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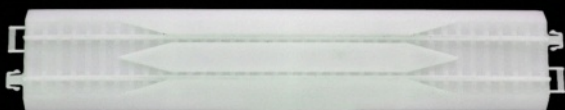


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James Regier, Assistant Editor



Patty Fugate, Pasteup and Layout



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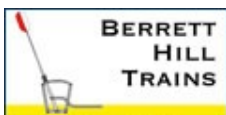
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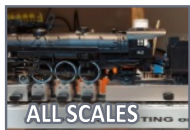
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GREG BEAL



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BARRY SILVERTHORN



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ALLEN CROWLEY



Savvy Modeler online: Sampling four sound decoders
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October 2022 news and events
RICHARD BALE and JEFF SHULTZ



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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | October 2022

JOE FUGATE: TELL US AGAIN WHY YOU'RE RELEASING ON THE 15TH?



FOR WELL OVER A YEAR NOW, we have been releasing the magazines mid-month instead of at the first of the month.

During a staff meeting over a year ago, the news guys, Richard Bale and Jeff Shultz, pointed out that a first-of-the-month release meant we had to cut off news by about the 20th of the month.

Any vendors who released new product the last ten days of the month would miss an entire month before we could report on the new release.

The news guys pointed out if we released mid-month, that would allow them to collect an entire month's releases into the issue and get any late-in-the-month product release announcements into the magazine 2-4 weeks earlier.

So they asked, if it's the October issue, can't it just as easily come out October 15th as October 1st? The rest of the staff had to agree, an October 15 release date for *MRH magazine* made good sense when put that way. So the 15th it was!

As for *MRH Running Extra* paying subscribers, we've set the 16th as the general release date. *Running Extra* has the complete free *MRH magazine* in the back as a convenience,

meaning *Running Extra* subscribers get *both* magazines with a single download.

The most complex magazine to assemble is *MRH magazine*, due to the hundreds of hyperlinks from all the ads. Every hyperlink needs to be clicked and tested by hand to verify that they're working correctly. It would never do to have Walthers' ad going to Atlas when clicked, for instance!

For that reason, we like to post *MRH magazine* first and give it a day to bake in and for readers to report any errors they find. That way, we can apply the corrections to *MRH magazine* and get the paying *Running Extra* subscribers the very best version of the free *MRH magazine* in the back.

So that's how we ended up with the 15th of each month as our target release date. It takes us about two weeks to assemble

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PUBLISHER'S MUSINGS | 3

the two magazines once everything has been finalized. The news guys have to get us their final copy by the first of each month, then we take the next two weeks assembling, editing, and testing the magazines.

What goes into building the magazines

Just so you can appreciate all the effort it takes to build MRH's two monthly magazines, let's outline the steps.

First we need to schedule the content – that typically happens several months out and it gets finalized about six weeks from issue release. This process starts with anchoring the issue by selecting a cover story.

A cover story needs to either be a very photogenic layout scene or some very compelling hobby topic where the author shows



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good skill using a camera. In other words, a cover story needs to have something particularly photogenic to show. That doesn't always need to be a great finished layout scene, it can also be a well-photographed how-to project, such as a structure, locomotive, railcar, or an in-process scene.

Next, we flesh out the issue with additional articles. We don't just throw articles in helter-skelter, we need to balance the issue to make sure it's not going to be too small or too large. We also need to balance the issue to make sure we provide a good mix of topics on both popular and niche subjects.

We also make sure we get a good mix of scales, especially that we have at least one N scale article, if at all possible. With N being the second-most popular scale in the hobby, we work hard to make sure it gets one to two N scale-centric articles when we can. If we don't have the topics we need in N Scale, we may go looking for someone we can commission to write one for us.

Once we have the issue content determined, we put the source articles into a Google Drive folder and the staff meets to discuss the issue. At that point, we format each submission into a standard simplistic Word doc formatting to standardize final copy editing and make final pasteup easier.

We identify all photos, make sure they have captions, make sure we have a bio, mug shot, and full contact info for each author. As we begin copy editing, we may need to contact the author in case something isn't clear or if we determine we could use an additional photo or diagram to explain something.

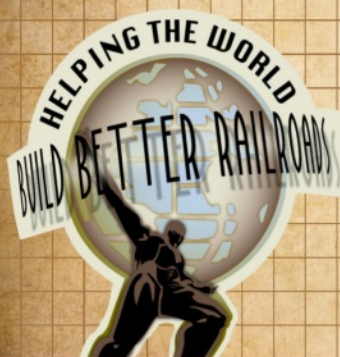
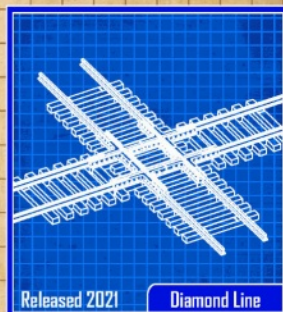
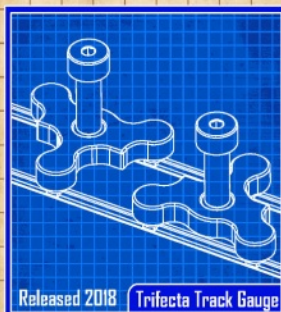
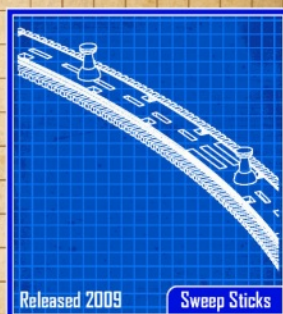
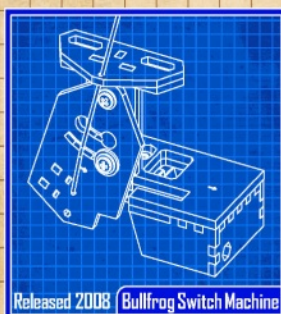
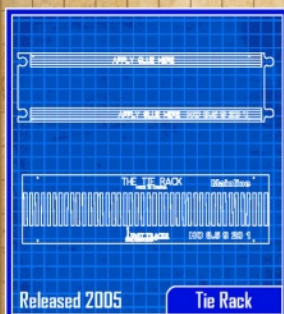
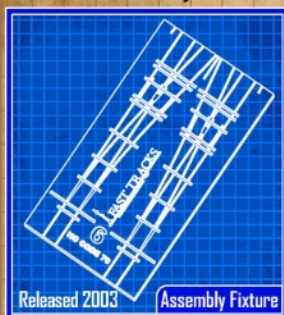
The copy editors correct grammar and may rewrite a paragraph here or there to clarify the process being described. Sometimes an editor may decide to reorganize the article or to summarize a section they feel doesn't need to be belabored so much. They may also add side notes to enhance the article with additional thoughts or a different perspective.



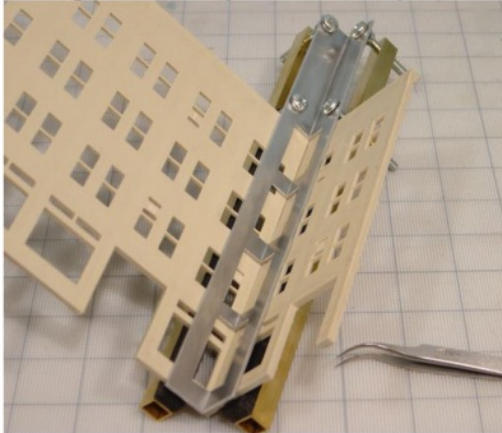
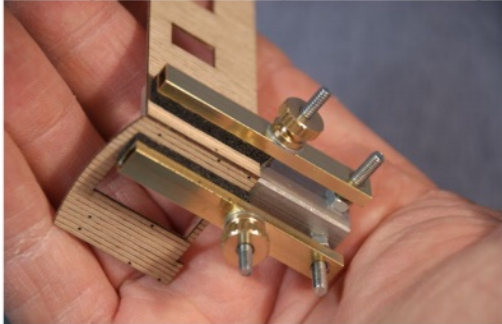
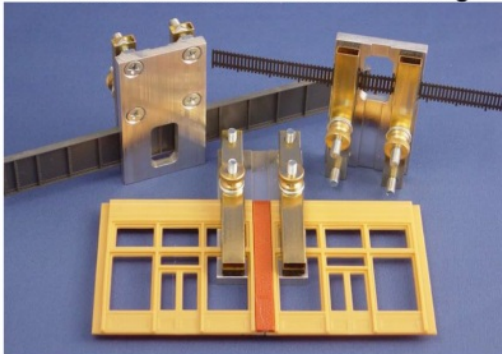
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Once the article has been copy edited and the images organized, it gets passed off for pasteup.

In pasteup, we reformat the article and arrange all the content to fit onto our magazine pages. We strive to keep the layout simple but interesting.

Cover stories generally get a full page image so they stand out as something extra special. Recurring columns like "What's Neat" get their standard header and tag line. Recurring features like "Electrical Impulses" also get their standard page formatting.

We generate a PDF of the pasted-up article and send it back to the author for their approval and to make sure we didn't put words in their mouth during the copy editing process.

We also get any updates to the bio or mug shot when we're reviewing the article with the author.

Once we have all the articles pasted up and reviewed by the authors, we assemble



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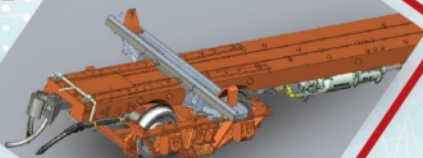
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We will announce further details as the project progresses.

them all into an issue. At that time we do a double-check to make sure the issue page count is near our desired target.

If the issue is coming in too small, we rush to find some small article in a coming month we can rush through the process to fill out the issue. If the issue is coming in too large, we will push an article to the next issue. Most of the time we're on target, but once in a while we misjudge something and we need to add or subtract an article.

Once the issue is assembled, it's back to the staff for one last review. *MRH magazine* has two reviews: text-complete review, and ad-complete review. *Running Extra* has no ads, so it only has a text-complete review.

Once these reviews are complete, we're still not done. Any media for the issue such as "What's Neat" needs to get edited, rendered, and uploaded. We also correct all images for white balance and exposure at this time. If an image's resolution is too low, we use one of our fancy new AI enlargement tools to upscale the image and to "fake" the details using fractal rendering algorithms (they work pretty slick).

Once the issue is completely done, then we build the comment/rating landing pages. We also build the read online and issue download pages. We do a final rendering and compression of the PDFs, then upload them to the download repository.

Then we make the *MRH magazine* issue pages public and let the issue bake-in for a day. When corrections come back, we apply them and regen the issue, then upload the corrected issue the download repository again.

With a "baked-in" master of *MRH magazine*, then we fold *MRH magazine* into the back of the *Running Extra* master and generate that PDF. We upload the final *Running Extra* magazine to the *MRH RE* download repository and send out notifications a new *MRH RE* issue is available.

At that point we update the *MRH* home page with the new issue and we update the *MRH* Facebook page header with the




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new issue graphics. Finally, we send out the “come and get it” new issue email blast to our 33,000 registered readers. And we breathe a sigh of relief that a new issue is out the door. In a few days, the process starts all over again for the next month.

MRH Tulsa move update

We moved from Portland, Oregon to Tulsa, Oklahoma back in June and we moved into a one-bedroom apartment pending the delivery of our new home, *MRH Media* offices, and Siskiyou Line 2 layout space.

As of the end of September, our manufactured home has been delivered onto the property and we're prepping it for move in. Most likely the 30x60 prefab-steel building that will house the MRH offices and layout will start in 2023.

If you want to get more of the gory details or to follow along as things develop, you can read my *MRH forum* journal here:

forum.mrhmag.com/post/joe-fugates-blog-index-12218221

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- 1st** The Ultimate Allagash layout tour
- 2nd** First Look: The Ultimatum slicer
- 3rd** Athearn Bombardier upgrade

Most liked articles in [September 2022 issue](#) of *Running Extra* ...

- 1st** Getting Real: Modeling Kansas City Union Station: 3
- 2nd** Ah-hah Moment: Stackable project storage boxes
- 3rd** Limited Modeler: Adapting small steamers

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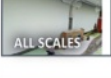
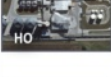
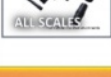
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MRH**RUNNING
EXTRA**

October issue ...

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	Hiding seams and brackets FERNANDO BELLINI
	LincolnLand Agri-Energy Ethanol TOMA design DAVID FORBES
	Ah-Hah Moment: Great layout dusting tools JOE FUGATE

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Best of the

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THIS MONTH

Model Railroad Hobbyist | October 2022

Compiled by **JOE FUGATE**



Making signs made simple

MRH forum member **ctxmf74** (Dave B.) started a thread asking: *“Does anyone make their own simple signs for things like depots, stations, RR Xing, traffic signs, etc. What would be a simple program to use to type up signs with typical RR fonts, choose their color, and size them to scale size for printing with an ink jet printer?”*

Read the full thread for some great suggestions.



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

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



1. MRH forum member **Deemiorgos** was struggling with how to get more accurate storm windows on his cabooses. Read the solution below ...

Storm windows for a caboose

MRH forum member **Deemiorgos** (Robert D.) has several threads about his modeling. After some trials and tribulations getting the proper storm windows for his two CNR cabooses, a fellow forum member finally helped him out.

*“My friend **Yannis** (MRH Forum member) took on the project of creating storm windows for my brass CNR wood caboose. I only had to trim the tops slightly to fit snugly. This is because I must have been off a tad with my measurements. I am so satisfied and stoked.”*

A great example of the MRH Forum members helping each other out. Read the full thread for the details!

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



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2. *MRH* columnist **Jim Six** posts regularly on the *MRH* Forum. In this case, Jim reflects on how modeling steam has become easier now.

Steam modeling has come of age

MRH Columnist and forum member **Jim Six** reflects on modeling steam in the 21st Century:

“When I started in the hobby back in the 1950s layouts were dominated by model steam locomotives. Over the years diesels took over. One major reason was that most model steam locomotives were complicated and did not run well. Meanwhile, the diesels did run well.

“That has all changed now as today's HO steam locomotives run as well as do diesels. Not only that, the detail on most is equal to or superior to brass imported models.”

As an avid modeler of steam these days, Jim ought to know! Follow the conversation on this interesting thread.

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



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Floquil/PollyScale stash running out?



MRH has mapped the old familiar colors to readily-available acrylic paints.



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

Floquil / PollyScale Color Name	Model Number	Color Name	Volume (ml)	Volume (oz)	Notes
Primer Gray	MRH 4292	MSA F1202	16.12		
Engine Black	MRH 4888	MSL 20000 MSA F1231	16.01		
Black Frame Black	MRH 4293	MSA F1207	16.468		
Gray Brick	MRH 4293	MSA F1201	16.467		
Weathered (Darkened) Black	MRH 4926	MSL 20022 MSA F1204	16.05		
Roofing Gray	MRH 4837 MRH 4294	MSA F1245	16.04		
Roofing White	MRH 4833	MSL 20024 MSA F1243	16.03		
Grass Brick	MRH 4834	MSL 20020 MSA F1242	16.03		
Colossal Red	MRH 4835* MRH 4832*	MSL 20021 MSA F1241	16.03		MSL 20021 with 20% black pigment. MSF 20021 is a 100% black pigment.

