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August 2013

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MRH-Aug 2013



Model Railroad Hobbyist magazine™

Front Cover: Thomas Garbelotti, aka *Scarpia* on the MRH website, created this Eastern US scene. Follow his adventure in building these trees to upgrade the scenes on his layout.

ISSN 2152-7423

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Don Hanley, Assistant Editor

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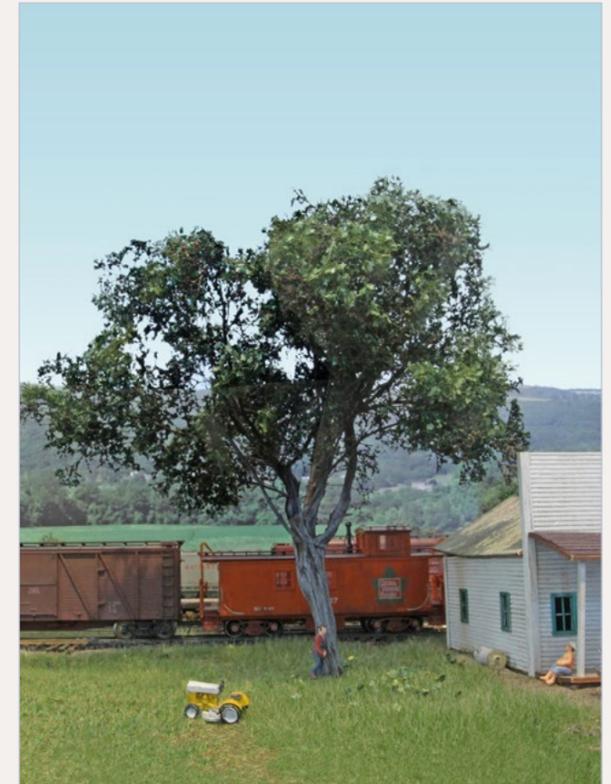
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Charlie Comstock, Contributing editor

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Issue password: Aug2013

Cover and MRH masthead



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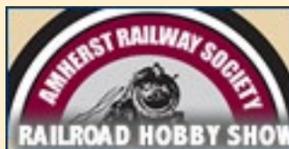
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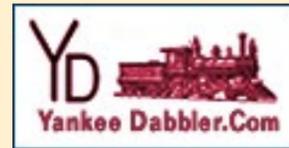
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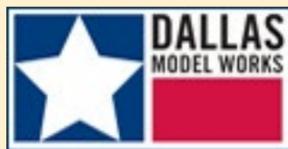
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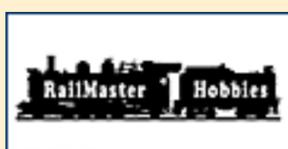
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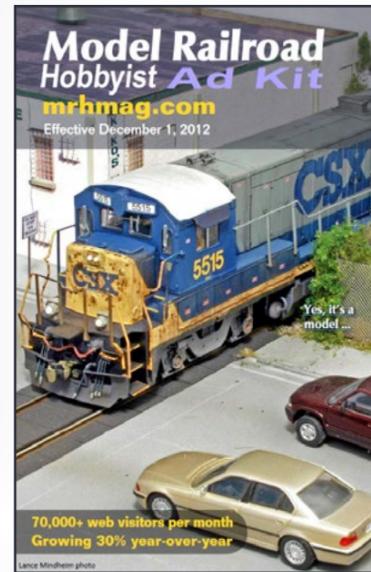


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Tool Shed on using Triangles

By Jack Burgess



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Build some superb foreground trees

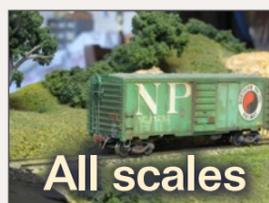
by Thomas Garbelotti



Yes, it's a model

MRH's monthly modeling photo feature

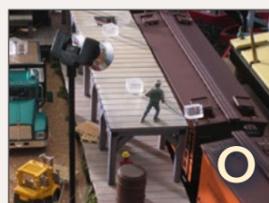
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How to weather a boxcar

Use artist's pencils for finer control

By Roger Ball



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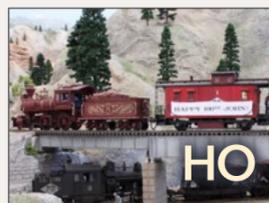
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N Scale Passenger Car Relunch



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The Layout Room

What makes a great space for your layout



Assistant Editor's thoughts
by Don Hanley



I must confess it has been at least seven years since I had an operating layout. That however is about to change. I have spent the last few months designing and planning a switching layout using space I have available along one side of my garage.

