains is this 40-foot standard box car with a Youngstown sliding door and P-S ends. The N scale model is influenced by a

prototype built in the late 1940s that has been updated by having its running board removed and ladders shortened. The British Columbia Railway model wears a 1970s green repaint with a dogwood herald.



This Union Pacific triple-bay covered hopper is available from Micro-Trains in two road numbers. The N scale model represents a 4427 cu. ft. car built by Pullman-Standard and rebuilt in the early 1990s.



Micro-Trains has released a three-pack of GATX 56-foot general service tank cars. Introduced in the 1970s, the frameless tankers had a capacity of 24,900 cubic feet and were used primarily in

the petroleum industry. For additional information contact an authorized Micro-Trains dealer.

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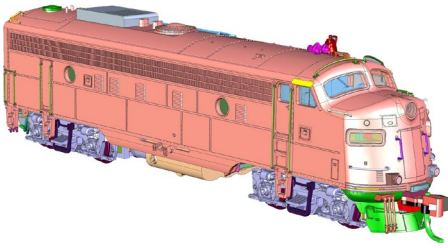


**Motrak Models** has announced its first N scale structure kit from Northeastern Scale Models, Valley Hardware and Plumbing Supply. Limited to 50 kits, there were still some available when the News and Events column was created. The kit features laser-cut clapboard siding, laser-cut loading dock and porches, laser-cut paper 3-tab shingles, laser-cut window shades, Tichy Train Group plastic

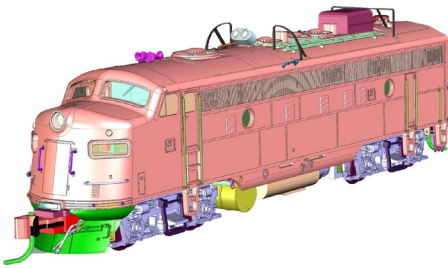
windows and doors, signage, and easy to follow instructions. The dimensions of the finished structure were not provided. For more information visit [motrakmodelsusa.com](http://motrakmodelsusa.com).

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**Rapido** is developing tooling for a FP9A Canadian-built diesel locomotive. The Rapido model promises to be the first accurate N



headlight, rear headlight and number boards; and working ditch lights and rooftop Gyalrite where appropriate to the individual locomotive being modeled.



Canadian Pacific versions of the FP9A will have dynamic brakes, vertical slit grilles, frame-mounted water tank, and etched-metal icicle breakers. Decorating schemes will be Canadian Pacific (Block and script lettering), and CP Rail in Action Red with both 5- and 8-inch stripes.

Canadian National models will have frame-mounted rerailers, rooftop bell, Farr grilles and a CN style steam generator. CN class C and D units will have 36-inch radiator fans, with 48-inch fans being applied to class E units. CN paint schemes will include 1954 (delivery, and 1961 stripes), VIA-CN, and VIA Rail Canada (both CP and CN car body styles). An Algoma Central version is also planned but sufficient pre-orders must be received to meet minimum production requirements. Standard DC (silent) models will be available as well as DC/DCC sound models using recordings taken from a real FP9A unit with a 567C prime mover operating under load. Delivery is planned for summer 2020.

scale model of the unique FP9As GMD built between 1954 and 1958 in London, Ontario. Features on the model include roof-mounted cooling coils, separate air hoses, separate grab irons and handrails, working

Canadian Pacific versions of the FP9A will have dynamic brakes, vertical slit grilles, frame-mounted water tank, and etched-metal icicle breakers. Decorating schemes will be Canadian Pacific (Block



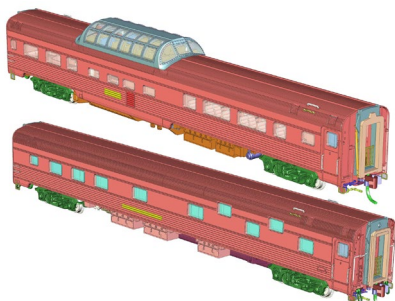
Rapido is quoting a late spring 2020 date for the introduction of a VIA Rail F40PH-2D diesel locomotive. The N scale model will be based on prototype F40PH-2Ds built in London, Ontario between 1986 and

1989. Among the many Canadian-only features, the most easily spotted are the car body panels and door locations, a specialized fuel tank, and unique arrangement of the underbody appliances. The model will have working headlights, ditch lights, and number boards; separate grab irons and handrails, full underbody detailing, and road-specific rooftop variants.



