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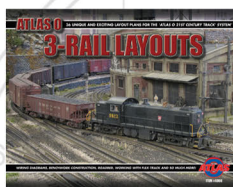
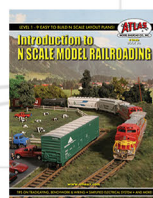
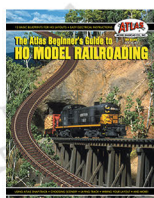
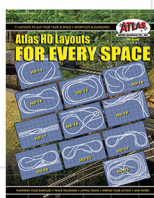
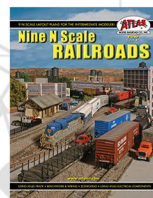
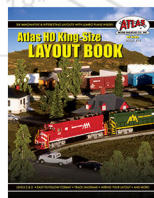
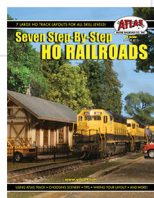
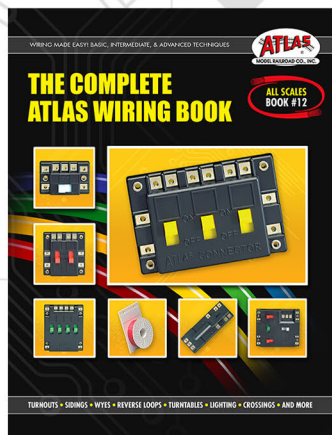
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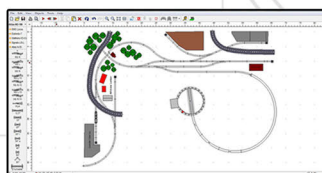
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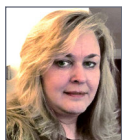
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MODEL RAILROAD HOBBYIST

Model Railroad Hobbyist | November 2020 | #129

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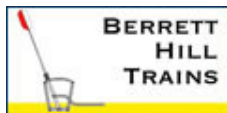
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MRH Website this month: Easy and quick concrete slabs ...

Compiled by JOE FUGATE



What's Neat: Trick out a TrackMobile, scenery tips, ...

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Truck painting jig

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JEFF SHULTZ



Savvy Modeler online: Easy DCC speed matching

Compiled by the MRH STAFF



November 2020 news and events

RICHARD BALE and JEFF SHULTZ



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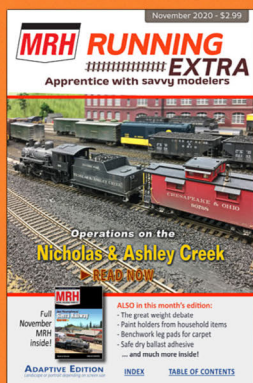
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November 2020

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JOE FUGATE**Limited Modeler: Modeling Monroeville, OH**
JIM SIX**Chesapeake Western & Kankakee, part 2**
YARON BANDELL**Operating the Nicholas & Ashley Creek**
MICHAEL ANTEAU**The great weight debate**
JOE FUGATE**Benchwork leg pads for carpet**
RICK WADE**Ah-Hah Moment: Paint holders from household items**
ERIC HANSMANN

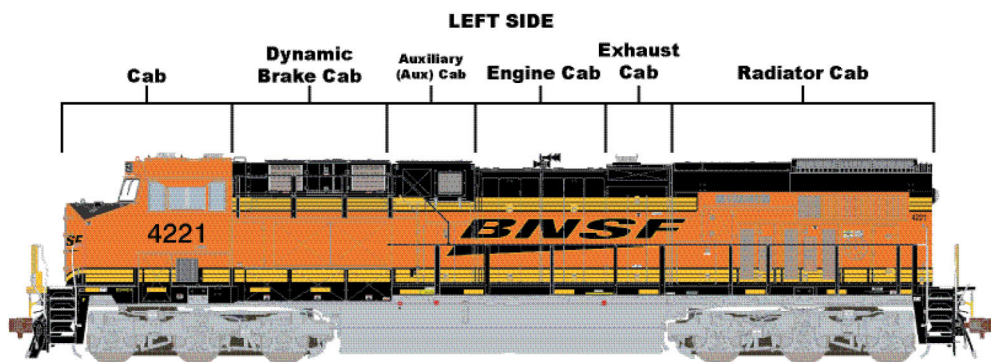
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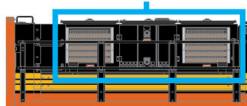
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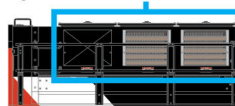
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HO
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Rivet Counter HO Models Shown
Scene and photography by Ken J. Johnson



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PUBLISHER'S MUSINGS



Guest Editorial | Model Railroad Hobbyist | November 2020

NICHOLAS KALIS CONSIDERS
EXHIBITION LAYOUTS ...



RATE THIS ARTICLE

I RECALL WHEN I FIRST VIEWED AN N-SCALE EXHIBITION layout at the Gaithersburg, Maryland Lion's Club model railroading show. What's an exhibition layout? It's a completely self-contained "mini-layout" with the backdrop, fascia, and valance all as a unit – scenicked and fully operational. Old trains for sale and clinics could not hold a candle to this exhibition layout for its power to attract someone to our hobby or to energize newbies such as myself who often flounder when starting the hobby.

Inspiring creativity and participation: Home decorating books aimed at apartment dwellers or small homeowners often publish the most creative ideas. Similarly, exhibition layouts – constrained by space – demand creativity in order to captivate viewers.

Exhibition layouts draw out all of one's creative thoughts and energies. MRH's The One Module Approach (TOMA) embraces some of this thinking, but exhibition layouts take it a step further. Conjuring another image – who joins a yacht club to stand on its dock to wave others a hearty bon voyage as they sail off? Isn't a model railroader without a layout a bit of the same?

Most, if interested in this hobby and given the opportunity, want to go further and abandon some pleasures to build themselves a layout.

No bashing basement empires here: I delight in basement empire layouts – they're a marvel to build and behold – that is if you have the right stuff (apologies to Tom Wolfe). Some discover they do not have what it takes to build a basement empire – they can be a source of frustration and failure – and that failure can get repeated from old house to new house.

I'm not calling for us to abandon building basement empires. When I have served as layout tour chairman, I'm tickled pink to schedule a basement empire's open house. Most magazines, hard copy or online, will be pleased to feature your basement empire.

Challenges that exhibition layouts address

Why exhibition layouts? Is it because our hobby is dying? No. Because we're not living up to our potential? Heck no.

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I get that model railroading naturally appeals to an older crowd: they have (protestations aside) the bucks, the time, and the room. Why not accept our golden age with more and better products than have ever existed before – and perhaps, when comparing apples to apples, cheaper adjusted for inflation?

Visiting any International Plastic Modelers Society Show (IPMS) demonstrates what we may be missing. For starters, IPMS attendees usually run two generations younger than the guys in our hobby.

Our publications and web sites suggest the answer as to why – it seems most of us in the hobby worship at the altar of basement empires. How does that appeal to people in their late twenties to late thirties who have put aside carousing and are settled into their first condominium or smaller home?


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Rather than getting smaller as some wrongly claim, American homes' floor space has grown in recent decades. I do concede, however, that family members often stake their claim on that expanding space for a home theater, gym, and a hobby room for the spouse.

Since homes appear to be expanding, then what is the challenge? Most don't just start out in that larger home: it takes a series of career promotions over decades to reach the larger home.

So what do modelers in their late 20s to late 30s do while working up to that mega-house? That's where exhibition layouts come in. Any smaller layout does not need to be seen as a concession to a larger layout – to many they can stand as the be-all and end-all of the hobby.

Plastic modeling allows this younger cohort to enjoy a non-computer hobby in one small corner of their home. Exhibition layouts can fill that role, too. A small workbench in their room corner works just fine with this exhibition layout (under construction or completed) on a shelf above the workbench. And there's always the garage or backyard for a few of the dirtier parts of layout building.

Exhibition layouts – albeit on a much smaller scale – can have it all. Craftsmanship, scenery, telling a story (all layouts must do this to be effective), operations, comradery, and completion.

Speaking of comradery – famed exhibition layout *B.A. Bodil* (see *Layout Design Journal* Second quarter, 2019) was the work of three friends, helped by their spouses. Can anyone think of anything better than this? And it did not end there – Bodil's three compadres have worked and exhibited other notable layouts together as well. The fun never ends.

The North American hobby press neglects exhibition layouts. Yet, editors on this side of the Atlantic give exhibition layouts the short shrift, with the occasional shout in the wilderness



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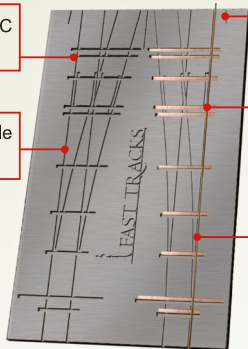


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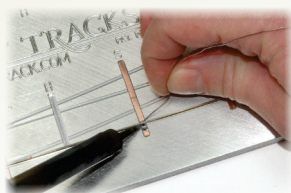
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PC Board ties are soldered to the rails using a standard 35 watt soldering iron.

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

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

Held in precise alignment, rail is then soldered in place onto the ties.

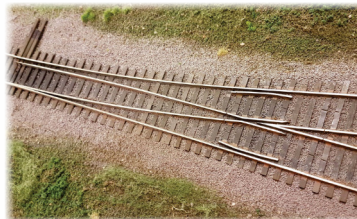
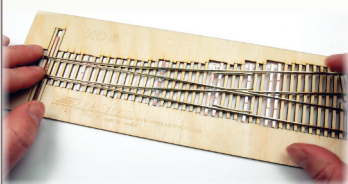


The Fast Tracks PointForm tool makes it fast and easy to file perfect frog and switch points for the turnout.

Just insert the rail into the tool and file.



Finishing the turnout is simple with QuickSticks laser cut wood ties.



Simply glue the soldered trackwork to the wood ties, break off the frets, and your turnout is ready to be installed onto your layout.



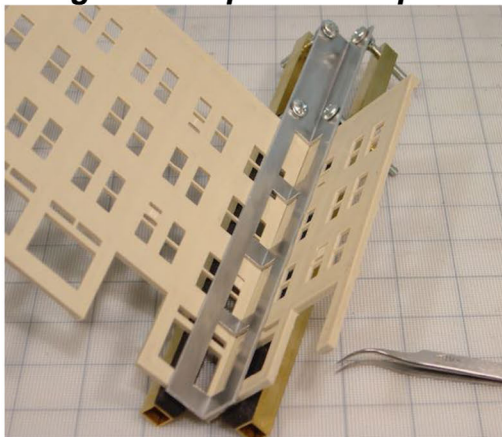
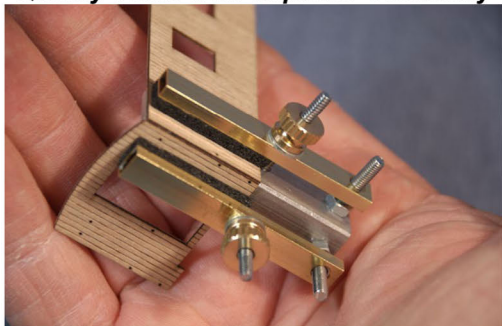
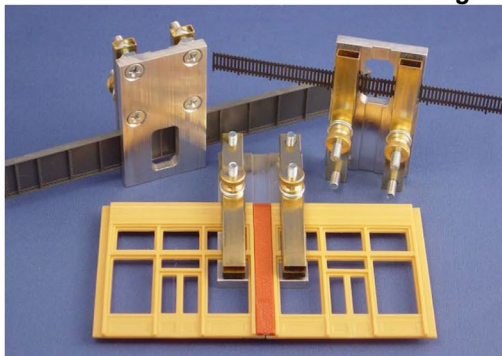
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from writers like Paul Dolkos and Iain Rice.

But then little follows; keep an eye out in the future because *MRH* will follow up and feature such exhibition layouts regularly.

Spotlight on Newton Halt

This layout is creativity at its best – *Newton Halt* by Andrew McMahon and Sheila Perry. (the Brits use "halt" as we would "stop" or "station.")

Cramped spaces make for spectacular exhibition model railroads and to prove it www.carendt.com reports this 009/HOn30 layout, set in the inter-war period, won the Narrow-Gauge Competition at the Chelmsford Model Railway Exhibition.



Photo of Newton Halt exhibition layout scene.



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Details to note:

- Artful valance painted to match skirts
- Tasteful valance support
- Two separate skirts matching its fascia
- Excellent portable lighting

Also of note: the layout uses a fiddle yard to facilitate operations.

Exhibition layouts like this send me into seventh heaven – and make me wonder how much better off would the American model railroad community be if those with limited resources would tackle such a layout rather than just pine for someday, maybe, eventually?

The only discordant note on Newton Halt – stickers applied to its fascia denoting either awards or attendance at prior shows. Yes, an invitation to exhibit at a show with some remuneration attached is a mark of honor in Europe. Gasoline prices in Europe being what they are, it seems only fair to award an honorarium to exhibitors such as these.

Encouraging more exhibition layouts

I have to wonder, though, might honorariums be in order *on this side of the Atlantic* to encourage exhibition layouts to be built here and exhibited at shows? The dictionary definition of an honorarium calls it payment made to honour an individual for their charitable service.

So why pay someone to bring his exhibition layout to a model railroading event? Perhaps we need to acknowledge that exhibiting your layout is not normally something you would expect to be compensated for. But bringing an exhibition layout to an event costs money not only for gasoline, but also often includes hefty tolls and/or parking costs.



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And besides, you probably need to pay someone in your stead to cut the grass or some such other trade-off so you can drive to the show. In addition, you may be taking along a buddy, with the two of you each likely eating two meals on the road since you're away from your home.

Back to the root of the word – an honorarium honors layout exhibitors – we're showing gratitude for their crew loading a layout for travel to the show, then unloading it at the venue; setting it up, taking it down; and then unloading and setting it up once again at home.

I'd say it's worth giving it a try if it would result in more exhibition layouts. ☑

— Nicholas

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LAST ISSUE'S RATINGS

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

4.6 What's Neat: Scenery from start to finish

4.4 Savvy Modeler online: Awesome diesel weathering

4.2 Publishers Musings: New MRH website coming

Issue overall: **4.3**

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Best of the MRH WEBSITE



THIS
MONTH

Model Railroad Hobbyist | November 2020

Compiled by **JOE FUGATE**



RATE THIS ARTICLE



Modeling concrete standing areas *fast*

MRH forum member **JlandT_Railroad** (Jason Miller) posted several photos of his new concrete standing area that he installed in record time completely finished with a realistic concrete texture:

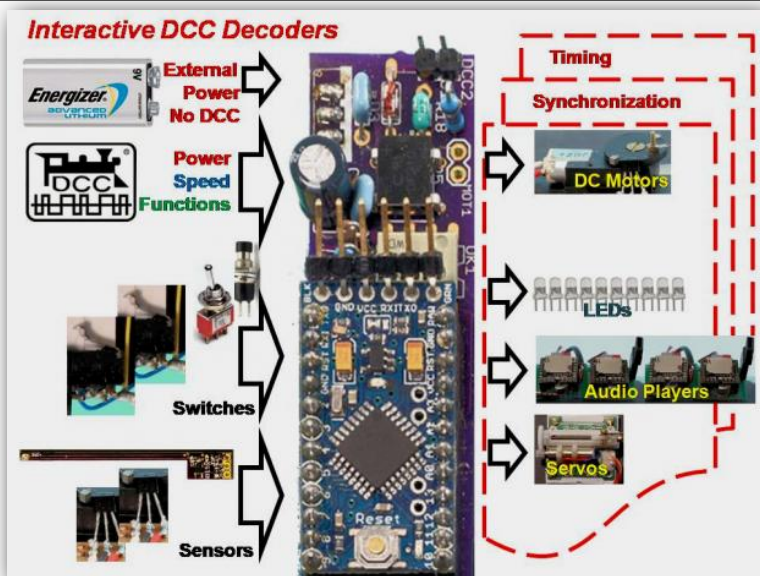
“This is the first section of the York - Pulp & Paper Mill. This uses 0.030” (0.75mm) styrene sheet with a concrete stick-on texture.

Removable, customizable, easily weathered, and extremely quick...”

Go have a look and participate in the discussion!

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

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



1. Animation whiz Geoff Bunza posted a new thread on making your own interactive decoder for easy layout animation.

New generation of interactive decoders

MRH forum member **geoffb** (Geoff Bunza) posted a new highly detailed thread on building your own interactive decoder that makes layout animation tasks a breeze:

“Scale Model Animation – bringing models to life – adds enormously to the interest and enjoyment of any layout ... this article introduces a new generation of decoder – DCC decoders ... allowing you and your layout to interact. The series of Interactive Decoders (IDEC) were designed as an integral part of my animation work, but the inventive modeler can apply them to a wide variety of projects.”

If this interests you, check out this highly detailed thread!

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



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Check out this new TMTV series ...

Make it run like a

Dream

By Joe Fugate

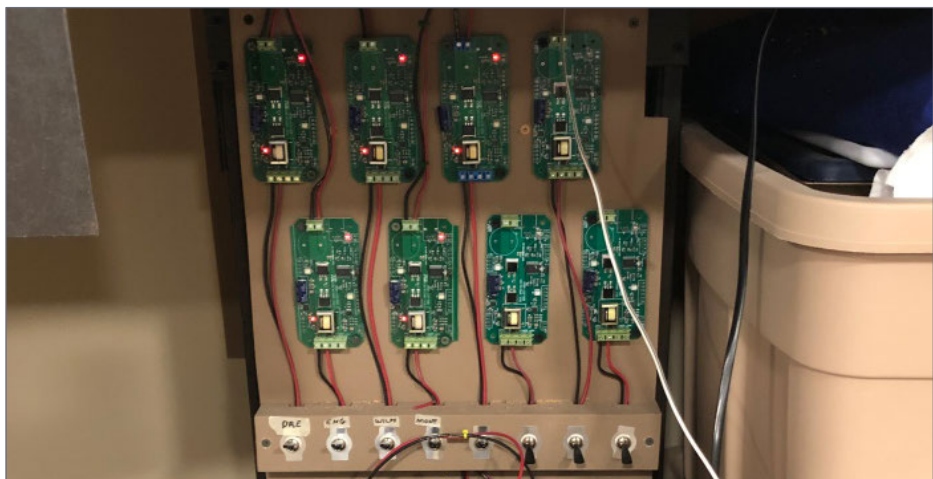


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2. Dave Husman illustrates how he subdivided his DCC layout up into different power districts for short management and troubleshooting.

Power districts & safety circuit breakers

Forum member **railandsail** (Brian Eiland) has a long running thread exploring how to do power districts and use short management circuit breakers:

"I think I need to divide the layout up into 'power districts'. And I believe I understand these districts should be protected from accidental shorting ... or rather the DCC system should be protected from shorting within the districts?"

Brian's thread has prompted a lot of DCC savvy modelers such as Dave Husman [2] to explain the concepts by showing what they have done. Seeing actual working examples from other modelers along with Brian's questions makes for a helpful discussion. The thread runs seven pages and has over 60 posts.

If this topic interests you, this thread has some great insights.

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



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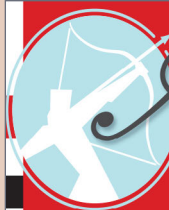
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3. Randy Seiler has this backdrop eyesore around the furnace in his basement, so he discusses his solution on his *MRH* layout blog.

Hiding a backdrop eyesore

MRH forum member **RSeiler** (Randy Seiler) chronicles the process of hiding a major backdrop eyesore on his *MRH* blog.

“Finished hiding the furnace tonight. Not perfect, but much better. And that is the last of the backdrop. There was much rejoicing.”

Visit Randy’s blog and dialog with him about his layout projects!

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Latest *MRH* Weekly photo fun thread

Every week, a new Weekly Photo Fun thread appears. It's frequently loaded with inspiring photos of great modeling ...

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



4. It's hard to beat this photo of the diorama *MRH* forum member **Mountaingoatgreg** (Greg Baker) built to explore some scenery techniques. Greg, we say wow, this was "just an experiment?"



TMTV's *NEW* Backshop Clinic is here!

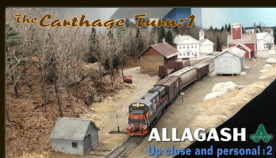


One viewer commented: "I've long used the NMRA gauge, but I never realized all of the different things that were determined by the gauge."

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WHAT'S NEAT

column



Model Railroad Hobbyist | November 2020

KEN PATTERSON'S COLUMN THIS MONTH ...



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- Modeling realistic bushes
- A view along the bluffs
- Making Saguaro cactuses
- Modifying a BLI TrackMobile with sound and LED lighting ...



WHAT'S NEAT!
MODEL RAILROADING
trick out a
Track Mobile



November 2020 show

PHOTOS AND VIDEO OF SUPERB MODELS

THIS MONTH KEN SHOWS HOW HE MODELS BUSHES WITH WIRE armatures from Bachmann and Saguaro cactuses with modeling clay; Steven M. Conroy features the Pacific Surfliner running along the bluffs above the California coast; and James Regier shows step-by-step how he added sound, LED lighting and keep-alive capacitors to a BLI TrackMobile.

Realistic Bushes for your layout



1. Ken shows how he makes trackside vegetation such as honeysuckle bushes that grow wild all over Missouri.



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weekly video podcast!

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2. The bushes begin with Bachmann SceneScapes Wire Foliage Branches, which make good looking bushes straight from the package.

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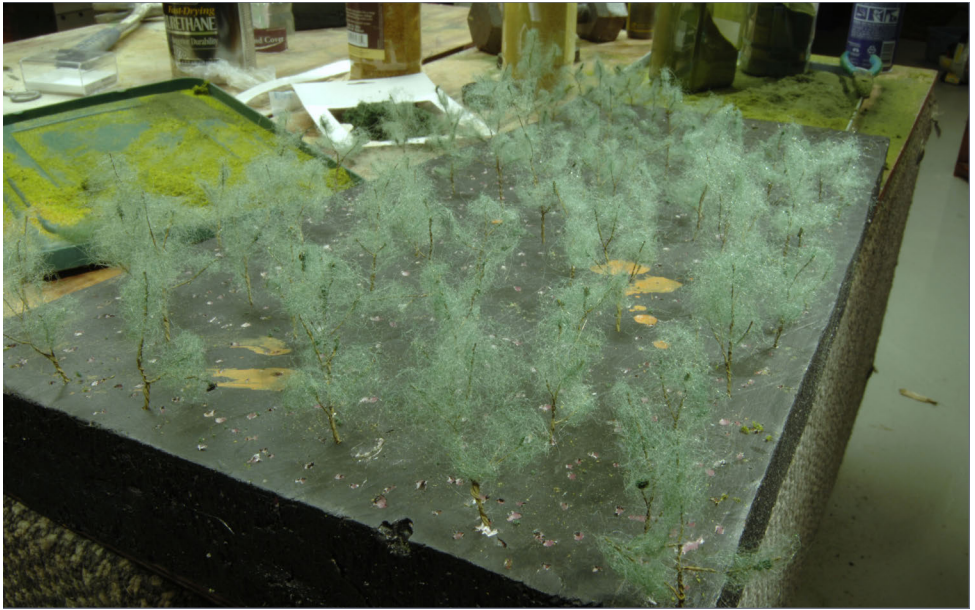


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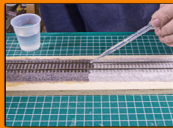
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3. Ken begins by removing all the ground foam from the wire armatures, covering the wire branch structure with Bachmann poly-fiber. Making 50 or more bushes at a time, Ken keeps them organized by sticking them in a foam sheet.