*Indicates a color that will most closely match. All MRH/MSA paints are a proprietary blend. Floquil Model numbers are in blue, and PollyScale numbers are in red. © Copyright 2016. All Rights Reserved. MRH Magazine is a registered trademark of the Model Railroad Hobbyist Group. Color 4835 Dark Green Gray is a color match to the old PollyScale color Gray. © 2016 MRH Magazine is a registered trademark of the Model Railroad Hobbyist Group. Color 4832 Red Gray Green is a color match to the old PollyScale color Red. Color 4833 Red Gray Green is a color match to the old PollyScale color Red.

MRH's Floquil / PollyScale Paint Equivalents Conversion Chart - 2

Floquil / PollyScale Color Name	Model Number	Color Name	Volume (ml)	Volume (oz)	Notes
Tussock	MRH 4836*	MSA F1235	16.16		
Roofing Orange	MRH 4838*	MSA F1233	16.09		
Roofing Yellow	MRH 4839	MSA F1232	16.10		
Roofing Brown	MRH 4834	MSL 20023 MSA F1234	16.056		
Railroad Teal Brown	MRH 4835	MSL 20023 MSA F1234	16.056*		MSL 20023 MSA F1234 MSL 20024 MSL 20021
Rail Brown	MRH 4756*	MSL 20001 MSA F1203	16.175		
Red	MRH 4835	MSL 20005 MSA F1205	16.100		
Concrete	MRH 4836	MSA F1247*	16.147*		MSL 20021 MSL 20022 MSL 20023 MSL 20024
Aged Concrete	MRH 4835	MSL 20007 MSA F1206	16.147*		MSL 20007 MSL 20008 MSL 20009 MSL 20010

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3. *MRH* forum member **UglyK5** (Jeff L.) has been posting about his layout building journey in his *MRH* journal.

Manifest Destiny, continued

MRH forum member **UglyK5** (Jeff L.) has been writing about his small home layout that he has been building in his *MRH* journal.

“After extensively procrastinating on continuing the aluminum trim coil backdrop around the train room, I finally tackled it using inspiration from a couple of online articles. I bought a 24” x 50’ roll of trim and installed some on the west end in 2020.”

He goes on in this thread to provide links to the online articles, and then to detail the entire process of building a frame for the backdrop. He shows cutting the aluminum sheet backdrop to fit, and how he bended it nicely around the window area. A great example of an attractive small layout build.

Check out the full thread for the details!

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



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Aerial views of your layout

One particularly unique thread on the *MRH* Forum has folks posting aerial views of their layout. So many fascinating photos!

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

4. *MRH* Forum member [fritzg](#) (Fritz G.) posted this overhead view of his HO modular switching layout. That's mighty impressive modeling. Doing well-detailed structure modeling takes a lot of patience and effort.



5. *MRH* forum member [cboyan43](#) (Chris B.) posted this amazing model photo. He says, "This is from the Eastern Loggers layout. Yes, all those stacks are individual boards glued together one by one." That's a lot of stripwood and weeks of gluing!



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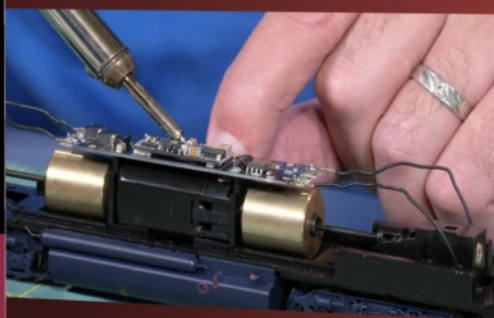


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WHAT'S NEAT

column



Model Railroad Hobbyist | October 2022

KEN PATTERSON COVERS THIS MONTH:

- **NEW PRODUCTS FROM BACHMANN**
- **INTERVIEWS AT THE NATIONAL TRAIN SHOW BY KEN, DANIEL, AND JOSHUA**



click to play video

PHOTOS AND VIDEO OF SUPERB MODELS

THIS MONTH KEN INTERVIEWS LARRY HARRINGTON FROM BACHMANN FOLLOWED BY Ken, Joshua, and Daniel interviewing vendors and layout modelers during the National Train Show at the Gateway Convention Center in Collinsville, Illinois.



1. Ken starts off What's Neat by interviewing Larry Harrington of Bachmann Trains





2. Among the many new items announced by Bachmann for the National Train Show is an updated On30 2-8-0 Consolidation with SoundTraxx Tsunami2 sound.

Info: bachmanntrains.com



3. Ken brought Joshua Barton and Daniel Coombs with him to the National Train Show to share the interviewing duties.



4. Ken's first interview was with Samantha Pogue of Woodland Scenics and they discussed what she loves about the Woodland Scenics products.



5. Several Built-and-Ready structures and JustPlug lighting accessories were on display at the show, including the Toy & Hobby Building and new traffic lights.

Info:

woodlandscenics.com



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6. Ken interviewed Stephen Priest of Class One Model Works.com, which is producing the TWF10 well car and two 48' exterior post containers.



7. In addition, Class One announced a future production of a model of the EMD GP40, with details like different stepwell heights, and this GSC depressed center flatcar, which was owned by nearly all of the major railroads since they started production in the 1950s.

Info:

classonemodelworks.com



8. Ken interviewed Richard Gladder about the LEGO Gauge Modular Standard (LGMS), which was developed after the Kansas City National Train Show.



9. LEGO rolling stock and locomotives are scratch built from original drawings and photos. Models are battery powered with different wireless control systems, including SoundTraxx's new Blunami Bluetooth system.



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10. Joshua interviewed Denny Jelsma of Jelsma Graphics, a frequent visitor to the What's Neat This Week show and a company that has been around for 37 years.



11. All the Jelsma Graphics products are embroidered, including prototype railroad logos, special and heritage graphics, and custom logo products.

Info: jelsma.com



12. Daniel interviewed George Bogotiuk of Soundtraxx, which had the brand new Blunami Bluetooth enabled decoders on display.



13. BLU-2200s were installed in two HO scale locomotives, and a G gauge GP38-2 featured an engineering prototype of the BLU-4400 4-amp decoder. George demonstrated how to consist multiple Blunami equipped locomotives together. Info: soundtraxx.com



14. Ken interviewed Ken Silvestri of Broadway Limited Imports, which makes HO and N scale locomotives and rolling stock.



15. Broadway Limited was surprised to discover that their most popular model in HO scale was the Alco RSD-15, frequently nicknamed the Alligator for the length of its short hood. Here are samples of the N scale version of the RSD-15. Several upcoming HO scale steam locomotives were also on display, like the Pennsylvania E6 4-4-2 and the New York Central Commodore Vanderbilt. They should all be available by December. Info: broadway-limited.com





16. Daniel spoke with Ricky Kyle about the HO scale Free-Mo layout on display at the National Train Show. It featured modules from ten states and Toronto, Canada.

To see the complete interviews by Ken, Joshua, and Daniel, and more views of the National Train Show and the Bachmann product announcements, click on the video link at the beginning of the article.



17. (Upper through lower right) Due to a space limitation of 50 x 25' the Free-Mo layout only had 26 modules spanning 160' of mainline. The modules were built by 15 different modelers. Info: www.free-mo.org



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JUMBO-SIZED static grass applicator



Electrical
Impulses

Model Railroad Hobbyist | October 2022



GREG BEAL BUILDS A LARGE-CAPACITY STATIC GRASS APPLICATOR ...

I WANTED TO BUILD A STATIC GRASS APPLICATOR WITH A larger capacity than I had seen previously. This design accommodates both a larger static grass cup and a larger negative ion generator.

Other than the ion generator (see shopping list link at end of this article for where to buy), I found the rest of the components to be easily obtainable from a local electronics shop and a local hardware store.

Note: I built my unit in Australia. Those in the states or in places like the UK may need to use some creativity to do something similar. (For the US and Canada, *MRH* has assembled the components to make something similar, see the sidebar: “Getting parts in the US and Canada.”)

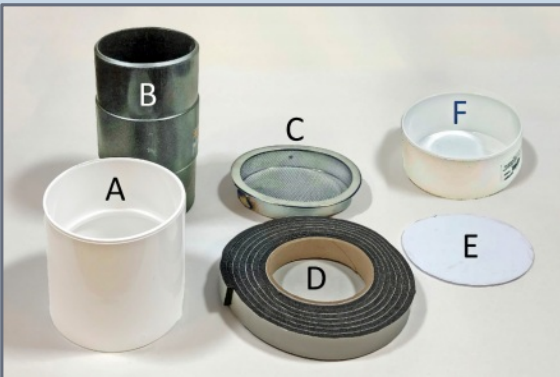
THE COMPONENTS

I list the component sizes in metric as found in Australia. Those elsewhere in the world will have to use plumbing components with dimensions similar to those listed. You can use basic concepts to produce your own version of this applicator.

GETTING PARTS IN THE US AND CANADA

Since the parts shown for Australia are unavailable here in the US or Canada, I set about finding equivalent parts. For a shopping list of these parts, see the link at the end of the article.

The 90mm diameter equates to 4" using Imperial PVC pipe measurement.



1a. Parts to make the shell for this jumbo static grass applicator in the US or Canada. See text for part descriptions.

These are the parts shown in [1a]:

- A. 4" x 3-3/4" white coupling
- B. 4" x 6" black hose connector
- C. 4" round metal screen vent
- D. 5/8" wide x 3/16" thick self-stick weatherstripping
- E. 4" x 0.060" styrene baffle disk (cut by hand)
- F. 4" white end cap

The secret to getting all these parts to fit together is the weatherstripping. Follow along with the photos and captions and you will see what I mean.



1b. I cut a 1/8"-wide piece of weatherstripping about 12.5" long and applied it around the inside lip of the coupling on one end. This made for a tight press-fit for the screen cover into the opening, with the metal bumps nestling behind the edge.



1c. On the other end of the coupling, I applied the full 5/8" width weatherstripping around the inner lip of the coupling. Then I used styrene cement to glue the 0.060" styrene baffle disk I had cut. I applied the cement along the edges on both sides of the baffle and let it set up for a couple of hours.

GETTING PARTS IN THE US AND CANADA *CONT...*



1d. The metal vent screen extends above the mounting tabs, and the resulting gap between the metal screen and the coupling would form a trough to trap static grass. To prevent this, I added a full-width piece of weather stripping about 1/16" below the other

narrow strip. This sealed the gap while still providing a slot wide enough for the metal screen's tabs.



1e. The metal screen now softly "snaps" into place snugly thanks to the slot in the weatherstripping. With the baffle on the back, we have a generous and large static grass cup like the author's. Now you can drill a hole in the back baffle and insert the static grass

ion brush as shown in [12].



1f. I added a full 5/8"-wide piece of weatherstripping to one end of the black hose connector.



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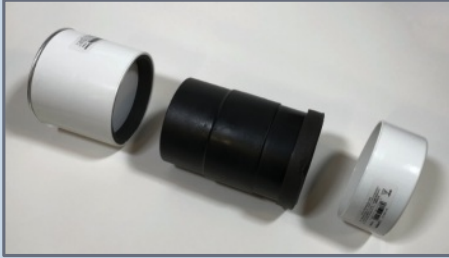
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GETTING PARTS IN THE US AND CANADA CONT...



1g. With everything ready, I laid the pieces in their assembly order: static grass cup, electronics casing body, and the end cap.



1h. The entire static grass casing assembled.



1g. Another view of the assembled casing. From here, you can proceed with installing the electronics as the author describes. *Joe Fugate* ■



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2. Top row (left-to-right):

- 90mm threaded one end female-female PVC coupling
- 90mm x 120mm PVC pipe
- 90mm female stainless steel mosquito screen

Middle row (left-to-right):

- 90mm threaded PVC cap
- 90mm (one end) / 95mm PVC (reverse end) push-on storm cap
- Oatley Electronics IONB2 ion generator
- 9V battery clip

Bottom row (left-to-right):

- Alligator clip
- SPDT switch
- 3V 3mm red waterclear 1500mcd LED (or whatever you choose)
- 1000 Ohm $\frac{1}{2}$ W resistor (or sized to the LED you chose)
- 9V battery
- 1.5 meters of cabling for the external ground wire



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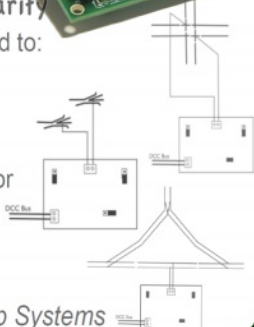
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- Heat-shrink tubing or insulation tape
- PVC solvent
- Blu-Tack reusable adhesive
- Silicone sealant
- Various drill bits sized appropriately for switch mounting bolt, LED, external ground wire, and internal ion brush cable

ASSEMBLY

The following photos and text show the assembly process I used.



3. Bore a #31 hole through the center of the 90mm / 95mm cap for the ion brush to be located.



4. Glue the 90mm / 95mm push cap onto one end of the 90 x 120mm PVC tube with PVC solvent.



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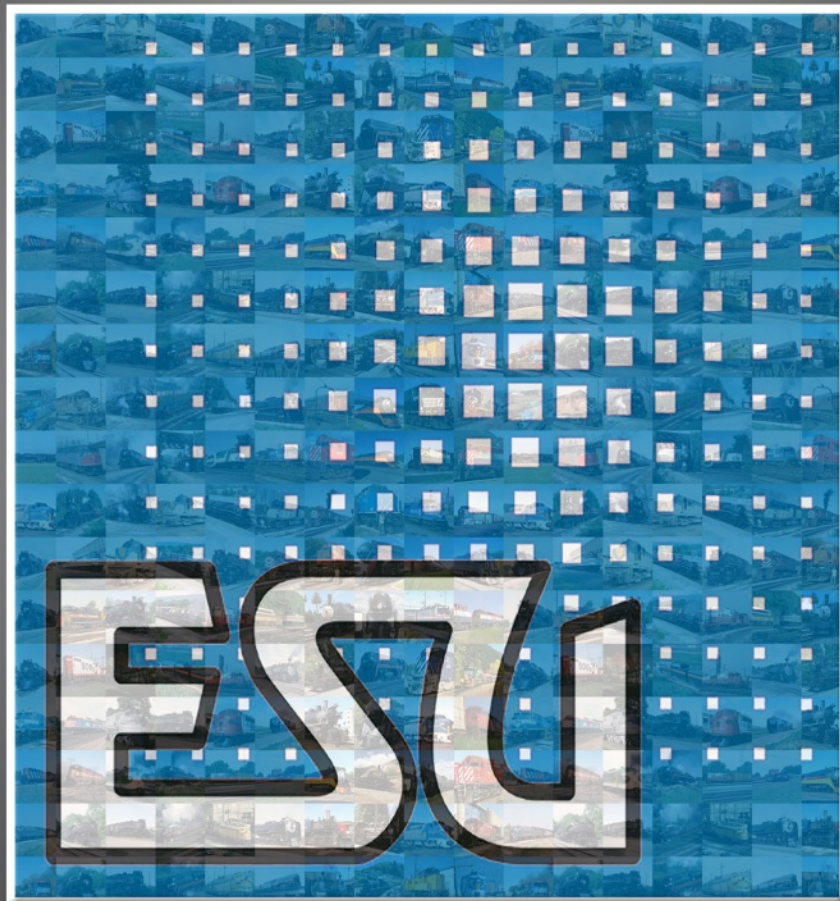
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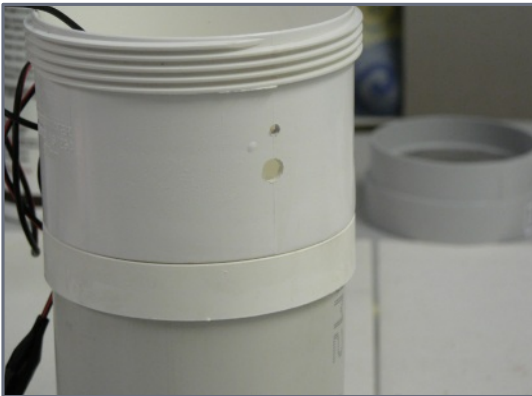
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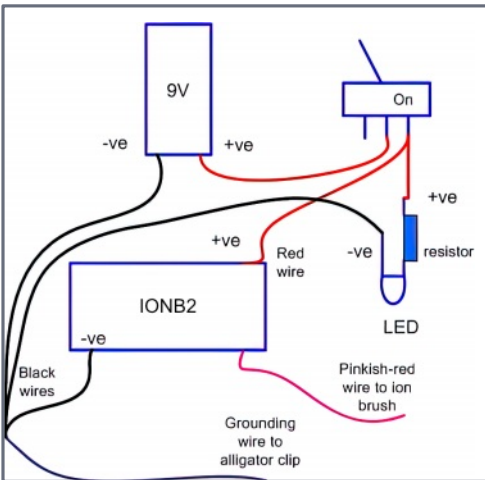
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5. Affix the 90mm F-F threaded one end coupling onto the other end of the 90mm / 95mm push cap with PVC solvent. This will become the electronics end of the unit.