Rapido's Canadian F40PH-2D will be available decorated in both the original 1986-1998 livery and the 1998-2014 Canada scheme. An undecorated version will be included in this run. Silent DC

models and DC/DCC sound versions will be available.



Rapido has announced plans to produce a complete N scale version of The Canadian, Canada's most prestigious transcontinental train. The Canadian will be available in a special 10-car set consisting of a baggage/dormitory, Skyline Dome coach/coffee shop, diner, Park Car

Dome sleeper/lounge observation, and two each of the following cars; Chateau Sleeper (4 sections, 8 duplex roomettes, 3 bedrooms, 1 drawing room), Manor Sleeper (4 sections, 4 roomettes, 5 bedrooms, 1 compartment), and a coach. For modelers wanting longer trains the coach and sleepers will be available separately.





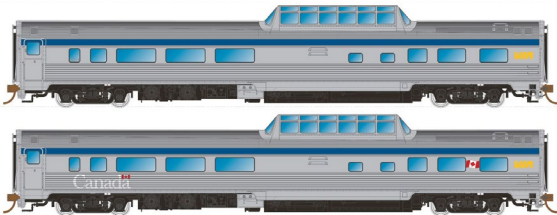
R. Bale

## THE CANADIAN

Canada's famous transcontinental train, known as The Canadian, was introduced by the Canadian Pacific Railway in 1955. It served as the nation's flagship train operating from Montreal and Toronto to Vancouver. It featured new FP9A locomotives and a consist of brand new stainless steel passenger cars built by Budd in Philadelphia. The Canadian lasted with CP until 1978, when it was transferred to VIA Rail Canada. It continued to operate on the original CP routing until 1990, when it was moved to Canadian National tracks. After upgrading The Canadian to Head End Power and refurbishing the aging Budd cars, VIA relaunched the beloved train in 1992 in new silver and blue livery. Despite suffering from poor timekeeping by the freight-oriented railway, the Canadian continues today as VIA's flagship transcontinental showpiece. Seasonal consists could range as high as 30 cars with 18 to 22 being typical.



optional Skyline interiors; track-powered interior lighting, etched-metal grab irons and handrails, and operating marker lights on all Park and HEP-equipped cars.



Details include accurate Budd fluting profile, full underbody detail including piping and conduits, full interiors, including two

Paint schemes available will be Canadian Pacific (Maroon), CP Rail (Action Red), VIA Rail (original), VIA Rail

Canada (HEP rebuild), and painted but unlettered. The order deadline is January 13th, 2020 with delivery expected in summer 2020. For additional information contact a dealer or visit [rapido-trains.com](http://rapido-trains.com).

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**RSLaserKits** is selling an N scale craftsman kit for Bain & Mitchell Wagon Co. The kit includes two farm wagons and spare wagon wheels. The structure is based on a real building in Salt Lake City. The assembled kit has a footprint of 3.625 x 7.25 inches.

New detail items from RSLaserKits include 16-foot row boats. The kits are composed of laser-cut pre-colored cardstock. The boats are sold in a six-pack. For more information visit [rslaserkits.com](http://rslaserkits.com).

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**ScaleTrains.com** plans to release an N scale GE C44-9CW in September. The feature-laden Rivet Counter series

model will be available decorated for Santa Fe (ditch lights on the pilot, four-step well), BNSF (H2 paint scheme, ditch lights on deck), BNSF-Heritage III (Five-step well, snow plow, nose door), Norfolk Southern (Five-step well, snow plow, high mounted headlight), Norfolk Southern (Horsehead scheme, high mounted headlight, rear anti climber), Southern Pacific (speed lettering, deck mounted ditch lights, snow plow, four-step well), and Union Pacific (snow plow, five step well, ditch lights on deck).