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4. Ken holds the poly-fiber covered armatures with needle nose pliers as he sprays them with extra-hold hairspray and sprinkles a variety of colors of fine ground foam over the bushes.

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5. The finished bushes await planting on the layout.

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6. Ken sticks each bush along the tracks in various areas to represent vegetation growing wild.

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7. Ken's bluff scene depicts an area where the bushes and other plants grow wild. This section of his layout was modeled from prototype photos and the modeled vegetation looks prototypical.



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Modeling Saguaro Cactus



8. There are many ways to make Saguaro cactus models, including shaping green pipe cleaners, and cutting and molding white plastic coat hangers, carving the vertical creases into the pieces and then gluing them together.

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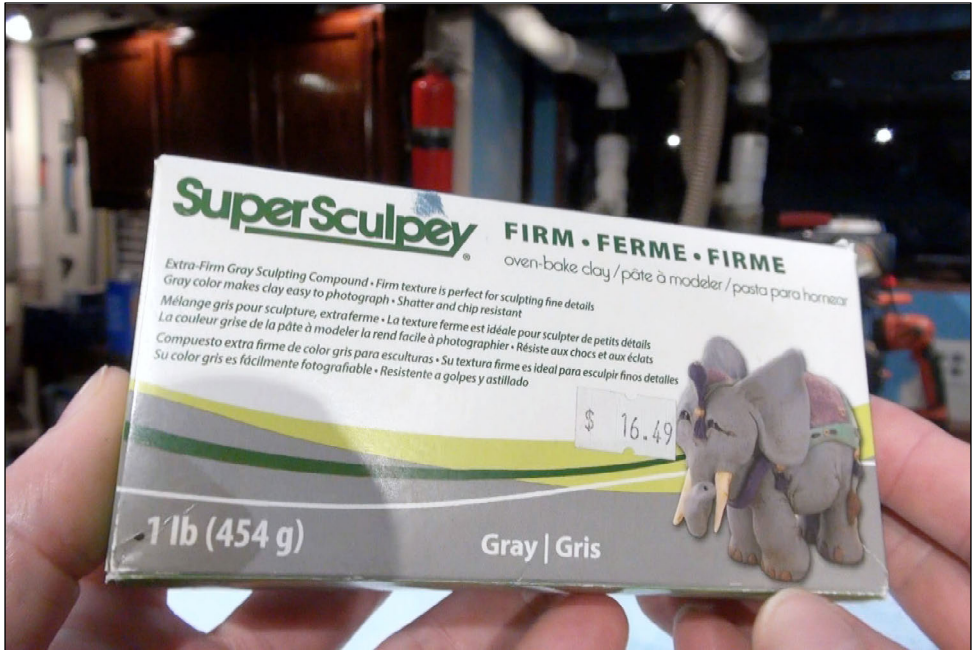


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9. The easiest way Ken has found to make Saguaros is by using bakeable modeling clay, such as the SuperSculpey seen here.

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10. Modeler Travis Handschug took this photo showing how he shapes a ball of clay into the trunk and arms of a Saguaro cactus.

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11. Saguaro cactuses have distinct vertical furrows, which can be made by drawing a razor saw through the soft clay prior to baking.



12. Travis planted the finished baked-clay cactuses on a desert scene diorama.





13. ZYXCreative.com offers 3D-printed Saguaro cactus for sale on their website. Painted and ready-to-plant, the plants save modeling time and effort.

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Adding sound and lights to a TrackMobile



14. Adding light and sound to the BLI TrackMobile was a serious challenge, but the result was everything James had hoped for. He used a SoundTraxx Tsunami2 TSU-1100 with the GE soundset for the project, as it was the only decoder with factory-installed Cummins diesel industrial switcher sounds.

James Wright purchased a Broadway Limited Imports (BLI) TrackMobile and was looking for someone to upgrade it to DCC, preferably with sound and lighting. James Regier took up the challenge.



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weekly video podcast!**

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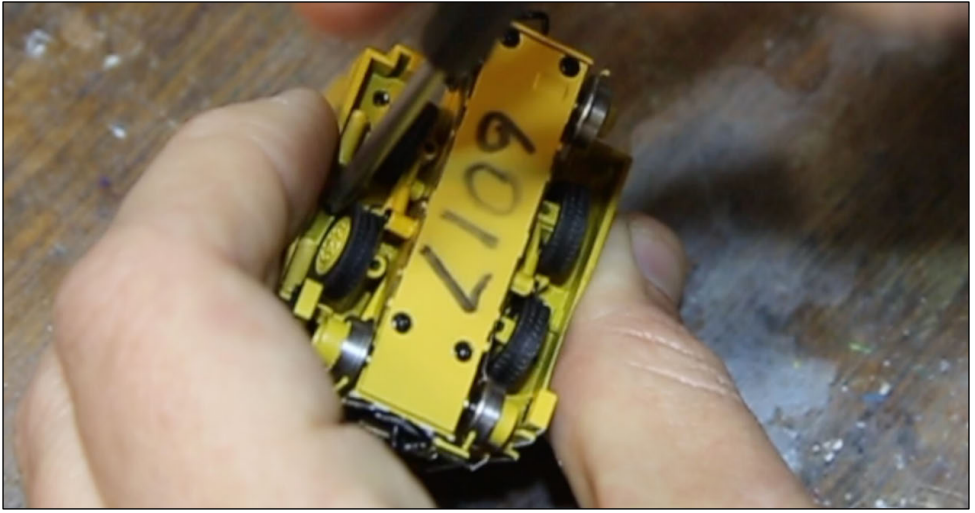


15. Some research determined that the Hercules Wide Cab was the likely prototype for the BLI TrackMobile. A sales brochure assisted in determining where the 12 LEDs would be installed.



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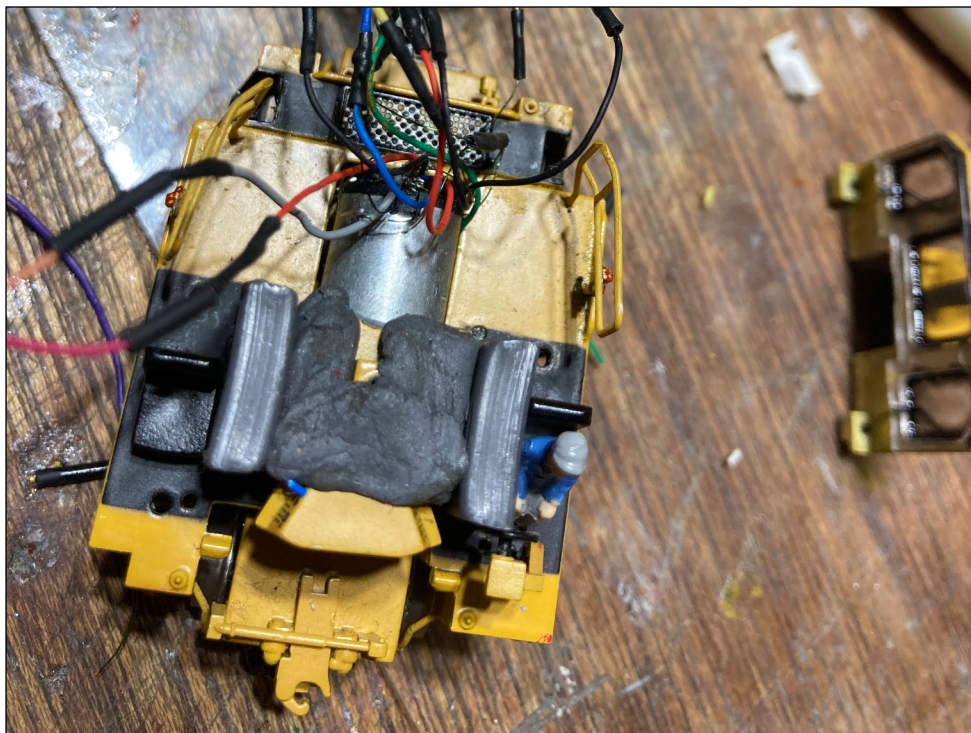


16. Dismantling the TrackMobile to determine where to install the decoder involves removing the ten screws that hold it together. Four screws hold on the bottom cover panel, four more hold on the two-piece cab. The last two separate the motor/gear housing from the frame. To access the motor/gear housing, James also had to undo the screws holding the road gear struts on.



17. Installing the decoder in the cab involved removing the 0.65 oz. weight to make room.



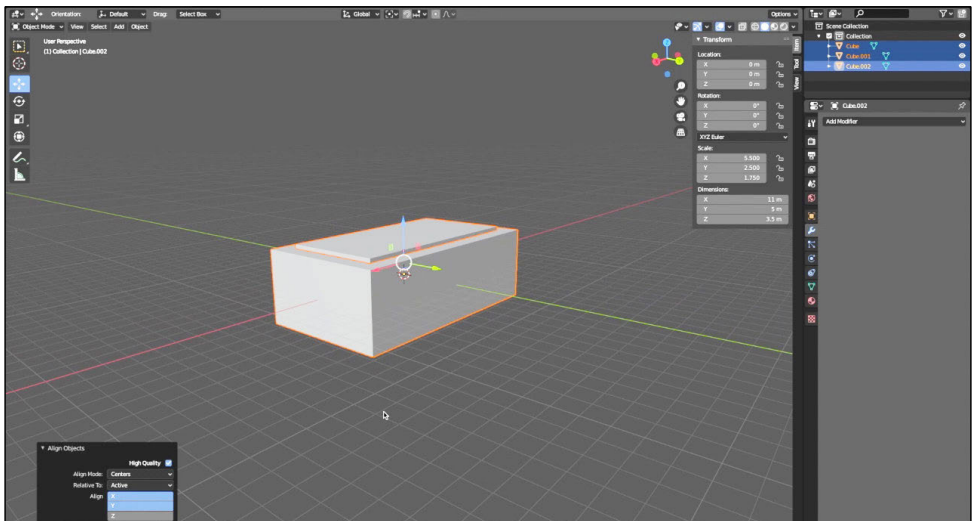
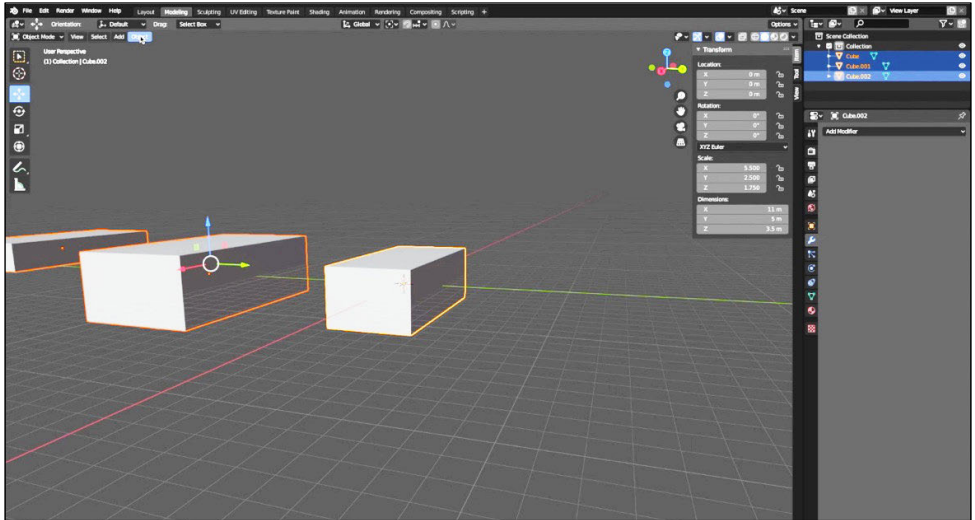


18. The weight removed from the cab needed to be replaced, but in a model as small as the TrackMobile there were no obvious spaces. By removing, trimming, and reinstalling the seats James was able to make room for a quarter ounce between the motor housing and each seat. James also added some A-Line lead putty around the seats and on the center console. When painted Armor Yellow it largely disappeared from view.



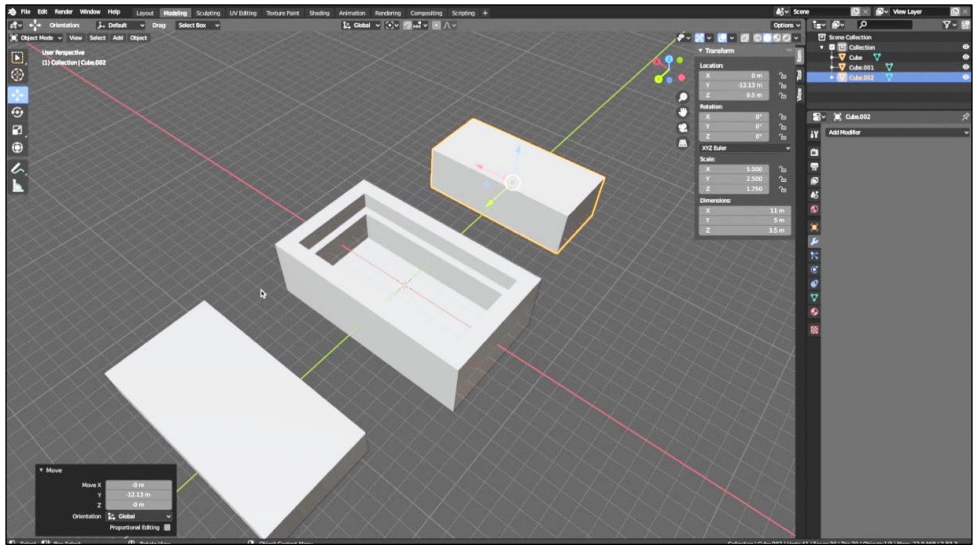
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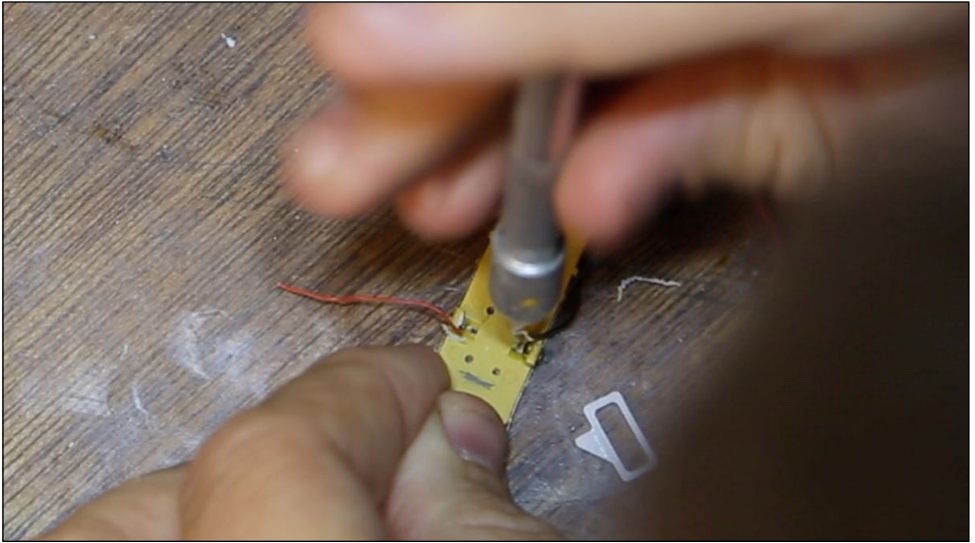


19a, b, c, d (Above and facing page top and bottom). The cavity in the model for a speaker required creating a custom speaker baffle in Blender to be 3D-printed. In 19a, James created and sized three cubes to represent the speaker, the exterior of the speaker box, and the speaker box's reverberation chamber. In 19b, he stacked and aligned the





cubes to represent the speaker assembly's form. In 19c, using two Boolean exclusions, he carved out the echo chamber and speaker from the box. 19d shows the printed speaker baffle. The finished product was so exact in its dimensions that the speaker press-fit inside of it, not requiring any adhesive. The entire assembly was a perfect fit in the TrackMobile's bay.



20. James drilled a circular pattern of #68 holes into the bay cover to allow the sound to escape.

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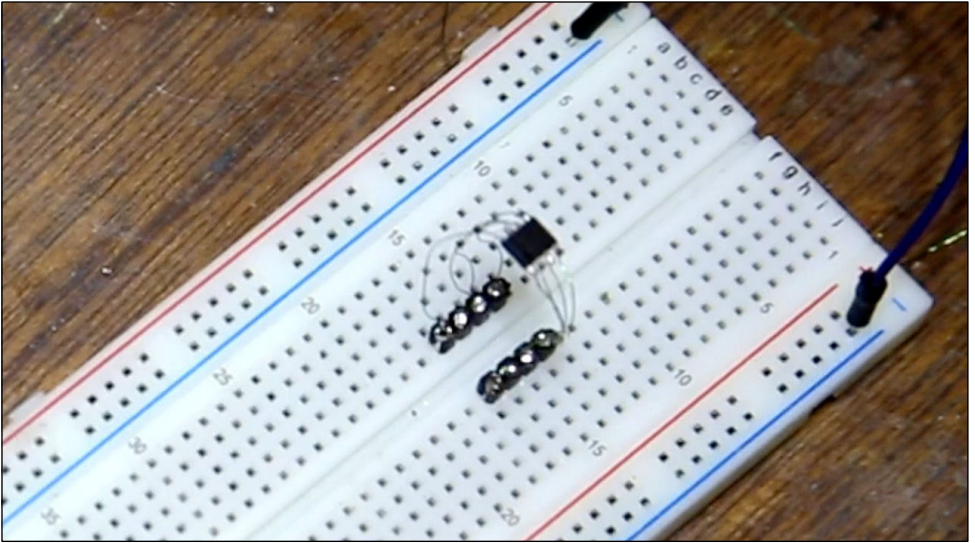
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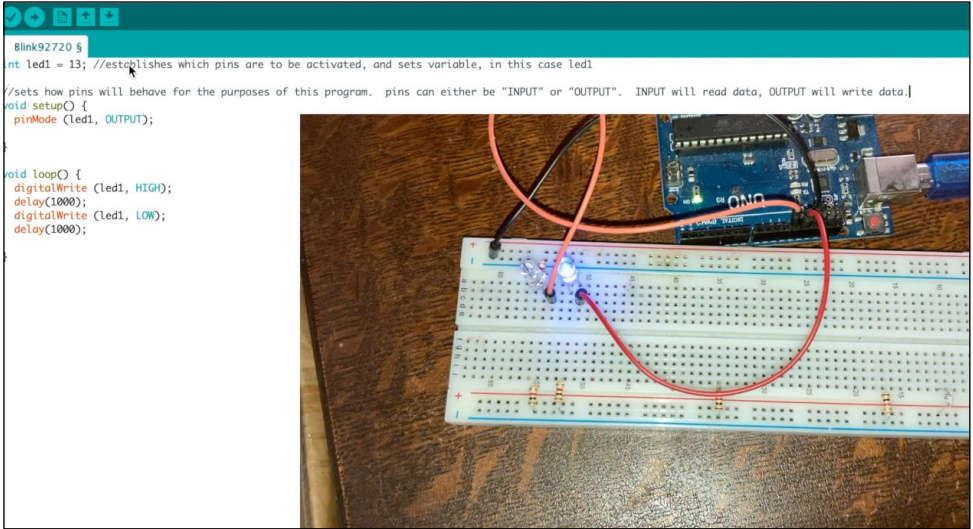


21. To control the strobe lights on the cab of the TrackMobile, James used a ATTINY13 chip to sequence the light flashes. Prototype strobes are rarely synchronized, with one flashing faster than another. He programed the chip to allow a slightly different off time for the two strobes, which would allow them to only be in sync once every 20 cycles. The ATTINY13 is a very small chip that can be programmed to turn on and off each of its six pins independently. It uses the same programming language as an Arduino.



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22. While “Blink” is the most basic sequence of programming for an Arduino, James required something more complex, controlling the blink rates for two LEDs in an offset, double strobe flash pattern simultaneously. After he struggled with it for about a day, James’ wife Allison, a bioinformaticist, had the required code figured out and running in under two minutes.



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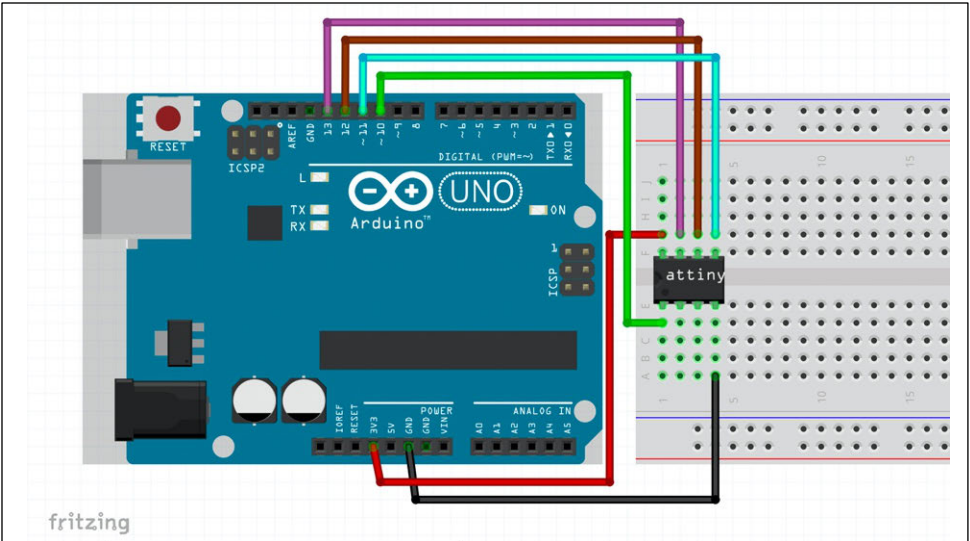
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23. After adjusting the code to work on the ATTINY13, James used the instructions he found at create.arduino.cc/projecthub/taunoerik/programming-attiny13-with-arduino-uno-07beba to reconfigure the Arduino into programming mode in order to write the code to the ATTINY13. This fritzing schematic shows the wire connections between an Arduino and the ATTINY13 to accomplish this. The Arduino is connected to a computer via USB.