Now I know that a garage is not the most desirable location for a layout, but this is what I have available. The layout will have to share space with the family auto as well as my wood-working equipment. These requirements do not preclude me from having a nice space for the layout. I have spent the past several months upgrading the garage to make it comfortable for both the layout and woodworking.

Having had the privilege of visiting and operating on numerous layouts over the years, I took time to reflect on those that I liked the most. What I realized was that these weren't necessarily the most detailed or elaborate layouts; nor were they the layouts that were finished or had great scenery. The layouts that I remember best are the ones where the owner had taken the time to prepare the room and it complemented the layout.



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So while it's subjective as to what makes a nice area or room to house the layout, here is my list:

1. The room complements the layout. By that I mean that non-layout walls and areas are painted in such a way that the colors complement the layout fascia and valance. Photos and memorabilia are neatly framed and displayed to enhance the layout, not distract from it.

2. The layout room is clean and neat. I understand that it takes a bit more work while the layout is under construction, but it can be done. The old adage "everything has a place, and everything in its place" applies. I find it much more enjoyable working on a project when I can easily find the tools that I need. Having to take time to search for a needed tool or part is frustrating to me.

3. There is ample storage for supplies that does not distract from the layout. Some



of the layouts I visited had the storage on open shelves under the layout, some behind curtains or doors. The key is that it was neatly organized or out of sight.

4. The room is well lit. Some of the layouts had lighting that was behind a valance with the aisleways in the shadows. This had the effect of drawing me into the world of the layout and minimized non-layout areas.

5. The floors are either tiled, carpeted, or if concrete they were painted. I don't know why, but bare concrete seems to generate a very fine dust that gets over everything.

I know that once we have successfully negotiated an area for the layout our first impulse is to start putting up the benchwork. After all, as model railroaders we want to see our equipment running as soon as possible. Our imagination can fill in a lot of the gaps that are there with only the benchwork up. I have been there, done it, have the T-shirt.

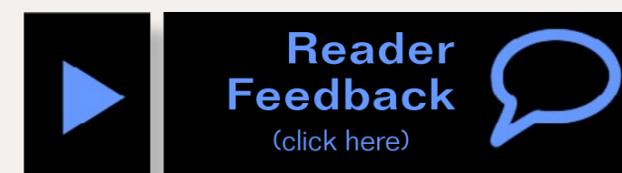
Harking back to my days as a project manager on heavy highway projects, the underground work such as pipes, bridge foundations, etc. is completed first. In our hobby, the room is the underground part of the construction. I believe it's important to take the time to prepare the room first. Think about it. Do you really want to be a contortionist working over a finely-detailed portion of the layout to install ceiling tiles, paint, or add the extra lighting that the room needs?

Before you start on your layout room take time to think about rooms that you find inviting and that make you feel comfortable. Aspects of those areas are what you need to incorporate into your layout room. Resist the urge to begin on the benchwork. Begin by completing all of those areas that will be inaccessible or hard to reach after the benchwork is up. (See Charlie Comstock's Up the Creek column May 2013 – mrhpub.com/2013-05-may/land/#/22/zoomed)

What do you do if your layout is up and running but there are areas of the room that need work? Begin by assessing what you don't like and what is needed to bring up the room to the standards that you desire.

Make plans on how you will do the remodeling and protect the layout at the same time. Most likely you will need to work in smaller areas at a time so that you can control the amount of construction related mess. It won't necessarily be easy, but with a bit of ingenuity you should be able to do it.

Finally, I believe that as model railroad hobbyists we need to share our hobby with others; non-model railroaders as well as fellow model railroaders. Where would you prefer taking your guests, to a nice room that complements the layout, or to a dungeon?