Control systems on the Rivet Counter model include DC (DCC ready), ESU Next DCC motor only, and ESU LokSound DCC & Sound. For additional

information visit [scaletrains.com](http://scaletrains.com).

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**Walthers** plans to release two new N scale Cornerstone structure kits at the end of 2019. The first kit is a classic two-story frame house built throughout North America from about 1870 to 1910. The kit includes parts for two different porches and front walls.

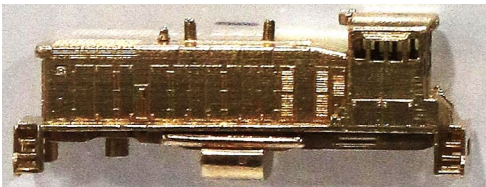


The second residential kit has several variants including an open or enclosed porch, optional roof dormers, and a separate single car garage. Both kits are composed of pre-colored molded

plastic components. For additional information contact a dealer or visit [walthers.com](http://walthers.com).

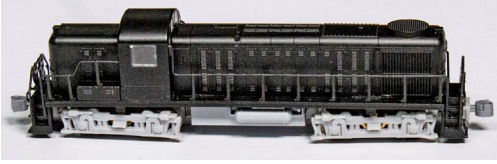
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## Z SCALE PRODUCT NEWS



**American Z Line** announced they would be developing a new EMD SW1500 switcher in Z scale. Company representatives assured the MRH

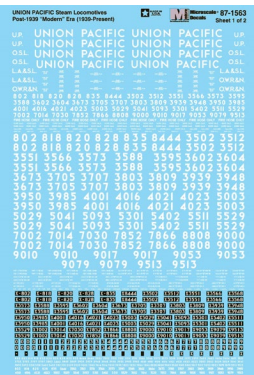
photographer that despite the mockup on the announcement, the actual locomotive would be produced in styrene. The announcement did not include an expected availability date.



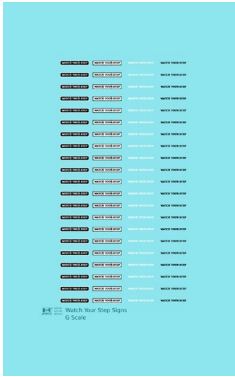
AZL also had a production sample of the upcoming Alco RS-3/RSD-5 in Z scale on hand. Produced between 1950 and 1956,

approximately 1700 RS and RSD locomotives were produced. The RS-3 will have 2-axle AAR type B trucks while the RSD-5 will be equipped with the 3-axle Trimount trucks. Roadname specific details will include smokestacks, turbochargers, headlights, number boards, airhorns, snowplows and fuel tanks. Three production runs are planned with the following road names proposed: RS-3: GN, NP, CP, NH, UP, SOU, MILW, PRR, DH, SAL, BN, SSW, NYC, CN, DRGW, RSD-5: ATSF, SP, C&O. For more information see a dealer or visit [americanzline.com](http://americanzline.com).

## NEW DECALS, SIGNS AND FINISHING PRODUCTS



**Microscale** has water slide decals for Union Pacific's Spirit of the Union Pacific diesel locomotive. Also new is a lettering set for UP steam locomotives in the post-1939 era. Both decal sets are available in N and HO scales. For additional information contact a dealer or visit [microscale.com](http://microscale.com).



**K4 Supply Company** has water slide decals for passenger car Watch Your Step signs. Stand-alone lettering and lettering with contrasting backing are printed in both black and white. Printing at 1200 DPI assures legibility on these water slide decals. The decals are available for HO, S, O, and G scales. For ordering information go to ebay and search K4 watch your step decals.

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**When talking to hobby vendors, please remember to mention MRH.**



## BRIEFLY NOTED AT PRESS TIME ...

**Accurail's** next release of HO scale freight car kits will include an Illinois Terminal 36-foot Fowler wood boxcar and a 40-foot steel PS-1 boxcar decorated for Milwaukee Road. We'll have details next month ...

