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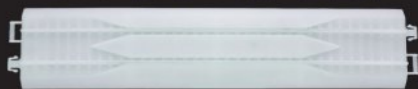
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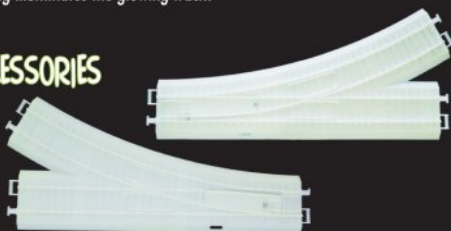
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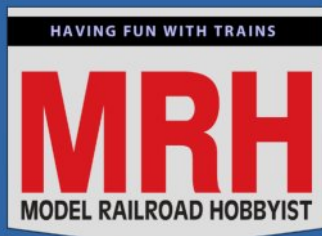


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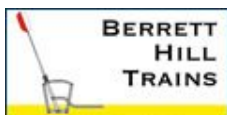
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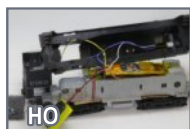
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Track Planning with E-Z Track
ROBERT SCHLEICHER



Savvy Modeler online: Install sound in Genesis diesel
Compiled by the MRH STAFF



October 2023 news and events
RICHARD BALE and JEFF SHULTZ



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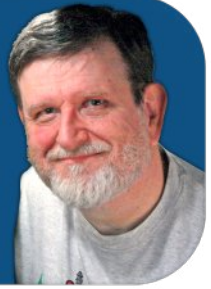


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PUBLISHER'S MUSINGS



Model Railroad Hobbyist | October 2023



JOE FUGATE AUDIENCE AGE RESULTS FROM
THE MRH 2023 READER SURVEY ...

THIS MONTH, LET'S LOOK AT THE AGE OF THE RESPONDENTS IN THE 2023 MRH SURVEY. Many contend the hobby is aging. What do the MRH 2023 survey results say?

Age of MRH survey audience

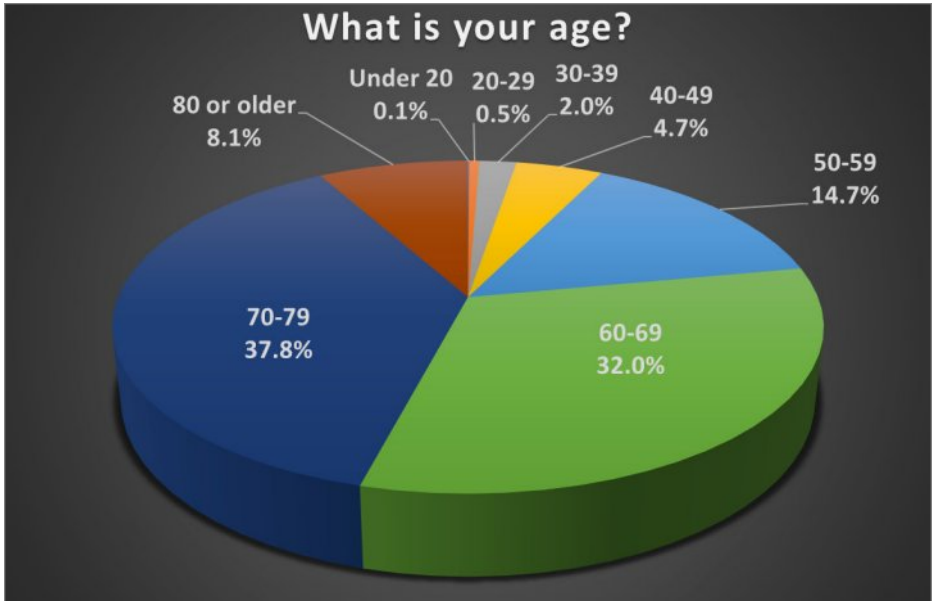
We asked the 2023 survey respondents to give us their age in decade blocks: Under 20, 20-29, 30-39, 40-49, 50-59, 60-69, 70-79, and 80+.

The results? See the pie chart on the next page [1].

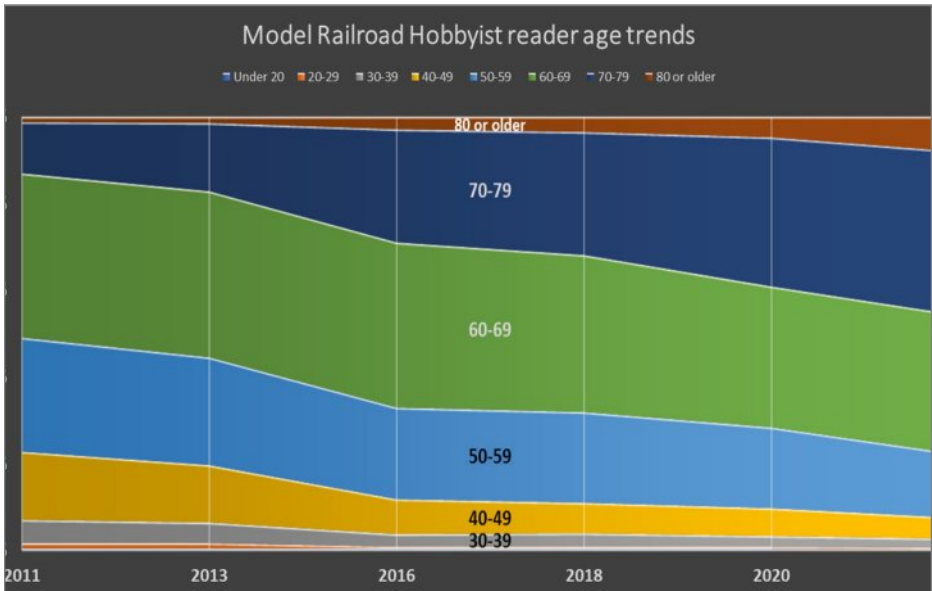
The single largest group is 70-79, which is almost 38% of our readers. The next largest group is 60-69 at 32%. 50-59 is third at around 15%. Fourth is 80 or older, right at 8%.

This means 78% of our readers are age 60 or older. Just 22% of our readers are under 60. From this, it seems the MRH audience is certainly graying. But how does this compare to the ages of our respondents from past surveys?

We put together a chart showing age trends as well, see [2]. From this chart we can see the MRH audience is definitely getting older.



1. Age of the 2023 MRH Survey respondents.



2. MRH Survey respondent age trends over the years.



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Is the hobby graying?

So the real question here is how well does the MRH audience represent the hobby at large? If the MRH audience is a good cross section of the hobby at large, then yes, the hobby is graying, most definitely.

To dive deeper into this, let me tell you a couple stories when we've interacted with attendees at large train shows.

The first example comes from TrainFest in Milwaukee. I took a lunch break from the MRH booth and went to the concession area to get some food. They had tables there, so I looked around for a seat.

I spotted three young guys at one table (they looked like they were all under 20 to me, but they could have been in their early 20s as well), so I took this opportunity to talk with them.

I pointed at the MRH shield logo on my shirt and asked if they had heard of us. "Yes, Ken Patterson's *What's Neat* podcast on YouTube." See [3] and note all the young faces. More than a few!

Is the hobby graying?

Yes and no.



Milwaukee Trainfest layout tour



Ken Patterson's What's neat this week

3. Photos of hobby venues looking for young faces – and yes, they do exist!



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For my second story, we were at a recent NMRA National Train Show and a fellow that looked like he was in his early 40s walked by, with a young teen in tow, and he was carrying what looked to me like a 3 or 4 year old.

He thanked us for all we do, so I asked him how he found out about us.

“Ken Patterson’s *What’s Neat* podcast,” he replied.

Are you noticing a trend here?

Ken has two shows on YouTube: 1) His monthly *What’s Neat* column in *MRH Magazine*, which always includes a 30+ minute video that goes with it.

Three other weeks of the month, Ken does a YouTube video podcast he calls “What’s Neat this week.” Ken’s weekly show is



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basically a weekly hobby news show with various guests around the table from modelers to vendors. Ken also will have online guests, making it possible to literally have guests from anywhere in the world.

Ken's weekly show has 15,000 subscribers and his monthly show has over 47,000 subscribers.

Back in the old days, the local hobby shop was often the center of hobby activity and how you connected with other modelers near you.

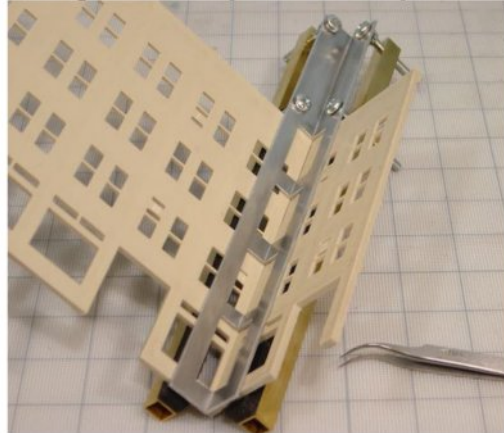
In the modern internet era, folks no longer need to share your zip code to be part of your hobby community. Now they simply need to come together on places like YouTube.

In fact, I think a good case can be made that the new "hobby town square" has become YouTube.

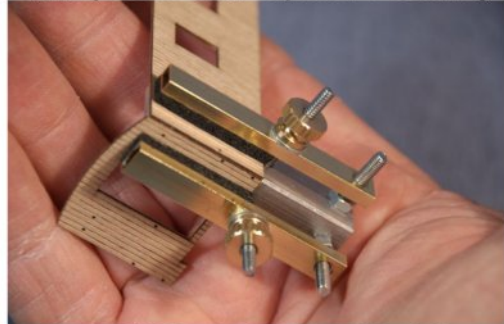
The new "hobby town square" – YouTube

I decided to test the theory the new model railroading hobby town square has become YouTube and to see

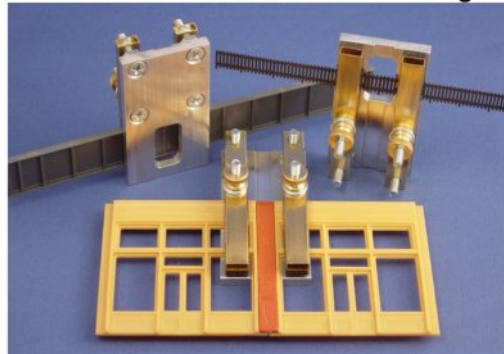
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The new “hobby town square” ... YouTube.



4. Photos of hobby venues looking for young faces – and yes, they do exist!

how many younger faces I might find there. First, I searched for videos on model trains and model railroading.

I found over 7 million videos. To put that in perspective, if each video was just 5 minutes long (many are longer), it would take you 66 years to watch them all. Several have millions of views!

I did a quick sampling of the videos that had faces in them, and in just a few minutes I had almost a dozen video screen grabs with young faces [4]. Now the one screen grab with the young woman (top right) could just be posing for her boyfriend, but more women than ever are entering the hobby, which is a good thing, so not necessarily.

Plus I would suggest that even if the young woman isn't a modeler, there's a good chance her likely male significant other is about the same age – so it's still a valid “young” face.



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What's new on TMTV

Some recent shining examples ...



Effective scenery modeling series



Dallas 2023 Train Show highlights



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Demystifying frog wiring

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So is the hobby graying? Yes and no ...

What this all means is yes, the hobby is graying in certain venues. But if you just look at YouTube, then there's a *lot* of young faces out there having fun with trains.

That suggests a couple things to me:

1. MRH should have vigorously promoted our survey on YouTube to pull in more of the younger audience.
2. MRH needs to seriously promote our free magazine and other offerings far more vigorously than we do now on YouTube to help backfill our aging readership with younger modelers.

In short, if you're wanting to promote anything regarding the hobby online, then the first place you need to go and have a strong presence is YouTube, the hobby's new town hall. ☑

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



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Most liked articles in [September 2023 issue](#) of *MRH* are:

- 1st** Modeling a concrete culvert
- 2nd** Electrical Impulses: Making wiring fun
- 3rd** Publisher's Musings: More MRH 2023 survey results

Most liked articles in [September 2023 issue](#) of *Running Extra* ...

- 1st** Limited Modeler: Building believable industries
- 2nd** Getting Real: Low effort - high impact modeling
- 3rd** Kitbash a climax box cab in brass

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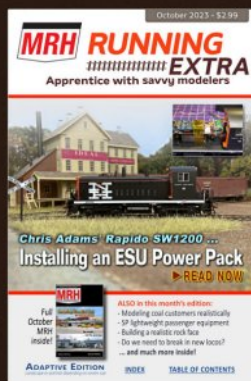
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EXTRA****October issue ...****TABLE OF CONTENTS | RUNNING EXTRA**

October 2023

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**Limited Modeler: Modeling coal customers**

JIM SIX

**Getting Real: SP lightweight passenger cars**

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Best of the

MRH FORUM



**THIS
MONTH**

Model Railroad Hobbyist | October 2023

Compiled by **JOE FUGATE**



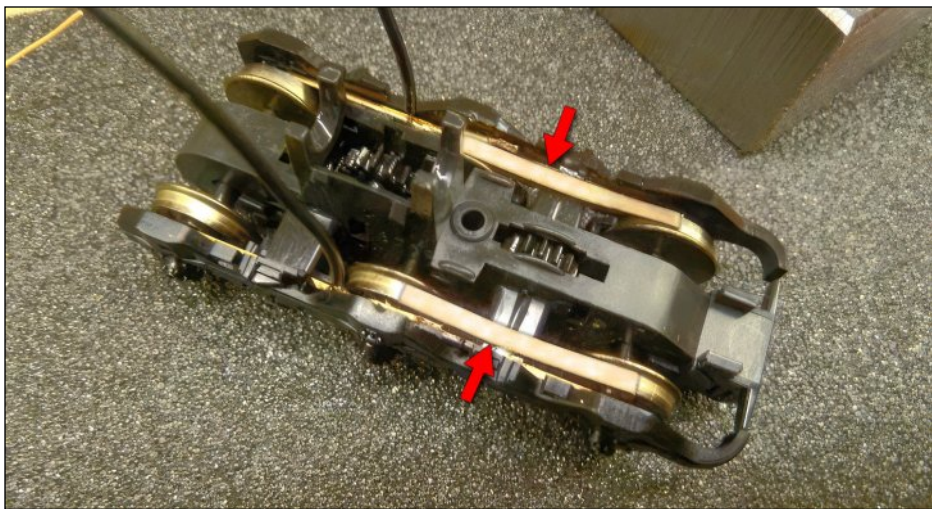
Grinding fall leaves for scenery

MRH forum member **NorthWoods Bill** (William Rutherford) illustrates grinding fall leaves for use as scenery material. For a robust discussion of how to best use ground fall leaves as scenery material, see the full thread.



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

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



1. *MRH* forum moderator **Bill Brillinger** shows step-by-step how he improved the power pickup on his Kato SD40-2 locos. By adding the bronze pickup wipers indicated by the red arrows, Bill reports “problem solved”.

Kato SD40-2 loco pickup fix

MRH forum member **Hobbez** (Calvin A.) reports this problem with his Kato SD40-2 locos:

“I am having problems with my Kato SD40-2 electrical pickup. The slightest rocking of the loco interrupts power. Front truck crosses a frog, stall. Rear truck crosses a frog, stall. Wobble in the track, stall. Reach out and tap it while it's moving, stall. Anyone have any ideas? Does this pickup system have a reputation for poor conductivity?”

MRH forum moderator **Bill Brillinger** replied, “The contacts from the truck to the chassis stink on these Kato SD40-2's. Here's how I fixed mine ...” Read the full thread for the details!

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



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2. *MRH* forum member **Coastie53** (Kevin Shortell) gives his thoughts on modeling the Athearn Genesis 2-8-2 Mikado steam loco. In the upper right inset photo, notice how he dolled up the loco with extra details.

Athearn Genesis steam loco?

MRH forum member **PaPa Bill** (Bill Schlee) asked “Would an Athearn Genesis light weight Mikado be a good starting point for a CB&Q / C&S Mikado?”

Forum member **Coastie53** (Kevin Shortell) responded:

“I have one and I like it. It runs rather smoothly for me. Like others have said, it doesn't have the traction to pull a long train. In my case, this wasn't a problem as I am running it on a small layout. I did add weight to the shell, though.”

Follow this thread for the full details of Kevin's experiences.

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



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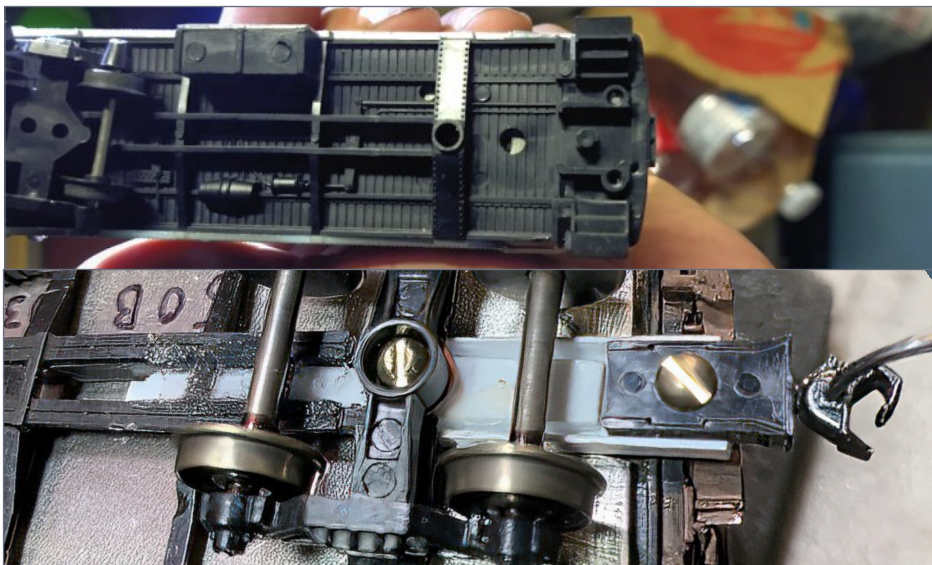


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3. *MRH* forum member **Kenstrains** posted this top photo of his problematic caboose coupler box. Forum member **packnrat** posted a possible solution in the bottom photo.

Coupler problem fix

MRH forum member **Kenstrains** posted a photo and question about how to solve a coupler mounting problem with his Roco Rio Grande caboose [1, top]. Forum member **packnrat** posted a photo of a possible solution [1, bottom].

Basically, what **packnrat** did was rebuild the center sill out from the bolster using styrene. By building it as shown, that creates a solid core for mounting the coupler box on the end of the car. Note he screwed the new coupler box in place and the styrene strips on the side keep the coupler box from twisting. For more, see the full thread.

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



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Recent weekly photo fun – Dick Elwell's layout ...

Just as we're doing the October issue, MRH Author **Thom Driggers** posted these photos of the late Dick Elwell's now dismantled layout.

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



4. MRH Author and forum member **Thom** (Thom Driggers) posted this photo he took while running an upgraded L&N loco sets on Dick Elwell's Hoosac Valley layout. Knowing Thom, they run as good as they look!