MRH's second annual

Start the hobby for \$500 contest



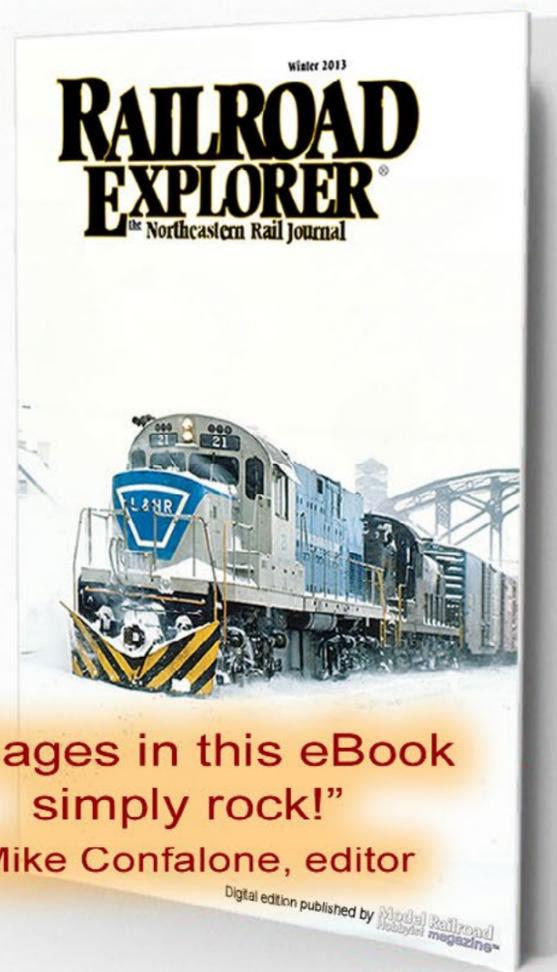
- You have a \$500 total budget.
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- Assume advanced tools like a table saw, router, or lathe are NOT available.
- Must design an operating layout or module (continuous running optional).
- Include a shopping list not exceeding \$500 - must cover benchwork, roadbed, track, wiring, control system, rolling stock, locos, structures, and scenery.
- Common items listed for sale on the web like eBay or Yahoo train yard sale okay.
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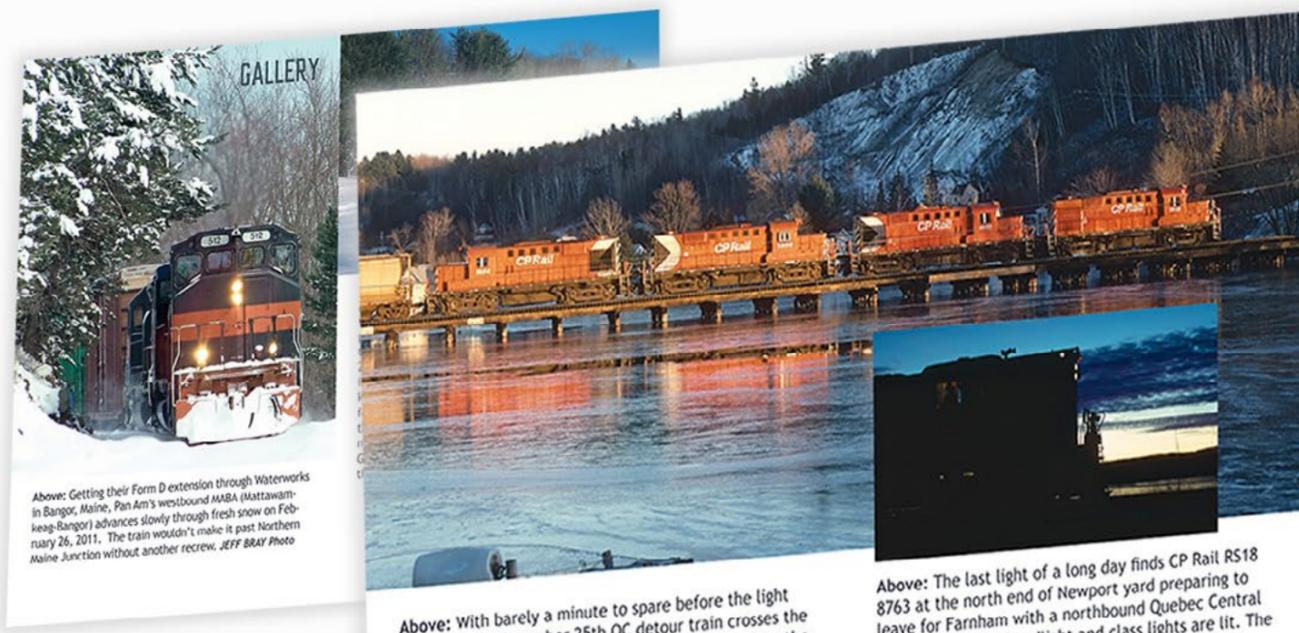
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Above: Getting their Form D extension through Waterworks in Bangor, Maine, Pan Am's westbound MABA (Mattawamkeag-Bangor) advances slowly through fresh snow on February 26, 2011. The train wouldn't make it past Northern Maine Junction without another recrew. JEFF BRAY Photo

Above: With barely a minute to spare before the next light, the November 25th QC detour train crosses the bridge over the river as the train approaches to the north.

