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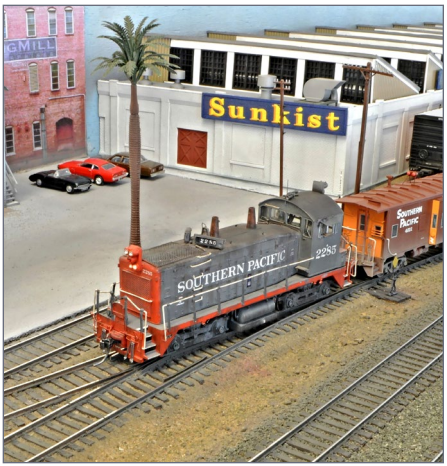
STAFF CREDITS

Front cover: In this issue Brian Moore, a modeler from "across the pond" in the UK shows how he and his fellow modelers faithfully reproduce southern California ops on the Southern Pacific in the 1980s.



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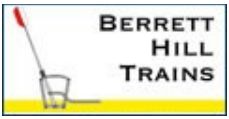

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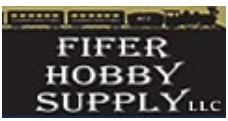

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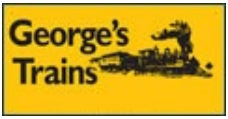

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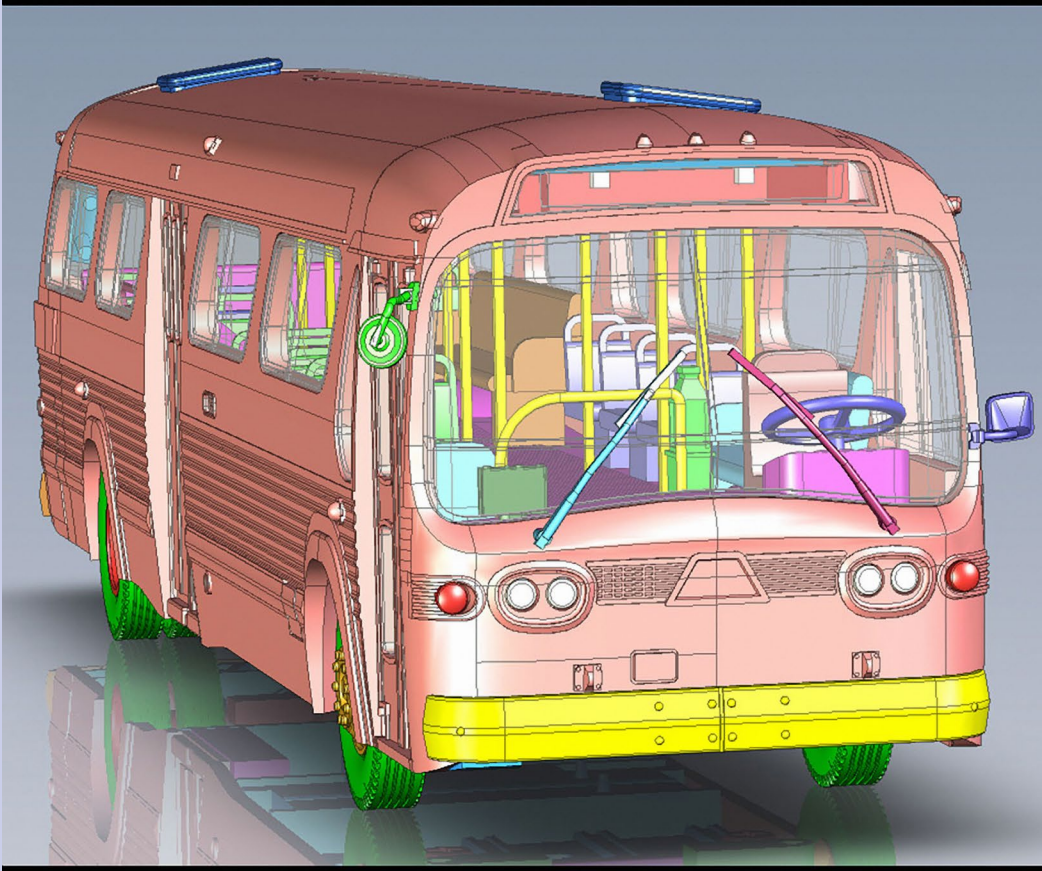

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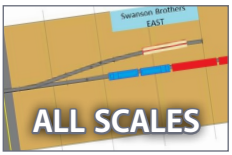

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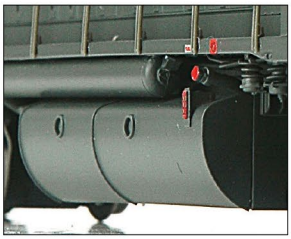
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ASSISTANT EDITOR

editorial

Don Hanley

Click here for reader comments

What is the NMRA's future?

In last month's "Staff Notes,"[1] MRH publisher Joe Fugate shared a letter, "Reversing the Decline in Participation in Model Railroading Depends on Taking Two Steps" by Nicholas Kalis, and started a discussion thread[2]. A common theme in the thread is the NMRA's part in the hobby.

I thought that it was important to separate the discussions, and started a thread[3] regarding the NMRA which generated a lot of interest. According to the NMRA, its membership peaked in 1979 at 29,139. Through the years the membership has declined with membership reported at 19,496 in 2009,[4] the last year I could find information for. In its Strategic Plan 2019[5] the NMRA looks at identifying weaknesses as well as opportunities to exploit. I would encourage our readers to look at it.

As can be seen from the membership numbers, the NMRA membership has never been a large percentage of those participating in the hobby. However, I believe that it's an important part of the hobby. As with any organization, it must change and adapt with the times in order to maintain its relevance.

Several themes permeate the threads:

1. The A.C. Kalmbach library is a great asset that needs to be developed and put on line, but commenters agreed that would be a large and expensive undertaking.

2. The NMRA plays an important role in developing and maintaining standards.

3. The NMRA at the national level is out of touch and maintains a centralized top-down approach for the organization.

4. Conventions are very expensive, a waste of money and time for the vast majority of members, and should be eliminated.

A.C. Kalmbach Library: The list of material on hand is vast. Digitizing, cataloging, and developing key word searches is a monumental task and will take considerable time, expertise, and money. I have visited the NMRA online archive. I found the

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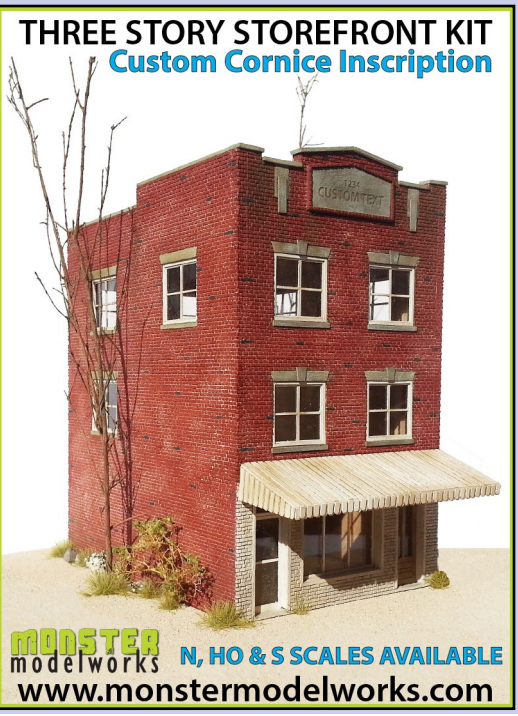

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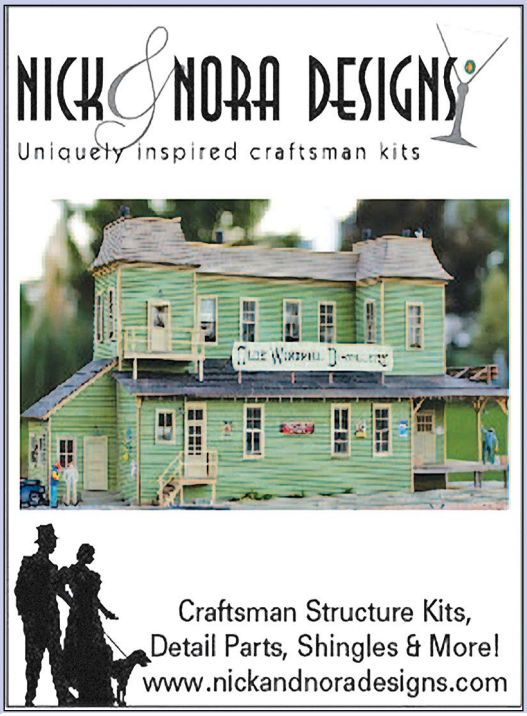
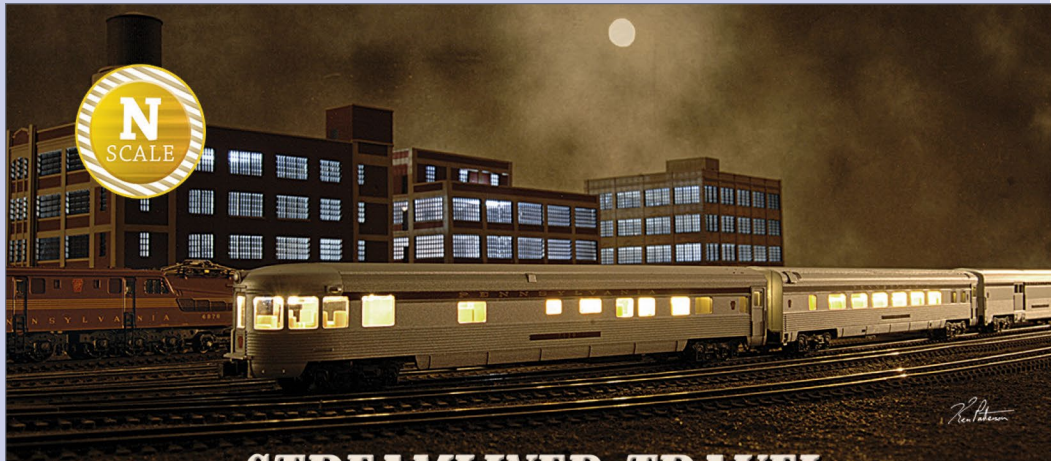


experience sadly less than ideal. The website is not easily navigated. Simplicity is an important feature to keep people coming back and utilizing the site. The NMRA website fails this test in many areas.

Standards: I think that we can all agree that standards are important to us as hobbyists, and that the NMRA plays an important role in maintaining standards for the hobby. Change in technology is blistering fast and many of the details of competing ideas can be worked out between the developers and the manufacturers. The NMRA does not have to develop all of the standards for the hobby, but it definitely has a role as referee in the development and maintenance of standards for the hobby.

Leadership: As for the current national leadership being out of touch, I say "guilty." I am not saying that all of the current national



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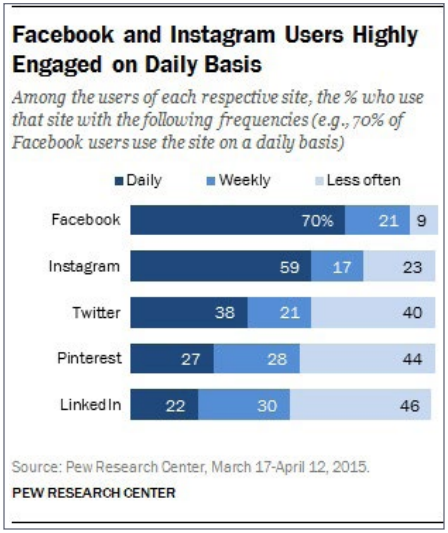
leadership is out of touch, but a majority is, enough to keep it on its current track. At the 2014 Cleveland Convention, current NMRA president Charlie Getz stated that he believes that millennials will move away from the use of computers and mobile devices. He has also said that he saw no need to move the NMRA publication to a digital format. Pew Research Center data would indicate otherwise.

The age group from 18-29 is 16.7% of the U.S. Population. If you expand that to 18-49 then it jumps to 42.6%. The second group is often cited as the youth we need to attract to the hobby.

According to the research, 82% of Facebook users are between the ages of 18 and 29. While Facebook is obviously the largest venue, other social media have a high daily involvement as well. 55% of Instagram users are between 18-29. The accompanying graph from the study shows the engagement of users.



AOL founder Steve Case says that the internet is now entering its third phase. Phase one was building the "on-ramps." Over the past 15 years, phase two has been the building of services and social media. Mr. Case says phase three will have a transformative impact on our lives. It will change how we think about health, energy, food, and a lot of important aspects of our lives. To wishfully think that these changes will occur in every other aspect of our lives and not affect the hobby is naive.

This is where the NMRA is missing it. Model railroading

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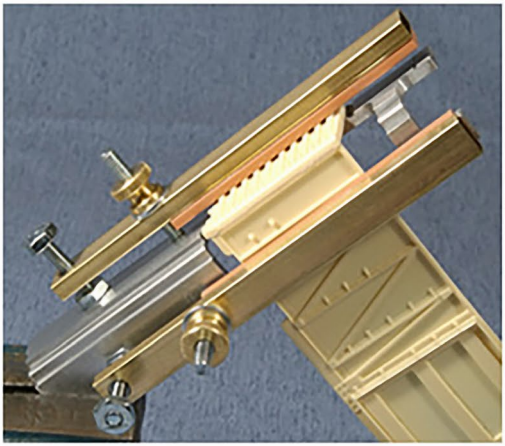

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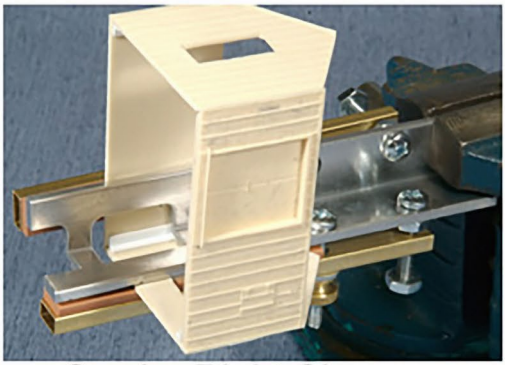

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is a social hobby. The famed lone wolf is likely uncommon. The current method of social interaction is through social media via the internet, and it is not going away. In addition, interaction is becoming ever more mobile as smartphones, iPads, and similar devices become commonplace. This will have an impact on our hobby in ways we can't begin to imagine.

All is not gloom and doom. Change is occurring at the sub-division and division levels, with some changes at the regional level. Much of the shift to social and digital media is often economically driven. Also, younger members tend to become involved and volunteer at these levels more than at the national level. This is an example of diversification created by the internet that is taking place as central authority from the top-down errodes.

Conventions: I think that the conventions serve an important social purpose, bringing us together. However, one of the drawbacks to the conventions is that they are for members only. This eliminates a large percentage of hobby participants. I personally would like to see the conventions open to all who want to attend. The existing limited Railpass is one avenue. I believe that non-NMRA members should pay a higher fee to register than members, but not a lot more, say $10. This could be a good way to entice others to participate, eliminating the "good ole boys" perception. Maybe they will join if they have a good convention experience.

Is the NMRA an organization whose time has passed? I don't think so.

Do changes need to take place? Yes.

It's important to remember that the NMRA is a volunteer organization with only a few paid positions. If we want to keep the NMRA and make it relevant to a larger percentage of hobby participants, then we as hobbyists need to be actively involved. Change will occur, but it will mostly be from the bottom up. While that's slower, I think it builds a stronger organization in the long run.

Want to read more?

1. May MRH Staff Notes: mrhpub.com/2016-05-may/online.

2. Nicholas Kalis's letter and discussion: mrhmag.com/node/2627.

3. Don Hanley's discussion thread: mrhmag.com/node/26433.

4. NMRA 2009 forecast and member numbers: nmra.org/sites/default/files/nmraorg/web/a_look_back_a_look_ahead.pdf.

5. NMRA 2019 strategic plan: nmra.org/sites/default/files/nmraorg/bod/strategic_plan_nmra_2019_may_2014_final.pdf.

6. Social media trends: pewinternet.org/2015/08/19/the-demographics-of-social-media-users. ☑

Other notes

Starting this issue, we are retiring Staff Notes as a section and condensing it down to just footnotes at the end of the monthly editorial.

Two notable things this issue:

The final MRH Acrylic painting guide is available. It's a free bonus download for subscribers, or can get a paperback version for $15 from the MRH Store (plus shipping). MRH Subscribers save 10%!

Second, our TrainMasters TV summer sale starts for a limited time – there's never been a better time to become a member! ■

LAST ISSUE'S RATINGS

The five top-rated articles in the June 2016 issue of *Model Railroad Hobbyist* are:

4.8 June 2016 news
4.7 What's Neat: iPhone vs DSLR, Yard tower, and more ...
4.7 Bruce Petrarca: My model railroad journey
4.7 Build a safe straight edge
4.6 DCC Impulses: Getting power to my DCC system

Issue overall: **4.5**

Please rate the articles! Click the reader comments button on each article and select the star rating you think each article deserves. Thanks! ■

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Questions and Answers

Sorting out track standards

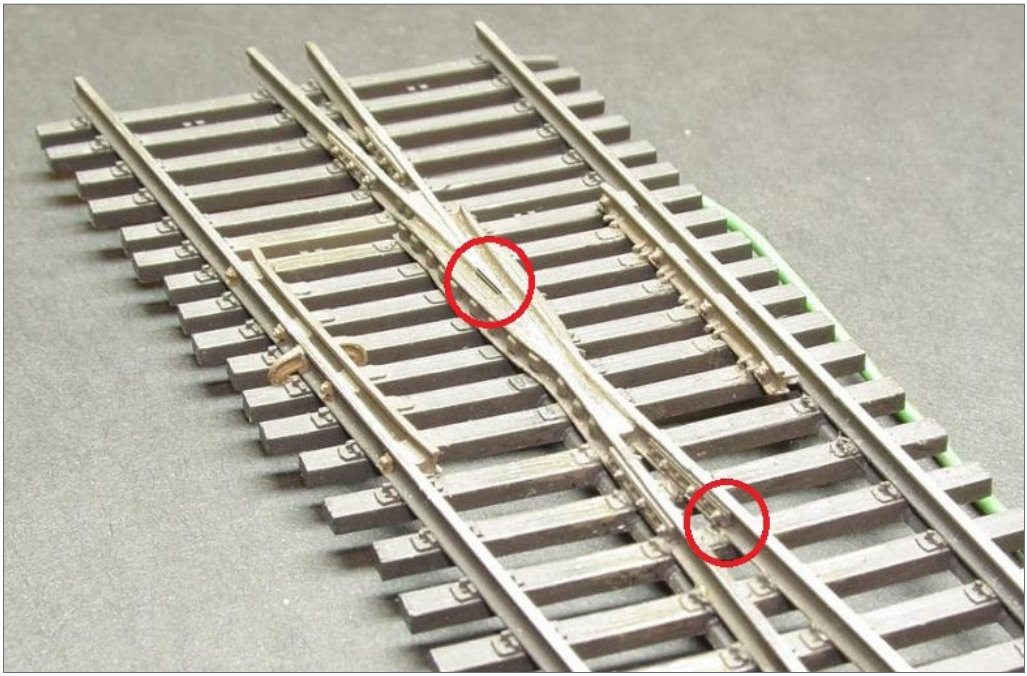
Q. I have been reading the posts about the various wheelsets using NMRA S-4.4 and RP25 and Proto87. Let's say I have code 83 or code 70 track. It seems as if almost any kind of wheelsets will work until I get to the turnout. In the picture, the rail just before the frog has a bracket that would seem to catch on a flange. My other concern is the actual height of the frog in (1). I drew two small lines in the circle to show the height of the top of the frog to the bottom. It looks like it is smaller than a flange depth. Wouldn't a wheel just rise up over the frog? Is that what the guard rail is for?

—santaynez

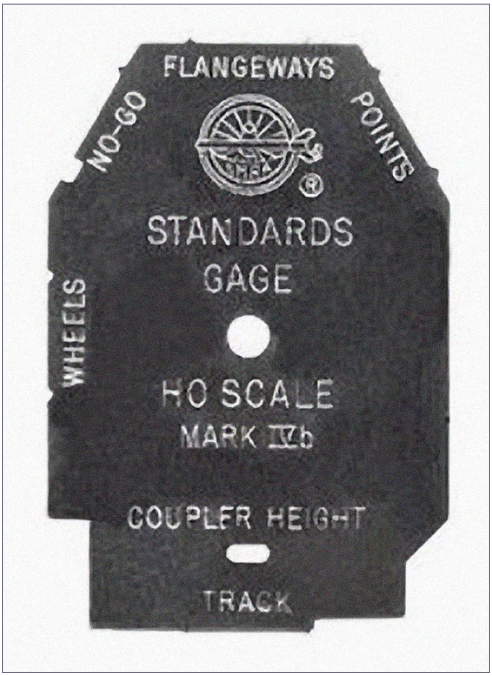
A. The switch in the photo looks as if it may be built to fine scale standards. Any size flanges will work on regular track as long as the flanges don't hit the spike heads, but the wheelsets and frogs have to be matched on turnouts and special work like crossings.

A frog's flangeway must be deep enough to clear the flanges for which it was designed. Proto87 frogs will have shallower and narrower flangeways than frogs made to NMRA RP25 dimensions. In either case, wheels of the matching standard should run through smoothly. RP25 flanges are too chunky to work with P87 switches.

The "bracket" in the lower circle [1] is a joint bar to connect the two lengths of rail. together. It is sized to clear the flange, just like the frog is. The guard rails keep the wheels aligned in a horizontal plane so they don't take the wrong route through the frog.



1. The rail just before the frog has a bracket that would seem to catch on a wheel's flange (see lower circle on picture). Another concern is the depth of the flangeway at the frog (upper circle).



2. The NMRA HO standards gauge comes with a useful sheet of instructions on its use.

Graham Line: If you Google "NMRA RP25" or go to nmra.org/rp-25-wheel-contour you will find the NMRA recommended practices sheet which calls out dimension D. This is the flange depth that can be accommodated on track built according the NMRA standard S4. The depth varies according to the size of rail being used and is coordinated with standards for wheel and flange profiles.

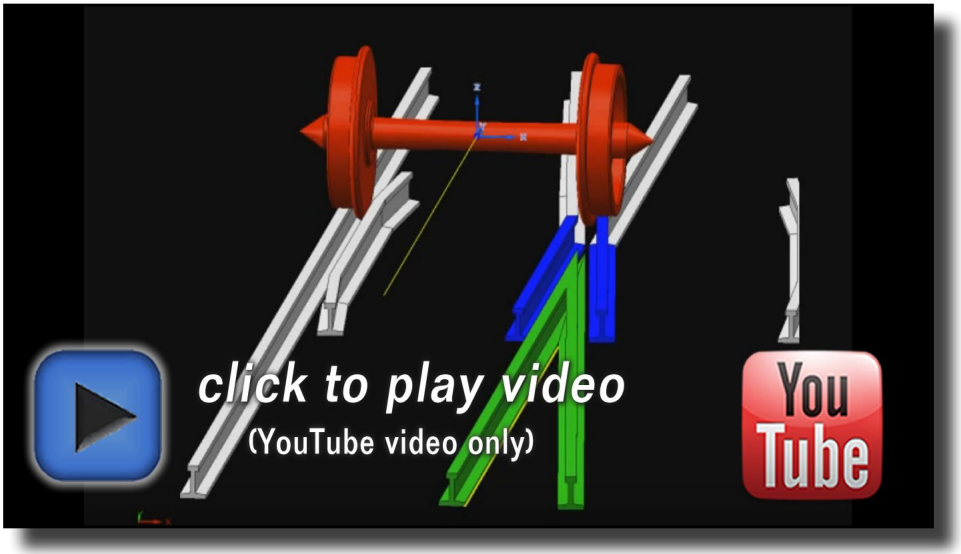
For finer standards, look at proto48.org/p48_information.htm and proto87.org/d/?q=node/3.

MRH: The question poses an "apples and oranges" problem. Proto87 wheels running on NMRA-standard track and switches can cause problems. RP25 wheels running on Proto87 track and switches will cause problems. The different standards are not compatible. For success, select a standard and stick to it. You may get away with mixing wheel and track standards, but only under peculiar circumstances.

See the video on the next page ...

Athearn flywheel adapter

Q. Does any company make a sleeve to allow Athearn blue-box-type flywheels that have a 3 mm motor shaft diameter



Playback problems? Click here ...

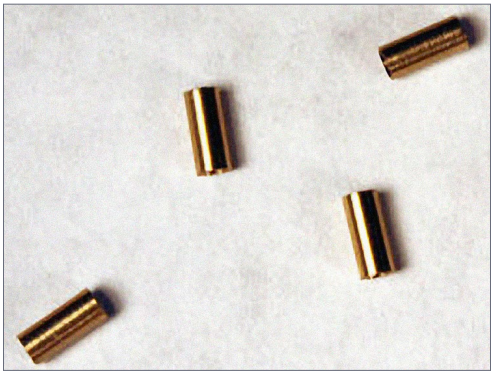
3. A video from FastTracks shows how the frog in a track switch works.

to be used on the newer can motors that have a 2 mm shaft diameter?

—Larry Bischoff

A. **Larry (**llxlocomotives.com**):** Sleeves are available from NWSL. They show them at nwsl.com/NWSL_Online_Catalog.html in chart 5-5 for "shaft adapter bushings." A-Line/Proto Power West show a sleeve to fit a 2mm drive shaft and flywheel with a 3/32" hole which can be fastened with Loctite. Go to ppw-aline.com/re-power.htm for PPW #12053, brass sleeve, 2 mm diameter by 3/32" outside diameter, package of 4, $8.95. PPW has a minimum purchase amount.

Randy McKenzie: I tried JB Weld. Before I'm flamed, it did work. I blocked the hole with a small wad of paper to protect the plastic



4. Machined adapter bushings allow old flywheels to be mounted on more modern can motors, and other solutions are possible. *A-Line/ Proto Power West photo*

universal, then carefully added JB Weld into the hole, leaving it mounded up a little over the hole. I let it dry, then chucked it into the Unimat and sanded the JB Weld flat to the top of the flywheel. Then I found the center of the JB Weld plug, and carefully drilled a new hole. *(Starting with a small drill size and working up in steps to the final size helps to keep the hole centered. – Ed.)* I did two of these and both worked fine. I used a can motor with Athearn flywheels and drive. It ran smoothly. Don't ask how I learned to block the JB Weld from getting on the plastic.

Read the complete thread at mrhmag.com/node/24664.

Industry yard tracks

Q. How does a large industry yard operate, like those at a paper mill with its own plant switcher?

Are tracks allocated based on commodity, for ease of sorting by the plant switcher, or are they all just storage except for a designated pick-up and/or set-out track for the local switch job?

Can a bad order track be a spot at the end of one of the storage spurs in the yard, should it be its own spur, or should it be at the end of the pick-up track to make it easy for the local to take it away?

—Joe Baker

A. Dave Husman: Tracks will normally be named or numbered. They could be by commodity, or by purpose, or by building name, or by nickname, or by number, or a combination of all of those.

If you are having a plant switcher then the railroad typically won't be switching the plant. That means as far as the railroad is concerned, there are just two types of cars, inbound and outbound, and that's all the tracks they need. To that point, if a car is bad order and can be moved, it's just another outbound car. It just goes with all the other cars the railroad is going to pick up.

The only time you need a separate "bad order track" is when the cars are damaged so badly they can't be moved, or have safety appliance or brake damage that has to be repaired before they can be moved.

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In that case the cars should be placed anywhere a truck can drive up to them, and the RR wheel truck crew will repair the cars.

Bill Brillinger: From the point of view of the switcher crew, the tracks will have names or numbers dictated by the company. The crew may also have "common" names for the tracks and spots they invented for themselves.

This link takes you to a SPINS book for the CN Winnipeg Terminal from 1990 that will give you some naming and organization ideas mrhmag.com/node/23122.

gsinos: I've been talking with a fellow that works with the railroad serving a local plant. He says the three tracks at the plant are called 744, 761 and 762. He doesn't know why. That's what the three tracks serving the original plant that was several blocks away were called. When the plant moved to the new location, the tracks were given the same name. He says the crew on the night shift refers to 761 as "the coal yard track." Nobody remembers anything remotely near the track that ever had anything to do with coal.

Mike, WSOR engineer: Many old-time names stick around. In the yard I usually work in, we have tracks named Dolly, Coal Shed, Middle, Long, East, Pass, North Pass, and Main. Coal Shed used to have a coaling tower, but that has been gone for at least 50 years. The big yard downtown has a Stockyard track, and Harvester yard, where the power is stored between uses.

If the customer is regularly making bad-order cars, their procedures need to be evaluated. I used to switch such a place, UW-Madison Heater. Coal cars would get spotted, and they would tear up safety appliances and corner posts bashing the cars around with their front-end loader. Damaged bad order cars would get left behind, so the car department could come out and make repairs.

Read all about it at mrhmag.com/node/24493.

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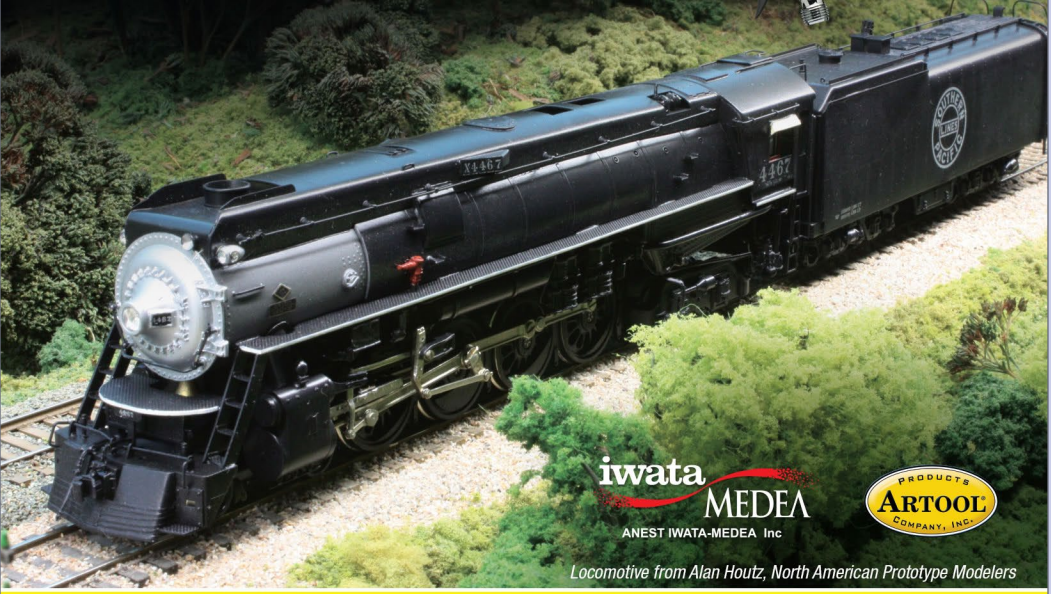

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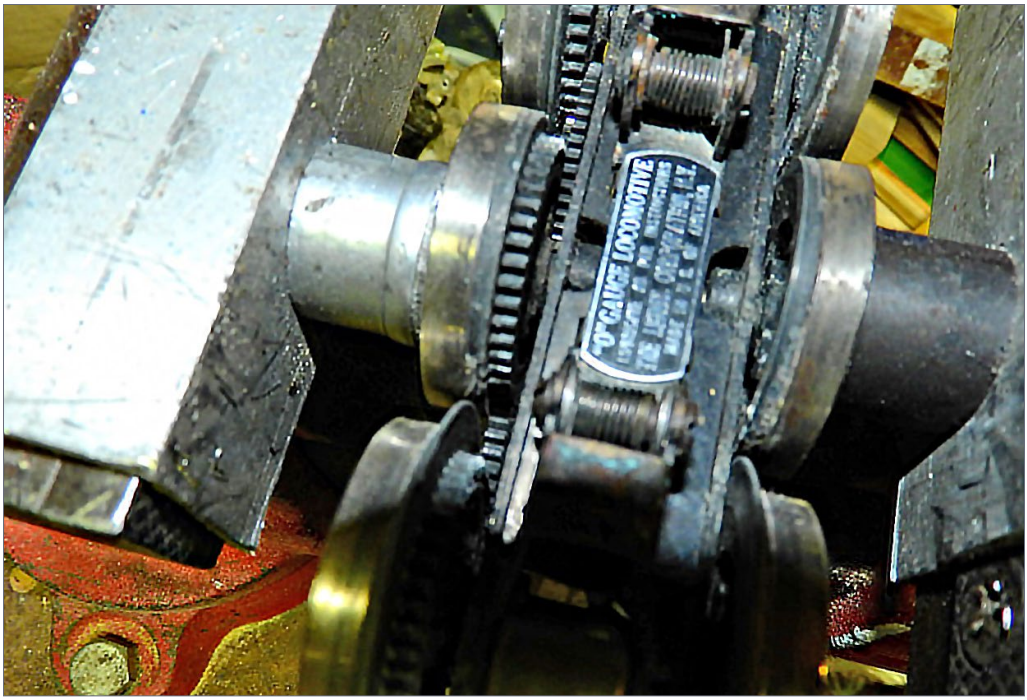
TIPS

Restoring Lionel

Here is my technique for pressing on wheels on a Lionel engine. While restoring my Lionel 736 engine, I had to remove drive wheels and then press them on again. I read about some techniques but came up with my own procedure. I happen to have large, strong magnets from old speakers. I hand-press the wheels onto the axles, then put a magnet on each wheel, hold it in a vise and slowly press the wheels on. The magnets give me a flat, stable surface to support the old metal wheels, and they hold the work in place without slipping.

—Murray R. Miller



5. Old speaker magnets hold wheels in place and protect metal castings. *Murray Miller photo*

Use superglue for strength

Just think how thin and crushable the handmade paper window shades are on that board-by-board wooden caboose you painstakingly constructed. When using extremely thin materials like paper for a modeling project, it helps to make the material stronger and stiffer, especially when the delicate part has to be free-standing.

6. Thin CA glue stiffens delicate paper parts on Richard New's well-weathered water tank.

I had to make sure my "metal" shingles on a scratchbuilt water tank remained tough enough to withstand handling. With paper triangles representing roofing panels for the tank top, any overhang along the tank sides needed beefing up. After all, paper is paper-thin and flexible.

With the shingles lightly tacked in place to my satisfaction, I came back and flooded each piece of roofing paper with superglue. A thin dollar-store brand worked well. When dry, the roofing overhang had the rigidity of sheet plastic at one-hundredth of the thickness.

—Richard New

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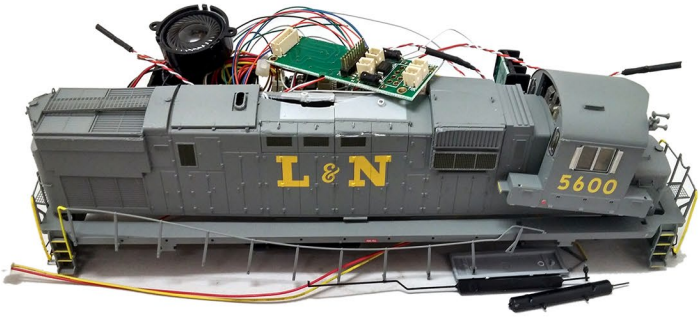

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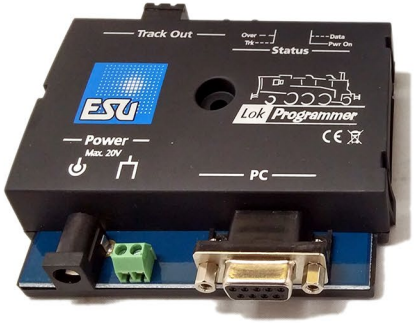

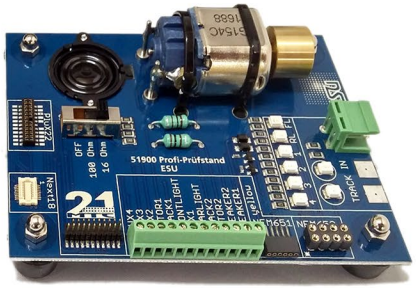

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My favorite iPhone apps for DCC

OK, I was not an early adopter of smart phone technology. I frequently said that I didn't want a phone smarter than I am. I clung to my clamshell phone – without messaging and with a crummy camera – for a long time.

Finally, about 18 months ago, I stepped up to the plate with an iPhone 4s. No, it was not cutting edge, but it was a start. Now, I'm hooked. Last Christmas, I asked Santa for an iPhone 6s Plus.

A friend just got his first iPhone, so, in discussing with him the apps that I've added in the last 18 months, I thought that would be a good subject for a column. These are not all DCC-related apps. They are the ones I have on my iPhone that I feel relate to model railroading.

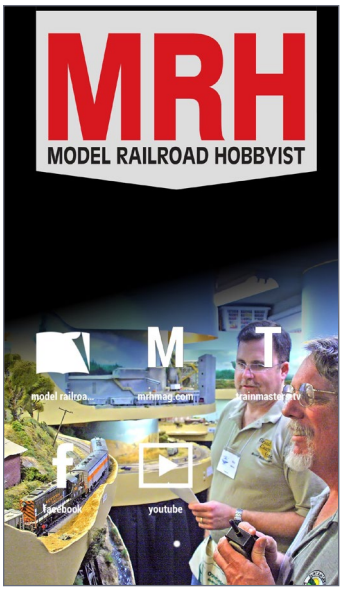
There are iPad and iPhone versions of most of these apps. I will focus on the iPhone versions as that tends to be the device at my fingertips.

No, this will not be a "fair and balanced" analysis of all variants of the apps for all operating systems (i.e.: Android). I am

still struggling to develop the level of comfort I desire with my iPhone. So, I only speak iOS.

Those of you with other devices may want to check out the apps I like on the iPhone and see if you can find similar or identical apps for your device. Please share them with the rest of us in the on-line blog, by clicking on the "Readers comments" link at the start or at the end of this column.

There are probably lots of fun things for model railroaders in these apps that I haven't used or researched. Let us know your favorite things, too.



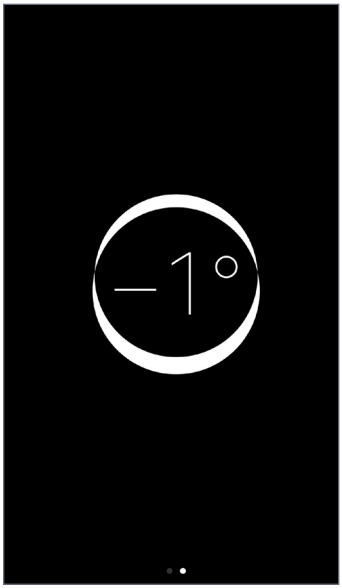
1. MRH App – leave the magazine on the web and read what you want when you want it. The app is free.

So, go to the App Store on your iPhone and find these gems and enjoy.

The MRH app

Of course, I want easy access to my columns and all the other fun things on *Model Railroad Hobbyist.* Early on, I used **Good Reader** ($5) to read the downloaded columns. Then I got into the MRH app [1]. So much easier. I leave the magazine on the web and just call up what I want when I need it.