5. Here Thom says, "Sometimes when Dick Elwell wanted me to come over to troubleshoot, I'd bring whatever I had on hand – and this particular time I had an L&N F-7A/B set which I had upgraded to DCC sound/lights. I had also applied heavy weathering to the factory-painted Intermountain loco set. Dick was always curious to see what I'd bring over next and was a fan of my work."

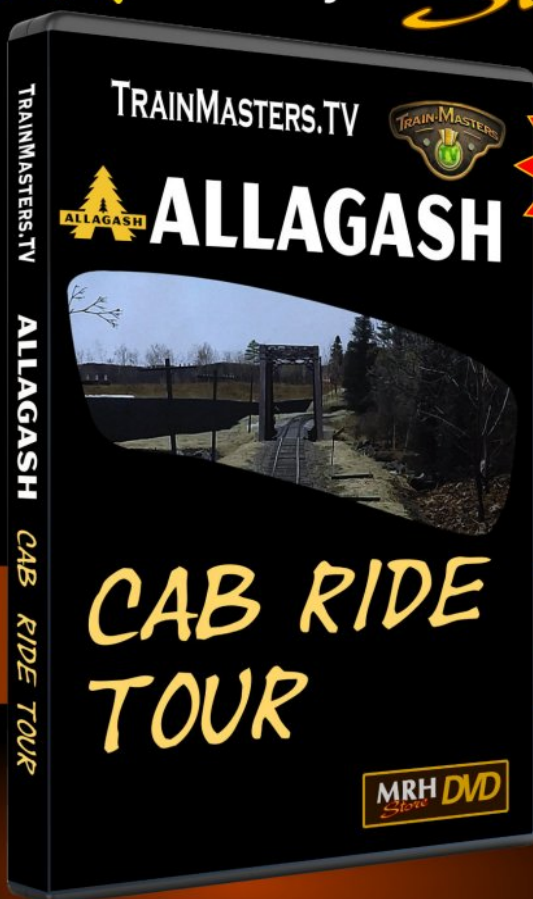


Nice photos and nice modeling, Thom!

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WHAT'S NEAT

column



Model Railroad Hobbyist | October 2023

KEN PATTERSON COVERS THIS MONTH:

- BLI's **COMMODORE VANDERBILT**, TANK CARS, AND **70-TON HOPPERS** IN **HO SCALE**
- INTERVIEWS FROM THE **ST. LOUIS RPM MEET**
- **BACHMANN'S MATT STERN** SHOWS OFF NEW AND UPCOMING PRODUCTS



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PHOTOS AND VIDEO OF SUPERB MODELS

THIS MONTH KEN SHOWS THE HO SCALE BLI COMMODORE VANDERBUILT Hudson and BLI tank cars and 70-ton hoppers. The What's Neat crew attends the St. Louis RPM Meet and interview some of the attendees. Bachmann's Matt Stern visits via Skype to show off new and upcoming products.

New products from BLI



1. The Commodore Vanderbilt Hudson is one of the new HO products from Broadway Limited that Ken is photographing.

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Jim Six: Modeling coal customers

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St. Louis RPM Meet interviews



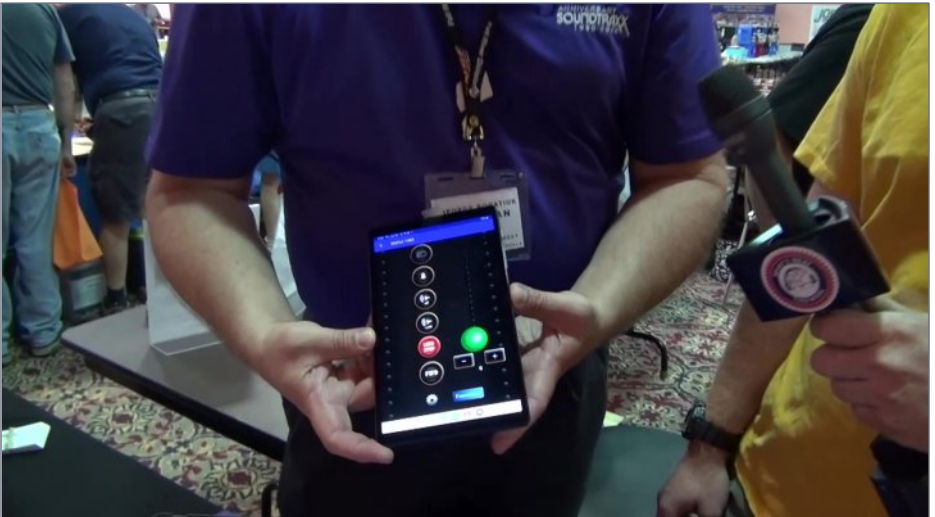
2. The What's Neat crew attended the meet to perform interviews and buy stuff. From the left Joshua Barton, Ken Patterson, Mike Budde, and Daniel Coombs are pictured, and James Regier was also there. About 800 people attended the show.



3. Pete Munger had an Amtrak-themed diorama at the meet this year. It featured weathered Athearn and Rapido locomotives, Woodland Scenics and Walthers buildings, and Con-Cor U-Haul trucks.



4. Ken interviewed Mike Zucker of Spring Creek Model Trains, who had a large vendor display at the meet.



5. Daniel Coombs interviewed George Bogatiuk of SoundTraxx, who demonstrated the beta Android Blunami app.



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6. James Regier interviewed Chris Theis of Gateway Free-Mo about the Free-Mo layout at the meet, as well as Free-Mo standards and capabilities in general.

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7. Lorne, Sarah and Izzy James show off the new cars from Otter Valley Railroad, including 6400- and 6000-cu. ft. NSC scrap gondolas, FreightCar America 52' bulkhead flatcars, and loads for all the cars. Announcements at the show by Otter Valley included the 89' automotive chassis flatcar, an NSC ingot bulkhead flatcar, and an NSC 3-well-car articulated set, all in HO scale.



8. Aaron Piotraschke of Apogee Locomotive Works showed Ken some of his new products introduced over the past year.



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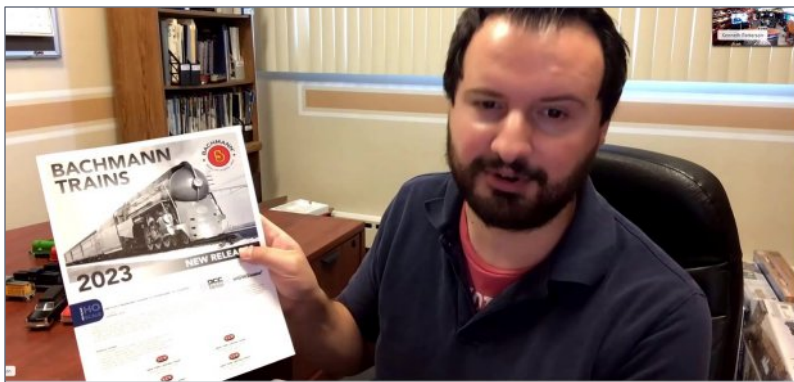
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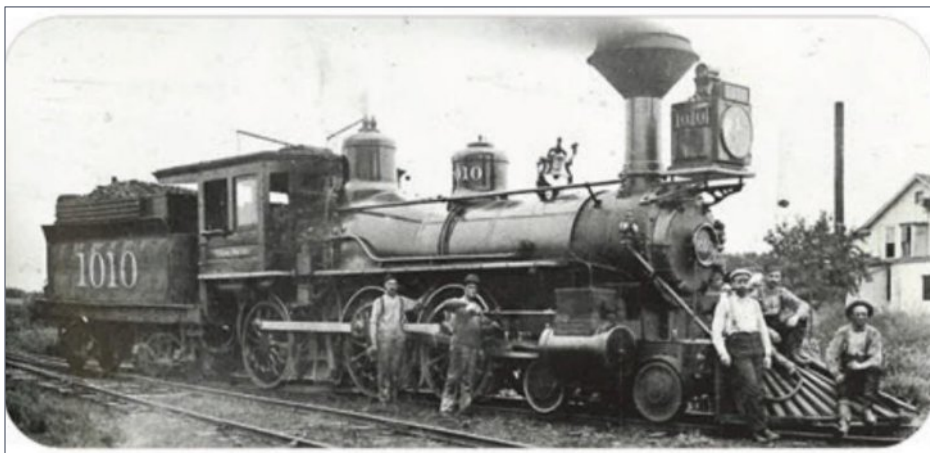


9. Joshua interviewed Bernard Hellen of MRH advertiser miniprints about the Minime figures and scanning service, complete with shrink-ray gun.

Matt Stern shows off some upcoming products from Bachmann



10. Bachmann's Matt Stern joined Ken via Skype to go through the new announcements from the National Train Show, including the Dreyfuss Hudson, GE C36-7, Trinity 5161 3-bay covered hoppers, and early model GATX Airlslides, all in HO scale.



11. In N scale, Bachmann will be producing a 19th Century 4-6-0. The new Bachmann catalog at resources.bachmanntrains.com/NMRA2023/NMRA2023.pdf contains many other new announcements in multiple scales.

For all the interviews and models Ken and the crew recorded at the St. Louis RPM Meet, and video of even more new products from BLI and Bachmann, click on the video link at the beginning of this article. ☑

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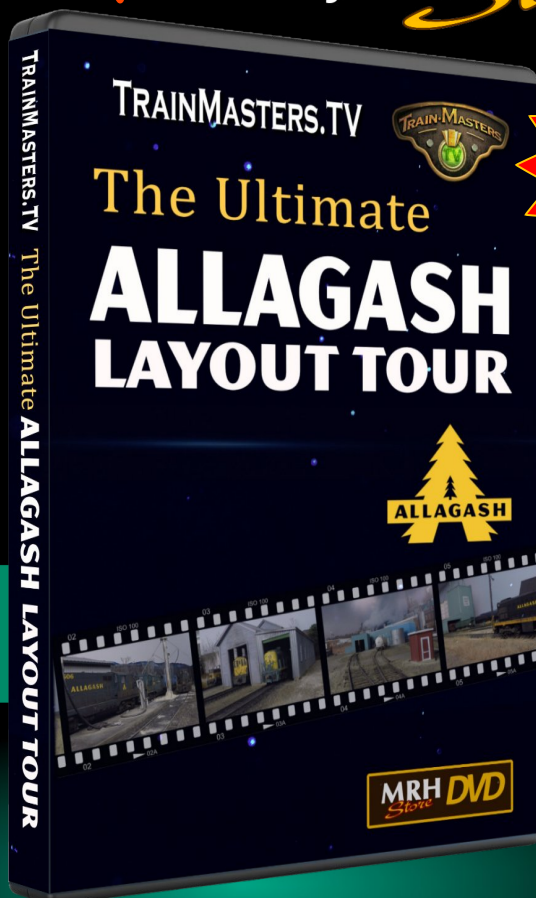
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Installing LocoFi 3 wireless in an H0 Kato NW2 switcher



Electrical
Impulses

Model Railroad Hobbyist | October 2023



CHARLES HEPERLE SHOWS A PROJECT TO UPGRADE A DC-ONLY LOCO ...

SEVERAL DECADES AGO, I bought two Kato NW2 switcher locomotives. At that time, they were DC-only. I added details and weathering to one, and used it occasionally at module meets. Over time, some of the details were damaged, and instead of fixing it, I used the mechanism for a Santa Claus train.

The other NW2 was still nearly new-in-the-box, so I decided to hack it up to jump into the 21st century with the LocoFi 3 wireless control (www.wifimodelrailroad.com). LocoFi 3 uses a smart phone as a throttle to communicate with and control a locomotive via Wi-Fi connection.

INSTALLING LOCOFi 3 WIRELESS | 2

Although LocoFi has fewer features than DCC, it doesn't have the expenses of installing a DCC command system. I purchased a used Android smartphone for \$38 to use as the controller.

The first step was dismantling the locomotive. I took my time and labeled each part and its orientation in the locomotive to help me reassemble it properly [1].

As Kato designed the locomotive, the wheels fed track power to brass wipers, which in turn energized the two halves of the locomotive's weight. The motor then drew power from the two weights via brass contact strips connected to its brushes.

As with a DCC installation, the next step was to isolate the motor. I clipped the contact strips using a pair of Xuron photoetch scissors (Part 9180 ET) [2]. I would replace them with wire soldered directly to the motor's terminals.



1. I carefully dismantled the locomotive.



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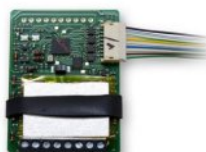
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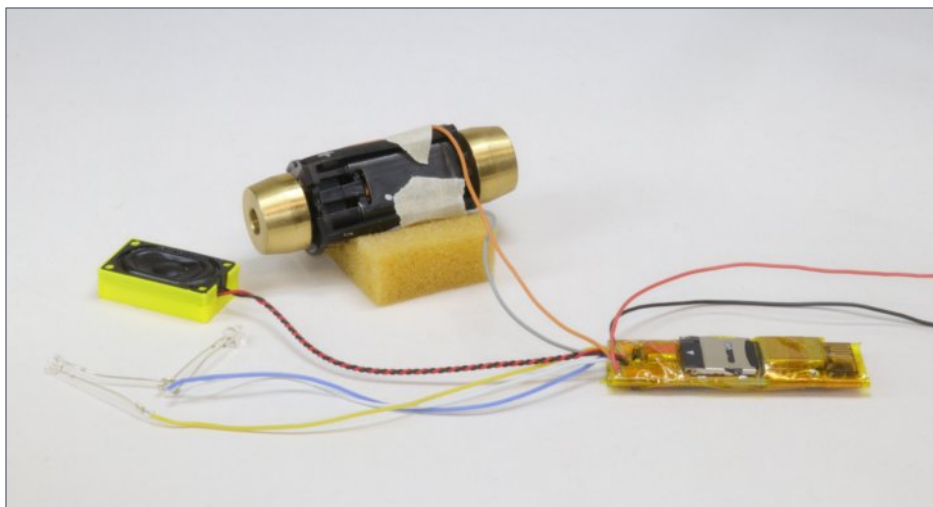


2. I clipped the motor's contact strips.

To make sure everything was working properly, I wired the LocoFi 3 board to the motor, lights, and speaker for testing before installing it in the locomotive. LocoFi uses standard NMRA wire color coding: orange to the positive motor terminal, gray to the negative motor terminal, blue for positive lighting function common, white for forward headlight, yellow for reverse. The red and black wires would normally carry track power, but I connected them to a 14 VDC regulated power supply for the test [3].

To maximize its tractive effort, Kato designed the weight of the NW2 to take up much of the space under the shell that was not used by the motor or lighting. To accommodate the LocoFi 3 board and speaker, I needed to cut away some of this weight.

The first step was to determine how much weight to remove. I applied blobs of adhesive putty to the weight, then put on the shell to test clearances [4, 5].



3. Testing the LocoFi 3 board with motor, lights, and speaker.



4. I applied blobs of adhesive putty along the top of the weight.



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5. Pressing the weight into the shell, I found there wasn't much space to spare. This showed me how much material I had to remove to accommodate the LocoFi 3 board.

I used a #409 disk in a motor tool to cut away the weight to make room for the board. They are much thinner than the longer-lasting fiber ones. Although the 409s were brittle and broke often, I found they cut through the weights faster because of their thin profile [6].

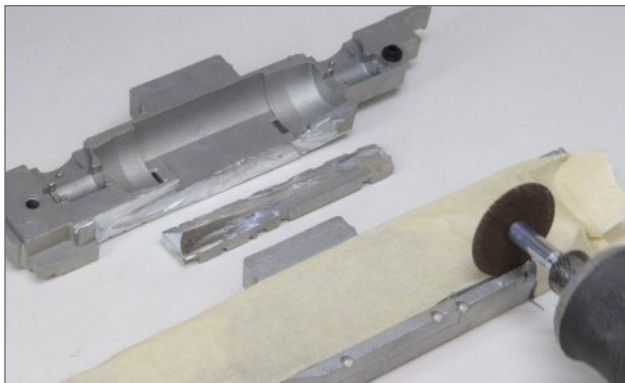
Cutting the weights was a messy, slow task, and created a lot of heat and flying debris. Safety goggles and a dust mask were essential. I found I could cut for only a few minutes at a time before having to pause and allow the weight cool before continuing.

There is no room to replace that weight, but the loss of a little pulling power is more than offset by gaining wireless control.

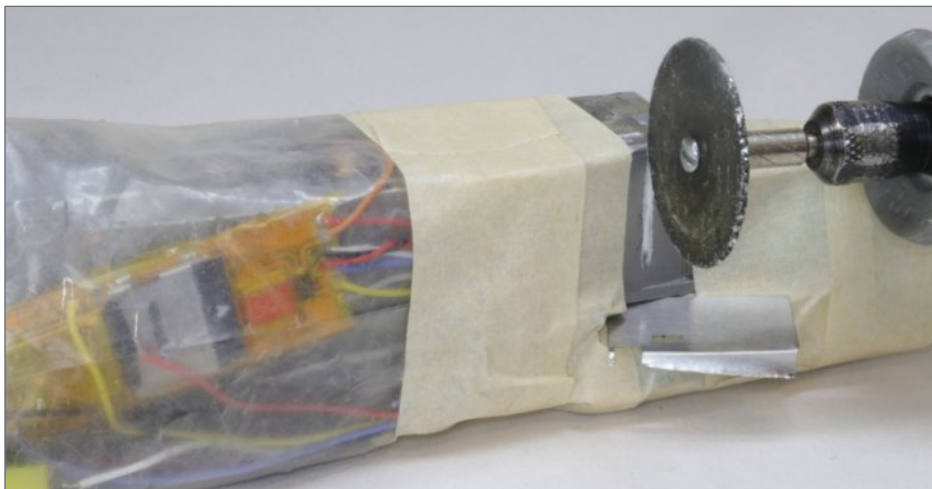
After reassembling most of the electronic and mechanical parts, I found the black and red wires prevented the shell from fitting

properly. I cut grooves in each weight to accommodate them and allow proper fit.

Before cutting the grooves, I sealed the motor, gears, and other sensitive parts with a plastic bag and masking tape to keep abrasive and conductive metal dust out. I used a thin piece of scrap metal to protect the wheels from the cutoff wheel [7].



