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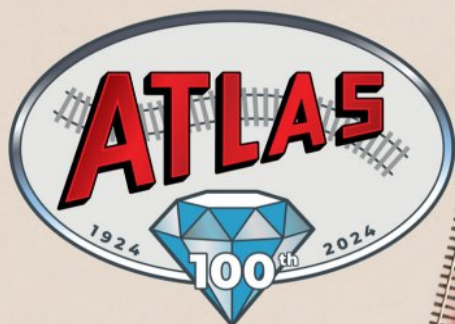
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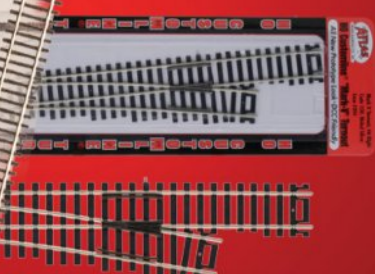
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V1.0 January 16

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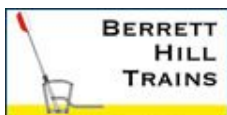
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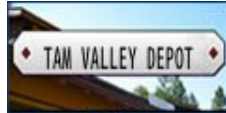
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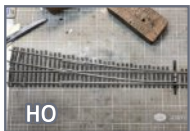
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Compiled by JOE FUGATE



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15 years of amazing MRH forum model photos: 1
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Modeling haystacks
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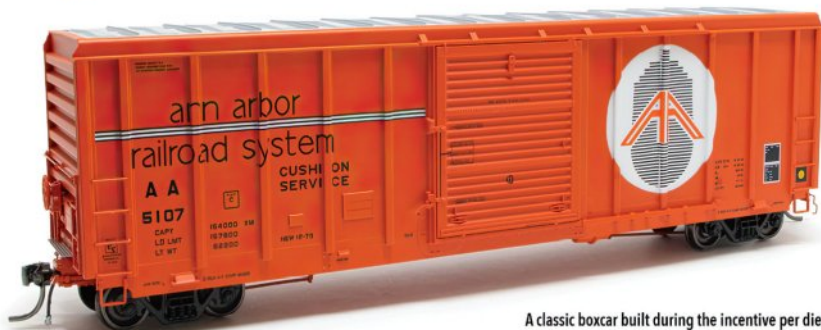
Savvy Modeler online: Four amazing modeling tools
Compiled by the MRH STAFF



January 2024 news and events
RICHARD BALE and JEFF SHULTZ



NEW ARRIVALS



HO
1:87 SCALE

A classic boxcar built during the incentive per diem (IPD) era of railroading of the late 1970s. The Pullman-Standard 5344 was the last successful boxcar project before their end in 1981.

PULLMAN-STANDARD 5344 BOXCAR

HO
1:87 SCALE

PC&F built 17 of the 7883 appliance boxcars for Western Pacific numbering in 1975. Equipped with Airpak bulkheads, they were later removed and the cars were renumbered. Many served into the Union Pacific era and could be seen riding the rails through the 2010s.



PC&F 7633 APPLIANCE BOXCAR



N
1:160 SCALE

Pullman-Standard leased many PS-4427 Covered Hoppers to Cargill starting in 1963. Early deliveries arrived green bodies with the large placard bolted across the middle three ribs of the car. Delivered in July 1964, these cars had black painted ends and underbody. Later deliveries were yellow and both variants operated side-by-side through the 80s.

PULLMAN-STANDARD 4427 COVERED HOPPER



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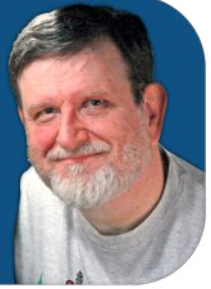


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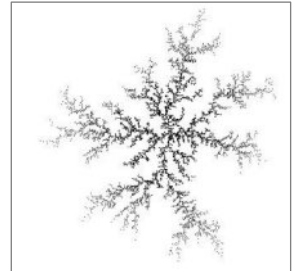
Model Railroad Hobbyist | January 2024



JOE FUGATE: LATEST ON TRACK CLEANING AND SOLVENT HEALTH CONCERNS ...

BACK IN MY MAY 2019 EDITORIAL, I FIRST LOOKED AT TRACK CLEANING WITH NON-POLAR SOLVENTS.

I examined a scientific analysis of the black gunk on model railroad track and much of it appears to be oxides created by an electrical arc [1]. If you want to go back and read that editorial, visit this link: mrhmag.com/magazine/mrh2019-05/publishers-musings



Chemists who know how to clean metal contacts on electrical parts know that you want to use non-polar solvents to clean the surfaces. Non-polar solvents inhibit the micro-arcing, which means things will stay clean longer.

These chemists know you don't want to clean with *polar* solvents. While polar solvents may do a great job cleaning up the metal oxide deposits, the contact surfaces are primed to microarc like crazy, so they will *get dirty again quickly*.

1. A microscopic examination of fresh "black gunk" deposits on model railroad track railhead form a dendrite pattern reminiscent of lightning strike burns. In other words, much of the metal oxides come from micro-arcing.

Latest solvent polarity list

Here is an updated solvent dielectric constant / polarity list.


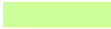

I recommend the solvents in red as ideal. I also recommend you *avoid* the items with a line through their name.

Low dielectric constant is not the only factor when looking for a good track and wheel cleaning solvent. There's also solvents that are nasty (Carbon tetrachloride) or solvents that don't age well like Goo-Gone or kerosene, gasoline, diesel, or turpentine.

Goo-Gone, for example, cleans great, but it's made of limonene, a citrus extract. Limonene *quickly* ages into a pitch-like substance that's a good insulator. Cleaning your track with Goo-Gone works great at first, but you will find the thin Goo-Gone reside on the track or wheels quickly ages into an insulator, making contact issues even worse than before. And in this pitch-like state, Goo-Gone is nearly impossible to remove!

Kerosene, gasoline, diesel, or turpentine also age into a thick pitch-like insulator over time – it just takes them a bit longer than Goo-Gone. Avoid using them as well.

Solvent	Dielectric constant
Kerosene	1.8
Deluxe Materials Track Magic	1.9
WD-40 contact cleaner	1.9
CRC contact cleaner & protectant	2.0
DeoxIT D5	2.0
Gasoline	2.0
Neverstall	2.0
Diesel	2.1
Mineral spirits	2.1
Wahl clipper oil	2.1
Turpentine	2.2
Carbon tetrachloride	2.2
No-Ox-IDA	2.3
Goo-Gone	2.3
WD-40 (regular)	2.4
Graphite (microscopic thin layer)	1.8-3.0
CRC 2-26	4.6
Automatic transmission fluid	4.8
Rail-zip	4.8
Bachmann track cleaner	4.8
Butyl acetate	5.1
Butyl cellosolve	5.3
Ethyl acetate	6.0
Graphite (thick layer)	10.0-15.0
Isopropyl alcohol (IPA)	18.0
Methyl Ethyl Ketone (MEK)	18.9
CRC QD contact cleaner	20.0
Lucas contact cleaner	20.0
Acetone	20.7
Vinegar	24.0
Ethyl alcohol (e.g. vodka, wine)	25.0
Radio Shack electronics cleaner	25.0
Ammonia solution	31.6
Propylene glycol	32.0
Lacquer thinner	33.6
Glycerine	47.0
Hydrogen peroxide	60.0
Water	80.4

Non-polar	
Semi-polar	
Polar	

2. Updated solvent dielectric constant / polarity chart. The **red** items are recommended. Don't use the ~~strikethrough~~ solvents, however.

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Mineral Spirits

Mineral spirits does not age into a pitch-like substance, and it has a very long shelf life (decades), as compared to the other petrochemicals I just mentioned. And at 2.1, it's very non-polar.

Some folks don't like the odor of mineral spirits, which comes from benzene – the same stuff that creates that noxious gas smell at the gas station.

Larry Pucket (the DCC Guy) recently posted a video on YouTube (youtu.be/25hx00tqRTY) where he mentioned my track cleaning editorial. However, Larry expressed concern over the benzene fumes from mineral spirits. Instead, Larry recommends an isopropyl alcohol (IPA) + Deoxit 5 solution.

Deoxit 5 is on my list as a good non-polar option for cleaning track and wheels, so that makes sense. However mixing Deoxit with IPA makes little sense since you get a highly polar cleaning solution that ruins the non-polar benefits of Deoxit. More on Deoxit in a bit.

Let's look into Larry's concern over benzene exposure.

Benzene is considered a carcinogen, which means it's known to cause cancer from prolonged exposure. It also can mess with your nervous system and damage it if you get exposed to benzene regularly.

Standard mineral spirits do contain a small amount of benzene. Refer to this **Sage Journal** study, *Review of the Toxicology of Mineral Spirits*:

mrhmag.com/url/sage-mineral-spirits-study

Regarding the concentration of benzene typically found in mineral spirits, it says:

“The specification for benzene content in mineral spirits is usually <0.1%, but in practice benzene levels are typically



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below 0.005% (<50 ppmv) due to the refining and distillation techniques."

This is a very detailed study with lots of use cases examined and measured very carefully. At the bottom of the study, they have these conclusions:

- Mineral spirits have a low order of acute toxicity by the oral, dermal, and inhalation routes of exposure.
- In humans, acute high-level inhalation exposure to mineral spirits can produce a variety of CNS [central nervous system] effects such as dizziness, headaches, and lack of coordination.
- At current occupational exposure levels, there is no compelling evidence that mineral spirits produce irre-



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versible CNS [central nervous system] effects, although this remains controversial.

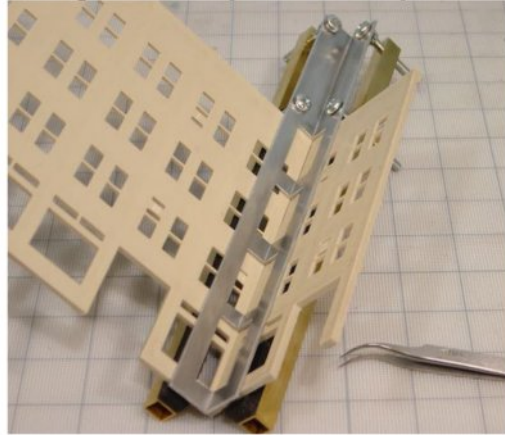
- A causal relationship between exposure to mineral spirit and reproductive and/or developmental effects has not been demonstrated.
- Several associations with cancer have been reported, but these are generally weak, inconsistent as to cancer site, and may be due to confounding or bias.

In short, alarm about bad long-term health damage from exposure to mineral spirits is likely unfounded, per this very detailed study.

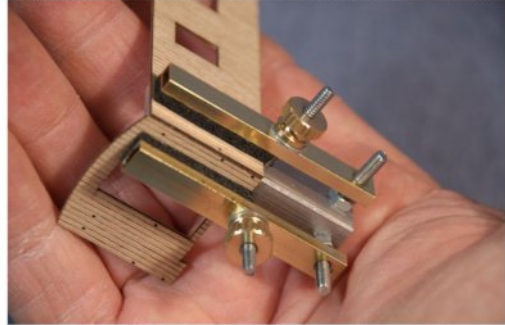
Modelers' infrequent use for track cleaning is far below "occupational level" exposure where you're exposed daily for hours on end.

Nor do I consider occasional track/wheel cleaning with mineral spirits to result in "acute high-level inhalation exposure" unless you're directly sniffing the open container for minutes on end.

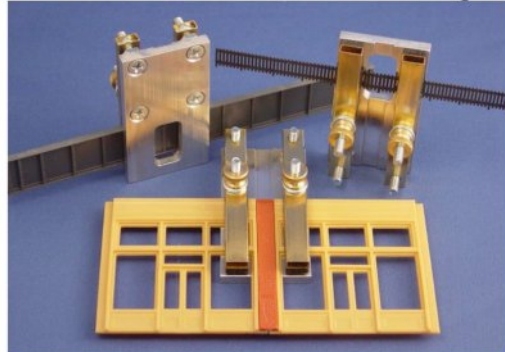
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Ironically, you're likely to get a higher benzene exposure by pumping your own self-service gasoline than you'll get in the layout room using mineral spirits:

mrhmag.com/url/benezene-at-gas-stations

The irony doesn't end here. Larry likes Deoxit 5, so I looked up its MSDS sheet to find its chemical formula. Deoxit 5 is 95% petroleum naphtha and the rest is proprietary.

Looking up what's in petroleum naphtha, I find: ~40% liquid benzene, 20% liquid toluene, and the rest various xylenes. That makes Deoxit 5 close to 38% benzene in liquid form. Toluene however, is considered safer than benzene, since it's not a carcinogen. For more on benzene exposure concerns, see:

<https://mrhmag.com/url/benzene-exposure>

This document says, "Since benzene penetrates normal intact human skin more rapidly than many small organic molecules, and is potentially toxic, the skin should be considered a portal of entry for benzene. Good hygiene should be maintained and care taken to avoid lengthy exposure to solvents containing benzene."

Also see: mrhmag.com/url/naphtha-benzene , which says:

"... it was concluded that a benzene hazard can be produced by naphthas with a rather low benzene content."

Based on all this, I would rate Deoxit 5 to be more likely to cause unhealthy benzene exposure than mineral spirits. Almost certainly you should wear rubber gloves when working with the Deoxit 5 solvent straight.

One interesting footnote to all this came when I researched the main ingredient in No-Ox ID: of all things, it's *mineral spirits*.

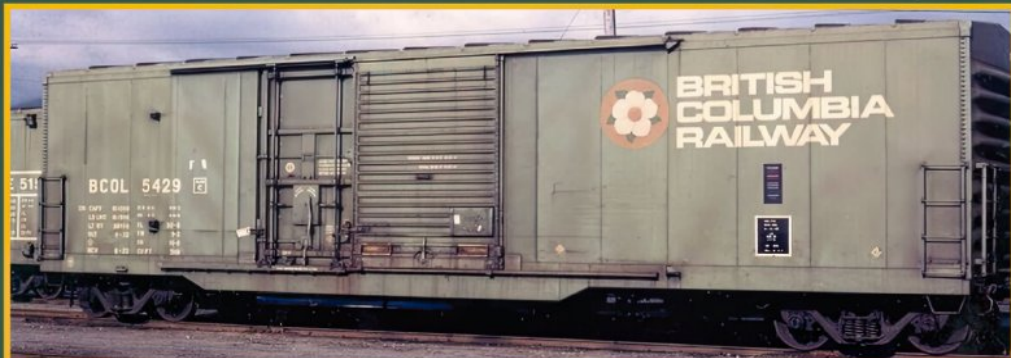


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PGE - light green, built 1971



BCOL - light green, built 1972



BCOL - large italic lettering, built 1986



BCOL - 80,000 series, re-built 1990

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The Pacific Great Eastern / British Columbia Railway received 1,785 of these boxcars from National Steel Car between 1971 and 1973, making them the most numerous boxcar on the railway. They were seen all across Canada and the United States in forest product service. From 1989 some were re-built for pulp service and many have continued in service with CN since 2004. North American Railcar Corporation will produce HO & N scale models representing the cars built in 1971 and 1972, and those re-built for pulp and forest product service.



PGE - dark green, light green door, built 1971



BCOL - dark green, built 1972



BCOL - with underline, built 1986



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BCOL - 100,000 series, re-built 1990 w/vents

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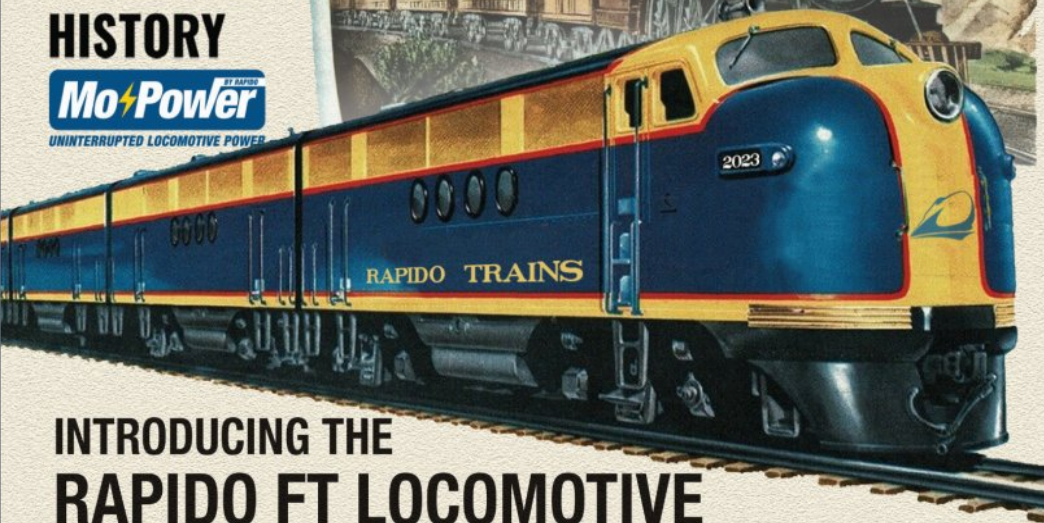
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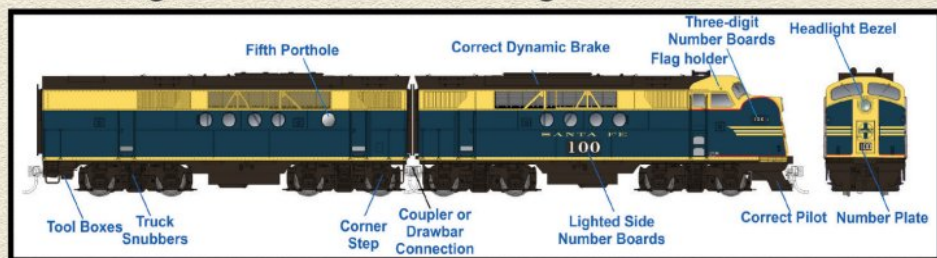
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Odorless mineral spirits

Thanks to odorless mineral spirits, it's possible to avoid benzene exposure almost entirely:

“Odorless Mineral Spirits are benzene-free and formulated to dry residue-free. A great choice if you are sensitive to chemical odors.”

For more, see: mrhmag.com/url/odorless-mineral-spirits

The bottom line, I recommend *odorless mineral spirits* as a safe and effective solvent for cleaning your track and wheels that's also quite affordable. You don't need to be fearful that you're in any serious danger when using it.

That said, when working with any chemical solvent, it never hurts to wear rubber gloves to reduce the chance of any skin irritation. ☑

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THIS
MONTH

Model Railroad Hobbyist | January 2024

Compiled by **JOE FUGATE**



My Southern Railroad journal

MRH forum member **Lirrlirr** says, "I switched from N to HO about 5 years ago. I model a fictional portion of the Southern in the southern WV / western VA panhandle / northeast TN / southeast KY neck-of-the-woods."



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

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

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1. MRH forum member **Chuck Stuetgen** started a thread to discuss how he could best hide his LED lighting strips from view.

Hiding lighting strips in the valance

MRH forum member **Chuck Stuetgen** kicked off a thread to discuss options for hiding his LED lighting strips.

“I have talked to a local plastic supplier and they have recommended 1/8” (3mm) thick white acrylic as the best option for providing even light coverage with minimal loss of the light. The sales rep told me it has a 90% light transmission rating.

The only issue I have with going that route is the cost. \$105.00 per 4 ft x 8 ft sheet. In order to cover all 5 sections of the valance I would need 3 sheets. (\$315.00 +tax). Yikes!”