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24. With the technical aspects worked out, James used a #78 bit in a precision chuck with his DeWalt drill for drilling the TrackMobile's body for the LED installations. He eased off the pressure and let the drill do the work, as well as using plenty of oil to lubricate the drill bit. Even so, he broke a few bits in the process.

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25. After drilling the #78 holes, James drilled countersinks for each headlight opening with a #68 bit. He drilled these by hand for greater precision, since he did not want to drill all the way through the body. The countersink was intended to minimize the potential contact between the exposed ends of the LED wires and the body of the TrackMobile.

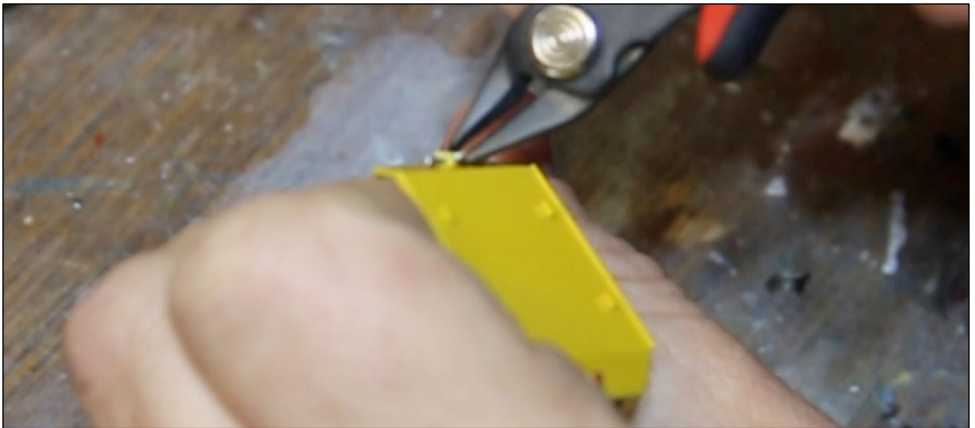


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26. James detached the rear walkway to assist in the drilling process. The walkway is a separate piece from the frame and is held in place by two pins. Gentle pressure on the pins was enough to pry it loose. James found it was better to reattach it before installing the LEDs to avoid wire tears.



27. James clipped and filed the cast-on strobes flush with their mounts before drilling them out for the LEDs.

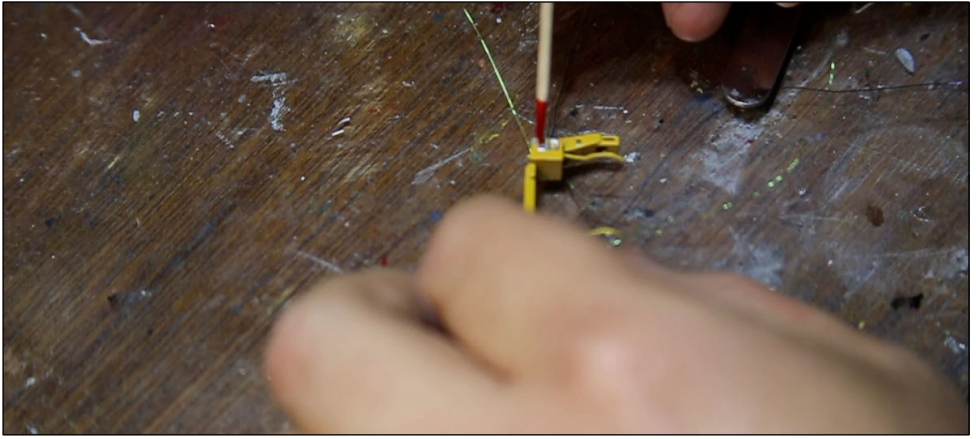




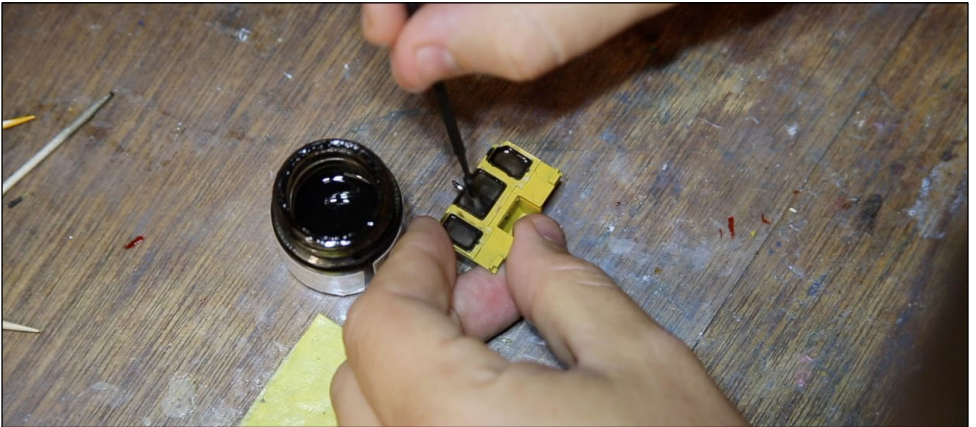
28. To mount the strobes, James countersunk the holes he drilled in the mounts with a 1/16" bit to provide space for the LEDs and to anchor the 1/16" clear acrylic tubing he used as the housing.



29. James wired 12 LEDs to install in the TrackMobile. Each was a warm white 0402 size LED, which he coated with silicone isolating paint to provide insulation for the LED leads and exposed wires. Allowing the paint sufficient time to dry was absolutely critical for this project.

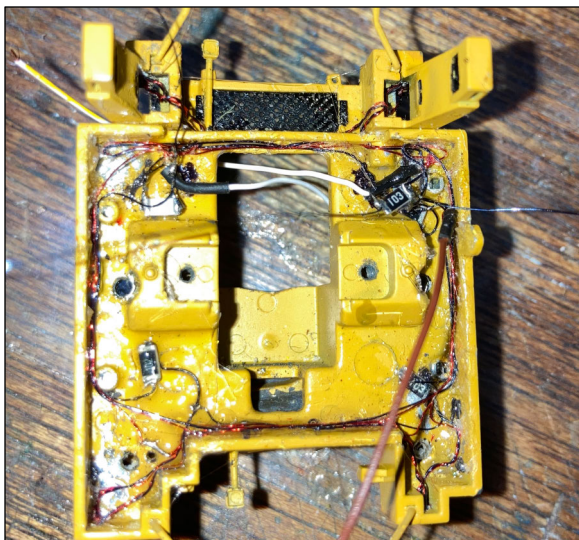


30. The LEDs for the taillights were painted with clear acrylic red and the hazard lights with clear acrylic orange. They were then set aside to dry.



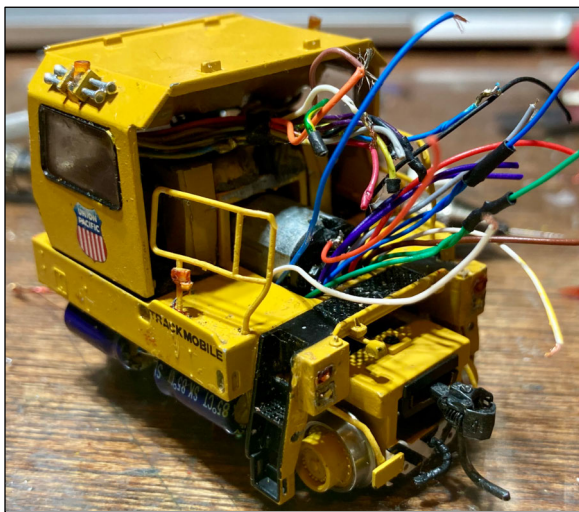
31. To help obscure the electronics that were inside the cab, James both painted the decoder with a mix of Tamiya lemon yellow, orange, and black and tinted the cab windows with several coats of clear acrylic smoke. His goal was to be able to see some of the details in the cab, as well as the driver, without having the electronics ruining the view.





32. James used 1 k Ω resistors for the headlights and flashers, and 10 k Ω resistors for the taillights. Routing the headlight wires along one side of the TrackMobile and the taillight wires along the other, he avoided obstacles like screw holes or detail mounts. As can be seen, he

used the silicone paint heavily, both as insulation for the wires and resistors, and as an adhesive to secure them to the frame.



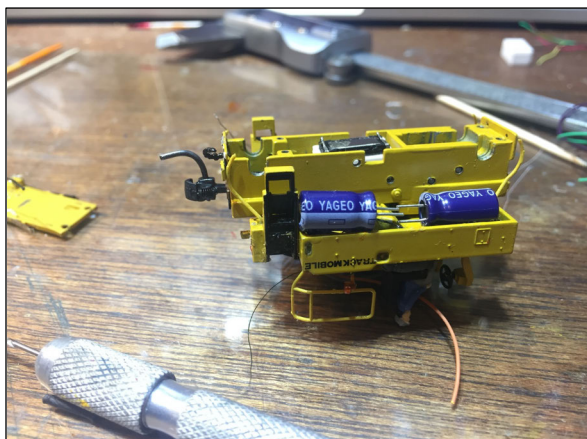
33. After the underframe wiring was complete, James soldered all the function common wires together with a blue 34-gauge buss wire. Similarly, all the lighting functions were soldered to the appropriate color of 34-gauge buss wire. Heat shrink protected

all the solder joints. After this was done, he fed it through the back of the locomotive frame to the rear of the motor.



34. One of the problems with the TrackMobile is its short wheelbase, which results in poor performance on turnouts. Lacking space for a conventional stay-alive capacitor, James

wondered if he could wire a few together and hide them under the frame. George Bogatiuk of SoundTraxx recommended soldering four 25V 220µF capacitors together in parallel. The 25V 220µF capacitor is the one that comes with each SoundTraxx Tsunami decoder.



35. James tested several arrangements for the capacitors, making sure the polarities for the capacitors were aligned positive-positive, negative-negative before soldering them together, two to a side.



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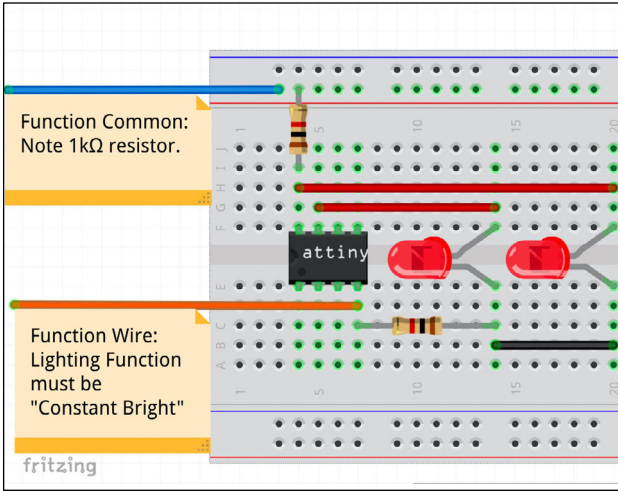
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36a, b. James' original idea of disguising the capacitors as air tanks beneath the TrackMobile frame

did not look convincing, as they were too bulky looking. Hiding the capacitors behind the roadwheels yielded more satisfying results, as the eye's attention is drawn to the wheels. The paint on the capacitors helps them hide in the background. James used hotmelt to attach the wheels, so removing them and placing them in alignment after taking this photo was easy.



37. Fritzing wiring schematic for the ATTINY13.

Essentially, wiring the ATTINY13 to the decoder is like connecting an LED. James used the same 1kΩ resistor in line from the function common to the VCC pin, with the

ATTINY13's ground wired directly to the decoder function wire. On the LED side of the ATTINY13, the wiring is similar to connecting two lighting functions to a decoder, with one important difference. The ground is common, while the "function" pins are all positive.



38. Here James shows how he soldered the ATTINY13 to the strobe LEDs. The decoder wires have not been added yet, but this shows the small size of the ATTINY13, which allows it to fit almost anywhere.



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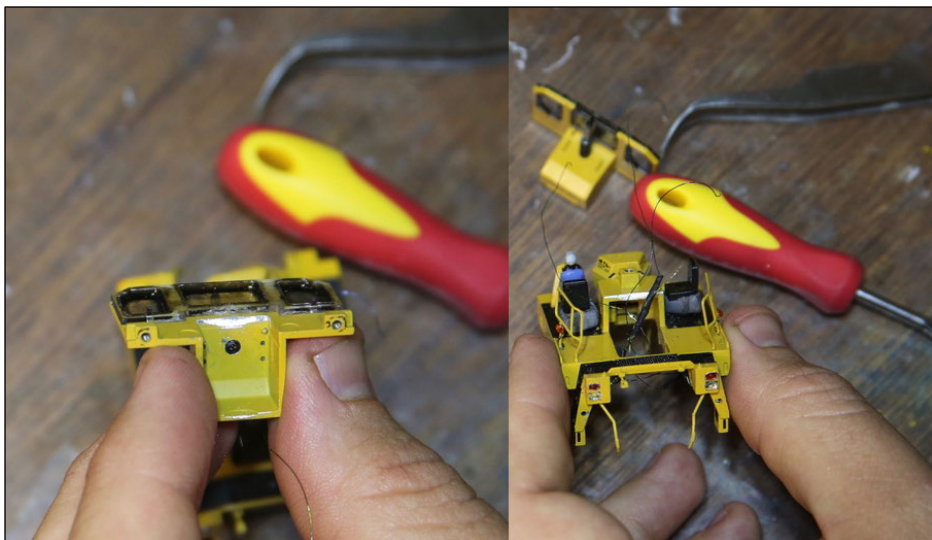
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39a,b. As part of reassembly, James had to cut a gap between the cab center console and the motor hood to pass the wires through to connect with the decoder in the cab. Completing this successfully, like colored wires were soldered together, with the joints covered with heat shrink tubing. For easier maintenance, he used 1mm pitch headliner pin and plug sets to make the motor, track power, and speaker unpluggable.



40. After successfully testing the TrackMobile, James closed the motor hood and tightened the screws for final assembly. Here it is seen complete, with twelve LEDs, a SoundTraxx TSU 1100 sound decoder, a 12mm speaker, and a four capacitor stay alive. Watch the video to see how James did it all.



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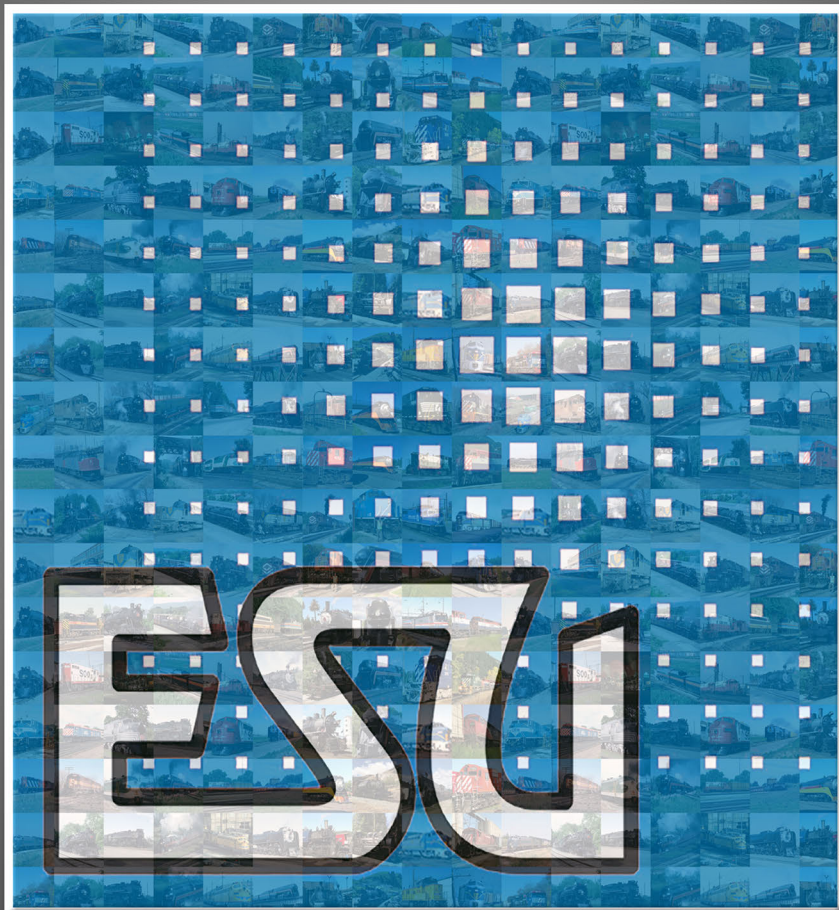
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Signaling a DCC model railroad



Model Railroad Hobbyist | November 2020



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STEVE JURANICS ON HOW HE ADDED SIGNALS TO HIS DCC LAYOUT ...

I'VE BEEN INVESTIGATING DCC SIGNAL SYSTEMS AND SIGNALING OPTIONS FOR several years. I even designed and built a simple ABS (automatic block signalling) system that operates standalone without a computer.

I hesitated diving into JMRI and relying on a computer to drive the signals. Then Layout Command Control (LCC) appeared on the horizon and added yet another consideration to the mix.

I decided to attend the Amherst show in West Springfield, Massachusetts (late January every year) – I figured that would be the perfect opportunity to speak to some manufacturers and pick up the components necessary to install a working signal system.

I already had several signal masts in my inventory – I just needed the hardware to drive the signals, and then figure out how to operate it.

FIRST DCC SIGNALING DECISION

The first DCC signaling decision to make: do you want a computer working in conjunction with your DCC system to drive your signals?

Several manufacturers make components to drive simple signal aspects, like to go from green to red when a train enters a block. It's also very simple to wire signals to indicate turnout direction.

But these simple components do not indicate block occupancy over various routes and cannot talk to signals down the line. Some of these simpler signaling components are getting more sophisticated – and the new kid on the block, LCC, allows you to have standalone components capable of talking to one another.

I leaned in the direction of a standalone/LCC type system, but in reading some of the instruction manuals on programming the logic, I found them to be extremely confusing.

They claim to have default settings that make signaling easier to implement, but then you sacrifice some prototypical operation to get working signals. That starts to feel more like animated lights, and not really an operating signal system, which does not appeal to me.

MAKING MY CHOICE: JMRI

I chose to go with JMRI to drive my signal system. I knew Dick Bronson of RR-CirKits had developed hardware for both LCC





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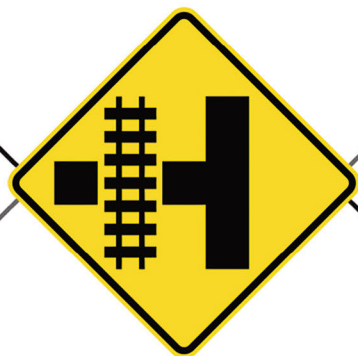


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and JMRI signals, and that Dick is on the programming team for JMRI.

It also doesn't hurt that JMRI is free. I already had a computer hooked up to my NCE command station and regularly used JMRI's Decoder Pro. I have seen several of Dick's presentations at NMRA National Conventions, and that gave me the confidence that his signaling components lead the hobby.

So at Amherst, I went straight to the RR-CirKits booth and spoke to Dick for quite some time before the crowds arrived. I purchased the components necessary to set up a LocoNet and drive several signal masts.

IMPLEMENTING A JMRI SIGNAL SYSTEM

Steps for implementing a signal system driven by JMRI:

- A. Determine *where* you would like to place the signals
- B. Make gaps in the rails to isolate blocks

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- C. Determine how to throw turnouts, and if you need position feedback
- D. Set up turnouts and sensors in JMRI PanelPro
- E. Create the layout (signaled sections) in JMRI Layout Editor
- F. Create the signal masts in JMRI and have JMRI create the logic to drive the signals
- G. Determine how JMRI communicates with your signal driver hardware and program that hardware if necessary
- H. Install the hardware on your layout.

Let's walk through these steps in more detail; they're not as ominous as they sound when taken one at a time.

A. Where to place your signals

I chose turnouts and blocks visible to operators that required some protection from oncoming traffic. I did not put signals in areas where an operator could not see the aspect or where they really didn't serve a good operational function on the layout.

You typically place signals approaching turnouts or to protect long mainline runs. In JMRI you can only place a signal mast going into a turnout or at the break point between two blocks.

B. Gapping the rails to isolate the blocks

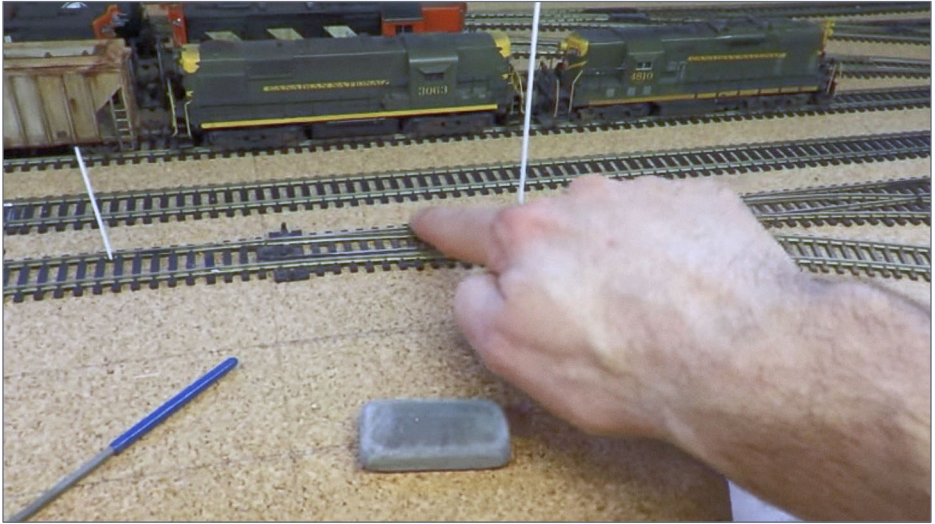
To correctly determine the logic for driving the signal aspects, rail gaps need to be placed near the signal locations and after any turnouts that create sidings or alternate routes [1].

Many manufacturers make block detection hardware. I prefer the coil type detectors, where you wrap a track feeder around a donut-shaped sensor, like an NCE BD20 [2]. You have no drop in track voltage with this type of sensor.