6. I used a #409 cutting disk in a motor tool to remove the desired areas of the two weights.



7. I cut grooves for the with the cutoff wheel. I protected all the sensitive parts before proceeding.



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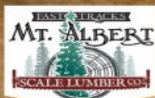
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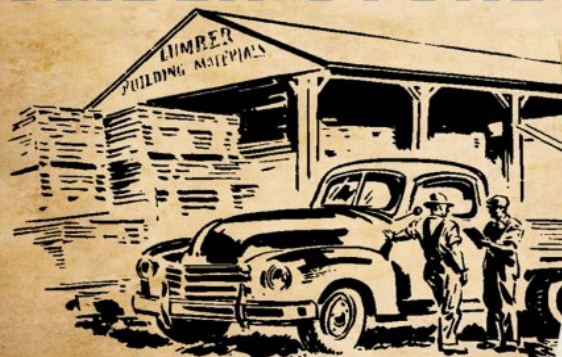
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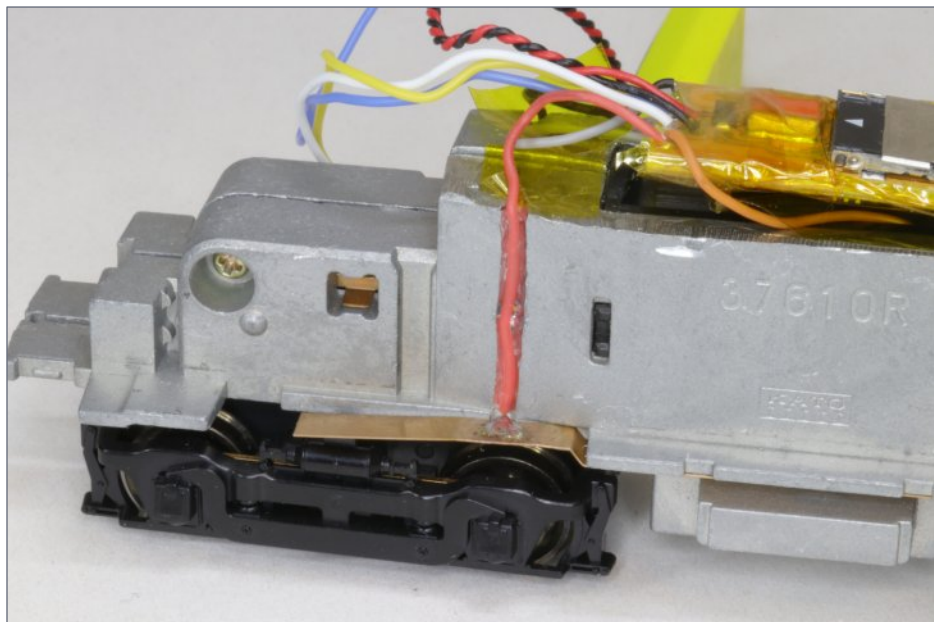
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The next step was to solder the track power wires to the brass contact strips. Here, I found it helpful to “fan” the ends of the stranded wire to make the solder joint flat. I then glued the wires into their grooves [8].

The Kato loco had some nice lighting units that combined LEDs with resistors, drawing power from the two sides of the weight for directional lighting. I needed to change the power source to the decoder. Since the LocoFi 3 board already included resistors in each lighting circuit, I replaced the original Kato lighting units with 3mm LEDs.

The board kit includes extra wiring of various colors, shrink tubing, and loose LEDs, but I selected Yeloglo White LEDs from Miniaturionics. I find they best simulate the early incandescent bulbs of my 1939 period.



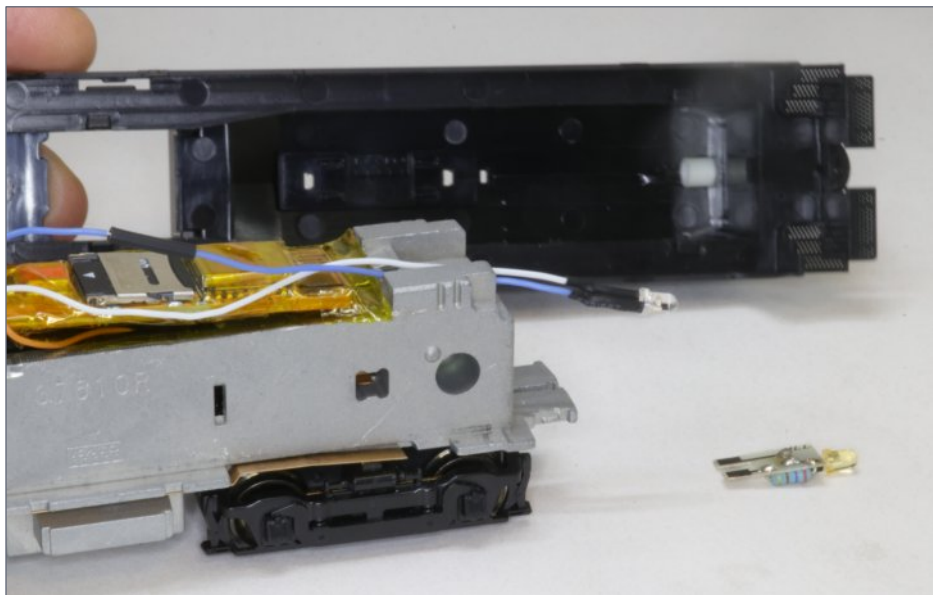
8. I soldered the red wire to the side contact strip on the engineer's side, and glued it into the groove I cut in [7]. I did the black wire the same way on the fireman's side.

INSTALLING LOCOFi 3 WIRELESS | 8

The rear LED fits into the existing Kato holder under the cab roof [9]. The original Kato front LED was attached directly to the weight, so I used a short piece of 3/16" styrene tubing to hold the new LED in place [10].



9. The original Kato LED and its Miniaturics Yelogle White replacement for the rear headlight in the cab.



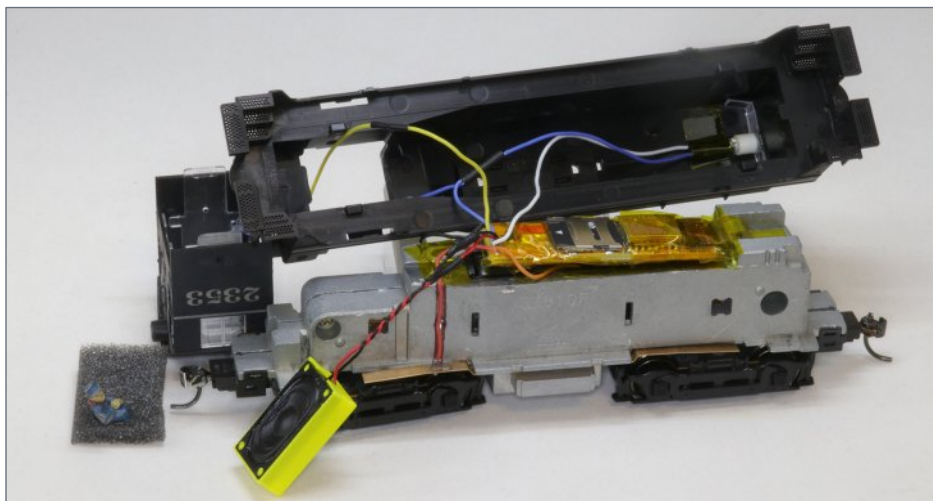
10. The new front LED is wired to the board. The new styrene housing is in place in the shell.



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11. With the wires shortened and the weights isolated, I was ready to close the shell.

Because there was almost no extra space under the shell, I shortened the wires to only a bit longer than necessary. I used plenty of Kapton tape to insulate the weights from the board and the LEDs, since the weights still carry track power. Kapton, also known as polyimide, tape is a tough, thin, orange non-conductive tape that also provides some heat insulation [11].

I protected the blue and yellow wire splices for the cab headlight wiring with shrink tubing. I used CA to seal the shrink tubing instead of heat, as I did not want to risk deforming the hood or the cab, which both were too close for comfort.

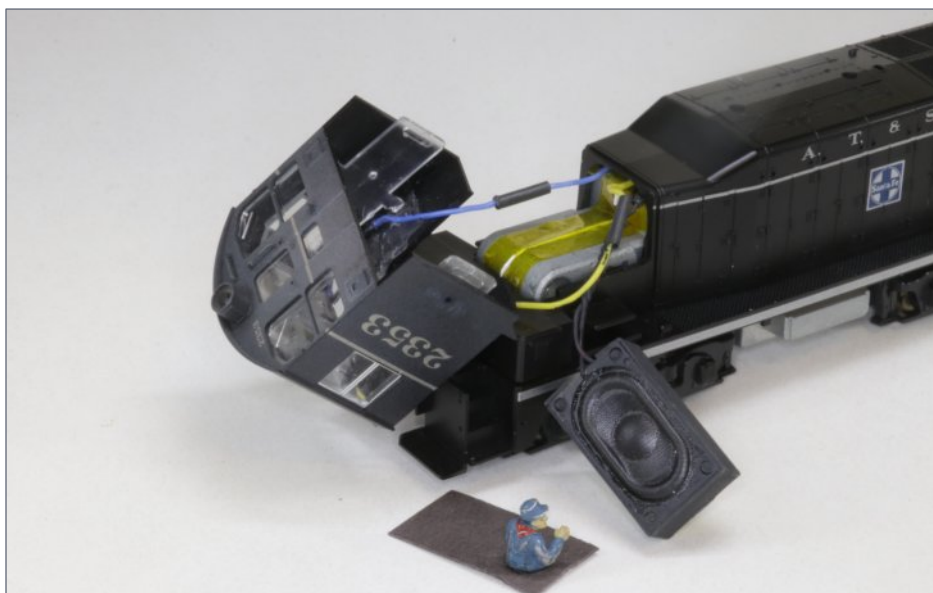
I hid the wires the best I could in the cab, and painted them a flat, dark gray to blend in. I did the same for the speaker wires and baffle. I used CA to glue an engineer to a piece of cardstock, then mounted the cardstock to the speaker with museum glue. I placed the speaker at the bottom of the cab, with the cone pointing upward.

I wanted to be certain the two halves of the weight were isolated from each other and any cab wiring. So, I wedged a

piece of styrene between the weights, and applied Kapton tape to the top [12].

With the basics of the loco back together, I was ready for testing [13]. After successful tests, I added the couplers, detail parts, and some light weathering.

The standard prime mover, bell, and horn sounds in the LocoFi 3 unit sound fine to me, though the controller has a micro SD card that can be loaded with other sounds. Check out the locomotive in action here: [youtu.be/ IUN-pSsGSw](https://youtu.be/IUN-pSsGSw). ✓



12. The speaker and cab are ready for final assembly.

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13. Testing the loco after basic assembly.

CHARLES HEPPERLE



Charles is a native southern Californian. He has been an HO scale model railroader since the early 1970s.

Since 1979 he has concentrated on modeling a fictitious suburb in greater Los Angeles as it might have looked in 1939. Many of the structures are scratchbuilt models of actual ones.

Charles is a volunteer at the Western Archives of the Santa Fe Railway Historical & Modeling Society in San Bernardino. ■



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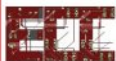
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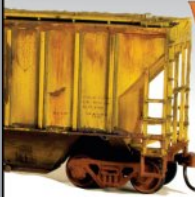
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Scratchbuild a Taxicab Office



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BARRY SILVERTHORN “BRINGS ON THE UGLY” WITH A REPURPOSED BUILDING ...



IS YOUR LAYOUT TOO PRETTY? HEAR ME OUT ON THIS. For years I've been wondering this about many model railroads, including my own.

We spend hours adding weathering effects to create grimy, rusty locomotives and rolling stock, and duplicating the entropy and lack of maintenance seen along the right-of-way. And we usually get it right.

When it comes to structures, we often use weathering techniques, but I think we should be giving additional consideration to the aesthetics of building design, construction, and remodeling. Some structures need to be less attractive.

Many of us opt for a Norman-Rockwell-style "good old days" approach that leans heavily on sentimentality. We model the world as we like to remember it, or how we like to think it was during a certain era.

Model manufacturers show this tendency with their kit offerings for urban commercial buildings and homes. They are often perfectly symmetrical, with windows and doors ideally proportioned, and include architectural detail like corbels, bay windows, finials, and awnings. They are beautiful examples of the best of typical North American architecture [1].

Arguably our architecture was more charming a hundred years ago than it is today. New methods of construction and materials have made it possible to erect buildings in weeks, if not days. Whether it's the time or expense, the bottom line is that designers and builders don't embellish buildings as they once did.





1. The Walthers Merchants Row buildings are fine recreations of typical commercial structures that can be found in cities across North America. They look good on our layouts, but they represent the structures as built. They don't represent the remodels and "remuddles" that many of these buildings have undergone since, especially in the last 50 years. *Walthers photo*



2. City Classics makes several storefront building kits. "The Modern Salon" is a typical example of a turn-of-the-century structure that was modernized with an art-deco-inspired facade. *Photo courtesy of City Classics*



B. Silverthorn

URBAN RENEWAL

Urban renewal projects offer lots of inspiration for updating older storefronts [3]. The law office at left had a new entrance added at some point, fashioned with brick that does not match the existing brick on the upper portion of the building.

Next door, windows recently have been replaced. The designer seems to have tried to keep some of the original character of the storefront facade. The corbels at the top of each building were saved, which rarely happens.

The third building appears to be under renovation, with the newly added weather barrier exposed and waiting for sheathing. The traditional sash windows were replaced with vinyl inserts that have horizontal sliding sashes.

The building on the far right is unrecognizable from its original appearance, being completely wrapped in steel siding. All these “remuddles” can be duplicated in scale model form using wood, styrene, printed paper, and even brick scraps from other projects.



3. This photo shows how urban renewal can bring on the ugly.



That approach is even more obvious when it comes to updating older structures. Anyone who models the mid-twentieth century or later should include examples of remodeled – or even “remuddled” – buildings. Jim Sacco of City Classics offered us good examples of less-than-aesthetically pleasing modified storefronts with his Main Street Cafe and South Side Salon kits [2].

There’s a lot of ugliness on the streets, and if our aim is to create realistic miniatures, we need to model more of it. As someone who models the late ’80s, I consider myself lucky that there are still lots of examples of buildings around that haven't changed since then.

They were designed ugly or became that way as they were updated over the years. Just a few blocks from where I live is one of my favorites: the Bluebird Taxi office [4].

The Bluebird Taxi facility was once a gas station and auto repair business. Over the years, the concrete-block building was remodeled with a facade of architectural panels, aluminum siding, and artificial stone. The resulting mash-up is a building that few citizens in this town really care about, but it looked like an interesting scratchbuilding project.

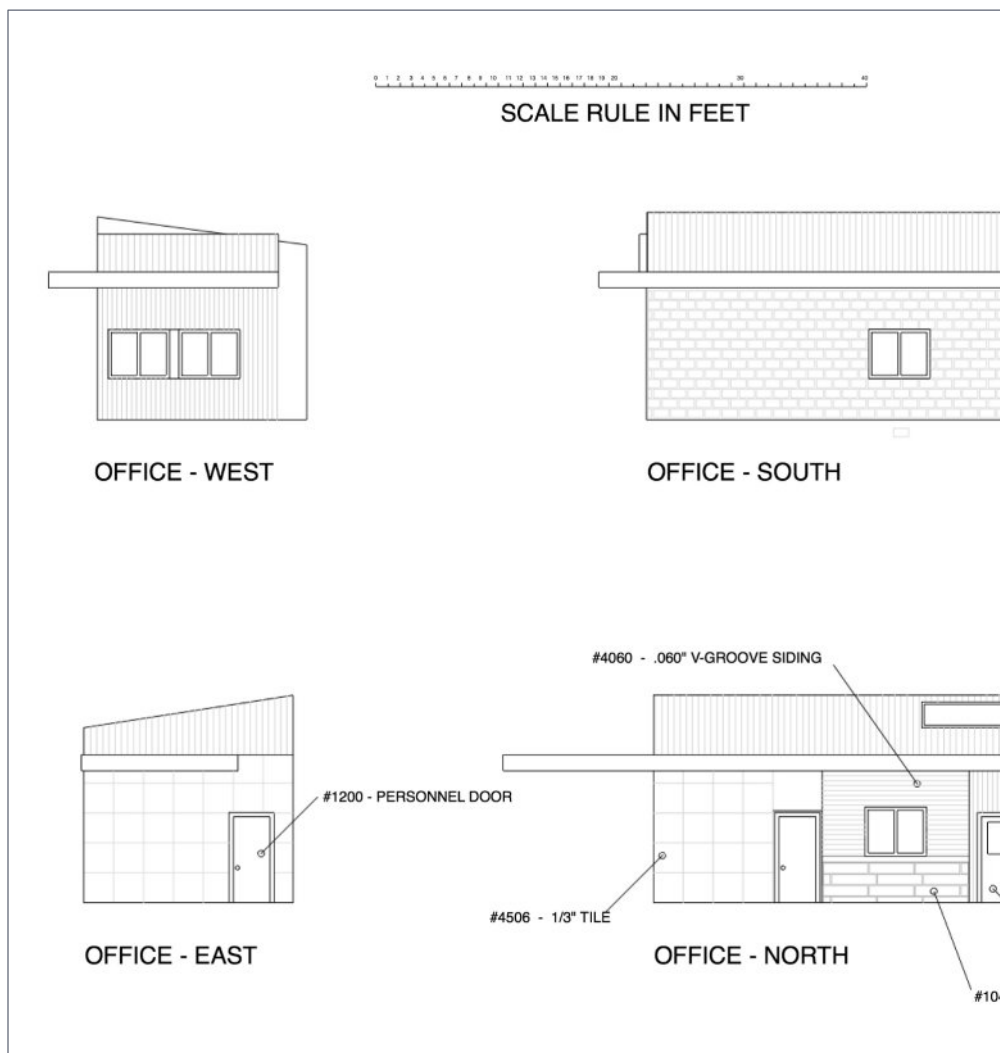


4. An unassuming concrete-block building clad in a combination of disparate building materials, the Bluebird Taxi office blends in with a dull winter sky.

SCRATCHBUILD A TAXICAB OFFICE | 7

Rapido Trains' 2022 release of an early-'80s Chevrolet Impala taxi in HO scale motivated me to get started. Most of the parts would be available at the hobby store, so I realized it would be easy.

The wall sections can be made using Evergreen Scale Models styrene tile and V-groove sheets, and the windows and doors are



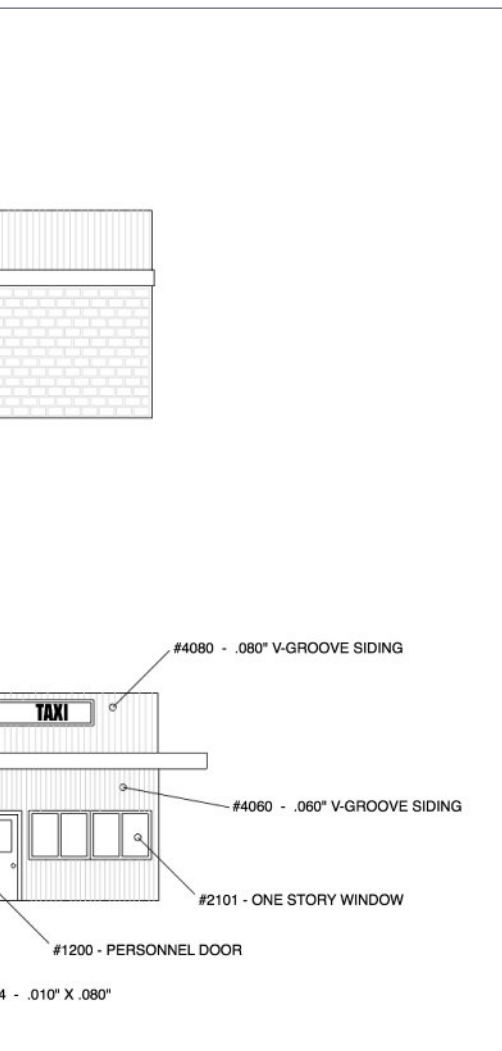
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very close to those offered by Rix Products. The rest of the parts can be fabricated from strip styrene and wire.