6. Attach the alligator clip to one end of the external ground wire. Drill a hole through the side wall of the electronics end suitably positioned for the switch. Drill a 3mm hole above the switch hole for the red LED.



7. On the opposite side from the switch side, drill a suitable hole for the external ground wire. Pass the ground wire through the hole, and on the inside, about 150mm from the end, tie a knot so the cable doesn't get pulled through. Use this wiring schematic for the following steps.

Following the wire diagram [7], wire the LED to the switch, making sure you put the resistor on the positive leg.

Then wire the ion generator (IONB2) to the switch, battery, and external ground wire. Use heat shrink or insulation tape to cover the soldered wires.

Next use Blu-Tack blobs on the side of the ion generator opposite the attachment lug and the base of the 9V battery to affix them into place. Carefully place the electronics bundle of ion generator, battery, switch and LED into the electronics end of the applicator, making sure the ion brush is carefully placed through the base center hole drilled previously.

Position the switch and LED into the holes prepared for them. Place some Blu-Tack or silicone sealant around the ion brush wire where it enters the hole. Similarly add a blob of Blu-Tack or silicone sealant on the back of the LED to secure it.



8. The wired electronics end.





9. The switch and LED in place.



10. The unit showing the ground wire opposite the switch.



11. The ion brush in the grass chamber. Note this is NOT attached to the metal screen cap.

JUMBO-SIZED STATIC GRASS APPLICATOR | 11

Turn on the switch to test connectivity. The LED should come on and there should be a buzzing sound from the ion generator. If so, proceed to the next step. If not, go back and recheck the wiring.

Place some static grass into the grass chamber and push the screen cap onto the tube at the open end.



12. Once the electronics are in place, screw the threaded cap onto the coupling end.



13. Spread some PVA glue onto a test bed (some leftover MDF will do). Hammer a nail (an old screwdriver or awl, as I did) into the glue. Attach the alligator clip to the nail. This is Woodland Scenics grass – pretty small (~2.5mm), probably HO scale 6 inches.



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Turn on the unit and hold it a few centimeters above the PVA and gently shake or tap the unit to ease the grass out. It should come out and stand upright.

HINTS AND TIPS

To add static grass over just-grassed areas, I use a slightly diluted PVA-water mix (~2:1) so the glue-water mix can be easily spread around before adding the static grass.

If you wish to add longer grass over smaller grass some time after the latter was laid down, hairspray in place of the PVA glue works OK, but it can involve some trial and error:

For quick use, you could replace the alligator clip with an electronics probe that can be substituted for the nail, allowing you to just directly stick it into the scenery.

If the diameter of the applicator is too wide for your hand, attach a plastic handle to the side of the unit.

Here's a shopping list of parts in the USA and Canada:

mrhmag.com/magazine/mrh2022-10/jumbo-applicator-shopping



14. I added some Noch grass as well to the spot in [14]. Noch grass is longer (~4mm).

GREG BEAL



Greg, a Brisbane Australia resident, returned to the hobby in his late 30s after a 20 year absence. He is a member of the Railway Modellers Club of Queensland (RMCQ), MERG and the Association of 16mm Narrow Gauge Modellers (modelling SM45). He has an eclectic collection of OO, HO, HO_n3.5 (Qld Railways), G and SM45

(16mm scale on 45mm track) models. A side interest in electronics, 3D design and printing, and mobile app programming has lead to custom models in G/SM45 being controlled via local wifi networks using ESP8266 microcontrollers and his smartphone. ■

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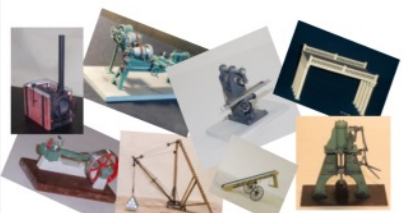
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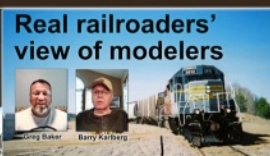
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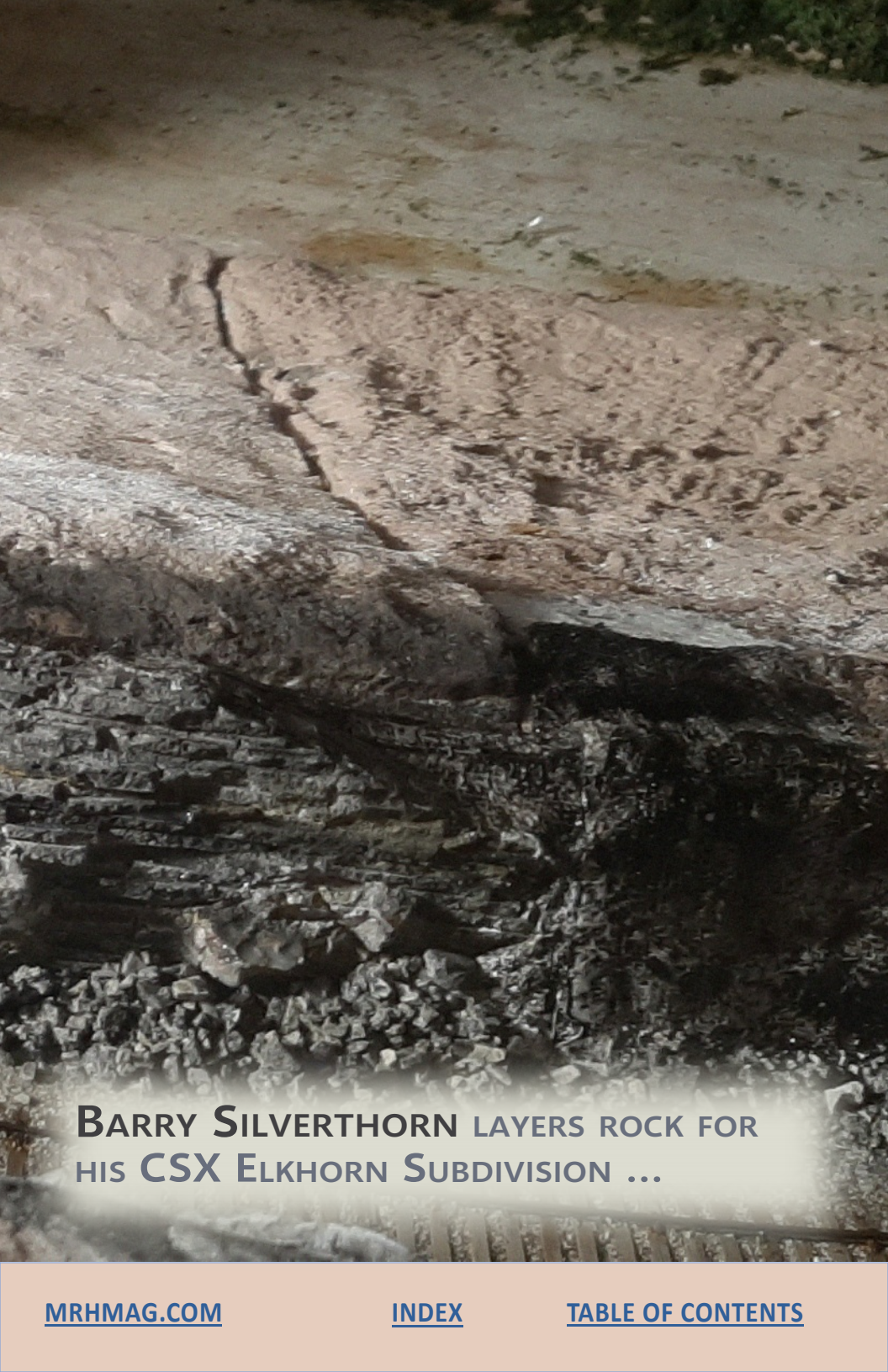
Modeling stratified rock



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BARRY SILVERTHORN LAYERS ROCK FOR HIS CSX ELKHORN SUBDIVISION ...

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ON MY CSX ELKHORN SUBDIVISION LAYOUT, commonly known as “The River,” I model West Virginia. There’s a lot of rock of my layout. I use a combination of rocks made from commercial molds and my own homemade castings.

I live a couple of blocks from a river, so finding interesting rock that scales well is usually easy. On many cool fall days, I can be found on the riverbank with bottles of Woodland Scenics latex rubber, painting rocks to make molds [1].

One type of real rock formation didn’t scale well: sedimentary rock. No commercial molds I could find duplicated the look of layered rock. I began looking for a way to make my own.

I’ve seen various techniques for modeling sedimentary rock over the years. One these involves carving them, but the result looks like scraped plaster to me.



1. The author makes his own rubber rock molds on a riverbank in his neighborhood. This one was used to create a five-foot-long rock cut on his HO-scale CSX Elkhorn Division layout.



Another technique uses materials such as ceiling tiles layered to the desired height. To me, the width of the rock layers ends up being too consistent, and too thick.

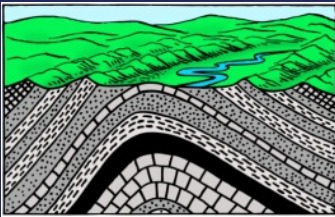


B. Silverthorn

THE FORMATION OF SEDIMENTARY ROCK

Water, ice, and wind erode existing rocks, carrying the materials to lake beds and waterways, where they settle. The bodies and shells of dead organisms pile up and mix with the mineral particles, and a process of compaction and cementation eventually forms sedimentary rock. Sedimentary rock is usually softer and more prone to erosion than other types [2].

Common types of sedimentary rock include sandstone, mud rocks, conglomerates (gravel), limestone, and coal. Erosion exposes the layers over time. Crews excavating the hillside to accommodate right-of-way expose them more quickly [3].



2. The formation of sedimentary rock.



3. This rock was exposed in a cut along the Norfolk Southern Pocahontas Division mainline in West Virginia. The railroad added a stone retaining wall to buttress the rock against erosion.

WORKING OUT A METHOD

I needed to develop a technique of stacking each layer separately, like laying random bricks on a wall, to achieve a detailed wall of rock. Fabricating realistic sedimentary rock might take a long time, but I consoled myself that I could build an entire wall over a few days rather than millions of years. I made a few small mistakes and learned a lot about the process.

First, I had to find a way to make individual layers of rock. Plaster is my go-to material for rock, as it is inexpensive, easy to carve, and readily available. I just needed a way to make plaster rock layers in consistently flat pieces with a smooth top and bottom, but with rough edges.

I decided to try sandwiching the plaster between two sheets of glass as it set. I found two picture frames with suitable glass at my local thrift shop for less than five bucks. I mixed up some Durabond 90 hard drywall plaster and coated one piece of glass with a 1/8" - thick layer [4].

I laid the other piece of glass on top, applying only enough pressure to squeeze the plaster into a consistent thickness. I was not concerned about air bubbles since I could weed them out later.



4. Plaster smeared on glass.





5. Scribing lines into the plaster.

I carefully pulled the glass plates from the plaster the next day. Durabond is a very hard plaster, so the work came out in one solid piece. I immediately cracked the plaster into pieces for layering to form sedimentary rock.

The pieces were odd shapes that didn't seem ideal for stacking into a wall, so I changed my technique with the next batch, this time about $1/16$ " thick. When this cured, I scribed lines into it $1/2$ " apart before removing it so that it would break more evenly into strips [5].

This time the plaster came off the glass already broken into short strips of random length. They were just about perfect for stacking. As Joe Fugate would say, it was an "aha moment!" [6].

It's preferable to have some variety in the thickness between the layers. I kept the plaster shapes of different thicknesses in separate boxes so that I could keep the individual strata uniform. This is important because it would be difficult to layer on top of an uneven strata.

MOVING TOWARD A MOLD

I planned to use the rock at the edge of a sweeping 36"-radius curve on my railroad, but quickly realized that if the technique was successful, I would want to have more of this rock in other locations. I decided to build the rock wall as a flat master and cast it in latex rubber so I could make more, including walls with different heights and radii.

This turned out to be a good move, because I later found it necessary to patch some gaps between the strata original template rock faces with fresh plaster. In past projects, I have noticed that newer plaster patches don't necessarily absorb stain the same as the original plaster, so they would stick out.

Gluing plaster strata together can also create problems because glue does not take stains, making any errant glue conspicuously uneven in color. Plaster might make a better adhesive in this case, although it might have the same coloration problems as the plaster patches. Building the wall and making a casting in one piece would solve many problems.



6. Scribing the plaster created short strips of "rock" for stacking right off the glass. The first couple of layers of the rock wall are made up of long sections to create a strong base.



7. Layering up the sedimentary rock face. Varying the length of the pieces for each layer and changing the thickness every two to six layers will create a random effect.

CREATING THE MASTER

I began laying out the bottom row, using the longer pieces to give the base some strength. I used carpenter's glue to fasten the next row on top of it. The layering goes quickly, as glue can be applied to an entire row and the pieces laid in place [7].

As I added more layers, I began to break up the pieces. A lot of sedimentary rock is very brittle, and ice and water fracture it over time. It's this erosion that makes stratified rock so easy to find as outcroppings in cuts and on hillsides.