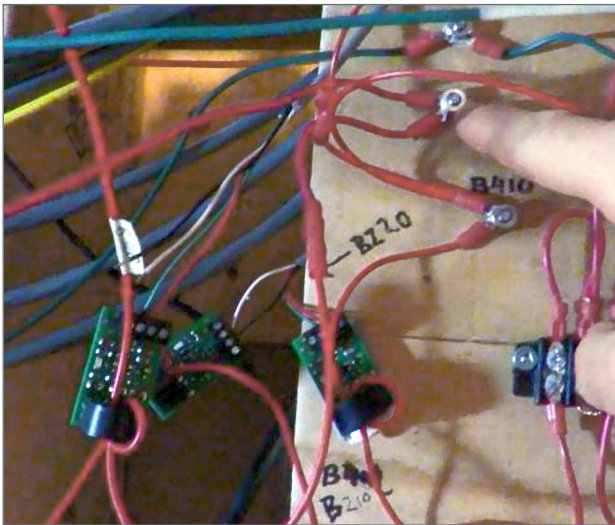


SIGNALLING A DCC MODEL RAILROAD | 5

Almost all sensors operate by closing the loop between a feeder wire and a signal wire. The loop gets closed when the sensor detects current being drawn through the track feeder wire.



1. Marking gaps in one rail to isolate a block.



3. BD20s with red feeder wires to isolated rails looping through the current sensors.

C. Turnout control and feedback

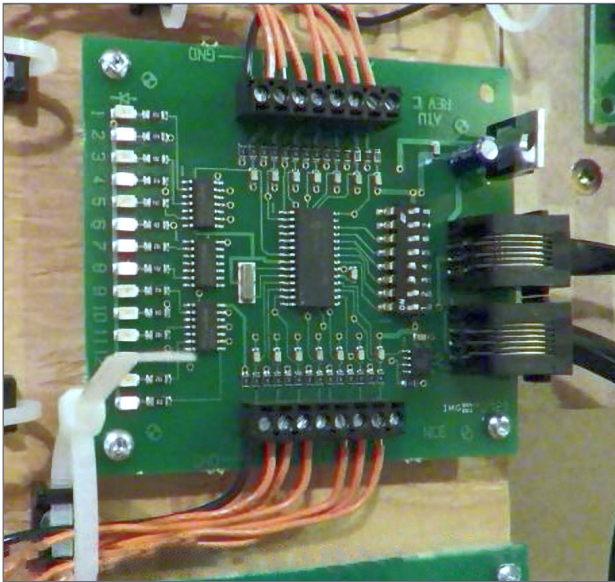
JMRI has the ability to throw your turnouts if you use DCC to control your turnouts. JMRI monitors the last command sent to the turnout over the DCC network.

But if you can also throw a turnout manually or from a panel switch, then you need some sort of sensor to monitor the turnout position. This can be very simple and operate the same as a block detection sensor.

You can connect wires to the Tortoise switch motor or other mechanical switch contacts, and when the connection is made by throwing the turnout, a signal goes to a detector. If you are using an NCE system, an Auxiliary Input Unit (AIU-01) can monitor turnout positions and feed that information to JMRI [4].

D. Setting up Sensors in JMRI

PanelPro has a set of tables. On the Sensor table, you give labels to the various signals feeding into JMRI. Once you have



4. NCE Auxiliary Input Unit (AIU-01) used to send feedback to JMRI.



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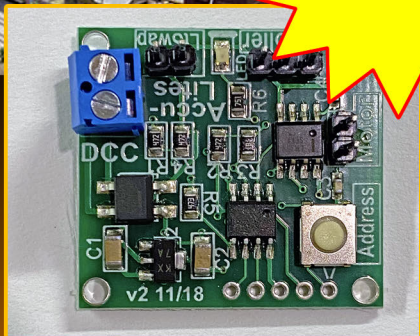
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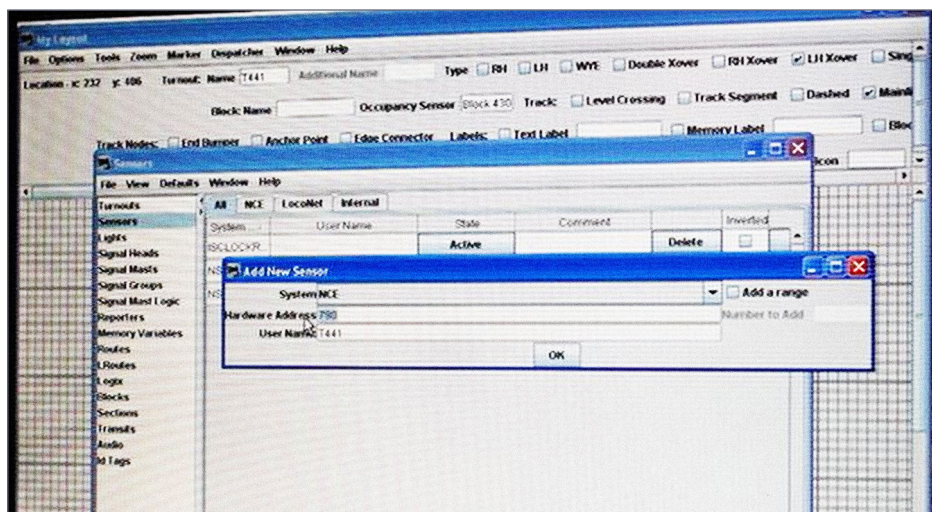
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5. When you hit “ADD” Sensor, a pop-up box appears. You can add the address that corresponds to the AIU-01 output and then the label it.

the sensors set up [5], you then create your layout in JMRI Layout Editor.

E. Create your layout in the JMRI Layout Editor

Your layout in JMRI does not need to be created to scale and does not require all the sidings and sections if they're not part of the signaling system. You just need to represent the blocks and turnouts that do have signals in their correct orientation and sequence.

Assign the sensors to the related blocks and turnouts and test their operation right on the JMRI panels to make sure everything gets detected properly before proceeding.

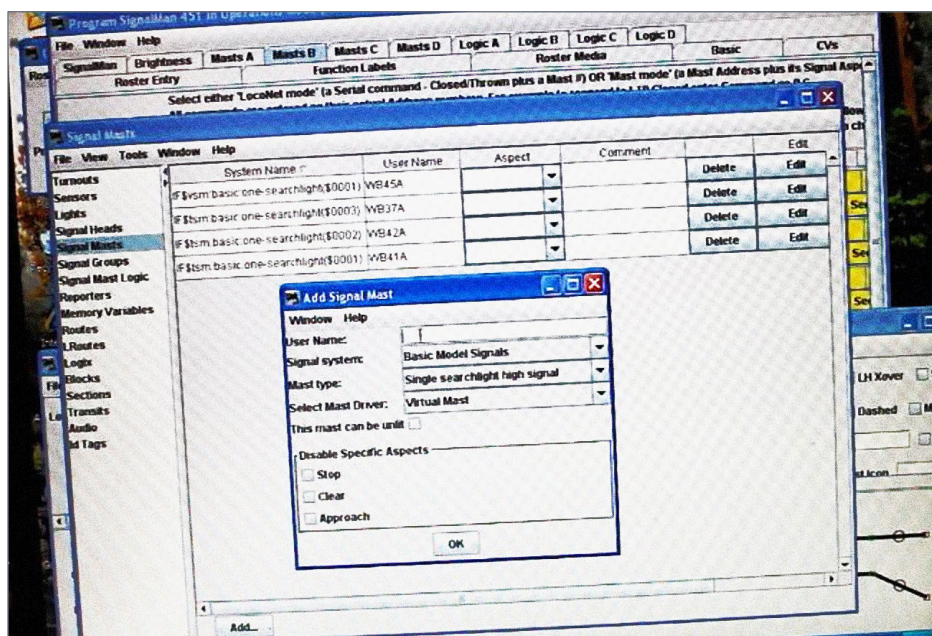
F. Creating the signal masts in JMRI PanelPro

By this stage you should be familiar with using the tables in PanelPro. PanelPro has a separate table for setting up the

signal masts. JMRI allows you to create a mast and use any one of many pre-programmed logic tables to drive the aspects on your signals.

JMRI already has many of the major railroad aspects pre-loaded in the software, or you can choose Basic Model Railroad aspects if you just want to keep it simple [6].

You may have some locations (such as a hidden section) where you do not have a physical signal, but on the real prototype there would be a signal. In these cases, you need to create a Virtual signal mast in Layout Editor. These signals appear on the computer, but don't appear on your layout. They're needed to properly communicate the logic to the signals on your panel.



6. When you select **ADD Signal Mast**, a pop-up box appears. I used **Basic Model Signals** but JMRI has pre-programmed logic for many major railroads available. You also choose the **Mast type** and **Signal Mast Driver** (virtual, DCC, or turnout signal).



Once you have the masts placed at all the turnouts and blocks on your panel, JMRI can discover the various routes and turnout positions and will auto-configure the logic for each of your masts.

This is probably the biggest advantage to using JMRI for signaling. With just a few clicks, it learns your layout and shows the correct aspects for whatever prototypical railroad you choose [8].

G. Send the signal aspect to your signal drivers

Now that you have the masts working in the virtual space on your computer, it's necessary to send that signal to some sort of signal driver hardware. Several manufacturers make hardware designed to work over the LocoNet system. I chose the SignalMan-S from RR-CirKits.

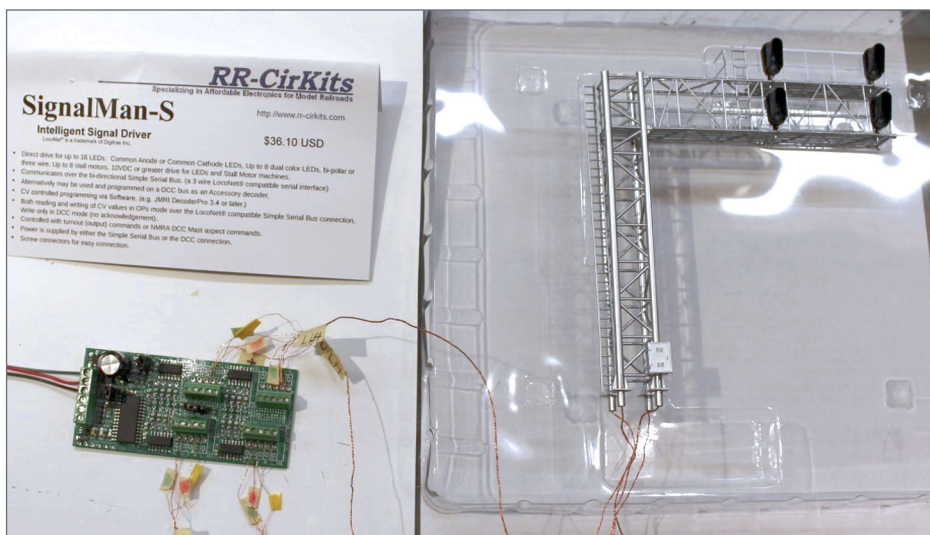
The SignalMan series operates just like a stationary decoder on your DCC track bus. You set up the SignalMan in Decoder Pro, just like you would set up an engine. You make a roster entry for each SignalMan, and tell the SignalMan what lamps (or LEDs) to light up when it receives a command from JMRI [7].

Each SignalMan has 16 output terminals and four common wire outputs, so you can run multiple Masts from a single unit, making it a very economical piece of hardware. It also has a lot of interesting features like fading from one aspect to the next and doing flashing lights.

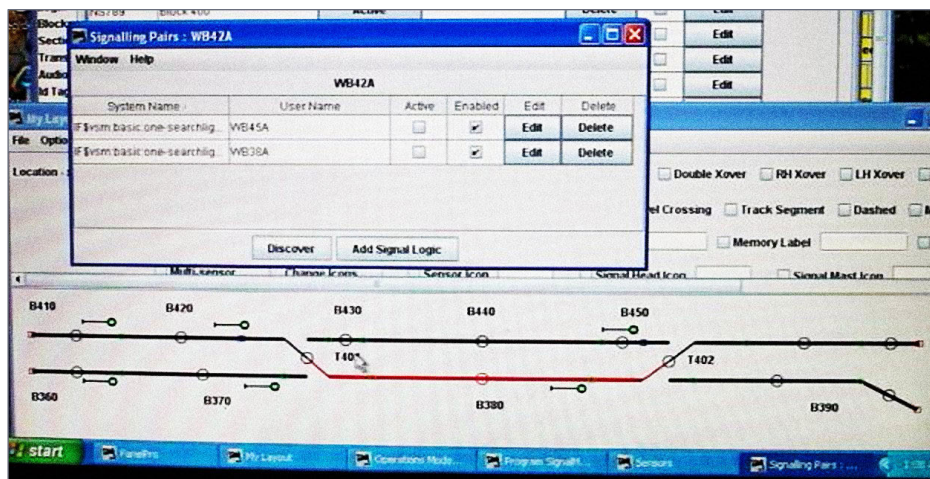
Once I learned a few simple steps, I found the SignalMan to be very easy to set up and operate. It does have the capability to set up the logic right on board, but I didn't need those features, since JMRI handles all the logic.

H. Installing your hardware

I programmed my SignalMan and masts at my bench, right next to the computer. Once I had them working correctly and matching the aspects shown on the computer screen, I



7. Wire the BLMA Four-head signal mast directly to one SignalMan-S to drive the signal aspects.



8. Setting up the signal mast logic. By clicking the Discover button, JMRI will find all masts down the line on possible routes.



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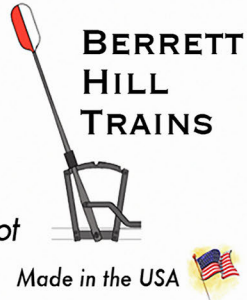


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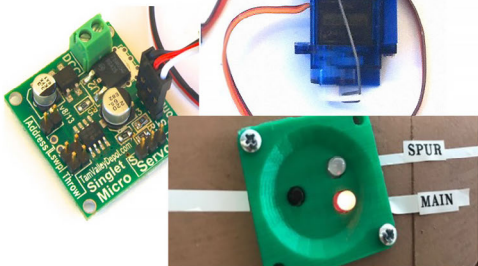
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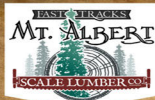
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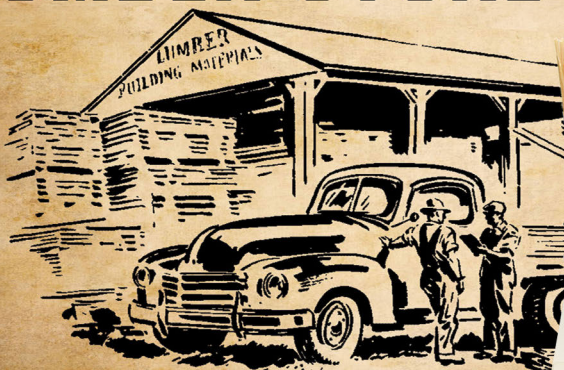
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9. Two Signalman-S outputs drive two BLMA target signals. Each signal head has three individual LEDs.

disconnected the Signals from the SignalMan and installed some four-pin connectors to each mast's wires.

Then installing the signals became just a matter of placing the masts on the layout and running some wires.

Photo [9] shows the completed signals at the entrance to the interlocking. The signal aspects indicate block occupancy plus routing and turnout status.

CONCLUSION

I won't candy-coat it. Figuring out how to add a signal system to my layout involved a very steep learning curve. I had to figure out PanelPro, learn the SignalMan programming, figure out what hardware I needed, then install and wire it all.

But after painfully grinding through the setup of the first few masts over a few weeks, I breezed through next set of masts in

only a few hours. I also explain the entire signaling process in this five-part video series on my YouTube channel:

Signals on an NCE layout, part 1: youtu.be/8hCYF63QO7A

Signals on an NCE layout, part 2: youtu.be/xXaEOPcAn1k

Signals on an NCE layout, part 3: youtu.be/8Pz306USaAM

Signals on an NCE layout, part 4: youtu.be/FLYcqrvDD2w

Signals on an NCE layout, part 5: youtu.be/zdeAiAVVegA

Dick Bronson (RR-CirKits) readily provided help, as did the JMRI Group (groups.io/g/jmriusers).

I found the LocoNet and SignalMan components to be a very cost-effective option for driving my signals. Hopefully, this article will give you a boost up the learning curve. ✓



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STEVE JURANICS



Steve goes by the handle of “Muskoka Steve” on YouTube, and his channel is the Muskoka Central.

He built his first layout in his early teens before taking 30 years away from the hobby to experience life. He won his first modeling contest at age 16, and used the store credit to buy a Troller

Dual Power Pack.

Fast-forward to 2010 when Steve got back into the hobby and started working on The Muskoka Central Railroad. He was inspired by the scenery North of Toronto, Ontario called the Muskoka region. He models a proto-freelance railway based on the Ontario Northland and CN railways which run through that region. Steve is also the Superintendent of the NMRA Western Ontario Division.

Steve was the winner of the YouTube Model Builders Big Build contest; details of that build are on his YouTube channel. His channel features 20+ videos full of tips and techniques on a wide range of model railroading topics, including detailed steps on installing signals on his layout. See youtube.com/user/Moskoka.

Steve has also set up playlists with his favorite videos. ■



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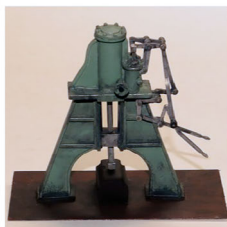
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Modeling from the prototype

Robert Schleicher visits Joe Heumphreus' Sierra Railway ...



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1. The majority of the Jamestown yard lies to the left, with Tuolumne in the upper left and the Lyons Lake lumber loading operations on the far right.



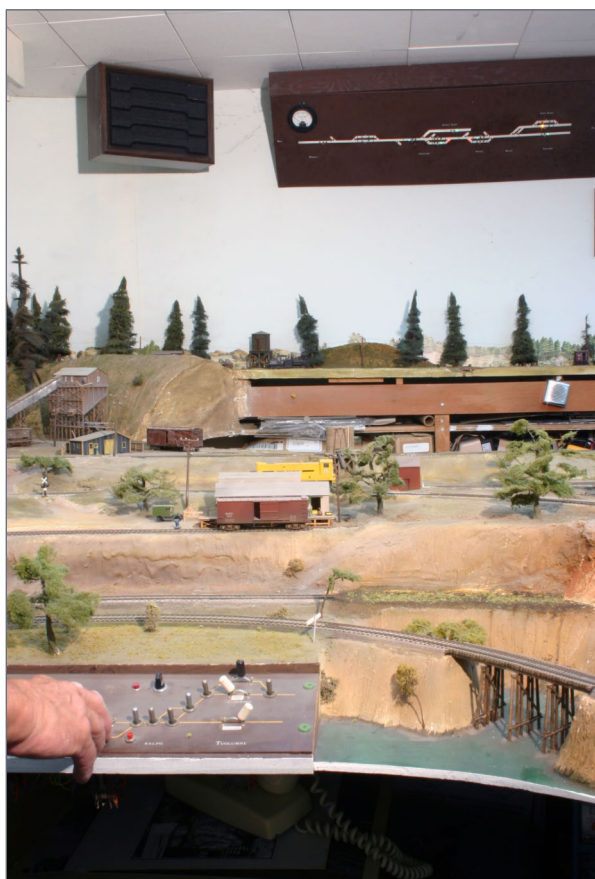
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Model Railroad Hobbyist November 2020

OF ALL THE REAL RAILROADS THAT LONG-TIME MODELERS KNOW WELL, THE Sierra Railway remains one of the most recognized, thanks to PFM producing a replica of the pocket 2-6-6-2 articulated in the late 1950s. Modelers like that this compact locomotive looks realistic on the smallest model railroad, yet still gives a hint of that big steam look.

The legendary John Allen had several, so his photographs added to the legend. The book *The Sierra Railway* appeared in 1960, not only being a great resource on a full-size railroad, but also including photographs of stations and industries as well as locomotives.

This book opened the eyes of many modelers because it documents a real railroad that you can capture in miniature. Most, like John Allen, just used the equipment – but a few, including Joe Heumphreus, *modeled the Sierra Railway itself*.



2. Joe has mounted the main control panel beside the Jamestown yard throat with an overhead schematic featuring illuminated block and turnout positions.





3. A brass NWSL 2-8-0 modified to represent the Sierra Railway number 24. Three scratchbuilt open excursion cars sit the on the siding in the background.

TAILOR-MADE FOR MODELING

The Sierra ran rails into pine forests but logging railroads, mostly three-foot gauge, carried on into the forests. The Sierra Railway interchanged with the famous West Side Lumber and the Pickering Lumber in the east and, in the south, with the Hetch Hetchy Railroad that was built primarily to construct the Hetch Hetchy dam.

The Sierra works very well as a model for a model railroad, thanks to its short trains, tight curves, plenty of bridges – not to mention an active interchange with both the Santa Fe and Southern Pacific at the west end – and with both charismatic narrow gauge and standard gauge logging railroads to the east.

The Sierra runs only about 30 miles north of the Yosemite Valley Railroad, so much of the scenic information that Jack

Burgess has perfected for his H0 scale Yosemite Valley Railroad applies equally to a model of the Sierra.

EQUIPMENT AND STRUCTURES

The Sierra had equipment like many of the Colorado mountain narrow gauge roads, but the Sierra ran a standard gauge operation in the relatively gentle foothills of the western Sierra Nevada mountains, right in the heart of the gold rush country.

The rolling hills did present access problems for the railroads because they rise ever higher from the San Joaquin valley floor to the edges of the rugged Sierra Nevada mountains. The Sierra hosted a wonderful array of wood and steel truss and trestle bridges that look designed to be modeled.



4. This water tower at Jamestown stands near the yard throat.



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5. The Jamestown engine house and shops area accurately recreates the prototype.

The railroad's stations and some hotels had the upturned eaves of the pagoda style, popular in California during the early part of the last century. Most have burned down, however. Still, the roundhouse and shops have survived, so you can get a taste of what railroading in the Gold Rush country may have been like in the twenties and thirties.

The Sierra Railway evolved into a living museum in the sixties and it is now the Railtown 1897 State Historic Park. Those looking to preserve the shops retained most of the machinery, including the incredible overhead belt drives reaching down from the rafters to lathes and drill presses.

The Jamestown shops look similar to those on the East Broad Top in Pennsylvania; both sites stand as superb examples of



6. The turntable at Jamestown was a manually operated wood truss design – Joe has modeled it and powered it with a motor.



7. The car repair shops sit to the right of the roundhouse. These buildings still stand on the prototype, with the machinery inside as part of the California State Parks system.



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8. The Jamestown station: one of the signature buildings on the Sierra Railway.

living history. The Sierra's open country made for a perfect setting for western movies, so the railroad became a back lot for Hollywood studios.