Rather than measuring the actual building, I estimated the wall sizes from photos. This allowed me to base the walls on the spacing of the styrene tile panels instead of the actual size. That way I wouldn't be left with a fraction of a panel at the end of a wall.

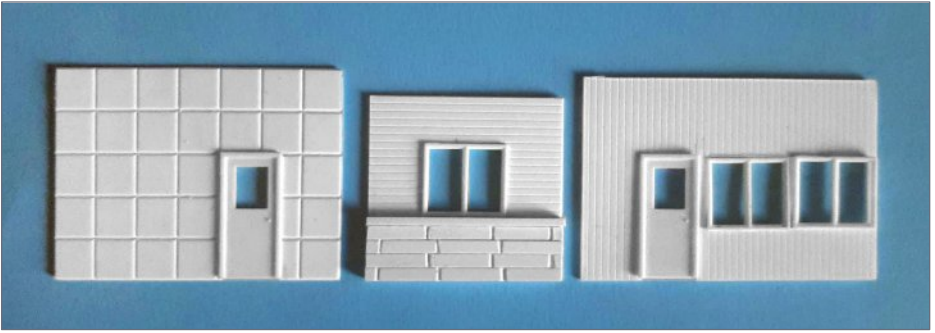


I used two sizes of Evergreen tiles: 1/2" and 1/3". For the upper walls 0.080" V-groove siding seemed like a good match for the metal siding.

I started with the office, building the walls in sections. The paneled walls are five tiles high, and this became my reference for the height of all the walls. In the drawings, the roof that wraps across the front of the building will hide the joint between the tile wall and the V-groove siding above it [5].

I extended the walls above the roofline to provide a surface for gluing V-groove siding to the building later. I needed to paint the windows and doors white, so I left installation until later to make painting them easier.

5. The walls of the office were fabricated using Evergreen Scale Models sheet styrene.

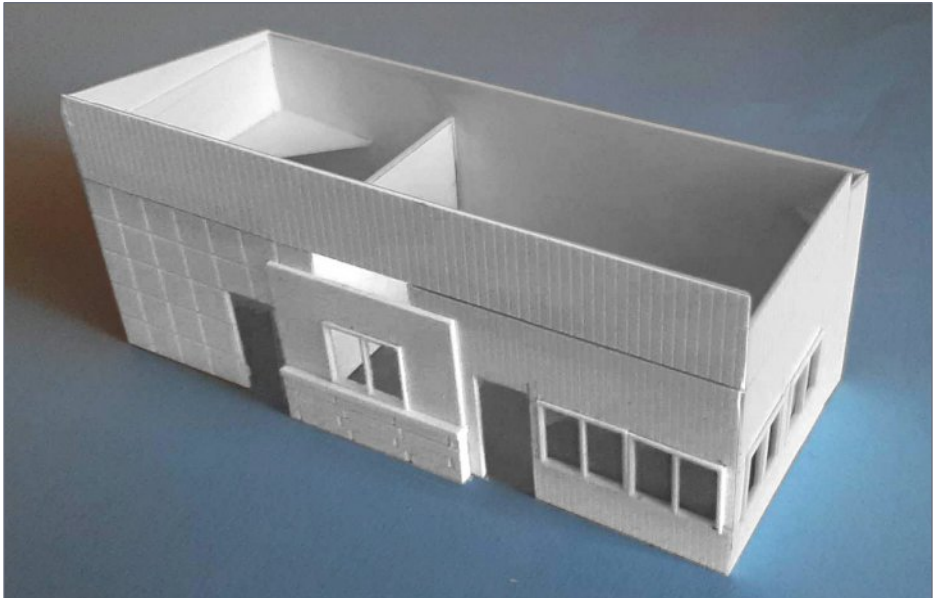


6. The front (north) wall sections of the office are an unappealing combination of four different siding materials.

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7. The assembled office shows the upper wall of vertical siding glued over the lower walls. The roof that wraps the façade will hide the seam. The center “bay” section is glued over the other two sections to make it stand forward.



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I used 0.010" x 0.080" strip styrene to fabricate the imitation stone wall on the front of the office "bay" wall by cutting vertical grooves into it with a razor saw. I created a rock texture by adding some filler putty to the surface of the rows. The siding above the stone is 0.060" V-groove. The ledge separating them was cut from 0.060" X 0.125" strip [6].

This center bay section of the office front wall was glued over the other sections so it stood slightly "proud" [7]. I'm not sure why it was built this way on the prototype, but it adds visual interest to an already inconsistent design.

The garage is a separate building from the office, connected by a breezeway roof. It is of similar construction to the office, with the same tile below and the v-groove siding above. A blue band separates the two [8].

Cutting and assembling the remaining wall sections for the office and garage buildings was simple [9]. Since my model would be viewed only from the front, I used plain styrene for the rear walls. Once the walls for both buildings were assembled, I made roofs from sheet styrene.

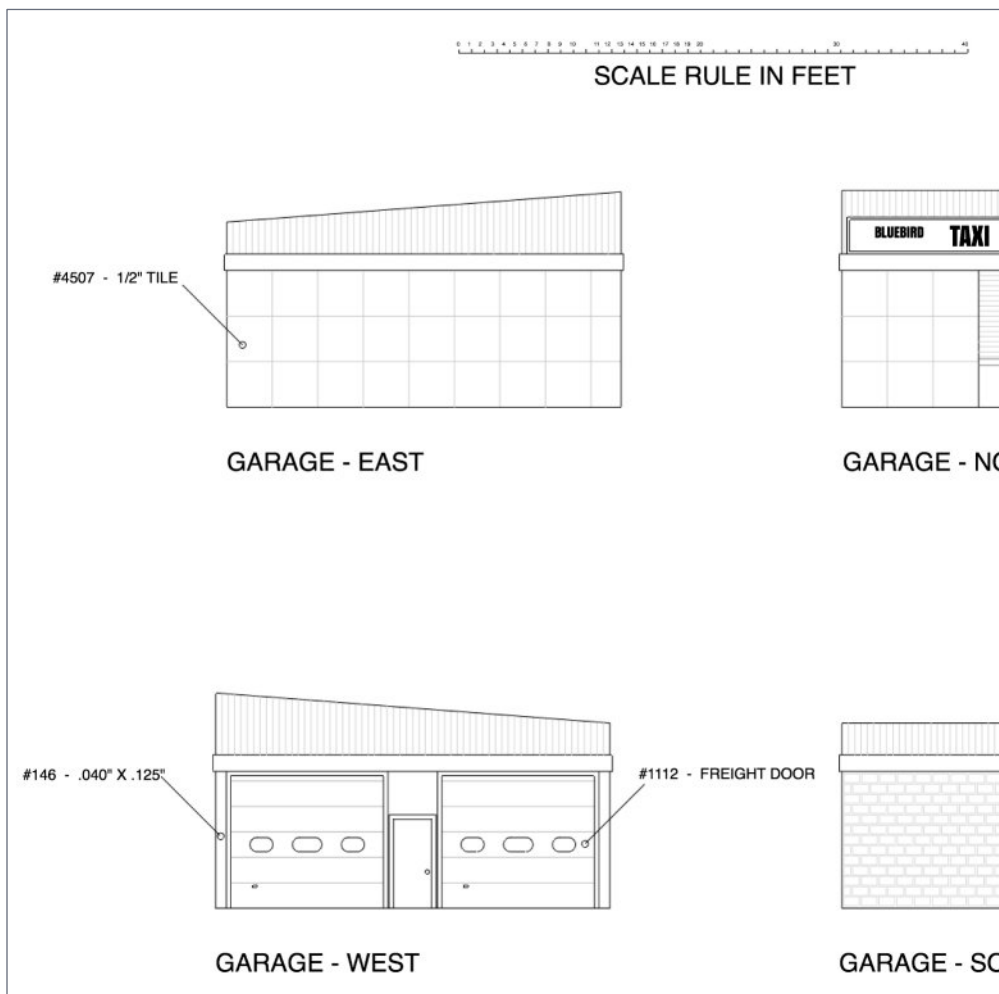
The soffit roof across the front and side of the office, and between the two buildings, was cut in one piece from a sheet of 0.060" styrene using the drawing as a template [10, 11]. The V-groove siding was added to the top of it to match the rest of the buildings, and a fascia was added using 0.060" X 0.188' strip styrene.

I toyed with the idea of adding LEDs to the signs to make them look like they are backlit with fluorescent tubes. This would require cutting holes in the siding and building light boxes on the back of the wall to house cool-white LEDs from Woodland Scenics [12].

This part of the project went a bit overboard, as it took eight stick-on Just Plug LEDs to do the job, but in the end the lighting effect is impressive. I plan to power them with a Model Train Technology LED scene controller so I can add effects like fluorescent flicker. The exterior frames for the signs were built using 0.040" X 0.060" strips.

The barrier in the rear of the parking area between the two buildings is a unique steel fabrication on the prototype. I cut a 0.350" strip from a sheet of 0.020"-thick sheet styrene and chopped up pieces six scale feet long. These were mounted on two 0.020" x 0.020" strips.

The concrete base was made by laminating two strips of styrene to get the required height [13].



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I airbrushed the buildings with primer, followed by Tru-Color light gray stucco. The fascia strip was painted in Georgia Pacific blue.

Some of the paint peeled away as I removed the masking, leaving a patch of white on the tile. I decided to take advantage of this as a weathering technique, since some of the paint had peeled on the prototype in the same manner [14]. I removed the rest of the tape with less care about whether it lifted the paint.

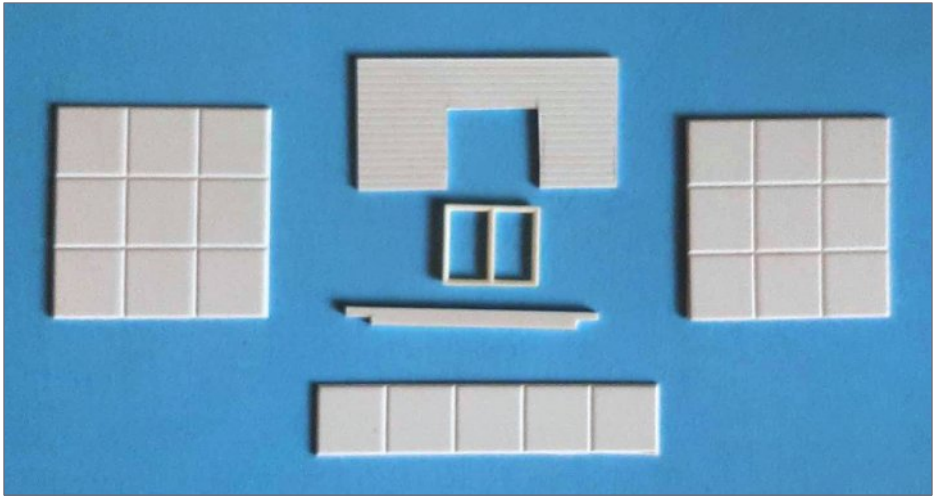
I painted the windows and doors white, and installed them. I gave the building a thinned wash of alcohol and India ink to weather it, and then glued the clear plastic "glass" in the windows.

Using the unimaginative prototype designs as a guide, I created signs in a graphics program on my computer and inkjet-printed them on plain paper. These were cut out and glued to the backside of the walls inside the light boxes.

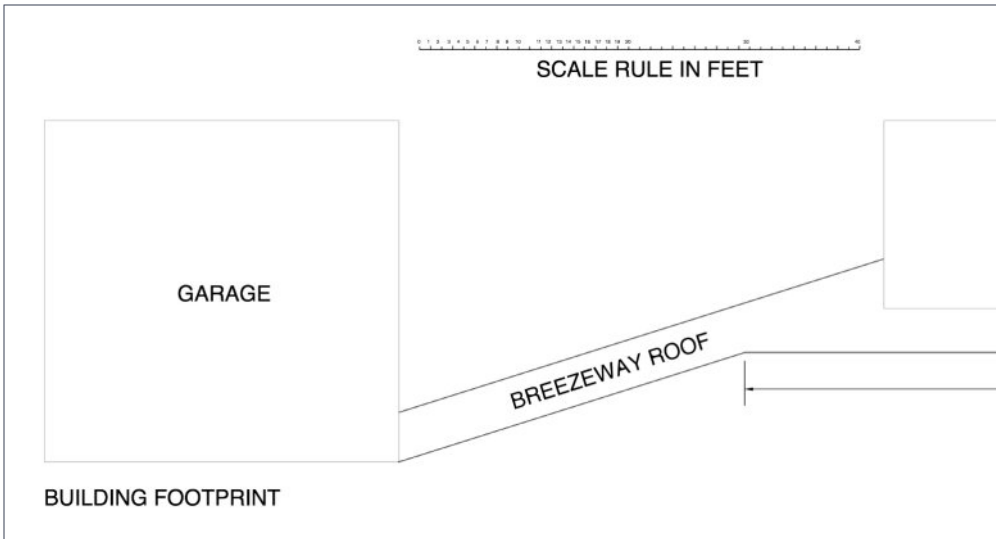
The LEDs were mounted inside the boxes using the adhesive strips attached to them. If you find the light cast on the signs is uneven, try using a piece of Woodland Scenics Light Diffusing Window Film. Paint the backs of the walls black to prevent light leakage [15].

8. The garage walls are made from similar materials, with a band of styrene separating the upper and lower panels. Pikestuff doors, and windows from Rix are a good match for the prototype.





9. The sections that make up the north wall of the garage, ready for assembly.

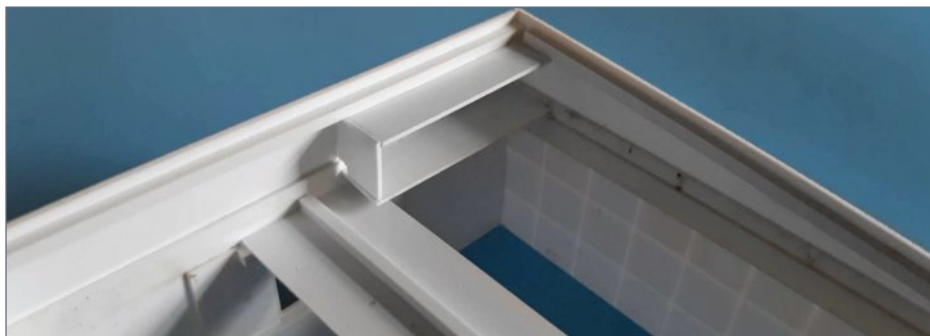


10. Soffit roof template.

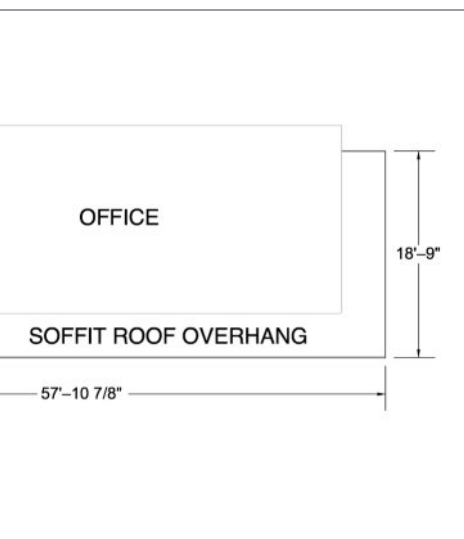




11. These views show the orientation of the soffit roof that lines the front and side of the office building, and extends to the garage to create a breezeway between the two buildings.



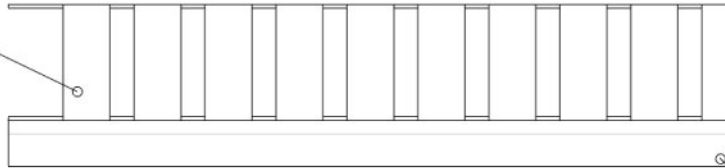
12. Light boxes were created on the interior walls to contain the LEDs.



0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 30

SCALE RULE IN FEET

.350" WIDE STRIP



PARKING LOT BARRIER



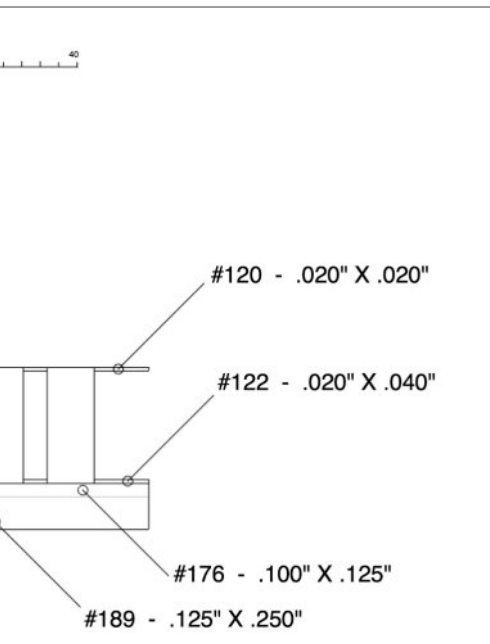
14. Sometimes accidents are happy ones! Some of the paint was removed with the masking tape, but it simulated the peeling paint on the actual building.



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13. The steel parking barrier is a simple fabrication using strip styrene.



15. Backlit fluorescent signs are uncommon on model railroads because they're difficult to simulate. The soffit roofing of the taxi company's buildings provided good hiding places for the light boxes.

I used common black pepper from the kitchen pantry to texture the roofs. It has a natural granular look that is finer than commonly used gray ballast. I painted the roof with black craft paint and sprinkled on the pepper. Once it dried, I used Pan Pastels to tone it down and add other hues.

I bent 0.032" piano wire to create the gas line on the top of the building. After painting it yellow, I glued it to the wall using CA.

A building like this offers a perfect excuse to pull out the box of detail parts [16]. I tarted the scene with a dumpster, car ramps, a trash can, and tires. I also added interiors with figures.

Of course, the yellow cabs were a must-have to complete the scene. I can go back and add many more details such as a chain-link fence and weeds once it's installed on the layout.



Consider adding more ugly and nondescript buildings to your layout, especially if you model modern scenes. Bluebird Taxi is not the kind of structure a manufacturer will offer anytime soon, but it is a simple, low-cost scratchbuilding project that adds a lot of character. What buildings like this lack in charm, they make up for in visual interest. ☑

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16. Don't forget the details. Chain-link fences, electrical conduit, weeds, and used tires are a good start, but there's no limit to how much "stuff" you can have lying around the parking lot in a building like this.