Several other MRH forum members have posted some interesting alternatives. Read the full thread for more!

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



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2. *MRH* author **Michael Anteau** had recently posted a structure build on his blog and as part of the detailing, he added some pigeons and their droppings to the structure roof. That's a nice seldom-seen detail.

Dang pigeons!

MRH author **anteaum2666** (Michael Anteau) is chronicling a BTS office kit build on his blog. He had some struggles with the roof warping, and here is how he finally solved it:

"I had a bit of an 'aha' moment. Instead of wood, I am using Fast-Tracks fiberglass PC ties. They are very rigid and a scale 8 inches wide. I think they will look great as trim boards and will have the strength to hold everything square and flat."

Follow along with this and other builds on Michael's blog.

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



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3. *MRH* author **TomJohnson** shows how he builds his structures, adds a base, and then places them on the layout in this *MRH* blog entry.

How to anchor structures on the layout

MRH author **TomJohnson** talks about how he places his structure on the layout after building them:

“I constructed all of my structures before I started laying track. I mount all of my structures on Masonite bases so I can do all of the delicate scenery around the edges of all my structures at the workbench.

I can manicure the scenery and get it nice and neat at my workbench instead of leaning all over my benchwork on a foot stool hurting my back trying to do this manicuring detail.”

Follow Tom’s blog and get more great tips like this!

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



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Recent weekly photo fun

Here's just a few of the nice photos from a recent *MRH* forum weekly photo fun thread, so have a look and visit the forum for details!

[View photo fun thread on *MRH* website](#)

4. *MRH* forum member **Dom Bourgeois** posted this photo, "More action at Mohawk Yard. The D&H could be very colorful at times, even before the post-Conrail era." We like the Bicentennial-painted U23B on the right especially.



5. Here's a fun Chick-fil-a billboard with a cow about to jump posted by engineer (Andreas R.). "The ad is from a real Chick-fil-a ad picture. I built the billboard structure using styrene." Nice scene!

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WHAT'S NEAT

column



Model Railroad Hobbyist | January 2024

KEN PATTERSON COVERS THIS MONTH:

- BROADWAY LIMITED N SCALE SD40-2S, CRYOGENIC TANK CARS, AND STOCK CARS
- LAYOUT VISIT: DARYL KRUSE'S UNION PACIFIC EVANSTON SUB
- CAMPBELL RICE – WIRING WITHOUT SOLDER
- NEW PRODUCTS FROM BACHMANN



JANUARY 2024

WHAT'S NEAT with Ken Patterson
Daryl Kruse's Union Pacific

click to play video

PHOTOS AND VIDEO OF SUPERB MODELS

THIS MONTH, Ken shows off the product photos he's taken of new N scale products from Broadway Limited, and visits Daryl Kruse's HO scale basement-filling Union Pacific Evanston Sub. Campbell Rice shows us how he's connecting his bus wires and feeders without solder or crimping. Finally, Larry Harrington drops in via Zoom to show off some new and upcoming products from Bachmann.

New from Broadway Limited



1. Broadway Limited is releasing an N scale SD40-2 locomotive with Paragon4 sound. It is seen here in Burlington Northern's Bicentennial paint scheme from 1976.

in the **JANUARY 2023 MRH RUNNING EXTRA!**

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2. Also in N scale, Ken shows two different cryogenic tank cars, used for transporting very cold liquids or gasses.



3. The N scale stock cars that BLI sent Ken are equipped with sound, one having cattle noises, another donkeys braying, and the third spooky Halloween sounds.

Info: broadway-limited.com

Union Pacific Evanston Subdivision



4. While Ken and the What's Neat this Week crew were up in Chicago for an event at Lombard Hobbies, they took advantage of the opportunity to visit several layouts, such as Daryl Kruse's Union Pacific Evanston Subdivision in HO scale.



5. Set in 2018, The UP Evanston Sub is Daryl's first HO scale layout, after modeling the Midwest in N scale for 50 years.



6. The Evanston Sub depicts the UP line from Green River, Wyoming to Ogden, Utah. Built on two levels, the top level is Green River to Evanston, WY, with the bottom level continuing onto Ogden.



7. On the lower level, Echo Canyon is one of the featured scenic areas.



8. Trackwork is Micro Engineering Code 83 track with Fast Track fixture-built turnouts. The layout is fully signaled.



9. The layout is run with Digitrax DCC and Loconet. JMRI WiThrottle allows him to run four trains simultaneously with his computer. Speed-matching allows for smooth-running with DPUs.



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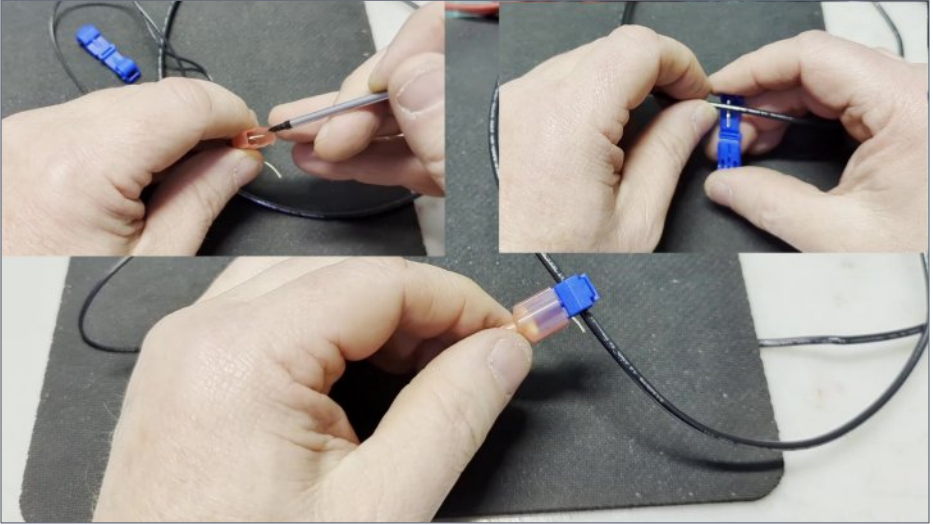
10. A full basement under his retirement house allowed upsizing from N scale to HO. The benchwork and trackwork were completed in 13-14 months.

Info: www.youtube.com/@EvanstonSub

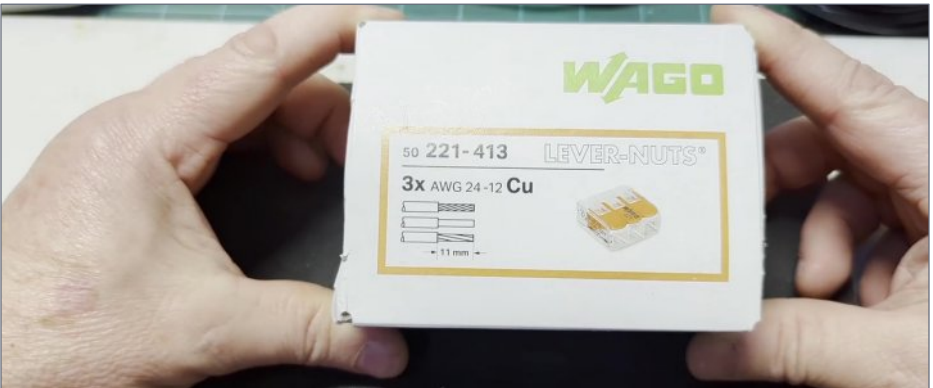
Campbell Rice shows how he runs bus wires without soldering



11. Campbell Rice hates wiring, so anytime he finds an easier way to do it, he spreads the word.

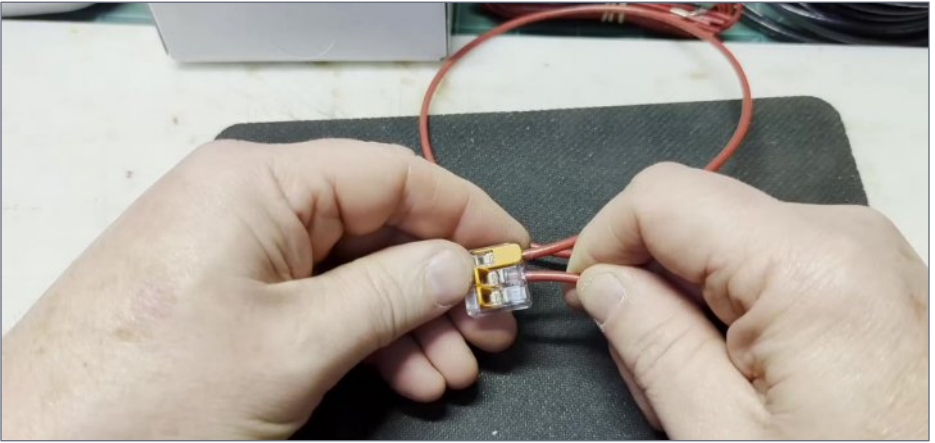


12. In the past, Campbell used T-taps to connect track feeders to his main bus wire. This involved crimping the connector on the feeder and clamping the tap onto the bus, usually when working underneath the layout. Once installed, he finds them difficult to remove and work with.

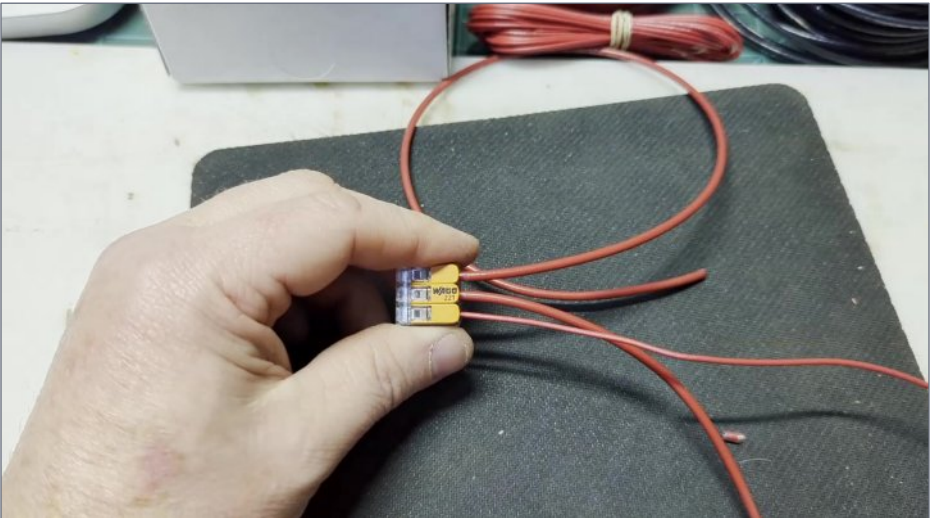


13. Campbell is now using Wago lever-nut connectors, designed for 120V house wiring and capable of holding wires from 24AWG to 12AWG. This box of 50 costs about \$25 on Amazon:

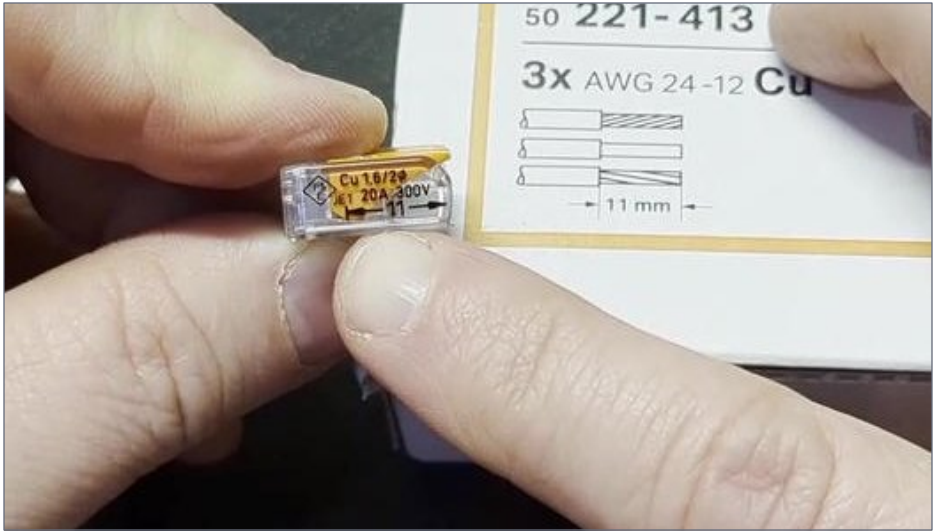
mrhmag.com/magazine/mrh2024-01/whats-neat-shopping



14. Simply flip up the lever, insert the stripped wire, and flip the lever back down. The wires are locked into place and would require a great deal of force to remove. Opening the lever allows the modeler to remove the wire easily.



15. Here Cambell demonstrates how two sizes of wire fit in the same lever-nut. The larger wires are his main bus, the smaller wire a track feeder. The Wago connectors range in size from an inline splice connector to one capable of securing five wires.



16. The lever-nuts even include a wire stripping length diagram on the side.

New Products from Bachmann Trains



17. Larry Harrington joined Ken via Zoom to promote new and coming products from Bachmann, such as this HO scale BL-2 paint sample, which he showed in Western Maryland, Monon, Rock Island (seen here), and Chesapeake & Ohio.



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18. Also in HO scale, Bachmann is bringing out an earlier version of the coil car model, this time with removable rounded hoods. Coil loads are included. A Milwaukee Road model is seen here, and Larry also displayed models decorated for Baltimore & Ohio, Rock Island, and Reading.

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19. Coming in N scale, Larry is showing test shots of both the older angled hood and newer rounded hood versions of the coil car. Like the HO scale models, they will include separate coil loads.



20. Also in N scale, Larry showed samples of the chemical tank car model. The Hooker Chemical and Diamond Chemicals cars shown here demonstrate the two dome styles that will be available on this model. Other paint schemes include Englehard Chemicals and Penn Salt.



21. Finally, Larry showed three of the four paint schemes in the coming SD40-2 N scale locomotive with SoundTraxx sound. Shown here is the CSX scheme. The other schemes are Norfolk Southern, Union Pacific, and Santa Fe, which he did not have a sample of.

Info: bachmanntrains.com



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Clicking on the video link at the beginning of this article will show you all the new Broadway Limited N scale models, the complete video of Daryl Kruse's large UP Evanston Sub layout, how Campbell uses the Wago lever-nuts, and all the products presented from Bachmann Trains. ☑



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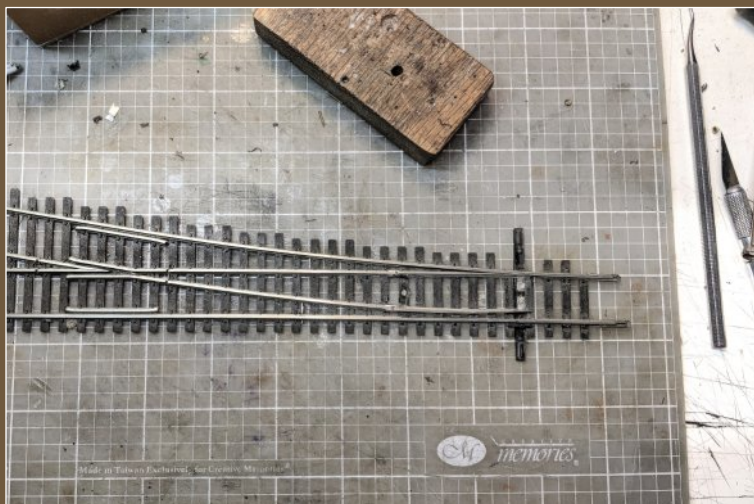


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Shinohara/Walthers turnout DCC-friendly upgrade



Electrical
Impulses

Model Railroad Hobbyist | January 2024



ANDY HAUSER UPGRADES THESE OLDER TURNOUTS
FOR **DCC** ...

I HAVE SEEN FOLKS ASKING ONLINE HOW TO MODIFY A Shinohara / Walthers turnout to make it DCC-friendly. In this article, I will show you how I have been doing it for many years. I have used this method on turnouts from code 100 down to code 70.

Once I had the process down, I found it takes me less than 30 minutes to do one turnout. In this article, I break the process down into seven steps.

Let's get into it!



J. Regier

POWER-ROUTING VS. ISOLATED-FROG TURNOUTS

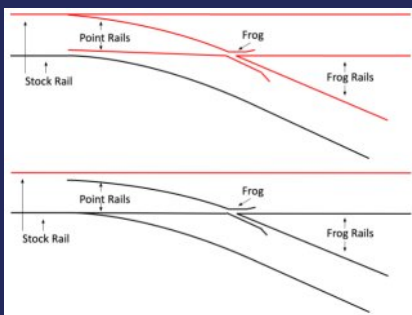
Turnouts can either be power-routing or isolated-frog. Older Shinohara turnouts (including those Shinohara produced for Walthers) were power-routing.

In a power-routing turnout, throwing the points changes the polarity of the stock rail to the closing rails, frog, and diverging rails past the frog [1].

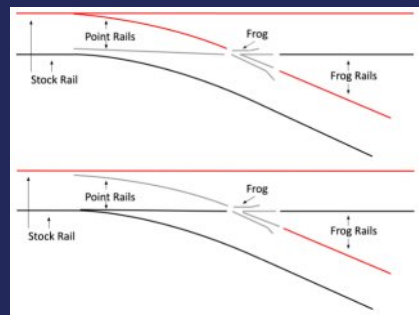
In the days before DCC, power-routing turnouts on dead-end spur tracks allowed parking a loco there and then throwing the switch against it, effectively rendering the locomotive “unpowered.” With DCC, power-routing turnouts have little use because we now have independent locomotive control.

Power-routing turnouts can cause problems if they’re used with passing sidings or in double-ended yards since shorts can occur where the two rails past the turnouts meet.

By contrast, isolated-frog turnouts have gaps on either side of the frog. When you throw the points, the diverging rails past the frog are not affected [2]. On a DCC layout, this kind of turnout is the simplest to use because only the polarity of the frog needs to change. All other rails remain constant. ■



1. Polarity in a power-routing turnout. Polarities shown in red and black.



2. Polarity in an isolated-frog turnout. Polarities shown in red and black, isolated areas shown in gray.



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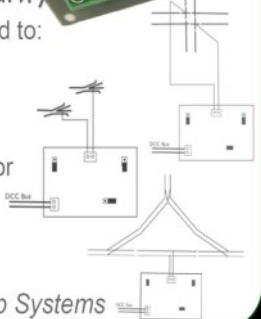
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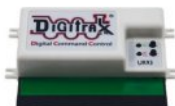
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3. Some of the tools and materials I use to upgrade these turnouts.



STEP 1: GATHER THE TOOLS

Here are the tools I use to do this upgrade [3].

Tools and materials:

- 00-90 counter-sunk machine screws $\frac{1}{4}$ long
- 00-90 tap, # 60 (.040) tap and #55 (.052) clearance drill
- Soldering iron – solder and flux
- Desoldering braid
- Small needle files
- Rotary tool with cutoff wheel
- Rail joiners
- No. 11 X-Acto knife

- 3/64" brass rod
- Side cutters
- Needle nose pliers
- Flat-bladed screwdriver

STEP 2: FREEING THE POINT ASSEMBLY

Apply a piece of masking tape to the throw bar to help keep it from flopping around [4].

Next, drill two #60 holes, one on each side of the throw bar rivet [5] for the 00-90 tap. Once the two holes have been drilled, use the cutoff wheel in your rotary tool to remove the two rivets [6, 7], one on the throw bar and the other toward the frog.