Above: The last light of a long day finds CP Rail RS18 8763 at the north end of Newport yard preparing to leave for Farnham with a northbound Quebec Central train. The headlight and class lights are lit. The train is getting happy.



Notes from the MRH STAFF

TrainMasters-TV! MRH trinkets poll, Asking modeling questions, Subscribing to MRH mag, and more ...



TrainMasters-TV coming this fall from MRH

Ever watch streaming video over the internet on Netflix? If so, you know how convenient and cool it is to get online, pick something and be watching it in a few moments.



And if you have a smartphone or tablet, you can be watching this video when you're on the go and want to watch something interesting. Very fun!

What if there was a kind of Netflix for trains, both model railroading and the prototype? That's where [TrainMasters-TV](#) comes in.

We're excited about this major new offering from Model Railroad Hobbyist. We're going all-out with a studio, equipment, and skilled staffing.

The Executive Producer of TrainMasters-TV, Barry Silverthorn, is an experienced TV and PBS video producer – along with being a passionate model railroader!



July 2012 MRH Ratings

The five top-rated articles in the [July 2013](#) issue of MRH are:

- 4.6 Derailments
- 4.4 Publisher's musings - Modeling to your passion
- 4.4 What's neat - Meet Dave Davis
- 4.4 Modeling the City of Miami, part 1
- 4.4 Tar paper and other roofing methods

- Issue overall: 4.7

Tell us you want more (or less) by rating the articles!

Click the reader feedback button on each article's feedback page and select the star rating you think the article deserves.

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For about the cost of a sandwich [see sandwich promo], each month TrainMasters-TV will bring you more than an hour's worth of entertaining and informative video that will help you build a better layout.

Each monthly TrainMasters lineup will tour innovative layouts, include hands-on demos from experienced clinicians, profile hobby manufacturers, and visit museums or hobby expos.

We're looking to bring you innovative new techniques from modelers who really know their stuff, and we'll be featuring some of the most passionate personalities in the hobby so you can really see what makes them tick.

TrainMasters-TV will have minimal advertising, so you subscribe to it monthly like you do Netflix. While TrainMasters-TV may have part of its content produced by the MRH staff, we want to get the focus off MRH and onto those making a difference in this great hobby of ours.

True to our name, we want the focus to be the HOBBYIST and what's special about their approach to the hobby. We want to help you get to know these modelers so that what you learn can make your own pursuit of the hobby as satisfying and rewarding as possible.

So watch for it – [TrainMasters-TV](#) – coming your way this fall. If you'd like to keep tabs on how this project is progressing, become a regular visitor on our TrainMasters Facebook page: facebook.com/TrainMastersTV.

Take the MRH trinkets poll!

We've received many questions about MRH promotional items like t-shirts, golf shirts, and coffee mugs, so we've decided to see if there's truly an interest among our readers for these items.

Please visit the poll link (mrhmag.com/trinkets-poll) and let us know your opinion. If there's enough interest, we may pursue making these available for sale.

Asking modeling questions

It seems like every week someone sends one of the staff a modeling question like "what's the best brand of turnouts" or "which is better for bonding ballast, white glue or matte medium?" Sometimes the questions get very specific, like "What was the mix of rolling stock on the 1952 Clinchfield?"

While the MRH staff may be able to offer advice on some of these questions, you often may not get the most in-depth answer from us, even if we know the answer.

A better option is to post your questions on the MRH website. Instead of 10 already overloaded MRH Staffers who maybe know the answer, the MRH forums (model-railroad-hobbyist.com/forum) get thousands of visitors every day who quite

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likely have exactly the answer you seek, with as many details as you care to get.

To post a question on our forums, you need to be a subscriber and you need to log in. We do that to eliminate anonymous trash posts from hackers and spambots.

So how do you subscribe? Let's talk about that next.