Perfectly straight lines are not common. I made sure each row undercut or overlapped the one below it to create the illusion of erosion, since some layers of sedimentary rocks are softer than others. I "wrapped" the rock around the ends of the wall slightly to create a finished edge where the wall would blend with the hillside [8].



8. Pieces are stepped on the ends where the rock wall will be blended in with the existing scenery on the layout.



9. Despite the rough edges of the layers, the uniformity of the wall gave it a man-made look. The larger the wall surface, the more pronounced it was.





10. This real-world example shows the variations between the soft layers of the sedimentary rock and harder rock surfaces less prone to erosion. Note the variations in rock color and accumulation of deposits on the surface.

Once the wall reached the required height, I capped it with some small castings made from Woodland Scenics molds. Stepping back, I realized that something didn't look right: my creation was looking more like a stone retaining wall than rock [9].

Where I live, stratified rock is formed in consistent layers. When I looked at photos from West Virginia, I observed other types of rock buried within the strata, or harder layers that didn't wear the same as the rest [10].

MODELING STRATIFIED ROCK | 11

The solution was to bury some castings in the wall. A trip back to my box of previously cast rocks produced some thin slices that could be integrated into the wall. I traced the shape of the casting [11] and carved away some of the wall to accept them.

I used a saw and a chisel blade to carve away some of the wall to accept the casting. Then I glued the casting into the wall and patched the seam with plaster. This added variety to the face of the rock [12].

In later experiments I found I could integrate larger castings into a wall as I built it [13]. Once the layers were dry, I brushed diluted Durabond 90 onto the back of the wall to add strength.

I mixed up some more Durabond 90, tinted it with a few drops of paint, and filled in some of the gaps in the layers. The tint made the plaster fills easier to find so that I could carve them to match the surrounding rock with a dental tool as it set. Since I would be making a casting from my finished work, I did not have to worry about the tint interfering with the stain or finish [14].



11. The outline of thin rock castings is traced onto the wall so material can be removed with a chisel blade.



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12. Rock castings made from commercial molds are glued onto the wall and the seams patched with plaster.



13. Building a second wall integrating rock castings as part of the layering process.

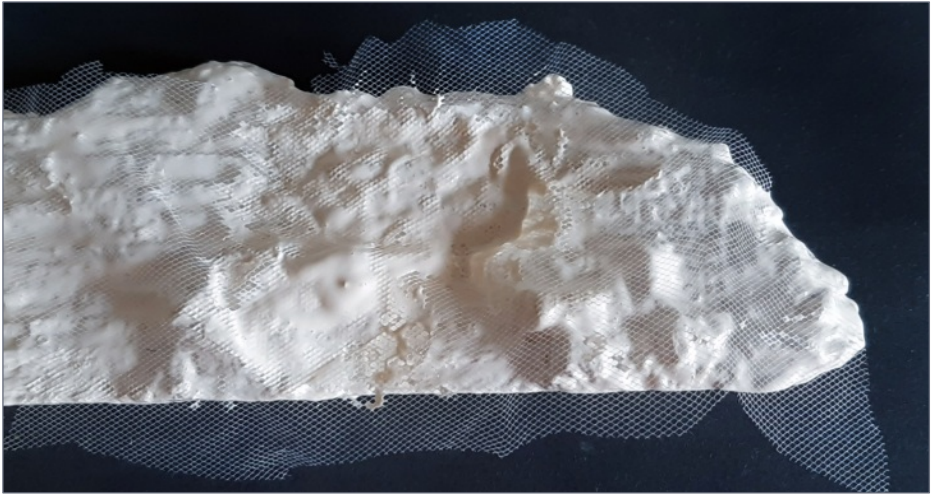


14. Filling gaps with tinted plaster made it easier to find for touch up later.



15. Sifting through leftover plaster chips and dust in the chaff container.





16. Tulle from a fabric store is embedded in the latex and more rubber is painted on. This makes the finished mold almost indestructible.

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I keep a separate “chaff” container with leftover plaster chips and dust [15]. When glued onto horizontal ledges, they make convincing talus there and also at the bottom of the wall. I lightly applied glue to some areas and added plaster dust to represent aggregate (gravel), which softened the layers and enhanced the illusion of an eroded surface.

I sealed my work with Rustoleum clear spray, and let the master dry for a couple of days before creating a rubber mold. I followed the instructions Woodland Scenics provided with its latex rubber kit.

To make the mold stronger, I embedded a mesh of tulle fabric in the latex. This allows me to use less rubber, and the molds are not as likely to tear when I remove them. I should get plenty of castings from one mold [16].

I use Woodland Scenics Lightweight Hydrocal Plaster for my rock castings, but the plaster has a working time of only five minutes. This was too short for large, complex castings like this, so I added a half-teaspoon of vinegar to the mix.

To create a rock for the outside of my 36"-radius curve, I cut a piece of Styrofoam with a 38" convex radius to support the mold. I also made a concave one for the inside of the curve at 34". Using the Styrofoam supports allows me to shape the casting to just about any curve radius.

Gravity can make it tricky to keep the plaster contained in a curved mold. I paint the inside of the mold with a diluted plaster mix, and then use thicker plaster to fill it. With longer set times the plaster will migrate to the low spots, but you can keep an eye on it and push it back as it sets.

I also use Woodland Scenics Plaster Cloth to reinforce the casting [17].



17. Styrofoam supports can be used to shape the casting to just about any curve. Note the plaster cloth embedded in the plaster to give it added strength.





18. To enhance the layers of the rock apply the mixed gray stain horizontally, painting one to three rows at a time. “Stabbing” mixes of rust and black colors randomly on individual rows adds variation to the rock.

After letting the plaster cure for a week, I washed it with diluted artist acrylics. For the gray tones, I mixed diluted ivory black and titanium white. Ivory black is pure, without hues that can make rocks look blue. I use burnt umber, burnt sienna, and yellow ochre for rust-colored rock.

I use burnt umber, burnt sienna, and yellow ochre for rust-colored rock, stab-brushing them in watered-down mixes to represent rust-colored rock.

I washed everything with black and then highlighted by dry-brushing with white [18]. Once dry, I sealed the paint into the plaster with a wash of Woodland Scenics Scenic Cement.

Installation of the casting was simple. I used Woodland Scenics plaster cloth to connect it to the existing hardshell plaster scenery. The impregnated mesh fabric is excellent for quick jobs in small areas where you don't want to make a big mess [19].

Whenever I have leftover wet plaster, I put it to good use in Woodland Scenics molds to make random rocks. I then place the castings in a plastic bag and crush them with a hammer. I dip these pieces into a bowl of gray stain to make talus [20].



19. The rock castings are blended into the layout using plaster cloth.



20. It's easy to make your own talus by dipping shattered plaster chunks in a wash of gray paint. When dry, it might be easy to confuse these stained "stones" with gravel from your driveway.



My rock cut was finished and ready for foliage. I installed this first attempt at modeling layered rock in an area where the viewing angle and dense foliage make it difficult for visitors to see the detail. Now that I have my molds handy I can quickly and easily make as many castings as I need, so I'm looking forward to creating more rock walls where they can be appreciated close up.

MATERIALS LIST

- Durabond 90 plaster
- Woodland Scenics Latex Rubber C1204
- Woodland Scenics Lightweight Hydrocal Plaster C1201
- Woodland Scenics Scenic Cement S191
- various Woodland Scenics rock molds
- Rustoleum clear spray paint
- acrylic artist paints: Ivory Black, Titanium White, Burnt Umber, Burnt Sienna, Yellow Ochre

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21. Freezing and thawing cycles, combined with gravity, create talus at the bottom of rock faces. Later, weeds and grass can be added between the rocks.

BARRY SILVERTHORN



Barry got his start in the hobby at age four and has built models in N, HO, S and O scales.

He formerly produced content for TrainMasters TV, and now designs and markets interior lighting kits for model railroad structures.

He lives in a replica train depot on Canadian National's busy mainline between Toronto and Montreal. ■

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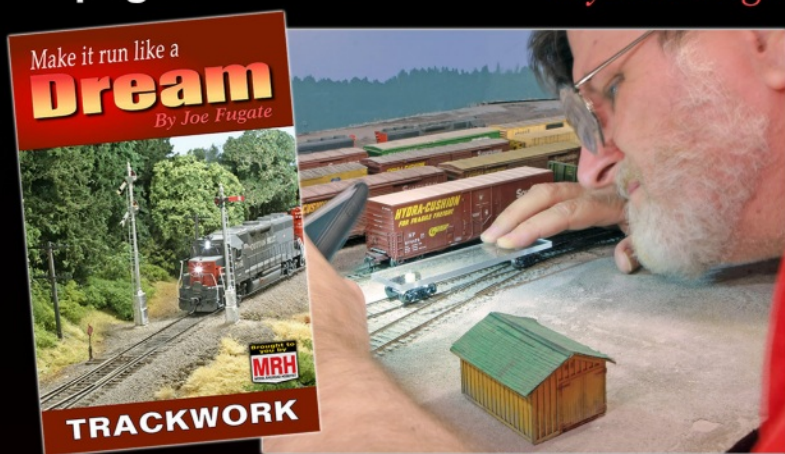
22. A coal-hauling local drifts downgrade through the finished cut at Hubbert's Curve on the author's CSX Elkhorn Subdivision.

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St. Paul Flag Stop Depot



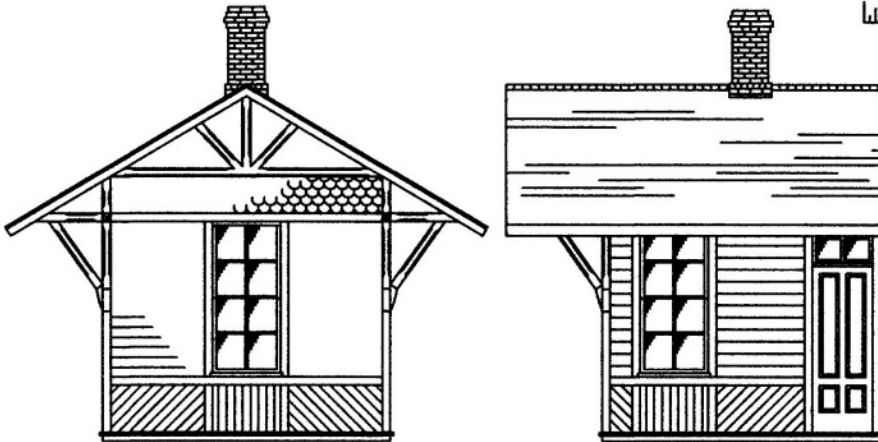
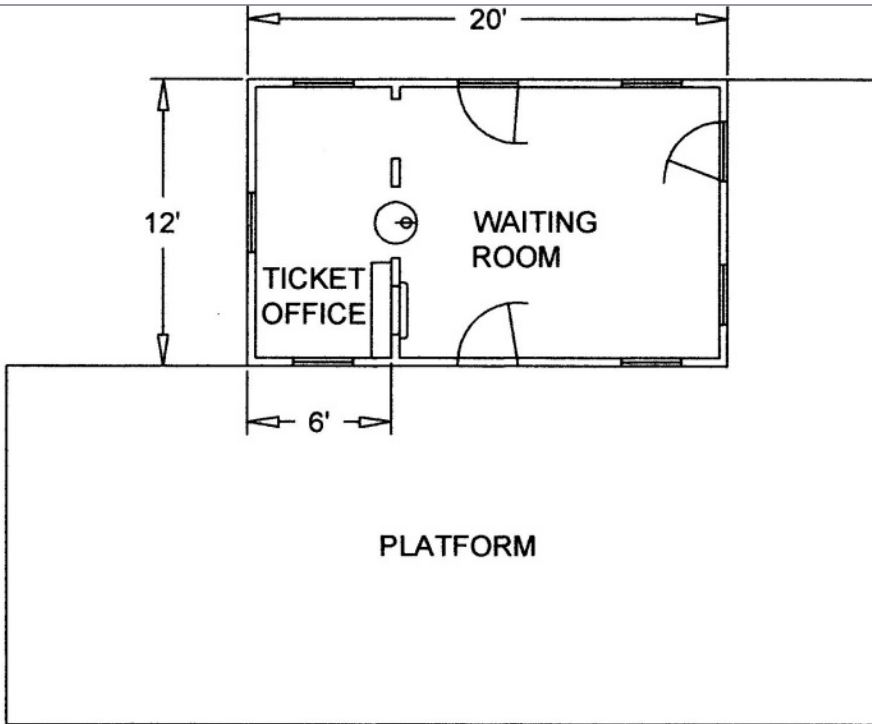
Model Railroad Hobbyist | October 2022



ALLEN CROWLEY SHARES HIS PROJECT TO BUILD A FLAG DEPOT ...

THE MINNESOTA AND NORTHWESTERN RAILROAD BUILT THIS FLAG STOP DEPOT along its Motor Line in the suburbs of St. Paul, Minnesota, after the designs of Supervising Architect C.A. Reed. Walter G. Berg, the Principal Assistant Engineer for the Lehigh Valley Railroad, included the plans for the depot on page 266 of his 1893 publication, *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students*. See: [openlibrary.org/books/OL23283308M/Buildings and structures of American railroads](https://openlibrary.org/books/OL23283308M/Buildings_and_structures_of_American_railroads).

ST. PAUL FLAG STOP DEPOT | 2



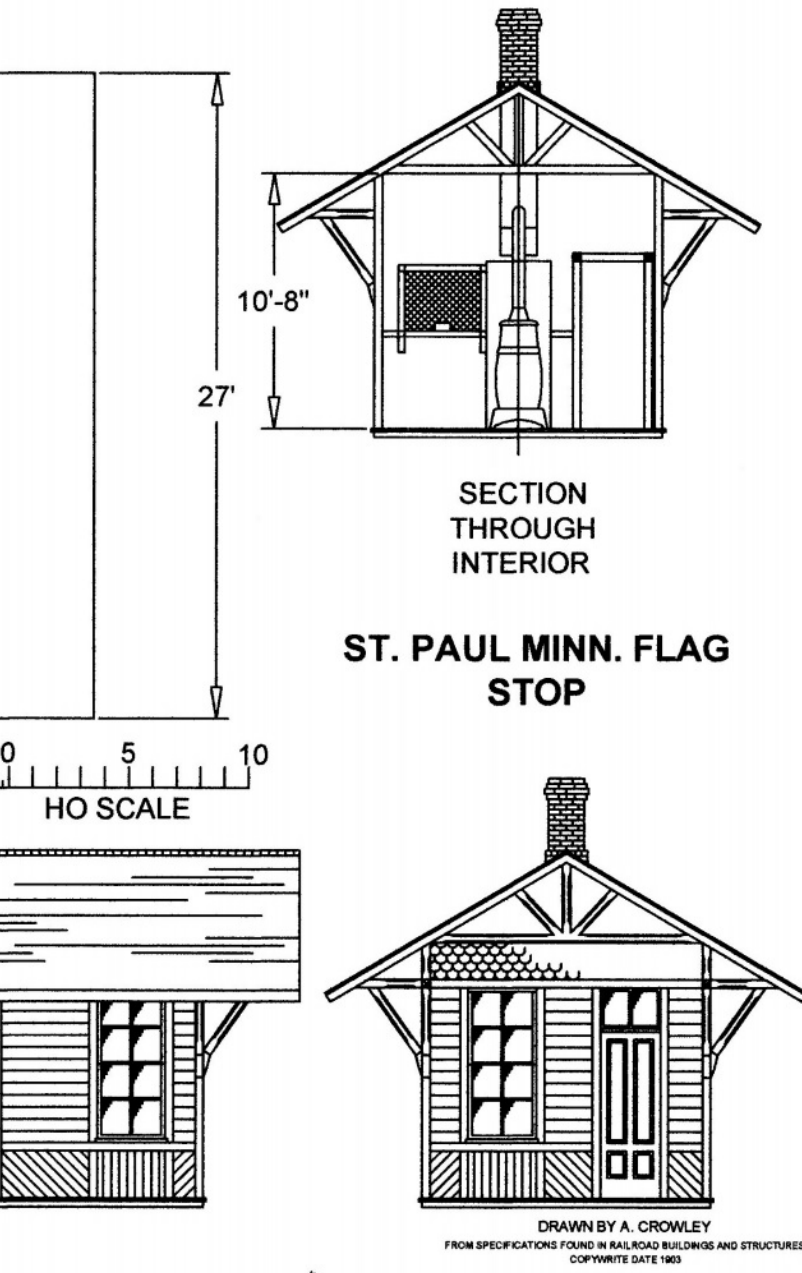
1. Plans for the HO scale model.