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MATERIALS LIST

Evergreen Scale Models

- 4506 1/3" square tile
- 4507 1/2" square tile
- 4060 .060" V-groove siding
- 4080 .080" V-groove siding
- 9060 .060" plain sheet
- 104 .010" X .080" strip
- 120 .020" X .020" strip
- 122 .020" X .040" strip
- 143 .040" X .060" strip
- 146 .040" X .125" strip
- 149 .040" X .250" strip
- 156 .060" X .125" strip
- 158 .060" X .188" strip
- 176 .100" X .125" strip
- 189 .125" X .250" strip

Rix Products/Pikestuff

- 1112 Freight Door 12x12, 2 per pkg
- 1200 Personnel Doors - Assorted, 6 per pkg
- 2101 One Story Window, 3 per pkg (2 packages required)

K&S Precision Metals

- 501 .032" piano wire

Woodland Scenics Just Plug

- JP5715 Light Diffusing Window Film
- JP5741 LED stick on lights, cool white, 2 per pkg (5 packages used)

Rapido Trains

- 800007 Early 1980s Chevrolet Impala Taxi

Tru-Color Paint

- 101 Georgia Pacific blue
- 413 matte light gray stucco
- 431 matte white

BARRY SILVERTHORN



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

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

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

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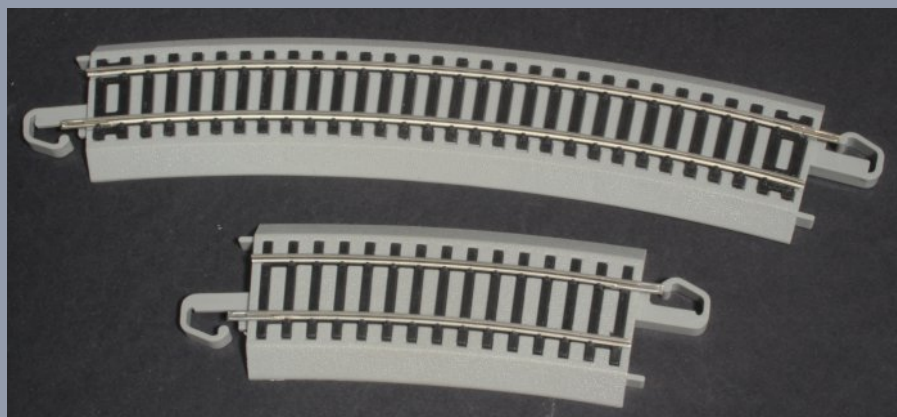
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E-Z Track for track planning



1. EZ Track offers various curve radii, with several different-length sections for each. This makes it handy to piece together like a jigsaw puzzle.

Model Railroad Hobbyist | October 2023

ROBERT SCHLEICHER

DEMONSTRATES TRACK

PLANNING USING **BACHMANN E-Z TRACK** ...



SOME MODEL RAILROADERS USE PAPER

TEMPLATES OR COMPUTER PROGRAMS TO design their layouts. The popular brands of sectional track usually have pages with scale-sized images of their track sections to print, cut apart, and piece together like a jigsaw puzzle.

However, those simple templates can only provide an approximation. If table edges or adjacent track constricts the area you are planning, you need something more accurate.

I used pieces of full-size E-Z Track to design some of the tighter, more complex areas of my layout. The E-Z track pieces are designed to



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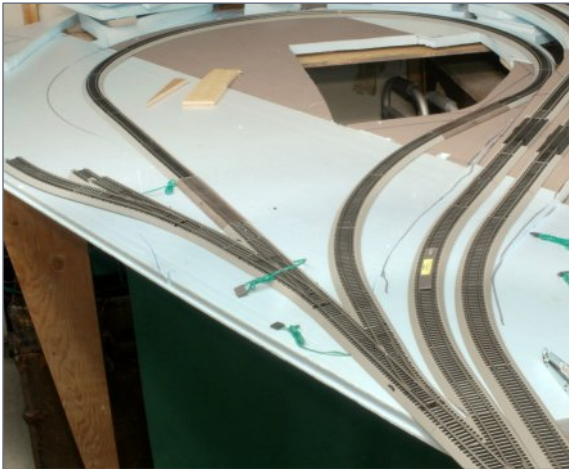
connect with the rails aligned accurately so you really can determine, for example, if that 28-inch radius curve you want really will fit and, if not, what needs to be adjusted.

You can use just a dozen or so pieces of E-Z Track and simply plug and unplug the pieces into curves like musical chairs [1]. Carefully mark the edges of the E-Z Track before moving on to the next pieces.

I was pleased enough with the concept that I carried it a step farther and bought all the pieces of track I needed for a very tight reverse loop with a 22-inch radius curve [2]. The area where the reverse loop would fit was very limited, and I needed to be dead-certain it would fit.

I also wanted to be sure that my 12-car passenger train could negotiate the loop without derailling. I needed two identical, mirrored loops: one at the far end of the layout for "eastbound" trains, and another at the opposite end for "westbound" trains.

I could have traced the outline of the E-Z Track reverse loop on the tabletop, and laid the second loop with sectional track. But I



2. The complex throat of this set of staging loops was "planned" by snapping sections of E-Z Track together to be certain that it would all fit tightly with no sudden bulges or kinks in the curves or on the straights. The three no. 5 turnouts at the lower-right are the critical area. The reverse loop

was assembled first, then some 33-1/2" and 35-1/2" curves for the double-track portion were installed.



3. Ribbonrail offers a variety of curved radii and straight aluminum track gauges. They are designed to help maintain alignment while hand-laying track, but are also

essential when using flex track. I use them with E-Z Track to ensure the joints are in perfect alignment.

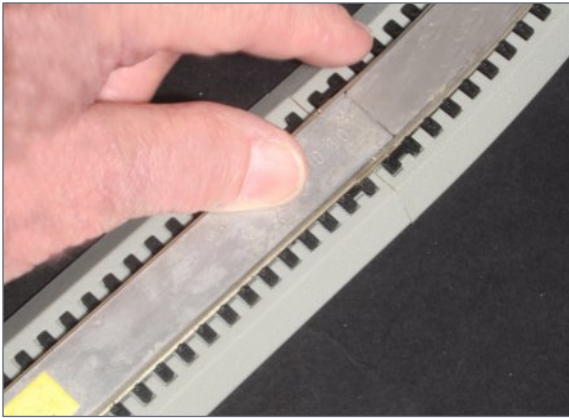
decided to assemble the second loop with E-Z Track, just as I did with the first, to know the trains would run flawlessly.

I carried the test-alignment a step farther, and used Ribbonrail (Baumgarten) curved and straight track gauges [3]. I wanted to be certain that the joints between the E-Z Track sections were aligned properly, and that no transition from straight to curve had kinks [4].

I clipped the Ribbonrail gauge between the rails and across the joint, and held it there while I traced the outlines of both edges of the track [5]. I removed the gauge and added the next piece of track, then reinserted the gauge (again to be sure the alignment was correct) and traced the edges.

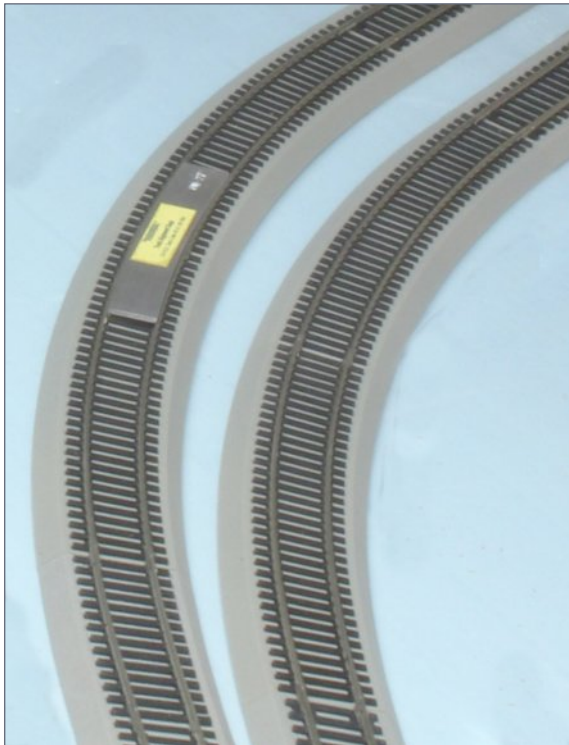
Moving from piece-to-piece, I traced the outline of that entire portion of the layout. When it was time to start laying flex-track, I simply used the pencil lines to keep the track in the proper place. Those lines can be especially helpful if you are using cork or foam roadbed because they make an accurate guide for the installation.





4. EZ-Track joints are tight, but have enough “spring” in the clips that the joints can move several degrees with side pressure. To be sure there are no sudden kinks where a curve joins a straight, I slide a straight gauge about 1/2” into the curve and hold the

curve with the proper-size track gauge.



5. The Ribbonrail gauge is in place between the rails, across the joint.

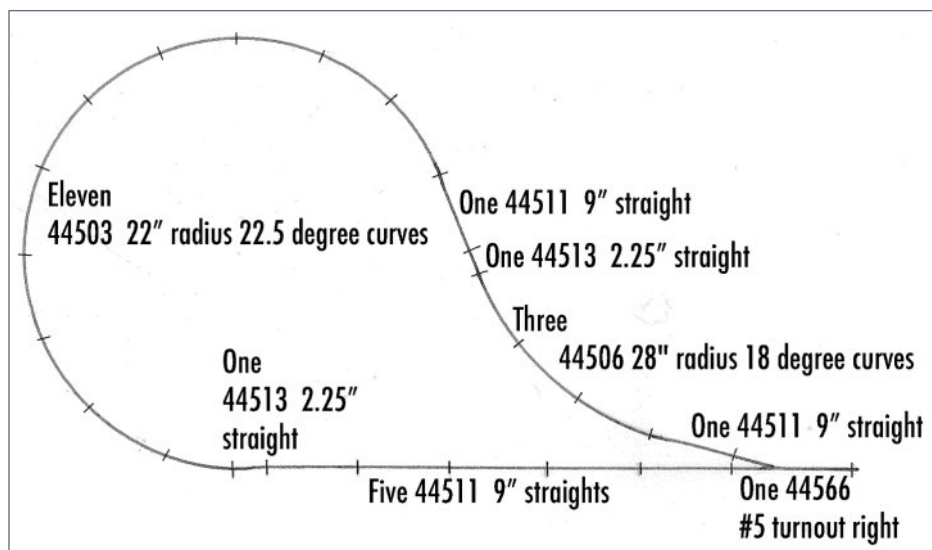


When the sub-roadbed is in place, you will not have to rely on just the cork or foam roadbed shoulders to align the track. You will still have those pencil lines at the extreme edges as reference points for the final track alignment.

E-Z TRACK PLANNING

You will need to decide on minimum track standards for your layout, including minimum radius and the minimum switch angle. I opted for 22-inch minimum radius for two tight reverse curves, but 28-inch minimum for all other track [6].

For curves where space was not an issue, I used the largest sizes (33.25" and 35.50" radius).



6.The process I used to create the reverse loop with 22-inch minimum radius as shown in [1], minus the additional turnouts. I found I had space for a 28-inch radius curve in the egress. It is important to put about a foot of track between the curves of an S-curve.



I bought enough E-Z track to use for planning the most important areas. It worked well enough that I decided to lay nearly all the track on the staging deck with E-Z Track to be sure that there were no alignment or derail problems [7, 8].

If you are only going to use E-Z Track as full-size templates, you will need at least 90 degrees of each of the curve sizes you intend to use. You will also need at least one of the shortest-size curves in each of the sizes E-Z provides. I also used single short pieces of the largest radius they have.

E-Z offers a no. 44592 package of different lengths of short straights ranging from 0.75" to 2.00", and those are helpful [9]. There is also a 2.25" and a 4.50" straight, but two of the 2.25 will work for both lengths. Finally, you'll need a half-dozen or so of the standard 9" straights [10].

Track-Planning with E-Z Track Suggested Pieces:

44503 22" radius 22.5-degree curve

44504 33.25" radius 18-degree curve

44506 28" radius 18-degree curve

44507 35.50" radius 18-degree curve

44508 33.25" radius 9-degree curve

44509 33.25" radius 12-degree curve

44511 9" straight

44513 2.25" straight

44532 half-section 22" radius

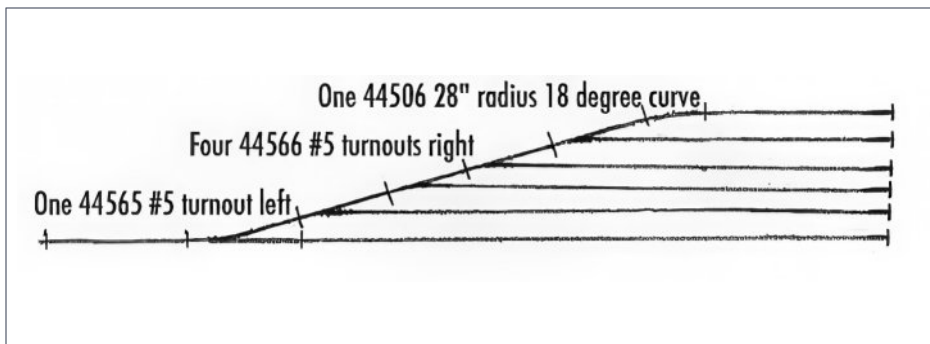
44565 #5 turnout left

44566 #5 turnout right

44569 #5 wye turnout

44757 remote #6 crossover left

44592 Connector Track Asst. (.75, 1.00, 1.25, 1.50 & 2" straights – only in this pack)



7. Staging yard diagram, using E-Z track.



8. I used E-Z track to build my yard ladder, with minimum no. 5 turnouts.

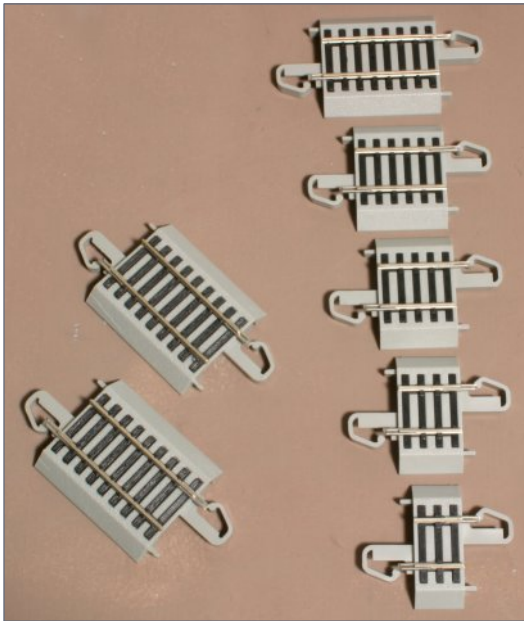


CONSTANT RADIUS

Try to use just one radius for the entire length of the curve. You can, however, include an effective easement into and out of most curves by using the shortest-available next-size-larger piece of E-Z Track [11].

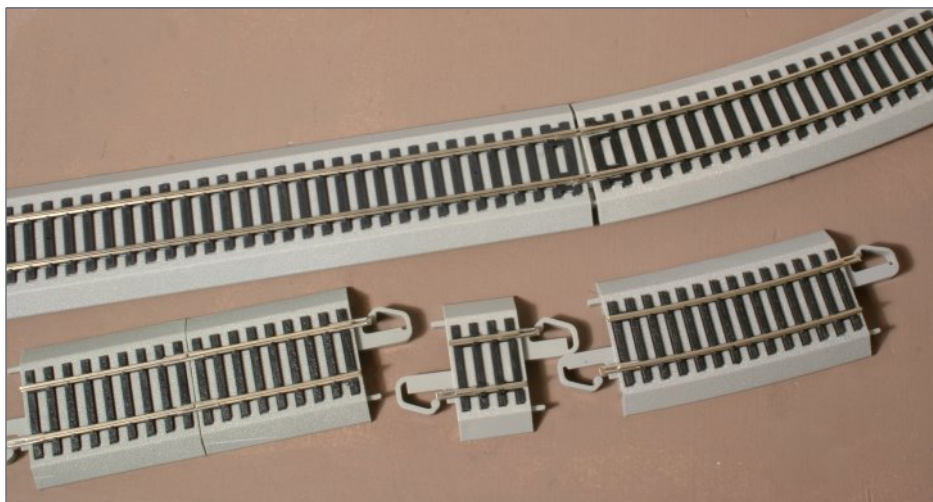
If the curve is 26-inches or larger I would use one of the 44508 33.25" radius 9-degree curves at the entry to the tighter curve and another at the exit. The rules of good track design apply here, If there is an S-curve, there should be a straight between the two curves. With E-Z Track, a standard 9-inch straight should be just long enough.

With its wide variety of lengths, curve radii, and a rigidity that paper just does not offer, E-Z Track offers a great tool for planning a layout. ☑

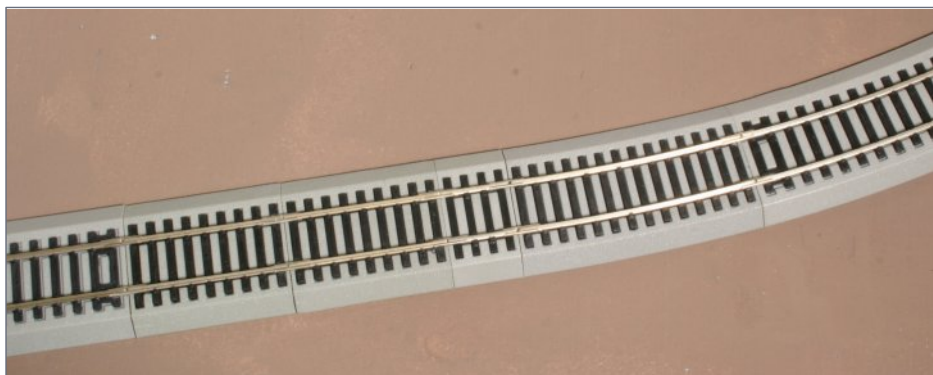


9. The 44592 Connector Track Assortment includes .078, 1", 1.25", 1.5", and 2" straights.





10. There will be times where the E-Z Track curve does not quite align with the connecting straight. In this example, the misalignment is about 6 degrees (top). To fill the gap, I replaced the 9" straight with: two 2.25" straights (44513), one 1.00" straight (from 44592), and one 44508 33.25" radius, 3.50"-long, 6-degree curve segment.



11. To transition from a 28-inch curve to straight, I used a piece of 33.25-inch curve track as an easement. This makes for less of a jog when the trains move into the curve.



ROBERT SCHLEICHER



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

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Athearn Genesis decoder install

In this 16-minute video, YouTuber **DG Modelworks** shows how he installs an ESU LokSound decoder into an Athearn Genesis SD60E. This locomotive comes DCC-ready, so the install is fairly straightforward.

What's not so straightforward, however, is how to load the sound and settings into the LokSound decoder. For that, **DG Modelworks** provides a second video here:

<https://youtu.be/xAVcXQF98jE> ✓



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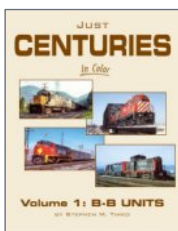
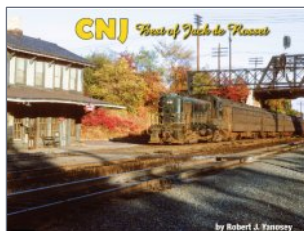


Model Railroad Hobbyist | October 2023

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



NEW PRODUCT FOR ALL SCALES



New publications coming from **Morning Sun Books** include *CNJ Best of Jack de Rosset*. Edited by Robert J. Yanosey, this new softcover publication features the artistic photography of Jack

de Rosset, an avid fan of the Central Railroad of New Jersey.