If you are a Trainmasters TV subscriber, you can have access to all your content through the MRH app, too. All you need is an internet connection with enough bandwidth and you are good to go.



Compass

Compass is an iOS component that has been around for several revisions. The main screen has lots of helpful information about heading, coordinates and elevation. However, swipe to the next screen and you have a marvelous level [2] that will tickle the hearts of model railroaders.

2. The level as displayed in the Compass app. The app is included with iOS.

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Decibel 10th

3. Decibel 10th screen with ads removed. The app is free but removing ads costs 99¢. If you have ads, they cover part of the top banner, where it says "Avg Quiet Street" in this screen shot.

This is a convenient and free app to turn your iPhone into a sound level meter. Okay, I splurged and paid 99¢ to eliminate the advertisements on my version [3].

The display shows the history of the sound level over time in the top graph. The dB meter shows current sound level. The bottom display shows the current, maximum and peak sound levels. No, I don't have a precise definition about what the difference is between maximum and peak sound level.

I use this app to fine tune sound decoders. It also helps when testing speakers. In the field, I've used it to verify the level difference between the motor and the horn or bell of locos. Great app.

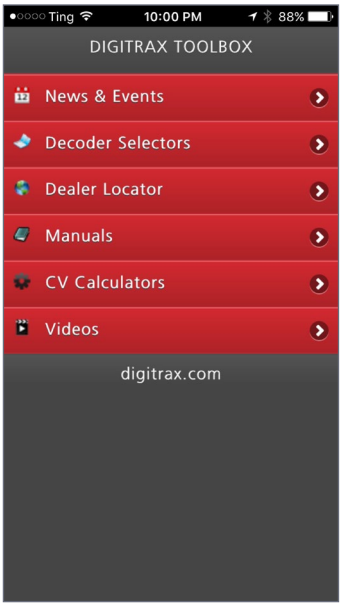
Digitrax Toolbox

This app [4] allows you access to the data on the Digitrax.com web site, but customized for your iPhone display.

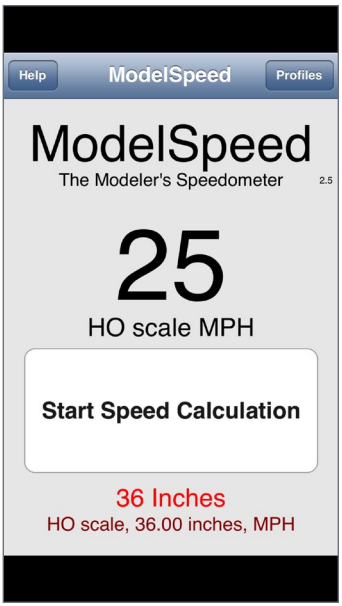
ModelSpeed

This is not a free app. It costs 99¢. This allows you to store a bunch of profiles, bring them up at will, and use them.

Here is the **HO scale 36 inch profile** [5] that I created. I place a yardstick beside the track and bring up the app. Tap the button



4. Digitrax Toolbox allows easy iPhone access to the data from the Digitrax.com web site. The app is free.



5. ModelSpeed app to calculate scale speed through a set distance by measuring the elapsed time. Costs 99¢.

when the loco is opposite the first end of the yard stick. Tap again when it is opposite the other end. The iPhone will display the average scale speed through that distance.

This app handles fourteen scale ratios from 1:1 to Z-gauge.

WiThrottle

One of the most widely used model railroad apps on the iPhone is the WiThrottle suite.

I say suite because there are two versions:

- WiThrottleLite [6] - which is free
- WiThrottle - which costs $9.99 and can be purchased as an "in app purchase" from the WiThrottleLite version

Okay, what do you get for the ten bucks? The paid version allows the control of two locos at the same time and easy consisting of the locos (á la the DT40x series Digitrax throttle). In addition, it provides revenue for the folks who wrote the software.

Either version requires the DCC system be connected to a computer running JMRI. The computer must be connected to a WiFi router. The remote phone must be connected to the same WiFi node as the computer.

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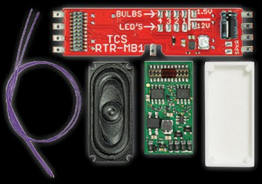

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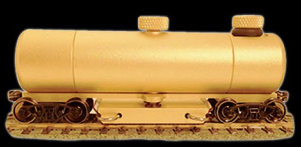

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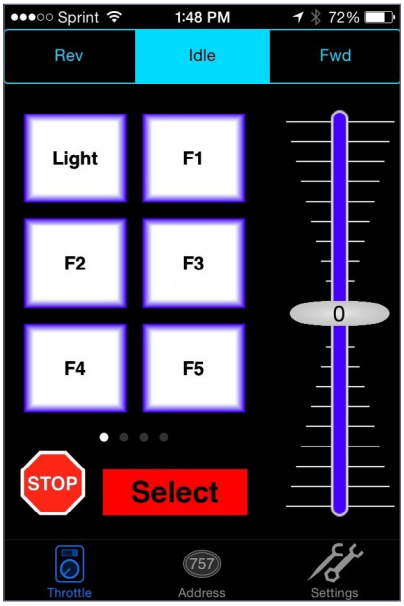

6. WiThrottleLite running a loco. The Lite version is free.

WiThrottle will show a list of locos from the JMRI roster on the computer. Just select the loco(s) on the iPhone or iPad and go. I hesitate to mention iPad in this context, as I feel that even the iPad mini is too large to use as a hand-held throttle. However, the smaller iPhones are fine.

One complaint about WiThrottle is the fact that speed control is by a slider. I prefer a knob but find that the slider isn't as bad a compromise as I originally thought. Try it, you may like it.

Some folks purchase iPhones that are no longer usable as phones for such service. These are available on eBay and, sometimes, a local retailer. They only need to have the WiFi portion of the phone functional. They will need internet access to download the app and any updates to the app.

Where else can you get a wireless throttle for your DCC system for a few bucks?

BlueRail Trains

The folks at BlueRail Trains have created an app for wireless train control that sends proprietary commands (not DCC compatible) from your smartphone to their control board in a loco. Their first offering was an iPhone app for the locos that Bachmann was marketing as having E-Z APP [7] train control.

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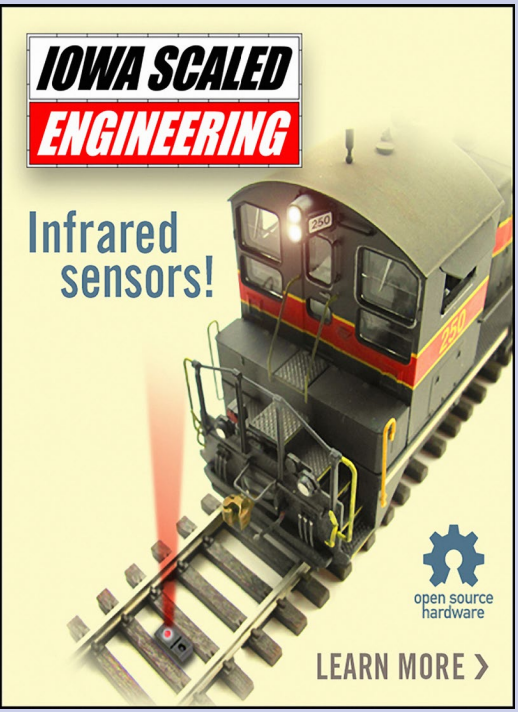

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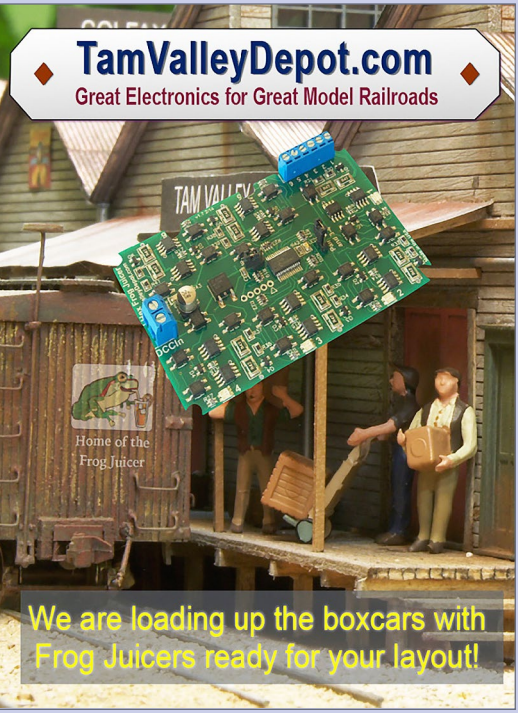

7. Bachmann's E-Z APP train control screen. The app is free.

Once again, speed control is via a slider. The presentation is more pleasing than the WiThrottle screen, to me.

Recently, the BlueRail Trains folks have started shipping their own modules and have created their own apps for both the iPhone and the Android system. Either app will run either the BlueRail

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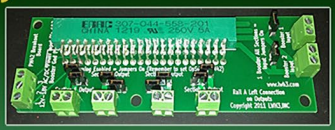

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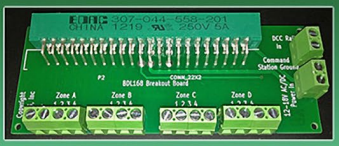

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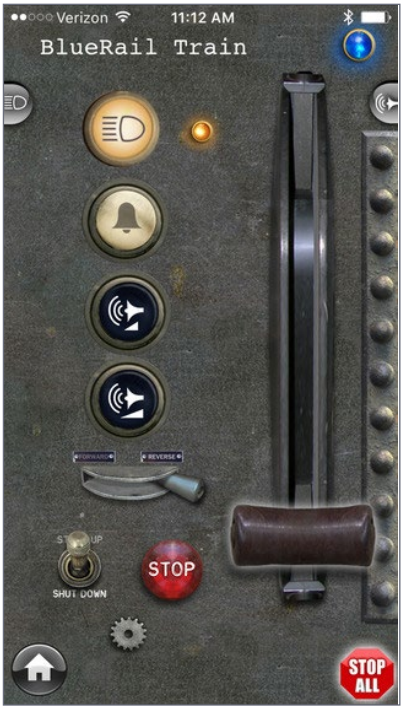

8. BlueRail Trains app showing the loco control screen. The realism is indicative of the attention to detail by the BlueRail Trains folks. The app is free.

board or a Bachmann loco. The BlueRail app has control features, like for ditch lights, that are not available on the Bachmann locos. And the look of the control board is more authentic than either the Bachmann app or WiThrottle [8].

Cameras

The camera on the iPhone is the most widely used camera in the world today. That's an amazing statement, considering that Apple is not a camera company. Why is the camera so popular? It is always with you and produces good to very good photos and videos.

The quality of the video and photo work varies with the hardware. Each generation gets better.

My hint as a photography instructor: use the phone in horizontal [9], or landscape, orientation. I know this runs counter to many apps, such as most of those mentioned in this column, that force you into vertical orientation [10].

The iPhone camera is not high enough quality, in my opinion, to shoot still photos of models on the layout. A digital single lens reflex (DSLR) camera delivers significantly better depth of field. However, to achieve that result requires good to excellent lighting, a tripod, and a stationary subject. Stopping down to f-stops in excess of f/29 gives excellent depth of field. Even with a lot of

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9. Horizontal orientation of the phone gives more pleasing photos than vertical most of the time.

light, the resulting exposure will frequently exceed a second. Ken Patterson discussed this in his column in the June 2016 issue of MRH. Check out the article and his photos at mrhmag.com/magazine/mrh2016-06-jun/whats-neat.

Ok, if you aren't that picky and don't mind having foreground items out of focus while the main subject is in focus, the iPhone may be your ticket. Besides, you already have it and will probably have it with you.

There you have it: a suite of model railroad apps for under $20.

How did we model before smartphones? With much more difficulty, is my mantra.

Please share your experiences, ideas and (especially) non Apple apps. Just click on the Reader Feedback icon at the beginning or the end of the column.

10. Vertical orientation (portrait) of the same photo as [9] gives less of the subject and more of the unwanted background.

While you are there, I encourage you to rate the column. "Awesome" is always appreciated. Thanks.

Until next month, I wish you green boards in all your endeavors. ☑

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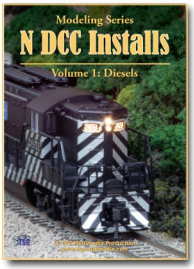
DCC and Sound in N Scale?



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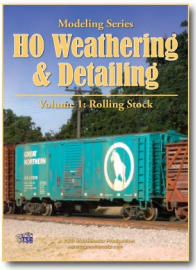

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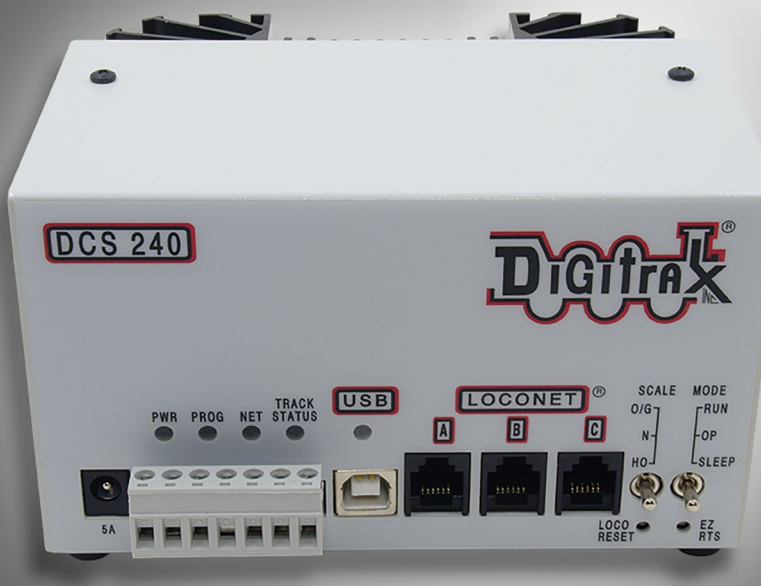

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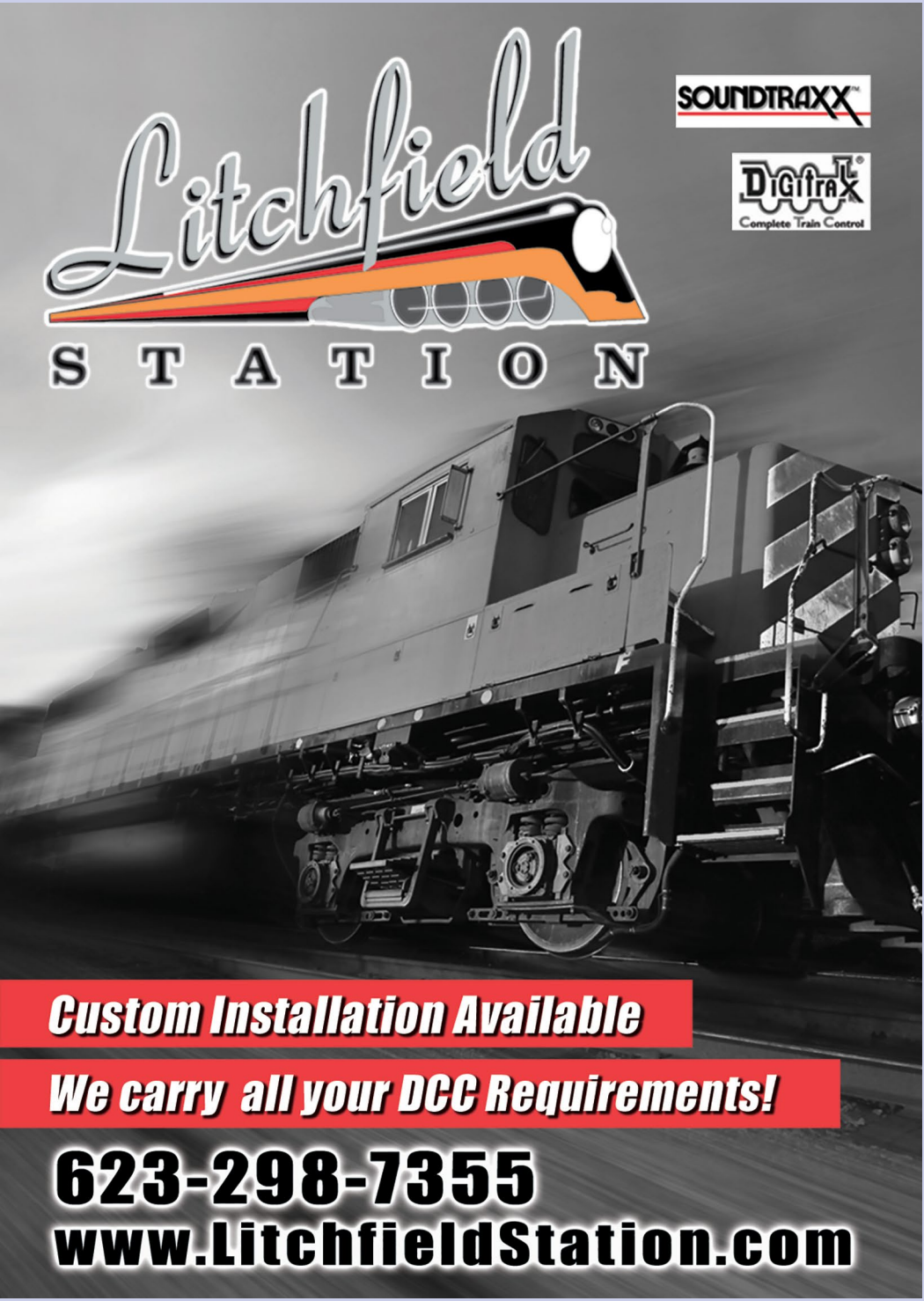
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Nick Muff

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Modeling the Kansas City Southern Railway| Mainline South – Scenery for the "Ozark Mountains" Part 1

In my last column back in the November 2015 issue of MRH, I created my Ozark Mountain foam core base, Geodesic Foam hard shell, rock faces and painted the rock castings. Please refer back to that article for the background about what it took to get my scenery to this stage.

This time, I bring the mountains to life with moss, grass, trees, brush and other details.

Bringing life to the rocks

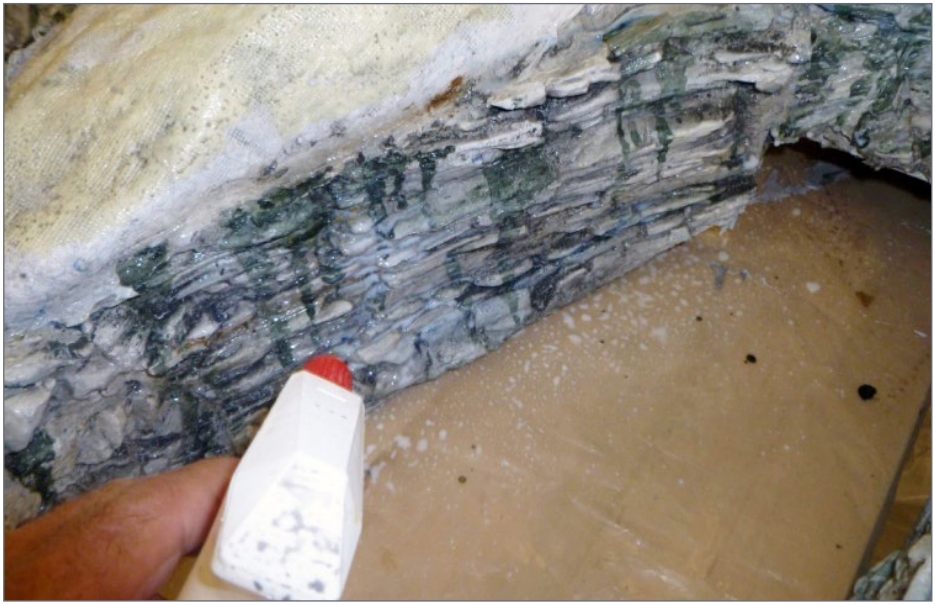
Even in the desert small plants and lichen will grow over rock surfaces. This is especially true in Arkansas with its regular rainfall and a warm humid environment in the summer. So in addition to the greenish streaks down the face of the rock that we added last time, we will add some scenic foam to the rock faces to represent mosses, likens, and small plants that grow there.

I used a technique from the folks at Woodland Scenics called "Fly Specking". The first step is to mist the rock surfaces with scenery cement. This can be purchased from Woodland Scenics. Some use liquid matte medium. I also use diluted white glue which is readily available and cost-effective. I keep a glue bottle which is marked in quarters with a black Sharpie pen. I fill the bottom one quarter with white glue and fill the remainder of the bottle with water, shake it for about a minute and it's ready to go.

First, mist the rock faces with your choice of scenery cement. Then holding a piece of paper in a "J" shape, pour in a teaspoon or so of Woodland Scenic's Fine Turf Soil. Hold the piece of paper close to the face of the rock and blow gently across the surface of the paper. Bits and pieces of the foam will be blown onto the

1. Typical limestone bluff in the Ozarks, alive with vegetation, overhung with trees.

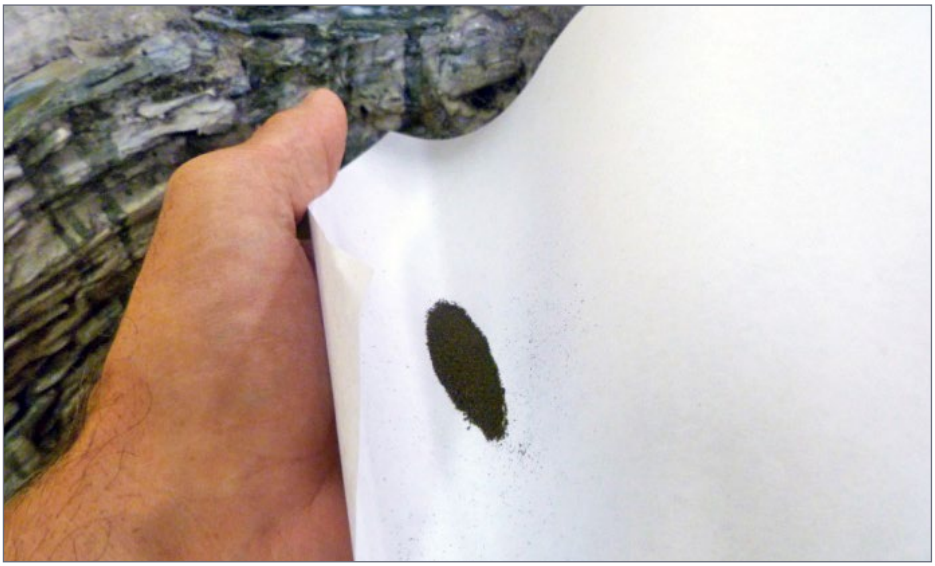
2. White glue mixed in a 1:3 ratio.



3. Mist the bluff with a scenery cement.

surface of the rock and stick there. Next I repeated the same process using Woodland Scenics Burnt Grass Coarse Turf to add larger bits of vegetation.

4. Woodland Scenics: Burnt Grass and Soil.



5. Use a piece of paper to "puff" foam onto the rocks faces.

Adding dirt and grass

Large areas of unfinished hardshell can be intimidating. So here's a way to get started and make a lot of progress in a short time. I am borrowing a technique from *Model Railroader* magazines N-scale Clinchfield project of years ago. They painted areas of extruded foam and Sculptamold with a dark tan paint available from Sears at that time, called Camel. Foam and other scenery material were then applied directly over the wet latex paint.

Neither Sears nor that paint color are available any more in our area! I did match the paint color at our local Benjamin Moore store. The color is HC 46 Jackson Tan. A close Pantone color match is number 4655C. Any dark tan flat latex paint will do.

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With a two-inch flat brush apply the tan paint to the areas of hardshell. While the paint is still wet I sprinkle on Woodland Scenics Mixed Turf, Green and sifted contractors sand. The contractors sand is borrowed from an article by John Nehrich of the New England, Berkshire & Western model railroad. The contractors sand was obtained from our local Home Depot. I used a strainer to sift out the larger pieces which can be used elsewhere. The combination of grass-colored foam and fine sand and rocks quickly turns bare foam hardshell panels into realistic ground. I finish these areas by misting them with water and a spray coat of scenic cement.

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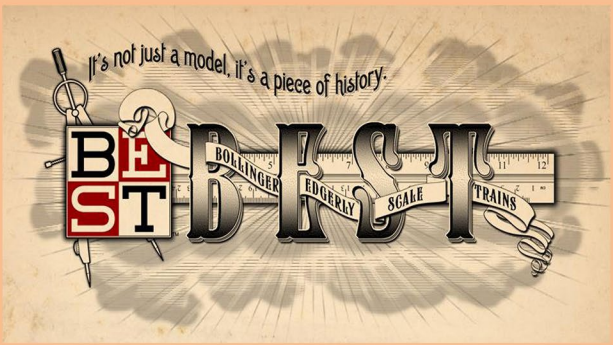

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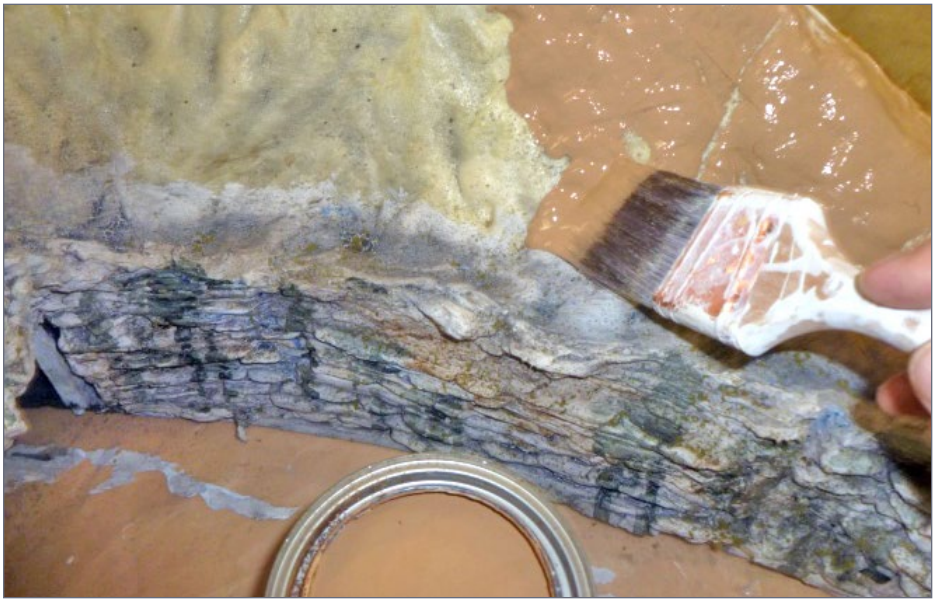


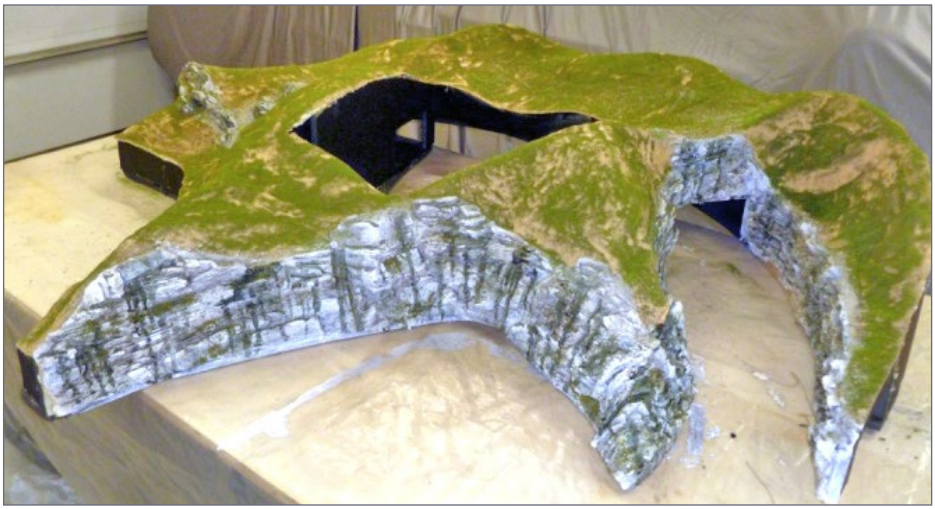
6. Painting raw scenery with dark tan latex paint.

7. Sample of sifted contractors sand.

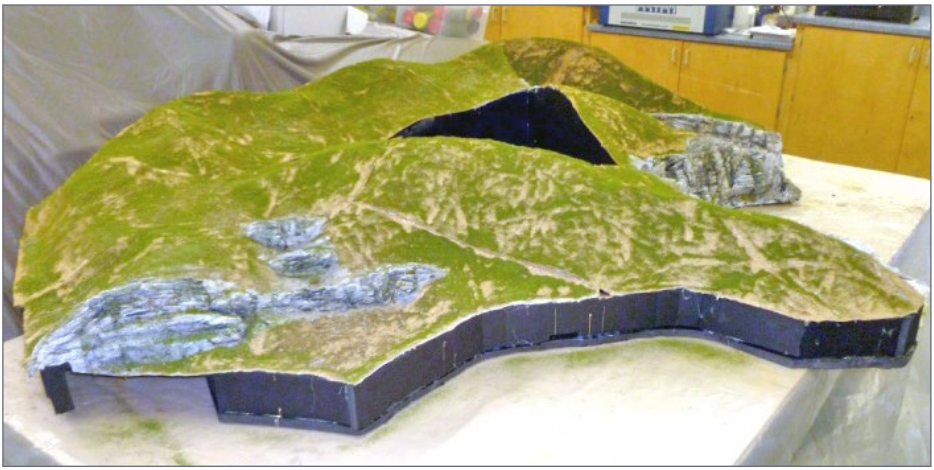
8. Applying the sifted contractors sand.

9. Applying mixed green foam turf.

Painting, adding sand and turf to the Ozarks took about 30 minutes but the change in appearance is remarkable. Now it's time to get down to detailing.



10. View from the Siloam Springs, AR side.

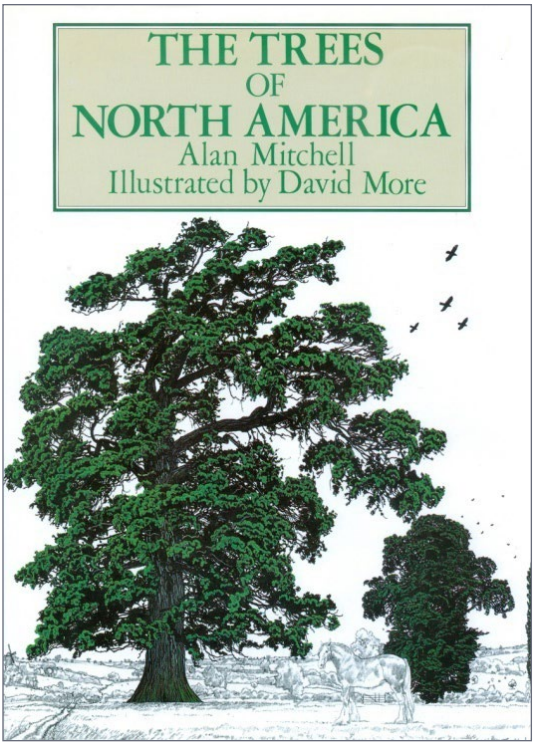


11. View from the Noel, MO side.

Trees, trees and more trees

Next I chose to add trees to the hardshell. The first step is to determine what trees would be representative of the area you are modeling. Where I live it is mostly evergreens but where I am modeling it is mostly deciduous trees. Trees common to the Ozarks are the oaks, hawthorns, hickories, plums and cherries, maples, elms, willows, pines, magnolias, and the ashes. Also prominent in most landscapes is the eastern red cedar.

A book that I found most helpful in establishing tree shape, trunk and branch structure is the book "Trees of North America" by Alan Mitchell, illustrated by David More. An Internet search for images can also be very helpful.



12. Book: *The Trees of North America*.

13. Photo of White Oak trees.

I needed a lot of trees for the Ozarks and had to be able to complete them in my lifetime! I chose to use the SuperTree starter kit from Scenic Express.

The tree armatures are based on a natural plant structure which is related to the sagebrush plant and native to areas of Scandinavia. The first step is to take a section of the sage material and separate it in to HO scale tree size pieces by cutting it apart where the sections join in a "Y".

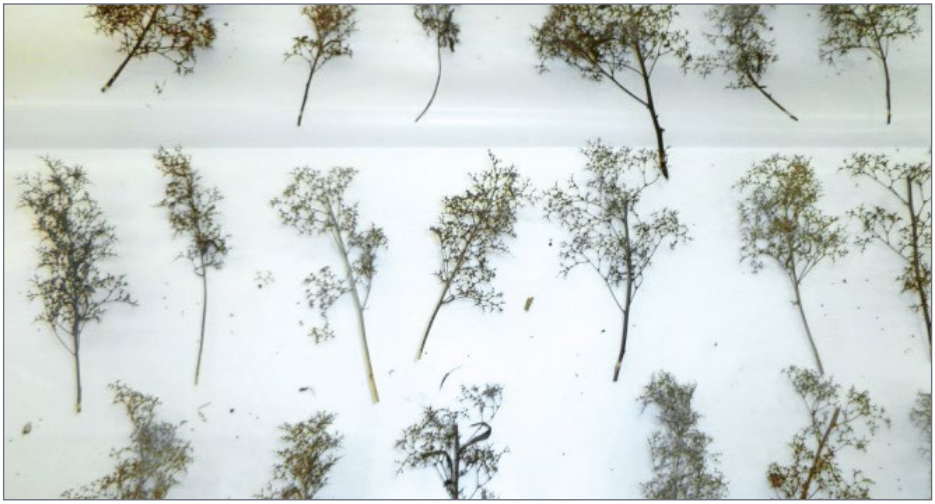
Then use tweezers to remove the out of scale leaf pieces. Save the left over scraps, they can be used for bushes, small trees and to create SuperSage trees.

14. Cutting the material into tree sized pieces.

15. The resulting tree armatures. Save the scraps!

Then use tweezers to remove the out of scale leaf pieces. Save the left over scraps. They can be used for bushes, small trees and to create SuperSage trees.

16. Pulling out unrealistic leaves.



17. Tree armatures ready for painting.

The next step is to spray paint the tree armatures a more realistic color. The natural color of the material is a kind of yellowish beige. Check the color of bark for the trees your modeling. For the Ozarks bark shades are in the grays and browns. I used light gray primer, dark gray primer and camouflage brown in "rattle cans". I held the armatures with self-closing tweezers and wore protective gloves for this step.

Some of the trees I sprayed light gray only, some with medium gray only and some with brown only. For most of the trees I sprayed the upper smaller branches a gray color and the lower larger branches and trunks camouflage brown. The important thing is to get some variety.

18. Spraying the trunks gray brown.

19. Dipping the tree armatures in acrylic matte medium.

After the trunks are sprayed they are then dipped in dilute acrylic matte medium. This helps to soften the material and to straighten out some of the "bends" in the trunks. The matte medium is diluted 1 to 7 with water. I put the diluted acrylic in a deli container so that I could just snap a lid on it between tree making sessions. The armatures should soak in the matte medium for at least 30 seconds or longer.

The next step is to add leaf texture to the armature. Again what I'm looking for here is variety. My favorite is the leaf material from Noch, though this is a little harder to find. I have used leaf material from Woodland Scenics and Scenic Express all of which produce a satisfactory result. Here I try to vary the color. Some

trees are light green, some dark green, some bluish green and others olive green so that the trees don't all look the same. I put the leaf material by color in snap lid plastic storage containers.

20. Super Leaves, from Scenic Express.

21. Flock and Turf from Scenic Express

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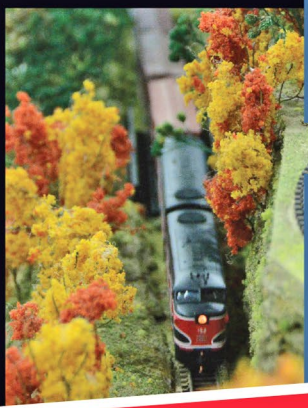

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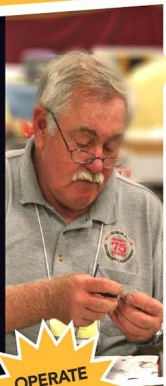

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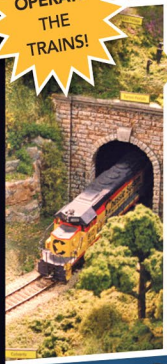

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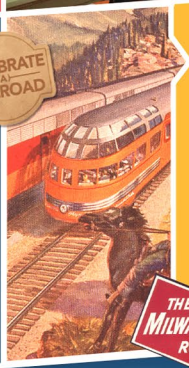

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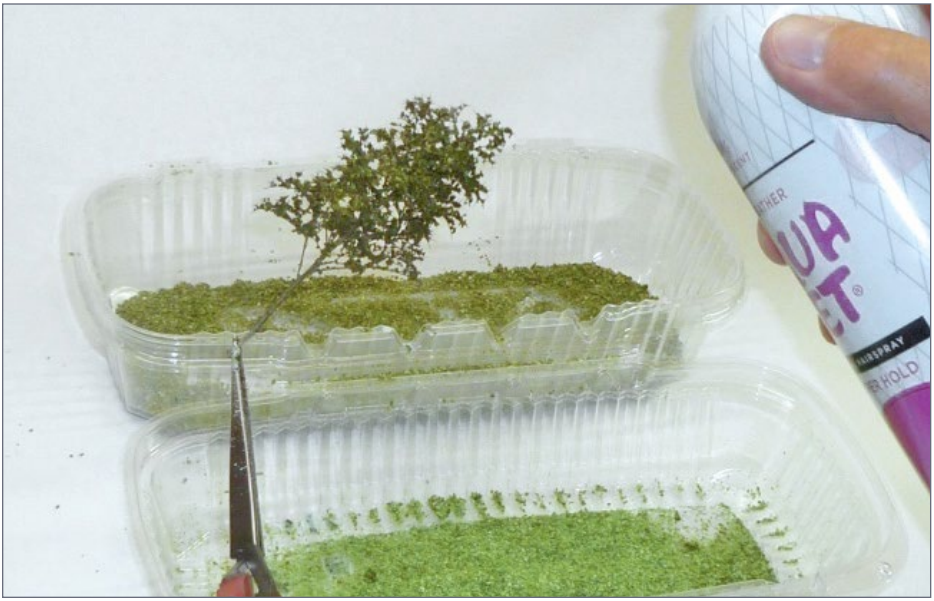
22. Adding leaf material over matte medium.



23. Spray with hair spray before adding sun highlights.

One trick that the folks at Scenic Express suggest is sprinkling a lighter bright green over the top and one side of the tree to simulate highlights from sunshine. This helps make the tree stand out. It requires a little care when planting the trees so that the sun seems to be coming from a single direction. I spray the tree with Aqua Net Super Hold hair spray to hold the addition of the bright green. Any gunky hair spray should work fine.