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SECTION
THROUGH
INTERIOR

ST. PAUL MINN. FLAG STOP

DRAWN BY A. CROWLEY

FROM SPECIFICATIONS FOUND IN RAILROAD BUILDINGS AND STRUCTURES
COPYWRITE DATE 1903

Berg's book provides drawings, dimensions, and materials specifications for the depot. I used the information to draw up some plans for an HO scale model [1].



J. Regier

A WEALTH OF INFORMATION

Berg's book provides a wealth of information for 22 classifications of buildings, with many examples of each. These include stations, control towers, coaling towers, sand houses, service facilities, and many more. The book provides photographs, plans, and materials descriptions for each.

Another of Berg's books, *American Railway Bridges and Buildings* provides even more information. Aside from the bridge construction and repair techniques that the book's title suggests, it includes engineering schematics, construction techniques, and interior details for even more buildings. Much of this book has engineering managers from railroads around the country sharing their experiences and perspectives.

Berg's books are worth perusal and should provide useful modeling material for anyone modeling from the 1800s to the 1970s, or even on into the present day in the case of some buildings. Both books are available online, free of charge, through Open Library (www.openlibrary.org). Be sure to check them out.

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I constructed the station using styrene for the base, walls, and roof subassemblies. I started with the base and interior floor, which included a foundation to raise the station up above the ground and helped support the walls.

I built the walls to drop over the floor and rest on the foundation. This allows a slight step to support the walls and to provide an unobtrusive light block.

I built a foundation sill structure of 0.040" x 0.250" styrene strip around the perimeter. I attached the structure to a 0.040" styrene sheet for stability. I made floors for the waiting room and ticket office from 0.020" styrene with 0.05" scribed spacing to represent floor planks.

The exterior platform is internally braced. I grooved the ends of the platform's scribed sheet to simulate individual boards.

The basic wall construction uses 0.04" thick flat, lap and scribed sheet styrene siding, which match the siding used on the prototype.

The interior surfaces are detailed to simulate the wainscot and trim. These details are based on the possible best construction practices of the era, since no data or pictures are available for the interior. I placed the stove based on the drawings [2].

To match the windows in the original station, I had to scratchbuild the casings and trim. Each double-hung window and casing is constructed from 37 individual pieces including glazing, rails, styles, mouton bars, frames, and trim (exterior and interior).

The exterior doors have four solid panels in a two-over-two set with a raised center on the panels, with a two-pane transom above the door. Each exterior door required 37 pieces [3].

The roof is a standard gable style with a four-foot overhang all around. I made it removable and included a ceiling for the passenger waiting room and office. I made the overhang with exposed rafters [4].



2. I based the on the drawings.



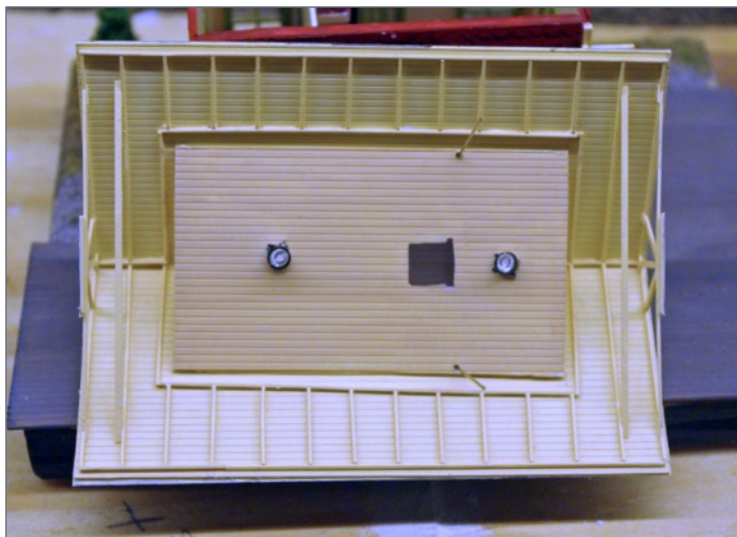
3. Detailed doors and windows.



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4. The removable roof includes a ceiling and LED lighting for the interior. The brass wires extending from the ceiling carry power for the lights.

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I installed an LED in each room for lighting, with wiring concealed above the ceiling. Brass wires on either side of the ceiling insert into a brass tube in each corner of the office for power. I bent the wires slightly to provide good electrical contact with the inside of the tube [5].

I die cut strips to represent asphalt shingles, as used in the later part of the station's era. Twelve angular supports fastened to the wall structure provide support to the roof overhang. I made the chimney from plastic square and rectangular stock to match the plans [6].

I furnished the waiting room with a bench, a wall-mounted phone, and a potbelly stove. A schedule board and travel poster hang outside the entry door.

ST. PAUL FLAG STOP DEPOT | 6

I detailed the office with a small telegraph sounder, desk, lamp, and miscellaneous papers. A regulator clock hangs on the office wall, placed so it can be seen from the waiting room. ☑

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5. Tubes for routing the wires.



6. Exterior depot details.



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ALLEN CROWLEY



Allen's model railroading started in 1948 when he and a friend built a layout in the basement with Marx and Lionel components. He seriously got into the hobby in the late 1950s when he joined The Wolverine Western Club that met in the Detroit Historical Society Building.

Over the years he has had several layouts, with the Port Huron Northern being the last and largest one at 25' x 28'. After moving to Florida in 2009, he reduced the size of his home layout and joined The Citrus Model Railroad Club. ■



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Model Railroad Hobbyist | October 2022



Comparing four different sound decoders

YouTuber **Solo Contracting** looks at four different 21-pin steam sound decoders: TCS WowSound, Digitrax, SoundTraxx Tsunami2, and ESU LokSound V5. He replaces them one-by-one and puts the loco through its paces, letting us hear the sounds.

This superb video finally gives you a direct head-to-head comparison in the same loco. The only thing that's different is the sound decoders. Well worth a watch!



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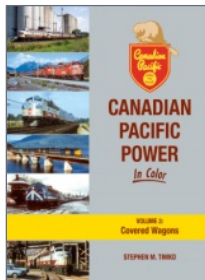
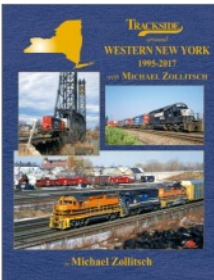


Model Railroad Hobbyist | October 2022

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



NEW PRODUCTS FOR ALL SCALES



October releases from **Morning Sun Books** include *Trackside Around Western New York 1995 – 2017*. Michael Zollitsch documents Western New York in the 1990s, from Buffalo, Niagara Falls, Batavia, Hornell, Jamestown, Westfield, and points in between – all a haven

of railroad diversity and traffic.

Also newly released is volume 3 of *Canadian Pacific Power in Color: Covered Wagons*. Author Stephen Timko presents the midpoint of Canadian Pacific's (and CP Rail's) locomotive fleet, featuring covered wagons by GMD, Alco, MLW, and CLC, with more than 335 photos of A and B units in both freight and passenger service including the three rare EMD E-8s and the Royal CP F-unit.

Info: www.morningsunbooks.com

THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS

CLUB CARS



Cincinnati Division 7 has announced the availability of Norfolk & Western HC-46 ACF 2-bay covered hoppers. Based on Accurail's 2200 series 2-bay covered hopper, the models are

available in a Norfolk & Western repaint scheme, featuring updated reweigh data. The three road numbers available, 170753, 170768, and 170794, were in service as late as 2004. The cars are available individually or as a 3-car set.

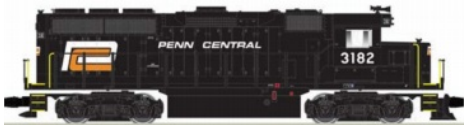
Info: www.cincy-div7.org/projects.html

O SCALE PRODUCT NEWS



Atlas O plans to release an EMD GP40 road switcher to dealers this month. The Atlas Premier series model is

based on a four-axle 3,000hp diesel locomotive EMD introduced in the 1960s. The model features directional headlights, die-cast fuel tank, truck sideframes and pilots; lighted cab interior, illuminated number boards and marker lights, rotating roof fans, smoke unit, and dual motors with flywheels. The unit is equipped with Proto-Sound 3.0 DCS.



Road names available on this release include Port Harbor, CSX, Denver & Rio Grande Western, Union Pacific, and

two Penn Central schemes.



Also coming from Atlas O this month is a 40' PS-1 boxcar. This version of the popular Pullman-Standard car will have 6' sliding doors.



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Road names will be Richmond, Fredericksburg & Potomac; Chicago & Illinois Midland, Lehigh New England, Santa Fe (Grand Canyon scheme), Nashville, Chattanooga & St. Louis;

and New York Central.



An operating O scale dump car is available now from Atlas O. The model is based

on a prototype that was capable of dumping on either side of the track rather than just between the rails like a conventional ballast hopper. A section of 6097 accessory rails track is required to operate the dumping action of the Atlas O model. Road names on the current release include Amtrak, BNSF, CSXT, Missouri Pacific, Norfolk & Western, Seaboard Coast Line, and Southern Pacific.



Atlas O has released a model of an ACF

89' 4" intermodal flatcar. The model is designed for Atlas O 45' Pines trailers but will work with most other brands of trailers as well. Road names on the current release are APL Linetrain, Burlington Northern, Trailer Train, Southern Pacific, Great Northern, Florida East Coast, and Western Pacific.



Completing the list of Atlas O's current release is an AAR 70-ton triple-bay open hopper car. The model includes a coal load.

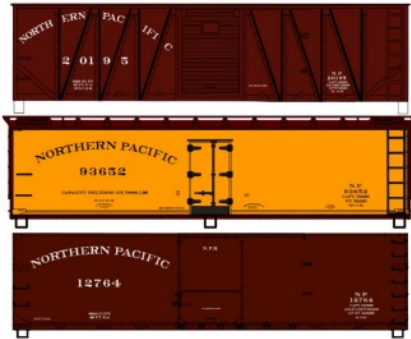


Road names are CB&Q-Burlington, Baltimore & Ohio, Cambria & Indiana, Seaboard Coast Line, Southern Railway,

and Richmond, Fredericksburg & Potomac.

Info: shop.atlasrr.com

HO SCALE PRODUCT NEWS



Accurail's latest release of HO scale freight car kits includes a 3-car set of 40' Northern Pacific freight cars. The special set includes a single-sheathed NP boxcar with steel ends and Youngstown sliding doors. The second car in this set is a NP reefer built in 1922 with

insulated 4' swing doors. Completing the 3-car set of kits for NP freight cars is a 40' double-sheathed wood boxcar based on a prototype built in May 1923.



Also new from Accurail is a 3-car set of Norfolk Southern exterior post boxcars. The 50' Plate C cars feature welded

sides, sliding Youngstown doors and short ladders.



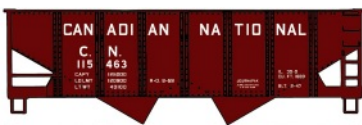
Accurail's kit for this 40' Canadian National single-sheathed wood boxcar is based on a prototype built in

1924 with wood doors and ends.



This Burlington Northern ACF triple-bay covered hopper car is available as a 3-car set with different road numbers. Single cars are also available.

Single cars are also available.



Although built in 1947, this Canadian National 55-ton twin-bay hopper car was based on an earlier USRA design. Accurail's HO kit is

available singly or as a 3-car set with different road numbers. All Accurail HO scale car kits come with appropriate trucks with Delrin wheelsets and AccuMate knuckle couplers.

Info: www.accurail.com

Athearn's November 2023 production schedule includes two new diesel locomotives and several interesting freight cars. Heading the list is a Genesis General Electric Dash 9-44CW.



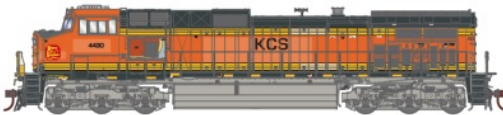
Primed for Grime paint.



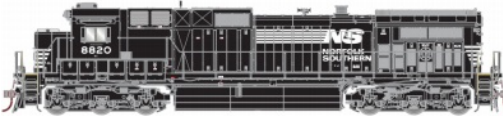
front and rear walkway lights, and lighted number boards.



Units decorated for BC Rail will have Canadian style anticlimbers and GE wide-cabs.



This release will include ex-BNSF units patched for Kansas City Southern.

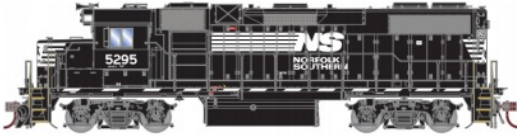


Norfolk Southern and BNSF units complete this release of Genesis Dash 9-44CW locomotives.



Features on all units in this release etched see-through walkway steps, lift rings, wire grab irons, coupler cut levers, trainline and MU

hoses, detailed fuel tanks with fuel fillers, fuel gauges, and breather pipes, full cab interior, and individual windshield wipers.



Also coming from Athearn in late 2023 is a Genesis model of an EMD GP38-2 diesel locomotive.



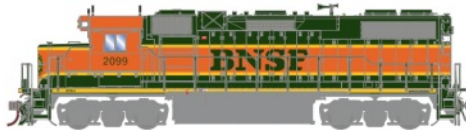
Models decorated for Norfolk Southern, Chehalis Western, and Electro-Motive will have mid-size fuel tanks.



Milwaukee Road models will have all-weather cab windows, dynamic brakes and a 1,700-gallon fuel tank.



Models decorated for BNSF and Union Pacific will have large, long distance fuel tanks.



All Athearn GP38-2 models will have lighted classification lights and number boards.