Becoming an MRH Subscriber

Subscribing is free and takes just a moment. Let's walk through how to subscribe, so you can start posting questions on our site!

1. Go to mrhmag.com/user/register

Note: If you're already a subscriber and currently logged in, this link just goes to your profile.

2. Fill out the form with your desired user name. You can use your real name like "jack-taylor" or chose a railroady handle like "hoggerhead". It needs to be unique, however. With almost 30,000 subscribers, a lot of the more common handles may be taken. If your name isn't unique, the field will turn *red* when you click the subscribe button.

3. Provide an email address so we can contact you. We do keep you informed each week with magazine download links, hobby product announcements, and links to some of the most interesting hints, tips, and posts to our site. To make sure you spelled your email right, we ask you to type it twice. We share your email with *no one*. If you're already subscribed, this field will turn *red*.

4. Chose a password and type it in. This protects you so others can't log in pretending to be you and make posts.

5. Click the subscribe button. That's it!

Making posts

To post a question, just log in using the user name and password you created when you subscribed, then click "Make a post" on the right hand side.

For posting a question, select *Topic* post. If you want to keep a running diary of your hobby progress online, you can make blog posts instead. Blog is short for *weblog*, which is nothing more that your own public journal. You can also create a poll if you are curious about what others think about a specific question.

Once you select Topic, you get an editor screen with a subject box, a bar of formatting buttons, and a box for typing the body of your post.

As for subjects, we recommend you be as specific as possible. Don't just title your post "Help!" but be specific. A much better subject line would be "Need advice on soldering feeders," for

August 2013

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DVD and HD quality versions of the videos in this issue, plus:

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instance. That way, those who may be best able to address your question will see clearly what the need is and can quickly give you an answer.

In some cases, it can be helpful if you can post a picture. For help posting digital images into your post, see this help-thread: mrhmag.com/help/how-to-post-an-image

Also, if you need help using our website, there are a lot of seasoned MRH regulars who can help with how-to tips on making the most informative and media-rich posts possible. All you need to do is ask!

MRH TOC index

Have you ever wished there was a nice table-of-contents summary from every back issue of MRH magazine so you could see what back issues might have the articles of greatest interest?

Well, we've just granted your wish, thanks to Bill Brillinger. If you'd like to get this latest index, just go to the subscriber bonus section of our website and you can download this TOC list in spreadsheet or PDF format. See: mrhmag.com/mrh_toc_index

Given there's almost 5000 pages of free how-to information in our back issue inventory, having this TOC index available really helps you zero in on most useful back issues quickly.

Thank you, Bill, for this handy resource!

In this issue ...

This time our cover story is from none other than Scarpia on the MRH forum, or Thomas Garbelotti in real life. He shows how he built some pretty awesome foreground trees for his CV modular layout. We'd like to see more from Thom – his modeling is always fun and informative as he builds his "chainsaw" sectional layout to learn and hone his techniques.

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- Bruce Petrarca, MRH DCC columnist

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Jack Burgess is back with another Tool Shed for us, this time a series on drafting tools for modeling. Jack's first installment covers the use of triangles for modeling. We find Jack's insights extremely useful and we look forward to more as this mini-series of Tool Sheds unfolds.

Roger Ball demonstrates some simple but powerful weathering techniques using artist's pencils in his *How to weather a boxcar* piece. If there's one single thing you can do to your equipment to increase its realism, that's to apply some weathering, and Roger's article is a great example.