Also new from Morning Sun is Volume 1 of *Just Centuries*, an in-depth look at the B-B series of Alco Century locomotives introduced in the 1960s. Edited by Stephen M. Timko, this study offers more than 300 images ranging from the C-415 switcher to the 3000hp C-430s.

Info: www.morningsunbooks.com

O SCALE PRODUCT NEWS

Atlas O has released a Master series 40' wagon-top boxcar to dealers. The O scale model is based on a unique design

THE LATEST MODEL RAILROAD PRODUCTS, NEWS & EVENTS



joined, the wagon-top design employs a single sheet of steel to form the sides and roof.



The Atlas-O model is produced from tooling originally developed by Weaver. In addition to B&O, road names for the ready-to-run model include B&O (Railway Express Agency), Seaboard Air Line and Pennsylvania Railroad. The factory is already sold out however dealers may still have some availability.



Atlas O has released an operating log dump car. The model has a built-in operating dump that includes a shake function. One piece of #6097 Atlas Accessory Rails track is required to operate the car.



Road names include Alaska Railroad, Atlantic Coast Line, Erie Lackawanna, Pittsburgh & Lake Erie, Union Pacific, and Western Pacific.

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R. Bale

REBUILT WELL CARS

At the turn of the century containers came in a variety of shapes and sizes. Common containers at that time ranged from 20', 28', 40', 45', 48' and 53'. That much variety was deemed inefficient by railroads and trucking companies alike. Today the most common containers are 20', 40' and 53'. With the phasing out of the once popular 48' containers, TTX and other operators had little need for their 48' well cars. Since most of the cars were in serviceable condition and too new to scrap, TTX launched a rebuilding program in which the 48' well cars were shortened to 40' and/or lengthened to 53'. This allowed them to carry 20' and 40' containers in the well with 40' and 53' units on top.



die-cast bodies, etched metal walkways and trucks with rotating bearing caps.



Atlas O has released a series of 40' and 53' rebuilt well cars. The models have heavy

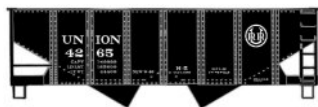
Road names for the 40' well cars are NOKL and three versions of TTX.



The 53' rebuilt well cars are decorated for Florida East Coast, St. Mary's Railway

West, and two TTX schemes.

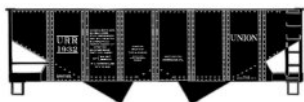
Info: shop.atlasrr.com



HO SCALE PRODUCT NEWS

Future HO scale kits coming from **Accurail** include a 55-ton twin-bay

open hopper car decorated for two different eras of the Union Railroad: 1924 (above) and 1946 (below).



A 41' steel gondola with a build date of 1947 will also be available soon from Accurail.



The URR models will be available individually and in a 3-pack.



This Union Pacific triple-bay ACF class CH-90-9 covered hopper will soon be available from Accurail in a 3-pack with

different road numbers.



Also coming from Accurail is a 3-pack of kits for Great Northern twin-bay ACF covered hopper cars. All Accurail HO scale models come with appropriate trucks with Delrin

wheelsets and Accumate knuckle couplers.

Info: www.accurail.com

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J. Shultz

SD38 AND SD39 DIESEL LOCOMOTIVES

The SD38 and SD39 locomotives are six-axle diesel locomotives based on the same chassis as the SD40 and SD45. Produced between May 1967 and October 1971, both the SD38 and SD39 differ visually from the SD40 by having only two radiator fans instead of the three fans that are standard on the SD40. With a normally aspirated version of the 16-cylinder 645-series prime mover developing 2,000hp, the SD38 has two or four exhaust stacks flanking the dynamic brake section. The SD39 uses a turbocharged 12-cylinder version of the 645 prime mover developing 2,300hp, and can be identified by the turbo exhaust stack in front of the dynamic brake section. SD39 production totaled 54 locomotives with the SD38 coming in with exactly twice that at 108 locomotives, 45 of which went to RFFSA in Brazil, 7 to Orinoco Mining Company in Venezuela, and 4 to Kaiser Bauxite in Jamaica.



Athearn has announced preorders for EMD SD38 and SD39 locomotives. This Athearn series HO scale

locomotive is scheduled for release in February 2025. Two SD38 models decorated for Norfolk Southern are in this release, with NS #3806 featuring an unusual 4-stack exhaust and NS #3813 a normal 2-stack exhaust. Ex-Conrail and Penn Central units, they feature front and rear operating ditchlights, cab air conditioning, and a Leslie RS3L horn on the long hood. A GATX Locomotive group model representing a former Norfolk Southern unit with the 4-stack exhaust, front and rear operating ditch lights, and the NS markings painted out will also be available.

Conrail SD38s in this run include a cab mounted Sinclair antenna, front and rear MU hose holders, and Leslie RS3L low-clearance horn on the number board. A model decorated for Cargill and



representing an ex-Conrail/Penn Central unit will feature the 2-stack exhaust, front and rear snowplows

and ditch lights, cab AC, and a bracket mounted K5LA horn. None of the Norfolk Southern, Conrail, GATX, or Cargill units include dynamic brakes.



The McCloud River Railroad owned three SD38 locomotives, #36-38, and Athearn will be producing

all of them in this run. Featuring DCC controlled dual strobe beacons, a 3,200 gallon fuel tank, rear walkway mounted brakes, dynamic brakes, and a firecracker antenna, the McCloud models also include updated colors.



Southern Pacific's SD39s will include the front and rear SP light package with DCC gyalight effect, 3,600

gallon fuel tank with dual fuel fillers, Farr Air radiator grilles, large ballast boxes, large EMD plows on the front and rear, L-style front window, cab roof mounted bell, and rear walkway mounted brakes.



Featuring the Kodachrome paint scheme of the failed SPSF merger, the Santa Fe SD39 models will include an

operating rooftop beacon, cab mounted air conditioner, cab mounted antenna plane, slug control boxes, and a bracket mounted Leslie RS3L horn. The Santa Fe model will not have class lights.



Both SD39s, #40 & #41, purchased by the Minneapolis Northfield & Southern will be produced, and will

include chicken wire grilles, a Hancock whistle, 3,200 gallon fuel



tank, firecracker antenna, and rear walkway mounted brakes. The MN&S units were not equipped with dynamic brakes.



All the SD38/SD39 models come equipped either DCC ready with a 21-pin NEM DCC plug or Onboard

Economi sound/DCC from SoundTraxx. The engine, horn and bell sounds will function when powered by DC power. The models feature fine scale handrails, separately applied air tanks, a 5-pole motor with machined flywheels, McHenry scale knuckle spring couplers, and RP25 contour wheels.



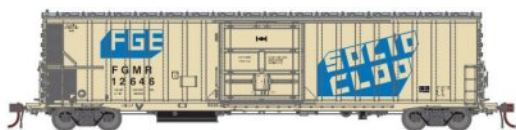
Also due in February 2025 is a Genesis ICC caboose in HO scale. This extended vision cupola caboose was popular with many railroads, allowing the crew to

see past the top of the taller cars introduced in the post-WWII era. This release represents CB&Q NE-13 class cabooses and is decorated in the original CB&Q paint scheme, Burlington Northern, CB&Q renumbered for BN, and Fort Worth & Denver in the BN paint scheme. All of the models include a firecracker-style antenna, and Tsunami Sound Car equipped models include a trainline air whistle in DCC mode, clickity-clack with optional flat spot sounds, brake set/release sounds, "Big Hole" emergency brake application sound, and other appropriate sounds. Non-sound equipped models include an on-board NCE DCC lighting function decoder to control interior lights and marker lights as appropriate.



Also in the Genesis line is a 57' FGE mechanical reefer in HO scale. Road names in this release include Union

Pacific/ARMN in white, Great Northern/WFEX in yellow, and Burlington Northern/BNFE in green, white, and Primed for Grime in faded green. Data only versions in green, white, and yellow will also be available.



Models decorated for Fruit Growers Express will be available in the FGMR Solid Cold scheme,

including one car with the “Solid Clod” misprint on one side, as well as the goldenrod FGCX scheme. Optional SoundTraxx sound is available, featuring reefer unit sounds played randomly. The cars include see-through screens on the reefer end, inner refrigerator bulkhead, see-through end platforms, era specific straight “flapper” or T-shaped “smokejack” exhaust stacks, full underframe detailing including Keystone cushioning, airbrake details, and fuel tank; factory-applied end ladders and door clasp rods; prototype specific cut levers, and trainline hoses with silver tips.



Additionally, prototype specific body or truck mounted brakes, 100-ton roller bearing trucks with

rotating bearing caps, McHenry scale knuckle couplers, and machined metal wheels are also included.



A new run of Genesis Trinity 5161 covered hoppers is also part of the February 2025 production

schedule, with road names in this run of BNSF, BNSF (SP&S, Frisco Heritage), Kansas City Southern, Iowa Interstate, Incobrasa Industries LTD, Cargill, Tate & Lyle, and Trinity Industries Leasing.



As part of Athearn’s Legendary Liveries series, Union Pacific Fallen Flag paint schemes for CNW,

D&RGW, and Southern Pacific are also being produced. Included on the models are separate brake hardware with wire brake



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plumbing, coupler cut lever and airhoses on each end, separately applied end cages and etched end platforms, McHenry scale knuckle couplers, Genesis 100-ton trucks with rotating bearing caps, and 36" machined metal wheels. The cars will be available both singly and as a 3-pack.



In the Athearn line, a new run of the Berwick Bathtub Gondola is planned which includes both new and upgraded tooling. New

models with extended sides will be decorated for Conshohocken Rail, LLC (CTWX) and CWPM, LLC (JAMX). Upgraded models will be produced for Salt River Project, Union Pacific, and Wisconsin Public Service Corp.



Primed for Grime models will be produced for David J. Joseph Co., Pacific Rail Leasing Corp., and Utility Fuels. The cars feature

separately applied grab irons, end ladders, and brake wheels, with McHenry scale knuckle couplers and machined metal wheels. The cars will be available singly and as a 3-pack.



Another Athearn car on the February 2025 production schedule is the Pullman-Standard 5277 cu. ft. boxcar.

Road names in this release include BNSF, Burlington Northern, RF&P, Nacionales de México, and Main Central. A former Railbox car patched for ATSF is part of the Primed for Grime Line.



The models feature a 10' Pullman-Standard door, photo-etched coupler cross-over platforms, and

separately applied grab irons, end ladders, and brake wheel. McHenry scale knuckle couplers and machined RP-25 contour metal wheels are standard.



The final HO scale announcement for the February 2025

production schedule is a 48' Husky Stack well car. Able to carry 20', 40', or 48' containers in the well, up to 53' containers can be accommodated on top. Road names in this release include Arizona & California, Burlington Northern, Coe Rail Leasing, CSX, and Trailer Train. The ready-to-run cars consist of an injection molded body, McHenry scale knuckle couplers, screw mounted trucks, and machined metal RP25 contour wheels.

Preorders for all February 2025 production schedule models are due October 27, 2023.



R. Bale

SD90MAC DIESEL LOCOMOTIVE

The SD90MAC is a 6,000hp diesel electric locomotive introduced by General Motors Electro-Motive Division in 1995. It was one of the largest single-engined locomotives produced by EMD. The SD90MAC was designed to utilize EMD's new 16-cylinder 265H engine, however, technical problems resulted in the first locomotives being delivered as SD9043MAC locomotives with the 4,300hp 16-cylinder 710G engines. The plan was to retrofit the locomotives with the more powerful 265H at a later date. Issues with the 265H were never fully resolved, and no conversions were done. The SD90MAC had a wide radiator section, nearly the entire width of the locomotive. Additional features include radial self-steering trucks fitted with AC traction motors and an isolated safety cab which was mounted on shock absorbers to lessen vibrations in the cab.

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Athearn has announced plans to produce Phase II versions of EMD's SD90MAC-H locomotive. The Genesis series HO scale model is scheduled

for release in January 2025. Models decorated for Union Pacific will have an antenna dome mounted on the cab roof, shades and flag holders on the engineer's side of the cab. The nose door will not have a window. Three UP paint schemes will be available including a fantasy scheme with wings on the nose and the American flag on the sides.



Canadian Pacific versions of Athearn's SD90MAC-H will have rain gutters

over the cab windows, a window in the nose door, raised walkway grates for snow service and a CP-type MU receptacle.



Like the prototype, Athearn's version of EMD's demonstrator will

have pilot mounted ditch lights and three fans on the radiator housing. SD90MAC production locomotives, including UP and CP units, had just two fans.



Athearn has included EMD's one-off SD89MAC in its January 2025

production schedule. This is a relatively easy model for Athearn to create since most of the basic components of the HO scale Genesis series model are common with the SD90MAC. Unique details include twin exhaust stacks and multi-panel radiator grilles. In addition to the EMDX 92 demo unit, Athearn will offer the model painted but unlettered.



R. Bale

SD40-2 DIESEL LOCOMOTIVE

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



Athearn is preparing a new production run of EMD SD40-2 diesel locomotives for release in January 2025.

Special features include LED front and rear headlights, three different fuel tanks, see-through dynamic brake and radiator fans, rubber MU and trainline hoses, and wire grab irons.



SD40-2 units decorated for Santa Fe, Burlington Northern, Conrail and Reading & Northern will have 88" noses, corrugated grilles and 4,000 gallon fuel tanks. Santa Fe units will have a cab air conditioner. Conrail SD40-2 locomotives will be equipped with EMD Flexicoil trucks

while all other road names in this release will have HTC-high traction trucks.

Some of EMD's mid-production SD40-2s were built with different noses. Athearn models decorated for Kansas City



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Southern will have a 123" nose. Union Pacific models will have a 116" nose. Both versions will have corrugated grilles and 4,000 gallon fuel tanks.



Athearn has included an EMD late production version of the SD40-2 decorated for Soo Line. It

will have an 88" nose, ditch lights and a 3,600 gallon fuel tank.



Completing Athearn's production run of SD40-2s are early production units decorated for Missouri Pacific, Louisville & Nashville, Soo Line locomotive No. 781, and Wisconsin Southern, including



a special "40 years of service" paint scheme. They will have 81" noses and chicken wire grilles.

Details on Athearn's SD40-2 include LED lighting, rubber MU and trainline hoses, wire uncoupling levers, wire grab irons, windshield wipers and detailed fuel tanks. Additional features on the Genesis series SD90MAC and SD89MAC include etched see-through steps, lift rings, walkway tread, and illuminated number boards.



Athearn has scheduled another release of its FMC 4700 cu. ft. covered hopper car for January

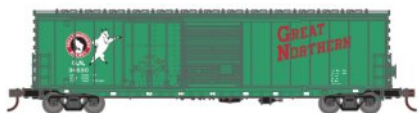
2025. The model is based on a 100-ton prototype produced by FMC from 1971 through 1981. Road names on the early 2025 release will be Burlington Northern, BN (Ex-AFEX), Northwestern Oklahoma (Ex-CNW), XTRA, UTCX-Cook Industries and RRRX-Mid Iowa Corp.



Originated by Model Die Casting in the early 1990s, Athearn has

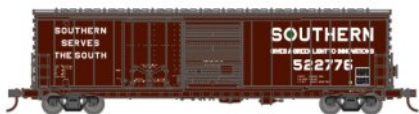
significantly upgraded the 30-year old tooling. The end cages and brake detail have been upgraded along with the addition of separately applied grab irons and etched-metal walkways and crossover platforms. Couplers, trucks and the 36" wheelsets have all been upgraded to Athearn's current standard.

Athearn's January 2025 production schedule includes an ACF-built boxcar with combo doors.



The HO scale model is based on a 50' 6" prototype built in the 1960s with a plug door and a Youngstown sliding door on

each side.



Three road numbers will be available for models decorated for

Richmond, Fredericksburg & Potomac; Santa Fe, Great Northern, Canadian National, CP Rail, and Southern Railway.



This 42' chemical tank car is included on Athearn's January 2025 production schedule. In addition to Procor, road names will be Domino

Sugar, New Jersey Zinc, Hooker Chemicals, Crystal Car Line and three different ACF schemes.



A 40' wood chip car with side extensions will be available from Athearn in January 2025.



Road names will be Gulf, Mobile & Ohio; Boston & Maine, Canadian National, Apache Railway, Southern Pacific and Weyerhaeuser.



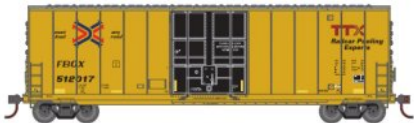
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All road names will be available in 4-packs with different numbers. Each ready-to-run model comes with a removable wood chip load.



Roundhouse brand models coming from Athearn in January 2025 include a 50' high-cube boxcar and a group of 24' ore cars. The smooth side boxcar has a Youngstown-style plug door.



Road names will be BNSF, TTX, General American Marks, International Bridge & Terminal, Midwest Railcar, and Genesee & Wyoming. A painted data only car will be included in this run.



Road names for the Roundhouse ore cars will be Duluth, Missabe & Iron Range; Bessemer & Lake Erie, Chicago & North Western, and Wisconsin & Southern.

They will be available in 8-packs with different numbers. All Athearn and Roundhouse freight cars in this report will have body-mounted McHenry knuckle couplers and appropriate trucks with machined metal wheelsets.

Info: www.athearn.com



Atlas has an HO scale 70-ton 50' boxcar that represents a prototype built in Mexico by CNCF. Several U. S. railroad ordered the 5,000 cu. ft. cars in

the late 1970s as part of the incentive per diem boxcar boom.

Spotting prototype features of the model include the triangular supports above the door posts, the wrapped end sheets and the sharp notches in the sill near the stirrups.



Road names include Ann Arbor, Atlantic & Western, Canadian Pacific (ex-MCSA), Columbus & Greenville, Ferrocarriles Nacionales and Moscow, Camden & San Augustine.



Atlas has released to dealers several versions of Thrall 53' three-unit articulated well cars. Spotting features of the Thrall design include angular wheel

cut-outs, and the combination of three flared-bottom wide and eight narrow side posts.



Road names are BNSF and three TTX schemes. The Three-unit articulated models will negotiate an 18" track radius, however Atlas recommends a radius of

22" for trouble free operation. The factory is sold out but dealers may still have some models available.

Info: shop.atlasrr.com



Bachmann has released two new Ringling Bros. and Barnum & Bailey train cars. The Pie Car is now available

in both #60012 for the Red Train and #63010 for the Blue Train.



The models include a lighted interior, blackened machined metal wheels, and E-Z Mate Mark II couplers.

Info: shop.bachmanntrains.com



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Home Shops has released a series of cars based on freelance model railroads. The most recent release is the HO scale Tangent PS 40' Mini Hy-Cube Boxcar (See Tangent entry)

decorated for Tom Johnson's Cass County RR, Joseph Zebrowski's Delaware & Allegheny, The Thunderbird Model Railroad Club of Phoenix, AZ's Phoenix Turnbow & Apache Kenny Ravenscroft's Pilar Valley Railway, and Joey Ferrito's Springfield Omaha & Denver.



The cars are sourced from Tangent Scale Models and include metal wheels, spinning roller bearing caps, metal

coupler crossovers, and Kadee couplers. Only 72 copies of each road number were produced.