You should now have three separate pieces [8], the throw bar, point rails and the body of the turnout.



4. I used masking tape to immobilize the throw bar.



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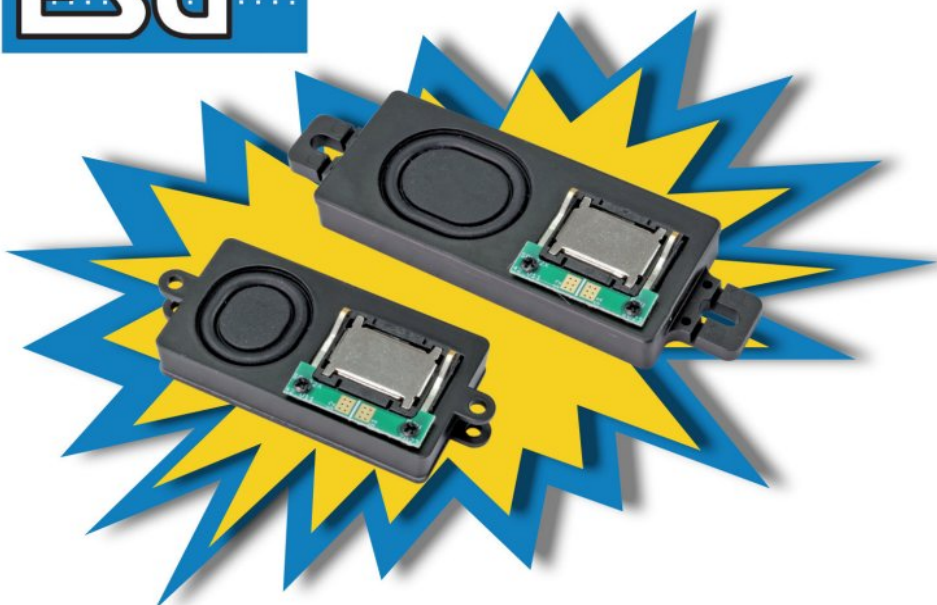
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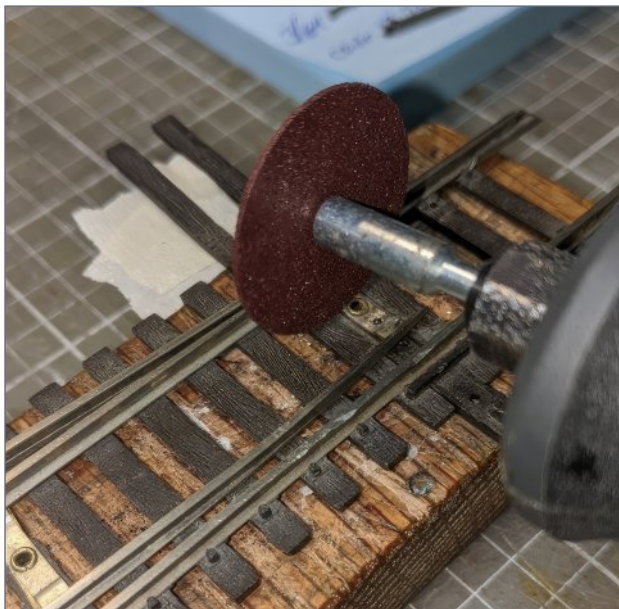
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5. I drilled no. 60 holes on either side of the rivet on the throw bar strip.

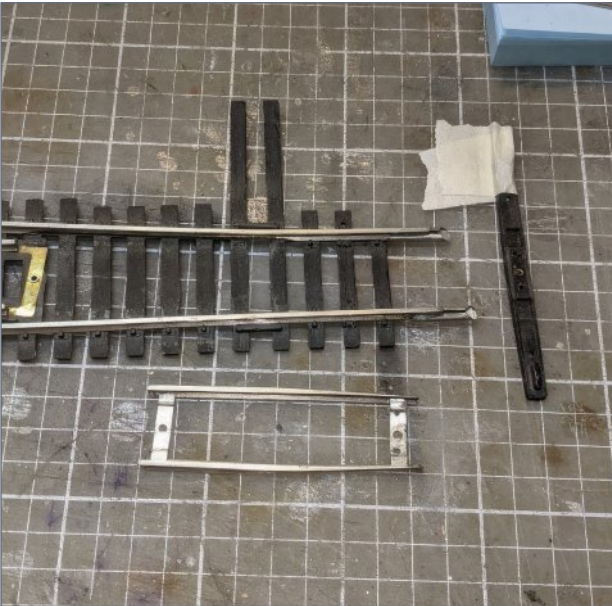


6. I used a cutoff wheel to grind out the rivet from the throw bar. I repeated the process for the connector bar at the frog end of the point rails (far left).





7. Throw bar rivet removed.



8. The turnout is separated into three pieces: the point assembly, the throw bar, and the body of the turnout.



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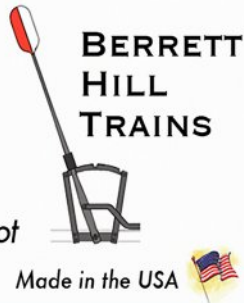


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STEP 3: REWORKING THE POINTS

Cut the point rails into separate pieces. On the point end, use the cutters to clip across the rivet hole [9]. On the frog end, remove the entire pivot bar, either by de-soldering it with a soldering iron or clipping it flush with the rails and filing it smooth.

Using your 00-90 tap, tap the no. 60 hole in each point rail tab [10]. This will be used to secure the plastic throw bar to the point rails. Trim additional material from the metal throw bar to leaving just a tab with your hole.

The cutter pliers can leave a jagged edge, so use the cutting wheel on your rotary tool as a mini grinder to smooth the edges [11]. When you are finished, the point rails should look something like [12].

Set the two-point rails and plastic throw bar aside for now. Drill the throw-bar #60 holes out with the #55 drill [13]. This will later allow the 00-90 screws on the points to pivot freely.



9. I used cutters to clip the connector bar at the point end of the assembly, cutting on either side of the rivet hole. I used a soldering iron to de-solder the connector bar from the point rails at the frog end.



10. I tapped the no. 60 hole with my 00-90 tap.



11. Trimmed the tab back using a rotary tool cutoff disk as a mini-grinder.



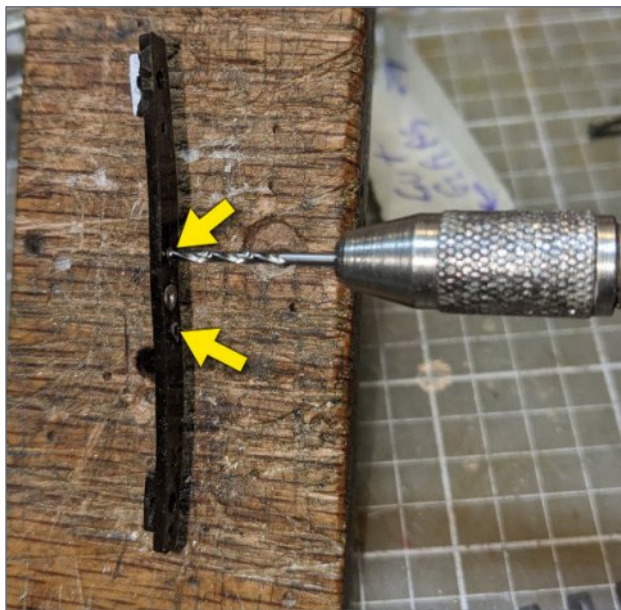
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12. The final prepared points.



13. I drilled out the no. 60 holes in the plastic throw bar with a no. 55 bit (see yellow arrows). This would allow the screws to pivot freely in the holes later.



STEP 4: REWORK THE TURNOUT BODY CLOSURE RAILS

Turning to the body of the turnout, remove the rivet at the end of the closure rails, along with the brass strip [14].

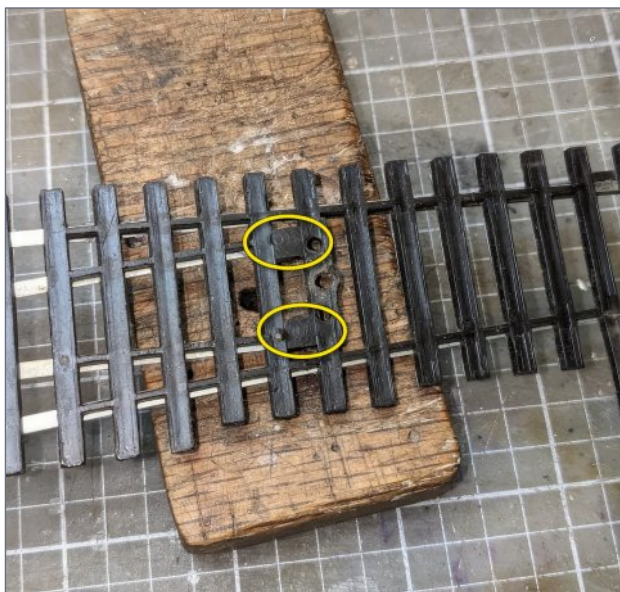
First, remove the plastic spacer between the ties from underneath with a sharp X-Acto knife [15]. To remove the brass shim, you will need to place your soldering iron on the side of the rail and pull with a pair of needle nose pliers. To ease in this process, I cut the shim in half and remove them separately.

Once you remove the shims, you may need to clean off excess solder from the bottom of the rail [16]. This can be done with desoldering braid or with a file. Also, carve a pocket under the rail to clear the rail-joiner [17].



14. Remove the rivet and this brass strip at the end of the closure rails. See text for details.





15. Remove this plastic spacer between the ties (circled) with a sharp X-Acto knife.



16. Here the brass strip has been removed (I cut it in half to make removal easier). I've also removed the plastic spacers between the ties [15] and will be taking a file to the bottom of the bare rail to smooth out any excess solder on the base of the rail.

STEP 5: ADD HALF-LENGTH RAIL JOINERS TO POINTS BLUNT END

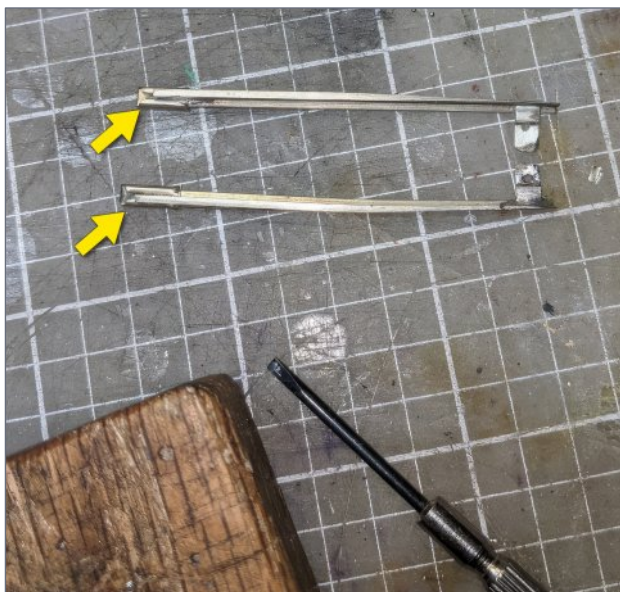
Once you have the material removed from under the point rails, cut a rail joiner in half, and use a small screwdriver to open the cut end of the joiner. You can also use the cutoff disk in your rotary tool to cut the joiner in half without flattening it. Just hold it with some needle nose pliers.

Slide the cut end of the joiner onto the point rail, and file the sharp edges off the joiner. Photo [18] shows the point rails with the cut rail-joiner installed.



Use a sharp X-Acto knife to carve a pocket under the rails to make room for rail joiners.





18. Half-length rail joiners installed (indicated by the yellow arrows).

STEP 6: INSTALL THE REWORKED POINTS

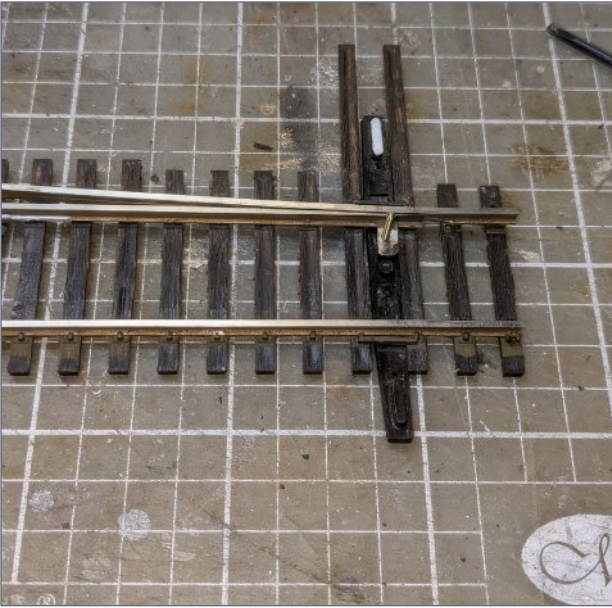
Reassemble the turnout by sliding the rail joiner from one point rail in place. Install one of the 00-90 screws up through the no. 55 hole in the throw bar [19]. Mind the orientation for the throw bar.

Install the other point rail in the same manner [20]. If the throw-bar is hard to move after tightening the screws, then remove the throw bar, locate where the binding is happening, and file or sand down as needed to free the side that binds.

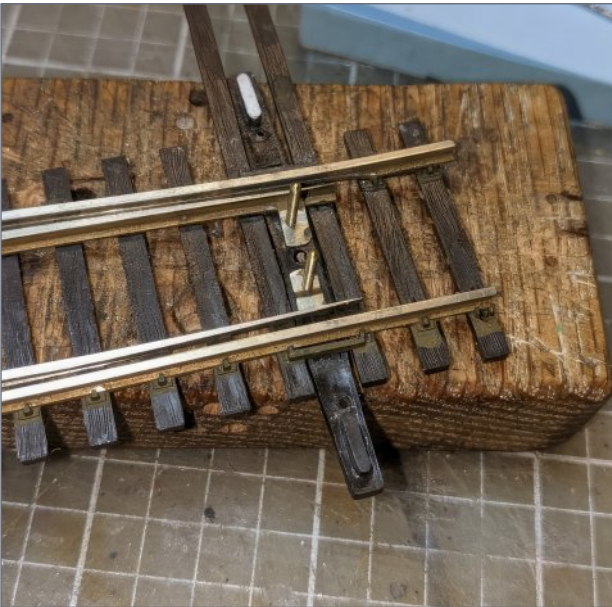
Once you are satisfied with the movement of the throw bar, cut off any excess screw length.

STEP 7: ADD ELECTRICAL UPGRADES

Flip the turnout over, and choose a location for the installation of the two jumper bars that electrically connect the stock rails and the closure rails.

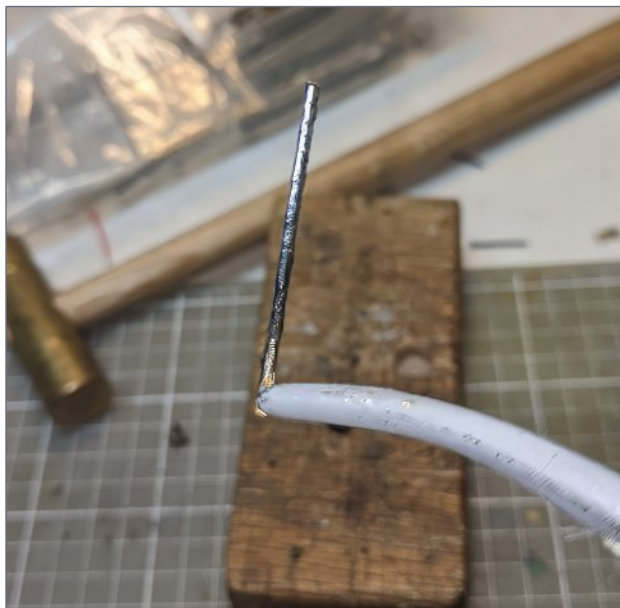


19. Installing the first point.



20. Installing the other point.





21. Tin the 3/64" brass rod.



22. Jumper bars soldered in place between the closure rails and the stock rails using the 3/64" rod.

Cut these bars from the 3/64" brass rod. Tin the rod [21]. Then cut two pieces, and solder each to the bottom of the turnout, linking the stock rails to the closure rails [22].

After this is finished, flip the turnout back over, and cut two sets of gaps, one pair before and one pair after the frog [23]. Make sure you cut completely through both rails, totally isolating the frog.

To prevent the gaps from ever accidentally closing and creating a short, fill the gaps with styrene superglued in place. Trim the styrene to match the rail profile with a sharp X-Acto. *Black styrene sheet works great for this.* – ed.

Some may say you need to power the frog, but having done 100+ turnouts, it's been my experience it's not needed. If you do want a powered frog, I recommend using a TamValley Frog Juicer. See the sidebar, *Powered or dead frogs?* for more.



23. Use the rotary cutoff disk to cut gaps on both ends of the frog. Using a flexible attachment can help get a more perpendicular cutting angle.





J. Fugate

POWERED OR DEAD FROGS?

I started with unpowered/dead-frog turnouts on my Siskiyou Line 1, but I later moved to powered-frogs. I did this for two reasons: yard ladders and sound decoders.

The dead frogs in my yard ladders created a lot of dead spots in a row, and I would often have locos trying to traverse the yard ladder stalling on me over a dead frog. Once frog juicers became available (so I could easily power the frogs without needing to add mechanical contacts), I powered all the ladder frogs with frog juicers.

The result: perfect smooth operation of all locos through the yard ladder.

Second, while most locos could sail right over a dead-frog at any speed, any locos with sound decoders would immediately cut out and then go through their restart sequence once they regained power past the frog. My operators found this hiccup in the sound to be very annoying, so frog juicers solved that problem as well.

On my TOMA example sections I took around to conventions for a couple years, I used frog juicers on all the turnouts. I also used stay alive in all the locos we ran on that layout.

Between those two advances in powering things on a DCC layout, I could run trains through the entire show and never experience a single stall, not even once!

With my Siskiyou Line 2, I will be adding frog juicers on all turnouts and dead-frogs will be a thing of the past. The smooth, flawless operation I get with powered frogs is just too enjoyable, compared to struggling with dead-frogs any longer. ■



J. Regier

POWERING THE FROG RAILS

I've converted many Shinohara/Walthers turnouts in Codes 83 and 100 from power-routing to isolated-frog myself. While I agree with the author's assessment that powering the frogs is not an absolute requirement, I do prefer to power the closure rails and the rails diverging from the frog. The three major options for this include powering them from the next track, dropping feeders, or doing internal jumpers within the turnout.

After studying some of the newer Shinohara isolated-frog turnouts, I found that they were equipped with internal jumpers to carry power from the stock rails to the corresponding rails diverging from the frog. I incorporated this technique into my upgraded turnouts. See these photos [24, 25] for how I do this.

As time went on, I refined my technique to use my rotary tool with cutoff wheel attachment to create grooves in the adjacent ties to hide the wiring. ■



24. Here is the underside of a Shinohara curved turnout. The frog isolation gaps are visible at left and center. Just to the right of the isolation gaps, on the side diverging from the frog, I used an X-Acto knife to remove the plastic spacers between two ties.



25. Using 30 AWG wire (adequate for the short gap and the likely current load), I created jumpers to bring current from the top stock rail to the top diverging frog rail, and the bottom stock rail to the bottom diverging frog rail. The black wires all but disappear in a layout setting. A video of this conversion is here: www.youtube.com/watch?v=2EjTqV8EqU&t=460s.