Next I hung the trees upside down from a piece of taut twine and let them dry overnight. I protected the floor under them with a plastic drop cloth. For trees that refuse to straighten out you can hang a clothes pin from the lower end to put some stretch on the trunk.

24. Adding sun highlights to the top and one side.

25. The workbench during tree making.

26. Hang the trees upside down to dry.

27. The completed trees have a nice open feeling. You can see through them.

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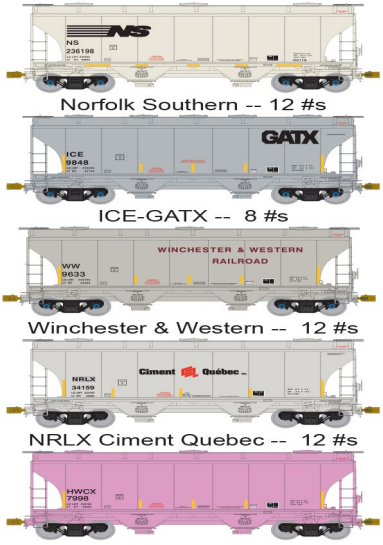

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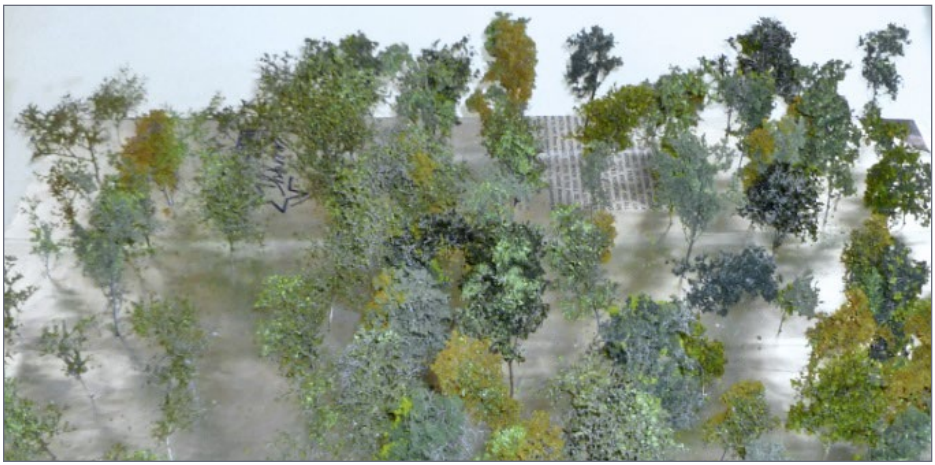
I work on about 30 trees at a time and stick them into a piece of foam board to store them until it's time for planting.

By simply changing the leaf shade you can create colorful trees for fall. On these trees I painted the armature white and dotted them with a black Sharpie pen to simulate birch trees.



28. A batch of trees ready to plant.

29. My first effort at trees for the fall season.

The lower level of the layout where the mainline exits the helix to Watts, OK will be set in winter. That will require snowy winter trees, It's a simple matter to add various snow products to the tree armature using matte medium and hair spray to create that wintry look. I used Woodland Scenics Snow, DecoArt Glamour Dust and Twinklets Diamond dust. Check out your local craft store.

30. Let it snow, let it snow, let it snow!

31. My first winter snow trees.

For larger trees and for specimen trees close to the edge of the layout I tried SuperSage from Scenic Express. This kit includes sagebrush pieces to cut apart for trunks and larger branches. Then smaller branches are added by gluing on pieces of the SuperTree material. I have used Zap Goo and Aileen's Tacky Glue to attach the Super Tree material to the sagebrush trunk. Both have enough tack to hold the branches in position until the glue dries. The completed trunk and branches are then covered with leaves as described previously.

32. Cut the sage brush armature into tree size pieces.

33. Smaller branches will be glued onto the sagebrush trunk.

34. Attaching the smaller branches with tweezers.

35. A completed specimen tree armature.

36. The armature is covered with leaves using the same technique described above.

37. Drilling holes to plant trees.

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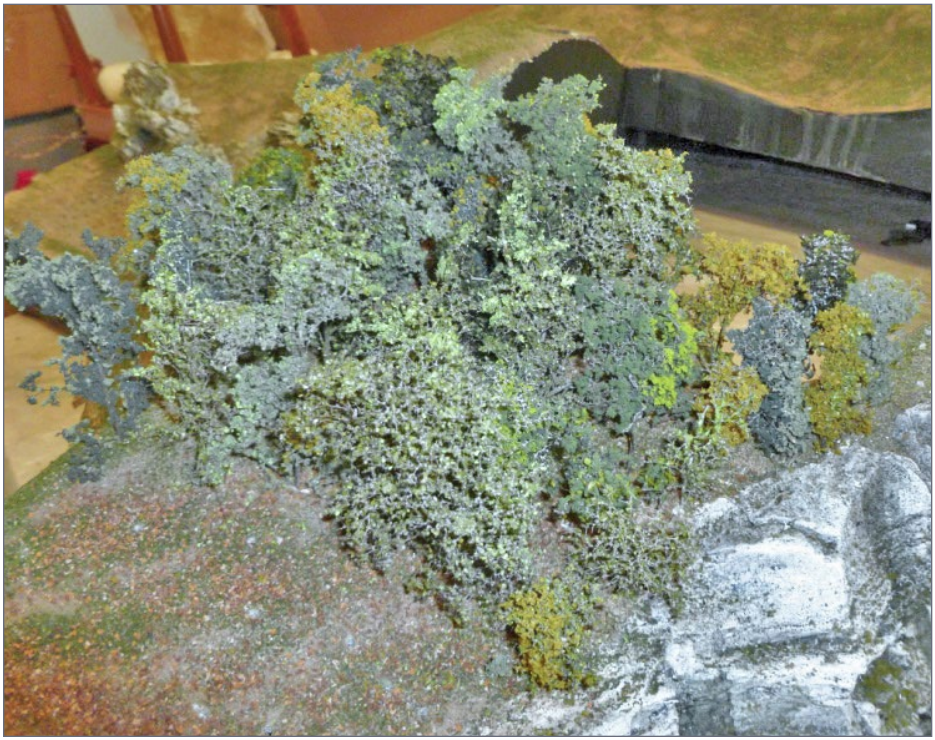
Lastly, before planting the trees I scattered brown leaf material over the hard shell and oversprayed the area with scenery cement. The brown leaf carpet under the trees is typical in the Ozarks. Having created about 100 trees of various shapes and sizes, I begin to plant them on the hard shell. Holes are drilled in the hardshell using my Dremel Rotary Tool. The trees were glued into position using the hot glue gun or Aileen's Tacky Glue.

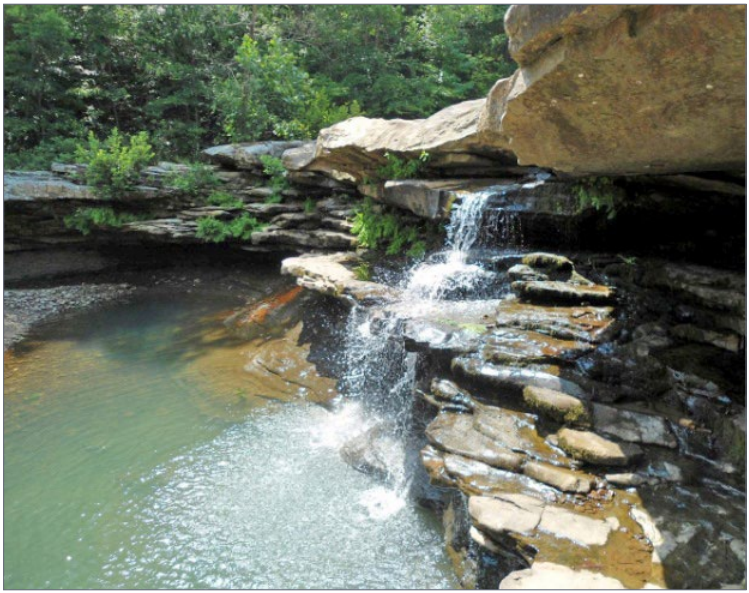
38. Planting trees with the hot glue gun.



39. A planted section of the forest, note the variety.

Water falls and pools

It was at this point that I realized it was time to create my Ozark mountain stream. It would be far easier to create the water feature and then plant the trees that arch over it, than to plant the overarching trees and try to create the stream under them! I looked through various photos on the Internet to find one that I thought represented a stream typical of this area. I would not reproduce his photo exactly but use it as a guideline. The basic principle is a stream flowing from pool to pool over limestone ledges in a setting of deep trees.



40. The waterfall photo I used for my inspiration in this scene.

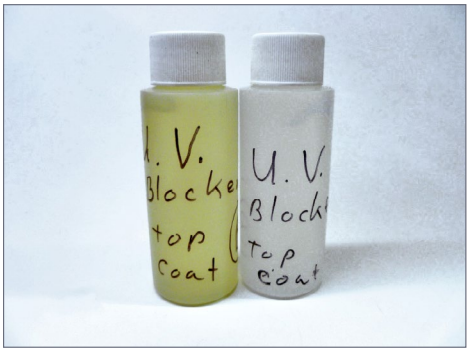
41. Doing some last minute leveling of the water-course. See text for details.

It was at this point that I realized I would have to do some additional leveling and rock work to get the falls to flow from pool to pool in a prototypical manner. I checked this out by pouring real water into the pools and seeing where it would run and what modifications would be required to cause it to flow where I needed it. I used more paintable acrylic caulk to accomplish this. I built the caulk up to prevent the resin from flowing around the sides of my rock formations. In some places I used a putty knife to create rock strata to match texture of the existing rock castings. I then weathered this and painted it as I did the previous rocks. It accomplished the purpose and blended in nicely.

I used products from Bragdon Enterprises to create the water for the falls and pools. I wanted a greenish color for the deeper parts of the pools and more of an olive color blending toward the shallow portions. In the past I have tried coloring the resin. This can be tricky to accomplish and the results can be unpredictable. Joel Bragdon's recommendation, if you want color for the water, is to paint the bottom of the pool. I used craft store acrylic paints for this.

42. Craft paints I used to color the bottom of the pools.

43. Two-part Clear Water epoxy resin I used for water.



44. Two-part UV blocker top-coat I used.

One of the problems I've encountered with a portion of the lay-out completed years ago is a tendency of the epoxy resin "water" to yellow with age. In my urban areas yellowish water is okay but I wanted to create a clear mountain stream for the Ozarks. The solution for this problem is a second clear coat painted over the top of the pools to block UV light. The last material for the pro-cess, to create waves and ripples, is clear gloss medium.

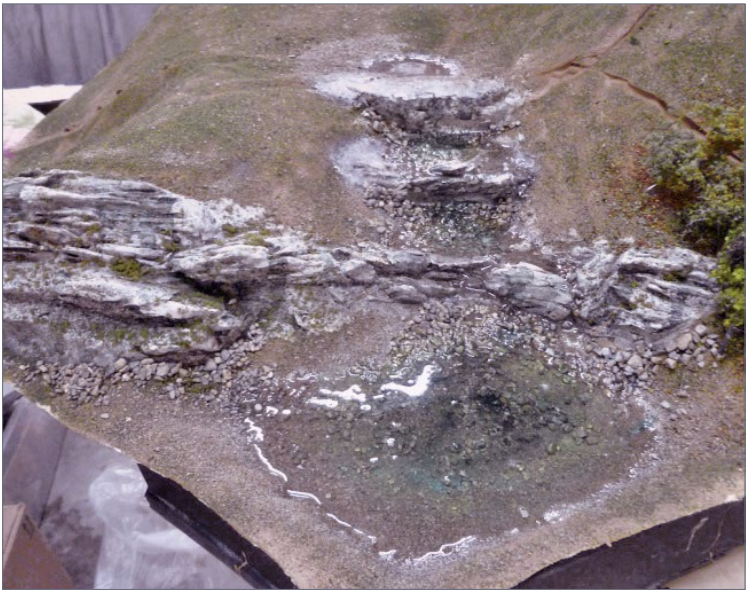
45. Acrylic gloss medium used to add accents to the waterfall.

First I mixed approximately 8 ounces of the Clearwater epoxy resin. The ratio is 1 to 1. Stir the two parts together thoroughly being careful not to introduce too many bubbles into the mixture. I then poured the three pools about two thirds full with the epoxy resin. Bubbles will rise to the surface. These can be encouraged to break by spraying compressed air from a Dust Off can obliquely over the surface. Be careful not to invert the can. The icy spray that results could interfere with proper setting of the resin.

Now it's time to create the waterfalls. This is accomplished by making thin sheets of the Clear Water epoxy. I laid down some plastic wrap and drizzled the remaining resin from filling the pools on the plastic wrap. Allow this to set for 24 hours. It will create a thin flexible piece of resin that can be cut with scissors bent and shaped into an arch to fit each of the three waterfalls. I glued these pieces in place with E 6000 clear glue.

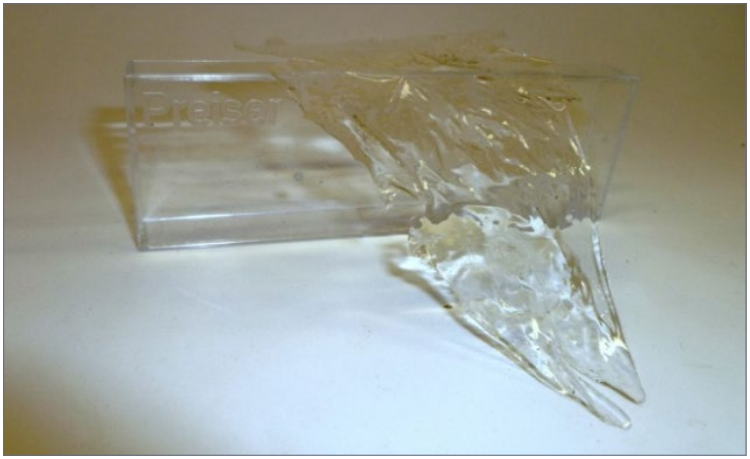
When this has had time to set I mixed a little more of the Clearwater Resin and painted it over the resin sheets to thicken and attach them. I then mixed about eight more ounces of the

Clear Water resin and filled the pools to the top, again, allowing some to drizzle down over the "waterfalls." Assist in this process with a disposable brush.



46. Initially I filled the pools about 2/3 full with a resin pour.

47. I poured Clear Water resin on some plastic wrap to begin forming a waterfall.



48. "Water Fall" sheet peeled off plastic wrap.

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49. Trim, shape, and glue the waterfall piece in place.

50. The three waterfalls glued in place.

51. More resin is brushed over the falls.

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When the resin from the previous steps has set overnight, texture can be added to the waterfalls and ripples to the pools by using a small brush to apply gloss matte medium. This step can be repeated several times to build up the desired level of texture. Just be certain that each application is allowed to dry completely clear (no white showing) before applying more gloss matte medium. Finally when the last coat of the gloss medium has completely dried white acrylic paint can be applied to the textured areas with a small brush to simulate whitewater.

52. Texture is added with gloss matte medium.

53. White water is simulated with white acrylic paint.

Streamside plants

Once the paint is dry and it is time to create a realistic looking riparian environment. I used multiple materials for this to achieve a variety in color shape and texture. Various brushes that can be found in the kitchen utilities section can be dyed green and used for reeds or cattails. A roll of craft moss is an economical way to create tufts of grass by peeling them off the backing (be sure and use your 40% off coupon!). Other details included items that I purchased from Scenic Express, 727-23S Long Tufts,

late summer, Creative Accents CA0362 Fern Plants and Creative Accents CA0317 Switch Grass Tufts. With all of this in place I added SuperSage trees crafted so as to arch over the pools and falls. I am pleased with the overall effect. It looks like the Ozarks and it looks wet!

54. The completed Noel Branch water features.

55. Reeds made from dyed brushes.

57. Pick apart Craft Moss to make stream-side plants.

In part 2, I will continue the process of filling out the details in this scene by adding a prominent background structure and then planting many more species-correct trackside bushes and trees for the Ozarks. ☑

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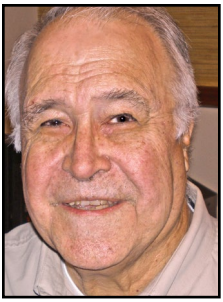

LITE AND NARROW
column

LARRY SMITH

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The Birmingham Southern| Birmingham Terminal Railroad

The last time we visited the Birmingham Southern (mrhpub.com/2016-04-apr/online), now the Birmingham Terminal, we saw its colorful history along with its expansion and contraction when its industrial customers changed. We saw the diversity of the industries and some of the elements that would be required to model the railroad. Then we had a sneak peek at how one modeler, Craig Gardner, has interpreted these elements to develop a layout based on the railroad.

Layout development

A question for the reader: Have you ever taken down a perfectly good layout? If you have, what was your reasoning behind it? To be honest, I admit doing so. The problem I had was the lack of passing sidings, only at each end of the track plan, and the unavailability of walkaround throttles for a 1980s DC layout, making the layout miserable to operate. So 20 years ago the

Clinch River layout went to the trash heap. I learned a lot from building that layout using the materials available at the time, but in the long run I'm glad that I did take it down, given the advances in layout design, building, and techniques that have occurred since then.

Craig Gardner is another one of those courageous model railroaders who decided to tear down a working layout and start over. Craig's layout was based on the modern Norfolk Southern and had moved past the benchwork stage with a good amount of excellent scenery. The time period for the layout was the early 2000s. Other than some locations in Birmingham, the layout was freelanced for

1. Birmingport section on the old layout. It was salvaged and used on the new layout.

the most part. The old track plan was more of a folded dogbone and meant for continuous running. There were some switching locations, but it was never really suitable for operations.

Craig tried to develop an operations plan for it, but it never seemed to work well. After he started helping John Stewart build his layout, he realized he would have to get drastic with his own layout if he were ever going to have an operational model railroad. In short, the layout just wasn't enough "fun to run." So at the beginning of 2011, he tore it down and started over the following June.

In our model railroads, we have a great tendency to model what we are familiar with, an area you visited or lived in, or a railroad you railfanned or grew up with as a neighbor. These and other things influence what we model.

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Always a fan of the Birmingham Southern, having grown up in the area it served, Craig knew the potential for an operations-oriented layout. He decided a current version of the BS RR would be his layout theme, with a heavy dose of Norfolk Southern. The layout design challenge was to weave the history and story, which was presented in April 2016 *Model Railroad Hobbyist,* into a reasonable representation of the Birmingham Southern and be successful developing a new model railroad with operating "fun."

Conceptual design of the layout

Birmingham and Bessemer, AL, lie in Jones Valley about 12 miles apart. On the southeast side of the valley is Red Mountain

2. Shelby yard on the old layout.

3. Power plant section on old layout. On the new layout, the power plant represents the Miller Steam Plant of Alabama Power and is served by BNSF. It is currently under construction on the lower part of the layout.

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for over 100 years the source of hundreds of millions of tons of red iron ore. The Warrior Coal Field extends from the north-west side and is still a source of metallurgical coal exported around the world.

This valley is still home to a fully integrated US Steel mill (seamless pipe and more), plus two major ductile iron pipe plants, US Pipe and ACIPCO, as well as a number of related industries. This is where the Birmingham Southern operates. The interwoven track and operation remain, based on track alignments dating back to the 1880s. The Birmingham Industrial District grew in and around this valley.

As might be expected, the industrial economy of Birmingham has changed toward a service-based economy, although heavy

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4. Video of the last run on the old layout.

industry certainly remains. But consolidation has taken place, and the smokestack industries have changed to warehouses, assembly sites, and commercial parks in many parts of the city. Birmingham is a junction of four Interstate highways and has witnessed dramatic growth of the trucking industry.

The iron and steel industries consolidated in a corporate and geographical sense to meet the changes in the industry. For example, US Steel's No. 8 blast furnace (c. 1982) at Fairfield had a capacity of about 5,000 tons of iron per day, which is about equal to the nine blast furnaces it replaced at adjacent Ensley and Fairfield plants. It is now cold and will be replaced by a massive electric arc furnace in the near future. Three merchant iron makers, Woodward, Republic, and Sloss are gone. All of about 15 active iron ore mines are gone since about 1970, and the dozens of coal mines in the Warrior Field are now limited to about three

or four consolidated mine sites and preparation plants plus two large coke plants. With the shutdown of No. 8 blast furnace, US Steel no longer imports taconite (processed iron ore) nor coke by rail and barge. Birmingport is not active at the present time and used for car storage. Both remaining coke facilities are still in operation but not served by the Birmingham Terminal Railroad (WATCO). One of the power plants burns Powder River Basin coal (BNSF); the other burns barged-in coal, for cleaner emissions.

The layout concept considered the Birmingham Southern track map like a letter "T" as shown in [16] One leg served Birmingport, one leg Oak Grove Mine (west of Bessemer), and

5. Fairfield yard with US Steel Fairfield Works on the backdrop.

6. The Oak Grove loader.

one leg was the western corridor along Jones Valley, extending toward Birmingham and the old Alice Furnace site of the 1880s.

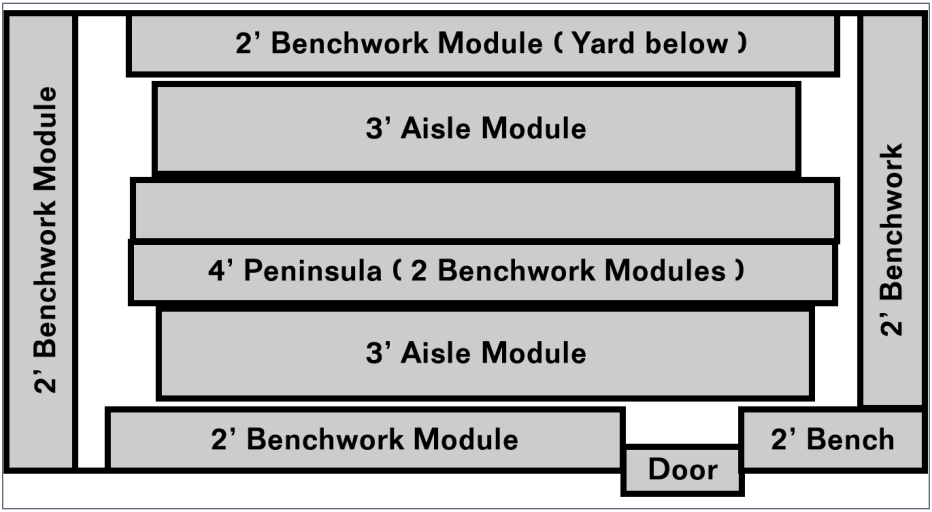
Ron Mele's wonderful book, *Birmingham Southern's First 100 Years* is a great reference, and John Stewart used it as the starting point for developing the trackplan. This corridor included BS, L&N, Southern, and SL&SF (Frisco) lines running together serving adjacent industries. Class I RRs and customers were reviewed using historical mapping and current websites. Craig used old maps plus Birmingham Southern's and other websites to compare how the track map had changed over the years. The more complex trackwork of the 1930s is simpler today, but insight was gained on the location of yards, crossings, "puzzle track," and customers to provide interesting ideas for the model railroad track plan. The BS website listed the RR's main customers and located them on a map. Google Earth and related mapping software were used to see what these industrial facilities looked like with consideration given to which ones to include and how they would be represented.

Layout concept versus available space

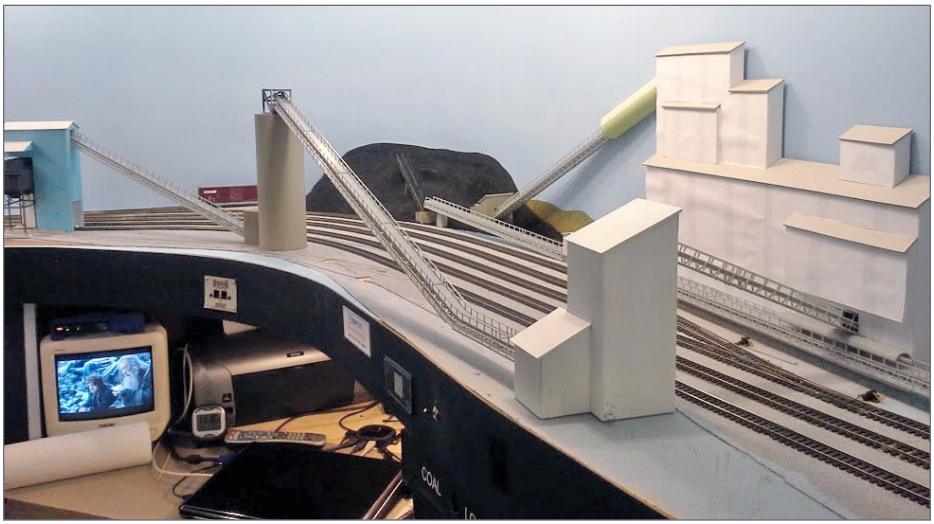
John Stewart assisted Craig in the designing of the layout after identifying all the elements to be included in the plan. The basement layout room is slightly less than 30 x 15 feet. If one thinks in terms of layout depth (arm reach), curve radius and aisle width, the 15' dimension can be divided as shown in [7].

This adds up to a total of 14 feet with a bit of room to use for the 5' turnback curve on the peninsula.

The track plan was approached in this conceptual schematic format for two reasons: First, the features to be included and



7. Use of the 15' dimension
   2-foot layout shelf
   3-foot aisle
   4-foot peninsula (2 at 2 ft.)
   3-foot aisle
   2-foot layout shelf
14-feet total



8. Craig's model of Oak Grove loader.

9. Ergon loading dock.

second, how to provide operational interest, particularly industrial switching. This approach led to the location of the Fairfield Yard as a center point for the model BS RR, and to the location of the two interchange tracks with the Class I railroads. The idea was to include the BS main and the "Class I" main with the Class Is going to a lower level staging yard along the 30' wall. Craig didn't want the two mainlines to appear to be continuous parallel double track.

Actual crossovers were identified on old track maps and aerial photos to "justify" crossovers on the layout at key locations. The BS has access to both sides of the western corridor, as TCI/USS has facilities on both sides of the corridors. The BS serves other tenants that occupy these sites today. What

10. Craig's model of Ergon loading dock.

11. Ergon asphalt tanks.

12. Craig's model of l Ergon asphalt tanks.

was (initially) considered a Class I staging yard was to be located on a lower level.

Locating a helix was a significant challenge since it would require a lot of real estate. Experience on the previous layout had convinced Craig that he could be happy with 30" radius curves. Thus a 30" radius helix with a 5" track board would be 65" in diameter. . Initially we thought one helix would be used to reach the lower level.

As the concept evolved, we determined that two helixes were better than one. Two helixes would allow Class I traffic to enter the layout from both ends. Staging is double ended, and the helix required no more room than a lower-level return loop. That was the top-down view. Back on top, the interchange tracks wanted to be on either side of Fairfield Yard. This implies the far-reaching Class I's have pickups or setouts before they "head out of town" via the helixes. In turn, the real-life branch lines to Oak Grove Mine and Birmingport could be just that – BS branches beyond

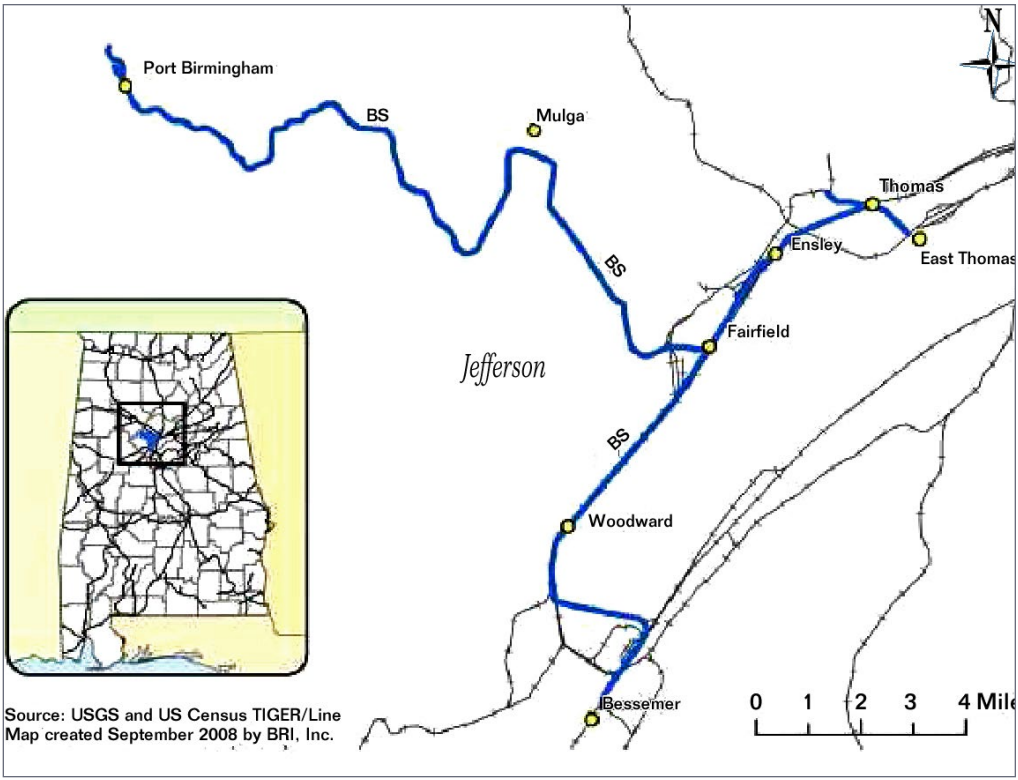
13. Hanna Steel Company.

14. Craig's model of Hanna Steel.

15. Mulga siding.

the helix locations at either end of the BS RR/Class I main line corridor. How could these components be located in the available space? Sketches, bull sessions, and computers helped work out these issues.

Considering these design elements and room geometry led to the idea of six key spaces: Four long shelves about 2' deep, two end shelves 2' deep, plus the doorway as shown in the System map of the BS RR from the 2008 Alabama Rail Plan by ALDOT with key areas labeled. The entry door is in one 30-foot wall about six feet from the corner. Initially this corner said "helix,"



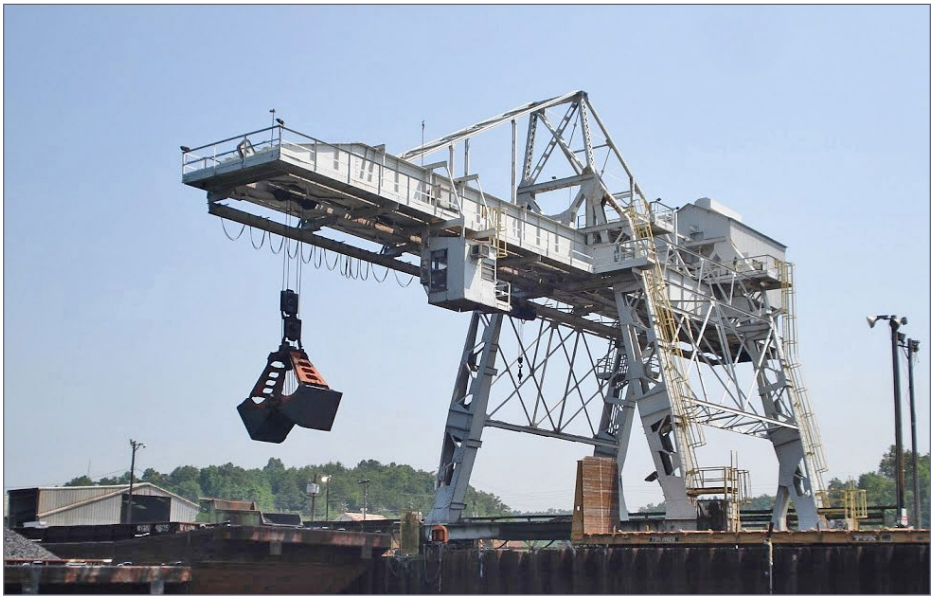
16. Map of the BS RR. See Google Maps for more.

17. Model Mulga siding.

but evolution of the plan and idea of two helixes led to one helix moving from that corner to the mid-point of the adjacent short wall. The door corner began to say "Oak Grove Mine," which is a stub-end destination. This left the other portion of the 30-foot wall at about 21 feet. Could the salvaged Birmingport fit here?

The Birmingport facility is a great model element, and Craig had saved the port component from the previous layout. It includes the river, the long sheet-pile berth, a neat overhead crane, material storage, as well as car storage and switching. Craig found that his old port fit into the 21' space nicely with room for a corner curve approach on the branch line. So one of the four long spaces was taken by Birmingport and Oak Grove Mine on either side of the entry door at opposite ends of the entire layout.

The plan was coming together! The other long wall would be the lower level staging yard.



18. Crane unloader at Birmingport.

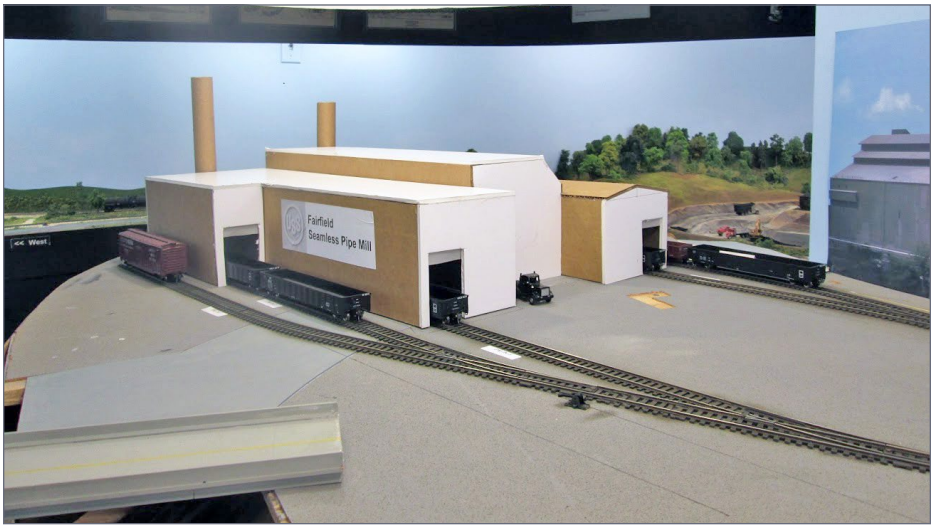
19. Craig's model of the crane at Birmingport.

The peninsula seemed to call out "Fairfield Yard" on one side, and the remainder of the western rail/industrial corridor on the other. We decided that the peninsula would be better suited with a backdrop down the middle, creating the illusion of a longer mainline. So the peninsula became the western corridor "folded in half." We decided to de-emphasis the turn-back curve and put something on top to hide it. Fairfield Yard occupies one side of the peninsula, the other side evolved into a switching district named for Ensley, the location of the original TCI Steel Works operating from 1890-1980. A large industry was selected to occupy the "air rights" over the turn back curve. A tight Class I switching district, Avondale, is located by the yard ladder based on several prototype businesses along the NS main.

The fourth layout area is the shelf above the lower level yard. We decided this would be the less-developed area representing the

20. Powhatan Strip mine. No prototype photos available.

21. US Steel pipe mill.



22. Compressed model of US Stell pipe mill.

23. Work boat on the Warrior River at Birmingport.

24. Craig's model of the workboat on the Warrior River at Birmingport.

line to Birmingport, and included the former mining village of Mulga Mines, operated by Woodward Iron Company from about 1910 to 1980. The long Birmingport Branch passes by Mulga, and this would help make Birmingport a separate place, as well as a long run. One of the two 15' end spaces is rural, with the Birmingport line continuing on its way to the port. One corner of this end space became the West Helix, and the other corner curves to the port. The bulk asphalt terminal could fit in the t curve, across Short Creek from the port, right where it ought to be!

With these key items decided, we placed the two interchange tracks at Ensley and along the line to Birmingport at Mulga. These are visually separated from Fairfield Yard. The Ensley site is logically located adjacent to an industrial switching district

25. Short Creek on the Birmingham Southern. Prototype location is unaccessable due to dense underbrush and cotton-mouth snakes.

26. Two photos showing the prototype GP38-2 No. 700 and the model of GP 38-2 that Craig painted and detailed.

served mostly by the Birmingham Southern. The Avondale switching district would only be served by the Class Is, and is not adjacent to an interchange. The other interchange site is at a location where the BS heads out of town and the Class I comes alongside as it enters the Birmingham District at Bessemer (aka west helix). That's the story and they're sticking to it.

This layout concept evolved as a way to represent the key layout design elements ("givens and druthers") as well as the actual schematic of the current BS RR with a certain amount of artistic license. The next step was to determine how to develop the detailed track plan of each element and tie them together.

27. GP35E No. 711 obtained from the Cedar Rapids & Iowa City (CRANDIC) and lettered for Birmingham Southern. The locomotive was originally Southern Pacific.

28. Model of GP35E No.711 as painted and detailed by Craig.

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Craig and John were certainly pleased with the way things were coming together so far. They wanted to run trains!

From concept to final design

Craig began to build the new layout in late May 2011. Craig tends to be a "build the benchwork and lay the track as you go" sort of railroad tycoon, while helper John is a "design every detail and build it from the plans, using computer-aided design tools." John is a retired engineer, so that explains his, how shall we say it, obsession to the details. Fortunately the two managed to peacefully co-exist [27].

Craig made every attempt to duplicate specific scenes and industries. As you see in the accompanying photos, he was very successful in doing so. While there have been some changes in the layout, for the most part these are minor, and were the result of using a CAD program to visualize the modeled area.

Additionally, Craig duplicated the many and varied locomotives the Birmingham Southern possessed. Two examples are shown in the photographs. Birmingham Southern 700 is a GP38-2 obtained from the EJ&E during the Transtar Ownership. Originally the locomotives were orange, and then patch-painted for the Birmingham Southern before painting with the simplified green and yellow paint scheme.

Birmingham Southern 711 is a GP35E obtained from the CRANDIC, which had obtained it from the Southern Pacific. It was one of the few locomotives still in their original paint schemes on the BS at the time Craig is modeling.

Craig's Birmingham Southern Layout will be on the layout tours for the 2017 Southeastern Region convention being held in Birmingham. Ya'll come for a visit.