Also available are ClassOneModelWorks.

com's GSC depressed center flatcar in HO scale. A limited number of models of three freelance roadnames with one number each are available. Virginian & Ohio #4603 features "A" style jacking pads and wood decking, Michigan Interstate #5904 has square jacking pads and metal-grate decking, and Natchez Trace and Orient's #816207 has "A" style jacking pads with metal-grate decking.



The ClassOneModelWorks. com cars feature GSC

Commonwealth three-axle trucks with spinning roller bearing caps, complete interior and exterior brake systems, and knuckle couplers.

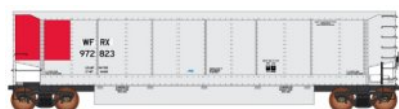
Info: homeshops.net



Coalporter, AeroFlo and AeroFlo II coal gondolas.

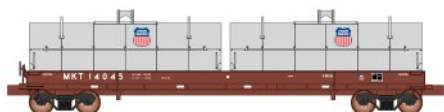
Advance reservations are due October 31, 2023 for a new production run of

InterMountain's 14-panel



Fargo Rail, two BNSF and three Canadian Pacific schemes.

Road names will be AEPX-American Electric Power, CITX-Citi, CRIX-Citicorp Railmark Rail, Norfolk Southern, WFRX-Wells



decorated for BNSF, Illinois Central, Norfolk Southern, Ohio Central, Indiana Harbor Belt and Southern Railway will have matching hoods.

New HO scale models currently in production at InterMountain include Evans 100-ton coil cars. Coil cars



Cars decorated for MKT will have UP hoods while C&O cars will come with one C&O and one B&O hood.



Foundry between the mid-1930s and the late 1940s.

InterMountain has recently released 8,000 gallon and 10,000 gallon HO scale tank cars. The models are a well-detailed representative of a riveted Type 27 car built by American Car &



Decorating schemes for the 8,000 gallon tank cars are Union Tank, Mobilgas, Canadian General Transit, Gulf States Creosoting, Everett Distilling and Union Pacific. InterMountain's 10,000 gallon



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tank car is available decorated for SHPX-Shippers Car Line, Gulf, Gulf Oil, United States Army, GATX, Shell Chemical and Tidewater Associated Oil. All of the InterMountain models mentioned in this report come with operating metal knuckle couplers and appropriate trucks with metal wheelsets.

Info: www.intermountain-railway.com



Kadee's latest release is a 40' PS-1 boxcar decorated for Lehigh Valley. The HO scale model is based on a prototype built by Pullman-Standard in 1947.



Details include Kadee couplers, 7' Superior seven-panel doors, P-S 4/5 ends with non-tapering ribs, a P-S steel roof, an Ajax brake wheel, full-height ladders, a steel running board and Bettendorf-type plain bearing trucks.

Info: www.kadee.com



Rapido has announced plans to produce an HO scale version of a 60' Trenton 6348 cu. ft. boxcar. The all-new model is based on a prototype built between 1993-1994 by TrentonWorks at Trenton, Nova Scotia.



To ensure accuracy Rapido used both original blueprints and field measurements in developing the model.

The model will come with Barber S-2 trucks with machined metal wheels. Road names will include both large and small CN wet noodle schemes as delivered and with conspicuity stripes. Although one side of the cars did not receive the usual French

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spelling of *Canadien National*, operational and warning labels were bilingual. Availability and order deadlines are TBA.



Photo courtesy of Gary Zuters

A second new HO scale freight car under development by Rapido is a ballast car based on a prototype built by National Steel Car in the mid-1970s. The NSC cars had four specialized chutes to evenly spread rock ballast along the roadbed.



Both CN and CP purchased these cars in volume under the 1978 Government of Canada Branch Line Rehabilitation Program.



Canadian road names on Rapido's initial release will be CN, CP and BC Rail. Road names for American railroads that used similar cars include Amtrak, CSX, Herzog, Milwaukee Road and Union

Pacific. Unlettered models in silver, yellow and orange will also be available.



In addition to detailed discharge chutes, other features on the NSC ballast cars include factory installed metal grab irons, uncoupling bars and air hoses, and appropriate trucks with machined metal wheels.



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Rapido is planning a new production run of its AutoFlood III coal hopper cars with new road names and numbers.



Features include full interior detail, factory installed grab irons, detailed end cages with etched see-through cross-over platforms, separate air and brake piping and 100-ton Barber S-2 trucks with machined metal wheels. Each car comes with a removable load.



Rapido's HO scale version of the 4200 cu. ft. exterior post car will be available decorated for BNSF (Circle cross scheme), DKPX-Duke Power, GACX-General American, NDYX-First Union Rail, TVAX-Tennessee Valley Authority, TXUX-TXU Electric and Union Pacific.

Info: www.rapidotrains.com



The Rivet Counter model is based on a 5820 cu. ft. prototype Pullman-Standard introduced in late 1971.



The model features see-through etched-metal running boards and cross-over platforms, metal grab irons, detailed brake equipment and 100-ton Barber S-2 trucks with machined metal wheels and rotating end caps.



Road names are PLCX-Pullman Leasing, PLCX-Pullman Leasing Novamont, PTLX Pullman Leasing,

PTLX-Pullman Leasing Norchem, GOCX-Gulf Oil, XOMX-Exxon Mobile and Data only.



Also announced is a new run of ExactRail Evolution HO scale FMC 5277 combo-door boxcars.

Five paint schemes are available for Railbox and two for Canadian National. The models include a 6' plug door and 10' Youngstown sliding door. Additional prototype features are an overhanging Stanray 9 X-Panel roof and Apex coupler crossover platforms.



The models feature separately applied lower door tracks, door bars, and wire side grab irons. 70-

ton ASF Ride Control trucks contain machined 33" wheels with a .110" wheel tread and Kadee #58 couplers are included.

Info: www.scalettrains.com



In a second release for the month of September, **Tangent Scale Models** has released a new run of Pullman-Standard PS-1 40' Mini Hy-Cube boxcars. Paint schemes in this run

include D&RGW, Illinois Central, Illinois Central Gulf, Milwaukee Road, CB&Q, Northern Pacific, Burlington Northern, and BN Ex-NP patch.



The models are equipped with Kadee couplers, see through crossover end platforms, prototypical draft gear and coupler lift bar variations, wire



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grab irons, stand-off ladders, and stirrup steps; and wire brake system piping. The Tangent 70-ton Barber S-2-A roller bearing trucks, with separate brake hanger parts, contain CNC-machined 33" wheels.

Info: www.tangentscalemodels.com



R. Bale

ALCO RS-2 LOCOMOTIVE

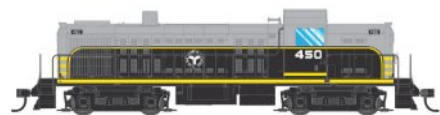
In 1946, while still producing its popular 1,000hp RS-1 switch engine, Alco introduced the RS-2 road switcher. The RS-2 featured a new diesel prime mover that

increased the horsepower to 1,500 -- all housed in an attractive rounded body that was considered cutting-edge styling for that immediate postwar period. Even the radiator fan was given a round housing. The RS-1 and RS-2 both rode on reliable AAR Type B trucks introduced by General Steel Casting in 1941. Alco and its Canadian counterpart, Montreal Locomotive Works, built over 370 of the versatile RS-2 locomotives for railroads large and small.



Walthers is planning to release an HO scale Alco RS-2 diesel locomotive in the spring of 2024.

The Mainline series model will have molded drill starter points to simplify the addition of correctly curved Alco grab irons available in Walthers RS-2 Detail Kit (Item 910-260 sold separately).



Models decorated for Delaware & Hudson, Chicago Great Western, Green Bay & Western and Lehigh Valley will have

water cooled exhaust stacks. RS-2s decorated for the Belt Railway of Chicago and Monon-Chicago, Indianapolis & Louisville will have the thinner air cooled stack.



Walthers RS-2 models will be available for DC operation and with an ESU Sound and DCC decoder.



release during the winter of 2024. The Mainline series models are based on an NSC prototype that went into service in 2012.



The model can carry 20', 40' and 53' containers. Road names will be BNSF, Canadian National/Grand Trunk Western, and two TTX/DTTX schemes.

Info: www.walthers.com

N SCALE PRODUCT NEWS



Athearn has announced a new run of 57' FGE mechanical reefers in N scale. Road names in this release include Union

Pacific/ARMN in white, Great Northern/WFEX in yellow, and Burlington Northern/BNFE in green, white, and Primed for Grime in faded green. Data only versions in green, white, and yellow will also be available.



Models decorated for Fruit Growers Express will be available in the FGMR Solid Cold scheme,

including one car with the "Solid Clod" misprint on one side, as well as the goldenrod FGCM scheme. The cars include era specific straight "flapper" or T-shaped "smokejack" exhaust stacks and



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full underframe detailing including Keystone cushioning, airbrake details, and the fuel tank.



Additionally, 100-ton roller bearing trucks, 36" machined metal wheels, and body mounted McHenry scale knuckle couplers are also included.



New to N scale, a model of the Berwick bathtub gondola is scheduled for production. Models with extended sides are decorated

for Conshohocken Rail, LLC (CTWX) and CWPM, LLC (JAMX). Standard bathtub gondola models will be produced for Salt River Project, Union Pacific, and Wisconsin Public Service Corp.



Primed for Grime models will be produced for David J. Joseph Co., Pacific Rail Leasing Corp., and Utility Fuels. The cars feature body-

mounted McHenry knuckle couplers and machined metal wheels. The cars will be available singly and as a 3-pack.

Preorders for both the 57' FGE mechanical reefers and Berwick bathtub gondola are due October 27, 2023 with delivery planned for early 2025.

Info: www.athearn.com

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R. Bale

GE DASH 8-40B LOCOMOTIVE

The Dash 8-40B (AKA B40-8) is a highly successful four-axle road switcher diesel electric locomotive produced by General Electric from mid-1988 to early 1993. Rated at 4,000hp, the 8-40B was powered by GE's 7FDL prime mover. Spotting features include gull wing radiators, a stubby nose and a relatively small windshield. A wide cab version (8-40BW) has the nose dropped at the front corners for crew visibility.



Atlas has released another production run of its N scale GE Dash 8-40B and 8-40BW diesel locomotives to

its network of dealers. Road names in this latest release of the 8-40B version include Susquehanna, Southern Pacific, Conrail, LMX, Pan Am (MEC), and Providence & Worcester.



Road names for the 8-40BW are Santa Fe, Amtrak (Pepsi can scheme), Amtrak (Phase V), BNSF (Late Swoosh), and RJ Corman.



The Atlas N scale locomotives feature directional lighting, operating ditch lights, and

blackened metal wheels. Atlas Silver series DC model come with a plug for an aftermarket decoder. Atlas Gold series models have factory installed DCC and sound. The factory is sold out of both the Dash 8-40B and Dash 8-40BW. Check with an Atlas dealer for availability.

Atlas has released an N scale version of an EMD SD7 diesel locomotive to its dealers. The model is based on a 1,500hp



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1953. Using a slightly longer frame than its four-wheel GP7 predecessor, the SD7 was the first unit to use EMD's six-wheel Flexicoil truck.



Road names for Atlas's N scale version include Chicago & North Western, Baltimore & Ohio and

Chicago, Burlington & Quincy. Atlas Master Silver series DC locomotives come with a speaker for conversion to sound with an aftermarket DCC decoder. Atlas Master Gold series DCC locomotives have a factory installed ESU LokSound decoder.



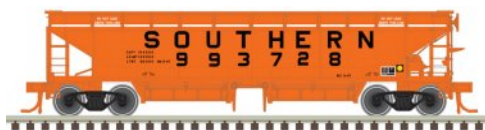
Atlas is preparing to release an NSC 50' 6" plug-door box car. The N scale model is based on a prototype built from 1975 to 1980 by National Steel Car.

Most of the 100-ton cars went to Canadian railroads for paper service. Two hundred of the 70-ton version of the cars went into food service for the Grand Trunk Western.



Atlas's N scale model will have several variations including 5111 cu. ft. or 5277 cu. ft. car bodies, 9' or 10' plug-doors, ends with 9 or 10 corrugations, and 70-ton or 100-ton trucks. Road names will be Canadian National, Norfolk Southern, UNPX, British Columbia Railway, Quebec Gatineau, Canadian Pacific International and Ontario Northland.

An N scale version of a 70-ton Hart Ballast car is also coming from Atlas. The prototype of the ACF-built cars featured specially designed doors that allowed the ballast lading to be



discharged in three ways: to the center of the rails, to the center and sides of the rails, or to the side of the rails

only. The model will have a detailed interior including cross bracing and side stiffeners.



Road names include Alaska Railroad, Conrail, Denver & Rio Grande Western, Southern Railway, British

Columbia, Canadian Pacific, Great Northern and Union Pacific. Info: shop.atlasrr.com

Broadway Limited Imports has announced a summer 2024 delivery date for N scale EMD E7, E8 and E9 passenger locomotives.



Decorating schemes for the E7 will be New York Central, Pennsylvania Railroad, Southern Pacific, Atlantic Coast Line, Boston & Maine, Maine Central, Great Northern, Spokane, Portland & Seattle and the jointly sponsored MKT-Frisco Texas Special.



EMD E8/E9 diesel locomotives with porthole windows will be available decorated for Santa Fe, Baltimore & Ohio, Union Pacific, Burlington, Chicago North Western, Chesapeake & Ohio, Pennsylvania Railroad and Southern Pacific.



Depending on the road name being modeled, a number of details on BLI's E7, E8 and E9 diesels will vary, including their location. This includes the pilots, Mars lights, number boards,



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horn, water and sand fill hatches, winterization hatches, antenna, fuel tank skirts, and grab irons. All of the units will ride on EMD's six-wheel A1A truck.

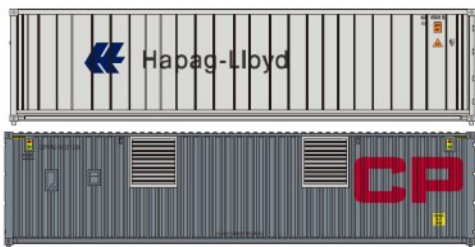
A-B sets will be available with powered A-units (with Paragon4 Sound) and unpowered B-units. Stealth series models will consist of No-Sound / DCC-Ready single A and single B-units. The order deadline to guarantee a particular railroad paint scheme is November 30, 2023.

Info: www.broadway-limited.com

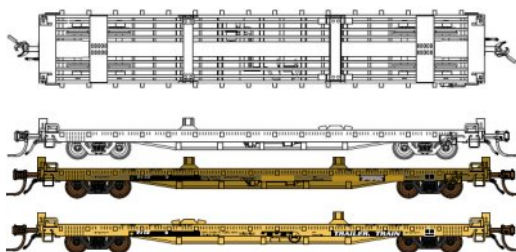


New N scale models coming from **Jackson Terminal** include 40' high-cube containers decorated for

Maersk *Star*Cool* service. The model will be available in 3-packs during the first quarter of 2024.

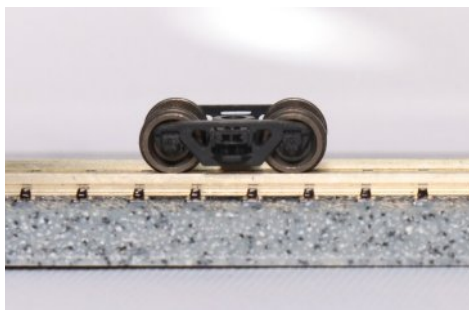


A 3-pack of N scale containers with two Hapag-Lloyd reefers and one CP generator power unit is scheduled for release during the second quarter of next year.



general purpose flats and a modified TOFC flatcar.

New design trucks and couplers to equip the Pullman-Standard flatcars were on display at the National Train Show in August.



They will be available both as a retail and OEM product.
Info: www.jtcmodeltrains.com



Micro-Trains Line has released a 50' boxcar decorated as a Union Pacific class B-90-3 car. The model represents an

excess-height boxcar built in 1970 with Youngstown sliding doors, no running boards and reduced-height ladders.



This N scale Penn Central 65' G33-class mill gondola is based on a prototype

built with drop ends in 1949. Micro-Trains recommends a minimum track radius of 15" for this model.



Micro-Trains' new CSX centerbeam flatcar with bulkheads is based on a prototype built in 1988. It was designed specifically

for handling sheets of flat construction material including plywood and sheetrock wall board. All the Micro-Trains models mentioned in this report come with roller-bearing trucks and Magne-Matic couplers.

Info: Contact a dealer.



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Future N scale passenger equipment coming from **Rail Smith Models** includes a Great Northern

EMD E7 diesel locomotive. The streamlined version of the long-running Chicago-Seattle-Portland Empire Builder train was introduced in 1947. Reservations are being booked now for the N scale model which is being produced for Rail Smith by Broadway-Limited. The model locomotive will be available for DCC operation with a Paragon4 sound decoder or BLI's DC stealth version ready for an aftermarket decoder.

Info: lowellsmith.net



ScaleTrains has announced a new run of Rivet Counter GE Dash 9

locomotives in N scale. Representing one of the most widely produced locomotives in history, the Dash 9 will be available decorated in four BNSF paint schemes, three Canadian National paint schemes, two Chicago & North Western paint schemes, three Norfolk Southern paint schemes, and two Union Pacific paint schemes.



Features on the models include prototype specific details and factory applied

wire grab irons, trainline hoses with silver gladhands, 3-hose MU clusters with silver gladhands, MU cable, uncoupling levers, windshield wipers, mirrors, sunshades, and brake wheel. Equipped with semi-scale Micro-Trains compatible Type E knuckle couplers, the body mounted coupler box accepts Micro-Trains 1015/1016 couplers without modification. The models come equipped with either a Next18 DCC connector or an ESU LokSound 5 Nano decoder with an E24 connector and cube speaker.



Also announced in N scale is a production run of Rivet Counter Thrall-Trinity 42' coil steel cars. Road names

in this run include Kansas City Southern, CIGX, CSX, Ferromex, Kansas City Southern, Norfolk Southern, and Union Pacific.



Featuring prototype specific details such as the body and hood type, the models include five

wrapped coil steel weight loads in two sizes, positionable load dividers, simulated wood interior floor, wire grab irons, see-through photo-etched metal wrap-around walkway, ASF Ride Control trucks with foundry detail, 36" machined metal wheels, and body-mounted semi-scale Micro-Trains compatible Type E knuckle couplers.

A package of five coil loads is also available separately. Preorders are due by October 30, 2023.

Info: scaletrains.com

NEW STRUCTURES & SCENIC SUPPLIES



New from **ClassOneModelWorks.com** is a model of a Large Transformer load. Available for the first time in Institutional Green, the cast resin HO scale model is suitable for a load on a heavy-duty flatcar or as part of an electrical substation or industry power plant.

Info: classonemodelworks.com

Conowingo Models has released a kit for an HO scale Stillwell Oyster Car. Based on an 1897 design patented by Kansas City, Pittsburg & Gulf Railroad head A.E. Stillwell, the oyster car was used to deliver live oysters and fish to inland destinations. The



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car itself was built by the Pullman Car Company. The kit includes laser-cut wood, Conowingo Railroad and KPC&G Railroad decals, 3D printed parts, Tichy Train Group parts, Kadee couplers,

and LaBelle HO scale Fox trucks.