The 4-6-0 number 3 became one of the most famous steam locomotives in America, with various headlight and stack changes to back-date it to the mid-1800s. This served to depict the world as it was in the past – and, most recently, in the film “Back To The Future III.”

The Sierra took part in the per diem freight car leasing scheme of the seventies, so cars with the round-X Sierra herald could be seen all across America.

The Sierra Railroad was sold to Silverfoot, Inc in 1980, which in turn sold it to the Sierra Pacific Coast Railway in 1995. In 2003 it merged with the Yolo Shortline Railway.

SMALL LOCOS AND TIGHT CURVES

The Sierra's locomotive roster could have been a wish list for a model railroader with limited space. The Sierra had at least one example of just about every small steam locomotive and some first-generation diesels as well.

The Sierra Railway purchased some of the smallest locomotives available, with several 2-8-0 engines fitted with 36-inch drivers. This resulted in locomotives about the size of many three-foot narrow gauge engines, but with wider cabs and tenders.

The curves on the Angels Branch are tighter than many on three-foot-gauge lines. As a result, the locomotives the Sierra ran on the branch include the aforementioned 2-8-0s, three Shays (two two-truck, one three-truck) a Heisler, and four 4-4-0s. The Sierra also owned five 2-8-0s, one 2-6-0, two 2-6-2s, two light 2-8-2s, two 0-6-0 switchers, and that well-known 2-6-6-2 articulated.



9. The station at Lime Junction, like all of the other buildings on the layout, Joe scratchbuilt from milled basswood sheet and strip stock.





10. The cement bins at Lime Junction serve three tracks, two to load the bins and the third to reload crushed limestone.



11. Logs and lumber made up much of the Sierra Railway's main source of business, so Joe has included one of the Westside Lumber Company sawmills at Tuolumne. The

Heisler is a Westside brass import.

In 1955, two Baldwin S-12 diesels took over most operations, and the railroad currently runs GP7, GP9, and GP20 diesels, with one S-12 Baldwin in storage.

There have been several brass replicas of the Sierra's locomotives including the 4-4-0 (similar to the Rivarossi Reno and Genoa) by PFM, 4-6-0 number 3, the number 28 small 2-8-0, 2-8-2 number 47, the number 10 Shay, number 9 Heisler, and a Westside Lumber Shay.

The most famous of the Sierra steamers remains their 2-6-6-2 articulated made in brass by PFM. Mantua (later Model Power) made a similar ready-to-run die-cast model. Arbour Models made number 3, the movie star 4-6-0 as a metal kit. Northwest Short Line made the compact number 18 (a medium-size 2-8-0 with 48-inch drivers) in brass.

The short passenger coach and combine stand out as probably the most famous images of the Sierra Railway. The Sierra did operate conventional 60-foot open-platform passenger cars, but found the shorter cars to be a necessity – along with the compact 2-8-0s – for the tight curves on the Angels Branch. Binkley models made a plastic version of the cars. MDC also made similar combines and coaches, but they are not accurate replicas of the Sierra's cars.

JOE'S SIERRA RAILWAY LAYOUT

Joe Heumphreus' recreation of the Sierra Railway fills 15 x 20-feet of his garage. He used L-girder construction but, in place of 1x3s and 1x2s, he used 2x4s and 1x3s so he was able to support the layout from the walls but with just two legs.

Joe installed plywood sub-roadbed and Homosote roadbed, but completed all the wiring from the control panel to terminal





12. Tuolumne includes a wye (out of the frame) to allow turning the locomotives for their return run back down the hill to Jamestown.



13. This log siding is the first stop on the Sugar Pine Railway.

strips near each town before laying any track. He finished the layout in 1972, long before DCC, so the layout has many electri-



14. The Sugar Pine Railway, part of the Pickering Lumber Company, had a station at Lyons Lake.



15. Notice the complex rigging for the log-loading operations located at the Lyons Lake area.



cal blocks. An illuminated display high on the wall shows which mainline block is assigned, and the direction of each turnout. The layout has two mainline cabs that can control any block, and four additional cabs dedicated to the major towns.



16. Joe used MDC models to represent the short combine and coach built for the Angels Branch of the Sierra Railway. He scratchbuilt the longer coaches and open excursion cars.



17. Joe scratchbuilt the unique cabooses of the Sierra, including this baggage/coach/caboose combine.

Three telephone handsets connect to the dispatcher at the main control panel. The layout has Florescent Sylvania “Criti-color” fluorescent lights behind 1x6 fascia boards above the aisles illuminate the layout.

At an NMRA Convention open house in 1970, John Allen (who did not care for fluorescent lighting) commented, “Joe, I like your lighting.” When Joe pointed out that those were fluorescents, John’s quipped “Joe, I know a fluorescent when I see one.”

The track is all handlaid code 100 rail on wood ties. Joe scratch-built all the structures. He has examples of brass locomotives made to be exact replicas of the Sierra’s roster plus some stand-ins for the 0-6-0 and larger 2-8-2.

For the modern Baldwin S-12 and GP7, Joe repainted Athearn models. He also repainted one of the cabooses in modern yellow and red. Joe also has a 1:29 scale outdoor Sierra Rail-



18. The number 1 caboose is a Central Valley kit modified to match the prototype.



way, with scratchbuilt cabooses and excursion cars, a Bachmann Pickering Lumber Company Shay, and a GP9.

Joe designed the layout to be point-to-point, with the Southern Pacific and Santa Fe interchange at Oakdale, then proceeding east through Jamestown, Sonora, and Ralph, ending at the wye at Tuolumne. The layout includes a connection with the Pickering Sugar Pine lumber Company logging operation at Ralph that extends to Lyons Lake.



19. The locomotive that made the Sierra Railway so well known to model railroaders, PFM's replica of the number 38 Sierra Railway 2-6-6-2.



20. The Sierra's first diesels were a pair of Baldwin S-12s. Joe repainted Athearn models to recreate the pair.

If Joe desires oval operation for guests, or to test equipment. He uses the crossover at Oakdale that leads to a hidden track around half the room to reconnect at Oakdale. Oakdale, in effect, works as a visible staging yard. The majority of the point-to-point operations begin at Jamestown with its turntable and end at Tuolumne with a wye.

Joe operates the layout with a thumbtack system similar to what John Allen used. The small tacks fit in a hole in the B end of each car. Joe has color-coded the tacks for each town, with a number for the spot in that area.

Joe uses a Sierra timetable from the 1930s to provide train numbers and times.

Joe's Sierra Railway may be a somewhat old-school, but it stands as a great example of a prototype just begging to be modeled!



21. The Sierra is still in operation with a series of GP7 diesels. This is a repainted and decaled Athearn model.





22, 23. The Sierra was one of the railroads that contributed their name to the pool of per-diem leased box cars in the seventies, so the remote little line became known across America.



24. Joe also operates a 1:29 scale Sierra Railway outdoors in his garden. The Aristo GP7 dwarfs the HO version.

A RIDE ON MY SIERRA

by Joe Heumphreus

Like the real Sierra, our HO version runs from Oakdale east to Tuolumne in California's Mother Lode Country. Oakdale has an interchange with the Southern Pacific and Santa Fe in real life; our Oakdale has a collection of storage tracks over the workbench, with a turntable partially hidden in a tunnel, and three-track departure yard.

As we pass the dwarf signal at yard limits, we enter the mainline. We will have to imagine the towns of Paulsell, Warnerville, Hetch Hetchy Junction, and Chinese, as our train enters a tunnel for a sixty-foot hidden run. It will reappear from the tunnel portal near the last switch of the Oakdale yard; we can cross through the crossover and make additional loops of the mainline (this is our chance for continuous running on the layout) or continue up the hill to Jamestown.

At the top of the grade, the main curves to the right, while ahead sits Jimtown. We almost expect the stars from the "Petticoat Junction" TV series in the water tank to our left! Jamestown has our engine and car service facilities. We store passenger and work equipment here.

Leaving the passing siding at Jamestown, we pass over the switch to the Angels Branch and approach Lime Junction – the prototype named this after the perpetual white dust from the U. S. Gypsum operation. That short passing track on my layout actually is prototypical length!

East of Lime Junction, we enter another tunnel and exit at Sonora. The trackwork here follows the layout at the real Sonora in the early part of the century when the Standard Lumber Company had a mill where a Safeway store now



stands. We've moved the present freight station to the area where the prototype passenger station once stood.

From Sonora, we again proceed around the loop to Ralph, the highest point on the mainline. Here the Sugar Pine/Pickering Lumber logging railroad leaves the joint trackage it uses from Sonora and continues around the room to Lyons, where we have modeled a log reloading operation.

Leaving Ralph, we enter Tuolumne, pass a runaround track, and end our mainline run alongside a model of the Tuolumne station. The engine will be turned on the wye for the run back to Oakdale.

Tuolumne served as the home of the Westside Lumber Company narrow gauge logging railroad. We have an old-time sawmill located there to remind us of that.

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25. A scratchbuilt pair of 1:29 scale excursion cars and a baggage/coach/caboose.



26. A Bachmann Shay repainted as the Sierra Railway number 10 hauls logs for the railroad in Joe's garden. The HO version can be seen at the bottom of the frame.





27. The tiny Pickering Limber Company caboose, recreated in HO and G scale.

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TEN SIGNIFICANT FACTORS THAT MAXIMIZE THE SATISFACTION

1. Why did he select this particular real railroad(s)?

I narrowed my list down to three railroads: the Virginia and Truckee, the Yosemite Valley and the Sierra. There were books and more information on all three. I picked the Sierra because it was still in operation and I have always been interested in the Gold Rush country of California. Trips to California along state Route 49 passed through Jamestown, with examples of the Sierra Railway's original roundhouse and locomotives and the incredible scenery.

2. How did he determine which portion of the real railroad to model?

The Jamestown yard and shops are the heart of the Sierra Railway so they have been recreated. The line to Tuolumne was also a must, but I opted for the interchange with the Pickering logging railroad rather than the Angels Branch.

3. How did he decide on which era or eras to recreate?

Since the railroad is still operating, I opted to recreate 1975.

4. What type of freight and passenger operations did he recreate?

The current operations include both interchange freight from the Southern Pacific and Santa Fe as well as passenger traffic as tourists and fan trips.

5. What were the most important factors he considered when designing the layout to fit the space?

Jamestown was the heart of the Sierra Railway, so I positioned it in the center of the layout room.

6. What are the defining (signature) structures?

The depots at Sonora, Jamestown and Tuolumne and the Jamestown roundhouse and shops were each distinctive buildings on the Sierra so they are all recreated on the layout.



FROM CREATING THIS MODEL RAILROAD

7. What are the defining (signature) scenes?

The bridges over the Tuolumne River are landmarks on the line as are the gently rolling hills. Since logging was the industry that made the Sierra 's link to the Santa Fe and SP so important, I recreated the Pickering log loading area to illustrate one source of most of the railroad's freight traffic.

8. How did he decide on the locomotive roster?

The most significant locomotives have been available in brass. I have the 2-6-6-2 number 38, the 4-6-0 number 3, the small 2-8-0 number 28, the 2-8-2 number 47 (as a later era example), the number 10 Shay, number 9 Heisler and a Westside Lumber number 3 Shay,

9. How did he decide on the mix of cars in the freight and passenger car fleet?

The signature passenger cars on the Sierra were the Angels Branch short combine and the number 2, 301 and 317 open-side passenger excursion cars. The Sierra number 7 and 9 cabooses were unique, as was the Pickering Lumber number 2. All of these cars are scratchbuilt.

10. What research sources were most useful?

Sierra Railway by Dorothy Newell Deane, 1960 Hardcover

Rails In The Mother Lode, Adolf Hungry Wolf (aka Adolf Gutohrein), Kratville publications

The Movie Railroads, Larry Jensen, Darwin Publications

Last of the Three-Foot Loggers, Alan Krieg, Golden West Books and Pacific Railway Journal

There are also some more recent reference works:

The Sierra Railway, by Stephen Mikeselli in the *Images of Rail* series. Arcadia Publishing (2016)

TEN SIGNIFICANT FACTORS *CONTINUED ...***ADDITIONAL REFERENCE SOURCES****Books:**

Pioneer Railroading in Old Tuolumne: the "Short Line" to Yosemite; the Sierra Railway; Hetch Hetchy Railroad (Chispa, Volume 9 #4, April-June, 1970) . 12 pages by Ted Wurm & Dorothy Newell Deane, published by Tuolumne County Historical Society (1970)

When Steam was King: Railroads of the Central Mother Lode Region of California: Sierra Railway, Pickering Lumber Company, West Side Lumber Company, 241 pages by Gerald French, published by Eureka Publishing LLC, Petaluma, CA (2007)

Maps:

The U.S. Geological Survey Topographical maps for Sullivan Creek:

www.topozone.com/california/tuolumne-ca/stream/sullivan-creek-13

Sierra Railway Historical Society, P.O. Box 1001, Jamestown, CA 95327.

www.facebook.com/Sierra-Railroad-Historical-Society-162829403831293



JOE HEUMPHREUS

Joe's dad was a Lionel dealer, so his first memory is watching his dad, two cousins and an uncle arranging tracks in a corner of the living room on Christmas afternoon.

Years and layouts later he built his final HO layout in the home where he now lives. Linn Wescott's mother lived about a mile from the store, and Linn would drop by when in town. Joe invited him to dinner, and Linn gave him some great advice on constructing the benchwork. On one other occasion there was a convention in town, and a number of well-known modelers, including John Allen, visited.

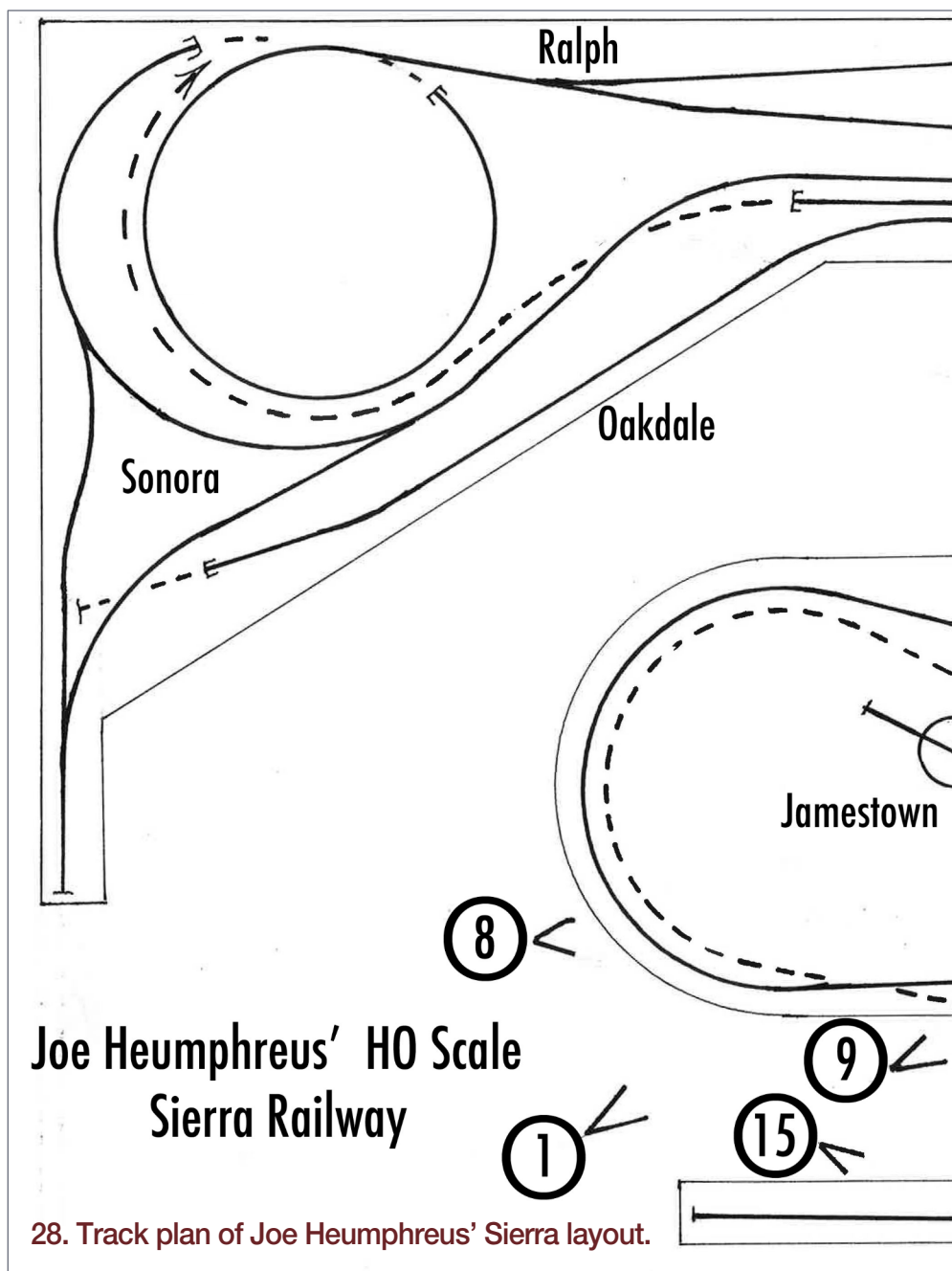
About 17 years ago he switched to large scale trains. He removed the HO, and moved his railroading to the backyard. ■

ROBERT SCHLEICHER



Robert was editor of *Railmodel Journal* for 19 years and, prior to that, editor of *Model Railroading* magazine. He has also authored over a dozen model railroad books including the *Tyco Model Railroad Big Book Of Model Railroad Track Plans* and three books for Lionel. Bob has been a consultant to

several manufacturers and helped to kick-start the Railroad Prototype Modelers concept. He is modeling the standard gauge Colorado & Southern in northern Colorado circa 1959 in HO scale. ■



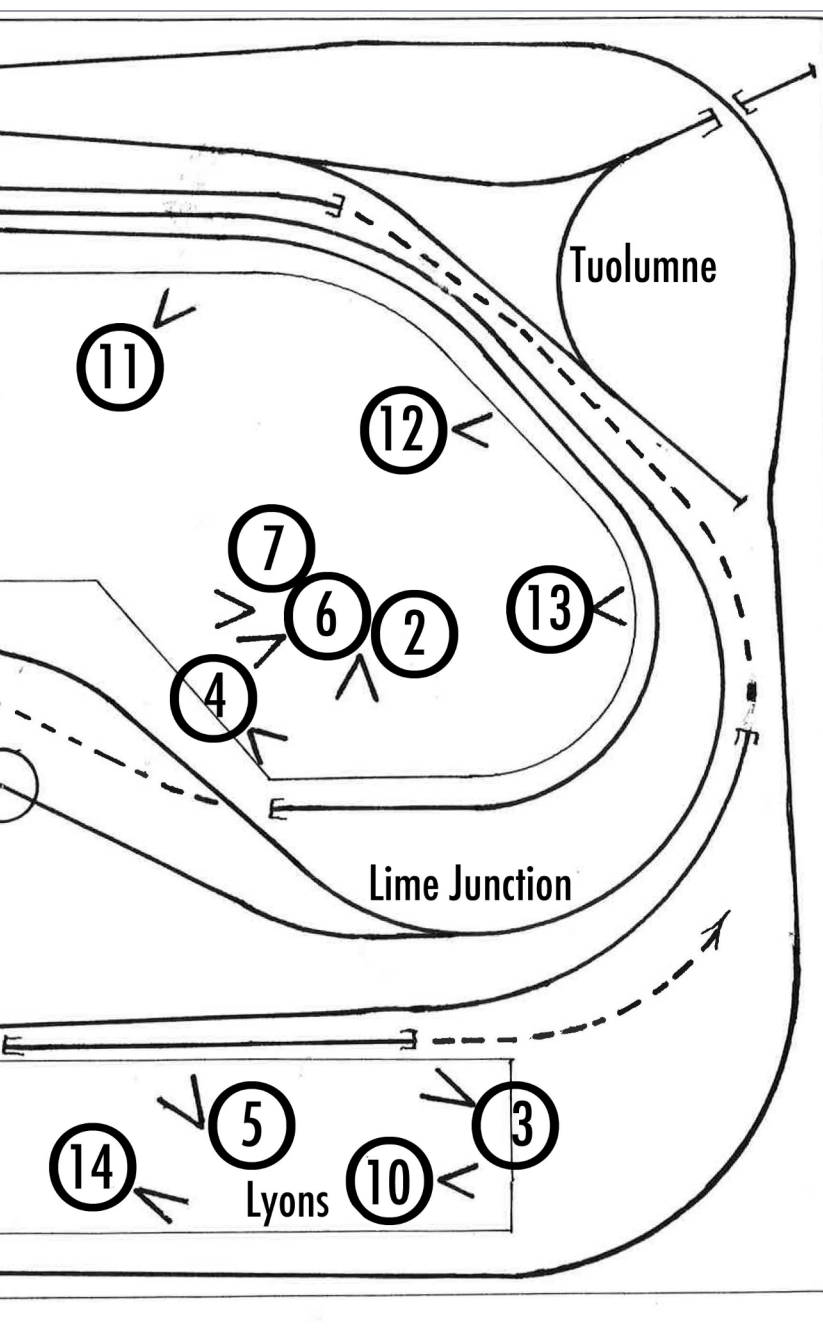
28. Track plan of Joe Heumhreus' Sierra layout.