Thanks to John Stewart and Craig Gardner for their tremendous help in preparing this article. ☑

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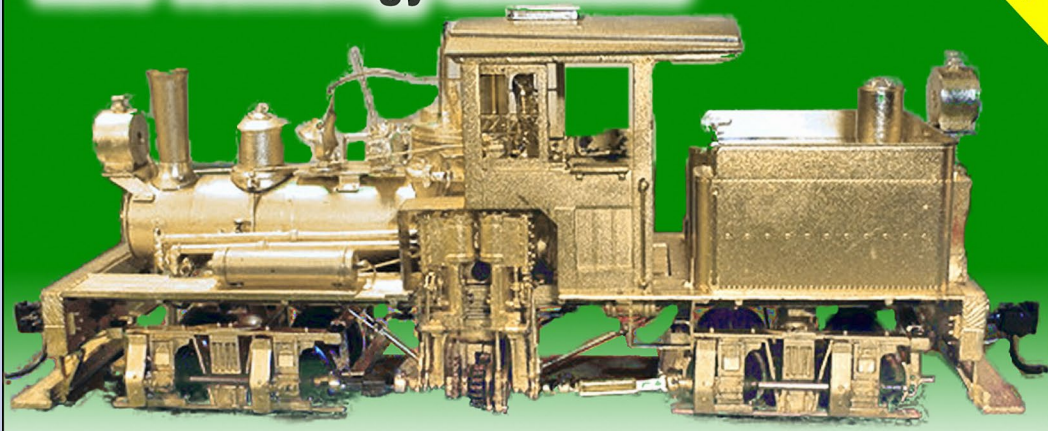

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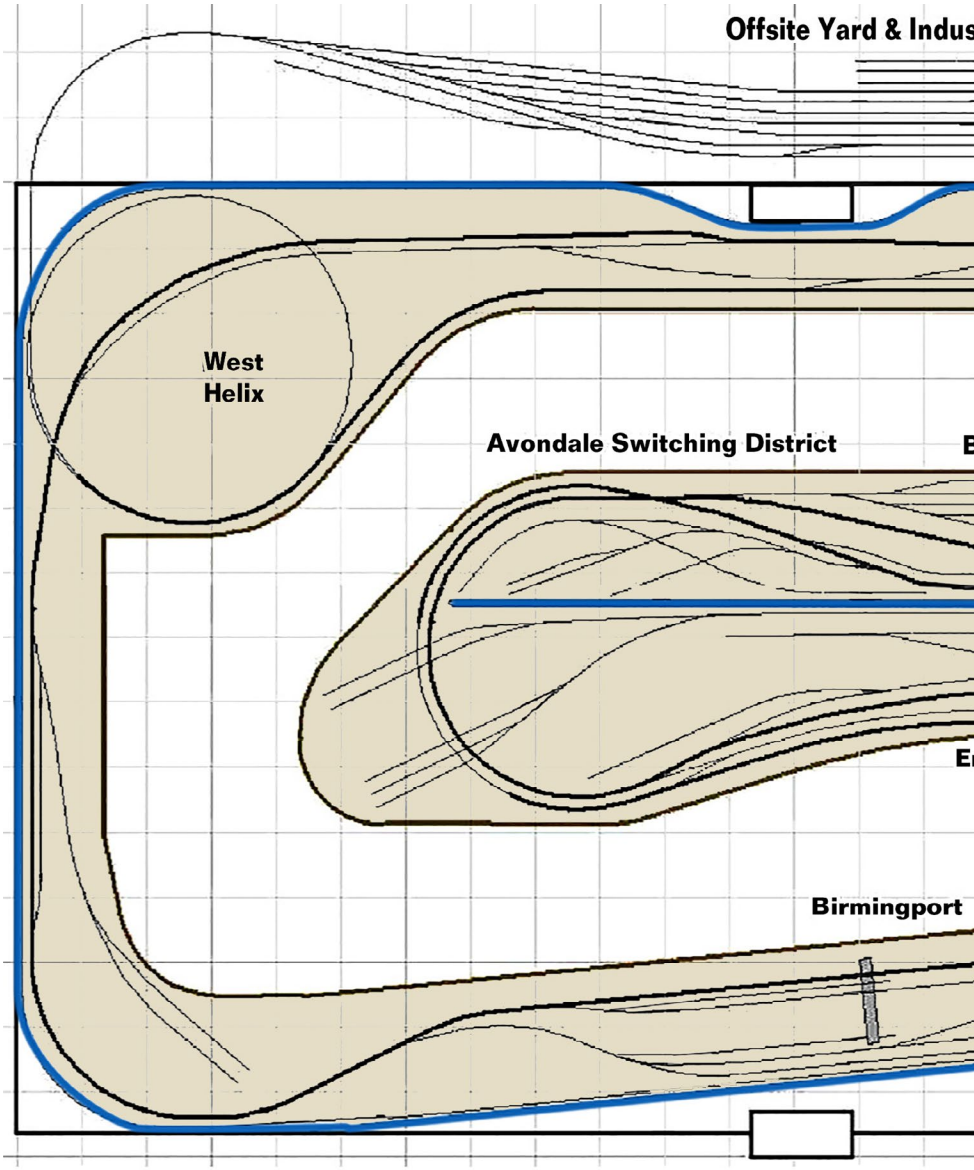
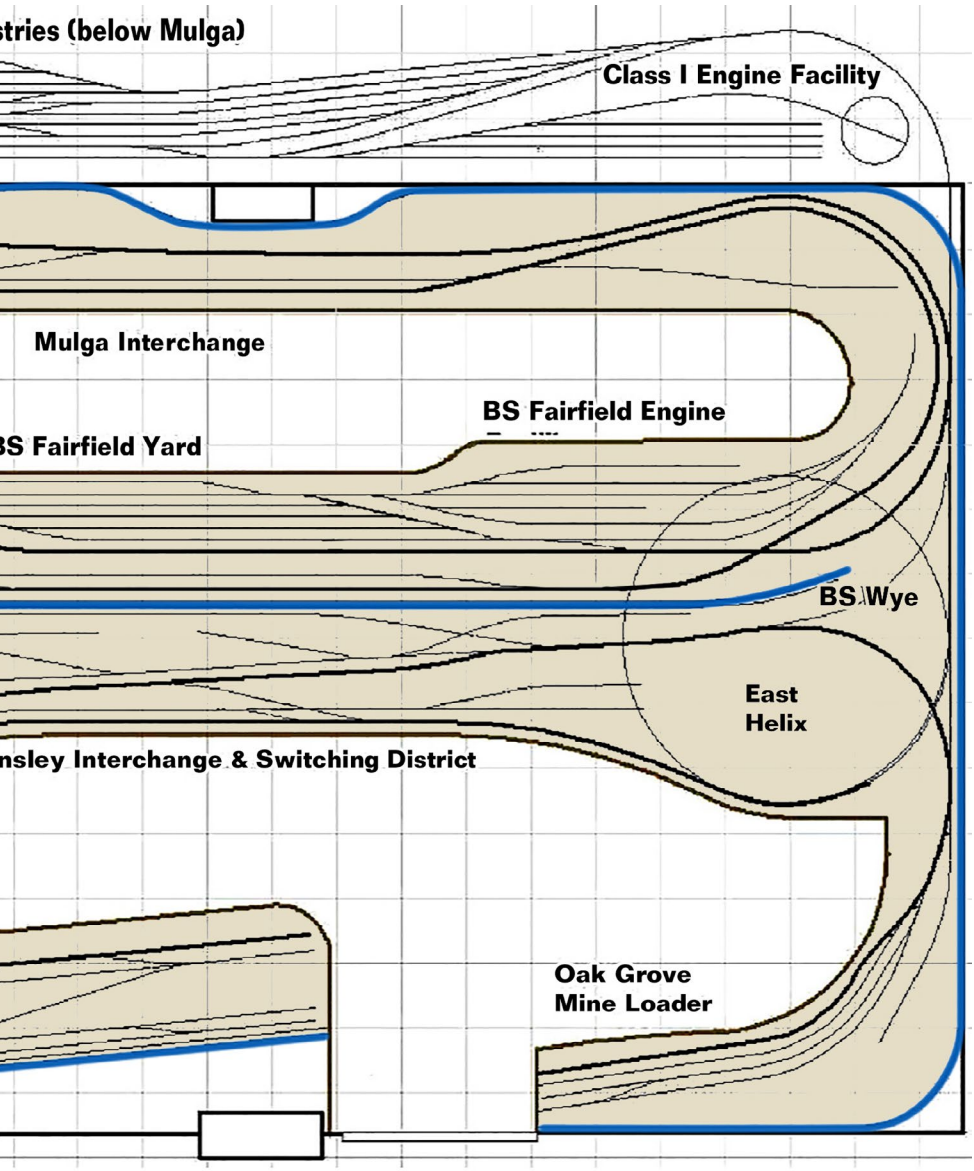


29. Computer sketch of the final plan for the Birmingham Southern MRR with two mainlines highlighted. The off-site yard is actually beneath Mulga but "moved out" for clarity. It's a great model railroad designed to be fully operational while scenery catches up.



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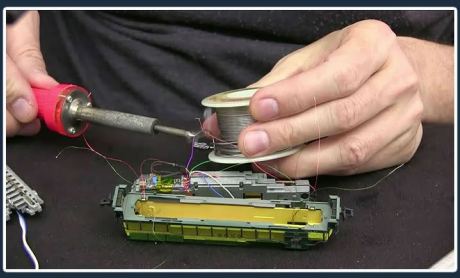

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WHAT'S NEAT WITH KEN PATTERSON

column

KEN PATTERSON

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More RC cars, crimpers for DCC work, stunning photos, and Tsunami 2, too ...

This month John Tyson stops by with some mind-blowing RC cars in HO scale complete with lights. For tool tips, we look at crimpers – a useful tool for DCC installation. I put together a photograph shot in the dark with a full moon, and a lit cityscape that features streamlined N scale passenger cars with interior lighting. We have a nice interview and layout tour with Craig Bisgeier, and we look at the new Tsunami 2 Diesel decoder from SoundTraxx.

Add to that a few video runbys and bonus photoshoots that fit the July 4th theme, and we have a pretty good What's Neat in Model Railroading presentation this month.

▶ PHOTOS AND VIDEO OF SUPERB MODELS

Tool Tips: The Phone Jack Crimper is useful with DCC installation

1. We start with tool tips. I have always used radio throttles with my DCC system but recently I needed a DCC throttle that would support a full 24 function keys to shoot some new Tsunami 2 demo video for Soundtraxx. This new throttle was tethered so I needed to add 12 LocoNet panels around the 153-foot mainline to keep me close to the train action for filming.

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2. These panels are wired with six-conductor phone cable. Here you see the location of the panel we will wire up on my layout in this month's video. I used 170 feet of six-conductor wire to daisy-chain 12 of these around the layout this week.

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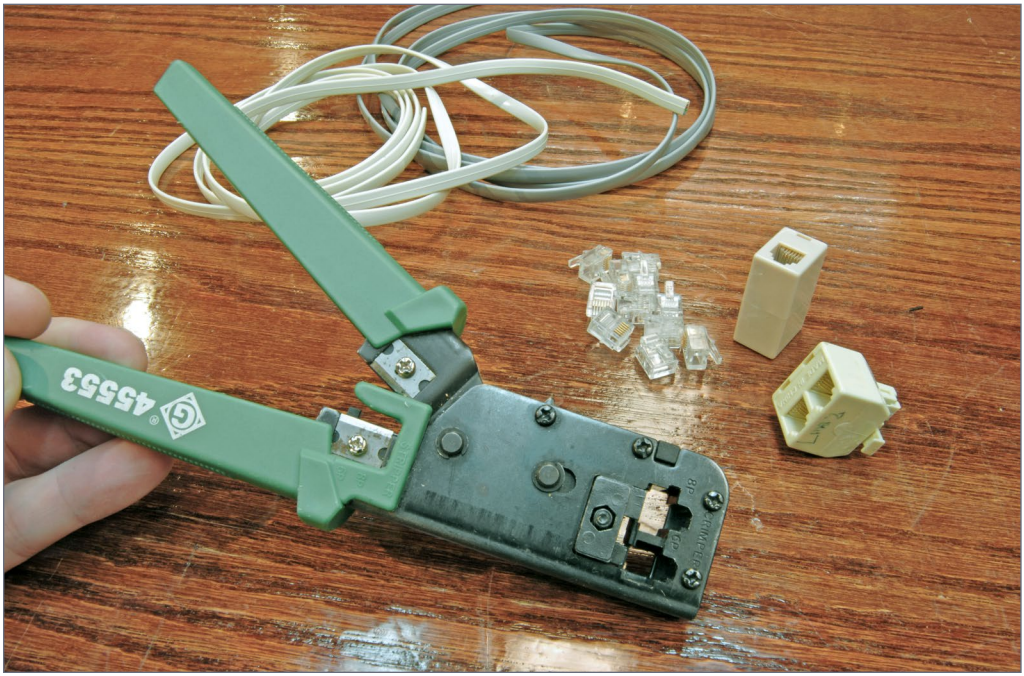

3. A crimper tool is necessary to clamp on six-conductor phone jacks to the wire to daisy chain the Digitrax loco net panels around the layout room. The crimper tool will also work with eight-wire phone accessories as well, essential if you use NCE's DCC system with its eight-wire system. I also like the line splitters and straight connectors seen in this photo. All are simple plug and go parts.

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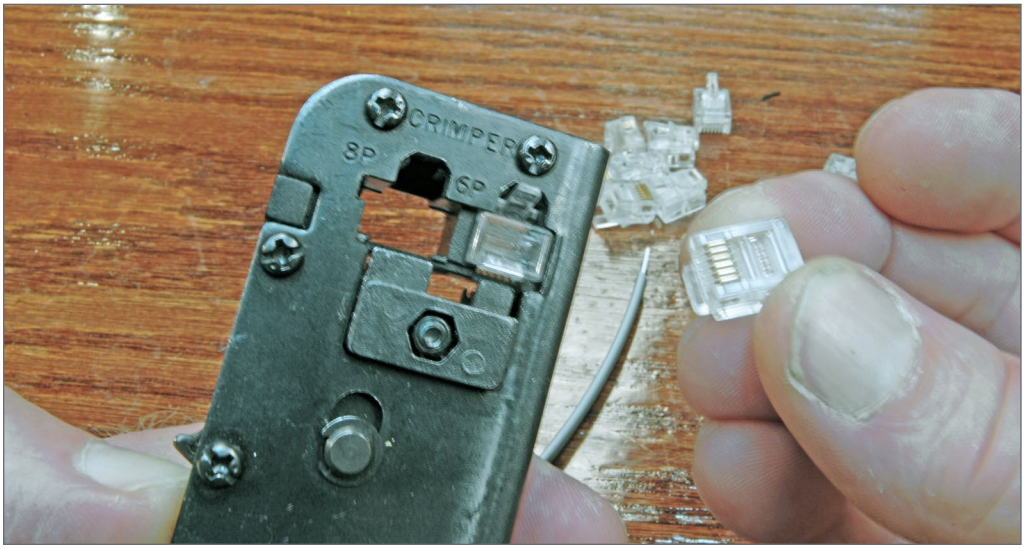
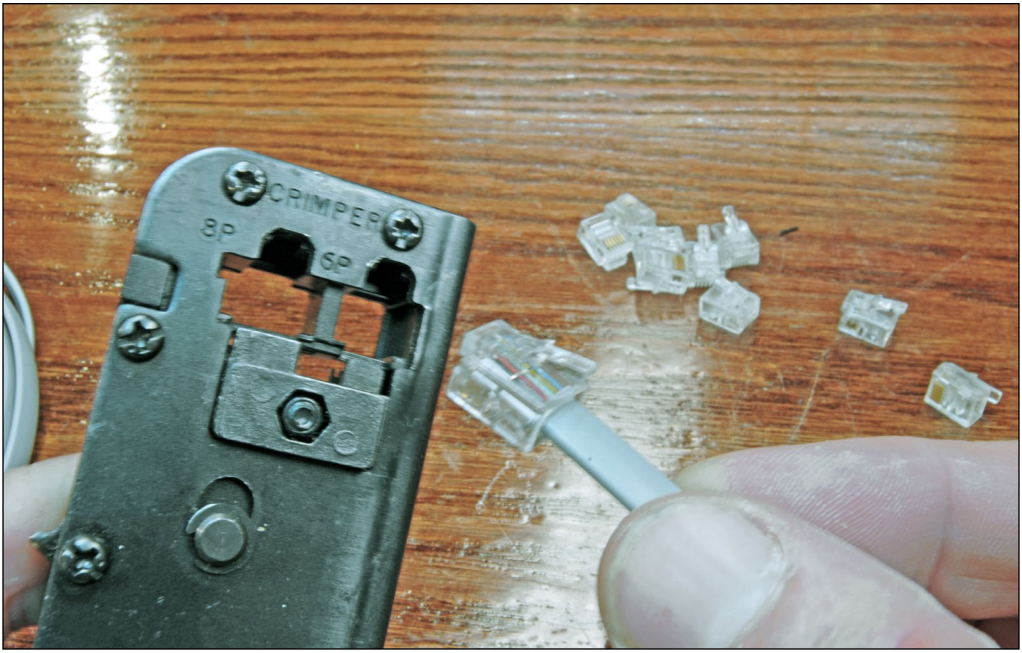


4. To use the crimper tool, first place a six-conductor plastic phone jack in to the tool's six-wire slot as seen in this photo.

5. Then, with the insulation stripped about 3/16ths of an inch, place this wire into the plastic jack in the crimper's slot.



6. Squeeze the tool's handle to clamp the phone jack to the six-wire cable. Pull it out and you have a complete and professional jack connected permanently to the six wires.

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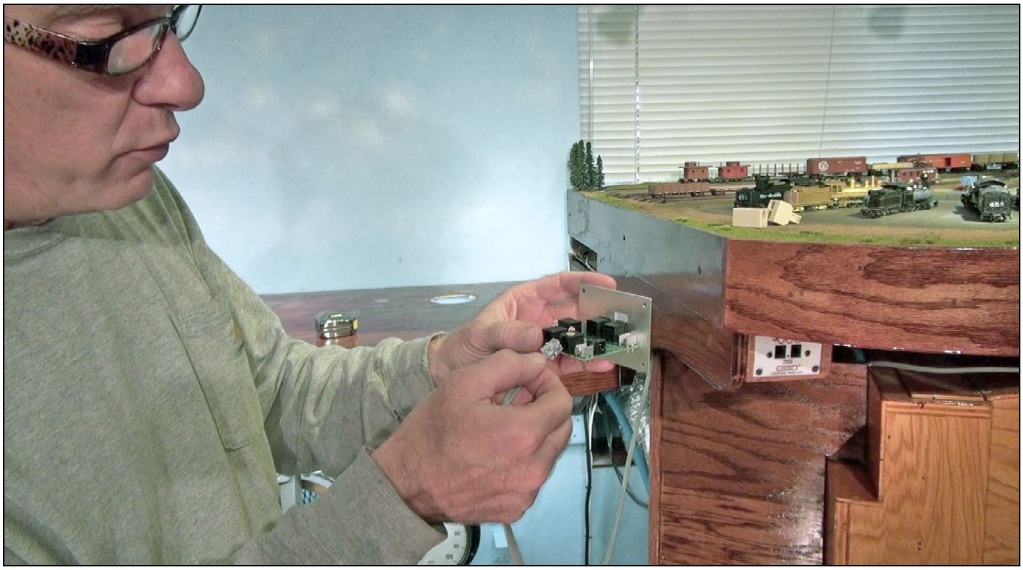

7. Then, place this wire in the jack on the back of the LocoNet panel. The wire is measured and cut to fit into the next panel, where you will install another phone jack connector, and so forth all the way around the layout.

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John Tyson's RC cars in HO scale

8. John Tyson, from Joliet, IL, stopped by to share his collection of HO scale RC cars that drive at scale speeds. In the video, Mike Budde, left, has a conversation with John, right, about his cars.

9. Here you see John's Chevy pickup. It is driving across a ditch, which is possible due to a scratchbuilt independent suspension made from brass stock.

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10. John installed a servo, a battery, receiver and gearbox to make this Athearn truck drive. He buys the parts he needs from a website in Germany, mikromodellbau.de. There you will also find videos showing how to install all the inner workings to make the models drive at scale speeds. I have watched some of the videos, and it seems to be relatively easy and straightforward.

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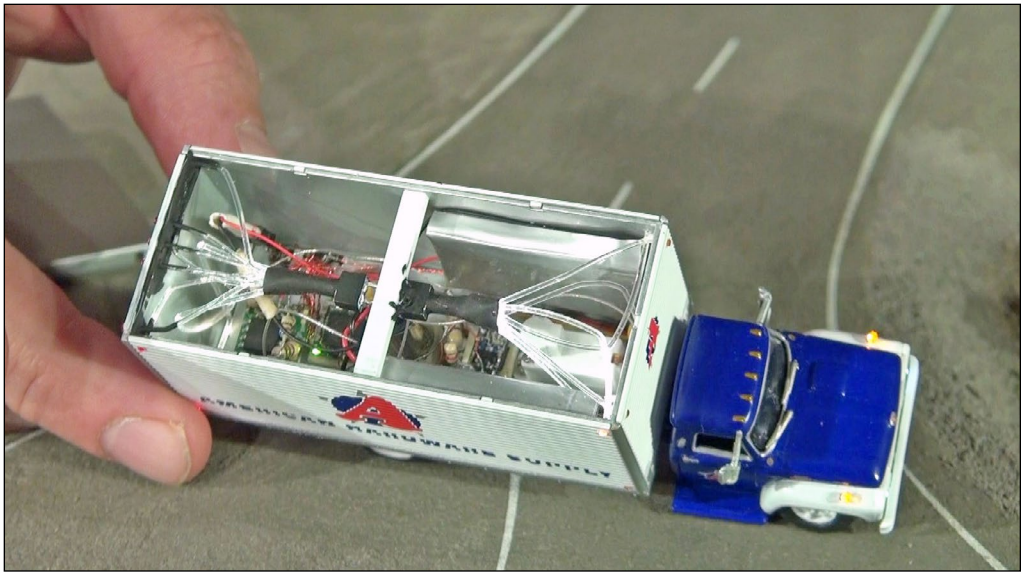

11. John added headlights, taillights, backup lights, and marker lights using fiber optics.

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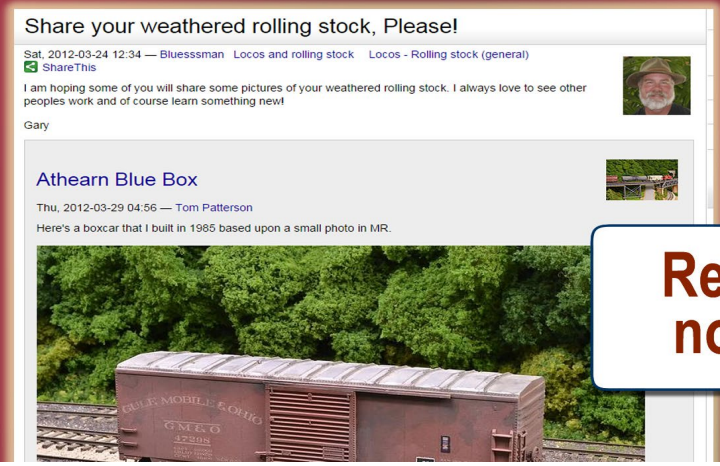

12. The finished truck lights its own way, driving down the road in the dark with all the lights operating.

13. John also did the impossible by scratchbuilding a brass frame and powering a VW bus. Imagine cramming all the electronics into this model and having it operate smoothly.

14. In the video, watch John parallel park the VW Bus with precise speed and steering. Also note the other scratchbuilt and model cars in this photo.

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Moon Lit Photo shoot in N scale

15. For this month's photo tips, I'll share an ad shoot of some Bachmann N scale streamlined passenger cars, on an N scale switch yard scene set up outdoors.

Click here for reader comments

16. This was the finished outdoor photo from this shoot. It was nice, but sort of the same old thing with buildings I have been using as props for 11 years. It was time to do something different. The cars have lit interiors, so I thought it might be nice to do a night scene.

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17. I set up a moon background painted onto foam, then set up the yard scene in front of it and powered the track to light the passenger cars. I polished the rails to reflect light and placed LED puck lights into each of the three N scale buildings.

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18. I lit this shot for three minutes with the shutter left open in "Bulb." The moon was lit with a floor lamp for 45 seconds during the exposure. I showered the passenger cars with light from the side, using a flashlight as seen in this photo. Two to three seconds of flashlight panning during the exposure accentuated the fluting detail on the sides of the cars.

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19. Here is the result I got from the indoor nighttime set up. The shutter was set to f/22, the ISO at 100, and the exposure at three minutes with the moon lit for 45 seconds.

20. The folks at Bachmann used the photo to make this color presentation to run in the model press this month, featuring their new line of N scale passenger cars. I think the night photo set up is an exciting way to present the product.

Craig Bisgeier interview. All photos by Craig

21. We visit with Craig Bisgeier this month via Skype. He shows and describes his amazing turn of the century double-deck layout, representing the Housatonic Railroad circa 1892.

22. Here you see a re-lettered Bachmann 4-4-0, with a horse-drawn cart waiting patiently at the crossing. The shallow depth of the scene allows just enough scenery to place the train in a believable setting without taking up too much lay-out room space.

23. A freight crosses a bridge and arrives at south Norwalk, CT. Craig scratchbuilds many of the freight cars from drawings while others are laser kits or plastic models modified to match the freight cars of the era.

24. Cars run down a cut in the yard area to the sand pit, to make unloading of the sand by hand easier for the crew.

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25. A freight leaves south Norwalk, crossing a Micro Engineering girder bridge with Chooch Industries piers. The scratchbuilt brick building has the river passing under it, just like many buildings in this part of the eastern United States.

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26. A passenger train on the docks at Wilson Point sits in front of a scratchbuilt station that is an exact replica of the station built to serve passengers at the pier.

27. An overall shot of Wilson Point shows off the countless hours Craig spent laying all the wood that represents the planked pier and hand-laid trackage running on the docks. The buildings were built from photos and plans of the prototype location circa 1892.

28. This is a tight shot of the steam-powered car ferry and car float that carried passengers and freight to New York City, competing with the New Haven Railroad at the time. The steam-powered ferry is scratchbuilt from drawings.

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Tsunami 2 diesel decoder NEW from SoundTraxx

This month we look at the new Tsunami 2 decoder from Soundtraxx. I had the privilege to install some of these decoders into two Athearn Rock Island units this past May in preparation for making a promotional video for SoundTraxx about the features of this new product. They say, "Fully redesigned and digitally remastered, these decoders are equipped with up to six lighting outputs, flexible 28 function support, Hyperdrive 2, and over 50 individual sound effects. Available in many great board formats, it has the perfect solution for any scale from N to G. "

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29. "Of the many great features and sounds found in Tsunami 2, one of the most fun and prototypically correct is the new SoundTraxx Dynamic Digital Exhaust now in the diesel locomotive. Taking into account all of the factors of a locomotive, listen as the prime mover increases the RPM schedule and even the decibel level when the engine needs it. The feature accounts for all variables a locomotive will encounter including grade, acceleration, deceleration and tonnage. No longer simply increasing RPMs by speed step settings or manually notching the RPMs, this decoder mimics everything that is really happening and does so with significant increases or decreases in volume as well!" In this video you can see and hear the locomotive throttle down automatically as it crests a grade. The decoder senses the load or weight change of the cars as it runs down the track, changing the sounds as the load increases or decreases.

30. "Tsunami 2 fun doesn't end in the yard, with the addition of Fireman Ed, Fuel and Servicing functions keyed by Function button F17 & F18, and the ability to charge your train (Function Button F12), you can add a new level of automation to your operating experience." Watch the video for an in-depth demonstration of the Tsunami 2 diesel decoder, new from Soundtraxx.

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4th of July Athearn photograph set up

31. To end this month's "What's Neat," I want to show you a photo set-up that Chris Palomarez and I did for the 4th of July Athearn promotions. The set-up took only 15 minutes to put together. It went something like this: Chris said, "I need pine trees here and mountains there." At his direction I set up the props, starting with the old Walthers 2002 cover photo trackage with black ballast. I placed a mountain on a tripod and pre-built pine trees on a small hill. Chris added the locomotives to the scene, along with an SP block signal. He then added the GP40P headlight using Photoshop. In this month's video, we open the show with this photo set-up and the resulting final photograph. ☑

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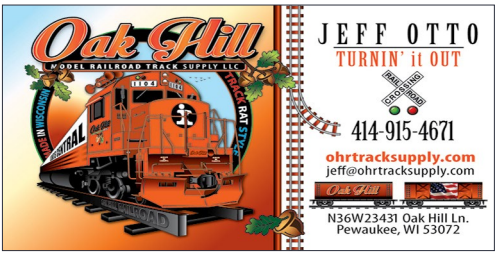

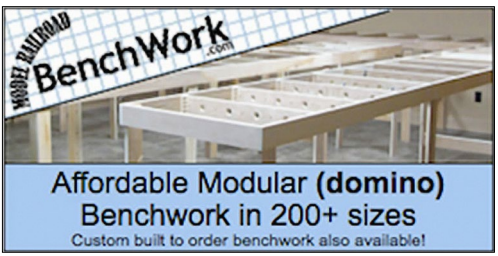

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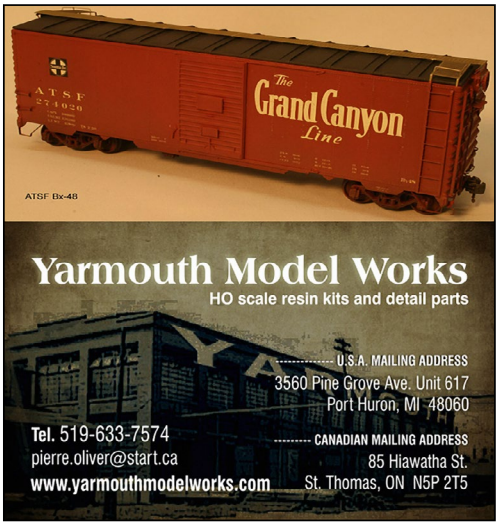
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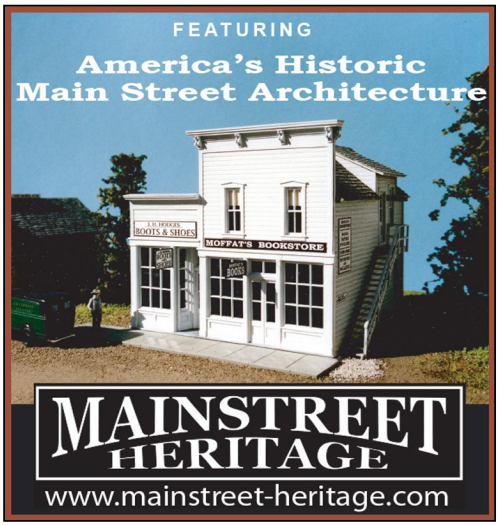
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Quisling,

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Modeling SP local freight operations in the valleys of California in sixteen feet of modular railroad ...

BY BRIAN MOORE

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QUISLING IS LIKE COUNTLESS OTHER PLACES IN the fertile fruit-growing country of California's Central Valley. It is found by the tracks somewhere along the Southern Pacific's Coast Division. Its main export products are fruit and vegetables, in both raw and refined form (youtube.com/watch?v=IIBCx0LryKs).

There's a siding a hundred yards from Quisling's single-story depot [1] where you'll see mechanical reefers being loaded at the Quisling Citrus Association's fruit-packing house, just one

1. Quisling Depot.

2. Quisling Citrus Association's four-bay packing house.

of several located in town [2]. Much of the departing fruit will end up on the grocery shelves and kitchen tables of the Midwest and beyond just a couple of days later. The folk who enjoy its zesty freshness won't give a second thought as to how it got there. But you and I know where it started (youtube.com/watch?v=o8WDuEefDVo).

On the other side of the depot, you'll find Epicure Valley Foods [3]. They manufacture various edibles using the locally grown produce of Quisling County, and exporting much of it via their trackside loading dock. Railroad action at Quisling mostly takes the form of local freight trains, and they're usually hauled by various combinations of first-generation Southern Pacific EMD power, with a newer locomotive occasionally thrown in.

The loading docks on either side of the station see a variety of traffic, including regular deliveries of newsprint paper [4]; the Quisling Star-Telegram and other local newspapers continue to enjoy huge readership in these pre-internet days. A boxcar can sometimes occupy the

3. Epicure Valley Foods.

4. The Quisling house track loading dock.

5. An LPG car sits in the Quisling Propane siding.

depot house track, and Quisling Propane receives LPG tank cars to its spur at one end of the passing track [5].

At the passing track's opposite end, there's a short maintenance-of-way siding that can hold a railroad crane or a couple of flats or gondolas. Passing MoW trains often shuffle cars there.

Operations + modules = fun

Our small US-themed club (the Western Union division of the British Region of the NMRA) in Plymouth, UK, has been developing operations-based model railroading for some time. One of the catalysts was Joe Fugate's series of "Siskiyou Line Op Session Live" DVDs. They have transformed the way we run trains on the club layout we set up each month. See Mike Ruby's video of our initial attempts at youtube.com/watch?v=NJ5QWbMV4Nk. We saw the

6. Chief Dispatcher Peter Lloyd-Jones keeps order using two-way radio and JMRI.

light, and began to learn how to use switch lists and receive orders from a dispatcher using two-way radios and headsets [6].

Three years ago, at about the same time our interest in operations expanded, a few club members began to construct portable HO scale single-track modular layouts to specifications drawn up and set forth by the B.R., nmrabr.org.uk/nmra-ho-modules-spec.

Carrying a module from home each month, each guy connects his with others to create a functional railroad. Modules are usually 18 inches wide, and can be as long as the builder wants them to be; lengths of most individually owned modules vary from six to 20 feet. Track height is always 45 inches from the floor [7].

7. A typical club setup.

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Following the standards ensures that any module is compatible with, and able to be joined to, any other, either locally or on the other side of the country. The relative small size and simplicity of a module means it's within the capability of most people to build, store, and transport. Packed boards can easily fit into a small hatchback car with the rear seats folded.

What's in a name?

Why "Quisling?" As some will know, there was an infamous Norwegian called Vidkun Quisling who collaborated with the Nazis in the Second World War. To call someone a "Quisling" is to call them a traitor. I was well down a road of gathering stock and materials to build a modular layout depicting a small section of Southern Pacific's Donner Pass route in deep snow, featuring location-specific and purpose-built models of SP snow-service

8. Brian built this Jordan Spreader for his intended Donner Pass module, using a Walthers model as a base.

9. The Collaboration Bay Local is known for its varied selection of locomotives; today it's an SD9/MP15AC/SD45T-2 lashup.

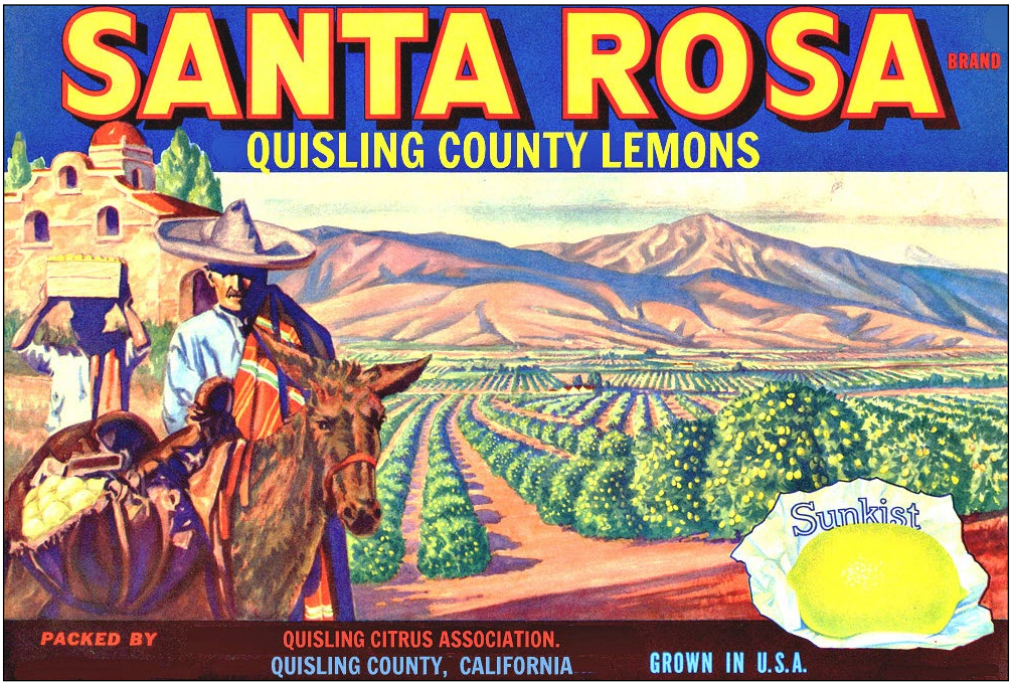
equipment [8]. Then in a blinding flash, I realized (doh!) how out-of-place it would be when hooked up to the flatland modules being built by other club members.

A major re-thinking was required, and that sudden, brutal abandonment of my long-cherished Donner plan for something more suited to joint club operations really made me feel like a traitor, or a Quisling. Nevertheless, I started afresh with Plan B.

I've a huge interest in Southern Pacific Coast Line operations, and opted to build a freelanced layout that would attempt to reflect the style of central California, making use of appropriate references and pictures to project the feeling of somewhere real. It's always difficult to choose names for fictitious locations, because the great majority of names will have some sort of an attachment to an actual place … somewhere. I wanted to avoid that if I could.

The unusual Quisling word came readily to mind. There's a Quisling Park in Wisconsin, a Quisling Cove in Alaska and a Quisling Cemetery in Kansas, but as far as I know (and I'm ready to be corrected), you won't find an actual settlement called Quisling in the United States. Finally, it's only a name, and as the Quisling Chamber of Commerce will tell you, it's the one they've used for nearly two centuries.

Southern Pacific historian and modeler Robert Zenk was raised in the Californian valleys, and with tongue in cheek, he tried to persuade me to use a more appropriate Californian-Spanish-sounding name. Quisling was a collaborator said Bob; I should call my module "Collaboration." In homage to Bob's idea, one of the trains I



10. This is one of the fruit packing labels Brian modified for Quisling.

11. Using modified artwork, Brian had these coffee mugs made.

run is the Collaboration Bay Local [9], which switches at Quisling (youtube.com/watch?v=o_OVLlO8N_Y).

Using another great idea, this time from *MRH* and Southern Pacific author Tony Thompson, I made a few simple alterations to some fruit packing labels (modelingthesp.blogspot.co.uk/2011/06/few-words-on-packing-houses-and-produce.html), to give further credence to Quisling being an actual place [10]. Various modified labels feature on either side of my module boards, and the artwork looked so good that I had some printed on coffee mugs [11].

Construction

After studying how other people built and carried their modules, I began to form my own ideas as to how I would construct mine.

They made boards with 6mm to 9mm plywood sides and internal bracing topped with plywood sheet, and supported them on separate legs. I wanted mine to be lighter, and wished to avoid carrying additional legs.

After some thought, I opted to construct my 16 feet of modular railroad using four sheets of 20" x 47" two-inch-thick extruded-foam insulation board wrapped in three-inch-wide plywood. I use 6mm for sides, and 9mm for ends, with the foam board itself forming the top of the "baseboard." I fitted integral legs to the four boards, and they swing up underneath the one-inch lip when not in use. The module that carries the depot has two sets of legs, and is erected first, the remaining three have one set of legs each,

12. Here's the module in basic form: the integral legs fold up underneath the boards.

and each piggybacks onto its neighbor[12].

Looking at pictures of SP track in the California Central Valley, it seemed that the top of the railroad ties and ballast often stood only slightly higher than the surrounding ground level, even on the main line. This is a feature I was eager to copy.