**Bowser** is accepting reservations until August 30 for HO scale Baldwin diesel units including AS16, AS616, and AS416 switch engines; and DRS 4-4-1500, and DRS 6-6-1500 road engines. Delivery of the Executive series models is set for April 2020 ...

At the St. Louis RPM Meet late last month **Dan Kohlberg** announced the availability of HO scale water-slide decals for CB&Q HC-1B twin-bay covered hopper, GATX 8000 gallon general service tank cars 1948-1960s, and 1960s-1980s schemes for the same GATX tankers. For more info visit [www.icgdecals.com](http://www.icgdecals.com) ...

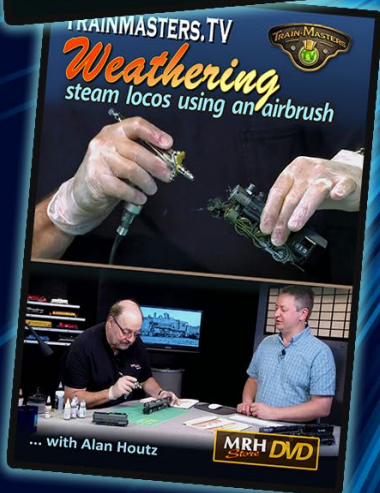
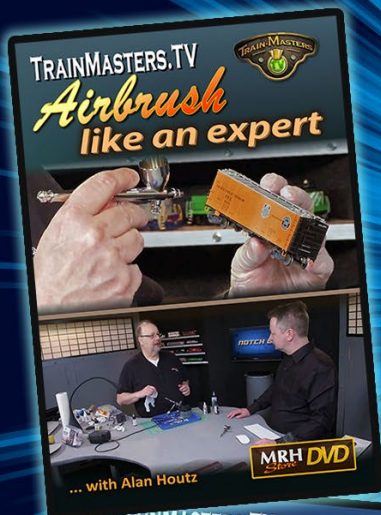
**InterMountain** has released an HO ACF center flow twin-bay covered hopper. Nine road names in six numbers each are available, plus gray data only ...

**Smoky Mountain Model Works** has a prototypically accurate O scale resin kit for a Southern Railway 41-foot 6-Inch low-side gondola. Learn more at [www.smokymountainmodelworks.com](http://www.smokymountainmodelworks.com) ...

**SoundTraxx** has posted a brief video about soldering tips and design changes in their Mini Cube speakers. Check it out at [view.bbsv1.net/bbext/?p=land&id=8E31372BACB25563E0530100007F6BE0&vid=38a3f320-d2d9-40c2-92c7-03614bf563ba](http://view.bbsv1.net/bbext/?p=land&id=8E31372BACB25563E0530100007F6BE0&vid=38a3f320-d2d9-40c2-92c7-03614bf563ba) ...

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# SELECTED EVENTS



Model Railroad Hobbyist | August 2019 | #114

## AUGUST 2019

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

**AUSTRALIA, VICTORIA, BRAYBROOK**, August 3-4, Sunshine Model Railway Club's annual exhibition, Braybrook Secondary College Gym Hall, Burke St. Info Ted Allan 93118389.

**CALIFORNIA, CROCKETT**, August 10, Carquinez Model Railroad Open House at 645 Loring Ave. Info at [www.cmrstrain-club.org](http://www.cmrstrain-club.org).

**KENTUCKY, LOUISVILLE**, August 4-11 (not August 10th), St. Matthews Eline Library Model Train Show, sponsored by the K&I Model Railroad Club at the St. Matthews Eline Library, 3940 Grandview Ave. Info at [www.kandimrr.com](http://www.kandimrr.com).

**NEW YORK, BUFFALO**, August 3-4, Buffalo & Susquehanna Railway Symposium, hosted by the Western New York Railway Historical Society at Heritage Discovery Center, 100 Lee Street. Info at [www.trainweb.org/wnyhdc](http://www.trainweb.org/wnyhdc).