Athearn's Dash 9-44CW and GP38-2 will be available with SoundTraxx Tsunami2 sound, dual cube speakers and a DCC decoder. DCC-ready units come with a 21-pin connector to simplify installation of an aftermarket decoder.



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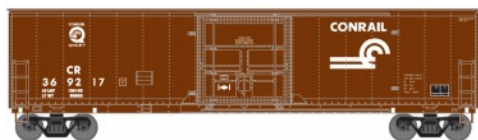
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Athearn's November 2023 schedule

includes a group of articulated Auto-Max carrier cars. The HO scale model is based on articulated autorack cars introduced by Gunderson in 1999. The models feature full articulation with a flexible diaphragm, simulated corrugated roof, and 70-ton roller-bearing trucks with 33" machined metal wheels. The models require a minimum track radius of 22". Road names will be Kansas City Southern, Union Pacific, Arkansas & Oklahoma, Ferro Sur, and two BNSF schemes.



This 50' plug door boxcar is based on an insulated prototype built by FGE in the late 1960s. Athearn's HO

scale version will be available in November 2023 decorated for Conrail, Chicago & North Western, Norfolk & Western, British Columbia Railway, and Western Pacific/FGE. The model will be equipped with 70-ton roller-bearing trucks with 33" machined metal wheels.



Athearn plans to release this 200-ton railroad crane paired with an idler flatcar in late 2023. The crane

housing rotates, and the boom can be raised and lowered. The idler car is fitted with a boom support fixture. The stabilizing blocks will also be positionable. Road names will be Chicago, Burlington & Quincy; Duluth, Missabe & Iron Range; Denver & Rio Grande Western, Illinois Central, Milwaukee Road, Chicago & North Western, Norfolk & Western, and Missouri-Kansas-Texas.



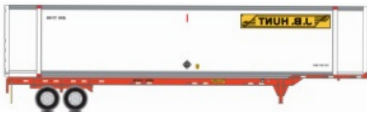
A five-car set of Maxi-III well cars is included

in Athearn's November 2023 production schedule. The HO scale model will have prototypically correct 33" and 38" machined metal wheels. Road names will be APL, Northwest Container, Santa Fe, Southern Pacific, and Trailer Train.



Forty-eight-foot containers coming from Athearn will make a suitable load for the

Maxi-III well cars. The containers will be available in 6-packs decorated for JB Hunt, NYK, Santa Fe, Conrail, and Southern Pacific. Each container will be individually numbered.

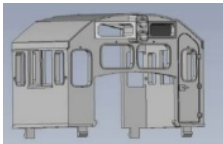


The same HO scale containers will also be available on a 48' chassis.

Info: www.athearn.com



Atlas has released a new production run of HO scale Master series U33/36B locomotives that feature a newly tooled cab.



Additional details include flush-mounted radiator screens and air intake screens on the long hood on models of early phase units and corrugated radiator and air intake screens, with a flat pilot face on late phase models. Specific

road name details include AAR-B or Blomberg trucks. Models of the U33B are available for Guilford B&M, Conrail, and Rock Island.



Road names for the U36B version include Seaboard Coast Line, Auto Train, CSX, and CSX in the MCVX Safety Train scheme.



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R. Bale

ALCO HH600/660 SWITCHER

Between 1931 and 1940 the American Locomotive Co (Alco) built 177 high hood (HH) switching locomotives with horsepower ratings ranging from 600 to 1000hp. The 600/660hp units represented more than half of the nine year production run. Various physical changes occurred during the extended period of production including a major change in 1934 when industrial designer Otto Kuhler improved the appearance of the boxy, utilitarian switchers. All of Alco's HH600 660 series locomotives were delivered with Alco's own Blunt trucks which were specifically designed to handle the rough, uneven secondary track often found in industrial switching areas.



separately applied metal grab irons and lift rings, and directional LED lighting.



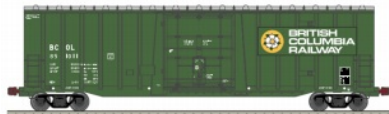
Scheduled for release this month is a new production run of HH600/660 diesel switcher. Features on the Atlas Master model include early Blunt trucks with separate brake cylinders, separately applied metal grab irons and lift rings, and directional LED lighting. Road names include Lehigh Valley, Erie Lackawanna, Jersey Central, Railco, Santa Fe and a choice of two road names for New Haven and Southern Pacific.

Atlas Silver locomotives are sound-ready with a speaker installed and an NMRA 21-pin plug for easy conversion to sound with the addition of an aftermarket decoder. Atlas DCC Gold series locomotives come with factory installed ESU sound.

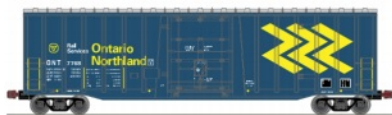


Atlas plans to release an upgraded version of its HO scale Master series 48' well car this month. The all-purpose well car can carry containers or trailers. Details include etched walkways, four IBC bins, correct

ovals and floor cutouts, and two trailer hitches. Road names on this release include CRLE, TTX, and TTX (On Track For A Cure scheme).



From 1975 to 1980 National Steel Car built over one-thousand 50'6" plug door boxcars. Most of the cars went to Canadian railroads primarily for paper service.



Railway, Quebec Gatineau, CP Rail, Ontario Northland, UNPX and Norfolk Southern.

Atlas plans to release an HO scale version of the NSC car this month. Road names will be Canadian National, British Columbia



October releases from Atlas include a 2743 cu. ft. gondola based on a prototype introduced by Thrall in 1995. The HO scale Atlas Master

series model has metal grab irons and brake rods, and etched metal platform and end reinforcement plates.



Road names include CRDX-Chicago Freight Car, BNSF, Norfolk Southern, Union Pacific, CEFX (ex-CP), and Dakota, Minnesota & Eastern.



Atlas's 52' 5503 cu. ft. boxcar with double sliding doors is based on a non-insulated prototype built by FMC.



The car is essentially a stretched 5277 cu. ft. car with one foot added outside the bolsters giving the car its noticeable overhang. Southern Pacific was the sole original operator of this

design. Atlas's HO scale Master series model features wire grab irons, an X-panel roof, and etched metal detail parts.



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Road names include Southern Pacific, Golden West Services, Southern Pacific (ex-Golden West), St. Maries River Railroad, Minnesota, Dakota & Western; and Longview, Portland & Northern. Availability is scheduled for late this month.

Info: shop.atlasrr.com



recovering the PCC tooling and securing a new manufacturing partner for its various trolley projects.



windows. After just 10 years of operation, the prototype cars were sold to Philadelphia, Toronto, and Tampico. Additional PCCs were sold to Belgium. In 1975 11 of the Toronto cars went to San Francisco with another 11 being sold to Philadelphia.



and blue), Toronto, SEPTA (ex-Toronto), and two SEPTA Bicentennial schemes.



DCC sound trolleys will be equipped with LokSound Decoders.

Info: www.bowser-trains.com

After a delay of nearly two years, **Bowser** has resumed work on its Kansas City PCC project. The delay was due to

Bowser's HO scale PCCs are based on prototypes built in 1946 and 1947 without the characteristic standee

Decorating schemes will include Kansas City (black and white), Philadelphia (green), Philadelphia (orange

Features on Bowser's HO scale injection molded plastic model include window glass, operating roof poles, operating headlight, and a can motor drive with flywheel. DC units will be DCC-ready with a 21 pin plug.



ClassOneModelWorks.com (COMW) is booking advance orders for a GSC heavy duty depressed center flatcar. The HO scale model accurately replicates a prototype introduced in the early 1950s by General Steel Casting. Availability is planned for the second quarter of 2023. Road names on this initial release will be Baltimore & Ohio, B&O-CSX, Chicago & Eastern Illinois, Conrail, CSX, Erie, Erie-Lackawanna, LNAL (Louisville, New Albany & Croydon), Missouri-Kansas-Texas, Missouri Pacific, Santa Fe, St. Louis-San Francisco, SOO Line, Southern Railway, and Union Pacific. COMW is offering several significant options on these distinctive HO scale cars.



Cars decorated for MKT, Soo, and LNAL will have grate decks. All other road names will have wood decks.



Cars decorated for Frisco, MKT, B&O and ATSF will have square jacking pads. CR, Erie, and EL cars will have no jacking pads; all other roads will have prototype A style jacking pads.



Cars decorated for Southern Railway will be available in multiple road numbers with both square and A style jacking pads.

Info: www.classonemodelworks.com



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An InterMountain HO scale R-70-15 Pacific Car & Foundry mechanical reefer.

A limited number of reefers decorated for Allen McClelland's Virginian & Ohio are now available from **Patrick Harris**. The custom decorated model is based on an



The same car is available decorated for Harris's own Sun Belt System. Each scheme is available in six road numbers. The ready-to-run model comes with Kadee couplers and

appropriate trucks with metal wheels.

Info: Send an email to seaboardcoast@hotmail.com

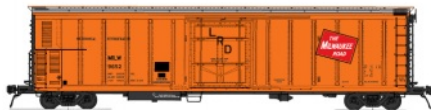


InterMountain is booking reservations for an HO scale Procor Pressure Flow covered hopper car.



Four road numbers each will be available for Procor, Canadian National, British Columbia Railway, Procor/Halliburton, UNPX (ex-

Halliburton), ARR (ex-COL), Holcim Canada, and Arrendadora Nacional de Carros de Ferrocarril. A release date is TBA.



InterMountain has released HO scale R-70-15 refrigerator cars in nine decorating schemes. Each road name is available in a choice of six numbers.



In addition to Milwaukee Road, road names available in this release are PFE UP-SP, SPFE, UPFE (large shield), UPFE

(yellow scheme), Conrail, WFCX/Great Northern, BNFE, and Bangor & Aroostook.



InterMountain has also released an HO scale 40' 12-panel boxcar with full-height ladders and an etched metal running board. In addition to the Great

Northern Vermillion red scheme shown, GN cars will be available decorated in Big Sky Blue, Empire Builder, Glacier Green, and Pullman Express green.



Additional road names include Chicago & Eastern Illinois, Southern Pacific, Texas & New Orleans/Southern Pacific, Spokane, Portland &

Seattle; and Santa Fe (Grand Canyon scheme). All the InterMountain models mentioned in this report will come with metal knuckle couplers and machined metal wheelsets.

Info: www.intermountain-railway.com



Kadee's latest offering is a PS-2 twin-bay covered hopper decorated for the Minneapolis & St. Louis Railway. The HO scale model closely follows a prototype built

by Pullman-Standard in 1956. The ready-to-run model is equipped with Bettendorf-style solid-bearing trucks. Additional features include a see-through roof walk, eight round loading hatches and Kadee Magne-Matic metal couplers.

Info: www.kadee.com



Otter Valley Railroad has released pre-production photos of its NSC 6400 cu. ft. high side gondola. The HO scale model replicates a prototype built by

NSC beginning in the mid-2000s. The cars were also built by Curry

Rail under NSC contract. On this initial release 12 road numbers will be available for AIMX, NMPX, IMRX, and TLPX. Data only cars will also be available. Availability is planned for mid-2023.



Also coming from Otter Valley next summer is a 52' 100-ton bulkhead flatcar based on a prototype built by Freight Car America. The HO scale model

features a steel deck between the metal faced bulkheads. Twelve road numbers will be available for CWLX and DWC. Loads are not included. Pre-orders are being booked now for both cars.

Info: www.ovrtrains.com



R. Bale

BAY AREA RAPID TRANSIT

Introduced in 1972, the BART rail system and electrically powered equipment was designed specifically to be independent of any aging transit equipment used in other cities. Successfully serving the greater San Francisco region for 50 years, the original futuristic looking A Cars (cab cars) and B Cars (center loading cars) were designed by Sundberg Ferar and built by Rohr Industries between 1968 and 1975. The A and B Cars were mechanically identical except for the futuristic fiberglass nose overhanging one end of each A Car. Despite being the familiar image of the BART system, the A Cars fiberglass nose became an operational issue as they limited flexibility in assembling trainsets. To resolve this, the first of the C Cars were delivered in 1987. They featured a more traditional flat cab front, allowing them to be placed on the ends as well as in the middle of a trainset. Additional C Cars were built by Morrison-Knudsen between 1994 and 1996.

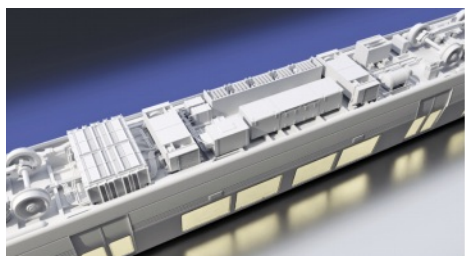


Inspired by the 50th anniversary of the Bay Area Rapid Transit system, **Rapido** has announced plans to produce HO scale models of the BART Legacy Fleet.



BART models under development by Rapido include A Cars (original cab cars), B Cars (original center cars), and C Cars (flat nosed cab cars that can be consisted

in any location in a trainset).



Features will include track-powered flicker-free interior lighting compatible with DC and DCC layouts, directional lighting including headlights and red taillights, Euro-style close-coupling system and

full underbody detailing. A low-profile drive system in A and C cars will allow for a complete interior with no visible motor.



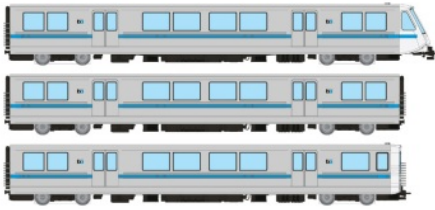
Availability will include an A-B-B-A set and an individual C Car (powered, DC/Silent or DCC with sound options), and an unpowered B Car.



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A non-powered A Car will also be available with a display case. A January 16, 2023 conditional order deadline has been set with availability TBA.



Also coming from Rapido are HO scale models of superior stainless Budd coaches, and VIA Rail HEP-equipped coaches. Beginning in the late 1980s, VIA Rail upgraded its entire ex-CPR Budd stainless steel fleet with Head End Power

(HEP), which allowed newer locomotives to heat the trains without the need for aging steam generator cars. To supplement its fleet, in the 1990s VIA Rail began purchasing second-hand Budd cars from Amtrak and other roads. Those cars would be completely rebuilt as either first class "VIA 1" cars or coaches. They were called HEP2 cars.



Rapido's HO scale models are based on the original, steam-heated Canadian Pacific cars. Rapido is tooling new HEP2 car sides as well as both HEP1 and HEP2 car ends. Details will include HEP receptacles and cables, correct side window arrangements, multi-color interiors, separate metal grab irons, stirrups, and end gates, sprung diaphragms, and a realistic stainless-steel finish. CPR models will have a 3D CP beaver shield. Additional details include 41-NDO-11 trucks with end

frames, D22 brake equipment, and Macdonald-Cartier metal knuckle couplers.



Paint schemes in the initial release will be Canadian Pacific (maroon), CP Rail (Action red), VIA Rail (early scheme), VIA Rail HEP 1 (in blue band Canada scheme, and Renaissance/green scheme), VIA Rail HEP 2 coach and club car with blue/yellow band, and VIA Rail HEP 2 economy and business coaches in Renaissance/green scheme. HEP 1 and HEP 2 coaches, and a standard Budd coach will all be available painted but unlettered. An order deadline and release date is TBA.