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NOTES ON THE TRACK DIAGRAMS

All of the layout drawings are single-line schematic diagrams of the route of the mainline, with no double-track or other parallel tracks or sidings shown. If two railroads run side-by-side, the drawing shows both tracks. The drawings do not illustrate where minor tunnels or bridges may be placed or any other scenic details. The thicker lines show the track center lines, the thinner lines indicate the exterior walls and the inner edges of benchwork. The circled numbers indicate the location of photographs. The individual capital letters in pairs help identify where hidden track disappears and reappears. ☑



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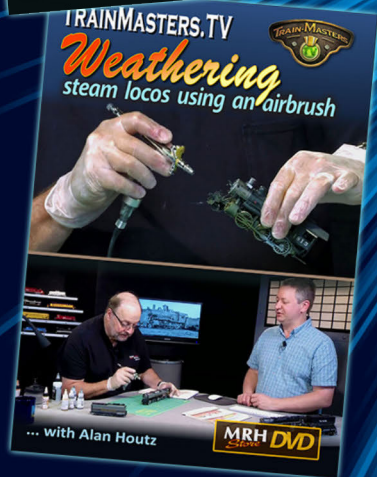


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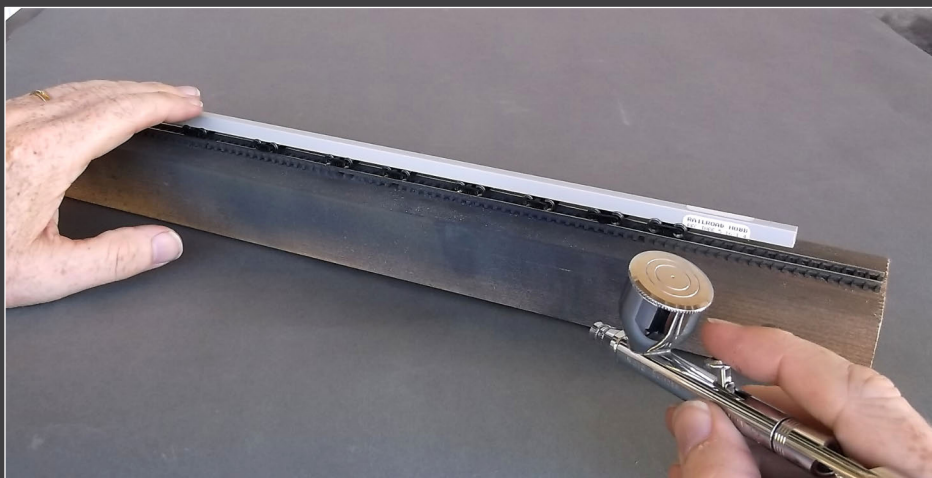


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Truck painting jig



Model Railroad Hobbyist | November 2020



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MITCHELL VALDER PAINTS HIS TRUCKS AND
WHEELS ALL AT ONCE WITH THIS SPECIAL JIG ...

I DO NOT ENJOY HAND-PAINTING MY TINY N SCALE wheelsets to remove the shine, and hand-painting N scale trucks isn't particularly fun for me either. Yet the black unpainted trucks with silvery wheels don't look realistic.

So, I got to wondering how I could paint the trucks with the wheels still in them successfully, and I came up with this jig [1]. It's just a piece of styrene 5/16" x 1/4" square tubing with

TRUCK PAINTING JIG | 2

1/16" holes drilled down the center and reamed out gently. The trucks are held in place on the tube with their own pins.

To paint the trucks and wheels, I roll the trucks back-and-forth on some scrap track while I airbrush. This ensures the face of the wheels get covered evenly. It works great, and it's a lot easier and faster than hand painting. It also saves the hassle of removing the wheelsets from all the trucks to paint them separately in a wheelset-painting jig.

MRH STAFF: MAKING AN HO JIG

We liked Mitchell's truck jig idea so much we decided to use it to make our own version for HO trucks.

For our HO truck-painting jig, we used a 1/4" x 1/8" styrene strip 12" long. We drilled #50 holes every 1-3/8" and then tapped them for 2-56 screws. Finally, we used 3/16"-long 2-56 round-head screws to hold the trucks in place [2, 3].



2. We liked Mitchell's N scale truck painting jig, so we made one in HO to try out. See the text for details.



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3. We drilled #50 holes every 1-3/8" and then tapped them for 2-56 screws. We used 3/16"-long 2-56 round-head screws to fasten the trucks to the jig.

We found we didn't really need a piece of track, but it did help to have something elevated to work with, so we just used the back of an old passenger car box bottom turned upside-down. We then rolled the trucks back-and-forth in the spray booth to evenly cover the wheels with paint.

It worked like a charm! We let the paint dry on the trucks for several hours, then came back with Q-tips soaked with ethyl acetate to remove the paint from the wheel treads [4].

We found it helps to roll the trucks around on a piece of clean white paper, since the paper helps pick up any damp paint residue from the treads. The white paper makes it easy to see paint that's removed.

It's best to let the paint set up first before trying to remove it from the treads because otherwise you risk damaging the paint

TRUCK PAINTING JIG | 4

finish on the wheel face – and that's the whole reason we're using this jig! In this case, patience paid off.

We like this method of getting a good base coat on the trucks and wheelsets. From here, the coat of paint provides some nice tooth for further weathering the trucks and wheels with PanPastels.

Thanks, Mitchell! ☒

You can find a shopping list for the materials listed in this article at this link:

<https://mrhmag.com/magazine/mrh2020-11/truck-jig>

★★★★★
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4. After letting the paint set up for several hours, we came back with a Q-tip soaked in ethyl acetate and removed the paint from the wheel treads and flanges by rolling the trucks around on a clean piece of white paper.



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MITCHELL VALDER



In the beginning, there was a Marx 027 layout that the whole family enjoyed. That train set disappeared after Mitch was caught peeing in the smoke bottle, but the foundation was formed. In high school, he met lifelong friend and railroad photographer Dale Sanders who showed him mind-blowing things like hand laying code 55 track and airbrush-

ing locomotives. Years later, Mitch joined an Sn3 sectional group called Red Mountain Narrow Gauge. It was great fun, but the tedium of set up and tear down wore on him. So, he built a basement layout in N scale modeling the Northwestern Pacific RR. After dismantling that project for a recent move, Mitch was recruited by the Bay Area S Scale club to help create their new layout. But secretly Mitch has started his own venture, an HO logging pike set in California's North Coast.

Mitch is a retired Air Force aviator. He lives quietly in Loomis, CA with his wife and three cats. ■

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Floq/®	Poly/Safe	Color Sequence	Real Match	Match	Value	MDS/Ref	Notes
Pearly Gray			MH 4763	VMA 7100	16-01		
Engine Black			MH 4288	ML 2008 VMA 7121	16-02		
Steam Power Black			MH 4795	VMA 7107	16-40B		
Oil Black			MH 4797	VMA 7101	16-44*		
Whisper® (Unmixed) Black			MH 4730	ML 2003 VMA 7104	16-05		
Reflex Gray			MH 4803® MH 4561	VMA 7104	16-04		
Reflex White			MH 4813	ML 2004 VMA 7101	16-02		
Gring Black			MH 4887	ML 2000 VMA 7105	16-03		
Cascade Ref			MH 4802® MH 4321	ML 2006 VMA 7103 VMA 7112	16-08		MH ML 4122 was previously known as Cascade Ref. See ref column for more details.

* Indicates a close but not exact match. All ModelMaster paint is a semigloss finish. Valley Model Air Game Air, Monique, and Model Master paints for fish unless marked: † Gloss finish. ‡ Semigloss finish. † Model Master's new Reefier Gray is a shade darker than the old PolyScale Reefier Gray. Color 4361 Dark Ghost Gray is a closer match to the old PolyScale color. ‡ Model Master's new Caboose Red is a shade lighter than the old PolyScale Caboose Red. Color 4633 Stop Light Red (gloss finish) is a closer match to the old PolyScale color. Add 25% flat medium to get semi-gloss.

Paint	Floquil	Color (approx.)	Model Number	Yafco	Midwest	MOORE	Notes
Tuscan			MSR 46282	YMSR 71.036		16-15	
Reef Orange			MSR 46822	YMSR 71.083		16-09	
Reef Yellow			MSR 48279	YMSR 71.078		16-10	
Reef Brown			MSR 4888	MS 30001 YMSR 71.289		16-16	
Reef Te Brown			MSR 4885	MS 30003 YMSR 71.039		16-08* 16-09* 16-10* 16-14	
Reef Brown			MSR 47109*	MS 30001 YMSR 71.139		16-17*	
Rust			MSR 46575	MS 29005 YMSR 71.037		16-12	
Concrete			MSR 46576	YMSR 71.042* Clear finish YMSR 71.123 YMSR 71.122		16-11*	
Agged Concrete			MSR 46575	MS 29007 YMSR 71.143		16-09* Clear finish 16-10* 16-11	

* Indicates a close but not exact match. All MOOREflex paint is a semigloss finish. Wilson Model AirFrame Air-Maxx and Model Master names the finish unless marked: † Gloss finish ‡ Semigloss finish

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MRH Guide to acrylic painting

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Chapter 2: Paint conversion chart

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JEFF SHULTZ DISCOVERS A GREAT SOURCE OF DIFFICULT-TO-FIND HO, S, O, AND N SCALE FIGURES & OBJECTS ...



1. Turkey Vulture from the October miniprints-of-the-month subscription. Note that's a dime underneath!

IT ALL STARTED WITH A BEAVER.

Bernard Hallen created miniprints.ca when he discovered he couldn't find a 1/87th model of a beaver, which is an iconic animal in Canada. So, he purchased an *Elegoo Mars* resin printer and made his own [miniprints.ca/product/beavers/].

Bernard started making more animals for his own use and then started taking requests – and recently decided to make a



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2. Example of painted segulls from the miniprints website.

business out of it. His miniprints.ca site now has over 70 animals, figures, and other objects in HO, S, and O scale, with some select ones available in N scale as well.

All figures come unpainted, but the miniprints.ca website has photos of painted figures and they look amazing [2].



3. Kayaker with a fishing pole sitting on a dime.



4. Eagle with wings spread standing on a dime.



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Bernard recently started a miniprints-of-the-month subscription program, where on the 15th of each month he ships subscribers a selection of animal, seasonal, and mystery miniprints.

I sometimes wondered why I purchased a 100mm Macro camera lens. Since receiving my first miniprints, I don't wonder anymore. In all my photos with this article you can see a dime.

Some of these figures are amazingly tiny, and the details like the turkey vulture's claws, and the antlers on the Buck Deer look positively lacy.

Now I get to paint them! ☒



5. Jack-o-Lantern from the October miniprints-of-the-month subscription.



6. Buck, doe, and fawn. The buck's antlers have amazing fine detail.



7, 8. Headless horseman and ghosts from the October miniprints-of-the-month subscription.



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SAVVY MODELER *Online*



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Fast and easy speed matching

YouTube modeler *railfan220* demonstrates his technique for quickly speed matching DCC locomotives. If you find speedmatching to be a real pain to do, then check out this video to see how simple speed matching can be.

This video runs for just 16 minutes and he not only explains the theory behind his method in detail, but he demonstrates how easy it is to do. ■



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NOVEMBER NEWS

column



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



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INDUSTRY NEWS

Chooch Enterprises has been purchased by **Walthers**. The Chooch brand name will continue to be applied to the popular line of resin and flexible vinyl scenery products. Owner Mike O'Connell is retiring after 46 years in business.

Due to health issues and increasing age, **East Coast Railroads** will close their doors at the end of the year. The web site will close on December 31st, 2020, after which remaining exclusive stock will be sold wholesale only in large quantities. Email mikeh@eastcoastrailroads.com for inquiries to purchase wholesale remaining stock, fixtures, and/or proprietary products. For more information visit www.eastcoastrailroads.com.

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AN APPRECIATION OF DENNY ANSPACH



By Tony Thompson

Denny Anspach, MD, passed away in Sacramento on September 20 at the age of 86. Professionally, Denny was a radiologist, having served as Chief of Radiology at Sutter General Hospital in Sacramento, but of at least an equal importance in his life was railroads, both prototype and model. Born in Chicago in 1934, he often mentioned growing up in his family's apartment "that looked right out on the main line of the Illinois Central Railroad."

After graduating from Stanford Medical School in 1960, Denny entered practice in a clinic in Spirit Lake, Iowa. His comment about that was, "I learned the science of medicine at Stanford, but the art of medicine in Spirit Lake." He subsequently accepted a job in Sacramento, where in 1967 he built a new home that was to remain his residence the rest of his life.

But his Iowa roots remained, and most summers he and his wife would return to a family residence at Okoboji, Iowa, not far from the town of Spirit Lake. There he often pursued another of his interests, the restoration of wooden inboard-powered boats.

Denny was among the leaders of the group that created the California State Railroad Museum (CSRM) in Sacramento. When legislation to form the museum as a state entity was stalled, he arranged in 1970 to entertain then-Governor Ronald Reagan at a dinner aboard the Gold Coast, formerly Lucius Beebe's private car. With Reagan's support, the museum came into being. Reagan would later wield the first shovel at the museum's groundbreaking.

In 1972, Denny was the editor and main author of "California State Railroad Museum: Recommendations for Planning & Development," a nearly 200-page master plan that did become the basis for the construction of CSRM. And when the museum was opened in 1981, Denny served as Master of Ceremonies at the festivities.

A parallel organization, the private CSRM Foundation, was created to accept donations and provide non-state-budget funding for CSRM projects, and manage



such things as the museum's tourist railroad and gift shop. Denny served on the Foundation's board and its executive committee for many years.

Denny was also the founding president of the Sacramento Trust for Historic Preservation, another example of his drive to preserve historical information and artifacts as part of our common heritage. Four years ago this month the national Railway & Locomotive Historical Society presented him with the Gerald M. Best Senior Achievement Award, named for the famed railroad historian and photographer.

As a modeler and as a historian, Denny's first love was the Milwaukee Road, and he had stories to tell of riding their branchline trains when he was a boy. But he was impressively knowledgeable about the history of many railroads, and about the corresponding modeling details. His own layout, though of "modest" size (his word), was well thought out, and hosted many "classic-era" HO scale freight cars, meaning pre-1960 kits from various sources.

Denny rarely missed the annual "freight car nationals" at the Cocoa Beach, Florida, and Naperville, Illinois meetings, and his outgoing and genial manner won him many friends from all over the country. I think I first recognized the depths of his model railroading passions after one of the times I attended the Roseville model railroad show, a very big swap meet-type event held every November. Denny and Bob Church, who were good friends, used to get a table to sell off their surplus stuff, and I went a few times to add some of my own items to their offerings.

During the show, we would take turns visiting the other booths, and Denny soon returned with a totally decrepit, damaged and broken HO scale freight car, that he knew was a Varney paper-side kit. He was beside himself with joy, though I wasn't sure I understood why.

Sometime later I happened to visit Denny at his house, and he showed me that Varney car: carefully disassembled with acetone to dissolve the "airplane cement," cleaned up and all parts repaired and paint retouched, and then carefully reassembled, with more modern grab irons and sill steps. It looked quite good, and his joy was undiminished. That was Denny. ■

NEW CLUB CARS

The **Chicago & North Western Historical Society** is selling a 50-foot PS-1 boxcar specially produced for **CNWS** by Kadee.



The H0 scale model represents a prototype car Pullman Standard delivered to the C&NW on September 30, 1955. The car remained

on the roster, in this paint scheme, until its retirement on August 23, 1989. For ordering information visit

www.cnwhs.org,



The **Battle Creek Model Railroad Club** is selling an Evans 50' plug door boxcar decorated for Kellogg's. The unique H0

scale model was produced for BCMRC by Accurail. For additional information visit www.bcmrrc.net.

NEW PRODUCTS FOR ALL SCALES



Model Train Technology has released two new lighting controllers. The first is the Fiber Lighting Controller, which features eight fiber optic control ports. Each control port has two

fiber lights per port, for a maximum of 16 fibers per controller. Animations include On, alternate flashing, and blinking, which can be used for such things as crossing gates,



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emergency vehicles, or building flashing signals. The Fiber Lighting Controller also includes eight detection circuits, so events can be triggered by a remote detection system. One or more detection ports can be assigned to one or more ports. The on-board DCC decoder can behave as either a multi-function or accessory decoder, supporting up to 8 separate switch addresses that can be assigned to any port. It also supports NMRA short and long addressing. An 18VDC power supply is included.



The second new lighting controller is the LED Scene Controller IIa Compact. Replacing open board versions, this non-keypad controller is set up to allow plug-in terminal adapters on all three sides, for a total of 16

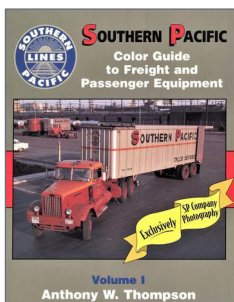
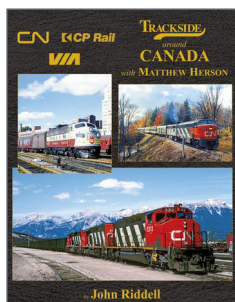
ports that can be used with JST plugs, Fiber Lighting Dongles, or Screw Terminal Adapters. The controller is controlled via DCC and includes a power supply. For more information visit modeltraintechnology.com.



SoundTraxx has announced the Tsunami2 for Big Steam (TSU-BIGSTEAM) series of sound decoders. Utilizing audio recordings from the UP #4014 Big Boy during it's

excursions prior to the Covid-19 shutdown, this decoder has been optimized for the UP Big Boy locomotives, with the standard sounds that would be associated with small engines

replaced by those which are unique to the Big Boy, including whistle recordings in yard and on the road, the 4014's brass bell, exhaust chuff, brakes, feedwater heater, and others. The same sounds are on the sound-equipped Big Boy model from Athearn. The Big Steam version of the Tsunami2 decoder will be released in the TSU-1100, TSU-2200, and TSU-21PNEM formats. For more information visit www.soundtraxx.com.



New books from **Morning Sun** include *Trackside Through Canada* in which John Riddell presents a vast collection of Canadian railway photos that range from Newfoundland to Vancouver between 1957 to

1984. Narrow gauge, steam excursions, Montreal commuter operations, logging on Vancouver Island and shovel-nosed diesels in the Yukon are all covered. Also available is Tony Thompson's *Southern Pacific Color Guide to Freight and Passenger Equipment*. For additional information contact a dealer or visit www.morningsunbooks.com.



Doug Mayer has written *Canadian Pacific Railway on the Revelstoke Division: Volume Four* as a fund raiser for the **Revelstoke Railway Museum**. A history of the Revelstoke Division of the Canadian Pacific Railway, all proceeds of the book will go to the museum. The

book, as well as the previous three volumes, can be purchased from the museum website at www.railwaymuseum.com/museumstore.



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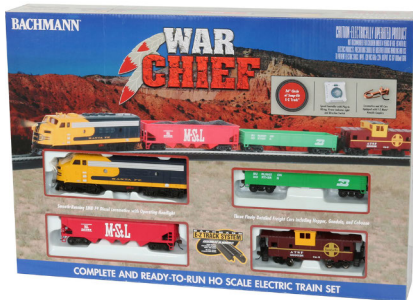
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MULTIPLE SCALE PRODUCT NEWS



With Christmas fast approaching, **Bachmann** has released several new train sets in HO and N scale. The new sets include the standard DC

equipped HO scale *Yard Master*, which includes a Baldwin 0-6-0 in UP's "Greyhound" paint scheme, an offset cupola caboose, and a gondola.



The HO scale *War Chief* includes an F-series diesel locomotive decorated in the Santa Fe "Yellowbonnet" scheme, a maroon and yellow ATSF wide-vision caboose, a 4-bay hopper, and a gondola. Both HO scale DC sets come with a DC power

pack and a 36" circle of E-Z Track consisting of 11 sections of standard curved track and one section of curved plug-in terminal rerailer track. All cars and locomotives are equipped with body-mounted E-Z Mate couplers.



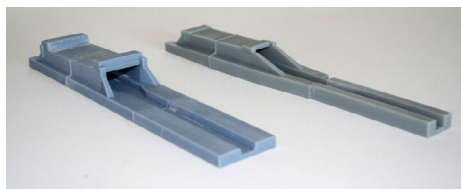
In N scale, the *Whistle-Stop Special* includes DCC with sound, featuring a 4-6-0 Sound Value DCC equipped locomotive decorated for UP, an offset cupola caboose, a boxcar, and a single dome tank car.



Roaring Rails is an N scale DCC and sound equipped set, including a GP40 locomotive, wide-vision caboose, boxcar and gondola. Both N scale DCC/Sound train sets include a 34"x 24" oval of snap-fit nickel silver E-Z Track and an E-Z

Command Control Center with wall pack and plug-in wiring. All cars and locomotives are equipped with body-mounted E-Z Mate couplers. For more information visit

bachmanntrains.com.



ZYX Creative now has under-track culverts 3D Printed in high resolution resin available in HO, N and Z scales. Representative of

culverts found on the former SP coastline Seacliff section, they are available in single, double, and triple-track configurations. Featuring front and rear portals, the water channel is through and through and includes an extended spillway. Height, width, and length can be customized to the customer's specifications. For more information visit

www.zyxcreative.com.



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LARGE SCALE PRODUCT NEWS



Bachmann has released a G scale model of a wood caboose with a centered cupola. The model features Big Hauler compatible knuckle couplers and trucks with blackened, machined metal wheels gauged for 45 mm track. In addition to Denver & Rio Grande Western, the model is available for Pennsylvania Railroad, and unlettered. For more information contact a dealer or visit www.bachmanntrains.com.

O SCALE PRODUCT NEWS



Bachmann is selling its On30 scale 2-6-2T Baldwin Class 10 tank engine in several new paint schemes including unlettered black. Additional schemes include olive drab lettered in white for the Quartermaster Corps, and in gray with a choice of white or black USA lettering.



The model is based on narrow gauge trench locomotives used by allied forces in France during World War I.

Bachmann's On30 version is equipped with TCS WOWSound DCC and Chuffinity technology that features a significant increase in the number of chuff sounds over previous sound

systems. Chuffinity senses and adjusts the sound for load and grade changes.

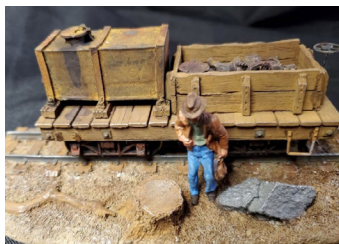


New On30 rolling stock from Bachmann includes these 18' low side gondolas.



Also new are these 18' double-sheathed wood boxcars decorated for the U.S. Army. The models are sold in pairs and come with

an extra set of doors and two optional running board extensions. For additional information contact a dealer or visit www.bachmanntrains.com.



Rusty Rails has released an On30 flat car that is the first in a new series of work train cars with different parts and junk loaded on the car. This initial release includes a flat car with a square oil tank and a bin with a junk pile casting. The kit includes San

Juan detail parts of four stirrups and a brake wheel. Two Kadee coupler boxes are included. Couplers and trucks are not included.



Also new from Rusty Rails is a 1:48 scale 1937 Ford pickup truck with a load of junk in the back. The same model is available as a derelict truck with flat tires. For additional information visit www.rustyrail.com.

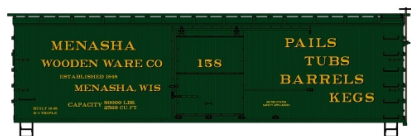


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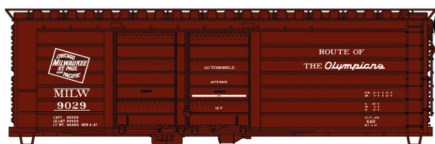
HO SCALE PRODUCT NEWS



Although Trainfest 2020 has been cancelled, **Accurail** is moving forward with its annual release of HO scale car kits decorated for railroads that operated in the region of the Milwaukee-based show. This year's limited edition cars will include a green 36' wood boxcar decorated for Menasha Wooden Ware Company, of Menasha, WI.