**OHIO, MARION**, August 10, Summerail 2019, sponsored by Marion Union Station Association, 532 West Center Street. Info at [www.summerail.com](http://www.summerail.com).

**OHIO, PAINESVILLE**, August 23, Railroad Memorabilia Show, at Painesville Railroad Museum, 475 Railroad Street. Info at [painesvillerrailroadmuseum.org](http://painesvillerrailroadmuseum.org).



**OREGON, PORTLAND**, August 27-31, 35th National Garden Railway Convention, hosted by Rose City Garden Railway Society, at DoubleTree by Hilton Hotel, 1000 NE Multnomah Street. Info at [www.ngrc2019.org](http://www.ngrc2019.org).

**PENNSYLVANIA, ALTOONA**, August 3-4, N-Scale Weekend & Model Train Show, sponsored by Bedford Model Railroaders at Altoona Jaffa Shrine Centre. Info at [www.n-scaleweekend.com](http://www.n-scaleweekend.com).

**PENNSYLVANIA, STRASBURG**, August 11, Eastern Pennsylvania 2 Rail O Scale Train Show and Swap Meet, at Strasburg Fire Company, 203 West Franklin Street. Request info from Rich Yoder at [oscale48@comcast.net](mailto:oscale48@comcast.net).

**VIRGINIA, LYNCHBURG**, August 10, Lynchburg Railroad Day, Model Train and Railroaders Show, at Boonsboro Ruritan Club, 1065 Coffee Road. Info at [www.blueridgenrhs.org/rail-day](http://www.blueridgenrhs.org/rail-day).

### September 2019, by location

**ARIZONA, MESA (Metro Phoenix)**, September 25-29, Arizona Junction, 2019 NMRA Pacific Southwest Region Convention, hosted by PSR Arizona Division, at Sheraton Mesa Hotel at Wrigleyville West, 860 North Riverview Mesa. Info at [azdiv-nmra.org/psr2019convention](http://azdiv-nmra.org/psr2019convention).

**CALIFORNIA, SACRAMENTO**, September 4-7, 39th National Narrow Gauge Convention, at DoubleTree by Hilton Hotel, 2001 Point West Way. Info at [www.nngc2019.org](http://www.nngc2019.org).

**INDIANA, INDIANAPOLIS**, September 14, Train Show & Sale, sponsored by Naptown & White River Model Railroad Club, at Emmerich Manual High School, 2405 S. Madison Avenue. Info at [naptownrr.org](http://naptownrr.org).

**MARYLAND, LINTHICUM HEIGHTS (Metro Baltimore)**, September 19-22, Mid Atlantic RPM Meet, at Double Tree by Hilton, BWI Airport, 890 Elkridge Landing Road. Info at [marpm.org](http://marpm.org).

**MISSOURI, SPRINGFIELD**, September 7, Fall Train Show, sponsored by Ozarks Model Railroad Association, at East Hall Ozark Empire Fairgrounds Eplex, 3001 N. Grant Ave. Info at [www.omraspringfield.org](http://www.omraspringfield.org).

**NEW YORK, LIVERPOOL (Metro Syracuse)**, September 19-22, NMRA Northeastern Region Empire Junction 2019 Convention, at Holiday Inn, 441 Electronics Parkway. Info at [empirejunction.org](http://empirejunction.org).

**WASHINGTON, BATTLE GROUND**, September 28, 46th Great Train Swap Meet, sponsored by Southwest Washington Model Railroaders at Battle Ground High School Gymnasium, 300 West Main Street. Request info from Larry Sprengel at [Larry.sprengel@gmail.com](mailto:Larry.sprengel@gmail.com).

**WISCONSIN, MILWAUKEE**, September 21, NMRA Wise Division RPM Meet, Four Points Sheraton at Milwaukee Airport. Info at [www.wisedivision.org](http://www.wisedivision.org).