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26. Here is the upgraded turnout, ready to install.

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Two modelers, both making the decision to upgrade their fleet to Blunami Digital Sound Decoders. A modeler with real-life experience on a present-day railroad, not interested in learning 'tech', and a young modeler who loves all devices and gadgets. Check out their stories here: soundtraxx.com/2modelers?utm_source=mrh



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THE FINISHED TURNOUT

[26] is the completed turnout ready to install. It's now far less likely to cause a short if something doesn't track properly through it. DCC layouts hate shorts, so do yourself a favor and upgrade any older-style turnouts like these into DCC-friendly. It's not that hard, as you can see. ☑

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Part 1



JOE FUGATE REVIEWS SOME OF THE BEST PHOTOS POSTED ON THE MRH FORUM SINCE ITS FOUNDING IN 2009 ...



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Model Railroad Hobbyist | January 2024



AS MODEL RAILROAD HOBBYIST MAGAZINE HITS FIFTEEN YEARS OLD THIS month, I thought it would be fun to go back through the MRH forum and post a few of the best photos from 2009 to 2023.

We've pulled together several of the more interesting and well-done photos from the *MRH* forum since we started 15 years ago. In most cases, we've enlarged the photos using AI enlargement, applied AI sharpening, done some color correction, brought out shadow details, and lightened some of the darker areas when needed. In other words, these photos we've posted here have never looked better.

We found so many great photos that I've decided to make this a two-parter. Part 1 covers 2009-2015. Next month, we'll do 2016-2023.

Let's get right to it!

2009 (Photos 1-5)

In this first year of the *MRH* forum, we were all trying to learn the ropes and get used to the new digital photography cameras on the market, including the brand-new iPhone and its camera.

These early photos tended to have low resolution and small dimensions, so the photos shown here have been enlarged using modern AI photo enlargement technology – which does a darn good job, by the way. Enjoy!

Tim Warris documented the 2009 Amherst Train Show:

Tim posted a link to his website with well over 100 photos of the 2009 Amherst Train Show. Here we have a couple of the most interesting photos.



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1. This lighted diner model really grabs your attention, and Tim Warris did a stunning job with this photo. Miller Engineering (microstru.com) produced this in 2009 as an O scale kit. For more, see Google: www.google.com/search?q=Miller+Engineering+%22Starlite+Diner%22+kit&oq=Miller+Engineering+%22Starlite+Diner%22+kit

For more of these photos from Tim, see: forum.mrhmag.com/post/springfield-train-show-photo-essay-12184809

Paul Mack experiments with pan shots: Paul Mack (one of my Siskiyou Line op session regulars) had some fun experimenting with pan shot photos. Basically, you move the camera as you're shooting, with the idea you keep the subject in sharp focus but blur out the background. We find Paul's experiments to be a resounding success!



2. Tim Warris took several photos of the Narragansett Bay Railway & Navigation Company On30 modular layout, and here's one of our favorites. Tim says, "It took a while to realize why I liked this layout so much ... they have used Fast Tracks turnouts! I thought I recognized the design of the ties – I drew them."

2010 (Photos 6-11)

As 2010 rolled around, we all became more comfortable with the new *MRH* forum. Later that year, the famed Weekly Photo Fun (WPF) thread series started. I've drawn most of the photos going forward from these WPF threads. Over the years, folks have come and gone on the Photo Fun threads.

A few, sadly, are deceased. Others have just gone dormant – if any of you can update us on what's going on with some of these old regulars, see if they will drop by again to say hello and maybe update us on their modeling efforts.

I have to give credit to *MRH* forum member **driline** (Frank W.) for his tireless efforts starting the Weekly Photo Fun thread for many years running. It started as the Friday Photo Fun thread, evolved into the Weekend Photo Fun thread, but later became just the Weekly Photo fun thread. Here's **driline's** opening post from the very first such thread:





3, 4, 5. Paul Mack (kjd) says, "There have been lots of gorgeous fall days here in Oregon, so I have been trying to make the most of the fall colors across the street. Here are a few results, a combination of reality and my imagination." See: forum.mrhmag.com/post/fall-photos-12184528



6. The very first Photo Fun photo posted on the *MRH* forum came from the user *driline*. He says, “This is an HO Proto 2000 loco with sound that I painted and detailed (no weathering yet) for the DRI line, an actual short line railroad located here in Davenport, Iowa that dissolved in 1995. At the time, both BN and SOO owned the little short line that switched industries in the Quad City Area, all the way up to Clinton, Iowa. The line originated in 1903, so it was around for a while. I've always liked the black-and-white paint scheme.”

“With Joe’s blessing confirmed, let’s begin a weekly regular Friday Photo thread. Post your layout photos here. Anything but prototypical “real” train photos. Let’s see your dioramas, projects, buildings – you get the point. Browse, critique, point fingers, laugh, whatever rocks your boat.”

See: forum.mrhmag.com/post/friday-photo-fun-1217-12187123

With that, *driline* kicked off an *MRH* forum tradition that remains very popular to this day by posting the very first Photo Fun photo [6], a fitting start to this fun weekly forum tradition.





7. What's not to like about this Photo Fun picture? Great modeling and great photography by *MRH* forum member *jappe*. Of this photo, he says, "I have been doing some small 'adding a tree or two' on my vacant lot, still to be fine-tuned a bit with fading out grass and weeds towards the concrete ramps."



8. *MRH* forum member, Kevin Klettke, posted this photo of #307 idling on his Washington Northern Railroad. Nice weathering and a handsome Pacific Northwestern paint scheme there, Kevin!



11. Rick Wade (now deceased; Rick's Diner is named in memory of him) updated his signature with this nice panoramic photo of his layout. If you look closely, it appears Rick stitched this photo together out of several overlapping photos. The one give-away is the foreshortened flat car and odd scaling of the foreground box car on the lower left.



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9, 10. I (Joe Fugate) even got into the act by posting these photos from my Siskiyou Line 1 on the first WPF thread. One of my regular operators, Brandon Thompson, dropped by with some SP steamers, so we had some fun photographing them on my layout, rolling things back to the 1950s. As a comparison, I also did a shot of a Kodachrome unit from the 1980s at the same location, the west end of Rice Hill siding.



2011 (Photos 12-15)

Now that the Photo Fun thread passed a year old, the weekly participation was light, with maybe a half-dozen or so photos per thread. A lot of photos uploaded in 2011 were being hosted for free on Photobucket. Unfortunately, Photobucket decided in later years to change to a not-free hosting policy and many of those photos now simply say “Image no longer on Photobucket”.



12. Joe Brugger, *MRH* copy editor at the time and regular ops crew member on my Siskiyou Line 1 and Charlie Comstock's Bear Creek, posted this photo. At the time, Charlie was doing a lot of layout construction and had suspended op sessions for a time – hence the inside joke about the repainting now that Charlie's layout was back in business.



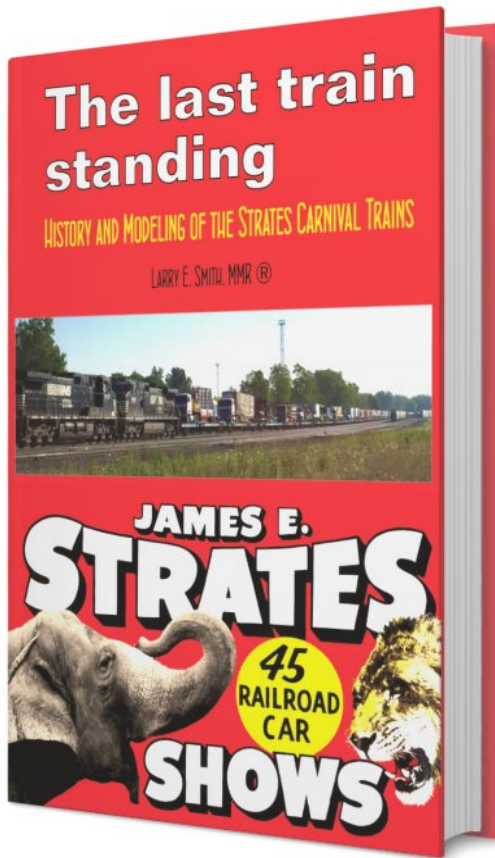
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13. Speaking of Charlie Comstock's Bear Creek & South Jackson, Charlie posted this photo of his layout taken at Oak Hill Summit. Note the amazing depth-of-field, as well as the fantastic modeling. Charlie had started using brand-new photo-stacking software that allowed stitching multiple photos



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of different focus settings together to get razor-sharp model photos never before possible using straight film cameras. Easily one of the best photos from 2011.

Of the few photos that remain to this day, ironically, many of them came from the *MRH* Staff.

2012 (Photos 16-23)

By 2012, participation in the Photo Fun threads increased, now with well over a dozen photos posted per week. It starts getting harder to just pick a few photos, but here are some of the greats from 2012.



14. *MRH* staffer and forum moderator Jeff Shultz posted this photo of the Foster Farms scene on his layout, taken from Donald, OR [inset]. It's always nice to see an industry modeled after the prototype, and this one shows a lot of promise. Maybe we can get Jeff to post something more current, aye?



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Digital cameras are getting better, more affordable Android phones with a digital camera make their appearance, and the photo quality/resolution is clearly increasing.



15. Jason Miller, *MRH* Author and forum moderator, posted this nice railfanning shot of his JL&T equipment on his *MRH* blog. You can find many more shots of Jason's work on his blog thread here:

forum.mrhmag.com/post/jlt-railroad-blog-trackside-photos-12188913?pid=1330914064



16. Dan R. says of this photo, “I finished more forest canopy and rough scenery around HR cabin and the North Fork high trestle.” Models of forested Appalachian hillsides can sometimes have a too regular “puffball” look to them. Dan’s forested hillside modeling here looks more like real trees, so kudos, Dan! See: forum.mrhmag.com/post/weekend-photo-fun-1228-to-1230-12192016?pid=1331019556

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17. We had to do a double-take of this model photo to even tell it's a model. Careful study reveals the ground foam foreground and the Kadee coupler on the loco. Granted, it's been Photoshopped to add the fog, but Paul Mack (kjd) has outdone himself with this photo! See: forum.mrhmag.com/post/weekend-photo-fun-413-to-415-12190096?pid=1330999241



18. Driline's still posting regularly to the Photo Fun threads as of 2012 – we like the weathering on this Soo Line caboose! See: forum.mrhmag.com/post/spf-sunday-photo-fun-2192012-12189624?pid=1330995084



19. We love this photo because it shows all the generations of the hobby working together: the oldest on the far left, the middle generation in the distance, and the youngest generation on the right. We also like that the one with the throttle is the young guy! Photo posted by *alcoted* of the Waterloo Region Model Railway club. See: forum.mrhmag.com/post/weekend-photo-fun-1012-to-1014-12191406?pid=1331013194





20, 21. Examples of modeling the prototype don't get much better than this! Joe Atkinson (IAISfan) says, "IAIS GP16 495 is finally done. I started this model in about 2004, then set it aside for several years, finally returning to it a month or so ago. I took the prototype pic [20, top], 2/15/2004 at Bluffs Yard. I show the model [21, bottom] at the same location on my layout. See: forum.mrhmag.com/post/weekend-photo-fun-1228-to-1230-12192016?pid=1331019500



22. Bill B. (traintalk) posted this gorgeous photo taken on the Slim Gauge Guild club layout in Pasadena, CA. The scale is Sn3. For more, see: forum.mrhmag.com/post/weekend-photo-fun-1012-to-1014-12191406?pid=1331013102



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23. Some model photos are great and a few rate as simply spectacular. Jay H. (djherr) shot this spectacular photo of his HO Pennsy 4-6-2 K4 crossing Hammer Creek on his layout. We rate this as one of the best photos posted on the *MRH* forum



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in 2012 and it's very reminiscent of the famous O. Winston Link's stunning nighttime railroad flash photos. See: forum.mrhmag.com/post/weekend-photo-fun-1116-to-1118-12191683?pid=1331015940

2013 (Photos 24-30)

Reviewing the photo threads from 2013 shows they've grown considerably compared to prior years, sometimes up to several dozen images. In fact, there are so many great photos getting posted by 2013, it's hard to narrow down the field to just a few images because many superb images get skipped.

Here's a representative sample of a few of the best model photos from 2013. Going forward from 2013, if someone has already had an image selected previously, I'm ruling them out, so no more great photos from that same person in favor of new forum members' photos.

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24, 25. Jeff Meyer says of the top photo, “My latest project is a modified Athearn flat car and an old Eel River RBL painted and decaled for the WP. The diorama is not mine, but the photos and models are.” On the bottom photo, Jeff says, “Last weekend, a bunch of the members from the Weathering Shop were in St. Louis for the RPM meet. Jeremy St. Peter agreed to let me photograph his ex GT boxcar. All I really did was take this picture of some amazing work.” Top photo, see: forum.mrhmag.com/post/weekend-photo-fun-31-to-33-12192689?pid=1331026530 and on the bottom photo, see: forum.mrhmag.com/post/weekend-photo-fun-august-911-12194239?pid=1331044007

26. Lance Mindheim (East Rail) [lancemindheim.com] says of this WPF photo, “The trackmobile at Ferrous Processing and Trading swaps some empties for loads.” How do you tell this is a model photo? Perhaps the empty cab is a clue, but this is definitely a strong “yes, it’s a model” candidate! See: forum.mrhmag.com/post/weekend-photo-fun-august-911-12194239?pid=1331044004



27. Selector (Crandell O.) posted this photo on a WPF thread. He says, “A Pennsy 2-10-4 J1 drifts slowly across the Seneca Slough Bridge, trailing a few coal hoppers on a sunny day.” Nothing like the heft of Pennsylvania Railroad big steam in a nicely modeled scene. See: forum.mrhmag.com/post/weekend-photo-fun-july-1921-12194063?pid=1331041293



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28. Mark Dance posted this WPF photo of his N scale Columbia & Western Railway. “In the old days of steam, ‘pushers’ (CP’s lingo for helpers) could be assigned to either the front of a train, or the rear, or both. Here a head end ‘pusher’ is assisting #12, the Kootenay express, and is about ready to cut off at Farron summit.” You seldom see snow scenes modeled on a layout, but Mark has much of his upper deck dedicated to some amazing snow scenery like that shown here. Mark actively posted some great content on the *MRH* forum over the years, but sadly, he’s no longer active in the hobby due to recent health issues. See: forum.mrhmag.com/post/weekend-photo-fun-july-1214-12194022?pid=1331040520





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29. On30guy (Rick R.) says of this WPF photo, "Here the Tumbelle local heads east between tunnel 1 and the trestle at Kwianaught creek. This photo was taken a few years ago, back when this was about the only scenery on the railway. Dale Olson took the photo and I did a little Photoshop work on it." Nice job, Rick and Dale, it feels like you could almost walk right into this scene. See: forum.mrhmag.com/post/weekly-photo-fun-apr-05-apr-11-12193091?pid=1331030455



2014 (Photos 31-37)

As of 2014, digital photography was really starting to advance, with everyone having a great digital camera as part of their smartphone or tablet. Readily available photo-stacking made getting a crisp depth-of-field focus easy to accomplish if you did a bit of pre-planning to take several shots at different focus settings.



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Some of the all-around best photos were posted on the WPF threads during this particular year. There are literally hundreds of great photos like these, so here I present just a sampling.

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30. Berni Kempinski (bkempins) is clearly having too much Photoshop fun with this scene! He says, “Another F-4 Phantom photo on this forum reminds me of the time I got buzzed by a Luftwaffe RF-4 while driving on the Autobahn. I could smell his exhaust in my car. Along those lines ...” Bernie then posted this WPF photo of modern fighters buzzing a train on his Civil War-era layout. We’re wondering if maybe Doc Brown has been playing with some more old west time travel? See: forum.mrhmag.com/post/weekend-photo-fun-july-1921-12194063?pid=1331041488



31, 32. Andrew H. (AnEntropyBubble) posted the top photo [31] and said, “Finally got up the nerve to start weathering the locos.” That’s a great first weathering attempt, Andrew, kudos! Regarding the bottom photo [32], Andrew said, “I picked up one of the Preiser bike kits recently. An enjoyable 30 minutes was spent putting it together.” Add to that an impressive model photo, Andrew. The extremely low angle is seldom seen in most model photographs. The fact this photo stands up so well testifies to some excellent modeling and some superb photography. I rate this as one of the best model photos of 2014. See: forum.mrhmag.com/post/weekend-photo-fun-jan-11-12-2014-12195685?pid=1331061299 and forum.mrhmag.com/post/weekly-photo-fun-december-12th-to-december-18th-12198860?pid=1331101233



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33. Gary Christensen posted this awesome WPF photo. "This model was one I weathered and detailed to portray a well-abused SP Greenville 2-bay that has seen extensive

service in hauling gravel, stone, etc. I used a multi-layering of a beige acrylic wash to bring about the effects of thick dust and mud." Awesome job, Gary, a definite "yes, it's a model" candidate. See: forum.mrhmag.com/post/weekend-photo-fun-jan-11-12-2014-12195685?pid=1331061410



34. Sylvain D. (MLW) posted this photo of his protolanced CN-based Bonaventure et Chambly layout modeling the Montreal, Quebec area on a WPF thread. We love the natural-looking grass and bushes along the right-of-way; it feels so typical. You can find more about Sylvain's layout online at cprailmmsub.blogspot.com/2011/07/greaget-canadian-model-railroad.html. See: forum.mrhmag.com/post/weekly-photo-fun-july-4-july-10-12197259?pid=1331081582



consists. The mountains look a bit more Montana than Pennsylvania
Photoshop.” See: forum.mrhmag.com/post/weekly-photo-fun-mar



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35. Chris Frissell posted this WPF photo. Chris explained, “My main modeling project the past week has been detailing and weathering a new Reading Alco C-630 from Bowser. In spring of 1972, it was commonplace for the power-short Lehigh Valley to occasionally borrow Reading locomotives to help get LV freights out of Allentown yard and on their way ‘up the river and over the hill.’ This presented a fine excuse to add another six-axle Alco to my roster. This evening we had a bit of filtered sunshine, so I set up some shots on my photo diorama with triple-six-axle

a, so they’re mostly hidden. I brushed in the diesel exhaust with [ch-21-to-march-27-12196341?pid=1331070394](https://www.wpfmag.com/photo-of-the-week-2017-12-19-631-12196341?pid=1331070394)

←36. Bob Rivard (brivard) posted this WPF photo. “For years I have been photographing my HO scale models outdoors in natural light.” Yes, Bob, natural light photos made on a nicely detailed diorama with some excellent modeling definitely rock! See: [forum.mrhmag.com/post/weekly-photo-fun-june-27th-july-3rd-12197181?pid=1331080755](https://www.mrhmag.com/post/weekly-photo-fun-june-27th-july-3rd-12197181?pid=1331080755)





37. Jürg R. (JR59) used to post regularly on the *MRH* forum, and his photos always looked amazing. He says here, “I was just playing around with a Chevrolet Blazer from Busch. It already has lights, but I’ve weathered the Chevy slightly.” Well-done lit night scenes require going an extra mile to achieve. Jürg has done an outstanding job with this photo, clearly a



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“yes, it’s a model” photo candidate. We’d love to see Jürg drop by the forum again with more of his inspiring model photo work. See: forum.mrhmag.com/post/weekly-photo-fun-december-12th-to-december-18th-12198860?pid=1331101246

2015 (Photos 38-44)

By 2015, the number of digital photos getting posted on the weekly *MRH* Photo Fun threads exceeded 50 per thread. A lot more “regular” modeling photos started showing up. The modeling is nice enough, and the photos are nice as well, but they’re what I would call mostly “B+” modeling by mere mortals. So fewer amazing model shots, by percentage, than in earlier years.