Info: conowingomodels.com



McCarville Studios has released an HO/HOn3 kit for the Ridgway Seven Stall Roundhouse. Release of the craftsman style kit is in partnership with Banta Modelworks. The kit includes

cast resin brick and stone walls, laser-cut front walls, doors, windows and interior beams, rear compressor house, and roofing material. The assembled structure has a footprint of 13" x 24".

Info: mccarvillestudios.com



If it is October, **miniprints** is creating new weird and creepy Halloween items for modeler's layouts. New items this month

include a vampire rising from his coffin, a miniature giant spider, a black cat and a zombie emerging from the earth, and a seated skeleton waiting on a platform bench – waiting for a train that never comes. All unpainted items are available in HO, S, and O scales.

Also new from miniprints is a woodchipper available in N, HO, S, and O scales. Inspired by the woodchipper scene in the



movie Fargo, it is suitable for any urban or rural scene featuring trees or brush. The 3D printed model is unpainted, and the modeler needs to supply their own brush.

Info: miniprints.com



New items from **Rusty Rail** include an HO scale 1948 Ford delivery van. The kit includes a resin cast body and 3D printed wheels.



Also new are HO and O scale kits for an industrial air compressor.



The air compressor kits are composed of 3D printed parts. All Rusty Rail kits require assembly and painting.

Info: www.rustyrail.com



Summit-Customcuts has released an HO scale kit for a modern Best Buy store. The shallow backdrop structure measures

21.5" x 1.375" x 5.25" tall. The kit is composed of laser-cut white and clear acrylic and self-adhesive micro-plywood. The



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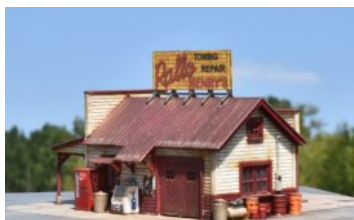
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assembly instructions are supported by pictures. Assembly and painting are required.

Info: www.summit-customcuts.com



Showcase Miniatures has a new N scale gas station kit named Rallo Henry's on Route 66. The tab-and-slot style N scale kit consists of laser-cut siding, cast resin and pewter details, peel-n-stick backed windows and decals.



A special feature is pre-painted chipped paint siding. Detailed step-by-step assembly instructions are included.



Also new from Showcase Miniatures is an HO scale GRS short signal cabinet with a steel frame pedestal.

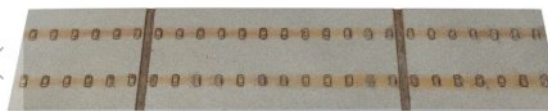
Info: www.showcaseminiatures.com

Walthers is preparing a modern suburban home for release during the winter of 2024. The HO scale Cornerstone model



reflects contemporary suburban homes popular from the late 1940s through the 1960s. Details include

brick and concrete construction, large windows, a carport with a rear toolshed, roof mounted skylight, air conditioner, BBQ grill, mailbox, and utility meters. Assembly is required.

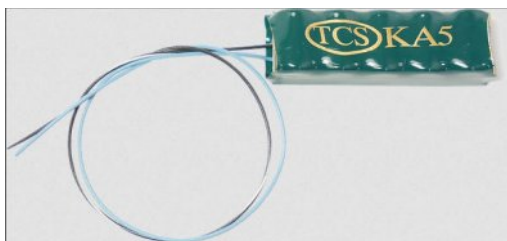


Walthers plans to release a kit of Concrete Track Pads this fall. The HO scale

pads can be used to create a modern-day spill containment area in a passenger terminal or an industrial loading/unloading site. The kit includes nine one-piece pads which match parts in Walthers Modern Diesel Fueling Facility (Item 933-4161 sold separately). The pads accept Code 83 or Code 100 track.

Info: www.walthers.com

ELECTRONICS



Train Control Systems (TCS) has added a new product to their line of Keep Alive capacitors, the KA5. With five supercapacitors compared to the four in a KA3 or

KA4, the maximum capacity and peak charging voltage is increased, allowing for either a longer keep alive period or use with a higher draw motor, such as an O or G scale locomotive. The KA5-P version includes a polarized plug that can be used with TCS and SoundTraxx decoders that have the corresponding socket.

Info: www.tcsdcc.com

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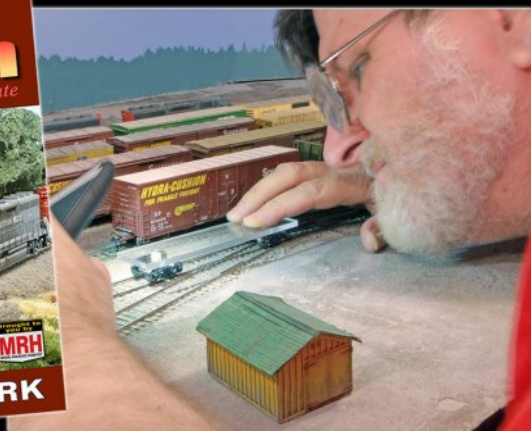
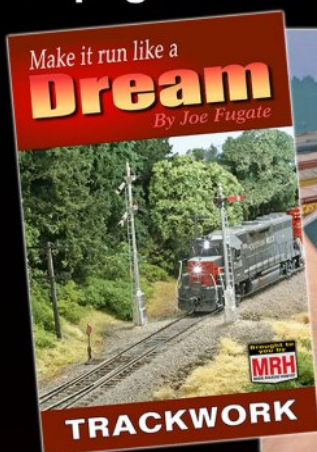
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BRIEFLY NOTED AT PRESS TIME ...

Atlas and **MTH** have agreed to share tooling for selected O scale passenger car models. Specific details on the first products utilizing the shared asset program are expected to be announced later this month ...

HO scale boxcars with horizontal rib sides are now available from **InterMountain Railway** in five Milwaukee Road schemes. Also new is an N scale 5277 cu. ft. per diem boxcar from the mid-1970s ...

MB Klein has been purchased by Hattons. Hattons official Yvonne Wood says, "We saw a lot of similarities between MB Klein and Hatton's, so we acquired the company. We are looking forward to expanding their services" ...

Morning Sun has released Volume two of *1950s Freight Car Color Guide* which covers boxcars, flat cars, gondolas, and both open and covered hopper cars ...

Tangent Scale Models has released a group of Southern Pacific 40' boxcar with 10' doors. The HO scale models are based on the more than 7,000 cars rebuilt at SP's Sacramento Shops between 1964 and 1972 ...

New Proto series models coming from **Walthers** in 2024 include a high-hood GP9 and a Trinity 30,145 gallon tank car in eight paint schemes. New Mainline series models scheduled for release next year include a 53' cylindrical covered hopper and a 50' ACF exterior post Plate B boxcar with sliding doors... ■

DISCLAIMER

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SELECTED EVENTS



Model Railroad Hobbyist | October 2023

OCTOBER

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

Ongoing 2023

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

Info: www.opsig.org/Virtual

Archive: www.opsig.org/Virtual/Past

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

Info: newtracksmodeling.com

YouTube: www.youtube.com/channel/UCMA

[VhPb5pjdkAYTdXLceJA](https://www.youtube.com/channel/UCMAVhPb5pjdkAYTdXLceJA)

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

Info: www.facebook.com/groups/nmragroup

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

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

ONLINE, Zoom, Second Tuesdays, 8pm Eastern. "Off the Beaten Track" featuring Narrow Gauge layouts, clinics, and manufacturers.
Info: groups.io/g/NNG

AROUND THE USA, IN-PERSON, Various dates. ScaleTrains.com Road Trip.
Info: www.scaletrains.com/roadtrip

October-November 2023

CANADA, BRITISH COLUMBIA, VANCOUVER, November 4-5, 2023. Vancouver Train Expo 2023. Pacific National Exhibition Forum Building, 2901 E Hastings St.
Info: www.vancouvertrainexpo.ca

CANADA, ONTARIO, KITCHENER, October 22, 2023. Kitchener Model Train Show & Sale. Bingemans (Marshall Hall), 425 Bingemans Centre Drive.
Info: collectorsshows.ca/oct-22nd-kitchener-model-train-show-sale

ALABAMA, HELENA (Birmingham Area), October 27-28, 2023. Fall 2023 Train Show & Sale, sponsored by the Smokey City Rails Model Railroad Club. Helena Sports Complex, 1110 Sports Complex Drive.
Info: www.smokeycityrails.com/events

CALIFORNIA, CROCKETT, October 14-15, December 9-10, 2023. Carquinez Model Railroad Society Open House. 645 Loring Avenue.
Info: cmrstrainclub.org

CALIFORNIA, SACRAMENTO, November 11-12, 2023. 45th International Railfair. Building C, Cal Expo, 1600 Exposition Blvd.
Info: internationalrailfair.com

COLORADO, PUEBLO, October 14-15, 2023. 2023 Rail Fair, hosted by the PMRA & TECO. Colorado State Fairgrounds Livestock Pavilion, 1001 Beulah Ave.
Info: www.pueblomodelrailroadassoc.org



CONNECTICUT, VERNON, October 29, 2023, Vernon Train Show, sponsored by the Amherst Railway Society. Vernon Center Middle School, 777 Hartford Pike.

Info: amherstrail.org/vernon

FLORIDA, PENSACOLA, November 11-12, 2023. Pensacola RailFest 2023 Model Train Show and Sale. Pensacola Interstate Fairgrounds, 6655 Mobile Highway, Building 1.

Info: pmrc.us/railfest-2023

GEORGIA, ATLANTA, November 9-12, 2023. Anton's Antique Toy & Train Show, Atlanta Expo Centers, 3650 & 3850 Jonesboro Rd SE.

Info: www.scottantiquemarket.com

ILLINOIS, NAPERVILLE, October 27-28, 2023. Naperville RPM. Northern Illinois University Conference Center, 1120 E Diehl Rd.

Info: www.rpmconference.com

ILLINOIS, SPRINGFIELD, November 11-12, 2023. Great Train Show. Illinois State Fairgrounds, 801 E Sangamon Ave.

Info: www.trainshow.com

ILLINOIS, WHEATON, November 5, 2023. Great Midwest Train Show. DuPage County Fairgrounds, 2015 Manchester Rd.

Info: www.trainshow.com

INDIANA, DANVILLE, November 18, 2023. 16th annual Danville Indiana Train Show. Hendricks County Fairgrounds, Old US 36 (E Main St), 12 miles west of I-465

Info: www.cidnmra.org/services

INDIANA, FT. WAYNE, October 19-22. Fort Wayne Rails, 2023 North Central Region Convention. Holiday Inn Purdue Fort Wayne, 4111 Paul Shaffer Dr.

Info: div3.ncrnmra.org/fort-wayne-rails-2023

INDIANA, FT. WAYNE, October 21, 2023. Fort Wayne Train Show & Swap Meet. Allen County War Memorial Coliseum, 4000 Parnell Ave.

Info: div3.ncrnmra.org/lima-show-and-swap-meet

KANSAS, KANSAS CITY, October 14-15, 2023. Great Train Show. Wyandotte County Fairgrounds, 13700 Polfer Rd.
Info: www.trainshow.com

KANSAS, WICHITA, October 28-29, 2023. 29th Annual Train Show, sponsored by the Wichita Toy Train Club. Cessna Activity Center, 2744 George Washington Blvd.
Info: www.wichitatomytrainmuseum.org/club-shows-1.html

KENTUCKY, LOUISVILLE, November 11, 2023. Division 8 MCR NMRA 33rd Annual Train Show & Sale. Holy Family Parish Saffin Ctn, 3938 Poplar Level Rd.
Info: div8-mcr-nmra.org

MASSACHUSETTS, HINGHAM, October 28-29, 2023. Fall 2023 Model Railroad Show & Open House. Bare Cove Park, Hingham, across from the West Hingham commuter railroad station.
Info: www.ssmrc.org/events

MICHIGAN, EAST LANSING, November 5, 2023. Lansing Model Railroad Club Show and Sale. Michigan State University Pavilion.
Info: lmrc.org

MICHIGAN, SHELBY TOWNSHIP, November 25, 2023. Model Train Show at the Packard Proving Grounds. Packard Proving Grounds Historic Site, 49965 Van Dyke Ave.
Info: packardprovinggrounds.org/event/trainshow

MICHIGAN, TAYLOR, October 22, 2023. Taylor Town Train Show. Taylor Town Trade Center, 22525 Ecorse Rd.

MINNESOTA, SHAKOPEE, October 28-29, 2023. Great Train Show. Canterbury Park, 1100 Canterbury Rd.
Info: www.trainshow.com

MISSOURI, KIRKWOOD, October 14-15, 2023. 32nd Annual Greater St. Louis Metro Area Train Show. Meramec Community College Gym, Geyer Road & Big Bend.
Info: mvns.railfan.net/ShowFlyer.htm

MISSOURI, SEDALIA, November 4, 2023. 12th Annual Sedalia Rails Train Show in Liberty Park.
Info: www.facebook.com/funtrains



NEBRASKA, BEATRICE, October 14-15, 2023. Beatrice Area Railroad Enthusiasts Model Train Show 2023. City Auditorium, 205 N. 4th.

Info: barerrclub.wixsite.com/bareclub/events-1

NEW MEXICO, ALBUQUERQUE, November 9-12, 2023. Rails along the Rio Grande, Rocky Mountain Region Convention.

Info: rmr-nmra.org

NEW YORK, BATAVIA, October 15, 2023. The Great Batavia Train Sale, sponsored by the Genesee Society of Model Engineers. Richard C. Call Arena, Genesee Community College, 1 College Rd.

Info: www.gsme.org

NEW YORK, HAMBURG, November 18-19, 2023, February 17-18, 2024. WNYRHS Train & Toy Show, sponsored by the Western New York Railway Historical Society. Fairgrounds Event Center, 5820 South Park Ave.

Info: wnyrhs.com

NEW YORK, POUGHKEEPSIE, November 5, 2023. Train & Hobby Show of the Hudson Valley. MJN Center, 14 Civic Center Plaza.

Info: www.midhudsonciviccenter.org/event/hv-train-hobby-show

NEW YORK, SYRACUSE, November 4-5, 2023. The Great New York State Model Train Fair, sponsored by the Central New York Chapter, NRHS. NYS Fair Exposition Center, 581 State Fair Blvd.

Info: www.modeltrainfair.com

OHIO, CAMBRIDGE, October 22, 2023. Fifth Annual NMRA Buckeye Division Train Show. Pritchard Laughlin Center, 7033 Glenn Hwy.

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

OHIO, DAYTON, November 4-5, 2023. 47th Dayton Train Show. The New Montgomery County Fairgrounds, 645 Infirmary Rd.

Info: www.daytontrainshow.com

OHIO, WEST CHESTER (Cincinnati), October 14-15, 2023. 55th Annual Div 7 NMRA Fall Train Show. Lakota West High School, 8940 Union Centre Blvd.

Info: www.cincy-div7.org

OKLAHOMA, OKLAHOMA CITY, November 4-5, 2023. 2023 OKC Train Show. The Pavilion @ the Oklahoma State Fairgrounds, 3212 Wichita Walk.

Info: oklahomarailwaymuseum.org/okc-train-show

PENNSYLVANIA, ALTOONA, October 19-22, 2023, Round the Curve to Altoona, 2023 Mid-Eastern Region Convention. Altoona Grand Hotel, 1 Sheraton Drive.

Info: mer2023.org/index.html

PENNSYLVANIA, MONROEVILLE, November 4-5, 2023. Greenberg's Great Train & Toy Show. Monroeville Convention Center, 209 Mall Plaza Blvd.

Info: www.trainshow.com

TEXAS, NEW BRAUNFELS, October 21-22, 2023. 2023 Fall Train Show. New Braunfels Civic Center, 375 South Castell Avenue.

Info: newbraunfelsrailroadmuseum.org/nbrr/train-shows

UTAH, WEST LAYTON, November 3-4, 2023. The Inter-Mountain Train Expo. Davis Convention Center, 1651 North 700 West.

Info: intermountaintrainexpo.com

WASHINGTON, PORT ANGELES, November 11-12, 2023. North Olympic Peninsula Railroaders' 20th Annual Swap Meet/Train Show. Red Lion Hotel Port Angeles Harbor, 221 N. Lincoln St.

Info: geoted@wavecable.com

Future 2023-2024 by location

CALIFORNIA, CROCKETT, October 14-15, December 9-10, 2023. Carquinez Model Railroad Society Open House. 645 Loring Avenue.

Info: cmrstrainclub.org



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COLORADO, LONGMONT, December 8-10, 2023. Boulder Model Railroad Club Annual Model Railroad Expo. Boulder County Fairgrounds Exhibit Hall, 9595 Nelson Rd.

Info: www.bmrconline.org

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

Info: www.railroadhobbyshow.com

NEW YORK, ALBANY, December 3, 2023. Great Train Extravaganza, sponsored by the Hudson-Berkshire Division of the NMRA. Underneath The Egg, Empire State Convention Center.

Info: gtealbany.com

OHIO, LIMA, December 9 (or 16), 2023. Train Town Train Show & Swap Meet. Allen County Fairgrounds, 2750 Harding Highway.

Info: div3.ncrnmra.org/lima-show-and-swap-meet

OHIO, MARION, December 2, 2023. 37th Annual Model Train Show. 220 E Fairgrounds Rd.

Info: mariontrainshow@outlook.com

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

Info: sanjacmodeltrains.org ■

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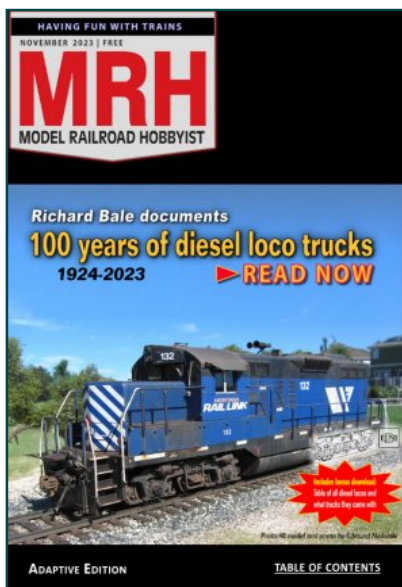
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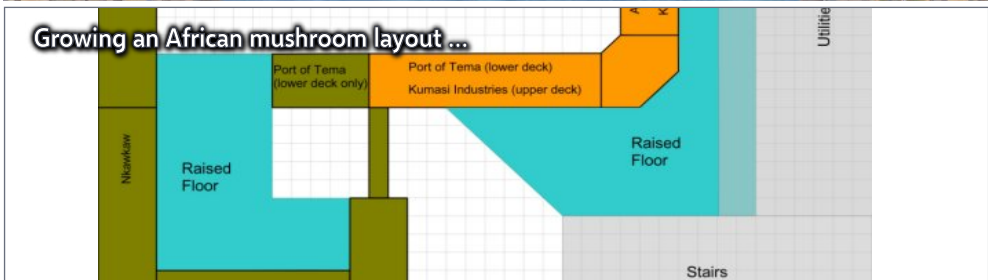
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