The same 36' wood boxcar will be available decorated for La Crosse & Southeastern Railway with a Coon Valley Route herald.



Additional new HO scale kits from Accurail include this Milwaukee Road 40' rib side automobile boxcar with staggered double doors. The 1942 prototype displayed a *Route of the Olympians* slogan.



This Pittsburgh & Lake Erie HO scale boxcar is based on a prototype built in July 1910 for the New York Central

subsidiary. All Accurail kits come with appropriate trucks with plastic wheelsets and Accumate knuckle couplers. For additional information contact a dealer or visit

www.accurail.com.

Athearn has announced plans to release a Genesis series GP39-2 next October. Details on units decorated for Reading will

include a 2900 gallon fuel tank, ratchet-style hand brake, cab wind deflectors, and unique roof gutters. Delaware & Hudson GP39-2s share many of the same details as the Reading units plus ditch lights. Additional road names for Athearn's Genesis GP39-2 include Union Pacific, BNSF, and CSX.



Notable features on all road names include LED lighting, coupler cut levers, flexible rubber

MU hoses, flexible rubber trainline hoses, see-through cab windows, full cab interior, walkway tread, Celcon handrails, windshield wipers, lift rings, wire grab irons, fuel tank details, sander lines, and all-wheel drive.

The GP39-2 DCC models will have a factory installed decoder with SoundTraxx Tsunami2 sound for operation in both DC and DCC environments. DC models will be DCC-ready with a Quick Plug for installation of an aftermarket decoder.



R. Bale

EMD SD60 LOCOMOTIVES

EMD introduced the SD60 in the summer of 1984. The clean lines of the huge body were similar to its SD50 predecessor. Most of the changes were internal,

including a new 16-cylinder 3,800 hp prime mover, wheel slip control, and microprocessor controls. Production continued through 1991 with a nearly 600 SD60s purchased by American railroads. Some customers ordered SD60s with wider safety cabs.



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Athearn is preparing a group of HO scale SD60 diesel locomotives for release in October 2021. Road names will be Union Pacific, Oakway, Chicago & North Western, and Soo Line. The Ready-to-Roll model will have several road specific details including an operating beacon (in DCC sound versions), winterization hatch, and variations in antenna and handrails.




A Genesis series model of a Trinity triple-bay covered hopper is included in Athearn's October 2021 production schedule. The HO scale model is based on a popular 5161 cu. ft. prototype introduced in 1995. Like the prototype, Athearn is producing the model in both 10 and 12 panel variations.

In addition to Archer-Daniels-Midland, road names will CSX (two schemes), GATX Lease, Agrium Wholesale, Cargill, CP Rail (Soo Line), Borax, BNSF (two schemes), and David J Joseph Co. The cars will have separate brake cylinder, valve and air reservoir with wire brake plumbing; uncoupling bars and air hoses, separately applied end cages and etched end platforms, a photo-etched metal running board, and 100-ton trucks with 36" machined metal wheels and rotating roller bearing caps.




Athearn's October 2021 production schedule includes a 50' exterior post boxcar based on a prototype built by PC&F in the 1960s. Cars equipped with a 10' 6" plug door will be available for Burlington Northern, Denver & Rio Grande Western, Golden West, Missouri Pacific, Frisco, Helm Leasing, and two Conrail schemes. Boxcars decorated for SSW-Cotton Belt, Evergreen, and Southern Pacific will have a pair of 8' Landis doors on each side.

Features on the Genesis model include individual uncoupling bars, trainline and brake hoses, wire grab irons, etched metal coupler platforms and running boards, and 70-ton roller-bearing trucks with machined metal wheels and rotating bearing caps. A minimum track radius of 22" is recommended for reliable operation.



In the 1970s the North American Car Corporation built some 30' tank cars for customers who either didn't have the facilities to handle big cars or didn't need large quantities of various liquid commodities. Athearn plans to deliver an HO scale version of the 30' 8,000 gallon tank cars next October. Road names will include NATX-Amazoid, RAIX, GATX, AESX, UTLX-American Maize Products, and Union Tank Car.

Features of the Ready-to-Roll model include separate manway and vent, photo-etched metal platforms, wire end and platform railings, underbody detail including brake gear, air reservoir, and tank outlet. Depending on the prototype being modeled, trucks with machined metal wheels will be either 100-ton roller-bearing or Bettendorf-type with solid-bearings.



New intermodal equipment coming from Athearn next October includes a group of 20' containers with a chassis. Carrier names for the HO scale models will be CMA-CGM and CMA on Trac Leasing chassis. Tropical and Beacon containers will be mounted on Hyundai chassis, while ONE and Hapag-Lloyd containers will have Flexi-Van chassis.



Athearn has included a new run of 45' trailers in its October 2021 production.



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The models will have separate mud flaps and rubber tires. The trailers will be available decorated for Rio Grande, Chicago & North Western, Southern Pacific, Florida East Coast, Fredrickson, and Penner.



New **Roundhouse** brand models coming from Athearn next October include economy priced EMD F7A diesel units and matched F7A/B sets. Road names will be Santa Fe, Southern Pacific, Chicago & North Western, CP Rail, and Southern Railway. F7A units will have single or dual headlight per the prototype being modeled, all-wheel drive and all-wheel electrical pickup for DC operation. B units will be non-powered.



Additional HO scale models coming Roundhouse next October include a 40' grain boxcar.

Road names will be Santa Fe, Chicago, Burlington & Quincy; CP Rail, Great Northern, Soo Line, and Union Pacific. The model will come with appropriate trucks with machined metal wheels.



Athearn's October 2021 production schedule includes a Roundhouse brand chemical tank car

featuring wire handrails and machined metal wheels. The list of road names includes Gulf, New Jersey Zink, Warren, Procor, Ethyl, Hooker, and Staley.



Completing the long list of new Athearn/Roundhouse product scheduled for release next October is an

HO scale wood caboose with a centered cupola. In addition to the Southern Railway, road names will be Santa Fe, Southern

Pacific, CP Rail, and Chicago & North Western. The HO scale model will ride on Athearn's new Barber-Bettendorf swing motion caboose trucks with machined metal wheels. For additional information contact a dealer or visit www.athearn.com.



Atlas has announced a special Christmas run of the HO scale ACF 5800 plastics hopper. The model has

graffiti on both sides, with one side being a Merry Christmas illustration photographed on a prototype covered hopper in Pennsylvania and the other side consisting of purple and blue tags. The 5800 plastics hopper features a nine-panel body with ten weld seams, etched metal roof walks, transverse mounted air reservoir, 100-ton roller-bearing trucks with blackened metal wheels, and Accumate couplers. The Merry Christmas graffiti on the other side of the car can be seen in the N scale entry. For more information or to order visit atlasrr.com.



Bachmann has introduced two modern HO scale freight cars equipped with a track powered flashing end of train device (FRED). The track-

powered device is standard equipment on all freight trains since the demise of the caboose. Bachmann is offering the device on Canadian quadruple-bay cylindrical grain hopper cars and 50' outside braced boxcars.



Road names for the grain hopper are Canadian National and Alberta.



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A FRED equipped HO scale boxcar is available decorated for Norfolk Southern, SL-SF Frisco, Valdosta Southern, and Conrail.

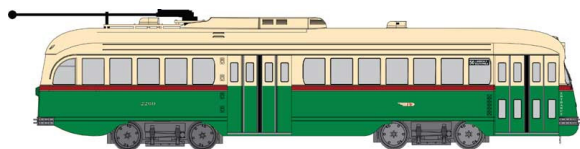


Bachmann's track-powered FRED device is also available separately. Because of variations in bolster heights and truck bolster mounting hole dimensions, the device may not be suitable for all brands of HO scale models. To determine compatibility with Bachmann products visit files.constantcontact.com/b83917db301/b5d570c6-2036-43e4-8ffa-d6dfbfdddfb6.pdf.



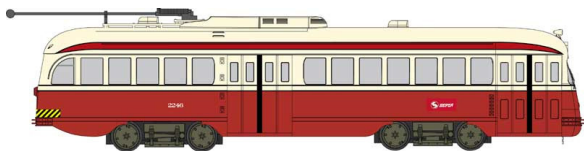
Also from Bachmann, the HO scale Track-Cleaning Reefer will be available in three new roadnames - Manhattan Brewing Co., Oppenheimer

Casing Co., and Jelke Good Luck Margarine. The Silver Series based cars include a reusable, dishwasher-safe track-cleaning pad; blackened machined metal wheels with brass axles, E-Z Mate knuckle couplers, and Celcon trucks. For additional information contact a dealer or visit www.bachmanntrains.com.

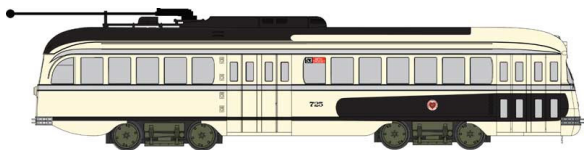


Bowser is working on a project to produce Kansas City PCC cars. The HO scale models are based on prototypes

built in 1946 and 1947 without the small standee windows. After just 10 years of operation, the prototype PCCs were sold to Philadelphia, Toronto, and Tampico. Another 79 were sold to Belgium. In 1975, with the cars already approaching 30 years of operation, 11 of the Toronto cars went to San Francisco with another 11 being sold to Philadelphia.



Bowser will offer DCC-ready and DCC sound equipped models of the PCC cars decorated for Kansas City, Philadelphia (green), Philadelphia (orange and blue), Toronto, SEPTA (ex-Toronto), and two Bicentennial schemes.



The injection molded models will have correct window glazing, operating roof poles, and a functioning headlight. The drive system includes a can motor with a flywheel. DC models will be DCC-ready with a 21-pin plug. Sound equipped trolleys will come with a LokSound decoder. Pre orders are due November 15th with delivery planned for Fall 2021.



Bowser has also announced new HO scale 40' steel-side boxcars for delivery in Fall 2021. The ready-to-run cars feature metal wheels and knuckle couplers. Multiple roadnumbers will be available for DL&W – Blue Coal; D&H – Blue Coal; Boston & Maine; Chicago Great Western, Burlington, CN, D&H (yellow); Duluth Winnipeg & Pacific; Great Northern, Linde Liquefied Gases, New Haven, T&NO; and Western Pacific. Pre-orders are due by November 27th.



Finally, Bowser has a new run of HO scale 100-ton hopper cars featuring roller bearing trucks with metal 36" wheels, interior and slope sheet braces; and knuckle couplers. Road names in this release include BNSF, Canadian National, Chesapeake & Ohio, DRG&W, Frisco, L&N Yellow 1976 Anniversary Logo, L&N Decoursey 1981 repaint, Penn Central



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H43D, Seaboard System, Southern Pacific, Upper Merion Plymouth, and Wheeling & Lake Erie. Pre-orders are due by November 27th. For more information contact a dealer or visit www.bowser-trains.com.



New 1:87 scale **Classic Metal Works** Mini Metal vehicles set for release in December include this 1941-1946 Chevrolet Fire Truck. The model will also be available with a yellow body and red fenders.



Also due for release in December is this 1957 Chevrolet truck fitted with a septic pumper rig.



Classic Metal Works new Forklifts represent equipment in use during the 1950s and 60s. For more information contact a dealer or visit www.walthers.com.





East Coast Circuits has announced a new release of Ricko-based 1:87 scale custom lighted Dodge Charger models. Available before Christmas 2020, the cars come in six different Police paint schemes, including NYPD, as well as a Sheriff's Deputy and Fire Department Battalion Chief paint schemes. Powered by a 9-12V DC source (not included), each car includes 14 LEDs (16 on the push-bumper models) in six flashing patterns. NYPD cars have different colored LEDs to follow the prototype. Both the headlights and taillights flash in a strobe pattern. For more information or to order visit eastcoastcircuits.com.



ExactRail expects to complete another release of its Thrall 54' coil car within the next 30 to 45 days. The HO scale model will be available in seven paint schemes including three for Conrail: G52U, with re-painted hood, and with a patched hood. Additional road names will be CSXT/NYC (patched and in a blue repaint), Norfolk Southern (1992 as delivered), and Norfolk Southern (post-2010). The ready-to-run Platinum series model will be equipped with ASF 100-ton Ride-Control trucks with 36-inch machined metal wheelsets. For additional information visit www.exactrail.com.





The latest 1:87 scale vehicles released by **Oxford Diecast** include a 1965 white Mustang with a red interior, and a 1957 Cadillac Eldorado wearing silver over Copenhagen Blue.



Additional new vehicles available from Oxford include a yellow 1954 Pontiac Chieftain four-door sedan, and a 1957 Dodge D100 Sweptside pickup truck in turquoise and black. For additional information contact a dealer or visit www.walthers.com.



Kadee has released an HO scale ACF 11,000 gallon insulated tank car leased by Pacific Gas Corporation from the Conservative Gas Corporation.

The prototypically accurate model is based on an insulated tank car with a step platform built in 1948. All Kadee ready-to-run models come with Kadee couplers and two-piece self-centering trucks. For additional information contact a dealer or visit www.kadee.com.





R. Bale

EMD GP35

The EMD GP35 is a four-axle road switcher built by General Motors between July 1963 and January 1966. The GP35 was EMD's first direct challenge to GE highly successful U25B. It was also one of EMD's first diesels to have a modern car body design with a beveled cab. Over 1300 units were built for American, Canadian, and Mexican railroads. GP35s are powered by EMD's 16-cylinder 2,500hp 567D3A engine. Although low nose is standard, GP35s built for N&W, Southern, and Ferrocarriles Nacionales de México had high-hoods. Many railroads traded in EMD F-units and Alco FA units for GP35s, reusing the trucks and traction motors.



KatoUSA is selling HO scale models of EMD GP35 Phase Ia road switchers in two popular road names: Santa Fe and New York Central.

Notable features include directional headlights, all-wheel electrical pickup, a five pole motor with dual brass flywheels, and an 8-pin plug to simplify installation of an aftermarket DCC decoder.



In addition to being available fully assembled, an economy priced version includes a package of parts for consumer application including truck brake cylinders, MU hoses, and grab irons.

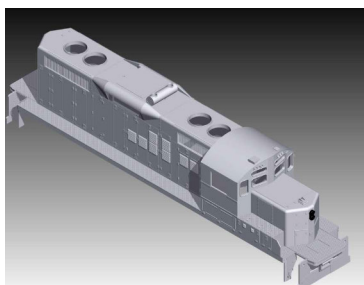
Kato's GP35s are available for DC operation and with ESU non-sound DCC. For more information contact a dealer or visit www.katousa.com.



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Maple Leaf Trains is selling a kit for an HO scale GP9RM locomotive. Kits for locomotives with 36" fans on the long hood are scheduled for release this month. Units with 48" fans will be available in December. The kits feature resin body components, formed wire handrails, grab irons and

eye bolts; three types of battery boxes, two types of classification light assemblies, two types of exhaust stacks, and an assortment of etched metal parts for details including fans, stanchions, windshield wipers, and door handles.



The Maple Leaf body kit is designed to fit on a Walther's Mainline GP9 chassis. For additional details visit www.mapleleaftrains.com.



miniprints.ca has started a new monthly subscription program. Each month subscribers will receive a selection of HO scale 3D-printed figures including one set of animal miniprints, one set

of seasonal miniprints, and one set of mystery miniprints. While the subscription is US\$24.99, miniprints.ca guarantees that the value of the unpainted miniprints that will be included

in the sets will be at least US\$50 retail. Shipping is included. Additionally, subscribers will get a 15% discount on any miniprints.ca orders and have access to exclusive figures only for subscribers. The above photo shows the October selection. For more information visit miniprints.ca.



Monster Modelworks has released a new kit named Machine Works. The HO scale craftsman kit is based on a brick building constructed in 1850 in Enfield, CT. It was occupied for over 60 years by the Hazard Powder Company. The kit includes a stencil to achieve the signage shown above, however, the structure can be adapted to a variety of enterprises.

Monster Modelworks uses laser technology to create highly realistic components. This includes 3D laser-engraved aged brick walls, and 3D laser-engraved brick overlays for the pilasters and sills. Laser-cut peel & stick parts include asphalt shingles, roof cap, windows and glazing. The assembled kit has a foot print of 4.25" wide x 4.5" deep. The structure is 3.5" tall. For additional information including ordering instructions visit www.larkspurlaserart.com.



National Scale Car has released a CMO mini kit for a Chicago, St. Paul, Minneapolis & Omaha 40' 1937 modified boxcar with a

Duryea underframe. As a base for the car the modeler must supply an InterMountain Railway, 10'6" IH 40' boxcar kit with 5-5 ends.

The NSC mini kit includes resin castings to correctly model the prototype's Duryea underframe with Z26 type center sill. The



kit includes cast resin ends, Universal slack adjuster, underframe etchings, trust plate etching, and decals with *The Route of the 400 Fleet* slogan. Detailed instructions are available for download. For ordering information visit nationalscalecar.com.



Pacific Western Rail System is selling 20' open top containers manufactured by PT Trains of Portugal. The HO scale containers have positionable doors, detailed interiors, and removable canvas tops and supporting bars.



Open top containers are available decorated for Mediterranean Shipping Co., Maersk, PSL, Seaco, TEXU, and Triton. For additional information visit www.pwrs.ca.



R. Bale

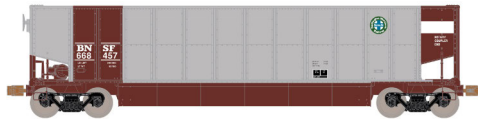
CONRAIL G52X BETHGONS

Developed in the late 1980s by Bethlehem Steel Company – with follow up work by Johnstown America and Freight Car America – the Bethgon has become one of the most common cars for hauling coal. The Bethgon design added 15 to 18 additional tons of coal carrying capacity to a car by replacing moving hopper doors and high-maintenance locking mechanisms with long tubs on either side of the cars center sill. In 1997, Conrail built 600 Bethgons using construction drawings supplied by Johnstown America. These were 4,100 cu. ft. cars with a capacity of 116 tons of coal. They were identified as Conrail class G52X. After the breakup of Conrail, most of these cars went to Norfolk Southern where they can be seen today in almost every NS coal train. Originally called the Coal Porter, the name was changed to Bethgon when the family of composer Cole Porter asked Bethlehem Steel to come up with an alternate name.



ScaleTrains.com is working on an all-new Bethgon coal gondola with delivery planned for May

2021. Fully featured Rivet Counter versions of the HO scale ready-to-run model will be available as well as a basic Operator version with simplified brake gear and less definitive printing details.



Road names for the Operator series Bethgon will be AEPX-American Electric Power Company,

Burlington Northern, BNSF (circle cross herald), Conrail, CSX, and Union Pacific.

Features on the Rivet Counter model include unique COTS and end data specific to each road number, 32 wire grab irons, photo-etched see-through end crossover platforms, wire retainer valve rod, and photo-etched metal retainer valve rod supports.

The extensive brake details include brake cylinder and arm, air reservoir, control valve, brake wheel, brake wheel housing, brake wheel housing rod, wire formed brake wheel housing rod guide, brake plumbing including auxiliary reservoir pipe, emergency reservoir pipe, branch pipe, and brake cylinder pipe. The Rivet Counter model accurately replicates the Conrail G52X Bethgon. ScaleTrains.com will offer the Conrail car in both red and gray paint schemes.



The Operator and Rivet counter models will both have body mounted metal semi-scale Type E knuckle

couplers, and ASF motion control 100-ton trucks with 36"



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machined metal wheels and rotating bearing caps. For more information visit www.scaletrains.com.



Tangent Scale Models has released a new production run of General American 8,000 Gallon 1917-design radial course tank cars. Depending on the prototype being modeled, the HO scale ready-to-run tank cars come with or without Cardwell draft sill springs, either KC or AB brakes, and different hand brakes. This release includes the CGTX-Canadian General Transit 1955-era car with AB brakes. Data includes both imperial and US gallon capacities.



The release includes this GATX 1936-era car with K brakes. A similar GATX car with small lessee lettering for Wadhams Oil, East Chicago, IN is also available.

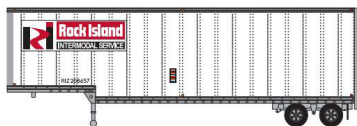


This red TROX Marathon billboard tank car with K brakes is based on a 1920s-era prototype operated by Products Tank Line, a wholly-owned subsidiary of Union Tank Line. Completing this release is a Spokane, Portland, & Seattle MOW car stenciled for Water Service.



Features common to all models in this release include circumferential riveted tank body and riveted underframe, radial course tank body, all-new underframe for the GATC 1917-design, see-through cast knee above the bolsters, full dome appliances, dimensionally-correct hazardous placards, separately applied tank handrail and tank strap detail, wire grab irons and coupler lift bars, separate air hoses, Kadee couplers, and ASF spring plank

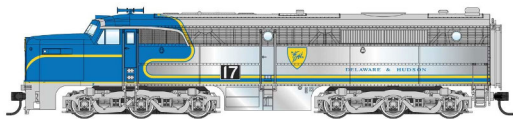
trucks with separate brake beams and machined 33" wheels. For additional information visit www.tangentscalemodels.com.



Trainworx has announced a series of new HO scale drop frame trailers. Available for reservation are trailers decorated for Rio Grande, Texas and

Pacific; SOO Line, Santa Fe, Southern, Rock Island, Penn Central, and Monon. Each will be available in three road numbers, except for Rio Grande, which will be available in two. For more information see www.train-worx.com.

Walthers continues to expand its commitment to HO scale passenger equipment. The Milwaukee Road Hiawatha name train is nearing completion with the release of the Super Dome and Skytop observation car last month. The complete Santa Fe Super Chief is entering production soon with the initial cars scheduled to arrive next June. New announcements this month include 17 cars decorated in Union Pacific's Heritage Excursion Fleet, 14 Santa Fe and BNSF business-excursion cars, and a dozen passenger cars to accompany ALCo PA locomotives in Delaware & Hudson's blue and yellow copycat Warbonnet scheme and Southern Pacific's Daylight livery. Here are the details:



Walthers is scheduled to begin releasing its new Mainline series ALCO PA and PB diesel units to dealers later this month.

Models decorated for Delaware & Hudson and Denver Rio Grande & Western will have small number boards, dynamic brakes, and working Mars lights.

Nickel Plate Road and Southern Pacific locomotives will have large number boards and Mars lights. The SP units will also



have dynamic brakes. An Erie-Lackawanna PA with small number boards is included in this release.