I would call many of the photos here a bit more “eclectic” than in previous years, mainly due to the inclusion of scale figures with the models. They’re still great shots and excellent modeling, but there are fewer candidates for the “yes it’s a model” type shots here. Most of the time, adding figures in the foreground shouts “model photo” – still, the model figures help the shot tell more of a story.



38. James McNab (jfmcnab) posted this fun railfan shot on a WPF thread. He says, “the conductor lines the west switch of the Fleur Connector for today’s Tramp Job. Eastbound cars will be set out on the track for later pickup by the road

freights.” James has many well-done modeling threads on the *MRH* forum. See: forum.mrhmag.com/post/weekly-photo-fun-april-10th-to-april-16th-2015-12200085?pid=133117690



39. Verne Niner (sadly, now deceased) posted this photo. “My next project, the Arroyo Verde & Western, is on its way. This railroad, based on my previous layout with revisions to scenery, track, and equipment, will follow a different theme I describe on my blog. In this photo, old #10 takes water at Indian Wells before switching the yard at Arroyo Verde.” Verne’s desert modeling work was always a delight, as this photo testifies. We miss you, Verne. See: forum.mrhmag.com/post/weekly-photo-fun-april-10th-to-april-16th-2015-1220085?pid=1331117833

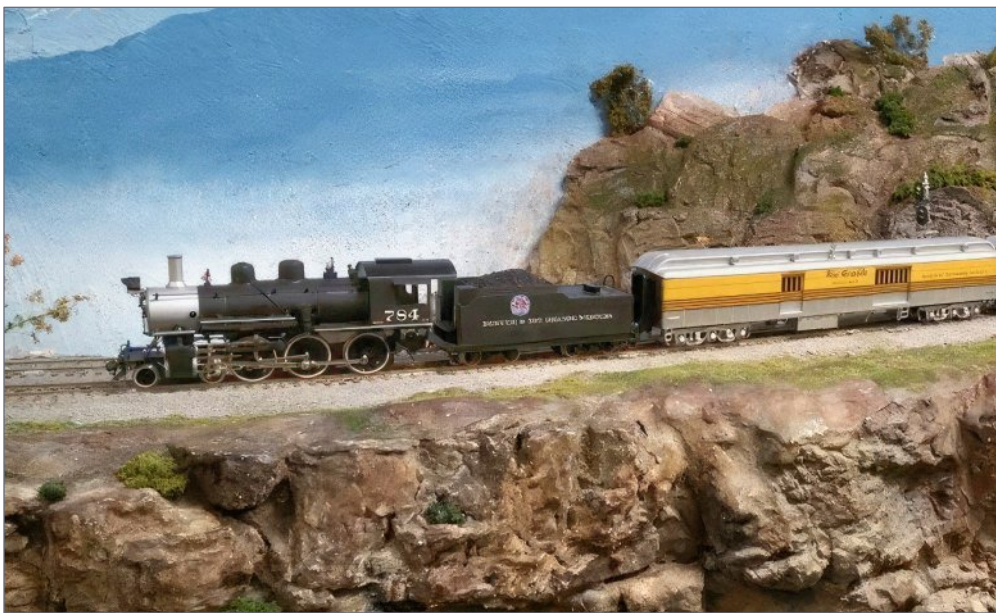
NEXT MONTH

That wraps up this sampling of photos from 2009 to 2015. Next month, we’ll look through more inspiring model photos posted on the *MRH* forum from 2016-2023. See you then! ☑

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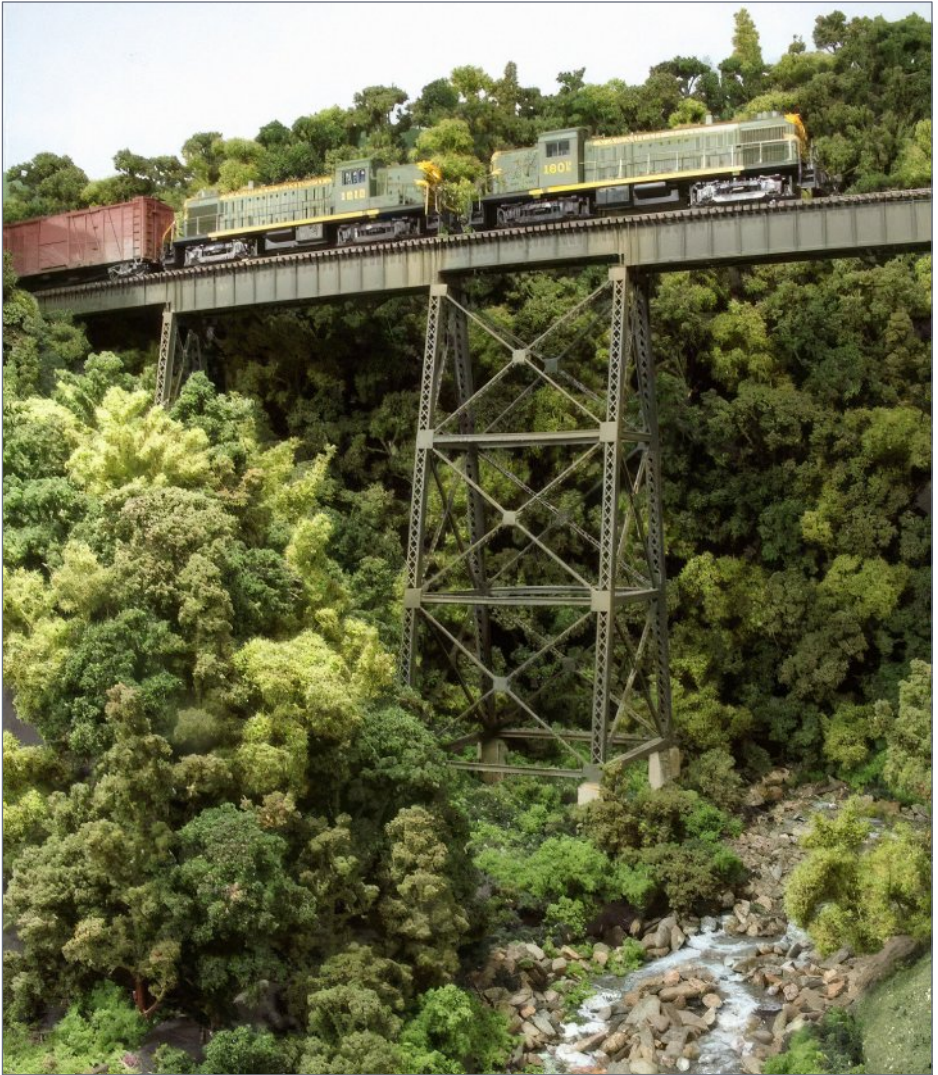
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40. Rob Clark (fernpoint), former *MRH* Imagineering columnist, posted this interesting shot on a WPF thread. “While working on/ thinking about the next *MRH* Imagineering column article (video stuff), I decided I needed a 1930s movie camera. Some scrap box rummaging, tweezers, CA, and a modicum of silent swearing produced this photo.” Some clever railfan model photos like this one tell a story, making you want to know more. Any interest in more Imagineering columns? Maybe we can twist Rob’s arm to get another one out of him ... see: forum.mrhmag.com/post/cornhill-atherton-vezmar-mine-to-redpale-creek-12200131?pid=1331140095



41. James Patterson (Geep_fan) posted this WPF photo. “A Rio Grande Ten Wheeler approaches summit with a short heavyweight train in tow.” We love the understated but realistic hand-painted backdrop, makes a nice setting for running trains that does not compete for attention with them. James has posted several other photos of his work as well, so do check out the *MRH* forum for more. See: forum.mrhmag.com/post/weekly-photo-fun-november-13th-to-november-19th-2015-12201917?pid=1331141178



42. Louis M (louismca) posted this fun Appalachian high bridge scene on a WPF thread. “Crossing the Gully Bridge. Although the prototype was gone by 1940, the HO version thrives in my basement through the steam-to-diesel transition, and beyond.” We love the low-angle photo and the expert scenery modeling. See: forum.mrhmag.com/post/weekly-photo-fun-march-613-12199789?pid=1331114028



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43, 44. You seldom see behind-the-scenes disclosure of the photo-trickery being employed to get outdoor diorama scenes. In this WPF post, Joey Ricard revealed his secret: a nice sharp photo backdrop. “This

is a small 30" x 8" deep diorama I use for outdoor photography. Nice to have no snow and warm temps for a change.” This also suggests how a photo backdrop could add depth to a narrow layout scene. If the layout is well-lit and the backdrop transition done carefully, the effect can be stunning. See: forum.mrhmag.com/post/weekly-photo-fun-march-20th-to-march-26th-2015-12199893?pid=1331115513

Haystacks



Model Railroad Hobbyist | January 2024



TRACY STUTLER SHOWS HOW TO BUILD HAYSTACKS ...

NESTLED DEEP IN THE HILLS OF PRESTON COUNTY, West Virginia, once ran a small class-3 railroad named the West Virginia Northern. For one hundred fifteen years, its modest 11 miles of track served more than a dozen coal mines and several isolated communities, hauling both coal and passengers out of the narrow valleys on the way down to the town of Tunnelton to meet the Baltimore and Ohio Railroad main line.

Industry was scarce in this part of the mountain state. Mining and farming were the dominant sources of revenue. All along the line could be seen hillside farms, one after another.



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Level farmland was as scarce as industry in these parts. Hay was made on the narrow valley floors in fields that usually featured a stream or creek running through or beside them. In those fields, as common as the chestnut rail fences that surrounded them, stood the familiar haystacks.

From mid-summer through late fall, passengers and crew riding the rails of the WVN could watch local farmers storing away this vital feed source for wintering their livestock. Haystacks made for convenient feeding of animals pastured far away from the barn. They also served as an alternative hay storage method when barns ran out of room.

My layout is set in the late 1940s. I'm modeling a section of the Baltimore and Ohio Railroad's West End of the Cumberland Division in memory of my grandfather, an engineer for the B&O during this time. His route took him through this part of the state as he traveled back and forth from Grafton, West Virginia to Cumberland, Maryland.

I began construction of the West Virginia Northern section of my layout in fall 2020. As I planned the scenery for the route, I knew it had to include a farm.

I can remember watching my father building haystacks on our dairy farm in central West Virginia when I was about five. For nostalgia's sake, this farm scene would absolutely have to feature a haystack or two!

HAYSTACK FACTS

Styles of haystacks varied across the country, reflecting the heritage of the people who built them. Farmers' haystacks would look a lot like the ones seen back in the "old country." West Virginia was populated mostly by European immigrants from England, Ireland, Germany, and Italy.

Even though I was familiar with haystack construction, I found it helpful to do a little research. After 65 years, I had forgotten some of the finer details. I ran across a short article that featured a nice photo



1. The five basic materials for my project.

of the haystack style I am familiar with, and it gave good step-by-step directions for building a prototype.

Haystack construction began by setting a pole into a hole in the ground. The pole and its bracing served to anchor the hay, but the pole alone couldn't prevent the haystack from falling apart. There was a lot of skill and knowledge needed to lay the hay such that it would stand throughout the ensuing months and properly shed the rain and snow that would fall on it.

The information was interesting, but all I really needed was the photo to gauge the diameter and height. My haystacks for the farm scene wouldn't require much knowledge or skill – just a little experience using static grass.

CONSTRUCTION

These model haystacks were made from five basic materials, any of which could be substituted to suit preference: [1]

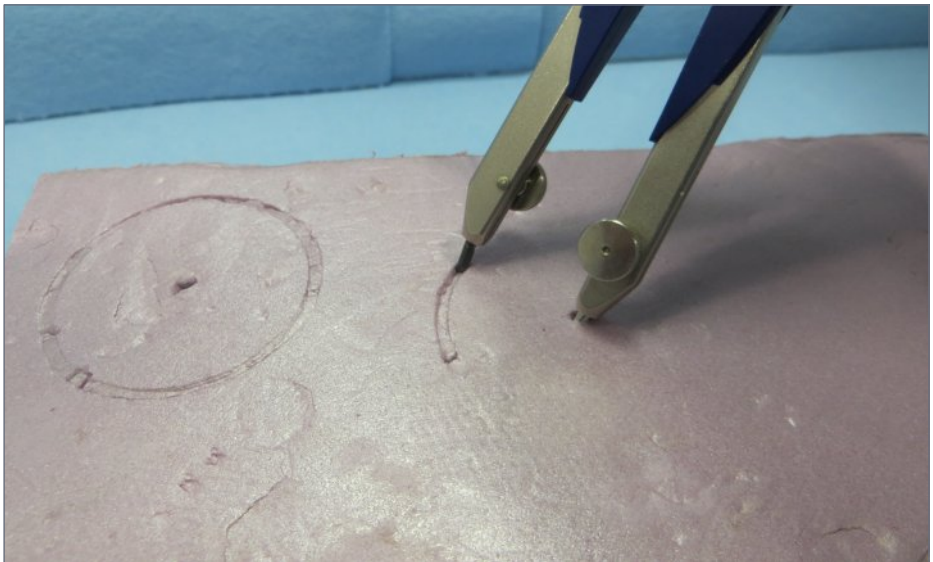
- 2" extruded foam board insulation
- Static Tac from Woodland Scenics
- Scenery Cement from Woodland Scenics

- Brown acrylic paint
- 4mm Straw static grass from Woodland Scenics

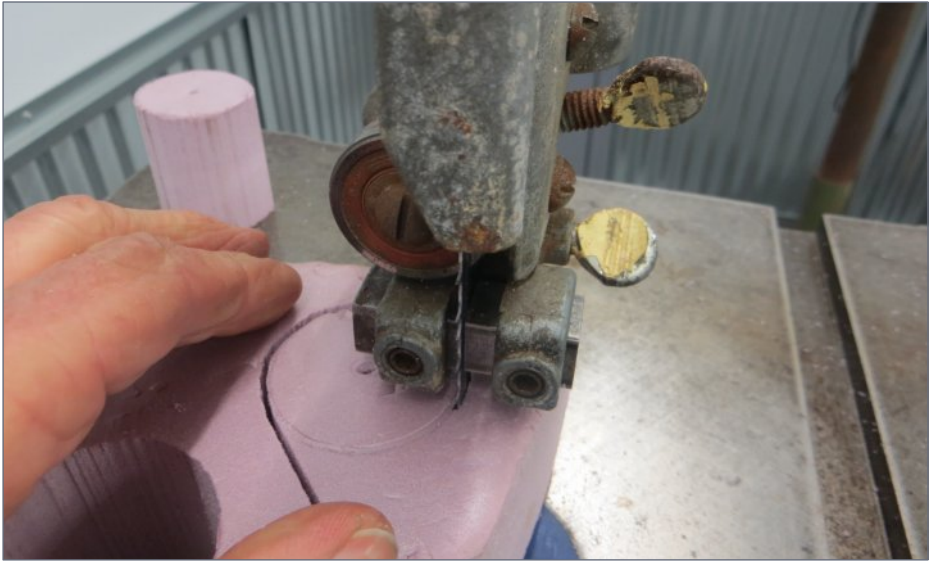
These haystacks would be a scale 12 feet in diameter by 12 feet tall in HO scale, or 1-1/2" x 1-1/2". I could have used Woodland Scenics Field Grass to build them layer-upon-layer as I watched my father do, but that would have required a lot of Field Grass and a great deal of patience.

After looking around the layout room at possible alternative materials, I settled on using extruded foam insulation as a form for the basic shape, and then covering it with 4 mm static grass fibers.

I started with a small block of two-inch-thick extruded foam board insulation large enough that it could yield two or three haystack forms. I traced 1½" circles with a compass [2], and used my band saw to cut out the forms [3]. Then, I shortened them to a length of 1½".



2. Tracing 1½" diameter circles onto a block of 2" extruded foam board.



3. Cutting out the circles with my band saw.

To transform the forms into a basic haystack shape, I used a steak knife to cut away the bulk of material to be removed [4]. I then sanded the forms with some 80-grit sandpaper to achieve the final desired shape [5].

The only other requirement before adding static grass hay was to give the forms a “pole.” I cut off short pieces of dried weed branches about $1/16$ ” in diameter, and pushed a piece into the top of each foam form until it felt secure [6].

I then cut it off so that there was approximately $3/8$ ” left above the foam. You could glue the branch into the form for extra security, but remember to use a foam-safe adhesive [7].

I inserted a toothpick into the bottom of each foam form for easier handling. To mask the pink color of the foam board, I applied a couple of coats of khaki-colored acrylic paint that was close to the color of the static grass fibers I would be using [8].





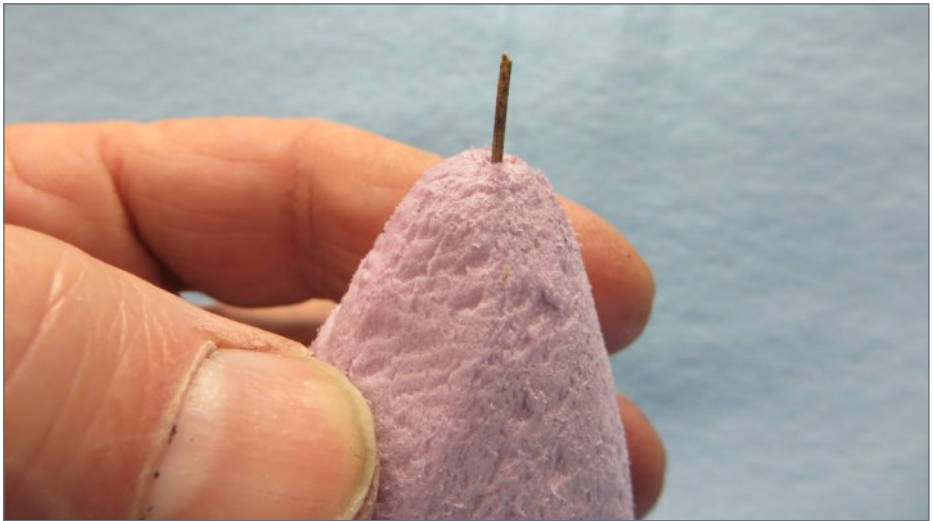
4. A steak knife carved the cylindrical foam blocks into roughly the desired haystack shape. I used prototype photos as a guide.



5. 80-grit sandpaper on a block made very quick work of yielding a nice, smooth finished shape to the foam forms.



6. I cut 1" to 1-1/8" "poles" from dried weed branches approximately 1/16" in diameter.



7. I inserted the "pole" into the foam, leaving about 3/8" sticking out.



I chose 4mm Straw static grass fibers from Woodland Scenics. This length represents straws of hay approximately two feet long, and the straw color gives the appearance of well-dried hay. One might want to mix in some light green fibers with the straw-colored ones to make the hay look a little fresher.

Once the paint had dried, I covered the foam with Static-Tac from Woodland Scenics, spreading it evenly over the surface with a small paint brush [9]. Next, I sprinkled-on the static grass fibers by hand until no more would stick to the glue. I worked over a clean container to catch any static grass fibers that fell off [10].