I laid PECO code 83 track directly onto the foam surface, then cut and fitted various shapes of 3mm-thick plywood on the baseboard top along and around the immediate track-side at various points so that, in places, the rails were the only item standing proud above ground level [13]. Once track ballast and ground cover were applied, I was pleased with the effect it produced.

Fellow club members Mike Ruby and Steve Smith gave invaluable help in making the module electrically compatible with British Region (B.R.) modular standards. I installed a European-made Conrad

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switch motor underneath each of the nine switches, and powered them with 16v AC. Each has an SPDT switch recessed in each side of the baseboard, allowing them to be worked from either side.

Most standard B.R. modules don't have a back-scene attached to them, but I belatedly decided to add a permanent five-inch-high back-scene along one entire side of my module [14]. This affords protection when the boards are transported face-to-face in twos, held in position with two sets of end plates [15]. I like taking pictures of my models, and the back-scene prevents 1:87-scale pictures from being otherwise marred by the clubroom's 1:1 scale background.

Equipment structures

It is a truth universally acknowledged that a model railroader in possession of a good-looking depot must be in want of a layout.

13. 3mm ply was used to raise the surrounding land to nearly track level on much of the layout.

14. There's a permanent five-inch back-scene (top) one whole side of the module.

15. Here's how the four boards get packed for transportation.

The centerpiece of mine was the first structure I built for it, a Southern Pacific standard-design one story No. 23 depot [16]. It's a laser-cut kit from American Model Builders and I constructed it almost as it came out of the box, only electing to make the roof from slate-effect sheet styrene, rather than using the supplied paper shingle strips.

Originally, I envisioned two smaller separate industries on the 3-foot stub-end siding now occupied by the Quisling Citrus Association, with a small fruit packing house at the other end of the layout. I had assembled the two buildings, a warehouse and a winery [17], but since Quisling was to be in the heart of fruit and vegetable country, I began to worry that the originally planned small fruit packing house wouldn't capture the immediate impression of the Central Valley town that I hoped to convey to the knowing eye.

I'd already looked at my friend Jim Lancaster's excellent packing house website (coastdaylight.com/ljames1/scph.html) and I

16. The AMB laser kit of a Type 23 SP depot was the first building to be constructed for the layout.

17. Here are the two smaller industries originally intended for the siding which the Quisling Citrus Association now occupies.

18. Walthers modular parts were connected and wrapped around a foam block to make the Quisling Citrus Association building.

returned there for the inspiration I knew I'd find. I elected to build a larger facility than originally envisioned, a structure that would hopefully capture the feel of the hundreds of fruit packing houses once common across so much of California's Central Valley. The two smaller buildings were sidelined, and fresh plans were made.

Using Walthers Modular parts, I put together a long, three-sided single-story brick building, wrapped it around a shaped block of foam insulation board and attached it to the baseboard [18]. Thin styrene sheet was cut to make a stable flat roof. To create the saw-tooth roof, I used a big bundle of Walthers window frames, 60 in all, and with styrene strip of various sizes, I glued together 10 sets of upright window housings [19].

The 10 sets of window frames and the individual roofs are supported by 20 triangular pieces of 3mm-thick balsa wood, glued into position with clear craft glue [20]. I then cut 10 similarly-sized triangles from corrugated styrene sheet, spraying them a buff color, and glued them into place at the front of the building using polystyrene cement.

19. Brian made 10 sets of windows for the sawtooth roof.

I cut 10 individual flat roofs from balsa, and to each one I applied strips of 1" masking tape to represent a tar roof covering. Once the masking tape was down, I added some very thin styrene rods to simulate the battens that kept the tar paper fixed in place. After spraying the roofs gray, I applied clear craft glue to their undersides and placed them in position with weights until the glue cured [21].

20. Styrene sides were fitted, and then roofs cut from balsa wood.

21. One-inch masking tape is used to represent tar paper roofing.

22. A truck-loading facility originally occupied the site of California Airframe Parts Co.

Finally I added half-inch decal lettering to two painted balsa signs; the first simply gave the place its name, and the "Pure Gold" words are copied from a page I found on Jim Lancaster's website (scph001.home.netcom.com/scph_sb_upland.html) with some additional Microscale lettering applied.

The area between the depot and the Quisling Citrus Association was originally marked for a Pacific Fruit Express trucking facility. Using DPM parts, I constructed buildings using a sawtooth style copied from a module built by fellow B.R. modeler Mel Rogers, and these were on the layout the first time it came to the club [22].

The trucking facility looked too crowded, so I replaced it with smaller, more anonymous wooden outline buildings fashioned

from sheet styrene to accommodate the California Airframe Parts Co. [23] The centerpiece is a real picture Tony Thompson used on his home layout, and which he kindly sent to me upon request for my own purposes: modelingthesp.blogspot.co.uk/2014/07/making-building-flat-from-prototype.html. The blue double sliding doors are simply cut from styrene sheet and glued directly to the picture, which is itself affixed to thin foam board and attached to the back-scene. The buildings behind the depot [24] were also built using wood-effect sheet styrene wrapped around insulation foam shapes, and they represent structures often found along the SP trackside (youtube.com/watch?v=Gj2bjlmfCCQ).

At the other end of the layout, I modified an Auhagen semi-flat card kit, and added a loading dock made from balsa and styrene to

23. The smaller and more appropriate California Airframe Parts Co.

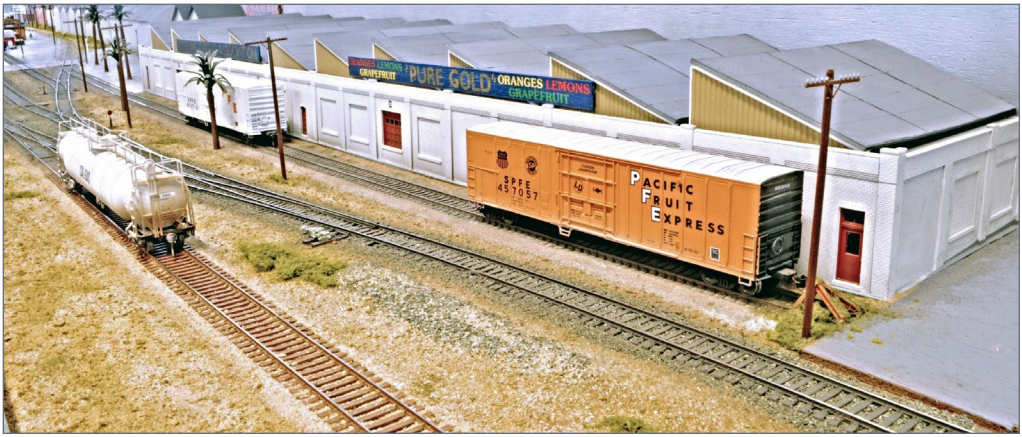
24. A switching lead fits between the depot and the back-scene.

25. Epicure Valley Foods, based on a modified Auhagen card kit.

26. A three-unit Quisling Turn rests by a converted trailer home.

27. The background brick buildings are from Radical Flats.

28. Another Radical Flats building sits to the right of California Airframe Parts Co.



29. Most of the ground scenery is a combination of sand, grit and Woodland Scenics greenery.

create Epicure Valley Foods [25]. The canopy was liberated from a Walthers ice dock. Epicure Valley's two tracks are reached by a 7' siding which snakes its way between the depot and the back-scene from the main line – it's the same one that serves as the lead to the Quisling Citrus Association in the other direction. I placed a Nu-Comp trailer home (assuming the role of a small business outlet) [26] in a space between the tracks.

I mounted three brick-effect Kingmill Radical Flats backdrops [27] (kingmill.com) on varying thicknesses of thin foamboard to fill the space on the back-scene to the back left-hand side of the depot, and added another to the right of California Airframe Parts Co. [28].

Ground scenery is a simple mixture of sand, grit and various paint colors (both airbrushed and hand-brushed) on top of a thin skim

30. Engineer Martyn Read switches a reefer extra at Quisling.

of plaster [29], with Woodland Scenics foliage and bush material applied at various places. The plastic palm trees were picked up for the equivalent of a few dollars on eBay.

Operations

One Saturday each month we rent a Scout Hall for club meets, and Quisling takes its place with at least three or four other similar-sized modules built by other club members. The club owns storage yards, a junction and simple "spacer" boards to give distance between active switching locations, combining everything in various ways to create a complete railroad. We usually run JMRI-controlled local freight [30] and passenger operations under the direction of a dispatcher.

Through the wonders of the World-Wide Web, we recently had a guest engineer on the Quisling Turn. Bob Zenk, a quarter of the world away in Seattle, introduced me to

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31. Rob Fern at the controls of SP 9010 at Niles Canyon. *Robert J. Zenk picture*

32. Rob Fern switching with a pair of GP9s at Quisling, with his conductor Rob Mallett.

Cool freight cars we wanna see in HO Scale

Canadian 3800cf 3-bay cylindrical hopper

~~NSC 4600cf 3-bay covered hopper~~

NSC 5092cf plug-door boxcar

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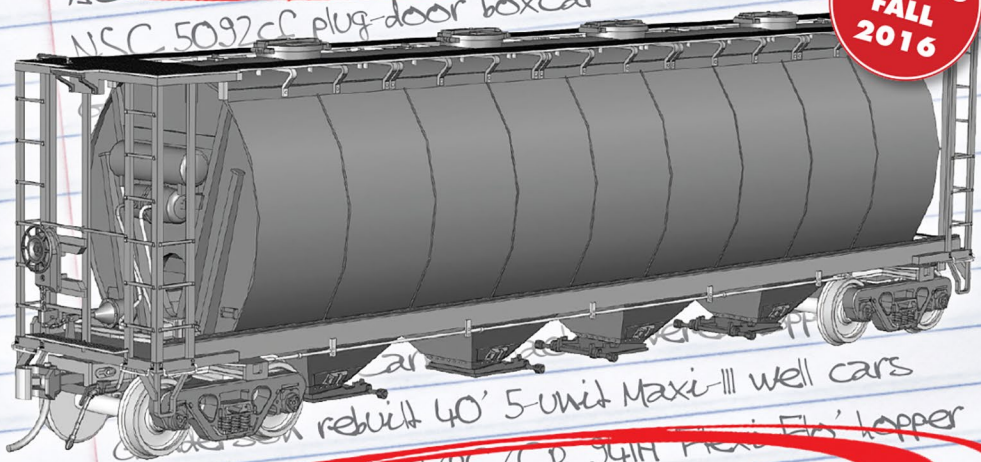
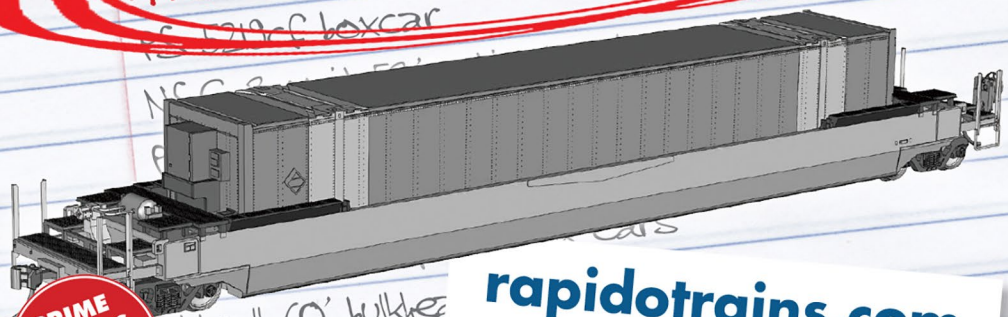


rebuilt 40' 5-unit Maxi-III well cars

New York Central/PC/CR 94IH ~~Flexi-Flo~~ hopper

Trenton Works 53' Husky Stack Well Car

~~PS 5218cf boxcar~~



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Rob Fern who lives two miles from my home in Plymouth - he drives full-size 125MPH passenger trains for a living. Rob and Bob are part of the small team headed by Howard Wise, rebuilding Southern Pacific Krauss Maffei diesel-hydraulic locomotive SP 9010 at the Niles Canyon Railway in California (sp9010.ncry.org/index%202014.htm). Rob is one of the select few who've been in charge of SP 9010's controls on its first trips along the railroad since the ongoing restoration allowed [31]. He's now driven full-size Southern Pacific locomotives at Niles Canyon and switched with HO-scale Espee geeps at Quisling [32].

We maintain some basic discipline in respect of the rolling stock we run during live op sessions, and don't allow boxcars with roofwalks or anything that's clearly pre-seventies, like ice reefers or stock cars. Small-to-medium diesel locomotives [33] are the preferred choice for trains. Size of passing sidings limits trains to 10 cars and a caboose. This has proved to be more than adequate

33. Small-to-medium EMD power is what's usually seen at Quisling.

34. Koos Fockens' SP geep featured in the September 2014 MRH.

35. The Quisling Turn's caboose passes corn syrup cars at Epicure Valley Foods.

for what we need. My own stock and SP locomotives are from the early-to-mid-eighties period, with one or two exceptions such as the corn syrup cars [34] – I like them, and it's my railroad.

There are some "stand-in" cars serving until more appropriate ones are purchased. Fellow SP modeler Rob Mallett's highly detailed and excellently weathered locomotives see regular service through Quisling, and several are featured in the accompanying photographs. Koos Fockens' SP commuter geep (featured in MRH Sept 2014) mrhpub.com/2014-09-sep/land/#104 also occasionally makes an appearance (youtube.com/watch?v=_D6L1Z_hsBE).

Recent Developments

I've had a lot of fun developing, building, and operating Quisling, and the extruded-foam insulation boards have proved to be stable, light and durable. I've since added an additional four-foot board to the module at either end: the track serving Epicure Valley Foods has an additional two industries (Hannah's Bananas and Romar Brothers). The corn syrup siding has been lengthened and developed, as has the MoW track on the other side of the main line. At the other end, there's now four feet of street running, and the Quisling Propane track has been extended, and now serves as a spare siding/off-spot. Details continue to be added and the module is still too "clean". The present state-of-play at July 2016 can be viewed here: youtube.com/watch?v=jdgyOstWQRg. Dispatcher-controlled light signals are now being considered. ☑

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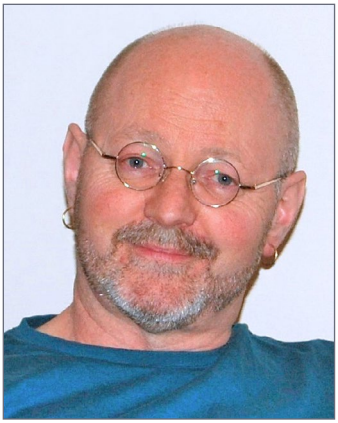
... Videos of Brian Moore's SP modules in action

Brian Moore



Brian lives in the United Kingdom. Born in 1959 and raised in Glasgow, Scotland, he moved to Plymouth in the southwest of England in 1984 upon completion of university. After many years working in various capacities for a national campaigning homelessness charity, he set up his own consultancy business, FilbyMoore Associates with his partner Jane in 2006.

Brian has modeled the Southern Pacific Railroad since a visit to California in 2000, and is a long-time member of the NMRA British Region With children Hannah and Sean now having left the nest, he's in the early stages of planning a 16'x25' basement layout centered around Guadalupe CA on SP's Coast Line in the fall of 1954.

If there are any Southern Pacific modelers planning to visit Plymouth in 2020 to celebrate the 400th anniversary of the sailing of the Mayflower from the Old World to the New, Brian invites you to run a few trains with him while you're there.

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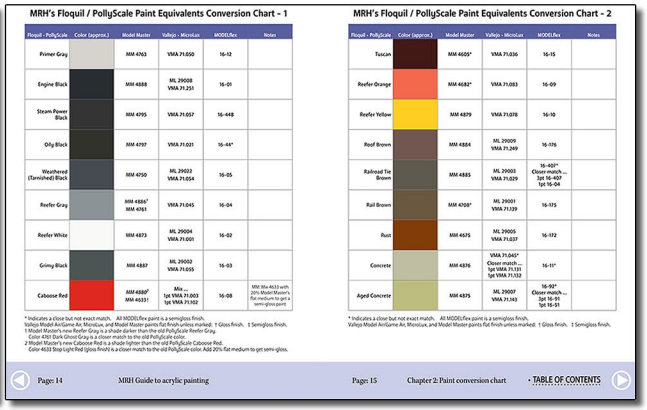
... More videos of Brian Moore's SP modules!

Floquil/PollyScale stash running out?

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



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YES, IT'S A MODEL

compiled by
DON HANLEY

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1. The sound of dynamic brakes echoes off the hillsides as the engineer of Santa Fe Extra 239 keeps his train under control while descending towards Cliff, CA. James Patterson took this photo on the La Mesa Model Railroad Club layout in San Diego, CA.

MRH'S MONTHLY PHOTO ALBUM

2. The pace of life in the deep woods of northern California is as slow as the speed of the railroad. Eureka Valley Narrow Gauge Railway #8 is leaving the township of Grass Valley and starting to cross the Bear River trestle. Meanwhile, at the engine house in the town of Eureka, locos #9 and #360 are being prepared for their next run. Peter Jackson took these photos of his On30 layout in Adelaide, Australia.

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0664
NEW HAVEN

READING
PENNSYLVANIA

3a-3b. (Prior page and here) In the bowels of New York it's difficult to know what road owns which tracks with all of the various operating agreements in effect. Here New Haven RS-1 #664 switches Goldberger Doll company. A little later a

Penn Central local headed by Baldwin S12 #8117 heads home aross Rust Street with cars in tow. The photos were taken on Ray O'Neill's 59th and Rust switching layout that he exhibits around the United Kingdom.

4. Victorian Railways engine #378 leads its train past the swampy ground just outside the terminus of Tarengower. Tony S took the photo on his N scale layout Forest Creek, set in rural Victoria, Australia, in the late 1970s.

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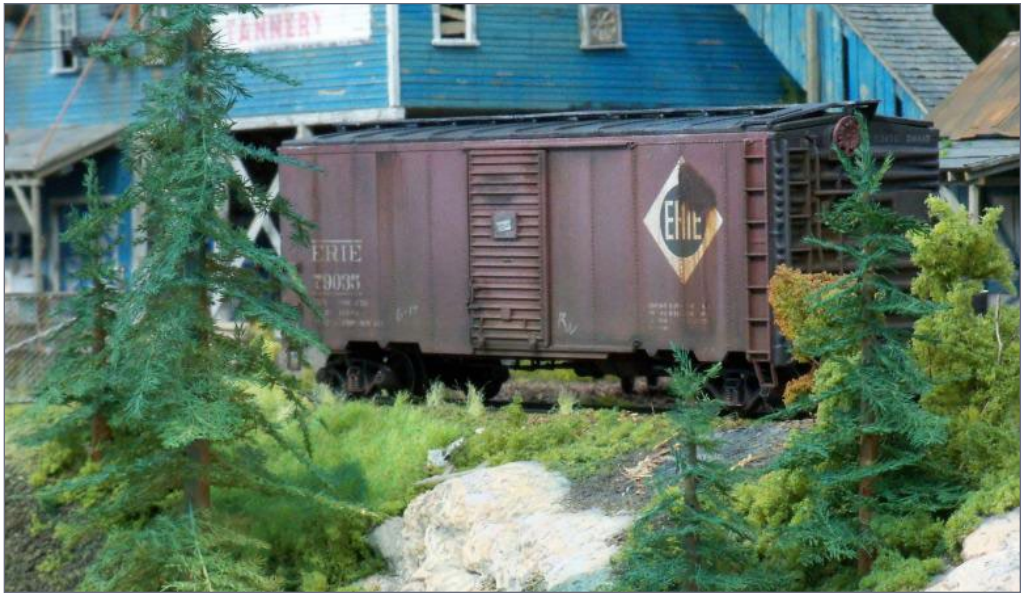

5. Far from home, a road-weary Erie boxcar is spotted at the tannery in Ashland, WI,, on the old CSt.PM&O Omaha Road line. Maybe this load of leather goods will be destined for one of the fashion centers back east, and will take #79035 back to its familiar stomping grounds in New York. A car can only hope. Jeff Youst took the photo on his layout.

6. A maintenance of way crew will be in for a rude awakening when they attempt to tamp the ballast. Is that the hand of God applying glue? It must be, since the gentleman across the street is tying his shoes and is totally unaware of what is going on. Tore Hjellset, a regular on the forum, posted the photo.

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Naptown & White River club

BY MORGAN DAVIS, STEVE HANDLY AND THE MRH STAFF

PHOTOS BY CHRIS THOMPSON

Also coming to TMTV in July

1. A visiting B&O GP-7 switches the yard at Cementville on the Naptown & White River club layout.

On tour at this summer's Indianapolis NMRA National

2. In this general room view of the Hankinsville area, you can see how the layout fits into the garage space that was donated to the club.

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MRH: Hello, Morgan and Steve! Tell us a bit about what you have here.

Morgan: This is the home of the Naptown & White River Model Railroad Club. We've been a club in Indianapolis since 1966 – so this is our 50th anniversary of the group! We have twenty-two members right now.

And we've had the layout in this garage since 1981, so about thirty-five years for the layout. There have been some changes, but this is pretty much the original layout at this location. We've done some additional layout building within the last ten years – that was about when I started.

This was a past member's garage originally. When he passed away, he deeded this building to the club, so we own the building. We're paying property taxes, but we're not paying any rent or a mortgage. This is our location to do with as we please.

Steve: The club actually got started by some guys who hung out at Possman's Hobby Shop over at Southern Plaza. They started talking and getting to know each other, which they then morphed into a club and a layout. It was their love of trains and going to the local hobby shop that got the whole thing started.

They formed the club in '66. I know that for an extended period of time they were in the old B&O building in downtown Indy. About '79, the B&O wanted to get rid of the building, so the club had to find a new home. For two years, everything sat in storage. One day Mr. Marman decided, "Okay, I'm going to build a garage for a place to store my boat and mower – and the other part of the garage can be the club's room for the trains." That's how it all began.

MRH: How long have you been a member?

Steve: I joined in 2004. When I came in, the north end of the old layout had just been taken out and everything on that end was open-grid bench-work. We had a blank canvas to work with.

Morgan: I started about eleven years ago, which would be 2005. The new building in the north area had just started.

MRH: What are the membership fees monthly?

Morgan: Membership fees are $300 a year, paid either monthly or quarterly. It's $25 a month, or $75 a quarter. Each member has their own key, and they know the code to the lock.

Members can come down here and run pretty much anytime they want. We also have nights when somebody's going to be here – it's on Monday nights right now. Thursday nights are usually work nights, although sometimes we don't get a whole lot done!

3. A Monon C-420 leads a mixed local freight past the almost vacant Naptown Roundhouse.

There's also some "fun run" nights. We have "adult night" on Saturdays, sometimes where there's alcohol involved, but it's all in good fun. We keep it safe. Sometimes we have movies playing. I think this club offers a lot of benefits.

4. A pair of Monon F3's makes a station stop at Lockwood Junction. The club models the late 1950s, when passenger trains were still very much a part of every railroad's daily schedule.

MRH: Yes, the club is an incredible deal.

Steve: It is. The bulk of our costs come from property taxes. We pay our utilities and then the rest of the budget is to maintain and improve the layout. Hopefully with the new 501(c)3, we'll only have one more year of property taxes, and then life will be a lot simpler.

MRH: Tell us more about the layout.

Morgan: The layout is 40 foot by 60 foot, but it has four peninsulas. It is a twice-through complete loop folded over itself. It's based around the latter fifties, so '57, '58, and '59. The location is south-southwestern Indiana.

Steve: We're depicting part of Indiana. It's totally freelance, so it's not specifically modeled after a certain scene, but everything is generalized from the region. We tore out part of the north end of the layout a few years ago. It was called Bison Springs based loosely on French Lick, Indiana. The layout follows a southern Indiana up to Indianapolis kind of flow.

Morgan: We modeled a few of the scenes more around central Indiana. Other scenes start down by the Vincennes or Evansville area, right on the border between Indiana and Kentucky, and then we work our way up.

We based a few bits off Crawfordsville. There's some more we modeled from Lafayette. Naptown was originally a nickname for Indianapolis, so we also have parts from the Indianapolis area.

Steve: Naptown came from the nickname the Chicago people gave Indianapolis back in the '60s and '70s. The joke was at eight o'clock each night we rolled up the sidewalks so they started calling us "Naptown." But that's changed, we have more nightlife now. To get the layout name, the club took Naptown and added White River, which is the river that flows through central Indiana.

Morgan: While Indianapolis is a part of the concept, we based the overall layout on the southern and southwestern corner of the state, but with freelancing. We draw some from the Monon, and we have some actual references from the B&O and the Pennsylvania – both also ran through the southern part of Indiana.

MRH: When you think of the Indianapolis area, you seldom think of the B&O or the Pennsy.

Morgan: No, you don't think of them. But both of those railroads ran straight through the middle of Indianapolis. I live out west of Indianapolis, but I'm just a lot-and-a-half away from the old Pennsylvania railroad line. The trains to St. Louis flew through

what is basically my backyard at 70 miles an hour – I'm talking the big T-1s and the 2-10-4s.

MRH: You're trying to create a feel for the area rather than being literal, right?

Steve: Yes. One of the gentlemen in the club took pictures of a certain spot on the Monon, and that inspired one of the scenes on the layout. It's just different things like this brought to the club and then doing our best interpretation of it.

MRH: Give us an idea of what operating sessions look like. You do this once a month?

Morgan: We operate every three weeks to four weeks, so roughly monthly. We haven't had a lot of operating interest here, but we're working on it.

We run trains point-to-point. We have two different yards on the layout – one at each of the end points. Then we have a staging yard that's kind of in the middle. One yard sits on the east edge of Indiana, the other is located on the south edge of Indiana – and the staging yard in the middle is the city of Indianapolis and points beyond.

At one time, thirteen different railroads crossed through Indianapolis, including the B&O, the Pennsy, the New York Central, the Illinois Central, the Monon, and the Nickel Plate. It's a long list.

Having that staging yard centrally located seems counterproductive because you can't do loop-to-loop running, but it gives us different train routing options and the way this layout is folded over, there are actually three different ways into or out of our staging yard. Even though it's actually in the middle of the layout, it serves as three different yard destinations.

5. A well-worn F unit stops to protect a crossing in Possman. This somewhat unusual mid-street placement of railroad crossbucks was once common in Indiana.

Steve: Ideally an operating session is at least once a month or maybe a session every two months. It's something we're still developing here.

There are all different kinds of systems for doing operation. There's a car-card system. There's a switch list system. Then there are computer systems that do a lot of this car routing for you.

We're trying to find the system that fits our particular railroad and the way it is designed. This railroad was never designed to have serious operating sessions. That means we have to be a bit creative. A normal operating strategy for a model railroad is to run point-to-point. We have loops, so we have to somehow make it run point-to-point, but yet use the loops we have.

6. The Cementville cement plant loads several covered hoppers per day bound for markets across the US and Canada.

MRH: How do you reconcile people having different interests as far as operation or different skill levels for things like scenery or modeling details?

Morgan: As for skill levels, we've been lucky. A lot of our members willingly take people under their wing and show them how to do things. Our president, Jake Musleman, has been showing how he's doing the scenery work in Naptown, for instance.

As for myself, I've been doing water. I've been taking pictures as I've been pouring the water scenes. There are a couple of these scenes around the layout, so people can see the process and the results. If you're willing to crawl under a layout, the wiring experts

7. RS-3 #229 switches the Wundrum Metal Works at Clark Junction. Wundrum is one of several mid-west industries depending on the railroads to deliver bulk raw materials and transport their goods to market.

would rather have you do it for them because it's uncomfortable getting down under there, so they're glad to have people who want to learn to do wiring.

As far as having a wide variety of interests go, that can get tricky because double stack trains do look funny with forty foot boxcars in them, for example. It's an interesting balancing point that we're dealing with right now.

Our newer members seem more interested in the modern equipment, but there's also a lot of people interested in seeing the last thirty-five years of local history that this layout has been built for, not all the modern stuff.

8. Later in the day we encounter RS-3 #229 again, this time coming into Miller Mine to pull stone loads.

With our original layout era of the late 1950s, and with our focus on southern Indiana, not much has changed in this region. That means we don't need a lot of tweaks to our scenery.

Most of what changes is the rolling stock, and we're trying to get a good balance between older and more modern equipment. The idea is to have both quickly available to whoever wants to run them. Going through drawers and swapping a lot of equipment on and off the layout isn't very inviting.

MRH: How do you keep everybody happy? Are there things you do to make compromises? How does that work?

Steve: It's possible to pull the transition-era cars and engines off the layout and replace them with modern rolling stock and modern engines. Then we can go through the scenes, and if we've got some autos that are '50s era, take those off the layout and put 1970 or '75 autos on the layout. That'll bring the layout into a more modern era.

MRH: A lot of the scenery doesn't change, right?

Steve: Right. All the old buildings along the real railroads have been there for a long time, most of them re-purposed over time. Another thing we can do is go around and put different signs on an existing building. Where a building might have been an ice house in the past, now it's a warehouse. We can do things like that, too.

MRH: What do you get out of this club? What does it do for you and your hobby?

Steve: I'm a scenery guy, and I love doing scenery and teaching other people how to do scenery. I hope along the way I can give others the bug for model railroading so we can keep this hobby alive. I want to recruit new model railroaders and keep this thing going for another fifty years.

There has also been the chance for me to learn new things like the wiring. I'm not the best electrician, but I've expanded my knowledge of it by working with other club members. Had I not joined this club, I'd never have learned how to solder feeder wires onto a rail. I'd never know what a bus line is. I now have some basic knowledge I can take home and use on my layout, too.

Had I started my layout at home after becoming a member of the club, I would have designed it totally different.

9. A lone Pennsylvania FP7 pulling a short freight rumbles across the stone arch bridge outside of Cementville as it notches-up to leave town.

But I was too far along with my home layout, so I chose to just work with what I had.

Morgan: Where I'm at right now, I don't have room for a home layout. This is my layout, and I get the community value out of it. I value the friendship with the people who have been through here.

I had a bit of a rough spot my senior year in school and having all of these people here help me get through was well worth the admission fee.

10. Union Pacific turbine #54 has been testing on the NWR, shown here passing the power plant at Lasalle.

MRH: It's kind of like cheap therapy.

Morgan: Yes, it is.

MRH: This summer you will have a bus load of people come in. What do you hope that they get out of it?

Morgan: We want them to see this can be an easy place to start at. We have new sections that we're just starting on. That, coupled with the rest of the layout that's virtually completed after thirty-five years, maybe you can see how easy it is to start with and can also where it can lead you.

11. We catch the UP turbine again, this time rolling under a highway overpass as it roars through Clark Junction.

I hope we can also show some of the community value too. The model railroading community as a whole can be very powerful if you will tap into it.

There seems to be a lot of lone-wolf modelers in this area. The World's Greatest Hobby was here in January. I think they had 18,000 people through their door, but we're only a twenty-two-member club. That means there's either a lot of people just getting started, or there's a lot of closet model railroaders. Hopefully we can get some who may be in the closet come out into the modeling community more.

I hope they find I've created something magical and they get inspired to research it and do something like it also.

Steve: I hope we can answer all their questions! I hope they will be filled with questions once they walk in the door and see everything we have.

I do hope they elect to pick our brains so that we can share everything we know about this layout. When they leave here, I hope they'll go back to their homes, talk to their friends and family and say, "Hey, I saw this wonderful layout and here's the website you can go to."

We want them to fall in love with our club and tell other about us.

MRH: Do you think you're ready for the show in July?

Steve: We will be. We've got some more detail work we want to do, but we've come a long way in the last three to four weeks. I think we're just fine-tuning now.

MRH: What do you like most about this layout?

Morgan: I love finding the little details people have put on the layout over the years, and I love chasing the history that's in this layout.

Finding out this building was named after someone who used to be in the club or that over there was done by someone who is still in the club.

Even after being here for so long, I'm still finding things. Somebody put a little guy on a rock three years ago and I just now found it. Here's a little guy fishing, and the boats have moved around or there's a car chase over here that somebody put in. It's always changing. There's always something to discover.

Steve: A lot of our towns and buildings are named for some of the founding members. The town of Possman over there is named after Possman's Hobby Shop. Thomasville is named after Mr. Thomas, who was a founding member. Hankonsville is named after another founding member.

12. Naptown & White River SD7 #681 switches the Sunrise Feed & Seed Co. in Thomasville.

We named West Marmon after the gentleman who built this building. It goes on and on. We have a section we call Davis Siding, and that's Morgan's dad.

Different people that have given something, not monetarily, but their time and their efforts – they bring something to the club, and we want to honor them. Two weeks ago we had a new member join the club and I asked him, "Do you know how the town of Possman got its name?" "I have no idea," he said, so and I told him and he gained a whole different perspective.

That's the thing we want to do with newer members: share the layout's history, so they'll fall in love with it too.

MRH: Don't those layout scenes get old after a while?

Morgan: After eleven years, I have gotten to know where a lot of the scenes are as I run trains. I've run the same tracks over and over again. Compare that to the clubs with bigger layouts like the San Diego club. There's so much layout expanse to run on that you don't learn all the little nooks and crannies.

We do have some ideas for expansion, too. There's a new shelf layout area we're getting ready to start on. One of our goals after the 50th anniversary is to expand this building, giving us some new space. We own two lots behind this one, so we're looking at getting some new places to play.

Steve: The whole idea is we own three lots and we can build onto the north end of the building. We have set a five year goal of building a new building and putting a new layout in there to become a modern-era layout.

That way, we can show the old and the new, highlighting the contrast. Then we're all set to bring in Boy Scouts or Cub Scouts and teach them about the history of trains.

MRH: How important do is it to refresh or rebuild certain areas, or do you just throw it out and start again?

Steve: Part of you wants to preserve the history of the layout and the people who came before you. I look at us as as being the caretakers of a layout that was given to us. I have a sentimental feel for it and want to preserve as much of it as I can.

I'm really hoping that within the five years we can add onto the building and do a whole new layout in addition to this one. I want us to experience again what it's like to have a blank canvas to work with.

There's many good how-to books on benchwork. I looked at those, read them and re-read them, then really got into the layout building. I knew scenery was something I would really enjoy although it's been a constant process to refine my methods, but I've enjoyed that too. And the buildings, I love doing the buildings.

MRH: Tell us about your lighting system.

Morgan: The night lighting is blue LED Christmas lights. I picked them up after Christmas for a good price. Right now, it's one continuous strand. I've got one spot that's blowing the fuses out, so we're going to have to go back and debug a section.

Some of the buildings are lit: they're LED self-adhesive strips. You can get them from eBay or from some hobby shops. We've got some Cornerstone street lights along some of our streets. The traffic lights and the crossings lights are all Walthers. I believe there's also a couple NJT crossings in there.

Steve: Jake, our club president, wants a way to make the lights bright or dim to get more contrast from night to day. We also want to add more lights in the buildings – and some more street lights as well.

MRH: Is there a job that has to be done that you don't want to do or maybe some days you just don't want to get in your car and come down?

Morgan: From my house to here is twenty-eight miles. There are times when I make the trip down two and three times a week and I start thinking "that's a lot of gas money." Jake and I have put in about thirty-six hours getting this layout cleaned up.

I know when we were running today and checking for track dead spots, I was cringing. If you had seen what the undersides

13. NYC Mohawk #3125 departs East Bend's Union Station with a short four-car streamlined passenger train.

of this layout looked like a week-and-a-half ago, you would be surprised at the big change. And we just overhauled the bathroom a week-and-a-half ago.

It's been daunting. You come here and think, "I've got to dust this and we've got to clean this," but someone needs to do it. Having you guys coming here has been a big motivation!

You dread getting ready for the show, but it's also the motivation to get things done. I sometimes think, "I don't want to go down here," but then when I get here I see who else is here and we all laugh, joke and hang out. That makes it all worth it.

14. Lights illuminate the diesel servicing facility in West Marmon as dusk approaches.

Steve: It's good to get out of your house and be social. Don't just stay at home with your own railroad all the time. Get out and do other things – go to other people's layouts or go to a club layout. Do that and you'll increase your knowledge and you will meet a lot of the good people.

MRH: What's your philosophy on doing the layout well? For example, how do you narrow the focus and not have rebellion in the ranks? What's different about doing a club layout versus doing a home layout?

Morgan: The advantage with the club is a lot of things have been finished, but a club generally has a much larger canvas

than a lot of home layouts. Plus there is more manpower unless you can rope in seven or eight guys. With a club there are a lot of places where a scenery guy can work and the electrical guy can work and the signal guy can work and the ops guys can start thinking – and they're not in each other's way.

It doesn't have to be as big a project either, because you don't have to do all the electrical and all the scenery. If you're a detail guy you can do the little details or you can work on the big details, if that's more your speed.

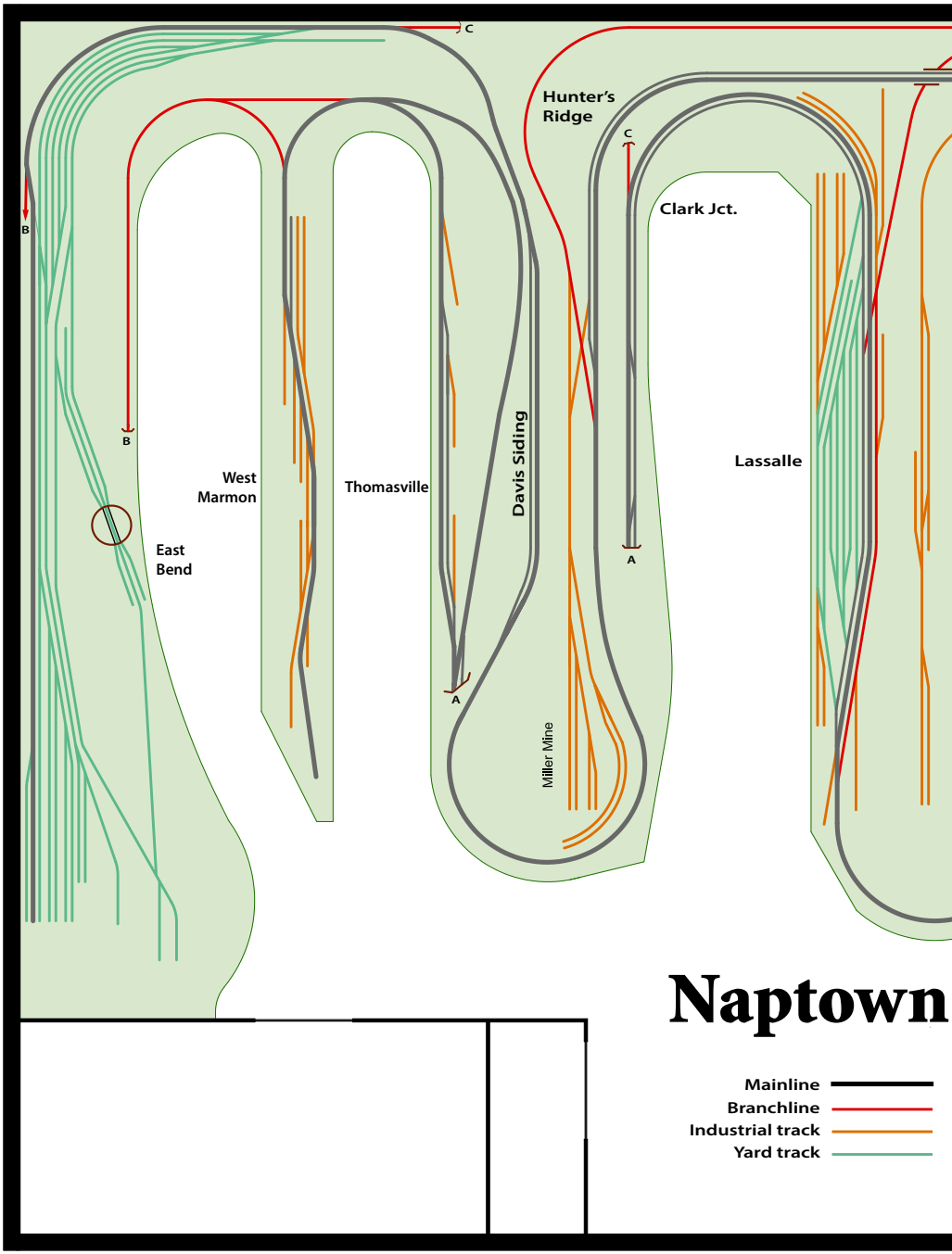
MRH: You've got twenty-two members. Is twenty-two enough, and if not, then how do you recruit?