Handrails on the HO scale model will be factory installed. The bodies will have molded drill starter

points to assist hobbyists wanting to add individual grab irons using Walthers Alco PA-PB diesel detail kit (910-252) which is sold separately. Walthers Mainline model uses the same drive system as the Walthers Proto models. In addition to DC operation, Walthers will offer the ALCO PA locomotives with an ESU DCC sound decoder.



To accompany the PA-PB locomotives, Walthers has 85'

Budd passenger cars

decorated for Delaware & Hudson and in Southern Pacific's Daylight scheme. The models have full interior details and tinted window glazing. The cars have molded drill starter points for the installation of wire grab irons using Walthers Exterior Detail Kit 931-200. Interior lighting kits are sold separately.



A large-window coach is available now. A dome coach, diner, and a

baggage-lounge car should be available later this month. A combination baggage-RPO car and a round end observation car will be available in December.



A few Union Pacific Heritage Fleet passenger cars are available now from Walthers. The 85' HO

scale Proto series cars are decorated in UP's modern-era

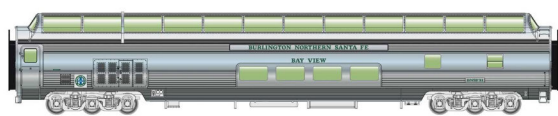
excursion service scheme. Models of ACF prototypes currently available include a baggage car, 44 seat coach, dome lounge, dome-diner, and a 48-seat diner.



An 85' ACF dome coach is scheduled for release in late November. Walthers UP Heritage series will be completed in December with the release of an 85' Budd-built 10-6 sleeper. The Proto series models have factory installed grab irons and will be available in both standard and lighted versions.



and BNSF cars for a company business or excursion train. The HO scale models will have factory installed grab irons and tinted windows. At the front end is a 74' Pullman-Standard steam generator car that will be available painted silver and lettered for Santa Fe, as well as in a Bicentennial red, white, and blue scheme. Availability is planned for May 2021. The steam generator will be followed a month later by a 74' Pullman-Standard baggage car.

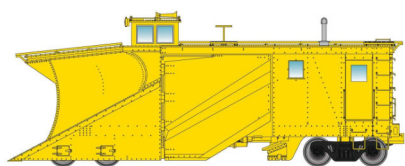


An 85' Budd-built big dome bar-lounge-dormitory car is due in October 2021, with an 85' P-S 36-seat diner scheduled for December 2021.



Walthers will conclude the business cars series in January 2022 with three different Santa Fe and BNSF schemes applied to six 85' P-S 4-4-2 Regal series sleepers. Non-lighted cars as well as cars with full interior lighting will be available in this Santa Fe/BNSF series.





shown here, fully decorated models will be available for Canadian National, Grand Trunk, Penn Central, and Great Northern.

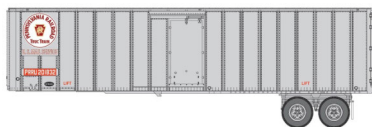


model is based on a prototype manufactured by General Steel Casting Co. Road names will be Burlington Northern, Santa Fe, Northern Pacific, Soo Line, Union Pacific, and Chicago, Burlington & Quincy.



Walther's plans to release a selection of 53' Stoughton trailers later this month.

Features of the 1:87 scale vehicle models include see-through roofs, sliding undercarriage-wheels, positionable landing gear, and four nicely detailed latch bars. The models will be sold in pairs with different numbers decorated for JB Hunt, MS Carrier, Knight Transportation, Marten, and Ozark.



A new group of 40' Flexi-Van trailers are scheduled to be released by Walther's in December. Decorating schemes on trailers with both a rear

and side door will be US Mail and Pennsylvania Railroad.



Trailers with a rear door only will be available for Santa Fe, Chicago, Burlington & Quincy, Illinois Central, Louisville &



Nashville, Milwaukee Road (three schemes), New York Central, Flexi-Van, Penn Central, Pittsburgh & Lake Erie, Soo Line, and Southern Railway.

Also coming from Walther's in December is an HO scale kit for a heavy duty container crane. The kit does not include the container.



New items from Walther's Cornerstone include a kit for a modern communication tower. Components include standard triangular top-mount and lower three-legged mounting brackets. The parts are molded in gray ABS plastic reinforced with glass fiber to resist bending. Each kit includes two antenna towers that measure 9.75" tall.



New Walther's Cornerstone models coming in January include a kit for three HO scale metal yard sheds.



A kit for a multi structure vehicle maintenance facility is scheduled for release in February. For more information contact a dealer or visit www.walthers.com.

N SCALE PRODUCT NEWS



Athearn has announced plans to produce an N scale model of a 20' reefer container. Carrier



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names will be Hapag-Lloyd, CMA-CGM, Tropical, ONE, CGM, and Beacon. Availability is scheduled for October 2021.



Athearn's 2021 production schedule includes a P-S 4427 cu. ft. covered hopper

with screw mounted roller-bearing trucks. The N scale model will be available for Rock Island, Burlington Northern, BNSF, Chicago & North Western, Continental Grain, Corn Products, Denver & Rio Grande Western, and Santa Fe. For more information contact a dealer or visit www.athearn.com.



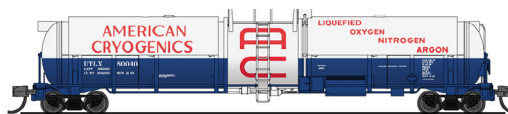
Atlas has announced a special Christmas run of the N scale ACF 5800 plastics hopper. The model has graffiti on both sides,

with one side being a Merry Christmas illustration photographed on a prototype covered hopper in Pennsylvania and the other side consisting of purple and blue tags. The 5800 plastics hopper features a nine-panel body with ten weld seams, etched metal roof walks, ten 20" hatches and pneumatic outlets; transverse mounted air reservoir, 100-ton roller-bearing trucks, and Accumate couplers. The purple and blue graffiti on the other side of the car can be seen in the HO scale entry. For more information or to order visit atlasrr.com.



Broadway Limited has released to dealers another production run of its well-regarded N scale

cryogenic tank car. With a capacity of over 15,000 gallons of liquid oxygen, these specialty cars were also used for other cold liquid gas products that needed to be transported at controlled temperatures down to -320 degrees Fahrenheit.



BLI is selling the cryogenic cars in three versions (Type A, B, and C) with variations in some fixtures

and the type of loading and discharge valves and their location.



Paint schemes for this run include AirCo, Air Liquide, Air Products, American Cryogenics, Canadian Liquid Air Co., Linde, and UTLX. Undecorated models of each type of car are also available. The painted cars are sold in both single and two-packs. For more information see your dealer or visit the BLI website at broadway-limited.com.



New 1:160 scale **Classic Metal Works** Mini Metal vehicles include a 1957 Chevrolet truck fitted with a septic tank and pumping rig. The model will be available from dealers in December. For additional

information contact a dealer or visit www.walters.com.

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R. Bale

PENNSYLVANIA X58 BOXCAR

Between 1964 and 1966, the Pennsylvania Railroad designed and built a fleet of 2,500 multiple-purpose boxcars designated class X58. An additional 100 cars were built for the Lehigh Valley Railway.

The interior of the X58 cars were fitted with various types of loading fixtures resulting in the cars receiving modified designations including X58A, X58B, and X58C. Although the appearance of many X58 boxcars changed over the years, some retained their original PRR paint. During the Penn Central era many were shopped and painted and had their running boards removed and brake gear and ladders lowered. Under Conrail, some X58s had their running boards removed but the hand brakes remained high on the ends. Some of the sturdy cars continued in service beyond the Conrail era, with a small fleet being repainted into Norfolk Southern. Most X58s were retired by the mid-2000s. An X58 in its original configuration is on display at the Danbury Rail Museum in Danbury, CT. R.



Eastern Seaboard Models plans to release the latest version of its N scale 50' class X58 exterior post boxcar to dealers this month. This production run is based on modernized versions of the 1960s-era cars with no running board, shortened ladders and lowered brake gear.



Road names will be Penn Central (with a red P), Penn Central (patched), Conrail (three schemes including

patched ex-PC), Burlington Northern (two schemes), Milwaukee Road, Lehigh Valley, and Canadian National. ESM

will also have a limited quantity of a Conrail car in pink with a *Help Fight Cancer* slogan.



The ready-to-run N scale model will have ASF 70-ton roller-bearing Ride-Control trucks with low-profile metal wheelsets, and Micro-Trains #1015 knuckle couplers.



Also newly available are X65 boxcars in Lehigh Valley and Conrail patch-out.



Additionally, new schemes for the X72 boxcar include Conrail and Canadian National.



Eastern Seaboard Models is also expanding its line of trucks and wheels with 36" fine-scale metal wheels on

.540" length axles. Features include accurate front and rear profiles. Operational on Code 40 track, the wheels come in clamshell packages of 12. For more information contact a dealer or visit www.esmc.com.

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R. Bale

THE DREYFUS HUDSON

The Hudsons were a series of 4-6-4 steam locomotives favored by the New York Central Railroad and a few other roads serving territories void of mountains. Named after the Hudson River, the NYC used the 4-6-4 locomotives to handle its crack passenger trains, including the 20th Century Limited and the Empire State Express. The forte of all Hudsons was power at top speed. They were poor performers at low speed and required a booster engine on the trailing truck for starting. For this reason, they were generally assigned to routes with flat terrain. In response to the sensation created by the increased promotion of diesel powered locomotives in the late 1930s, the New York Central dressed ten of its class J3a Hudsons with Art Deco streamlining designed by famed industrial stylist Henry Dreyfuss. The Dreyfus locomotives featured prominently on NYC advertising until the railroad accepted the inevitable and assigned diesels to its premier name trains.



GHB International plans to import an N scale model of a J3a Dreyfus 4-6-4 Hudson. The N scale model will offer alternative steam power to the diesel led 13-car New York Central 20th Century Limited currently under development by Kato. Plans call for the N scale DCC sound equipped

version of the distinctive art deco Hudson to be produced in South Korea by Boo Rim Precision. In announcing the project GHB noted that moving forward with the N scale Dreyfus Hudson will be entirely dependent on the response of hobbyists and collectors interested in committing to the model. Inquiries may be directed to George Barsky at geoghb@erols.com.

InterMountain and Fox Valley Models have teamed up to release an N scale bi-level auto rack. The project calls for 16 paint schemes on auto racks and flat cars using tooling originally owned by Red Caboose. The ready-to-run model will have a heavy die-cast underframe, etched-metal side panels, and Micro-Trains couplers and trucks with metal wheelsets.



Auto racks and railroad owned flats will be available for Grand Trunk Western, CP Rail,

Providence & Worcester, BNSF (brown scheme) and Canadian National.



Auto racks mounted on TTGX-Trailer Train flats will be available for Western Pacific, Union

Pacific (two schemes), Southern Railway, Ferromex, Kansas City Southern, Transportación Ferroviaria Mexicana, Conrail, Norfolk Southern, BNSF (new small logo), and CSX.



InterMountain is selling an N scale model of an ACF 4650 cu. ft. triple bay covered hopper in 16 decorating schemes including

NCLX-Scclair Polyethylene. Additional road names are Burlington Northern, Southern Pacific, SSW-Cotton Belt, Reading, Reading Blue Mountain, Conrail, Erie Lackawanna, CCLX-Corn Products Co., Chicago & Eastern Illinois, ADM, SHPX-Tabor & Co., BNSF, ATSF, and CN-Wisconsin Central, and ACFX-French's.



For more information contact a dealer or visit www.intermountain-railway.com.



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R. Bale

EMD SD70ACe

EMD developed the SD70 series of diesel-electric locomotives to counter GE's popular Dash 9-44CW. More than 5,700 SD70 units have been produced since production began in 1992, with most being SD70M and SD70MAC models. The SD70ACe is the successor to the SD70MAC with several design changes to comply with emission standards. The SD70ACe engine features fewer components in the inverter and functions with 15 percent lower internal pressure to significantly reduce emissions. Tier 2 versions of the SD70ACe are rated at 4,300hp. Subsequent Tier 3 models are rated at 4,500hp.



KatoUSA has expanded the selection of road names for its N scale SD70ACe diesel locomotive. The new decorating schemes include BNSF Swoosh, Norfolk Southern, and Union Pacific in the

Powered Buy Our People promotional livery.



Previously announced models include CSX, and two Union Pacific schemes: *The Spirit* and *George Bush Library*.



The choice of operating system for each road name includes DC, Digitrax DCC, and ESU LokSound DCC.

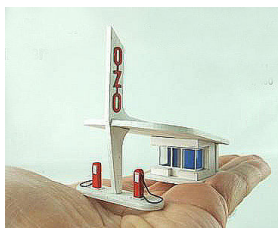


preprinted illuminated number boards.



Coming in March/April 2021, Kato has announced two new roadnames for its N scale EMD SD70M locomotives. The new roadnames are CSX "Dark Future" and Southern

Pacific "Bloody Nose." The models will come with a 5-pole motor with dual-brass flywheels, floating-axle shock-absorbers truck design, directional headlights, illuminated numberboards, Kato magnetic knuckle couplers, and either DC compatible with Digitrax and TCS drop in decoders or ESU LokSound DCC by special order. For additional information contact a dealer or visit www.katousa.com.



Minifer is selling an N scale kit for a post-war gas station. Kits are available for a 1970s-era TOTAL station and a 1950-1960 OZO brand station. The assembled

laser-cut cardboard model has a foot print of 2.95" x 2.16". Detailed instructions are included. For additional information visit www.minifer.fr/en.



New **Micro-Trains** models released to dealers include this 85' heavyweight

observation car with an open rear platform. The Tuscan red N



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scale model is decorated for Pennsylvania with buff lettering and a Keystone herald.



Although this 39' Union Pacific tank car appears to be a standard single dome fuel oil carrier, the N scale model is based on a prototype designated to haul fish oil.



Micro-Trains N scale version of this 50' steel gondola with fishbelly sides comes with a removable load. The

model rides on 70-ton Bettendorf solid-bearing trucks.



Micro-Trains N scale 39' Chateau Martin 6,000 gallon aluminum tank car was inspired by a prototype car built in 1940 for Commodities Car Company. It was

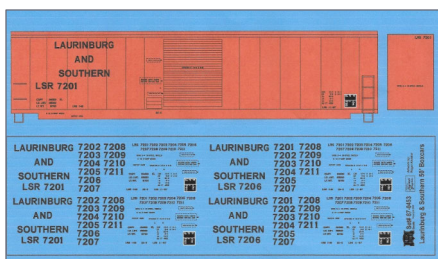
leased to Eastern Wine Corporation, owners of the Chateau Martin Brand Wine. The wine was shipped from Chateau Martin's famous winery in Waterford, California to New York where it was bottled at a factory in the Bronx. For additional information on Micro-Trains models contact a dealer.



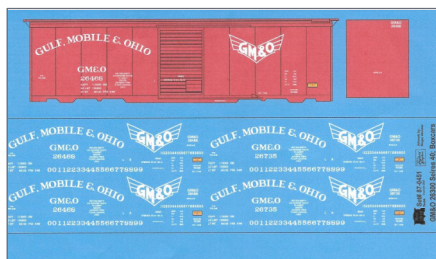
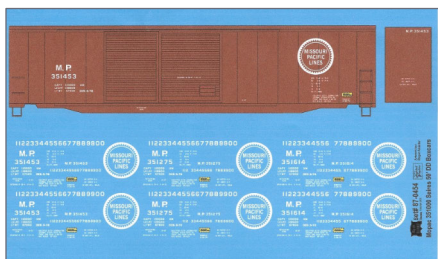
Walthers plans to release a new kit for a pair of oil storage tanks in February. The N scale models will be available in a 2-pack. For additional information contact a dealer or visit www.walthers.com.

NEW DECALS, SIGNS AND FINISHING PRODUCTS

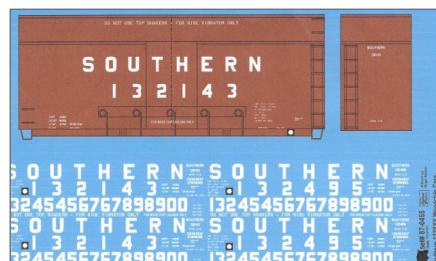
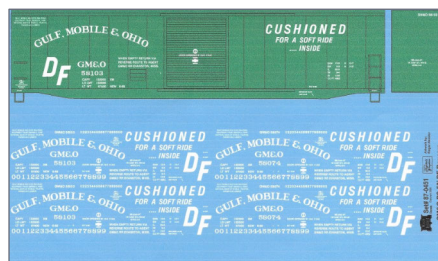
Mask Island Decals has released five new water slide lettering sets including one for Laurinburg and Southern 50'



PS boxcar. Also new is set for a Missouri Pacific 50' boxcar with double Youngstown sliding doors.



New Mask Island decals are available for a 40' Gulf, Mobile & Ohio boxcar 40' and a GM&O 50' PS-1 boxcar with a cushion underframe and a DF slogan.



Also new from Mask Island is a decal set for a 40' Southern boxcar converted to WOOD CHIP LOADING ONLY. To purchase visit www.maskislanddecals.com where the decals are displayed in alphabetical order by road name under freight cars.



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BRIEFLY NOTED AT PRESS TIME ...

Bachmann has released a group of HO scale 40' single-dome tank cars decorated for Tidewater, Staley, Warren, Clark Oil, Eastman Chemical, and Alaska Railroad. N scale 36' 6" single-dome tank cars are available for Quaker State and Union Pacific Water car ...

Instead of a Christmas car, **Con-Cor** will celebrate the 2020 holiday season with a 2-pack of 53' containers. One will be decorated in a Christmas theme with the second container displaying a Happy New Year 2021 message. Both HO and N scale models will be available. For details including reservation information visit www.con-cor.com/product-category/2020-christmas-cars ...

Kadee's Christmas car for 2020 will be a specially decorated PS-2 twin-bay covered hopper car. Pre-orders are now being taken by Kadee and Kadee dealers ...

Morning Sun has announced a November 15 release date for Volume 3 of Penn Central in the Conrail Era. Details at morningsunbooks.com ...

Tichy Train Group has released 50 new N, HO, S, and O scale decals. Check them out at www.tichytraingroup.com/Shop.aspx ... ■

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NOVEMBER

Due to COVID-19 restrictions, please check with any organization hosting an in-person event for the latest status of the event. ■

Ongoing

ONLINE, Zoom, dates vary, see website. Operation Special Interest Group Meetups – limited attendance available. For more information visit www.opsig.org/Virtual. Past meets are available online at www.opsig.org/Virtual/Past.

ONLINE, Zoom & YouTube, dates vary, see Facebook page. “New Tracks” Meetup, hosted by Jim Kellow, MMR. See www.facebook.com/groups/544983829687669/user/100012440913008 for more information.

ONLINE, YouTube, every other Saturday. 4th Division, Pacific Northwest Region, NMRA hosts online layout tours and clinics. Archive available at www.youtube.com/channel/UC-pc9_xA-w2t3RdhLZ7BNOA.

CALIFORNIA, SAN DIEGO, Cancelled – TT&TO sessions on the Tehachapi Pass Layout of the La Mesa Model Railroad Club have been cancelled due to COVID until further notice. The museum is open to limited amounts of visitors on Fridays, Saturdays, and Sundays, and trains will be running on those days.

November 2020

CANADA, ONTARIO, FENWICK, November 14-15, 21-22, Greater Niagara Model Railroad Engineers Open House, 1141 Maple Street. For more information visit newtracksmodeling.wordpress.com.

INDIANA, DANVILLE, November 21, Danville Train Show, presented by the Central Indiana Division of the NMRA. Hendricks County Fairgrounds, corner of E. Main St. and County Road 200 E. Due to COVID-19 restrictions, Masks will be required, hand sanitizer stations provided, and contact tracing in effect. For more information visit www.cidnmra.org/services.

Future 2021-2022

CALIFORNIA, SANTA CLARA, July 4-11, 2021, Rails By the Bay, 2021 NMRA National Convention and National Train Show. Santa Clara Marriott Hotel. For more information visit www.nmra2021.com.

CANADA, CALGARY, **Cancelled** – SUPERTRAIN 2021. For more information visit supertrain.ca/Info.html.

CONNECTICUT, WEST SPRINGFIELD, **Cancelled** – 2021 Railroad Hobby Show. For more information visit www.railroadhobbyshow.com.

TEXAS, PLANO, January 16-17, Dallas Area Train Show, hosted by the North Texas Council of Railroad Clubs, Plano Event Center, 2000 E. Spring Creek Pkwy. For more information see dfwtrainshows.com/#clients.

INDIANA, NOBELSVILLE, January 31, Noblesville Train Show, presented by the Central Indiana Division of the NMRA. 2003 Pleasant Street. For more information visit www.cidnmra.org/services.

INDIANA, FRANKLIN, May 15, Franklin Train Show, presented by the Central Indiana Division of the NMRA. Johnson County Fairgrounds. For more information visit www.cidnmra.org/services.

MISSOURI, St. LOUIS, tentatively September 2022, NMRA National Convention and National Train Show. ■



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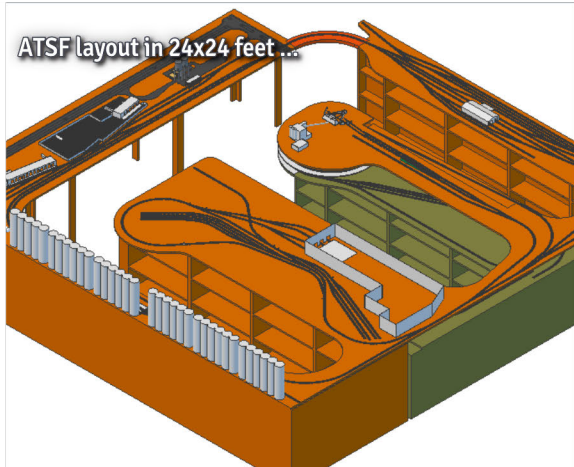
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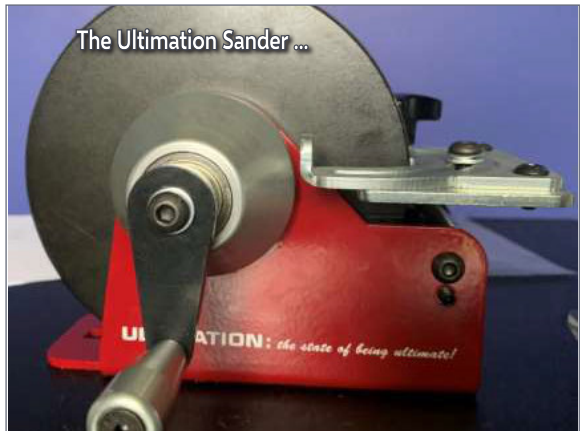
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