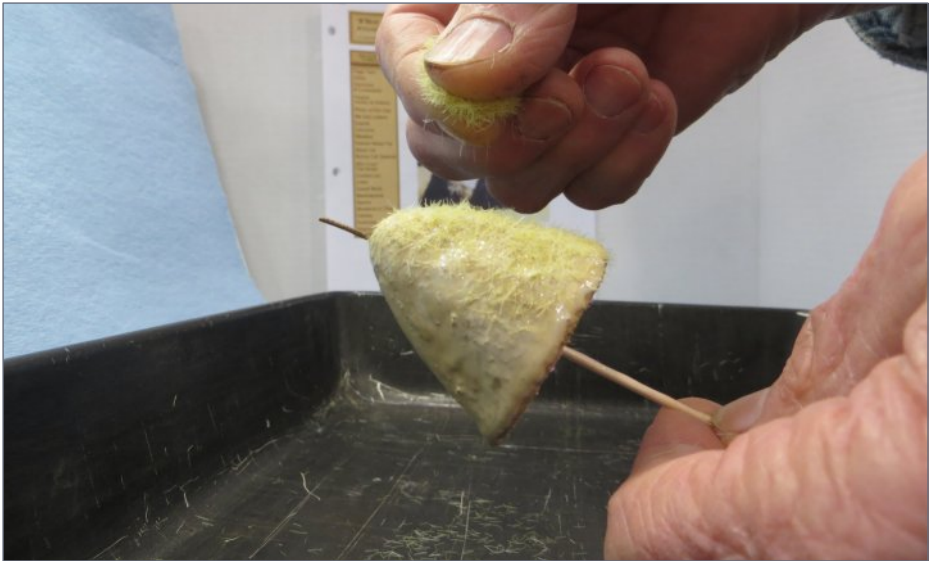
I immediately applied a second coat of grass fibers. I mixed one part Mod Podge matte with three parts wet water, and sprayed it onto the haystack form. All glue applications were



8. A temporary toothpick handle made it much easier to finish the final steps. I used Apple Barrel Khaki acrylic paint to mask the pink color of the foam and to produce a close match to the straw color of the grass fibers.



9. Once the paint dried, I applied Woodland Scenics Static-Tac, with a paint brush to spread it evenly over the entire surface of the foam.



10. I worked over a clean container so I could retrieve and reuse any fibers that did not stick to the glued surface. I sprinkled-on the static grass by hand until no more would adhere to the glue.



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sprayed from this point onward, as brushing would remove previously applied fibers.

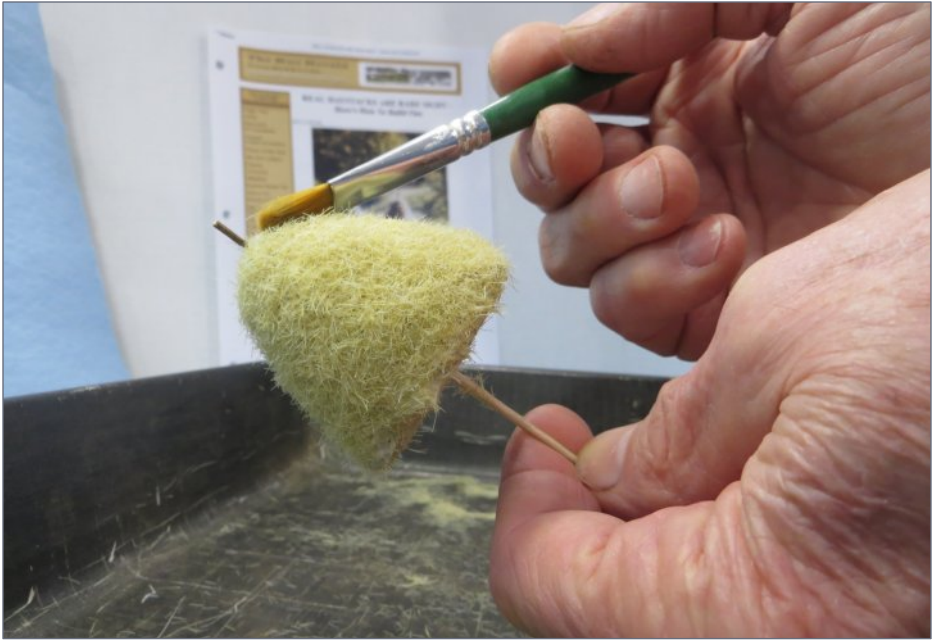
I suggest working over a large trash container for spraying the glue, then holding the haystack over the container for a few seconds to allow excess to drip off [11].

Working over the clean container once more, I sprinkled-on the second layer of static grass. This time, I used a soft, dry paint brush to comb the grass fibers, stroking downward from the top so they were oriented vertically on the sides of the haystack.

I followed the same procedure to apply the third coating of static grass. Three coats of static grass covered sufficiently to satisfy me, but you might want to add more [12].



11. Spraying glue for the second application of static hay fibers. There is no need to wait between applications, but the glue must be sprayed, rather than brushed.



12. After applying the second layer of static grass, I gently brushed the fibers to orient them vertically on the foam. I used a soft, clean, dry, brush with very light pressure and stroked downward from the “pole” toward the base.

Since I had already applied static grass to my meadow scene, I had to clear some of it away so I could glue the haystacks to a bare base. I rotated a 1½” diameter Forstner bit by hand a few times on the desired locations, to remove most of the meadow grass [13]. I followed-up with a pencil-type wire brush to clean-out any fibers left by the bit [14].

I then used Aleene’s Tacky Glue to fasten the haystacks to the scenery base. I found that the “poles” made a good handle for picking up the haystacks once the toothpicks had been removed. The haystacks complement my 1940s meadow scene, and look at home beside the scratchbuilt old log barn. Derelict split-rail





13. Rotating a 1½" Forstner bit removed most of the static grass in the spots for the haystacks.



14. I used a pencil-type wire brush to loosen any remaining static grass, and a shop vac to clear-away all the loose fibers.

fences around each stack suggest that this farm is not as well maintained as it used to be. A horse-drawn hay rake reinforces the era [15]. ✓

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15. A little bit of derelict rail fencing, and an old horse-drawn hay rake helped the haystacks appear right at home.



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TRACY STUTLER



Tracy became serious about model railroading after taking a train set out of its box that had been stored away for several years and setting it up in his basement on two sheets of plywood as a way of entertaining his grand kids. Soon afterwards, the layout started to resemble the railroad line and towns

that his maternal grandfather knew while an engineer for the Baltimore and Ohio Railroad during the late steam era. A move to a new home found a 40'x60' metal building on the property with nothing in it, begging to house a model railroad. He drew-up a track plan and took advantage of the space and sectioned-off a 24'x40' layout room along with a 12'x36' modeling area.

His layout features a B&O main line as well as three class three railroads that connect with it. To date, one of the class three railroads is running and is fully scenicked. He most enjoys scenery-making and scratchbuilding structures, and has earned NMRA Achievement Program Certification in both areas.

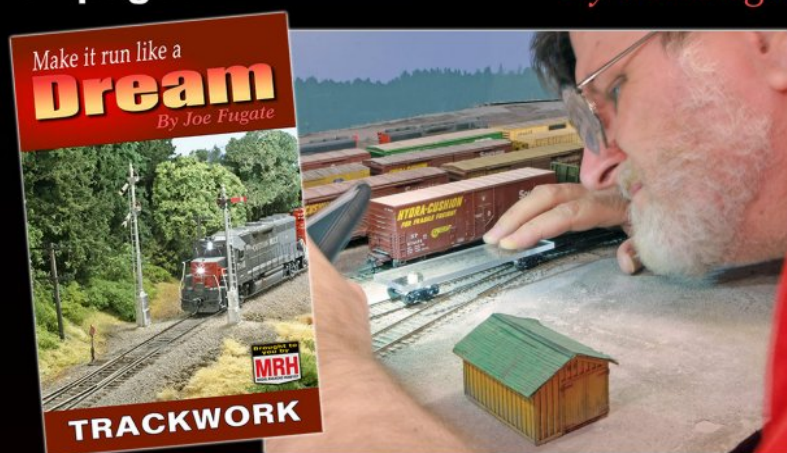
Tracy is a retired Agriculture Science teacher and lives with his wife, Debby, in northern Idaho. They have five children and ten grandchildren. When he is not busy cutting firewood or burning firewood, he enjoys landscaping, playing the hammered dulcimer, and studying Christian apologetics. ■

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LOOK

column

Model Railroad Hobbyist | January 2024



MAC Rail Products EOTs and operating derail

JEFF SHULTZ INTRODUCES SEVERAL 3D-PRINTED
DETAIL PRODUCTS ...

MAC RAIL PRODUCTS, a relatively new manufacturer of model railroad detail parts, has introduced Version 2 of one of its first products, the End of Train device. The EOT (v2.0) is advertised as a universal fit for Kadee-compatible knuckle couplers [1, 2].

MAC Rail provided me with a pack of three EOT (v2.0) models and a small EOT storage rack, which holds three EOTs. Both the couplers and storage racks are pre-painted in multiple colors, and the ones seen here are both yellow, with the coupler rack also being weathered [3].

Also from MAC Rail is the “Flip type – the Scotty” operating derail, formerly offered by Scotty’s Model Shop. The derail comes assembled and painted in primer white, ready to be painted in whatever high visibility color your railroad prefers. The derails



1. EOT mounted on a Kadee no. 5 coupler.



2. EOT mounted on a ScaleTrains plastic knuckle coupler.



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are assembled from three pieces – the flip top, a metal axle, and the base [4].

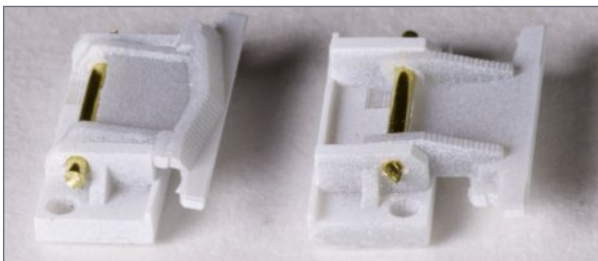
The instructions state some sanding may be required. This proved true on my Atlas Code 83 rail to clear locomotive snowplows, trucks, fuel tanks, and coupler trip pins. Depending on how permanent the modeler wants the derail installation to be, they can be glued to the ties or spiked down using holes in the back corners, though these need to be completely drilled through.

I spiked down two derails on my layout and ran both locomotives and several different cars through them. When open, the rolling stock had no problem passing over the derail, when closed, they all derailed on it [5, 6].

To see a demo of the derail in operation, you can watch this YouTube video: [mrhmag.com/magazine/mrh2024-01/video/first-look](https://www.mrhmag.com/magazine/mrh2024-01/video/first-look)



3. Three EOTs placed in a small EOT rack.



4. Two derails, closed (left) and open (right).



5. Derail in open position.



6. Derail in closed position.



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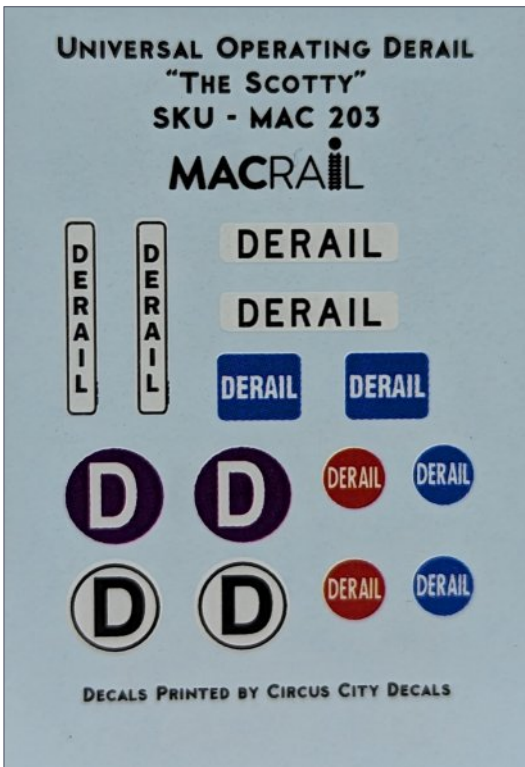
I found it easier to disassemble the derails prior to painting to avoid the parts sticking together as the paint dried. I used an airbrush with Badger ModelFlex paint in Milwaukee Orange. The manufacturer has photos where he used Tamiya spray paint from a can, and it looks very smooth. Custom Circus City Decals are included, suitable for several different railroad appropriate derail signs [7].

3-pack EOT (v2.0): MSRP \$20

EOT Rack (small): MSRP \$10

2-pack Operating Derail: MSRP \$9.50

Website: macrailproducts.com.



7. Included decal sheet.



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Four modeling tools you didn't know you needed

In this 12-minute video, YouTuber **Tabletop Minions** goes over four modeling tools you will wonder how you ever did without them. Your hobby will be forever changed (*his words*).

Every so often, we like to get outside the model railroading box and see what other hobbies are doing – the result is often a pleasant surprise. Find a shopping list here:

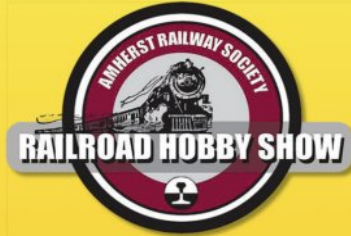
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JANUARY NEWS

column



Model Railroad Hobbyist | January 2024

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



INDUSTRY NEWS



Victor Roseman (1948-2024)

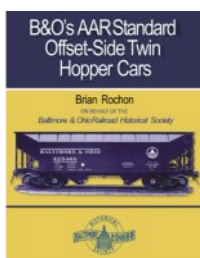
Brooklyn, NY. Photographer, modeler, author since 1977 of numerous carefully researched articles published in most of the important European and American magazines including *Model Railroad Hobbyist*, *Model Railroader*, *Railroad Model Craftsman* and *Model Railroading*. Books authored by Roseman include *Modeler's Guide to Railway Express*, *Central Railroad of New Jersey Steam Locomotive Planbook and Photo Album*, and *Central Railroad of New Jersey 1940 Freight Car Diagrams*. Roseman was an accomplished photographer whose work has appeared on the covers of Walthers, Showcaseline S, and Atlas publications. He has been involved in several research and design projects for manufacturers including the HO scale 1935-series fluted Budd passenger car project for Rivarossi. As a retired fine arts teacher, the many PowerPoint programs he has presented at various NMRA events have consistently earned high praise. He was also a gifted craftsman whose models won

THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS

ribbons at numerous NMRA regional and national conventions. Roseman died January 5, after more than a year of rehabilitation following a fire in his Brooklyn apartment in December 2022.

Atlas Model Railroad Co Inc. has announced that they have acquired **Custom Signals** of Poughkeepsie, NY. By purchasing Custom Signals, Atlas' will be able to add Absolute Permissive Block Signaling to their current Automatic Block Signaling system and Custom Signals O scale signal products to their line of N and HO signals.

NEW PRODUCTS FOR ALL SCALES



The **Baltimore & Ohio Railroad Historical Society** is selling a new book by Brian Rochon that thoroughly documents the B&O's AAR standard offset-side twin-bay coal hopper cars. B&O had more than 21,000 of this car built between 1940 and 1960. The soft bound 72 page book includes 107 photo and 29 diagrams

and drawings.

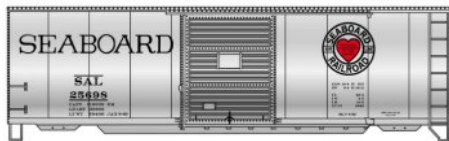
Info: borhs.org/Shopping/index.html

HO SCALE PRODUCT NEWS



wood ends and a fishbelly underframe.

New HO scale freight car kits from **Accurail** include this Western Maryland 36' double-sheathed wood boxcar with



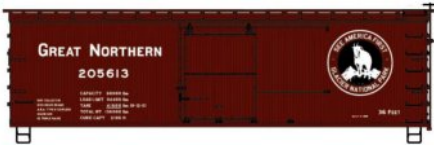
The prototype of this Seaboard Air Line 40' PS-1 steel boxcar was built in September 1952 with Youngstown sliding steel doors.



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Road numbers available on this release are 205479, 205613 and 205840.

Accurail has released a special 3-pack of Great Northern 36' double-sheathed wood boxcars.



Also new from Accurail is an ACF triple-bay covered hopper decorated for BRIX-Incobrasa Industries Ltd. All

Accurail HO scale car kits come with appropriate trucks with Delrin wheelsets and Accurail knuckle couplers.

Info: www.accurailinc.com



R. Bale

ELECTRO MOTIVE GP18 LOCOMOTIVE

EMD's GP18 diesel electric locomotive is visually similar to its GP7/GP9 predecessors with the notable exception being the metal grid replacing the chicken wire over the radiator shutters at the top of the long hood. GP18 customers had a choice of either a high or low short hood, which was previously available only on special order. Internally, the GP9 and GP18 shared the same 16-cylinder model 567D1 prime mover, however, output was boosted slightly from 1,750 to 1,800 horsepower for the GP18. EMD delivered a total of 372 GP18s between 1959 and 1963.





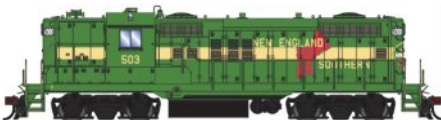
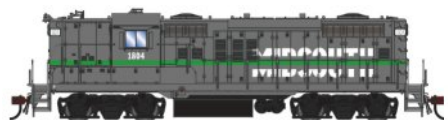
The first item on **Athearn's** May 2025 production schedule is a Genesis series model of an EMD GP18. Athearn's previous release of this model was in the spring of 2021.



Road names for the HO scale model include Chicago & North Western in the road's standard light orange and green scheme, and a tri-color 1776 Bicentennial scheme. The CNW GP18 units feature a large 2,350 gallon fuel tank, footboard type pilots and 36" fans (all other roads in this release will have 48" fans).



Genesis GP18s decorated for Central California Traction have a Gyralight and a non-dynamic roof access hatch.



Midsouth Rail Corp and New England Southern GP18s both have EMD's standard 1,700 gallon fuel tanks and roof access hatches. The NES unit has snow plow pilots in the front and rear.



Conrail GP18s in this release are ex-Lehigh Valley units equipped with dynamic brakes, a winterized hatch and a small 1,300 gallon fuel tank.



Ferrocarril Sonora Baja California's bright orange GP18s have dynamic brakes and a standard 1,700 gallon fuel tank.

Norfolk and Western GP18s purchased new from EMD are set up for operation with the long hood forward (road numbers 945



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and 949). N&W units acquired from the Nickel Plate Railroad (No. 2704) retained their short hood forward arrangement.



A spotting feature of ex-Central of Georgia GP18s wearing Southern Railway's Tuxedo paint scheme is the small 1,300 gallon fuel tank.



Rock Island rebuilt its GP18s and renamed them GP7R. In addition to the blue and white paint scheme, the principal

spotting features of the non-dynamic GP7R is the new roof access hatch, Pyle headlight, firecracker style antenna and early pipe handrails.

Details on all Athearn Genesis GP18 models include coupler cut levers, flexible trainline and MU hoses, MU stands, nub-style walkway tread, windshield wipers, lift rings, wire grab irons, sander lines, roof access hatches on non-dynamic units, see-through cab windows, full cab interior, Celcon handrails, etched metal fan and radiator intake grilles and bidirectional constant LED lighting. Athearn recommends a minimum track radius of 22". DC models will be available with DCC-ready features including a 21-pin NEM connector. DCC sound equipped models feature SoundTraxx Tsunami2 sound and dual cube speakers.