Steve: We go to train shows and we have a portable layout we take and run trains at a show. We set also up tables and advertise shows that we're going to sponsor. We take membership forms and we play a video showing trains running on the club layout. The video creates a lot of interest.

We work best when we can have about thirty to thirty-two full-time members. That makes the budget a little easier flowing. ☑

There's more on the following pages ...

Also coming to TMTV in July


C
B
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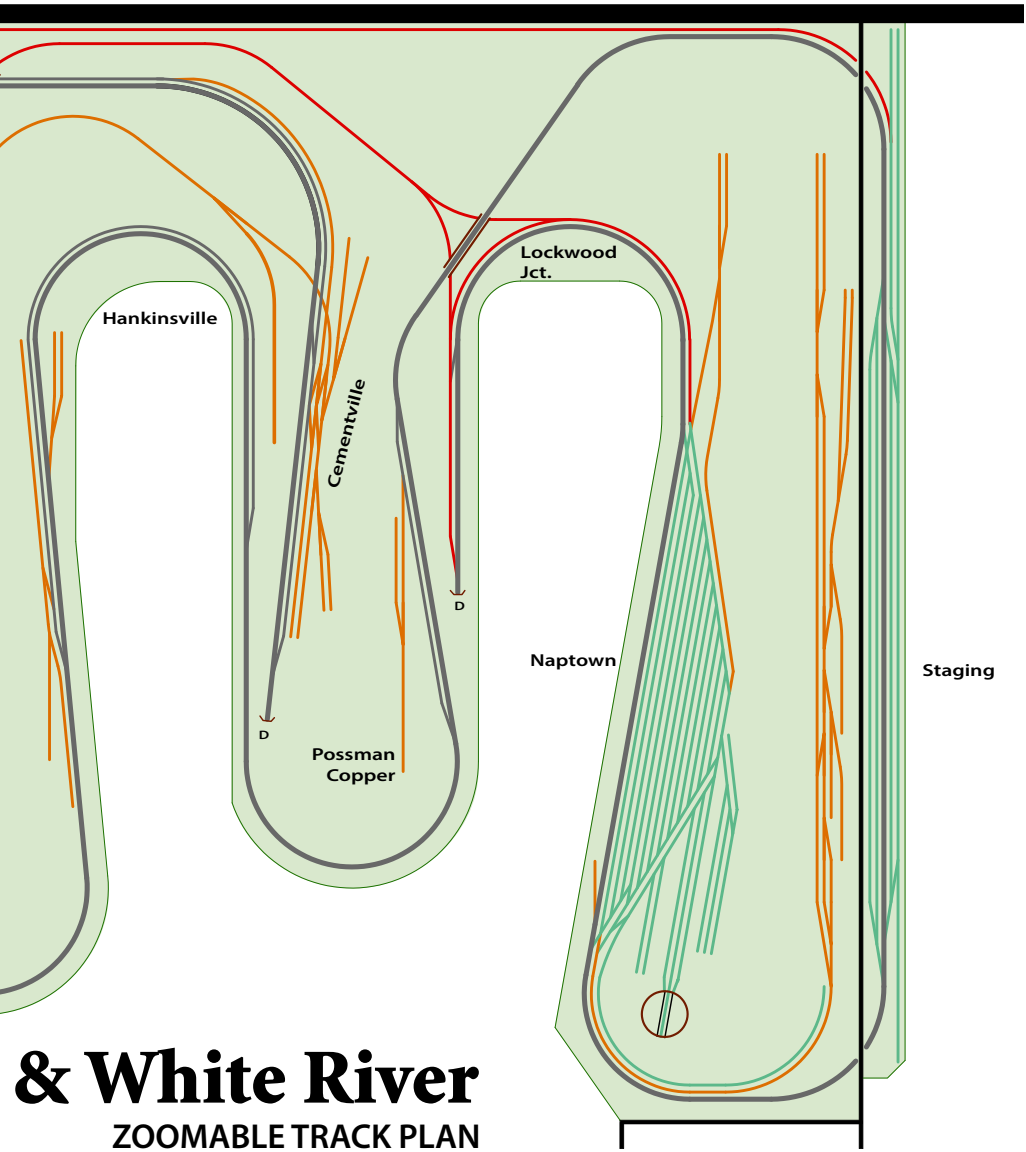
Hunter's Ridge
C
Clark Jct.
West Marmon
East Bend
Thomasville
Davis Siding
Lassalle
A
A
Miller Mine
Naptown
Mainline
Branchline
Industrial track
Yard track



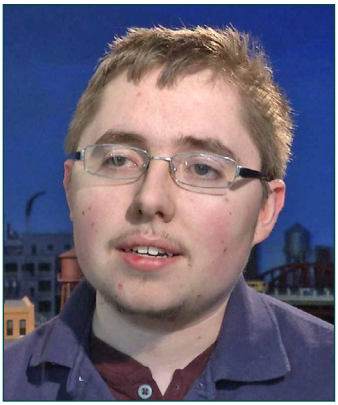
& White River

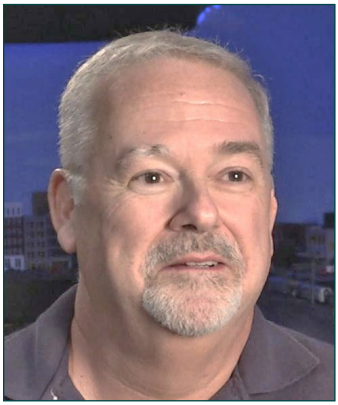
ZOOMABLE TRACK PLAN

15. As night comes on the outskirts of Hankinsville, the street lights flicker on. Meanwhile, the train tracks fall silent, awaiting more evening freight and passenger traffic.

See the Naptown & White River layout at the Indianapolis NMRA Convention this month ...

Morgan Davis and Steve Handly





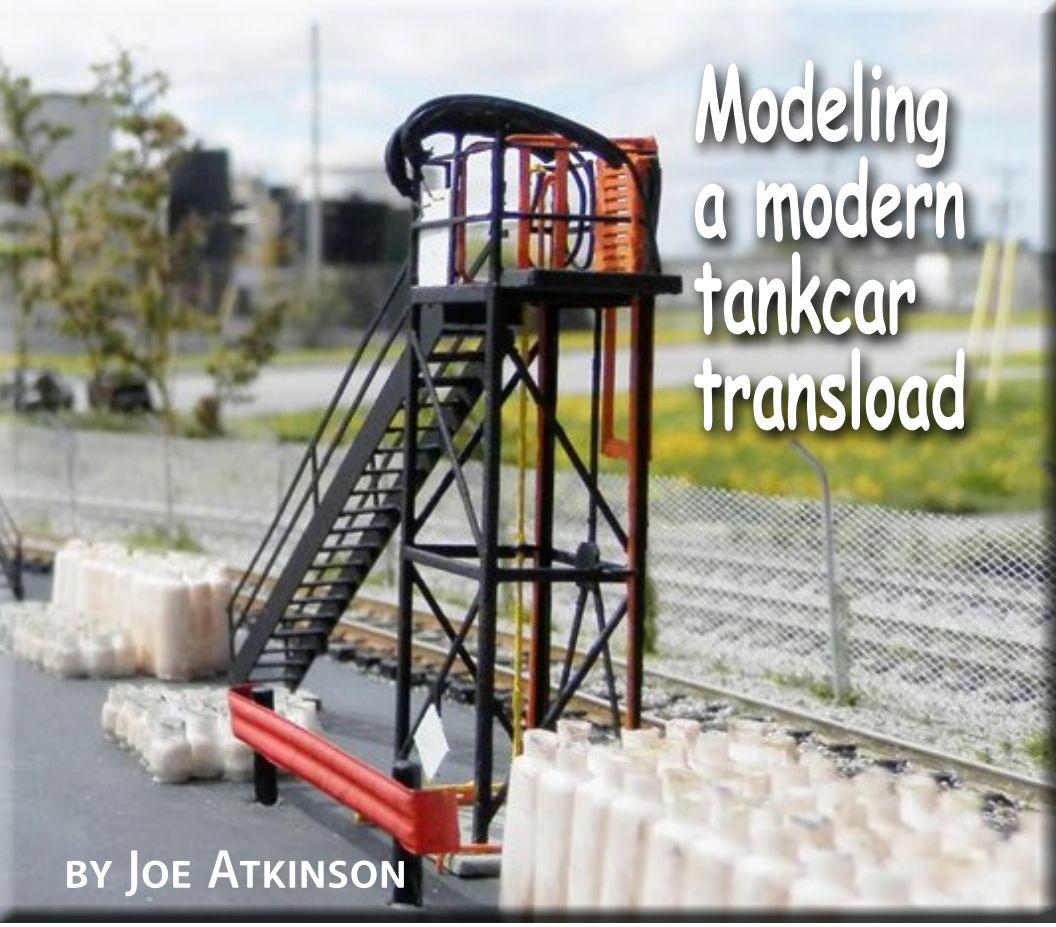
Morgan Davis [top] and Steve Handly [bottom] are the two Naptown club members we interviewed in this article about the Naptown & White River club in Indianapolis.

Morgan, who has been with the club for eleven years now, has no home layout and considers the club to be "his" layout he works on.

Steve, who has been with the club for twelve years, does have a home layout too. Steve says he does wish he had some time with the club under his belt before he started his home layout, though. He would have done things differently.

Both Morgan and Steve delight in learning the club history on why a scene has the details it does or how things got their names. Both feel learning the club history helps them better appreciate all the effort that went into founding this club and in getting the Naptown & White River club layout to where it is today. ■

Click here for reader comments



Modeling a modern tankcar transload

BY JOE ATKINSON

Modeling a compact prototype with a simple kitbash ...

1. The stock kit from the GLX web site, glxscalemodels.com/craftsman-structure-kits. GLX photo.

RECENTLY I FINISHED CONSTRUCTION OF A GLX Scale Models, glxscalemodels.com, railcar transfer tower kit, including some alterations that better fit my prototype. Built according to the GLX instructions, it represents a propane transfer facility. However, I found it to also be a good starting point for modeling

an anhydrous ammonia transload facility on my prototype, Tanner Industries at Council Bluffs, Iowa, as the overall look is very similar. The GLX kit makes a great structure for modeling a customer in a smaller space, only requiring about an inch of real estate depth adjacent to the spur track right-of-way.

Construction

I built the GLX kit largely according to the instructions, with the stairs on the left side as viewed from the track, but I made the following modifications:

1. Removed the platform extension opposite the stairway.

2. Built a new control box on the platform.

3. Built new drawbridge handrails to represent the collapsible type seen on the Tanner Industries prototype.

4. Left off the hose brackets and HAZMAT placard that are included in the kit, since neither is found on the prototype I am modeling.

5. Removed the horizontal tie braces from the tower and added X-bracing using 0.020”x0.030” styrene.

Sticking a sock in it

An important detail in the Tanner facility is the windsock, used to indicate wind direction in case of an ammonia spill. But how to model it? My solution was to take a piece of tissue paper, wrap

it around a steel uncoupling skewer, and then soak it with either diluted white glue or hairspray. Both methods worked equally well, and after sitting overnight to dry, both slipped right off the skewer. The "tail" was bent downward to reflect a relatively calm day, and a staff was made from wire stock. I think the completed windsock [5] adds a lot to the scene, and it definitely helps to tell the story of what the facility is about.

Conclusion

Tank car transfer facilities like this are common for both propane (LPG) and anhydrous ammonia, with variants from single-car facilities to a dozen or more cars with multiple towers. The GLX kit makes a nice starting point, and while it's not a quick build, it's a great option for those who prefer not to scratchbuild an unloading facility.

2. My prototype, the Tanner Industries anhydrous ammonia transfer at Council Bluffs, Iowa.

3. The completed Tanner transfer tower.

4. The changes made to the kit's bracing. The footprint of the GLX tower is very compact, making it ideal for small spaces.

5. Overhead view of the tower showing the scratchbuilt windsock, control box, and drawbridge handrails. Future plans call for wheel stops, fencing, an office trailer, and more detailing for the Tanner facility.

Click here for reader comments

Joe Atkinson

Joe Atkinson manages a software support team for a global electronic payments software provider. He and wife Kim have two grown children.

Joe's other interests include bicycling, playing with his Golden Retrievers, and Bible study.

ADVERTISEMENT

One Module Challenge

Second place winner

BY GREG BAKER

PHOTOS BY THE AUTHOR UNLESS OTHERWISE SPECIFIED

A prototype railroader plans a proto-based modular layout of Redmond, OR ...

WHEN LOOKING AT THE CRITERIA FOR THE "One Module" challenge contest, I realized I had a very similar space in the spare bedroom of my house. I was already thinking of designing a layout to fit the space and this challenge was all the motivation I needed. So, with the rules and requirements in mind, I went about picking a concept and started the design phase [2].

After looking at the room, I decided that the long wall on the top of the drawing would be an ideal location to start with, since there is nothing in the way to block a long module section. I could still have enough room on either side to

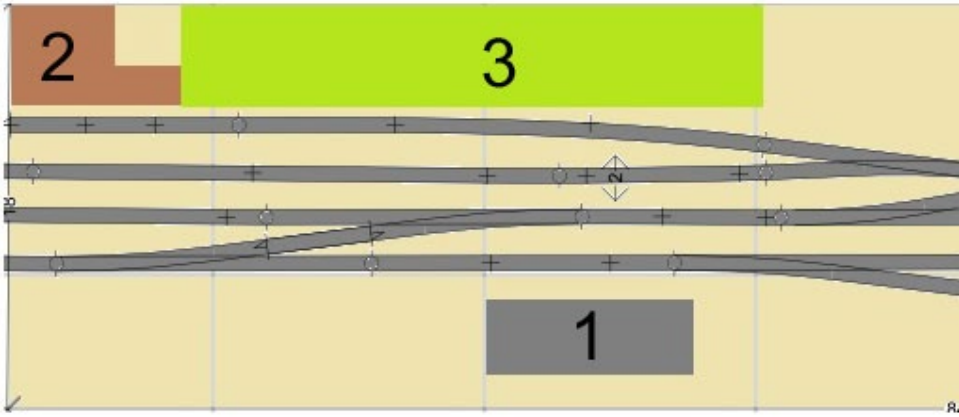
Click here for reader comments

accommodate the required staging tracks and to have relatively broad curves.

I also decided if this one module ended up as the only thing I built, it would tuck nicely away against the wall and not interfere with the use of the closet or the rest of the room [3].

Next on my planning list, I determined what specific layout design element I should model. I knew I was going to pick something along the Spokane, Portland & Seattle's Fifth Subdivision known as *The Oregon Trunk*.

1. Looking north at what used to be Hoedecker Potato in 2010, this building has been remodeled and now serves several businesses. Even with these recent changes, the overall look of the structure remains unchanged.



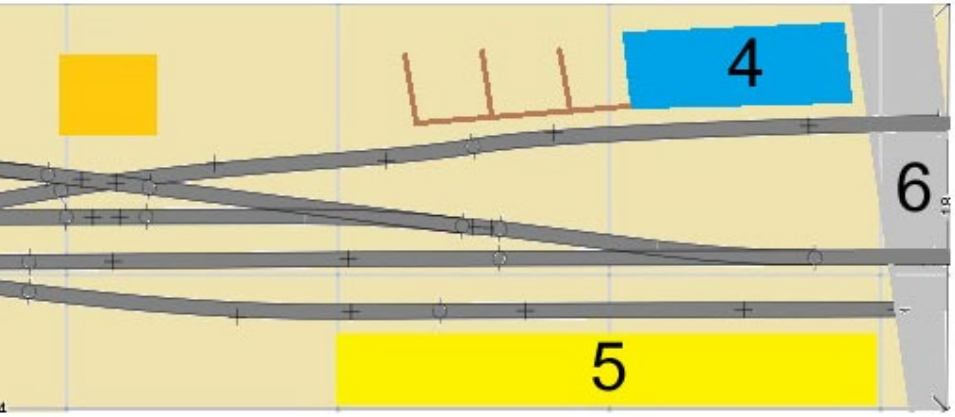
1 SP&S Depot
2 Jefferson Potato
3 Hoedecker Potato
4 Tum-a-lum Lumber
5 Carnation
6 Evergreen Ave

I'm choosing this prototype to model because I am heavily vested in this area, having already built some Free-mo modules based on this area around Bend, OR. I had once started a home layout based on the Oregon Trunk, so keeping with this theme made sense.

Over time I have heavily invested in model equipment for this prototype and I have materials already on hand for building this module without needing to spend a lot of money on new items.

My next task: find a piece of the Oregon Trunk that would hold my interest enough that I will want to build it *and* keep me interested in operating it.

After reviewing some plat maps and going through my archives, I remembered some unique and particularly interesting track arrangements located in Redmond, OR.

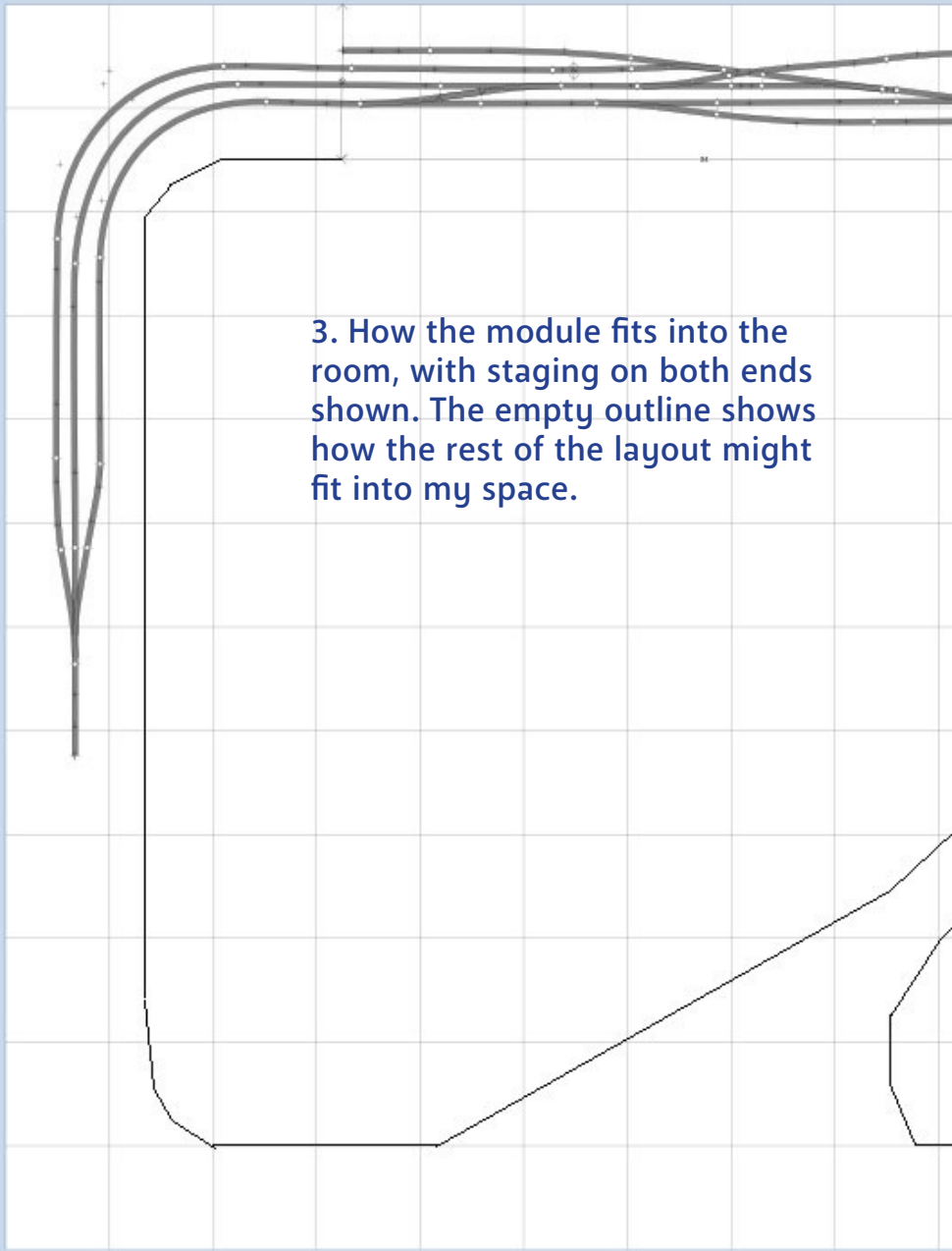


2. Track plan for my contest module.

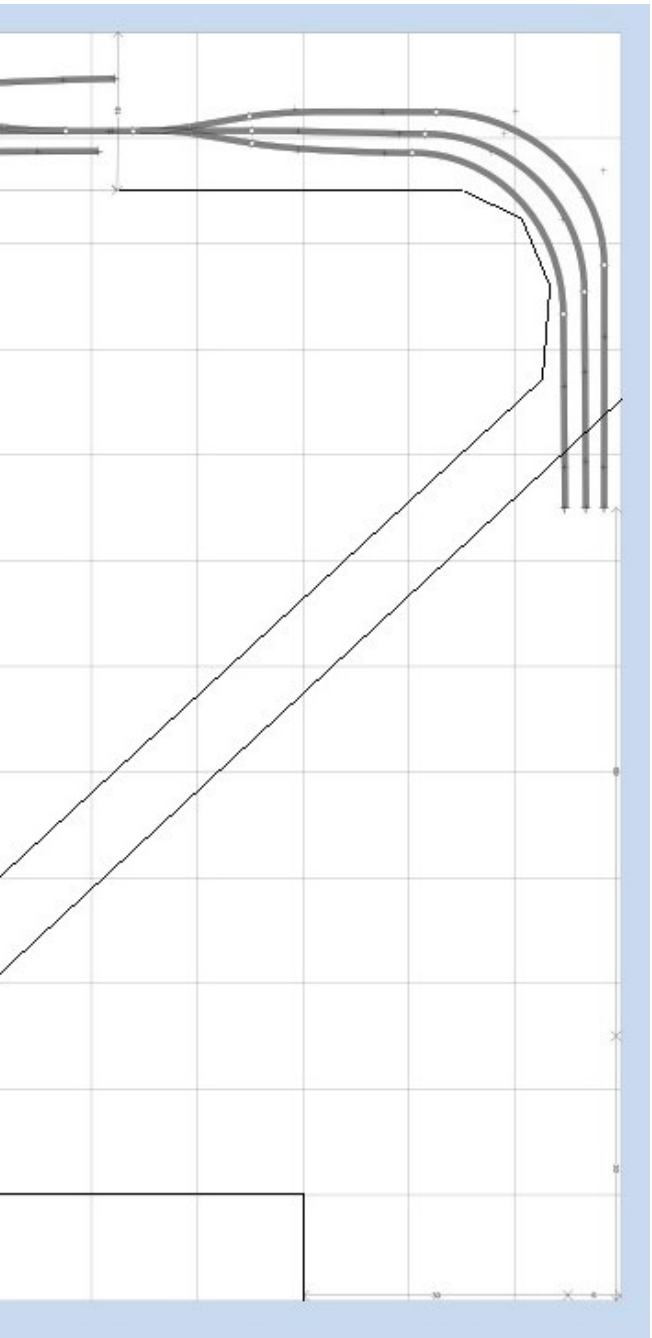
Along with the unique track routing, there were a variety of industries to serve. As a bonus, there is an interesting depot in Redmond that would make for an interesting visual element or become a great *signature scene*.

As for picking the era to model, this also was an easy choice for me because I already have many on hand materials for modeling autumn 1968. For me to be more likely to actually build this layout, it's important for me to use what I already have.

However, in the last twenty years, much of the track, structures and look of the area remains relatively unchanged. They boarded up the depot in the 1990's and some of the customers have changed names or no longer receive rail cars, but a pair of BN GP38's would look right at home on this module [2].



3. How the module fits into the room, with staging on both ends shown. The empty outline shows how the rest of the layout might fit into my space.



Although Redmond is officially on the SP&S owned Oregon Trunk line, the Union Pacific also operated over the line and served some customers due to an agreement dating back to the building of the railroad.

Originally the separate Oregon Trunk and Deschutes railroads built parallel railroads up the river canyon, but there was not enough business to support both rail lines [4, 5].

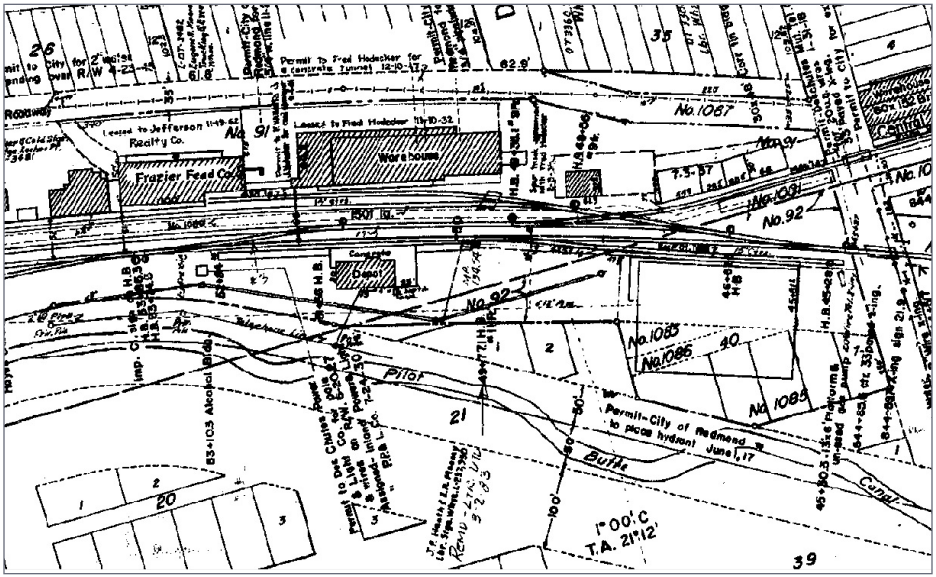
From the two lines built, the best routes were chosen and the other tracks removed. The SP&S ended up as the main operator over the line that finally connected with one of their parent companies, the Great Northern at Bend, OR.

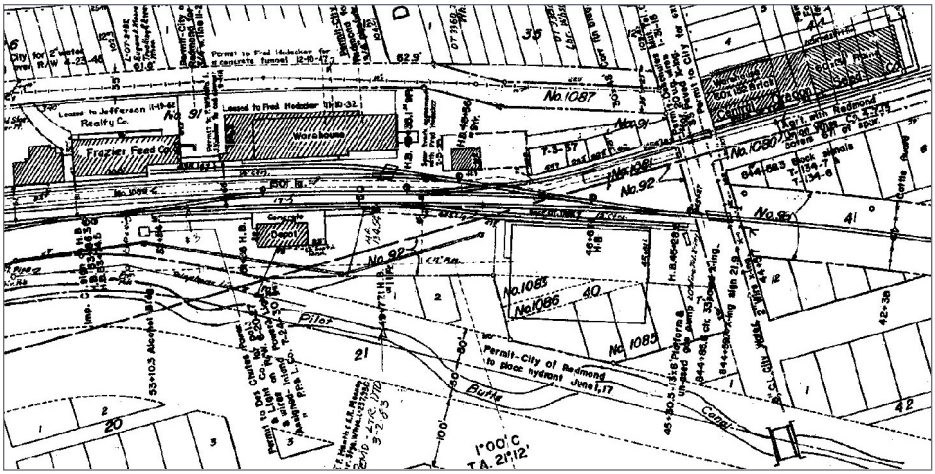
Farther south, the GN connected to the Western Pacific in Northern California, and from there to the Santa Fe in Sacramento, California. This series of connections provided the "Hill Lines" with access to Southern California.

On the Oregon Trunk, the Union Pacific service became a local switcher and a daily train that operated between The Dalles and Bend. The local power was often set out at Madras or Redmond and would work the online customers, gathering traffic for the train back to The Dalles.

These facts make this module even more interesting because I can prototypically switch it with locomotives from two different railroads. In addition, the traffic can be blocked to go to either of the two different railroads.

As for the customers on my module, I would model four industries, but could also have cars blocked for spots off the module if


Frazier Feed Co.
Warehouse
Leased to Jefferson Realty Co.
No. 91
No. 92
No. 1087
No. 1085
No. 1086
Pilot
Butte
Canal
Permit-City of Redmond to place hydrant June, 17
Permit to Pac Tel Co. to place pole line
Permit to Lay in Sewer
Permit to Fred Hedecker for a concrete tunnel
Permit to Fred Hedecker
Permit to Lay in Sewer
Permit to Lay in Sewer
Permit to Lay in Sewer



5. Further right view of plat map [4].

I get tired of switching the same customers. A common practice for the era I model is for the customer to order cars in by type and quantity and the railroad to fill the order with what was available. These cars are waybilled to their final destination by the customer.

For instance, Jefferson Potato and Fred Hodecker Potato both share a common spur track [2] and they both received 40-foot refrigerator cars to load potatoes. Those cars could be routed to either via the UP or the SP&S.

Tum-A-Lum Lumber had a storefront off Evergreen Street, a few blocks west of the train tracks [2]. There was a small structure that received building materials and a small storage area outside that received coal. Although not as common as wood or oil, coal was still being used for heating in Eastern Oregon.

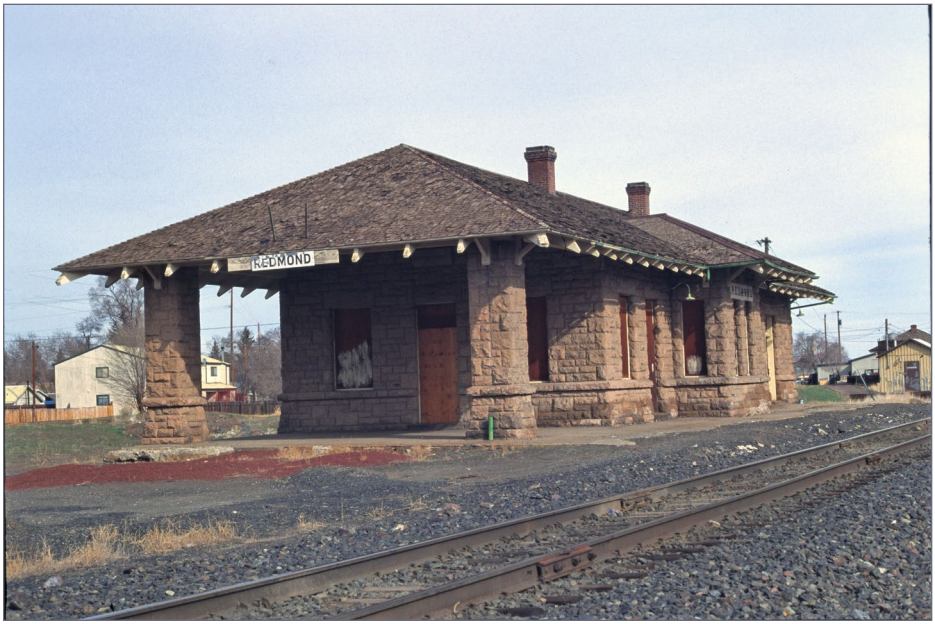
Carnation is the remaining structure. It would be placed on the edge of the layout and receive cars of feed. I can use the other

two tracks on the module behind the main to store cars ready for spots or as a place to block the outbound cars. With the addition of the staging on the left side, I can also switch cars out for industries not modeled and push them off the layout to simulate other deliveries.

As with most model railroading projects, I want to get the most bang for my buck and create the most visually interesting module I can. With this in mind, I studied the plat maps [4, 5] and also reviewed photos I had taken of the area.

I decided the best section to build a module of would be the east end of the siding at Redmond. I selected this area because it had

6. Looking south standing next to Hoedecker Potato, this track also served Jefferson Potato. Clearly evident in this photo is the change in elevation from the spur on the left to the mainline on the right.



7. Here is the Redmond depot in 2006 before it was moved from its original location. Many of the structures such as this depot remain. While still here, the depot has been boarded up and not been used since the 1980's.

the depot, a crossing at grade, ladder tracks and four customers in a relatively small area. After drawing up a few smaller modules I found that to fit everything I wanted required an 84" x 18" module in HO.

I would have preferred to design a shorter module, but it seemed that would force the turnouts to the module edges, or put them over a joint – both of which I was trying to avoid. I went with an 18" depth since it allows me to include a few structures along the front edge as well.

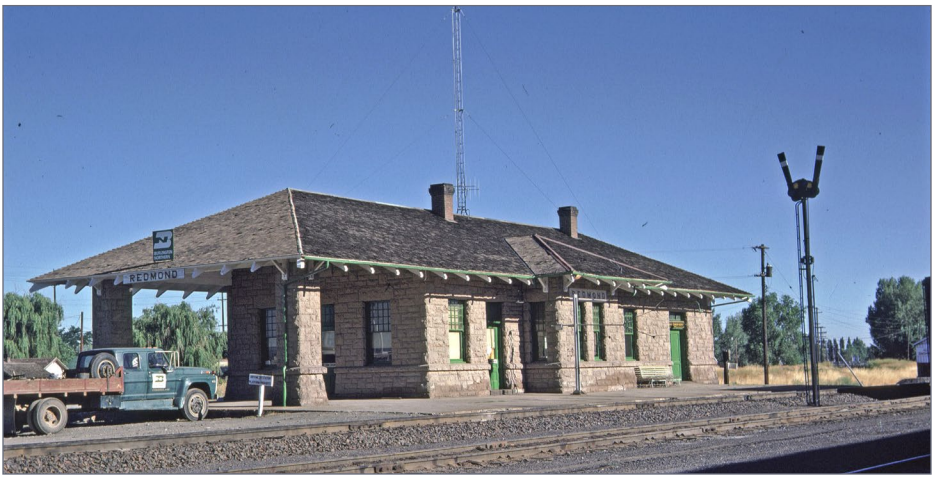
This depth also gave me the room for backdrop structures instead of flats adding depth to the overall scene.

Once I had settled on the module size, I laid out the track using Anyrail™ Software (anyrail.com). The 3D visualization capabilty gave me a virtual "real world view" of what I was trying to draw. The rigid parameters set in the software, such as switch sizes and curve radii, helped keep me honest.

I also wanted to use the software to make sure I met the requirements for storage track lengths, something which could be hard to determine on a simple hand drawing.

With my base module designed, I thought about the rest of the room to see how things might fit in. If I was able to use the whole space, I had a short list of things I wanted to include.

First, I wanted an option for continuous running, and also an interchange with the City of Prineville Railroad which can also double



8. Here is a view of the Redmond SP&S depot as it was in August 1974. A little BN Green paint around the tirm and a few changes in the signs are about all that is different since the BN merger. *W.L. Hammond photo, collection of Greg Baker*

9. By September 1983 the depot trim has been repainted tan instead of BN green. This view of the depot's north end shows the Carnation building in the background.

as staging. In addition, I wanted complete access to the door, and access to the closet workbench area.

I also wanted the layout benchwork to be narrow enough to leave much of the room open so two operators could easily work in the center. My design requires either a duck under or a swing bridge, either which works for me. Finally, I have moved too many times to not also allow for taking down the layout with minimal damage to the room.

With all this in mind, I wanted to use ¾" birch plywood cut into 6" strips to build a module box frame, similar to the standards of Free-mo. I prefer using high quality construction so things last longer and give a more finished look.

I run four 3" tall horizontal stringer across the middle of the module frame between the front and back, with three 1" diameter holes drilled in them for wiring. They are set down from the top by ¾" to accommodate the plywood top in between the outside plywood frame of the module.

I place these stringers where they do not interfere with the placement of switch machines or other components. For the areas on the top of module I cut 3/4" birch plywood strips for sub-roadbed, securring them to the cross members as needed.

The end of the modules will have a small shelf on the inside edge to brace the plywood and assist in connecting the modules together.

10. This interesting track arrangement really sets this area apart from anywhere else on the Oregon Trunk and is one of the reasons I chose Redmond as the basis for my module.

11. Looking south from the switch that leads to Hoedecker Potato at the diamond.

I fill in any areas on the top of the module that are open with 1" foam and fill any seams or gaps with spray foam.

I clean all this up with a knife or hot wire tool as needed. The module is secured to the wall using heavy duty wall brackets attached to the studs in the wall.

I want the module to be set at 60" off the floor, a height I like for a near eye-level view. Until I have finished the track work, I just rest the module on the brackets to make taking it down to work on it easy. On the back edge of the module, secure a 1/8" Masonite backdrop, cut 24" tall. This allows for a six inch overlap with to the back of the module, keeping the backdrop rigid.

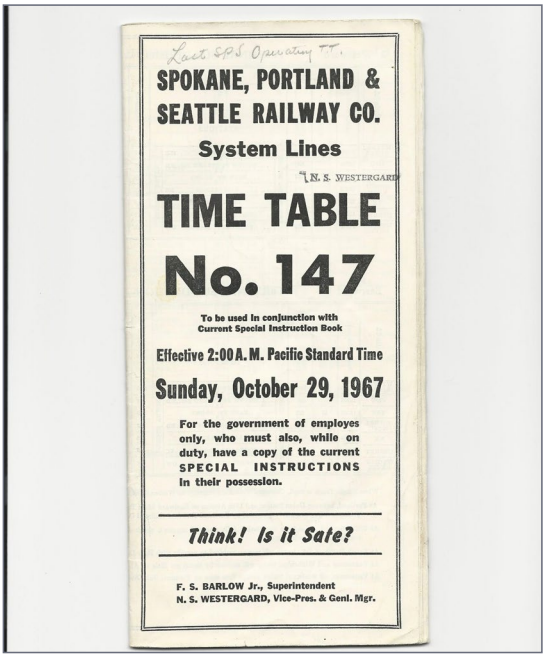
For temporary staging, I place it on ¾" birch plywood. I place this temporary staging on the wall brackets with wood spacers.