Info: www.rapidotrains.com



Tangent has released HO scale models of class G41A and GP67 coil steel gondolas. The all-new models replicate the 39'

prototypes built at the Pennsylvania Railroad's Samuel Rea Shops in 1965. Availability includes PRR's G41A car with hoods in the as delivered 1966 paint scheme that includes yellow hood guides and stacking brackets. The hoods are removable and stackable.



G41A Penn Central and Conrail repaints are also available in this release.



Rebuilt versions of the coil car include a Conrail car with the hood,



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walkways, and side hood guides removed in a 1997 rebuild which included installing additional grab irons.



Completing this release are Norfolk Southern coil cars as rebuilt circa 2000. NS reclassified the rebuilds

as GP67. Modifications included changing the base structure from six to five troughs to support larger coils.

Tangent's HO scale models come with Kadee couplers and one of two styles of ASF Gould Foundry roller-bearing trucks with 38" metal wheelsets.



Tangent offers coil steel loads in five sizes.

Info: www.tangentscalemodels.com



R. Bale

CITY OF SAN FRANCISCO

The City of San Francisco was inaugurated in 1936 as a deluxe, extra fare train between Chicago and San Francisco. A second train set entered service in 1941 allowing ten round trips per month. Additional train sets continued to be added providing daily service as of 1947. By 1955 the COSF was jointly operated by the Milwaukee Road, Union Pacific, and Southern Pacific railroads. The trains lightweight cars were decorated in UP's Armor yellow scheme. Each of the three railroads handling the COSF used their own motive power on home rails. Milwaukee Road's E9s, painted in UP's yellow scheme, led the train between Chicago and Omaha where UP's own E9s took over for the run to Ogden. At Ogden, Southern Pacific PA-PBs, in the colorful Daylight paint, completed the last leg of the run to Oakland where passengers were ferried to San Francisco. The COSF continued daily service until 1971 when a modified version was taken over by Amtrak.



Walthers next Name Train project will be the City of San Francisco with 14 pooled cars from the Southern Pacific, Union Pacific, Pullman, and Milwaukee Road.



Motive power will be provided by UP and MILW E9A and E9A-B sets, and a new WalthersProto Alco PA-PB wearing SP's Daylight scheme. The WalthersProto locomotives will be available for DC and DCC operation with factory installed LokSound5 Sound and decoder.



Walthers is booking reservations now for the COSF equipment with release dates spread over an 18-month period.



The initial release, scheduled for summer 2023, will be a UP ACF baggage-dormitory car and a Milwaukee Road series 600 coach.



Due in the fall of 2023 are a Milwaukee Road tap-lounge car and two ACF UP cars: a café-lounge and a 48-seat diner.



An ACF baggage, an ACF baggage-mail, and a Pullman 6-6-4 sleeper, all decorated in UP colors, are scheduled for release in the spring of 2024.



Coming in the summer of 2024 are a Pullman-Standard SP blunt end sleeper, a Pullman-Standard SP 83-C-2 coach, and an ACF UP club lounge car.



The production of Walthers COSF cars will be completed in the



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winter of 2024 with the release of a Milwaukee Road 48-seat diner, a P-S UP 4-4-2 sleeper, and a Budd-built Pullman 10-6 sleeper. All Walthers COSF cars are 85' in length with full underbody detail. A minimum 24" track radius is recommended for operation.



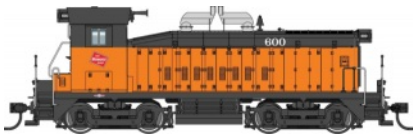
Walthers is also booking reservations for HO scale versions of EMD's SW9/SW900/SW1200 diesel switcher. Availability is scheduled for next spring.



Walthers has upgraded the Proto series model to represent the prototype in service in 1954. Numerous road-specific details will be available.



The SW9 will be available decorated for Chesapeake & Ohio, Grand Trunk Western, and Toronto, Hamilton & Buffalo.



SW1200 units decorated for Milwaukee Road will have a Mars light, an all-weather cab window on engineer's side, a 930-gallon fuel tank and a unique Milwaukee-

style spark arrestor.



Southern Pacific units will also have a 930-gallon fuel tank, AAR roller-bearings trucks, and an SP 5-light package.



SW1200 units decorated for Soo Line and Missouri-Kansas-Texas will have vertical dual sealed

beam headlights, Leslie single chime air horns, and front and rear footboards.



A Lehigh Valley unit will have Harco spark arrestors. Except as noted, all models will have AAR plain-bearing trucks and 600-gallon fuel tanks. Additional details include etched metal sunshades, cab interior with crew figures, wire grab irons, LED constant and directional headlights, and ESU LokSound5 sound.



Coming from Walthers this fall is a new run of 40' Ortner 100-ton aggregate triple-bay hopper cars. The HO scale Proto series model is based on a high-side prototype introduced by Ortner in the 1970s.



Features include wire end railings and grab irons, well-detailed pneumatic discharge doors, and a removable aggregate load. Road names on this release will be Algoma Central, WBCX-Blue Circle Cement, CSX, Southern Pacific, Florida East Coast, and Norfolk Southern.



A new production run of Walthers Mainline 85' G85 flatcars is scheduled for release late this year. The HO scale model is based on a prototype built by General American Corporation.



The model will be available with container pedestals or GATC hitches in both up and collapsed



position, and 70-ton roller-bearing trucks with 33" machined metal wheels. Road names on this release will be Santa Fe, Penn Central, GTTX (brown), GTTX (yellow), TTX, and VTTX.



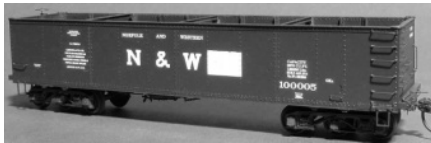
Also coming from Walthers this winter is a group of 53' reefer containers.



Decorating schemes will include Axsun, Hub Group, JB Hunt, Canadian

National, Canadian Pacific, Cold Train, Marten, and Tiger Cool. An undecorated version will also be in this release.

Info: www.walthers.com



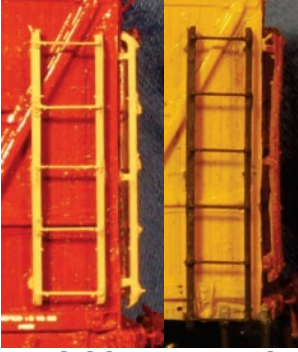
Westerfield has released an upgraded resin kit for an HO scale Norfolk & Western 46' battleship gondola.

In 1914 N&W built 750 class GKa cars numbered 100000-100749. Two years later an additional 1,000 class Gkb cars numbered 100750-101749 were built. These were 15" shorter and 3" taller, but except for different end sills looked externally identical to the original cars. Internal crossties were added to both classes in the early 1920s. Both classes were fully rebuilt with peaked corrugated ends in 1927-1930. All were reclassified as GKd and continued in service until 1953.



Westerfield's kit features a one-piece cast urethane body, Yarmouth etched bronze eyebolts, and decals for all lettering styles during the operating life of these cars. The

kit does not include trucks or couplers. The prototype rode on



Pilcher six-wheel trucks. HO scale versions of the Pilcher truck are available from Labelle Models (www.labellemodels.com).

Also new from Westerfield are five and six rung etched brass ladders. Developed for the Westerfield PRR X23 boxcar and R7 refrigerator kits, the highly detailed ladders are now

available separately.

Info: www.westerfieldmodels.com

N SCALE PRODUCT NEWS



Athearn's November 2023 schedule includes a group of articulated

Auto-Max carrier cars. The N scale model is based on articulated autorack cars introduced by Gunderson in 1999. The models feature full articulation with a flexible diaphragm, simulated corrugated roof, and screw mounted trucks with machined metal wheels. The N scale models require a minimum track radius of 15".

Road names will be Kansas City Southern, Union Pacific, Arkansas & Oklahoma, Ferro Sur, and two BNSF schemes.

Info: www.athearn.com



Atlas is scheduled to release N scale models of a GP40-2W diesel locomotive this month. The model is based on a group of 34 four-axle 3,000hp safety cab prototypes built by GMDD in 1976.

Features include a three-chime air horn, 3,000-gallon fuel tank, operating ditch lights, and snow shields. Etched metal sunshades are included for installation by the modeler if desired.



Road names on this release will be Canadian National (two schemes), Guilford, Pan AM Railways, and Huron Central. Atlas Silver

locomotives are sound-ready with a speaker installed for conversion to sound with the addition of an aftermarket decoder. Atlas DCC Gold series locomotives come with factory installed ESU sound.



New N scale freight cars coming from Atlas this month include two versions of 53' spine cars. Both 3-car and 5-car sets decorated for TTX will be in this release. The cars can handle 40', 45' and 53' containers. The hybrid models are composed of die-cast metal and plastic for optimum weight. Features include etched walkways, correct hitches, BLMA 70-ton ASF Ride Control trucks with metal wheelsets.



Also coming from Atlas this month are 40' standard height corrugated containers.



The N scale models will be available in 3-packs decorated for Cosco

Shipping, Beacon, China Shipping, Ocean Network Express, and United Arab Shipping.



N scale models of 50' GA RBL boxcars are included on Atlas' October schedule. The all-welded 50'

prototype was introduced by General American Corporation in the 1960s. AAR classified the new insulated bunkerless refrigerators cars RBL. The cars were designed for transporting goods that needed to be shielded from extreme temperature variations. While not providing actual refrigeration a pre-chilled load could expect to hold its temperature within a few degrees for several days in transit. Atlas's N scale model has separately applied wire cut levers, etched metal running boards, and etched metal crossover platforms.



Road names in this release will be New York Central, Nickel Plate Road, Rock Island, Frisco (Saint

Louis-San Francisco), American Refrigerator Transit, and Erie Lackawanna.



Atlas has included a group of extended-vision cabooses in its October release. Features on the N scale model include window

glazing, and roller-bearing cabooses trucks. Road names will be Chesapeake & Ohio, Denver & Rio Grande Western, Air Products & Chemicals, BNSF, and Ferrocarriles Nacionales de México.



Completing the list of new N scale models coming from Atlas this month is a classic 1932 ARA boxcar. During the thirties, over 14,500 cars were

produced for 23 different railroads.



Road names on this release will include New York Central, Maine Central, Missouri Pacific, Central of Georgia, NC&StL, Nickel Plate Road,



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Linde Air Products, and Ferrocarriles Nacionales de México.
Info: shop.atlasrr.com



R. Bale

UNION PACIFIC BIG BOY

The UP's Big Boy is a simple articulated 4-8-8-4 steam locomotive built by the American Locomotive Company between 1941 and 1944. Scheduled to be named Wasatch, the locomotive acquired its nickname after an unknown worker scrawled "Big Boy" in chalk on the front of No. 4000, then under construction at Alco. The locomotives were designed with large grates to burn the low-quality bituminous coal from UP-owned mines in Wyoming. No. 4005 was converted to oil in 1946 and reverted to coal in 1948. The initial group of 20 locomotives was delivered in 1941, followed by five more in 1944. The Big Boys were designed to eliminate the need for double heading on the UP mainline climb eastward from Ogden into the Wasatch Range with the ability to pull long freight trains at a sustained speed of 60 mph once past mountain grades. They more than met the goal and remained in service until 1959. Peak horsepower of about 7,000hp was attained at 41 mph. Eight Big Boys survived as static display at museums across the USA. No. 4014 was re-acquired by Union Pacific, and between 2014 to 2019 it was converted to burn oil and rebuilt to operating condition for excursions and other publicity runs.



Broadway Limited is scheduled to release an N scale

version of the famous Union Pacific 4-8-8-4 Big Boy late this year. The release includes locomotives 4007 and 4012 as delivered in 1941 with an aftercooler mounted on the pilot and a 25-C-100 coal tender. An unlettered version of this locomotive will also be available.



aftercooler and 25-C-400 coal tender are included in this release along with an unlettered version.



Locomotive number 4014 with a Challenger oil tender will be available in a standard paint finish as applied for "The Big Boy Tour" and in a glossy finish as applied for the Promontory excursion.



Broadway Limited has included a Big Boy in a two-tone gray fantasy scheme. The scheme will be available with both yellow and aluminum lettering.



Broadway Limited is also scheduled to release an N scale version of Norfolk & Western's famous class Y6b 2-8-8-2 locomotive later this year. Introduced in 1936, the

5,500hp Y6b became the workhorse for hauling N&W coal trains. Broadway Limited will offer five road numbers in the standard in-service black paint scheme, plus one unlettered model. Two fantasy paint schemes – one in blue and one in maroon – will also be available in this release.



Both the Union Pacific Big Boy and the Norfolk & Western Y6b will come with Paragon4 Sound and control system featuring Rolling Thunder. Additional features include rubber traction



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tires, and built-in capacitors for consistent electrical pickup. A minimum track radius of 9.75 inches is required.

Info: www.broadway-limited.com

ExactRail has released an N scale model of a P-S 50' waffle-side boxcar. Originated in 1974 by Pullman-Standard for the Southern Railway, the car featured multiple impressions stamped into the side panels to accommodate lading equipment. The unique design soon earned the nickname waffle car. ExactRail's well-detailed model accurately replicates the distinctive prototype.



Road names in this release includes Southern cars assigned to the Central of Georgia route. They are in the original 1976 as delivered paint scheme.



Cars from the original 1976 order built at Bessemer, AL were delivered to Southern with Sidewell door openers. Identical cars assigned to the Georgia Southern & Florida Railway were identified by GS&F lettering in the upper right-hand corner of the car sides.



This production run includes cars repainted during the 1980s. The repaint did not include any marketing department slogans.



Several models in this release are only available from Trainlife.com, ExactRail's exclusive retail outlet. They include cars delivered in the



original scheme with a DF designation on the door, and two versions of a 1980 SCL/L&N Family Lines System scheme.

Info: exactrail.com



The newest item available now from **Jackson Terminal Company** is an N scale K-Line 40' standard height (8' 6") smooth side container. "K" Line is the operating name of the

Japanese transportation company Kawasaki Kisen Kaisha, Ltd. JTC's magnetic connecting system consists of three bottom magnets and a metal top plate, making it compatible with most popular brands of N scale containers.

Info: www.jtcmmodeltrains.com



KatoUSA has added a Florida East Coast paint scheme to its selection of ES44 GEVO locomotives. In addition to FEC, Kato's N scale ES44 is currently

available decorated for Union Pacific, CSX (Dark Future scheme), CSX (Boxcar scheme), BNSF, Canadian National, and Canadian Pacific.



Kato plans to reissue a Chicago, Burlington & Quincy Silver Streak Zephyr boxed train set in January 2023. The N scale train set will include a E5A locomotive and five Budd passenger cars including a round-end observation

car. Available operating systems will include DC, Digitrax DCC, and ESU LokSound DCC.

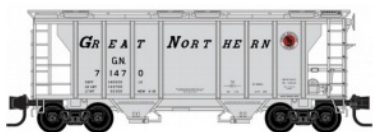
Info: www.katousa.com



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New N scale models released by **Micro-Trains** include a Great Northern PS-2 twin-bay covered hopper car. The model is based on a prototype built in 1958.