### Future 2019, by location

**CANADA, ONTARIO, BRAMPTON**, October 5-6, Greater Toronto Train Show, at Brampton Fairgrounds, 12942 Heart Lake Road. Info at [www.torontotrainshow.com](http://www.torontotrainshow.com).

**CANADA, ONTARIO, FENWICK**, November 16-17, 23-24, Open House at Greater Niagara Model Railroad Engineers, 1141 Maple Street. Info at [gnmre.ca](http://gnmre.ca).

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

**CALIFORNIA, SAN LUIS OBISPO**, October 4-6, Central Coast Railroad Festival and Train Show. Info at [ccrrf.com](http://ccrrf.com).

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

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

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

**ILLINOIS, MORTON**, October 26, Central Illinois Train Xchange, at Blessed Sacrament Church, 225 East Greenwood Street. Request info from Roger at [citrainx@gmail.com](mailto:citrainx@gmail.com).

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

**KENTUCKY, LOUISVILLE**, November 16, NMRA MCR Division 8 Train Show, at Holy Family Parish Saffin Center, 3938 Poplar Level Road. Info at [www.div8-mcr-nmra.org](http://www.div8-mcr-nmra.org).

**MASSACHUSETTS, GARDNER**, October 5, Southern New England 2 Rail O Scale Fall Show, at United Methodist Church, 161 Chestnut Street. Info at [www.snemrr.org](http://www.snemrr.org).

**MICHIGAN, EAST LANSING**, November 10, Model Railroad Club Show and Sale, sponsored by Lansing Model Railroad Club at Michigan State University Pavilion. Info at [www.lmrc.org](http://www.lmrc.org).

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

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

**NEW YORK, ALBANY**, December 1, Great Train Extravaganza Show & Sale, sponsored by NMRA Hudson Berkshire Division at Empire State Convention Center. Info at [gtealbany.com](http://gtealbany.com).

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

**NORTH CAROLINA, FLETCHER**, October 4-5, Autumn Rails Train Show, at Expo Building, Western North Carolina Agricultural Center, sponsored by French Broad e'N'pire NTRAK Club. Request info from Ray Baldwin at 607-72-9694.

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

**OHIO, CAMBRIDGE**, October 20, NMRA MCR Division 6 Swap Meet, at Pritchard Laughlin Center, 7033 Glenn Highway. Info at [div6-mcr-nmra.org/swapmeet.html](http://div6-mcr-nmra.org/swapmeet.html).

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

**PENNSYLVANIA, LANCASTER**, November 23-24, Brass Expo & Custom Craftsman Models 2019 Show, at Wyndham Lancaster Resort & Convention Center, 2300 Lincoln Highway. Info at [brassexpo.com](http://brassexpo.com).

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

## Beyond 2019, by date

**FLORIDA, COCOA BEACH**, January 9, 2020, Prototype Rails, at Cocoa Beach Hilton Oceanfront, 1550 North Atlantic Avenue. Info at [www.prototype Rails.com](http://www.prototype Rails.com).

**PENNSYLVANIA, MALVERN (Valley Forge)**, March 27-29 2020, Railroad Prototype Modelers Meet, at Desmond Hotel. Info at [rpmvalleyforge.com](http://rpmvalleyforge.com).

**MISSOURI, ST. LOUIS**, July 12-18, 2020, NMRA National Convention and National Train Show. HQ at Hilton St. Louis at the Ballpark. Info at [gateway2020.org](http://gateway2020.org).

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

**ENGLAND, BIRMINGHAM**, 2022, NMRA National Convention and National Train Show. Info at [www.nmra2022uk.org](http://www.nmra2022uk.org). ■



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#45 terminated in Memphis and stayed until the evening, when it returned in the other direction as #46.

**All about the Tennesseean ...**

was a sleeper train and carried a through sleeper from New York to Memphis, while 107 was a coach-only train.

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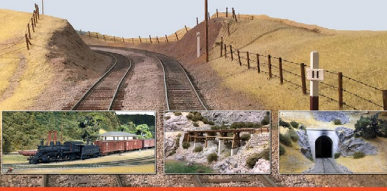
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