Also scheduled for release in May 2025 is an Athearn SD40-2 diesel locomotive.

Road names include Norfolk Southern units with a high short hood. The NS models represent former Southern Railway SD40-2s set up for operation with the



long hood forward. Features include front and rear ditch lights and plow pilots at both ends.



SD40-2 diesels operated by HLCX-Helm Leasing Corp will be available in three decorating schemes. They

will have front ditch lights and EMD Hi-Traction trucks.



Oneida & Western units represent EMD mid-production units with corrugated grilles.

Additional spotting features include the headlight mounted in the nose and a Gyalright mounted on the cab roof.



EMD SD40-2 diesel decorated for Reading & Northern Railroad have dynamic brakes, front and

rear ditch lights, a ratchet brake handle in the 88" nose and Hi-Traction truck side frames.

General features on all Athearn SD40-2 locomotives include rubber MU and trainline hoses, coupler cut levers, wire grab irons, see-through dynamic brake and radiator fans, detailed fuel tank with fuel fillers, fuel gauges, and breather pipes, Celcon handrails, photo-etched stainless steel windshield wipers and LED front and rear headlights. DC, DCC and sound options are the same as the GP18. Athearn's SD40-2 will negotiate an 18" track radius, however, the manufacturer recommends a minimum 22" radius for reliable operation.



Athearn's May 2025 production schedule includes another release of

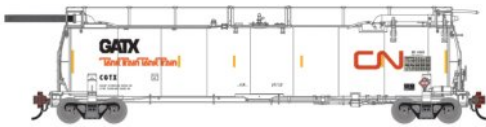


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its Genesis 23,000 gallon GATX Tank Train cars. Both class 282 (1977 to present) and class 486 (1982 to present) cars will be represented in this release. The models will be available individually unnumbered and as numbered intermediate cars in both 2-packs and 3-packs.



Decorating schemes will include GATX-Canadian National (total of 17 road numbers), GATX (White

over black tank, with Tank Train logo, 17 numbers), GATX (White tank, 17 numbers) and GATX Quaker State (Green tank with Tank Train logo, 12 numbers).



Details on the Genesis models include correct transfer plumbing per prototype series, soft vinyl

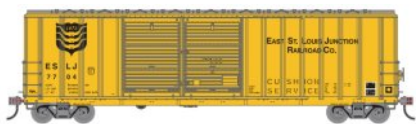
transfer hoses that bend as the car negotiates curves, accurately modeled walkways and manways, full underbody plumbing and rigging, wire grab irons, etched metal coupler platforms, coupler lift bars, and 100-ton roller-bearing trucks with machined metal wheels with rotating bearing caps. A minimum track radius of 22" is recommended.

Note: For information on the prototype Tank Train see the Athearn N scale report.



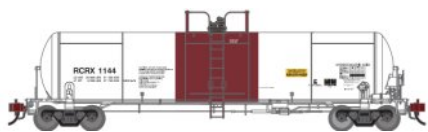
This 50' FMC (Food Machinery Corporation) boxcar with offset Youngstown double doors is included in Athearn's May 2025

production schedule. The newly tooled HO scale model represents a prototype built in the mid-1970s during the incentive per diem car boom. In addition to the offset doors, spotting features include exterior posts and welded car ends with non-terminating corrugations.



Road names scheduled for this release will be Camino Placerville & Lake Tahoe, Galveston Wharves, Texas, Oklahoma & Eastern; East St. Louis Junction, Union Railroad of Oregon and three different Lamolille Valley schemes.

Road names scheduled for this release will be Camino Placerville & Lake Tahoe, Galveston Wharves, Texas, Oklahoma & Eastern; East St. Louis Junction, Union Railroad of Oregon and three different Lamolille Valley schemes.



An HO scale version of a GATC 20,000 gallon tank car is coming from Athearn in May 2025.

Road names for the Genesis series model will be RCRX-Reagent Chemical & Research, GATX (White tank), RELX-Relco Tank Line, PPG Industries and GATX de Mexico.

Road names for the Genesis series model will be RCRX-Reagent Chemical & Research, GATX (White tank), RELX-Relco Tank Line, PPG Industries and GATX de Mexico.



Features on the fully assembled ready-to-run model include a nicely detailed injection-molded body with separately applied

brake wheel and ladders and roller-bearing trucks with rotating bearing caps.

brake wheel and ladders and roller-bearing trucks with rotating bearing caps.



Athearn plans to release this HO scale model of a 50' mechanical reefer in May 2025 under the Roundhouse brand name. The HO

scale model represents a prototype introduced during the late 1950s to early 1960s period as the railroad industry transitioned from bunkered ice reefers to mechanical refrigerator cars. Most of the exterior details on the model are molded on the plastic car body. Road names will be Canadian National, Union Pacific, Cryo-Trans, Santa Fe, Western Fruit Express and Merchants Despatch.

scale model represents a prototype introduced during the late 1950s to early 1960s period as the railroad industry transitioned from bunkered ice reefers to mechanical refrigerator cars. Most of the exterior details on the model are molded on the plastic car body. Road names will be Canadian National, Union Pacific, Cryo-Trans, Santa Fe, Western Fruit Express and Merchants Despatch.



Completing Athearn's production schedule for May 2025 is a 30'

flatcar. The Roundhouse brand model will be available decorated

flatcar. The Roundhouse brand model will be available decorated



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for Pennsylvania, Santa Fe, Baltimore & Ohio, Chesapeake & Ohio, Canadian Pacific and Colorado & Southern.

All Athearn and Roundhouse brand models mentioned in this report come with McHenry automatic couplers and appropriate trucks with machined metal wheels.

Info: www.athearn.com



R. Bale

BALDWIN-LIMA-HAMILTON RF-16 LOCOMOTIVE

The RF-16 was a 1,625hp diesel-electric freight locomotive built by BLH between 1950 and 1953. Both A and B versions of the RF-16 rode on two AAR Type B-B two-axle trucks. The locomotives were called Sharknose diesels in reference to the front end styling of the cab-type body. The intent of the distinctive styling was partly to differentiate Baldwin locomotives from competitors, and partly to distance the RF-16 from early Baldwin diesels that were plagued with mechanical problems. The RF-16 proved to be success hauling mostly drag freights for northeastern railroads.

Broadway Limited plans to release a group of HO scale Baldwin RF-16 Sharknose diesels in February.



Decorating schemes in this release will include Pennsylvania Railroad in both single and 5-stripe liveries.



Additional authentic road names include Baltimore & Ohio and New York Central cigar band schemes.

Broadway Limited will also offer the RF-16 in eight fantasy schemes for railroads that never owned the RF-16. They include Santa Fe (Blue, cat whisker), Central New Jersey (Blue and orange), Conrail, DMIR (Maroon and yellow), Missouri Pacific, Southern Pacific (Black widow), Delaware & Hudson (Blue Warbonnet), and two creative US Air Force schemes.



D&H and the USAF schemes will be available on A units only. A-B sets will be available for all other road names with the powered A-unit equipped with Paragon4 Sound/DC/DCC. B units will be non-powered. Powered A-units will also be available separately. BLI Stealth non-sound models will also be available.

Features on all versions include an ABS plastic body with die cast metal chassis, all-wheel electrical pickup, operating headlight, rear light, number board and marker lights, and separately applied grab irons.

Info: www.broadway-limited.com

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Intermountain is booking reservations through February 29, 2024, for HO scale Maxi IV 3-unit articulated stack cars bundled with six 53' containers. The containers in each group have the same owner, however, each container displays a different number. A release date is TBA.



A Maxi IV 3-unit stack car decorated for BNSF will come with six J.B. Hunt containers.



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DTTX stack cars with a red logo will be packaged with six Hub Group containers.



A pink Trailer Train 3-unit stack car (On Track For Cure) will be bundled with six Schneider containers. Additional bundled sets include AOK stack cars with Hub Group containers, DTTX (Blue ex-BRAN) stack cars with EMP containers, Pacer stack cars

with Schneider Containers and UCRY-Utah Central stack cars with EMP containers.



Two-packs of 53' containers will also be available as a separate

purchase. Decorating schemes and container types will include EMP (Hyundai Hi-Cube), J.B. Hunt (Duraplate), Hub Group (Hyundai Hi-Cube) and Schneider (Hyundai late series).

Info: www.intermountain-railway.com



The newest release from **Kadee** is a 50' PS-1 boxcar decorated for

Western Pacific. The HO scale ready-to-run model accurately replicates a prototype car built by Pullman-Standard in 1955. Features include 8' six-panel Superior sliding doors, see-through running board and brake step, detailed grab irons and stirrups, full-height ladders, and Bettendorf-type plain-bearing trucks with metal wheelsets. All Kadee rolling stock comes

with Kadee Magne-Matic metal couplers.

Info: www.kadee.com



Otter Valley is selling an HO scale version of a FreightCar America (FCA) 52' bulkhead flatcar. The model is based on a prototype introduced in 2016 to handle various sizes of rod and

pipe. The car measures 52' 4" between bulkheads. The overall length of the car is 59' 4".



The Otter Valley model features accurate side stakes, reinforced ends, prototypical flooring detail, air reservoir, brake levers, coupler cut bars, air hoses, separately applied ladders, a detailed underbody, metal knuckle couplers and appropriate

trucks with metal wheels and rotating bearing caps.



Road names include CWLX, DWC-Duluth, Winnipeg & Pacific, Canadian National, and International Railcar Services. A

printed data only version is also available.

Info: www.ovrtrains.com



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R. Bale

EMD FT DIESEL ELECTRIC LOCOMOTIVES

An FT locomotive consisted of an A cab unit connected by a semi-permanent drawbar to a cabless B unit with each unit powered by a 12-cylinder 1,350hp diesel engine. The two units were marketed as a single 2,700hp locomotive. In addition to the A-B arrangement, A-B-B-A sets were also available as a single 5,400hp locomotive. To increase flexibility a few roads, notably Santa Fe, ordered A-B-B-A units with AAR couplers rather than the drawbars. FTs were equipped with the newly designed Blomberg two-axle freight trucks geared for maximum starting traction and a top speed of 65mph. Spotting features for FTs include four closely spaced portholes on each side. B units equipped with hostler controls had a fifth window near the hostler position. Both A and B units had four exhaust stacks along the centerline of the roof. The presence of dynamic brakes was identified by a square box structure on the roof. Unlike later F units, trucks on FT units adjacent to the drawbar connection were positioned close to the end of the body. The introduction and almost immediate success of Electro Motive Division's FT diesel locomotive signaled the end of the steam era in North America. Introduced in 1939, production of the FTs continued until the mid-1940s when EMD launched the F-series diesel locomotive.

Rapido is booking reservations for an all-new HO scale version of EMD's revolutionary FT diesel locomotive. The model will feature numerous road specific details.



Santa Fe units will have three-digit number

boards on the nose, a fifth porthole in the B unit, lighted number boards on each side of the A units and conventional

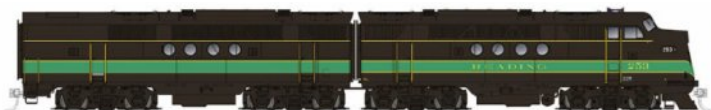
couplers on both ends of each unit. A units in the Warbonnet scheme will have a second headlight in the nose door.



on the roof. The cooling coils on all other FTs in this release will be located near the fuel tanks.



number boards and a small headlight in the nose door.



will have three digit number boards.

FTs decorated for Boston & Maine will have four digit number boards and cooling coils

Burlington FTs will also have four digit

Rapido's FTs decorated for Milwaukee Road and Lackawanna will have a red emergency light in the nose door.

The NYO&W set will have unique fan ducting on the roof of the B unit.

Rapido's FT sets decorated for Reading



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Great Northern and Northern

Pacific FT units will have modified number boards. The NP A unit will have a Pyle light in the nose door, lifting lugs and ladder support grab irons.



Except for Santa Fe units which have

conventional couplers, Rapido's FT units will feature a close-coupling system that gives the proper prototype appearance to the A-B sets on straight track as well as curves. The application of different styles of dynamic brake and steam generator hatches will be road-name appropriate. Additional details include etched side and fan screens, separate grab irons and handrails, full underbody piping and draft gear and working headlights, ground lights, number boards and back-up lights. Operating options include DC/Silent with a 21-pin DCC ready connector or DC/DCC/Sound with ESU LokSound decoder. The order deadline is TBA. Rapido expects pre-production samples this spring.



Rapido Trains is developing an HO scale version of Toronto's subway trains. The project is timed to celebrate the 70th Anniversary of Canada's first subway.



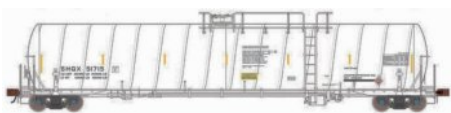
The HO scale model will be available as operating models in two- and four-car sets and as an unpowered two-car set displayed on a section of Toronto's St. Clair station platform.



The subway model is based on prototype equipment built in 1951 in the UK by the Gloucester Railway Carriage & Wagon Company. Rapido used original factory drawings and field measurements in developing the HO version.

Rapido's HO scale model, like the prototype, will be painted in a bold red scheme with yellow stripes both above and below the windows. Features include detailed interiors including seats, hand holds and lighting, working headlights, rear marker lights and destination signs, detailed underbodies, and wire grab irons. Operating models will be DC/DCC ready or with dual-mode DCC/Sound. The unpowered display model will include a 12 volt DC power supply for the car lighting.

Note: The Toronto subway project is a conditional announcement, which means Rapido must get enough advance orders to justify the expense of production tooling and other startup costs. The order deadline is April 15th, 2024. Orders may be placed directly with Rapido or through a hobby dealer. All orders placed by this date will receive a 5% early bird discount. Info: www.rapidotrains.com



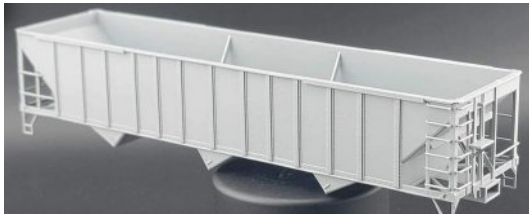
ROKA Prototype Models is developing an HO scale model of a Greenbrier 33,700 gallon tank car that features two

versions of the distinctive ARI spiral outer jacket with welded seams. Models will be available in two tank diameters with additional variations in railings and side ladder arrangements. Availability is TBA.

Info: rokamodels.com

scale3dproductions has announced they will be producing an HO scale model of the Reading Railroad Htz 42' triple-bay coal





hopper. 3D printed in resin, the models will be available in single kits, six-pack kits, and 12-packs. Decal sets designed in consultation with Tom Jacobs are

being created by Highball Graphics. Tangent 100-ton Barber S2 trucks and Kadee Couplers are available separately. Preorders will be available at 3dCentral Trains.

Info: 3dcentraltrains.com



Tangent Scale Models has released for immediate sale a dimensionally-accurate HO scale model of a

quadruple bay coal hopper as built at Illinois Central's Centralia shops in 1968-72. The model is available in several configurations decorated for Illinois Central, Inland Steel and Illinois Central Gulf. Each model comes with a removable flood or tipple style coal load.



Features include Keystone Monoloc locking mechanism for the discharge bays, Ajax handbrakes, Morton

brake steps and a separately applied brake wheel. The models come with Kadee couplers and Tangent 100-ton Barber S-2 roller-bearing trucks with separate truck brake beams, machined metal wheels and rotating caps.



Models decorated for Illinois Central and Inland steel have two separate grab irons on the left side of the car.

Illinois Central Gulf cars have a two-rung ladder on the left side of the car.

ICG HOPPER TOPPER

In 1973, the ICG experienced record levels of grain shipments from Iowa and Minnesota. The ICG's grain hopper fleet utilization was stretched to its limits, and Centralia quad hoppers were quickly pressed into service, utilizing plastic tarps for weather protection. A more elegant solution was proposed by Proform Incorporated in Minneapolis, MN: a fiberglass top that could be bolted onto the Centralia Quad. This Hopper Topper allowed ICG to convert the 100-ton coal hopper fleet to grain service providing shippers an additional 7,000 pounds of hauling capacity with trough hatch loading capability and weather protection. Successful tests concluded in the summer of 1973 and Proform was delivering Hopper Toppers by the end of the year. It took 30 minutes to attach the fiberglass cover to a hopper, and the cars were put into use hauling wheat, corn, and soybeans. D. Lehlbach.



Tangent has released a prototypically accurate model of the Hopper Topper that features an etched Morton walkway. The item is designed to fit the Tangent IC/ICG quad coal hopper. They are available in a 3-pack.

Info: www.tangentscalemodels.com



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R. Bale

MILWAUKEE ROAD RIB-SIDE CARS

The concept of rib-sides was developed by Karl Nystrom, Milwaukee Road's chief mechanical officer.

The distinctive feature became a standard on the Milwaukee Road's home-built house cars, cabooses, and passenger cars. Although the ribs appear to be separate pieces, they are actually corrugations pressed into the bottom edge of narrow longitudinal side sheet panels. The narrow panels are then welded together to form a rigid car side that resists twisting. The Milwaukee Road's first major construction of cars with rib-sides was a group of 50' automobile cars built in late 1937. The first rib-side cabooses debuted in 1939.

Walthers is quoting a spring 2024 release date for a group of Milwaukee Road rib-side bay-window cabooses. The Proto series HO scale models faithfully represent the rib-side construction unique to the Milwaukee Road's home-built cars. Also unique are the Milwaukee-style four wheel drop-equalizer trucks. The grab irons, railings and ladders on the ready-to-run models are of formed wire. The detailed underframe includes separate brake gear.



Decorating schemes include orange body with maroon lettering.



Cabooses with a red herald and black road numbers will be available with an orange body with black roof and yellow ends.



An MOW rib-side caboose for building and bridge crews will be available in Tuscan red.



A caboose decorated for St. Maries Railroad and an undecorated model complete this release of rib-side cars.



Rib-side cabooses in this release will come with Milwaukee-style four wheel drop-equalizer trucks.



Also due from Walthers this spring are a group of 60' Pullman-Standard auto

parts boxcars. The Mainline series model features a single sliding door, separate ladders and 70-ton roller-bearing trucks with 33" machined metal wheels.



In addition to Santa Fe, road names on this release will be Baltimore & Ohio,

Burlington Northern, Norfolk Southern, CSX Transportation, Southern Railway and Detroit, Toledo & Ironton



A 53' GSC bulkhead flatcar is also coming from Walthers this spring. The Mainline series HO scale

model features a diecast metal body. Road names will be



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Penn Central, BNSF, Illinois Central Gulf, Denver & Rio Grande Western, Great Northern and Southern Railway.

All of the Walthers models mentioned in this report come with Proto MAX magnetic metal knuckle couplers.

Info: www.walthers.com

N SCALE PRODUCT NEWS



R. Bale

THE GATX TANKTRAIN

The unique GATX TankTrain made its debut in the 1970s. The TankTrain concept solved the problem of extended load/unload times for unit train shipments of liquid commodities. A standard unit train of tank cars can take significant time to load or unload, with the need for workers to attach the necessary hoses and other fittings to each individual car, coupled with the necessary time to load or unload the commodity from each car. TankTrain cars are interconnected with a large-diameter, flexible hose between each car, which allows the commodity to be siphoned off at a single point at the end of a set of cars while being “pushed” at the opposite end with inert nitrogen gas. Using this method, TankTrains can be loaded or unloaded at a rate of approximately 3,000 gallons per minute, allowing a train of 90 cars to be processed in less than five hours.