This way, when I am ready to build more modules, I don't need to remount the wall brackets.

This all takes some extra planning, but I think doing things more deliberately modular with the TOMA process helps me stay motivated to build more modules the first module is complete.

I use Micro Engineering code 83 flex track for the main and sidings. For the other tracks, I plan to use Central Valley Model Works tie strips with ME code #83 rail. For the turnouts I like Walthers #8 for mainline switches and Micro Engineering #6 for all other switches.

The crossing will have to be custom built, but I have been looking for a reason to try my hand at handlaying track.


Last SP&S Operating TT.

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

System Lines

N. S. WESTERGARD

TIME TABLE

No. 147

To be used in conjunction with Current Special Instruction Book

Effective 2:00 A. M. Pacific Standard Time

Sunday, October 29, 1967

For the government of employes only, who must also, while on duty, have a copy of the current SPECIAL INSTRUCTIONS in their possession.

Think! Is it Safe?

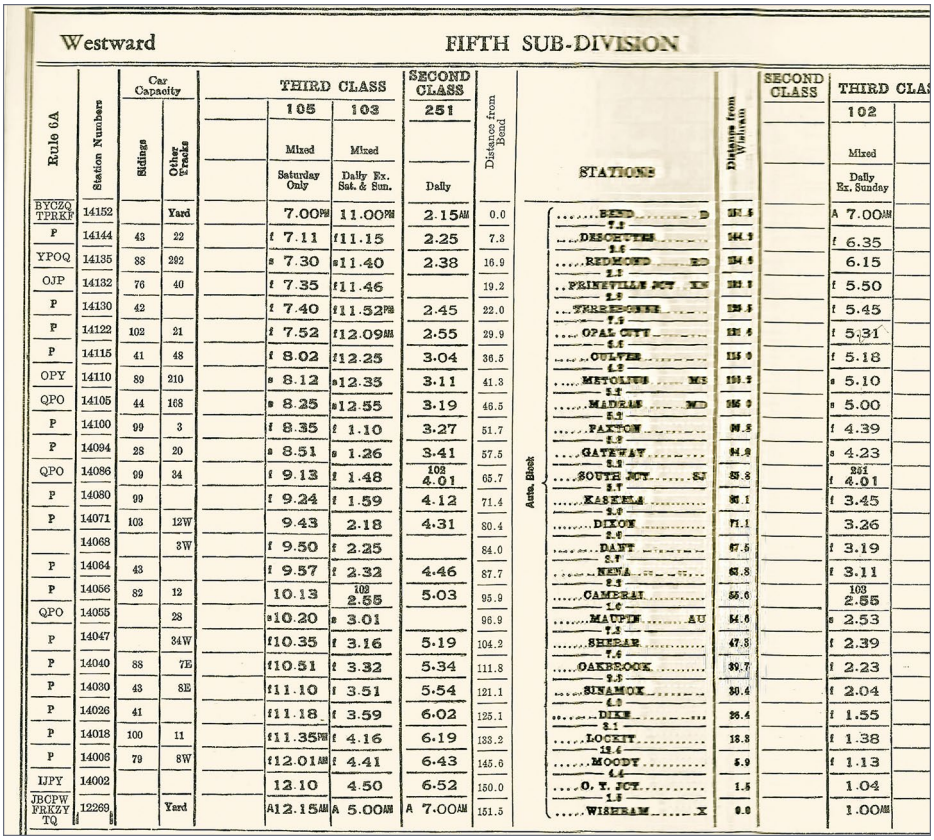
F. S. BARLOW Jr., Superintendent
N. S. WESTERGARD, Vice-Pres. & Genl. Mgr.

12. SP&S Timetable, which includes details for the Oregon Trunk line.

Again, the main reason I would use all these materials is because it's stock I already hav on hand.

For my scenery base, I use Sculptamold precolored with brown paint. Once this layer had dried, I paint the areas to receive ground cover with the same paint and then sift real dirt into the wet paint.

After the paint has dried, I add other ground cover and ballast materials to get a more finished look



Westward — FIFTH SUB-DIVISION

Rule 6A	Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	THIRD CLASS 105 Mixed Saturday Only	THIRD CLASS 103 Mixed Daily Ex. Sat. & Sun.	SECOND CLASS 251 Daily	Distance from Bend	STATIONS	Distance from Wishram	SECOND CLASS	THIRD CLASS 102 Mixed Daily Ex. Sunday
BYCZQ TPREF	14152		Yard	7.00PM	11.00PM	2.15AM	0.0	BEND D	151.5		A 7.00AM
P	14144	43	22	f 7.11	f11.15	2.25	7.3	DESCHUTES	144.2		f 6.35
YPOQ	14135	88	292	s 7.30	s11.40	2.38	16.9	REDMOND RD	134.6		6.15
OJP	14132	76	40	f 7.35	f11.46		19.2	PRINEVILLE JCT RN	131.9		f 5.50
P	14130	42		f 7.40	f11.52PM	2.45	22.0	TERREBONNE	129.5		f 5.45
P	14122	102	21	f 7.52	f12.09AM	2.55	29.9	OPAL CITY	121.6		f 5.31
P	14115	41	48	f 8.02	f12.25	3.04	36.5	CULVER	115.0		f 5.18
OPY	14110	89	210	s 8.12	s12.35	3.11	41.3	METOLIUS MS	110.2		s 5.10
QPO	14105	44	168	s 8.25	s12.55	3.19	46.5	MADRAS MD	105.0		s 5.00
P	14100	99	3	f 8.35	f 1.10	3.27	51.7	PAXTON	99.8		f 4.39
P	14094	28	20	s 8.51	s 1.26	3.41	57.5	GATEWAY	94.0		s 4.23
QPO	14086	99	34	f 9.13	f 1.48	103 4.01	65.7	SOUTH JCT SJ	88.8		251 f 4.01
P	14080	99		f 9.24	f 1.59	4.12	71.4	KASKELA	82.1		f 3.45
P	14071	103	12W	9.43	2.18	4.31	80.4	DIXON	73.1		3.26
	14068		3W	f 9.50	f 2.25		84.0	DANT	67.5		f 3.19
P	14064	43		f 9.57	f 2.32	4.46	87.7	NENA	63.8		f 3.11
P	14056	82	12	10.13	103 2.55	5.03	95.9	CAMERAI	55.6		103 2.55
QPO	14055		28	s10.20	s 3.01		96.9	MAUPIN AU	54.6		s 2.53
P	14047		34W	f10.35	f 3.16	5.19	104.2	SHEPAR	47.8		f 2.39
P	14040	88	7E	f10.51	f 3.32	5.34	111.8	OAKBROOK	39.7		f 2.23
P	14030	43	8E	f11.10	f 3.51	5.54	121.1	SINAMOX	30.4		f 2.04
P	14026	41		f11.18	f 3.59	6.02	125.1	DIKE	26.4		f 1.55
P	14018	100	11	f11.35PM	f 4.16	6.19	133.2	LOCKIT	18.8		f 1.38
P	14006	79	8W	f12.01AM	f 4.41	6.43	145.6	MOODY	5.9		f 1.13
IJPY	14002			12.10	4.50	6.52	150.0	O. W. JCT	1.5		1.04
JBCPW FREZY TQ	12269		Yard	A12.15AM	A 5.00AM	A 7.00AM	151.5	WISHRAM X	0.0		1.00AM

Auto. Block

13. Timetable section showing the Oregon Trunk line from Wishram to Bend.

to the ground and fill in any gaps. As a final finish layer, I add static grass and grass tufts around the module.

I will wire this layout for DCC, and plan to use the Digitrax DCC system I already own. I plan to use 14 AWG for the track bus and accessory bus. For track feeders I like using 20 AWG wire and attaching a feeder to at least every other piece of rail.

Under the layout I plan to use a terminal block with Anderson Power Pole connectors (powerwerx.com) to join the wires to the

other sections of the layout and to the command station. I like using 6 conductor phone wire through the layout to a phone jack for daisy chaining the LocoNet bus as needed.

Remember when I talked about drilling the three holes in the cross supports earlier? Each of the holes allows each electrical system to have its set of holes for routing.

I plan to use the back one for accessories such as lighting or signals, use the middle one for the track power and use the front one for the phone cable LocoNet bus. This makes it easy to access each system and also minimizes interference with the DCC signal.

14. Looking south standing next to the siding switch is a view of the track crossing over the diamond heading towards Tum-A-Lum Lumber.

15. The SP&S RS-3 #65 sits at the Bend roundhouse between assignments in July 1969. It will soon be gathering cars to head towards Wishram with the regular mixed train. This train will work some customers along the route including a few at Redmond. *Photographer unknown, collection of Greg Baker*

As for operation, this module has a lot of potential. I can switch not only the online industries but also block other traffic for off-layout spots. I can also block the outbound cars into UP and SP&S blocks, adding another wrinkle to the mix.

For scenario one, let's say the Bend local rolls into town from the right of the layout with a block of cars for Redmond.The crew can cut the rest of the train clear of the crossing and go to work gathering up traffic for Bend and spotting cars bound for local customers.

16. Another SP&S RS-3, the #94, waits at Bend for its run on the Madras Local in August of 1970. This unit will gather up cars and head towards Madras working customers en route. After working Madras, it will return to Bend with traffic to be added to the through trains. ***Photographer unknown, collection of Greg Baker***

Once finished spotting their cars, they gather up the rest of their train and proceed to the left of the module into staging.

In scenario number two, let's say the Union Pacific has set out a motor (loco) on the track leading to the Co-op. The crew comes on duty and does all their switching, sorting inbound cars that were left by the local and gathering up the pulls to be blocked for the UP.

The motor is then returned to the Co-op track and tied down. With only a few dozen cars and two locomotives, this small section of layout could become an engaging and interesting piece of railroad to switch.

17. The SP&S #96, an RS-3, sits next to the Bend Depot in July 1969. With the arrival of the crew, it will begin its daily work around Bend switching customers and blocking traffic from the Madras Local and the Oregon Trunk mixed train. *Photographer unknown, collection of Greg Baker*

Click here for reader comments

18. P&S caboose 885 sits in Klamath Falls, OR in June of 1970. These cabooses were very common on the Oregon Trunk and one like was assigned to the Madras Local. *W.L. Hammond photograph, collection of Greg Baker*

19. Union Pacific GP9 110 sits on the track heading to Tum-A-Lum Lumber waiting on the UP crew to begin its switching duties. In the background is the Carnation plant which received cars of feed. *James C. Herold photograph, collection of Greg Baker*

20. UP GP9 126, set out of local switching work, sits just north of the Redomnd depot waiting for the returning UP local to take it back to The Dalles. Along with picking up the engine, traffic for the UP will be taken to The Dalles. *W.L. Hammond photograph, collection of Greg Baker*

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21. Tum-A-Lum Lumber used this warehouse to unload and store building supplies for their retail store.

22. Another view of the Tum-A-Lum Lumber building, with the track leading to the diamond. Behind the building is where the coal was unloaded.

BILL OF MATERIALS

BENCHWORK

3 /4" birch plywood: $45.00
1" foam, 4x8 sheet: $17.00
Heavy-duty wall brackets (4): $10.00 each
1/8" hardwood 4x8 sheet: $15.00
SUBTOTAL: $117.00

ELECTRICAL

Anderson Power Pole 30 amp connectors: $6.00
Red 14 AWG stranded wire 25 ft: $7.00
Black 14 AWG stranded wire 25 ft: $7.00
Red 24 AWG Stranded wire 25ft: $4.00
Black 24 AWG Stranded wire 25ft: $4.00
White 14 AWG stranded wire 25 ft: $7.00
Blue 14 AWG stranded wire 25 ft: $7.00
Digitrax Loconet Cable Maker Kit: $45.00
Wall jack 6 conductor RJ12 (2): $4.00 each
6 position barrier strips (2): $4.00 each
SUBTOTAL: $103.00

TRACK

HO scale cork 3' section (6): $1.60 each
N Scale cork 3' section (4): $0.99 each
Micro Engineering code 83 flex track 18': $36.25
Micro Engineering rail 99': $ 66.00

Walthers #8 turnout LH (3): @$35.00 each
Walthers #8 turnout RH (2): @$35.00 each
Micro Engineering #6 turnout (2): @$23.00 each
Central Valley branchline tie strip: $10.00
Micro Engineering Code 83 joiners: $7.50
Tortoise switch machines (7): @$21.95 each
SUBTOTAL: $403.00

SCENERY

Flat brown paint (1 pint): $10.00
Rustoleum Camouflage Brown: $5.00
Sculptamold (3lbs bag): $8.00
Highball Products dark gray ballast, N scale: $10.00
Evergreen .030 styrene sheet: $7.00
Static grass: $ 40.00
Misc other materials :$100.00
SUBTOTAL: $180.00

STRUCTURES

All buildings would be scratchbuilt, budget would be estimates
Depot: $150.00
Hoedecker Potato: $75.00
Jefferson Potato: $25.00
Carnation: $75.00
Tum-a-lum: $75.00
Shed: $25.00
SUBTOTAL: $425.00

Bill of materials *Continued...*

DETAILS

Trainorder signal: $100.00

Power lines: $40.00

Signs: $20.00

Misc: $100.00

SUBTOTAL: $260.00

GRAND TOTAL: $1488.00 ▪ ☑

Greg Baker

Greg has been "seriously" model railroading for the past 15 years, but as long as he can remember, he has always been fascinated by trains. His main interests are the railroads of Central Oregon with the focus of the SP&S along the Oregon Trunk and the City of Prineville Railway.

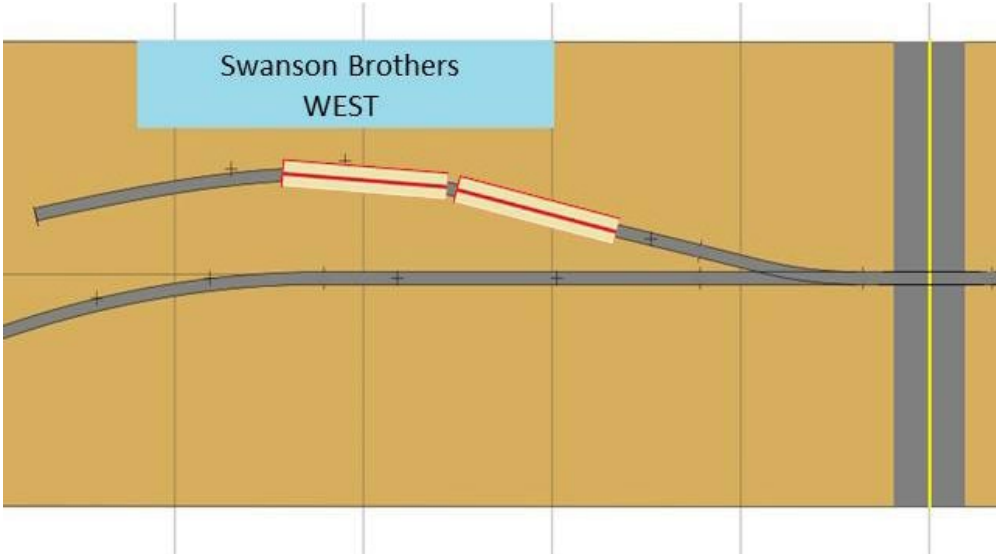
He currently resides in Idaho with his wife and son as he continues his career in railroading. ▪

Noti switching puzzle:

No runaround, no problem

BY GREG BAKER

Can you solve it ...?



1. Scenario setup: Here's the starting setup for this switching puzzle.

YOU ARE WORKING A WESTBOUND TRAIN heading to Coos Bay with instructions to spot 3 empty cars at the Swanson Brother Sawmill located in Noti, Oregon. As you arrive at the location you notice a facing point switch (the movement is facing the switch points [4]) and a trailing point switch (the movement can back into the switch [3]).

The mill has called for three cars, two empties at the West mill and one empty at the East mill. There are also three loaded cars that you will need to picked up and take with you. The moves

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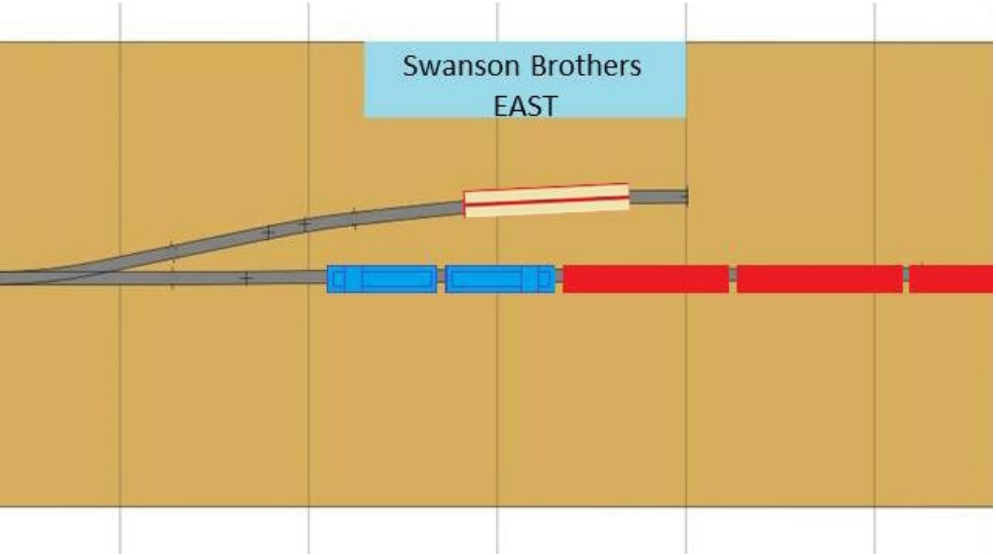
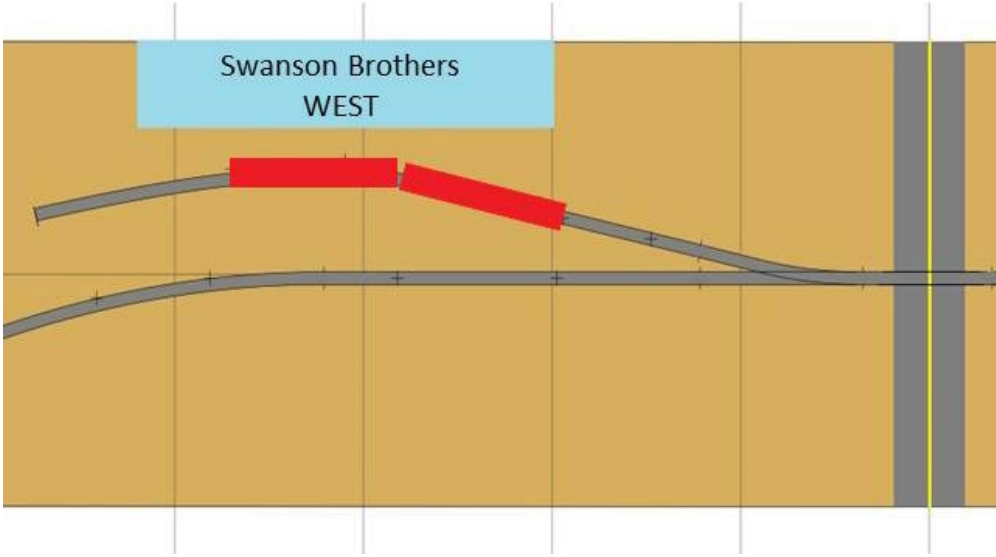


into the trailing point switch are simple enough but here comes the tricky part, there is no runaround.

So how do you spot and pull the cars from the West mill? You could grab the cars and shove them up to Vaughn and hope that the runaround up there is clear, but what if it is not?

If the track was downhill towards the main you could drop them, but of course it is not. You could wait to get them on the return trip from Coos Bay, but the mill really needs these cars today. So now what?



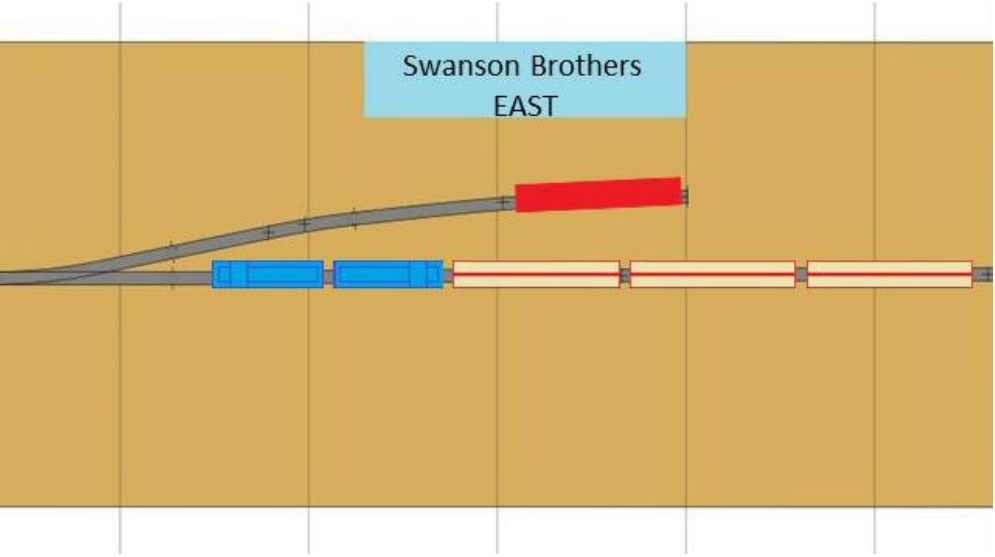
2. Ending position: Here's how things should look once you're done.

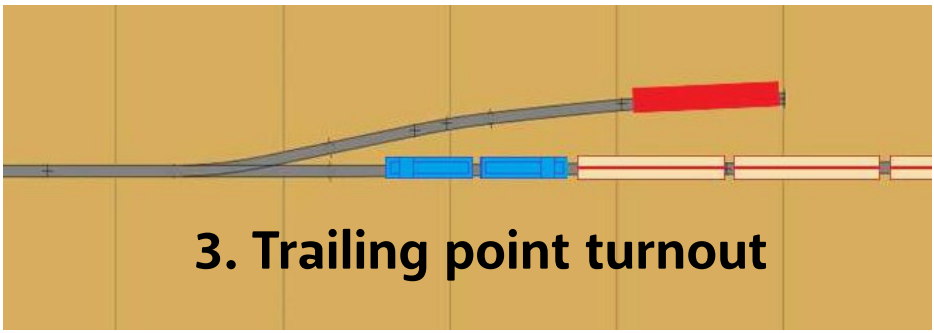
I got all the cars spotted and picked up back on the mainline in 22 moves, how about you?

Not sure where to start? Here is a hint: Remember you have *two* locomotives ...

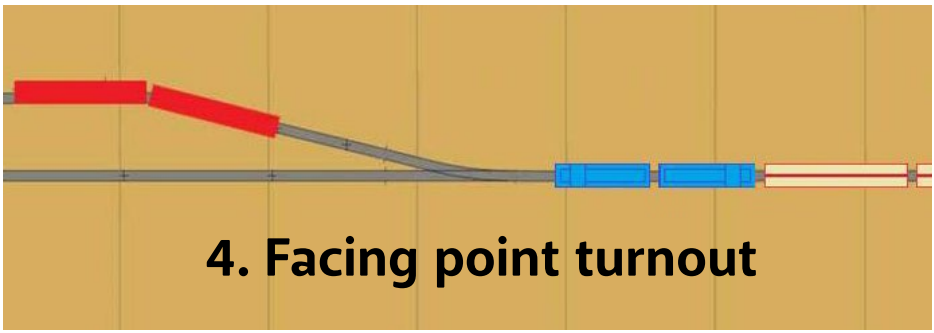
Good Luck! ☑

You can get the answer to this switching puzzle in the free subscriber bonus extras.





3. Trailing point turnout



4. Facing point turnout

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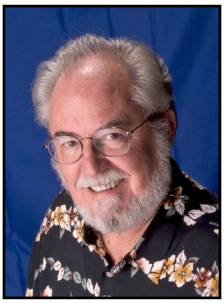


JULY NEWS column

Richard Bale *and* Jeff Shultz

Click here for reader comments

James John Eager 1959 - 2016

James Eager died of cancer June 3, 2016, in Lakeland, FL. He was 57 years old. James had been an active railroad hobbyist since his boyhood days in Springfield, MA when he and his brother received Tyco train sets for Christmas. The interest in trains led to a father and sons layout in the basement and eventually a Boy Scout merit badge in Railroading.

Throughout his adult life, James remained active in scouting and model trains. He became an Eagle Scout, with Bronze Palm, in 1974 and received a Silver Beaver Award earlier this year from the Florida Gulf Ridge Council. For the past eight years, James taught at the Merit Badge Academy where he instructed scouts and other scout leaders on achieving the

Railroading merit badge, for which he was named to the national review team.

James was a member of the H.B. Plant Railroad Historical Society, home of the Mineral Valley Railroad. He had an affection for all trains, but his favorite railroad was the Illinois Central. He wrote five articles for *Model Railroad Hobbyist* magazine, including a two-part article on modeling the IC's City of Miami (*MRH* July and August 2013). His article on earning a Railroading merit badge appeared in the March 2014 issue of *MRH*. Other articles by James Eager appeared in this magazine in September and November 2015.

James' professional career was in the field of information technology. He worked as a programmer and database administrator for several major firms including FedEx, AT&T, Phoenix Insurance and Walt Disney Corporation. He served his country in the U.S. Navy. James Eager is survived by Judy Eager, his wife of 35 years; his father, a sister, and two brothers …

Chuck Yungkurth

An open memorial service celebrating the life of Chuck Yungkurth will be held from 10 am to noon on July 13, 2016, at the Colorado Railroad Museum, 17155 W. 44th Avenue, Golden, CO 80403. Family members have extended a welcome to all railroad and model railroad enthusiasts in the area. For information about Mr. Yungkurth see the June 2016 edition of *Model Railroad Hobbyist* …

BEST and Motrak

As reported here last month Motrak Models has completed the acquisition of kits from Bollinger Edgerly Scale Trains (BEST). The purchase did not involve the extensive assortment of details castings or line of shingles which BEST will continue to make available

to hobbyists. For additional information visit besttrains.com or motrakmodelsusa.com.

CLUB CARS

The **Chicago & North Western Historical Society** is marking the 40th anniversary of America's Bicentennial with the sale of an HO scale model of CNW hopper car No. 135799. Although it has faded over the past 40 years, the real No. 135799 still proudly wears its Bicentennial paint scheme. The HO scale model was produced for the society by ExactRail. The ready-to-run model features individual wire grab irons, Kadee No. 158 couplers, and trucks with 36-inch metal wheelsets. A coal load is included with the model. For ordering information visit cnwhs.org.

The **Crescent City Model Railroad Club** in Metairie (New Orleans), Louisiana is celebrating its 60th anniversary in 2016 with this Accurail 50' HO scale boxcar decorated for the Crescent Lines. The car commemorates the club's founding in March, 1956. Ordering information can be found at ccmrc.com/8-news/28-taking-orders-for-the-ccmrc-crescent-lines-60th-anniversary-club-car.

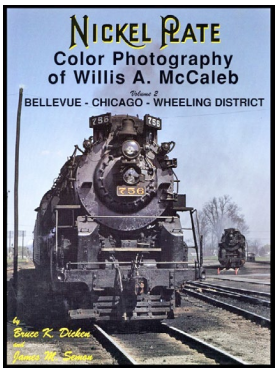
The Erie Lackawanna Historical Society is selling an HO scale Kadee PS-1 40-foot boxcar with five-panel 7-foot wide doors. The HO scale ready-to-run model has patch paint that accurately represents a group of cars EL leased from the Buffalo Creek Railway. Three roadnumbers are available: 85814, 85817 and 85842. For additional information including ordering instructions visit erielackhs.org/index.php/modelsshop/freight-cars.

NEW PRODUCTS FOR MULTIPLE SCALES

Doctor Ben has added Timberline Green to its line of weathering stains. The new stain is available individually as well as in Weathering Stain Set #2. For additional details including ordering information visit debenllc.com.

Model Tech Studios has added several new action figures to its collection of HO and O scale logging camp lumberjacks. The High Climber or Tree Topper (above left) includes the figure, one-man saw, an axe, and rope. The Bucker (above right) is cutting a felled trees with his powered drag saw. Additional new figures include

men cutting down a tree while operating a two-man chain saw. All of the figures come painted ready to be placed in a scene. For additional information visit modeltechstudios.com.

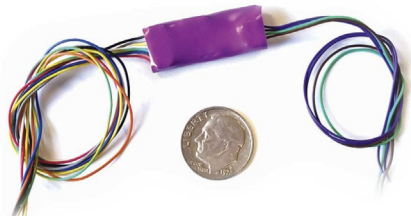


Morning Sun has released several new hardback books that feature extensive collections of color photographs. New titles available now include *The Nickel Plate Color Photography of Willis McCaleb, Akron, Canton & Youngstown and Akron & Barberton Belt; Alaska - Decades of Transition, Algoma Central, Amtrak Power, and New York Central Power.* Morning Sun has also digital versions of 30 previously published paper books. Each of the new eBooks feature from 250 to 350 full-screen images. For additional information visit morningsunbooks.com.

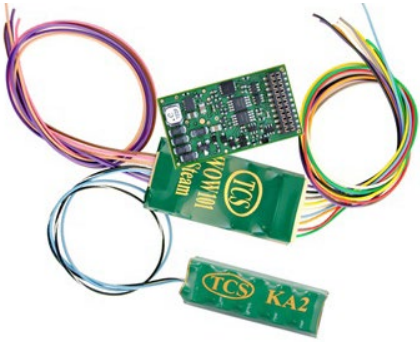
Scale Dimensions is selling HO and O scale reference charts. Each four page plastic coated chart contains common tap and drill sizes for machine screws from 0000-160 to 7/16", rough and finished scale lumber sizes, common brass shapes, piano wire and wire gauges, handy ratios, rail weights, rail gauges, and rough clearances, as well as inch and scale rulers on the edges. The chart also contains human and auto silhouettes. To purchase, search ebay.com for "Scale Builders Chart". A video demo can be seen on YouTube at youtu.be/iWQpuG99Tq4.

Showcase Miniatures has posted an article on painting brick buildings on their website. Authored by Raul Perez, the

step-by-step article follows techniques originated by the late Bob Ross. The article can be viewed at showcaseminiatures.net/track-side_talk/Painting-Brick-Buildings---a-Tribute-to-Bob-Ross-Post-by-Raul-Perez.html.



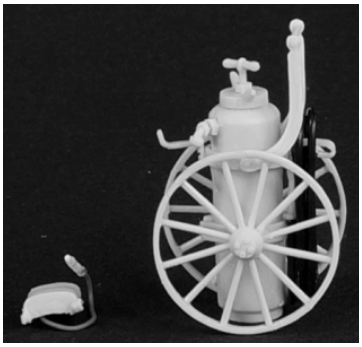
SoundTraxx has introduced a new generation of digital sound decoders. Identified as the TSU-1100, the new decoders measure 27mm x 10.5mm x 5mm. They are intended primarily for HO and N scale locomotives. Features include an adjustable reverb, an adjustable equalizer, more than 50 individual sounds, and over 20 Hyperlight lighting effects. The TSU-1100 is available in six versions for various locomotive types. They include a steam locomotive, an electric locomotive, and four specific diesels: GE, EMD, Alco and Fairbanks Morse. For additional information including a video and sound samples go to soundtraxx.com.



TCS-Train Control Systems is now shipping Version 4 of its WOWSteam decoder with a New Calibrated Proto Chuff (pat pend) feature. This feature adjusts the chuff and other sounds based on how hard the locomotive is working and can be calibrated to the individual locomotive. Chuff sounds can also be adjusted with a press of a function key. The decoder also includes many new CD quality sounds and functions, including new chuff sets, whistles, bells, air

compressors, rod clanks and improved braking sounds. Engine control includes selectable power braking and both switching and mainline momentum. For more details, including ordering information, visit tcsdcc.com.

O SCALE PRODUCT NEWS

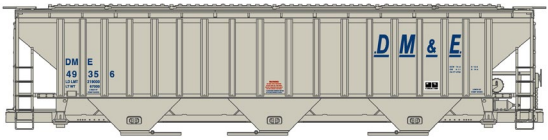


The Aspen Modeling Company continues to expand its line of O scale detail parts and figures. Two of the latest additions are a wheeled fire apparatus and a man with a hand saw (the board and sawhorse are not included). For more information visit theaspenmodeling-company.com.

Atlas O has included another run of its 42-foot coil steel car in its fourth quarter production schedule. New road names will be Elgin, Joliet & Eastern; Norfolk Southern, and Union Pacific. New road numbers will be available for cars decorated for Bethlehem Steel, US Steel, and CSX. Four steel coils are included with each car. Additional coils may be purchased separately.

A 36-foot wood refrigerator car is included on Atlas O's fourth quarter production schedule. New decorating schemes for the O scale ready-to-run model include Armour, Baum's Better Beef, Krey's, and Wilson Car Lines. Dubuque and Swift Refrigerator Line will be rerun with new road numbers. Both 2-rail and 3-rail versions are available for all Atlas O models. For more information contact a dealer or visit atlaso.com.

HO SCALE PRODUCT NEWS



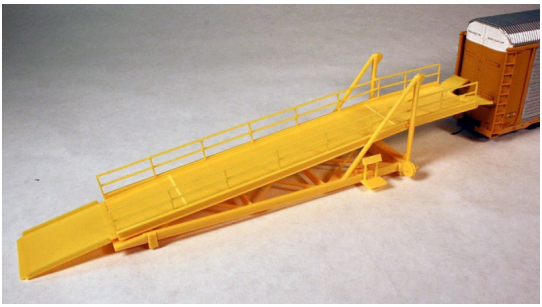
New kits released by **Accurail** for HO scale freight cars include a Pullman-Standard 4750 cu. ft. covered grain hopper decorated for Dakota, Minnesota & Eastern.

This Chicago Great Western 41-foot AAR steel gondola is available from Accurail in a three-pack of HO kits.

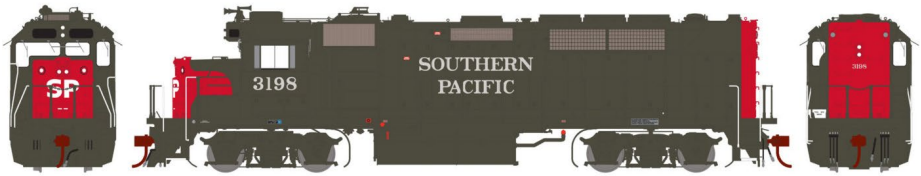
Accurail is selling an HO scale kit for a 40-foot wood stock car with steel underframe decorated for Southern Pacific.

Also new from Accurail is this Toronto, Hamilton & Buffalo 70-ton triple bay hopper with offset sides.

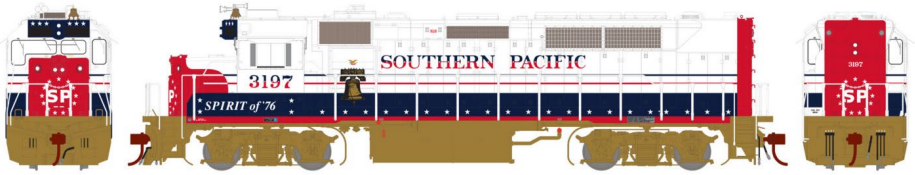
This steam era 40-foot Northern Pacific wood reefer is available as a kit from Accurail. All Accurail kits come with appropriate trucks and Accumate knuckle couplers. For additional information contact a dealer or visit accurail.com.



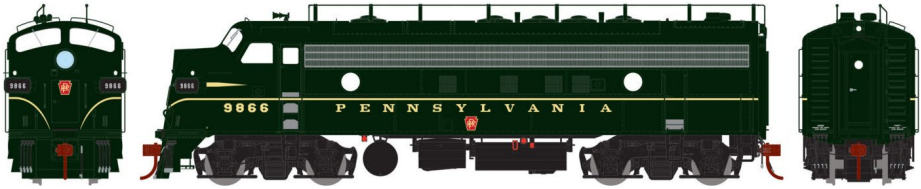
A-Line Division of ProtoPower West is selling a kit for an HO scale auto loader that can be positioned to match the various deck heights of auto carriers. The end ramps are also movable. The components of the kit are molded in yellow styrene. For additional information visit ppw-aline.com.



Athearn's production schedule for next April includes a GP40P-2 four-axle passenger road switcher decorated for Southern Pacific. Flared radiator grilles are a distinctive feature of the 3000 hp units.



The Genesis series model will be available in SP's standard gray and red scheme as well as the red, white and blue bicentennial livery.



Also due next spring is another release of Genesis FP7 A units decorated for Pennsylvania (with roof antenna), Northern Pacific (with snowplow pilot), Chesapeake & Ohio, and Burlington Northern.

A group of HO scale Genesis series SD70ACe diesels are included in the April 2017 release. Road names will be Kansas City Southern, Canadian National (blue and grey scheme), and Norfolk Southern (Horsehead scheme).

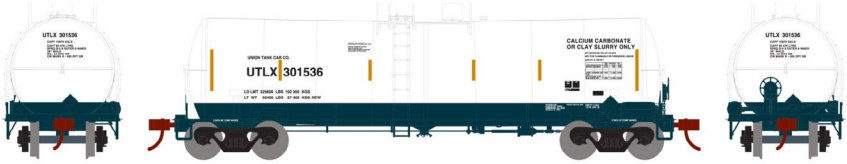
The SD70ACe will also be available in three Union Pacific heritage schemes: UP/Chicago & North Western, UP/Southern Pacific, and UP/Denver & Rio Grande Western. A UP/George Bush scheme is also in the release. Norfolk Southern heritage

schemes will be available for NS/New York Central, NS/Wabash, and NS/Lackawanna.

Athearn HO scale Ready-to-Roll models due for release next April include a 40-foot 10-panel boxcar with 6-foot Youngstown corrugated steel doors. The ubiquitous post-WWII car will be available in 16 decorating schemes including Wabash, Lehigh & New England (black body scheme), Lehigh Valley, Michigan Central, Baltimore & Ohio, Northern Pacific, Seaboard Air Line, Soo Line, West India Fruit & Steamship, Southern Pacific (silver with black ends), and Union Pacific. The release includes five Santa Fe schemes with slogans for the Chief, Super Chief, El Capitan, Grand Canyon, and Scout. All will have ATSF's straight line system map on the reverse side.

A 2893 cu. ft. PS-2 triple-bay covered hopper is also due in April. Features include round roof hatches, photo-etched metal roof walk, and individual wire grab irons. Road names will be

Grand Trunk Western, Illinois Central Gulf, Norfolk & Western, Reynolds Metals, International Minerals & Chemical, Wabash, and CIL-Monon.



This HO scale UTLX 44-foot clay slurry tank car will be included in the April release. Three numbers will be available for Engelhard Corporation, H.C. Spinks, Union Tank, OMYA Limestone Slurry, J.M. Huber, and Dry Branch Kaolin. Athearn's Ready-to-Roll model will have photo-etched metal end platforms and walkways, and wire grab irons.