The prototype of this N scale 4,105 cu. ft. 40' double-door boxcar was built in 1949. In the mid-190s it was repainted and its running board was removed.



Micro-Trains has released this 50' Wisconsin Central steel gondola to dealers. The N scale model represents a car

shopped and repainted in 1988.
Info: Contact a dealer.



RailSmith is booking reservations for N scale Southern Pacific blunt end sleeper-observation cars.



Four versions of the SP car will be available including City of Los Angeles (with no drumhead) and City of San Francisco, both in yellow and red scheme. A 1950-era Cascade car in two-tone grey will also be available.



Completing this initial release is a 1950-era Cascade and a general service car both in SP's silver and red scheme. The N scale models are expected to be available late this year.

Info: lowellsmith.net

STRUCTURES & SCENIC SUPPLIES



Athearn's November 2023 production schedule includes 1:87th scale yard tractors. The specialty

tractors, also known as terminal tractors or yard goats, are used to move semi-trailers within a cargo yard or intermodal facility. Athearn's model will feature photo-etched rear deck and steps, a detailed interior, and an adjustable 5th wheel height. Decorating schemes will be Santa Fe, Conrail, JB Hunt, Norfolk Southern, Southern Pacific, and United Parcel Service.

Info: www.athearn.com



Custom Model Railroads has released an interpretive kit based on an Art Deco depot built by AT&SF in 1934. The structure consists of a main building that served as a ticket office and waiting

room, and an annex for freight or the REA. Both HO and N scale kits are available.



The model is composed of laser-cut acrylic and 3D printed parts. Blank walls without the engraved Santa

Fe lettering are included making it easy to repurpose the structure as a library, theater, or government building. The assembled HO structure has a footprint of 21" x 11". The N scale version measures 11.5" x 6".

Also available from CMR is a modern high rise building under construction. The HO kit has a footprint of 8" x 6". The N scale



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version measures 4.375" x 3.25".

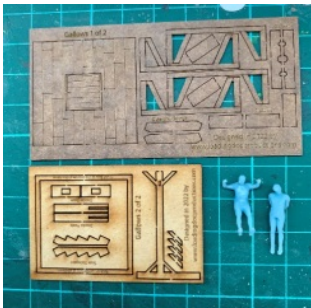
Info: www.cmrrain.com



Frenchman River Model Works has introduced a kit for Jones Brothers Garage. The cast resin HO scale kit includes walls of both brick and stone construction. The garage door can be modeled open or closed. Details include a car hoist, stacks of tires, steel drums

and a junk pile of car parts. Signage and instructions complete the kit.

Info: www.frenchmanriver.com



In time for Halloween on your layout, **miniprints** has released its first laser cut wood kit, an HO scale gallows and stocks with two 3D printed figures.

Assembly is required and the kit was designed by Spencer Barclay and produced by

loadingdocproductions.com.

Info: miniprints.com



Motrak Models has released a laser-cut wrought iron fence in HO, S, and O scale.

Each sales unit includes four sections of fence that is 53" tall by a total of 36' long. Each section includes longer legs for mounting the fence.

Info: motrakmodelsusa.com



New items coming from **Walthers Cornerstone** this winter includes new kits for two-story homes. They

include a Colonial House and an Executive House. The models are molded in appropriate colors, however the doors, windows and shutters in each kit are cast separately which simplifies painting them different colors.

Info: www.walthers.com

NEW DECALS, SIGNS AND FINISHING PRODUCTS

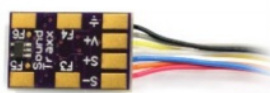


Great Decals has reissued an HO scale black lettering set for Virginian class BL-4 ballast cars. The set includes the herald, road name, road numbers for sides and ends, and dimensional data. This decal set is well-suited for Tyco operating hoppers, as the operating

petals on the model resembles equipment on the prototype.

Info: greatdecals.com

ALL SCALES – ELECTRICAL



Soundtraxx has released the JST-Next18 Adapter kit.



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Featuring a 7-pin wire harness, the adapter works with both the current TSU-N18 and the upcoming smaller Next18-socket decoder from SoundTraxx. The wires on the harness include the left and right rail pickup, the two motor wires, the headlight and backup lights, and the function common. Solder pads on the underside of the adapter include two for the speaker, a CurrentKeeper, functions FX3, FX4, FX5, and FX6; and a second V+ function common.

Info: soundtraxx.com

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BRIEFLY NOTED AT PRESS TIME ...

ESM will have 33" and 36" N scale wheels available next month. Their .553 axles make them ideal for retrofitting early Atlas trucks. ESM's HO scale XIH State of Main boxcars should be in dealer's hands by Thanksgiving...

The **NPRHA** has just released a prototypically accurate HO scale resin kit for an ACF SP&S steel gondola ...

Rapido is working on several new HO scale items including Metra's F40PHM-2 locomotive with its unique sloped front. Also coming is a new EMD Head End Power E-units, and CB&Q/Burlington Northern/Metra versions of Budd Gallery cars. New N scale items under development at Rapido include ATSF RR-56/60/61 mechanical reefers, and a Procor 5820 cu. ft. covered hopper car...

Walthers plans to release a Proto series GP9 Phase II road switcher and a Gunderson 53' all-purpose well car next spring. A Mainline 34' 100-ton twin-bay open hopper is scheduled for release during the winter of 2023...

MRH will have complete details on all of these new items, including graphics and road names, in our next report... ■



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SELECTED EVENTS



Model Railroad Hobbyist | October 2022

OCTOBER

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

Ongoing 2022

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

Info: www.opsig.org/Virtual

Archive: www.opsig.org/Virtual/Past

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

Info: newtracksmodeling.com

YouTube: www.youtube.com/channel

[UCMA_VhPb5pjdkAYTdXLceJA](https://www.youtube.com/channel/UCMA_VhPb5pjdkAYTdXLceJA)

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

Info: www.facebook.com/groups/nmragroup

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

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

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

Info: groups.io/g/NNG

AROUND THE USA, IN-PERSON, Various dates.

ScaleTrains.com Road Trip.

Info: www.scaletrains.com/roadtrip

October-November 2022

CANADA, ONTARIO, MARKHAM, November 26, 2022. Railview Historical Society Open House. 55 Alden Rd, Unit 201 (above George's Trains).

Info: www.facebook.com/profile.php?id=100067690577195

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

Info: convention.nmrabr.org.uk

CALIFORNIA, ROSEVILLE, October 22-23, 2022. International Railfair. @The Grounds, 700 Event Center Dr.

Info: internationalrailfair.com

COLORADO, PUEBLO, October 15-16, 2022. Rail Fair at the State Fairgrounds. Livestock Pavilion @ State Fairgrounds, 1001 Beulah Ave.

Info: tecoshow.org

GEORGIA, ATLANTA area, Weekends, October 22 - November 20, 2022. The Piedmont Pilgrimage layout tours, sponsored by the Piedmont Division, Southeastern Region, NMRA.

Info: piedmont-div.org/pilgrimage

ILLINOIS, ST. CHARLES, October 16, 2022. 31st Annual Chicago Railroadiana & Model Train Show and Sale. Kane County Fairgrounds (Front Building) 525 S. Randall Rd.

Info: rrshows.com

INDIANA, FORT WAYNE, November 19, 2022. Maumee Valley Railroad Club Model Railroad Show and Swap. Coliseum Bingo, 911 W. Washington Center Rd.

Info: maumeevalleyrailroad.com



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IOWA, IOWA CITY, October 23, 2022. Iowa City Train Show and Swap Meet, sponsored by the Hawkeye Model Railroad Club. Johnson County Fairgrounds, Building C, 4261 Oak Crest Hill Rd S (Old Hwy 218).

Info: hawkeyemodelrrclub.com/2022-train-show

KENTUCKY, LOUISVILLE, November 12, 2022. Division 8 Train Show and Sale, sponsored by Division 8, Mid-Central Region, NMRA. Holy Family Parish Saffin Center, 3938 Poplar Level Rd.

Info: www.div8-mcr-nmra.org/site/index.htm

MAINE, BREWER, November 19, 2022. Eastern Main Model Railroad Club Annual Show. Jeff's Catering, 15 Coffin Ave, East West Industrial Park.

Info: dahak@roadrunner.com

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

Info: www.marpm.org

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

Info: www.gsmts.com

MICHIGAN, KALAMAZOO, October 28-29, 2022. NMRA NCR Division 9 Fall Convention, The River Church, 417 Wallbridge.

Info: www.ncr-div9.com/conventionHome.php

MICHIGAN, NORTHVILLE, November 12, 2022. 44th Annual Model Railroad Show and Workshop. Ward Church, 40000 Six Mile Rd.

Info: www.ncrnmra.org

NEW YORK, BATAVIA, October 16, 2002. The Great Batavia Train Show, sponsored by the Genesee Society of Model Engineers. Richard C. Call Arena, Genesee Community College.

Info: gsme.org

NEW YORK, HAMBURG (Buffalo), November 19-20, 2022. WNYRHS Train & Toy Show. Fairgrounds Event Center, 5820 South Park Ave.

Info: www.trainweb.org/wnyrhs/trainshow.htm

NORTH CAROLINA, CHARLOTTE, October 20-23, 2022. Carolina Special Look South 2022, Mid-Eastern Region Regional Convention. Hilton University Place, 8629 M Keynes Drive.

Info: www.carolinasouthern.org/MER2022.html

OHIO, CAMBRIDGE, October 23, 2022. 4th Annual NMRA Buckeye Division Train Show. Pritchard Laughlin Center, 7033 Glenn Hwy.

Info: div6-mcr-nmra.org/trainshow.html

OHIO, YOUNGSTOWN, October 15, 2022. Iron and Steel Autumn Leaves Railfest. St Mary's Assumption Social Center, 356 S. Belle Vista Ave.

Info: www.cleveshows.com/PDFS/2022%20Iron%20City%20Sept.pdf

TENNESSEE, CROSSVILLE, November 5-6, 2022. CMRC Swap Meet. Crossville Outlet Center, Landers Crossroads, 228 Interstate Drive (next to the Buc-ee's).

Info: crossvilletrains.org/welcome

VERMONT, WHITE RIVER JUNCTION, October 16, 2022. Upper Valley Model Railroad Show, sponsored by the Connecticut Valley Model Railroad Club. Connecticut Valley Auto Auction Building, 1567 VT-14.

Info: cvrr.railfan.net/cvmrr

WISCONSIN, MILWAUKEE, November 12-13, 2022. Trainfest. Wisconsin State Fair Park.

Info: www.train-fest.com



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Future 2022-2023 by location

ALABAMA, MOBILE, March 4, 2023. SWARM Model Train Show, sponsored by the South West Alabama Railroad Modelers. Mobile Via Health, Fitness, and Enrichment Center, Arlene F. Mitchell Campus, 1717 Dauphin Street.

Info: www.facebook.com/profile.php?id=100070094629309 or Glenn Samuel: Gasamuel@aol.com

ILLINOIS, CHICAGO, December 3, 2022. Lake Shore Model Railroad Association Open House. 9801 South Avenue G.

Info: www.lakeshoremodelrr.org/index.html

ILLINOIS, ST. CHARLES, June 11, 2023, Kane County Railroadiana & Model Train Show and Sale. Kane County Fairgrounds (Front Building), 525 South Randall Rd.

Info: www.rrshows.com

MICHIGAN, FARMINGTON HILLS, January 22, 2023, 2nd Annual Model Railroad Sale, hosted by Division 6, NCR-NMRA. Costick Community Center, 28600 W Eleven Mile Rd.

Info: www.ncrnmra.org

NEW YORK, ALBANY, December 4, 2022. Great Train Extravaganza. Empire State Convention Center, underneath The Egg.

Info: gtealbany.com

TEXAS, GRAPEVINE (Dallas Area), August 20-26, 2023. NMRA National Convention, Gaylord Texan Resort & Convention Center, 1501 Gaylord Trail.

Info: www.2023texasexpress.com

TEXAS, GRAPEVINE (Dallas Area), August 25-27, 2023. National Train Show, Gaylord Texan Resort & Convention Center, 1501 Gaylord Trail.

Info: www.nationaltrainshow.org/2023/ntsdfw.html

TEXAS, PASADENA (Houston), February 18, 2023. The Greater Houston Train Show, sponsored by the San Jacinto Model Railroad Club. Pasadena Convention Center, 7902 Fairmont Parkway.

Info: sanjacmodeltrains.org

TEXAS, PLANO, January 21-22, 2023. Dallas Area Train Show, 2000 East Spring Creek Parkway.

Info: dfwtrainshows.com/page/dallas-area-train-show-january-21-22-2023

WISCONSIN, STEVENS POINT, January 21-22, 2023. Arctic Run - Central Wisconsin Model Railroader's 25th Annual Model Railroad Show. Holiday Inn Convention Center Hotel, 1001 Amber Ave.

Info: Jim Miller, (715) 340-0265 jimbro67@gmail.com or Don Anderson (715) 340-8105 crm114@tds.net ■

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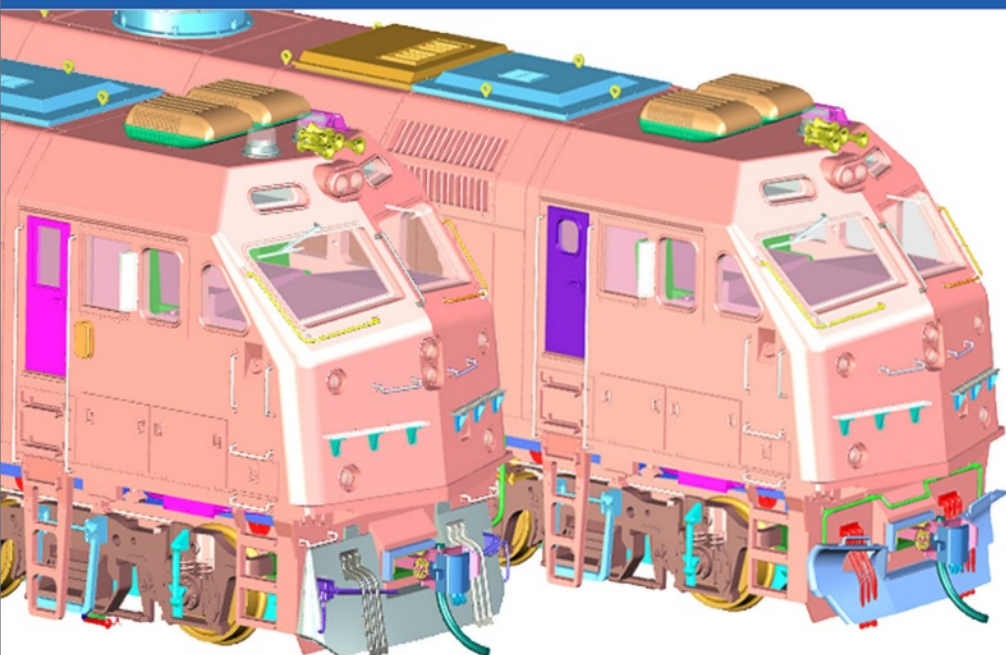
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