Athearn's May 2025 production schedule includes N scale 23,000 gallon GATX Tank Train cars.

Both class 282 (1977 to present) and class 486 (1982 to present) cars will be represented in this release. The models will be available individually unnumbered and as numbered intermediate cars in both 2-packs and 3-packs.



Decorating schemes will include GATX-Canadian National (total of 17 road numbers), GATX (White

over black tank, with Tank Train logo, 17 numbers), GATX (White tank, 17 numbers) and GATX Quaker State (Green tank with Tank Train logo, 12 numbers).



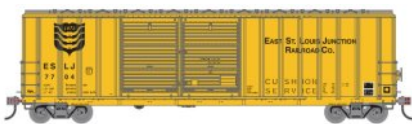
Details on the N scale model include correct transfer plumbing per prototype series and end (A-end or B-

end), soft vinyl transfer hoses that bend as the car negotiates curves, accurately modeled walkways and manways, full underbody plumbing and rigging, wire grab irons, etched metal coupler platforms, coupler lift bars, and 100-ton roller-bearing trucks with machined metal wheels. A minimum track radius of 9.75" is required, however, a minimum radius of 11" is recommended for reliable operation.



This 50' FMC (Food Machinery Corporation) boxcar with offset Youngstown double doors is included in Athearn's May 2025

production schedule. The newly tooled N scale model represents a prototype built in the mid-1970s during the boom in incentive per diem car construction. In addition to the offset doors, spotting features include exterior side posts and corrugated non-terminating car ends.



Road names scheduled for this 2025 release will be Camino Placerville & Lake Tahoe, Galveston Wharves, Texas,

Oklahoma & Eastern; East St. Louis Junction, Union Railroad of Oregon and three different Lamoille Valley schemes. Athearn N scale models mentioned in this report will have body-mounted McHenry operating knuckle couplers and appropriate trucks



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with metal wheels.

Info: www.athearn.com



ready-to-run model comes with Barber roller-bearing trucks.

New releases from **Micro-Trains Line** include this Berwick 60' class B63A excess height boxcar decorated for Conrail. The N scale



ton class F-70-21 prototype built in the late 1960s.

Also new from Micro-Trains is this Union Pacific fish belly flat car. MT based their N scale model on a 77



This classic 40' Erie Lackawanna steel boxcar built after WWII has been updated with the ladders shortened and the running board removed.



Micro-Trains marks the 100th Anniversary of the Alaska Railroad with this specially decorated 50' boxcar.

Construction of the ARR began in 1914 and was completed in 1923. In 2023, the ARR celebrated 100 years of operation.

Info: Contact a Micro-Trains dealer



Railsmith has announced that preorders are now open for a pair of sleeper cars for

the Missouri Pacific's The Eagle passenger train. Provided to Missouri Pacific by the Pennsylvania Railroad, the prototype smooth sided sleepers were built by American Car & Foundry, the models will use a Pullman prototype. Delivery is planned for Q4 2024.

Info: lowellsmith.net

STRUCTURES & SCENIC SUPPLIES



ClassOneModelWorks has released a Pressure Vessel Section in HO scale. Measuring 2-7/8" x 1-7/16" x 1-5/8", the model is configured as a load suitable for a depressed center flatcar. The model includes the pressure vessel, wood cribbing, and gray mounting wire. The model is fully painted.

Info: classonemodelworks.com



Mine Mount Models has released a limited run HO kit named Crown Transfer. Limited to 150 kits, Crown Transfer is the first kit in a series called "Echo Point Harbor." The kit consists of several structures, including the main wooden Crown Warehouse (6"x7.5"), a brick extension (2.5"x3.25"), the Stucco Annex (3"x3.25"), a bridge span

(1'x2.25"), Fynn's Boat Shop (2"x2.75"), the dock that Fynn's sits on (3"x4"), a gantry crane (5.25"x3"), and 12" of wood bulkhead. Pier Decking is provided, and the full diorama seen here is 18"x24".

The kit consists of laser cut structure walls and roof, Tichy doors, windows, and lights, rooftop billboard signs, roofing shingles, corrugated material, and rolled tarpaper. Over 65 3D-printed resin details are included. Items not included are concrete piers, scenery, track, vehicles, ship, boxcar, or people.

Info: minemountmodels.com



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New **Walthers Cornerstone** structure kits scheduled for release next winter include the Golden Valley Passenger Depot and a matching Golden Valley Freight House.



The two Golden Valley kits are available as separate purchases.



An HO scale kit for a large two-story Modern Furniture Factory is also scheduled for release next winter. The main building represents a modern steel

structure with truck and rail car loading areas. The kit has separate doors and windows and includes a lumber storage building with interior lumber racks and a large sawdust collector. The main building is 4.5" tall and has a footprint of 15.375" x 10.5". All Walthers Cornerstone kits mentioned in this report require painting and assembly.

Info: www.walthers.com

DISCLAIMER

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BRIEFLY NOTED AT PRESS TIME ...

Dan Kohlberg of **icgdecals.com** is selling five new water-slide decal sets designed specifically for Tangent's just-released HO scale IC/ICG/Inland Steel Centralia quadruple-bay coal hopper. Each set, which will decorated two cars, includes prototype lettering diagrams and painting information ...

KR Models of Alberta Canada has released its long-awaited HO scale skeletal logging cars ...

Morning Sun has published *The Railroad Photography of Jerry A. Pinkepank: New England & Atlantic Canada 1962 – 1982*. The 128-page all-color book is available now ...

Rapido Trains has announced the conditional release of an N scale Budd Rail Diesel Car, which means a minimal number of advance reservations must be received to justify investing in tooling and other production startup expenses. The project will include both Phase 1 and Phase 2 body styles and both fabricated and cast truck frames ...

HypoTypical is the new brand name of **ScaleTrains's** HO and N scale models decorated in creative paint schemes of the past. Scheduled for release this summer, the initial HypoTypical models will be an HO Gunderson 5188 covered hopper car and a Rivet Counter version of GE ET44 Tier 4 GEVO locomotives. N scale projects announced by ScaleTrains earlier this month at the Cocoa Beach RPM include a BSC F68BH finger rack flatcar and a BSC F60GH flatcar to be marketed under the Fox Valley brand ...

Walthers is working toward a summer release of EMD FP7A/B sets and individual A-units. Decorating schemes for the HO scale Proto series models will be C&O, CP Rail, Soo Line, and SP... ■

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SELECTED EVENTS



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JANUARY

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

Ongoing 2024

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

Info: www.opsig.org/Virtual

Archive: www.opsig.org/Virtual/Past

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

Info: newtracksmodeling.com

YouTube: www.youtube.com/channel/UCMA_VhPb5pjdkAYTdXLceJA

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

Info: www.facebook.com/groups/nmragroup

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

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

ONLINE, Zoom, Second Tuesdays, 8pm 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.scalettrains.com/roadtrip

January – February 2024

CALIFORNIA, CROCKETT, February 10-11, 2024. Carquinez Model Railroad Society Open House. 645 Loring Avenue.

Info: cmrstrainclub.org

INDIANA, LEBANON, January 28, 2024. CID-NMRA Lebanon Train Show. Boone County 4-H Fairgrounds, 1300 E 100 S.

Info: www.cidnmra.org

MARYLAND, TIMONIUM, February 3-4, 2024. Great Scale Model Train and Railroad Collectors Show & Railroad Marketplace. Maryland State Fair, 2200 York Rd.

Info: www.gsmts.com

MASSACHUSETTS, WEST SPRINGFIELD, January 27-28, 2024. Amherst Railway Society Railway Hobby Show. The Eastern States Exposition Fairgrounds, 1305 Memorial Avenue.

Info: www.railroadhobbyshow.com

MICHIGAN, FARMINGTON HILLS, January 28, 2024. NCR Division 6 Model Railroad Sale. Costick Community Center, 28600 W 11 Mile Rd.

Info: www.facebook.com/groups/1420937631369952

MICHIGAN, HOLLY (Detroit), January 27-28; February 24-25, 2024. Detroit Model Railroad Club Open House, 104 N. Saginaw.

Info: www.dmrrc.org



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NEW JERSEY, SEWELL, January 20-21, 2024. Railroad Days at the Margaret E. Hegan Library, sponsored by the New Jersey Southern Model Railroad Club. 606 Delsea Dr.

Info: rick773@hotmail.com

NEW YORK, HAMBURG, February 17-18, 2024. WNYRHS Train & Toy Show, sponsored by the Western New York Railway Historical Society. Fairgrounds Event Center, 5820 South Park Ave.

Info: wnyrhs.com

NORTH CAROLINA, NEW BERN, February 24-25, 2024. Carolina Coastal Railroaders 28th Annual Model Train Show. New Bern Riverfront Convention Center, 203 S. Front St.

Info: www.carolinacoastalrailroaders.org/trainshow

OHIO, DAYTON, January 21, 2024. All Trains Swap Meet. Dayton Event Center, Montgomery County Fairgrounds, 645 Infirmary Rd.

Info: www.facebook.com/events/montgomery-county-fair-fairgrounds-dayton-oh/all-trains-swap-meet/655842942022367

SOUTH CAROLINA, EASLEY, February 16-17, 2024. Central Railway Museum's Model Train Expo 2024. Rock Springs Church – Impact Center, 207 Rock Springs Road.

Info: www.crmha.org/trainshow

TEXAS, PASADENA (Houston), February 15-17, 2024. Where The Eagle Meets The Chief, 2024 NMRA Lone Star Region Convention. Pasadena Convention Center, 7902 Fairmont Parkway.

Info: turbotrains.com/2024lonestar/index.html

TEXAS, PASADENA (Houston), February 17, 2024. 2024 Greater Houston Train Show, sponsored by the San Jacinto Model Railroad Club Inc. Pasadena Convention Center, 7902 Fairmont Parkway.

Info: sanjacmodeltrains.org

UTAH, KANAB, February 9-10, 2024. Kanab Train Show.
Kanab Center Ballroom, 202 N 100 E.
Info: kanabtrainshow.com

WISCONSIN, MADISON, February 17-18, 2024. 56th Annual
Mad City Model Railroad Show and Sale. Exhibition Hall,
Alliant Energy Center, 1919 Alliant Energy Center Way.
Info: www.nmra-scwd.org

WISCONSIN, STEVENS POINT, January 20-21, 2024. Central
Wisconsin Model Railroaders, Ltd 26th Annual Arctic Run
Model Railroad Show & Sale. Holiday Inn Convention Center
Hotel, 1001 Amber Avenue.
Info: cwmr_mnw@yahoo.com

Future 2024 by location

ONLINE, YouTube, March 18-21, 2024. NERx, the annual Northeastern
Region, NMRA Virtual Convention.
Info: nerx.org and www.youtube.com/c/NMRAORGMModelRailroading

CANADA, BRITISH COLUMBIA, SURREY, May 22-26, 2024.
Surrey Excursion, NMRA PNR 2024 Convention. Sheraton
Vancouver, Guildford Hotel, 15269 104th Avenue.
Info: www.pnr2024.7divpnr.ca

NEW ZEALAND, ASHBURTON, July 6-7, 2024. Ashburton Model
Train Show. Tinwald Memorial Hall, Graham Street, Tinwald.
Info: ashburtontrainshow.co.nz

ALABAMA, MOBILE, March 2-3, 2024. 2024 SWARM Model
Train Show. Mobile Via Health, Fitness and Enrichment Center,
Arlene F. Mitchell Campus, 171 Dauphin Street.
Info: Gasamuel@aol.com

ALABAMA, DECATUR, June 20-23, 2024. River Rails 2024, SER
Convention. Doubletree by Hilton Hotel Decatur Riverfront, 1101
6th Ave NE.
Info: midsouthnmra.org/Convention.html



ARIZONA, MESA, May 2-4, 2024. 2024 Sn3 Symposium. Sheraton Mesa Hotel at Wrigleyville West, 860 North Riverview.

Info: sn3symposium.com

CALIFORNIA, BAKERSFIELD, March 2-3, 2024. 30th Annual Bakersfield California Model Train Show, sponsored by the Golden Empire Historical and Modeling Society. Kern County Fairgrounds, 1142 South P St.

Info: gehams.club

CALIFORNIA, CROCKETT, February 10-11, April 13-14, June 22-23, August 24-25, September 14, October 26-27, December 7-8, 2024. Carquinez Model Railroad Society Open House. 645 Loring Avenue.

Info: cmrstrainclub.org

CALIFORNIA, LONG BEACH, August 4-11, 2024. Surfliner 2024 NMRA National Convention. Westin Long Beach, 333 East Ocean Blvd.

Info: surfliner2024.org

CALIFORNIA, MILPITAS, April 24-28, 2024. The Tech Line, PCR Convention 2024. Sonesta Hotel, 777 Bellew Drive.

Info: www.pcrnmra.net/conv2024

CALIFORNIA, SANTA ROSA, February 2-4, 2024. 31st Annual PCR San Francisco Bay Area Layout Design & Operations Weekend Meet. Finley Community Center, 2060 West College Ave. Note: also via Zoom.

Info: bayldops.com

COLORADO, DENVER, April 6-7, 2024. Rocky Mountain Train Show – Spring 2024. National Western Complex, 4655 Humboldt St.

Info: rockymountaintrainshow.com/Default.aspx

GEORGIA, MACON, March 22-23, 2024. Central Georgia RPM (fmly Savannah RPM). Howard Community Center, 5645 Forsyth Rd.

Info: www.facebook.com/centralgarpm

KANSAS, HERINGTON, April 27-28, 2024. Herington Kansas Railroad Days Model Railroading and Railroad Memorabilia Show. Herington Community Building, 810 S. Broadway.

Info: heringtonhistory.org/heringtonrailroaddays

KANSAS, LAWRENCE, March 2-3, 2024. Lawrence Train Show, sponsored by the Lawrence Model Railroad Club. Crown Toyota Used Car Kingdom, 3400 S. Iowa St.

Info: lawrencemodelrailroadclub.org/TrainShow24.png

ILLINOIS, COLLINSVILLE, July 19-20, 2024. St. Louis RPM. The Gateway Center, 1 Gateway Center Drive.

Info: stlrpm.com

ILLINOIS, MACHESNEY PARK, March 16-17, 2024. Rock River Valley Train Show. Harlem High School, 9229 N. Alpine Rd.

info: www.rrvd-nmra.com

ILLINOIS, NAPERVILLE, October 10-12, 2024. RPM Chicagoland 2024.

Info: www.rpmconference.com

ILLINOIS, WAUCONDA, March 23-24, 2024. Lake County Model RR Club Open House. 107 S. Main St. Rear Entrance.

Info: lcmrr.org

INDIANA, SOUTH BEND, May 2-4, 2024. Around The Bend, Midwest Regional Convention. The Century Center, 120 Doctor M.L.K. Jr Blvd.

Info: www.mwr-nmra.org/aroundthebend.html

MARYLAND, BALTIMORE, September 6-8, 2024. Mid-Atlantic RPM. DoubleTree by Hilton BWI.

Info: www.marpm.org

NEVADA, SPARKS, October 16-19, 2024. San Francisco Overland, 2024 SPH&TS Convention. Nugget Casino Resort, 1100 Nugget Avenue.

Info: sphts.org/convention

NORTH CAROLINA, DURHAM, September 26-29, 2024. Piedmont Junction 2024, Mid-Eastern Region NMRA Convention. Raleigh-Durham Marriott.

Info: piedmontjunction.cpd13.org



NORTH CAROLINA, HIGH POINT, February 24, 2024. RPM – Carolinas. 4045 Premier Drive.

Info: www.facebook.com/groups/1895473627515807

OHIO, MARION, October 10-12, 2024. Central Ohio RPM. Marion Union Station.

Info: centralohiorpm.wordpress.com

OHIO, MIDDLEBURG HEIGHTS (Cleveland), May 16-19, 2024.

North Coast Limited, Mid-Central Region 2024 Convention. Crowne Plaza Hotel, 7230 Engle Rd.

Info: northcoastlimited2024.org

OHIO, WEST CHESTER (Cincinnati), March 9, 2024. 2024 Annual Division 7 NMRA Model Train Spring Flea Market & Trade Show. Lakota West Freshman School, 5050 Tylersville Road.

Info: cincy-div7.org

OKLAHOMA, TULSA, March 22-24, 2024. Indian Nations 2024 Layout Design and Operations Weekend. Akdar Shrine Center, 2808 S Sheridan Road.

Info: ldopsigmeet.tulsanmra.org

OREGON, ELSIE, April 6, 2024. Pacific Model Loggers Congress, Camp 18 Restaurant and Logging Museum, 42362 Highway 26.

Info: pacificmodelloggerscongress.org

OREGON, PORTLAND, October 5, 2024. Bridgetown RPM Meet. Shilo Inn Portland Airport, 11707 NE Airport Way.

Info: www.brpmm.com

PENNSYLVANIA, HARRISBURG, September 21-22, 2024.

Anthracite Railroad Modelers Meet XII. Reading Railroad Heritage Museum, 500 South 3rd Street.

Info: readingrrmm.com

PENNSYLVANIA, MALVERN, March 22-24, 2024. Railroad Prototype Modelers – Valley Forge. Desmond Hotel Malvern, a DoubleTree by Hilton, One Liberty Blvd.

Info: www.rpmvalleyforge.com

PENNSYLVANIA, PITTSBURGH, September 11-14, 2024. 44th National Narrow Gauge Convention. Doubletree by Hilton Hotel Pittsburgh – Green Tree, 500 Mansfield Avenue.

Info: www.44nngc.com

TEXAS, FOREST HILL, June 24, 2024. Red River RPM Event. Forest Hill Civic Center, 6901 Wichita Street.

Info: redriverrpm.org ■

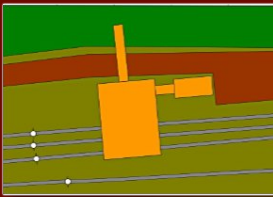
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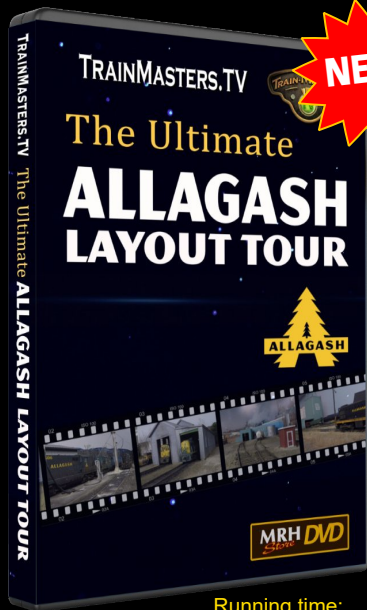
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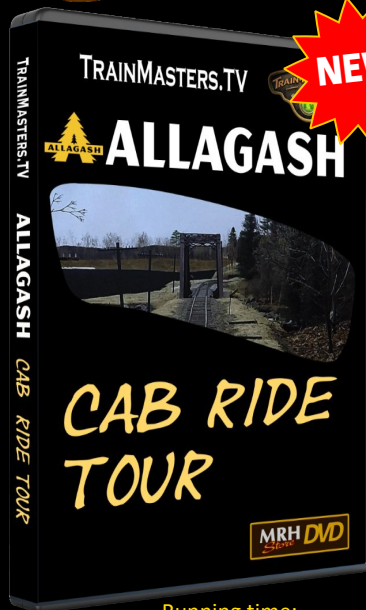
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