In the vehicle department, Athearn's April schedule includes the release of a Ford F-850 with rubber tires, clear window glazing, outriggers and a positionable boom. Decorating schemes will be Burlington Northern, Baltimore & Ohio, Chicago & North Western, Nickel Plate, Penn Central, and Southern Pacific.

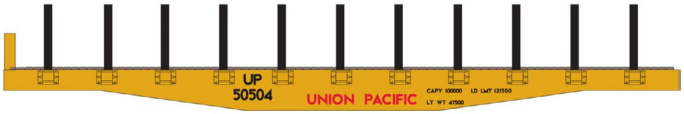
A two-pack of 48-foot container chassis is also due to be released next spring. Road names will be CSX, Genstar, Trac Leasing, Transamerica, Burlington Northern, and Southern Pacific. The rubber-tired model is designed to handle 48-foot containers.

New Athearn-Roundhouse products available this month include EMD F7A and dummy F7B units decorated in Santa Fe's iconic warbonnet scheme. The economy-priced HO scale ready-to-run models are available for DC operation only.

Also just released is a Roundhouse ACF 5250 cu. ft. four-bay covered hopper car. In addition to the SHPX-Firestone scheme shown here, the HO scale ready-to-run model comes decorated for Archer Daniels Midland and General American Transportation.

Roundhouse models scheduled for release in April 2017 include this 50-foot X-post high-cube boxcar. Road names will be Burlington Northern, BNSF, Canadian American Railway, Canadian National, CNW, GATX, International Bridge & Terminal-Boise Cascade, Norfolk Southern, Union Pacific, and CSX as shown here with a Big Blue slogan.

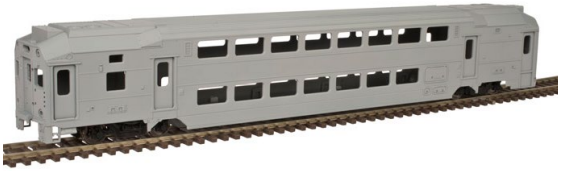
Completing the production schedule for next April is a Roundhouse 40-foot flat car with removable stakes. Road names will be Spokane, Portland & Seattle; Burlington Northern,



Canadian National, CP Rail, New York Central, Pennsylvania Railroad, Southern Pacific, Northern Pacific, and Union Pacific. For additional information on all Athearn and Athearn/Roundhouse products contact a dealer of visit athearn.com.

Atlas Model Railroad Company is developing HO scale versions of the Bombardier ALP-45DP locomotive and multi-level commuter passenger cars. The dual powered prototype locomotive can operate as a conventional diesel electric locomotive or draw power from an overhead electric wire.

Here is an early look at a pre-production sample of Atlas's ALP-45DP locomotive. Both DC (DCC ready) and full DCC versions of the HO scale model will be released.



The 85-foot multi-level passenger equipment includes a cab car, trailer, and trailer with

a toilet. Atlas will offer all three variations. The initial release of the ALP-45DP and multi-level passenger cars is planned for the fourth quarter of this year. The models will be decorated for NJ Transit. Future releases include MARC (Maryland) and AMT (Montreal's Agence Métropolitaine de Transport). To facilitate smooth operation of these and other long cars, Atlas will also release Code 83 True-Track with 22-inch radius curves later this year.

A 36-foot wood refrigerator car is included on Atlas' fourth quarter production schedule. New decorating schemes for the HO scale ready-to-run model include Schwarzchild & Sulzberger, Guggenheim Brothers, Kahn's, Libby's, Mid-West Catsup, and Wescott & Winks.

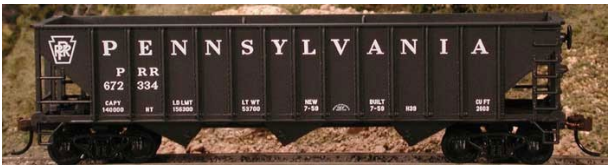
Atlas' projected fourth quarter release includes an HO scale Alco S-2 diesel locomotive. Both DC (DCC ready) and DCC decoder equipped versions of the Master series model will be available decorated for Baltimore & Ohio, Staten Island, CB&Q-Burlington, Chicago & North Western, Fonda Johnstown & Gloversville, Penn Central, Soo Line, and Southern Pacific.

Another run of HO scale 42-foot coil steel cars with deep fish-belly side sills is also listed Atlas' fourth quarter production schedule. New road numbers will be available

for Bethlehem Steel, CSX, and US Steel. New road names include Elgin, Joliet & Eastern; Canadian Pacific, Indiana Harbor Belt, Norfolk Southern, Union Pacific, Wisconsin Central, and Conrail-CoilSHIELD. Four steel coils are included with each car. Additional coils may be purchased separately. For additional information on all Atlas products contact a dealer or visit atlasrr.com.

Bachmann is selling a GP38-2 diesel decorated for Norfolk Southern, Santa Fe, CSX, Alaska Railroad and Canadian Pacific. The HO scale ready-to-run model comes with Bachmann's Sound Value SoundTraxx sound package that includes prime mover, three air horns, and bell in polyphonic 16-bit sound. For additional information on all Bachmann products visit bachmanntrains.com.

Broadway Limited Imports plans to have this Pennsylvania steam locomotive ready for release this fall. The HO scale model of PRR's class L1s 2-8-2 will be available in both pre-1946 and post-WWII versions. Detroit Toledo & Ironton and Lehigh & New England versions will also be available. All models will feature BLI's Paragon3 Sound and operating system. For additional information contact a dealer or visit broadway-limited.com.



Bowser is selling a 70-ton 12-panel triple–bay hopper car in multiple road names and numbers. In addition to the Pennsylvania Railroad class H-39 version shown above, the ready-to-run model is also available decorated for PRR (early class H-39), Canadian National, Erie Lackawanna, and Norfolk Southern.

Conrail versions include a Conrail (patch), Conrail (black, ex- EL), and Conrail (green PC patch). Also available are Southern Railway, Pittsburgh & Lake Erie, and Denver & Rio Grande Western.

For additional information on all Bowser products contact a dealer or visit bowser-trains.com.

Chooch Enterprises is selling flexible sheets of textured coal that can be used to make realistic loads for any size open freight car or steam locomotive tender. Small, medium, and large sized

coal is available in 3.75 x 12-inch sheets. A video demonstrating how to make a custom sized load can be viewed at choochenterprises.com/video8700.html. For additonal information on Chooch products contact a dealer or visit choochenterprises.com.

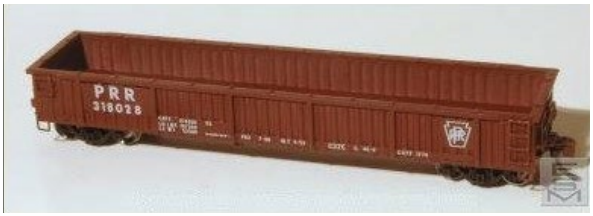
Con-Cor International has introduced a series of 54-foot steel gondolas that comes with a load of used railroad ties. Each road name of the HO scale models is available with either a full load (above) or half load (below) of nicely detailed cast resin ties. The ready-to-run models are equipped with Kadee-compatible knuckle couplers and metal wheelsets.

Road names scheduled for release this month are TTX, Union Pacific, Amtrak (orange), Herzog (Black), Herzog (Oxide red), Pennsylvania, Milwaukee Road, and Canadian National. For additional information contact a dealer or visit con-cor.com.

East Coast Railroads is selling an HO scale 36-foot three-window wood caboose. The model follows a prototype originally built for Seaboard

Air Line Railway by the Magor and ACF. Features of the ready-to-run model include factory installed grab irons, Vulcan caboose trucks with elliptic springs, and body-mounted knuckle couplers. The model is available in multiple road numbers for Seaboard Air Line, Aberdeen & Rockfish, Norfolk Southern, and Durham & Southern.

East Coast Railroads is also selling a steel Norfolk Southern steel caboose. The HO scale ready-to-run model has clear window inserts, separately applied side railings, and Accumate knuckle couplers. For additional information visit eastcoastrailroads.com.



Eastern Seaboard Models is scheduled to release a kit for a Pennsylvania Railroad class G32C gondola early this month. The HO scale kit is based on a 50-foot steel prototype with vertical side corrugations as built by Altoona Works. There have been some production delays but the kits should be available by mid-July. For additional information visit esmc.com.

The latest kit from **Fos Scale Models** is Cookson Soap Co., an HO scale background structure with an overall depth of just two inches. The craftsman-style kit features laser-cut clapboard and scribed siding, rolled and corrugated roofing, metal and plastic details, and injection molded plastic windows. Color signs and

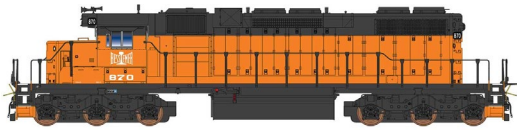
detailed assembly instructions are also included.

Also new from Fos Scale Models is Grove Woodcrafters, a small wood shop with a 3 x 3.5-inch footprint. The HO scale craftsman-style kit includes laser-cut clapboard walls, metal and plastic detail parts, laser-cut roof shingles, color signage and detailed assembly instructions. The figure and exterior details shown in the illustrations are not included. For additional information visit fosscale-models.com .

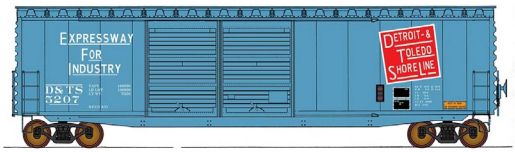
Imperial Hobby Productions is selling a non-powered HO scale display model of a Kawasaki single-end light rail vehicle. The model features an injection-molded plastic body, roof details, dummy four-spring pole, frame, truck, wheel and underbody details, tinted plastic window inserts and headlight lens.

Detail kits and power options are also available. Three SEPTA (Southeastern Pennsylvania Transportation Authority) paint schemes are available representing prototype equipment from 1982 to the present.

Silverliner V MU cars are the next HO scale commuter/transit project under development at IHP. No release date has been announced but this test shot of the body shell indicates the project is well underway. For additional information on all IHP products go to ihphobby.tripod.com/hopages/hoselrvpage.html.

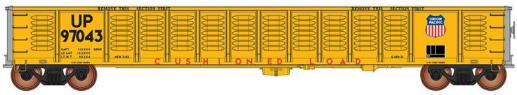


InterMountain Railway is taking reservations for a new HO SD38-2 diesel locomotive scheduled for release late this winter. EMD built 81 of the 2,000 hp units during the 1970s. InterMountain's new HO scale model will feature road specific details, wire grab irons, etched metal details, and Kadee couplers. In addition to the Bessemer & Lake Erie version shown here, the HO scale ready-to-run model will be available for Elgin, Joliet & Eastern; Duluth, Missabe & Iron Range; Louisville & Nashville, Chicago & North Western, Frisco, Chicago & Illinois Midland, Yankeetown Dock Corporation, Southern Pacific, and Iowa Interstate.



Also due next January or February are 50-foot PS-1 boxcars with double doors and cushion underframes.

Road names for the HO scale ready-to-run model will be Detroit & Toledo Shore Line; Akron, Canton & Youngstown; Norfolk & Western, Southern Railway, Western Maryland, and Union Pacific. An undecorated kit will also be available.



InterMountain is booking dealer reservations through the end of this month for a new 52-foot 6-inch steel gondola with corrugated sides. Delivery of the HO scale Value Line model is scheduled for early next year. Road names will be Union Pacific (two schemes), Missouri Pacific/Union Pacific, Missouri Pacific (buzz saw scheme), Missouri Pacific (eagle scheme), Norfolk Southern, Ferromex, and Burlington Northern.

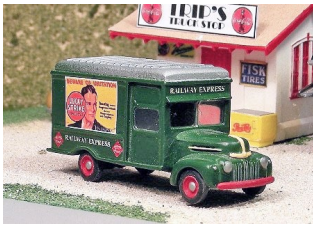
InterMountain has HO scale versions of Santa Fe class Bx-37 AAR modified 10-foot 6-inch boxcars with seven different SF route slogans. In addition to the San Francisco Chief scheme shown here, the ready-to-run model is also available decorated for Texas Chief, El Capitan, Scout, Super Chief, Grand Canyon, and Chief. The opposite side of each car displays the Santa Fe system map. For additional information on all InterMountain products contact a dealer or visit intermountain-railway.com.

MOLOCO is selling a 50-foot RBL Sill 1 insulated boxcars with 10-foot 6-inch offset doors. The HO scale ready-to-run model replicates a series of insulated boxcars built by General American Corporation in the early 1960s. Notable features include an

overhanging Stanray roof, Stanray RS-4 welded ends, cushioned underframe with extended draft gear coupler boxes, offset doors with wide locking rods, and rubber air hoses.

In addition to the Wabash and Milwaukee Road cars shown here, road names in this release include Conrail (1987 repaint), Rock Island (1979 repaint), and Missouri Pacific.

Expected soon from MOLOCO is a 50-foot Plate B RBL boxcar with 9-foot plug doors as built by PCF between 1959 and 1964. Road names on the HO scale model will include Southern Pacific and SSW-Cotton Belt. For more information about all MOLOCO products visit molo-cotrains.com.



Sylvan Scale Models has introduced several new resin kits for HO scale vehicles including this 1942-47 Ford Railway Express truck.

The 1942-47 Ford truck is also available as a cab and chassis (right), and with a stake body.

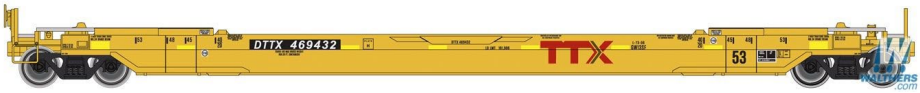
In addition to the four-door sedan shown here, this 1934 Chevrolet is available as a two-door sedan and as a three window and five window coupe. For additional information about Sylvan kits visit sylvanscalemodels.com.

Coming this month from **Walthers** is a Proto series 54-foot 23,000 gallon Funnel-Flow tank car. The HO scale model is based on a prototype developed by Union Tank Car Company. Special features of the ready-to-run model include etched metal walkways and end platforms, individual grab irons, brake train pipe and brake rigging, and 36-inch metal wheelsets.

A group of 40-foot steel boxcars is also expected this month from Walthers. The HO scale Mainline series model is based on a 1944 AAR car equipped with Youngstown corrugated steel doors. Road names will be Elgin, Joliet & Eastern; Baltimore & Ohio, Central Railroad of New Jersey, Chesapeake & Ohio, Southern Pacific, and Minneapolis & St. Louis.

This Walthers camp site is scheduled for release this month.

The HO scale SceneMaster item includes two Airstream-style trailers with propane tanks, camp stools, campfire, wooden booth, fence, three fir trees, and National Park signs. The figures shown are not included.



Gunderson 53-foot rebuilt well-cars are scheduled for release this coming September. The HO scale Proto series models will be available for TTX/DTTX (new logo) and FEC (small hurricane logo). The all-purpose cars will handle containers ranging from 20- to 53-feet long. Features include a heavy die-cast metal body, etched metal see-through walkways, and appropriate trucks with 33-inch wheelsets.

Walthers plans to release its Proto series EMD F7 diesel unit next December. The release includes both A and A-B sets. Road names will be Union Pacific, Burlington Northern, Canadian National, and Chesapeake & Ohio. In announcing the release, Walthers said numerous road-specific details would be available for each road name.

Also set for release next December is a group of ACF 70-foot heavyweight baggage cars with an arch roof. In addition to the Denver & Rio Grande Western scheme shown here, road names for the

Walthers Proto series ready-to-run cars will be Baltimore & Ohio, Illinois Central, Southern Pacific, and Union Pacific. Features include factory installed grab irons and six-wheel trucks with turned metal wheelsets.

Walthers plans to complete a new run of Mainline series SD60M diesel locomotives in March of next year. Road names on the HO scale ready-to-run model will be BNSF, Burlington Northern, Conrail, CSX, Norfolk Southern, and Union Pacific. Both DC (DCC ready) and DCC units with a SoundTraxx sound decoder will be available. For more information on all Walthers products contact a dealer of visit walthers.com.

Woodland Scenics is selling an HO scale ready-to-install theater that features interior lighting and a lighted marquee. The lights are compatible with the Woodland Scenics Just Plug® lighting system. The theater offers an ornate façade with tall arched windows, gilded kick plates on the front doors, a decorative tile front and carved wood trim. Special window treatments and decals are included. The sides and rear wall show weathered stucco over brick construction. The structure is 5.125-inches tall and has a footprint of 4.16 x 5.125-inches.

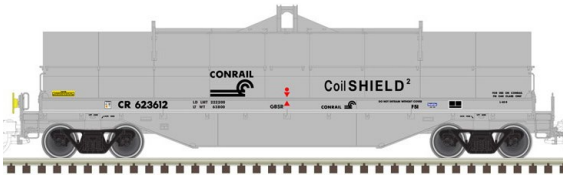
Coming this fall from Woodland Scenics is a Just Plug lighting system for 12 HO scale vehicles. The vehicles will have a driver and working headlights and tail lights. The preliminary announcement notes that the vehicles will add light to a scene without the need for electrical knowledge, soldiering or wiring. For additional information contact a dealer or visit woodlandscenics.com.

N SCALE PRODUCT NEWS

Athearn plans to deliver N scale PS-2 2893 cu. ft. triple-bay covered hopper cars in April 2017. Road names for the ready-to-run model include Illinois Central Gulf, Grand Trunk Western, CIL-Monon, Norfolk & Western, Reynolds Metals, International Minerals & Chemical Corporation, and Wabash.

Next April's production schedule includes a group of N scale F89 bi-level autorack cars. Road names for the 89-foot 6-inch open rack cars will be Seaboard Air Line, Louisville & Nashville, Northern Pacific, Rock Island, Southern Railway, and Southern Pacific. For additional information on all Athearn products contact a dealer or visit athearn.com.

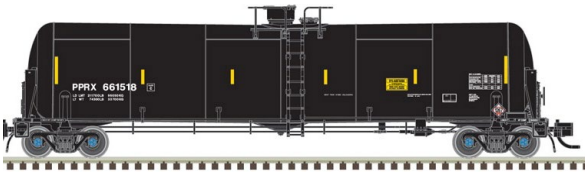
Atlas expects to release an N scale Alco S-2 diesel locomotive during the fourth quarter of this year. Both DC (DCC ready) and DCC decoder equipped versions of the Master series model will be available decorated for Baltimore & Ohio, Staten Island, Delaware & Hudson, Penn Central, Seaboard Air Line, Soo Line, Southern Pacific, and CB&Q-Burlington.



Atlas' fourth-quarter schedule includes N scale 42-foot coil steel cars with deep fishbelly side sills. New road numbers will be Bethlehem Steel, CSX, and US Steel. New road names include Elgin, Joliet & Eastern; Canadian Pacific, Indiana Harbor Belt, Norfolk Southern, Union Pacific, Wisconsin Central, and Conrail-CoilSHIELD.

A Trainman series 40-foot plug-door boxcar is also scheduled for release by Atlas late this year. Road names on the N scale ready-to-run model will be CP Rail, American Colloid, American Refrigerator Transit, Finlay Premium, and Fruit Growers Express.

Atlas is working to complete a project launched by BLMA last year for a Trinity 31,000 gallon crude oil tank car. The N scale model will be available late this year in 24 numbers each for PPRX (Phillips



Petroleum) and STAX (Stauffer Chemical). The model will be equipped with BLMA 100-ton ASF Ride Control trucks with 36-inch metal wheelset. For additional information on all Atlas products contact a dealer or visit atlasrr.com.

Bachmann has released a group of N scale passenger cars with fluted sides. Available now is an 85-foot observation car and an 85-foot coach, both with lighted interior. Also available is a 72-foot baggage car. The ready-to-run models have an aluminum finish and are decorated for Santa Fe, Pennsylvania, and Baltimore & Ohio. Unlettered versions are also available. The ready-to-run models have full skirts and are equipped with trucks with metal wheels and Bachmann's E-Z Mate Mark II couplers. For additional information contact a dealer or visit bachmanntrains.com.

Broadway Limited Imports is ready to release several N scale versions of Alco PA and PB diesel locomotives later this month. The powered A units will have Paragon2 Sound. B units will be unpowered. Features include separately applied grab irons, steps, and ladders; operating sprung diaphragms, golden white LED headlights, a traction

tire, and Micro Trains couplers. A minimum radius of 9.75-inches is recommended for reliable operation. In addition to the Southern Pacific Daylight scheme shown here, the ready-to-run model will be available decorated for Santa Fe (warbonnet), Denver & Rio Grande Western (California Zephyr), Pennsylvania Railroad, Union Pacific, Erie, Missouri Pacific (Eagle scheme), and SSW Cotton Belt (Daylight scheme). For additional information contact a dealer or visit broadway-limited.com.

InterMountain Railway is booking dealer reservations through the end of this month for a new 52-foot 6-inch steel gondola with corrugated sides. Delivery of the N scale Value Line model is scheduled for early next year. Road names will be Union Pacific (two schemes), Missouri Pacific/Union Pacific, Missouri Pacific (buzz saw scheme), Missouri Pacific (eagle scheme), Norfolk Southern, Ferromex, and Burlington Northern. For more information on all InterMountain products contact a dealer or visit intermountain-railway.com.

KatoUSA has introduced an N scale starter set for an Amtrak Intercity Express. Identified as Kato item 106-6285, the four-unit set features a General Electric P42 Genesis diesel locomotive in Amtrak Phase Vb paint scheme (above).

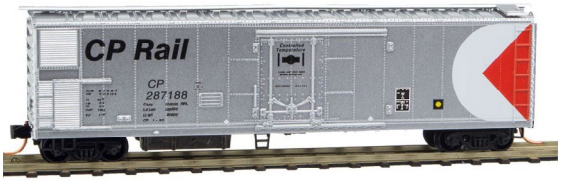
Completing the set are two Amfleet II coaches (above) and a Viewliner sleeper (below). The three passenger cars are decorated in Amtrak's Phase VI scheme.

For additional information on all Kato products contact a dealer or visit katousa.com.

New ready-to-run N scale models released by **Micro-Trains Line** include this Canadian National heavyweight parlor car named Gatineau.

Also new is Atchison Topeka & Santa Fe's heavyweight business car Chico. Both new passenger cars ride on six-wheel trucks.

New N scale freight cars from Micro-Trains include this Union Pacific 40-foot boxcar with a combined plug and sliding doors. The model has full height ladders and running board. It is available in two road numbers.



Micro-Trains has released this 51-foot CP Rail mechanical reefer in the road's Pac Man paint scheme. The ready-to-run model is equipped with Barber roller bearing trucks and is available in two road numbers.

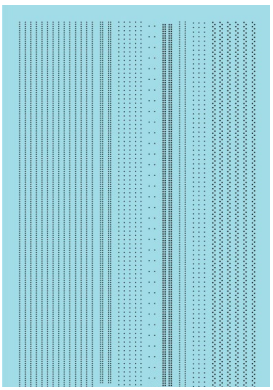
This N scale Atlanta & St. Andrews 50-foot rib-side boxcar comes with a Youngstown sliding door.

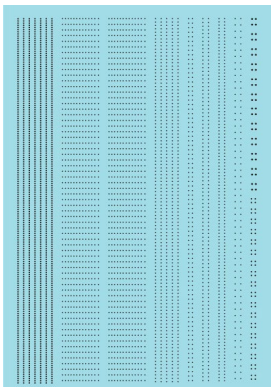
Completing Micro-Trains list of new N scale models is this Norfolk & Western 100-ton triple-bay rib-side coal hopper. The ready-to-run model is decorated in a patriotic paint scheme applied during the nation's Bicentennial. The car comes with a heaped coal load. For more information on Micro-Trains Line models contact a dealer or visit micro-trains.com.

Woodland Scenics is expanding its Just Plug lighting system to include 12 N scale vehicles. Scheduled for release this fall, the vehicles will come with a driver and working

headlights and tail lights. According to the preliminary product announcement the vehicles will add light to a scene without the need for electrical knowledge, soldiering or wiring. The JustPlug lighting system is currently available for structures and street lights. For additional information contact a dealer or visit woodlandscenics.com.

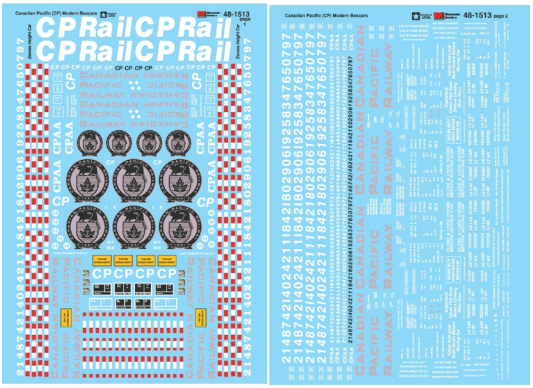
NEW DECALS, SIGNS AND FINISHING PRODUCTS





Here's a look at the 3D rivet patterns for heavyweight steel cars Archer Transfers released last month. The surface detail rivets include horizontal rows found along the top, waist and bottom of the steel sides. The unique patterns for splices found on and around letterboards, belt rails and windows are also included. Vertical rows are included for rivet patterns adjacent to windows, door openings and car ends. The rivet patterns were researched for Archer by noted passenger car modelers Tom Madden and Larry King. The 3D heavyweight rivet decals are available for N, HO, S, and O scale. For additional details including ordering information visit archertransfers.com. An introductory video about 3D surface detail decals can be viewed at youtube.com/watch?v=aptnvFeEqio.

Microscale has N, HO and O scale decal sets for decorating a variety of Canadian Pacific modern boxcars both with and



without the Beaver Herald. The sets will handle cars built to both Plate B and Plate C clearances. For additional information contact a dealer or visit microscale.com.

Tichy Train Group has released decal sets for several classes of Pacific Fruit Express reefers. Although designed specifically for Tichy's well-regarded line of PFE reefer kits, the decals are suitable for accurately decorating cars other brands as well. Available now from Tichy are decal sets for PFE class R30-9 cars (item #9024), PFE class R40-2 (#9324), PFE class R40-4 (#9424), PFE-Western Pacific (#9224), and WP Ice Service (#9224). The decals are available for N, HO, S, and O scales. The decal sets are sold individually and in packs of six like sets. For additional information contact a dealer or visit tichytraingroup.com.

SEND US YOUR PRODUCT ANNOUNCEMENTS

If you are a hobby manufacturer with a product announcement, just **click here** and submit your announcement to us. Our web site and free magazine reach continues to grow, so get on board this new media train! ■

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Briefly noted at press time ...

Microscale Industries has released an HO scale decal set for Union Pacific ES44AC diesel locomotives that includes the American flag, Pink Ribbon art and 5,000th GEVO logo ...

Rapido Trains has announced plans to produce a fully detailed HO scale "New Look" city bus as manufactured by GMC between 1959 and 1986. We'll have full details and illustrations in the August edition of MRH ...

Tangent Scale Models is producing the HO scale 2016 NMRA National Convention Car. It is a PS4000 covered hopper decorated for the Monon, aka the Chicago, Indianapolis & Louisville Railroad. The ready-to-run model will be available in two road numbers. The car comes with a placard and decal set for those who want to add NMRA 2016 Indianapolis Convention graphics to the side of the car. Additional Information can be found at tangentscalemodels.com/nmra-national-convention-2016-tangent-convention-car ...

Tichy Train Group has acquired Jerry Glow Decals. According to Don Tichy the materials are being organized and will be released over the next six months. Eventually the complete line will be available in N, HO, S, O and G scales. Tichy is expanding its existing assortment of decals and is also offering custom printed decals produced from customer artwork. For more information visit tichytraingroup.com ...

SELECTED EVENTS

July 2016

(Please note that many events charge a fee. Check individual info website for details.)

ARIZONA, PHOENIX, July 23, Cactus Summer Swap Meet hosted by Grand Canyon Model Railroaders, at North Phoenix Baptist Church, 5757 North Central Avenue. Info at gcmrr.org.

CALIFORNIA, McCLELLAN, July 13-17, National Summer Steamup, small gauge live steam locomotive meet at Lions Gate Hotel. Info at summersteamup.com.

CALIFORNIA, SANTA CLARA, July 4-10, 32nd Annual National Garden Railway Convention, at Santa Clara Convention Center adjacent to Hyatt Regency Santa Clara (headquarters hotel), 5101 Great America Parkway. Info at ngrc2016.org.

INDIANA, INDIANAPOLIS, July 3-10, NMRA National Convention. HQ at Westin Hotel, 50 South Capitol Avenue. Info at nmra2016.org.

INDIANA, INDIANAPOLIS, July 8-10, NMRA National Train Show, at Indiana Convention Center,100 South Capitol Avenue. Info at nationaltrainshow.org.

MARYLAND, TIMONIUM, July 9-10, Great Scale Model Train & Railroad Collectors Shows at Maryland State Fair, 2200 York Road. Info at gsmts.com.

LOUSIANA, METAIRIE, July 16, Summer Open House, at Crescent City Model Railroad Club, 601 North Lester Avenue. Info at mrhmag.com/node/26522.

PENNSYLVANIA, PENNSDALE, July 16, 3rd Annual Lycoming Summer Train Meet, at Pennsdale Civic Center, 261 Village Road. Info at facebook.com/Lycoming-Summer-Train-Meet-686526574799623.

August 2016

CALIFORNIA, TEHACHAPI, August 13-14, Tehachapi Train Show sponsored by Tehachapi Loop Model Railroad Club, at Tehachapi Valley Parks and Recreation West Park Gymnasium, 410 West D Street. Info at tlrc.club/model-train-shows.

FLORIDA, THE VILLAGES, August 20-21, Summer Train Expo, at Savannah Center. Info at villagerailclubs.blogspot.com.

ILLINOIS, COLLINSVILLE (metro St. Louis), August 12-13, 10th Annual St. Louis Railroad Prototype Modeler's Meet, hosted by John Golden, Lonnie Bathurst, Dave Roeder, and Dan Kohlberg. Co-sponsored by NMRA Gateway Division, at Gateway Convention Center. Info at home.mindspring.com/~icg/rpm/stl-rpm.htm. (Note new website.)

INDIANA, MERRILLVILLE, Aug 11-14, Steel Mill Modelers SIG Meet, at Hilton Garden Inn, 7775 Mississippi Street. Membership in SMMSIG is required to attend. Info at smmsig.org.

OHIO, MARION, August 13, Summerail 2016, annual railroad themed multimedia exhibition jointly sponsored by Marion Union Station Association, Cincinnati Railroad Club and Miami Valley Railfans. Info at summerail.com.

PENNSYLVANIA, ALTOONA, August 20, 12th Annual N-Scale Weekend, at Jaffa Shrine Center, at Broad Avenue and 22nd Street. n-scaleweekend.com.

Future 2016, by location

CANADA. BRITISH COLUMBIA, VANCOUVER, November 5-6, 34th Vancouver Train Expo, at PNE Forum, 2901 East Hastings Street. Info at vancouvertrainexpo.ca.

CANADA, QUEBEC, MONTREAL, September 24-25, Montreal Model Train Exposition, at Sun Youth Organization Centre, 4251 St. Urbain Street. Info at montrealmodeltrainexposition.com.

CANADA, ONTARIO, BRAMPTON, October 1-2, Model Railway Show, at Brampton Fair Grounds, 12942 Heart Lake Road. Info at bramptonmodelrailwayshow.com.

CALIFORNIA, CULVER CITY, September 21-24, NMRA Pacific Southwest Region LA Junction Convention, at Double Tree Hotel LA Westside, 6161 West Centinela Avenue. Info at psrconvention.org/lajunction/index.html.

CALIFORNIA, LOS ANGELES, September 25, Self-guided tour of area layouts. Info at groups.yahoo.com/neo/groups/Model_Railroads_Of_Southern_California/info.

CALIFORNIA, SAN PEDRO, October 15-16, Open House & Swap Meet, sponsored by Belmont Shore Railroad Club, at 3601 South Gaffey Street, Building 824. Info at belmontshorerr.com.

MAINE, AUGUSTA, Sept. 7-10, 36th National Narrow Gauge Convention. Info at nngc2016.org.

ILLINOIS, CHICAGO, October 1-2, Brass Expo, a juried show limited to pre-submitted items including brass models and items relevant to brass models. At The Westin Hotel (Chicago North Shore), 601 N. Milwaukee Ave. Wheeling, IL 60090. Info at brassexpo.com.

ILLINOIS, LISLE, October 20-22, RPM Chicagoland (formerly Naperville RPM), hosted by Mike Skibbe, at Sheraton Hotel. Info at rpmconference.com.

INDIANA, INDIANAPOLIS, September 22-24, 48th National O Convention, at Wyndham Indianapolis West Hotel, 2544 Executive Drive. Info available at indyoscalenational.com.

MISSOURI, JEFFERSON CITY, October 6-9, Missouri Pacific Historical Society Annual Meeting, includes modeling clinics and swap meet. Info at mopac.org/annual-convention/110-2016-jefferson-city-mo.

NORTH CAROLINA, DURHAM, October 20-23, Mid-Eastern Region Fall Convention, sponsored by NMRA Carolina Piedmont Division, at Marriott at Research Triangle Park, 4700 Guardian Drive. Info at mer2016.org.

TEXAS, FOREST HILL, October 8-9, Texas Western Train Show, at Forest Hill Civic Center, 6901 Wichita Street. Info at twmrc.org.

VIRGINIA, VIRGINIA BEACH, October 8-9, 27th Annual Train Show & Sale, at Virginia Beach Convention Center, 1000 19th Street, sponsored by Tidewater Division Model Railroaders. Info at nmra-mer-tidewater.org.

VIRGINIA, FREDERICKSBURG, September 30-October 1, Mid-Atlantic Prototype Modelers Meet, at Wingate by Wyndham Hotel, 20 Sanford Drive. Info at marpm.org.

WISCONSIN, WEST ALLIS, November 12-13, Trainfest Model Railroad Show, at the Wisconsin Expo Center. Additional info at trainfest.com.

Future 2017, and beyond by location

AUSTRALIA, VICTORIA, GEELONG, April 14-16, 2017, 13th Annual Australian Narrow Gauge Convention. Info at austnarrowgaugeconvention.com.

COLORADO, DENVER, August 30-September 2, 2017, National Narrow Gauge Convention, at Marriott Denver Tech Center Hotel. Information at 37nngc.com.

FLORIDA, ORLANDO, July 30-Aug 5, 2017, NMRA National Convention. nmra2017orlando.org.

MISSOURI, KANSAS CITY, August 5-12, 2018, NMRA National Convention. kc2018.org. ■

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REVERSE RUNNING

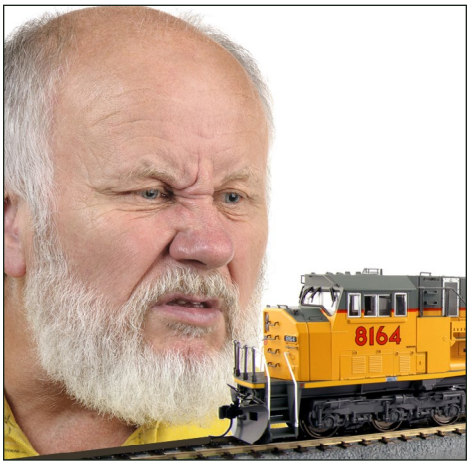
commentary

Joe Fugate

Click here for reader comments

Disdain for modern era railroading

It's not uncommon for modelers to post on the MRH forum their disdain for modern era railroading.



Typically, the comments go something like this, "I am not at all interested in modeling the modern era. It's all just double-stacks and run-through trains. Talk about boring!"

But is this really anything new - modelers not liking the latest-and-greatest in prototype railroading?

I say it's nothing new at all. One notable case-in-point comes from the 1950s when famed modeler John Allen was doing magazine ad photos on his well known Gorre & Daphetid.

John made some waves with his "hanging of the diesel salesman" ad. In the 1950s, diesels represented the latest-and-greatest in

STEPPING OUTSIDE THE BOX WITH A CONTRARY VIEW

prototype railroading, and John clearly disliked them. John Allen was known for his clever humor, as this ad demonstrates!

I suspect John was not alone in his assessment of modern prototype railroading, and there was a lot of sympathy in the ranks for John's ad putting down modeling the modern era on your layout.

So nope – disdain for modern prototype railroading is nothing new – it goes back at least a good 50-60 years in the hobby.

But is modern day railroading really boring? Just ask any prototype railroader who is also a modeler and they can provide lots of stories about interesting modern railroading. One such person is Jim Lincoln, one of the MRH podcast hosts.

Jim is a prototype railroader who is also a modeler. He often talks about modern railroading challenges on our podcast. His stories are anything but boring!

I suspect the real problem isn't that modern railroading is boring, it is in not knowing anything about modern railroading practices and modern railroading equipment. These days, there are many shortlines and branchlines that would make fascinating model railroads.

Don Hanley, now MRH Assistant Editor, did a nice "prototype you could model" article for us way back in the March and April 2012 issues of MRH: Modeling the present day Nevada-California-Oregon railway. Studying this line in Google Maps is fascinating!

This line has not one but two, count them: *two* model-railroad-like turnback loops. The industries served by this branch also have some track arrangements that could keep you switching for hours.

Lance Mindheim, in Modeling the modern era (May/Jun 2010 MRH), gives good reasons for ditching transition era modeling and modeling the modern era instead. Is this kind of thinking heresy?

No, it's not. Don't be so quick to discount modern railroading. Learn more about it and you might be surprised! ☑

DERAILMENTS

VERY EARLY STEAM TRAIN SPOOF

Buster Keaton set this film "Our Hospitality" in the 1830s so he could indulge his passion for trains by creating a working model of Stephenson's Rocket, an early locomotive. You will be amazed at some of the stunts Buster is able to pull off successfully with this very early train design!

▶ BIZARRE FACTS AND HUMOR (SUPPOSEDLY)

We think it's full

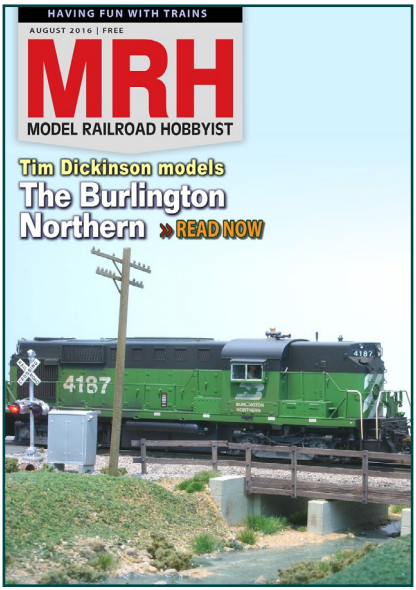
Photo posted recently on the MRH website. To read the comments thread, click here. ■

Original photo copyright Todd M. and posted on Railpictures.net.

Get paid ...

If you're the first to submit a bit of good humor or bizarre facts and we use it, it's worth $25! Just send to derailments@mrhmag.com ■

Coming next issue ...

- Tim Dickinson and his prototype-based Burlington Northern
- N scale coal hoppers
- Making photographic backdrops
- Double crossover wiring
- Another one-module challenge layout design
- And lots, *lots* more!

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