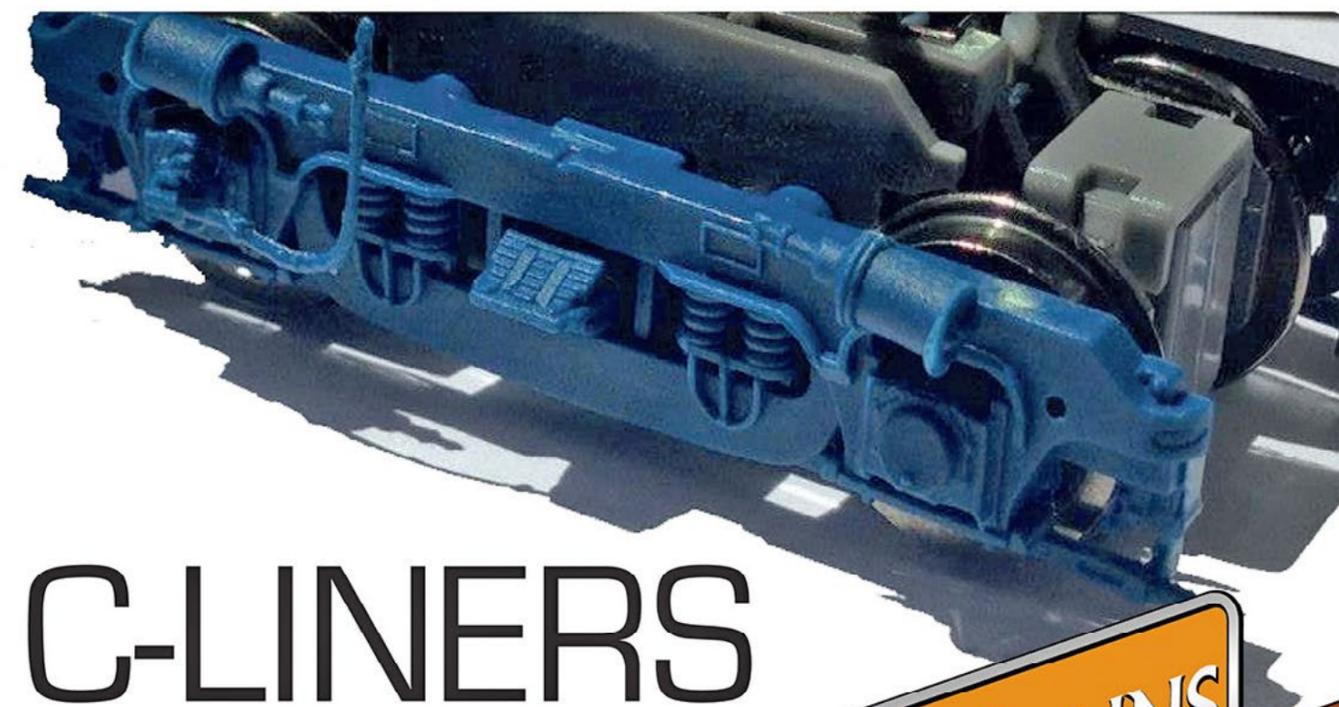
We continue our articles on animating your layout with Bob Anderson's explanation of how he animated an icing platform. While Bob models in O scale hi-rail, the animation methods Bob employs will work in any scale, for any layout, be it tinsplate, hi-rail, scale, or fine-scale.

We present an important honorable mention winner in our \$500 layout design contest series this month from Chris Di Paolo and David Gallagher. Chris and David's design shows what you can do with \$500 if you want to get started on a traction (streetcar) layout. If you'd like to model something a bit more novel, you should take a look at this clever starter layout.

We also didn't want to let the 100th anniversary of John Allen slip past without giving some tribute to the memory of a major hobby pioneer. Tom Hokel ran a tribute train on his fabulous Gorre & Daphetid look-alike layout (featured in the July 2012 MRH – issuu.com/mr-hobbyist/docs/mrh12-07-jul2012-ol?viewMode=presentation&mode=embed) and we've captured the photos for your enjoyment in this issue.

Regular layout columnis Charlie Comstock takes a side-trip this issue to share some of his superb model photography insights,

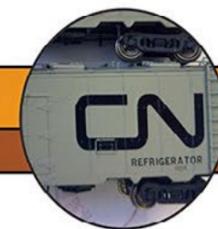
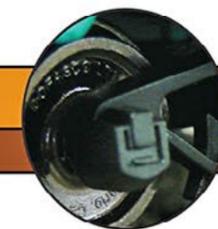
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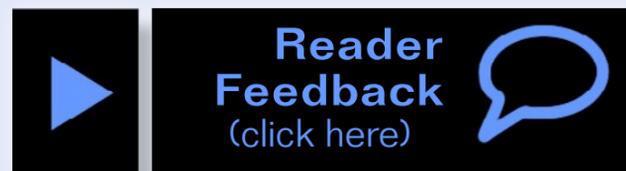


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and Nick Muff is back in Getting Real with some layout night lighting tips. We'd asked Ken Patterson to take a little vacation in the month of August but he couldn't leave well enough alone, and sent us one of the most interesting video potpourris we've seen yet in What's Neat.

And we're delighted to have Bruce Petrarca back with his DCC column this issue, talking about the basics of DCC detection.

Have a fun read! ■



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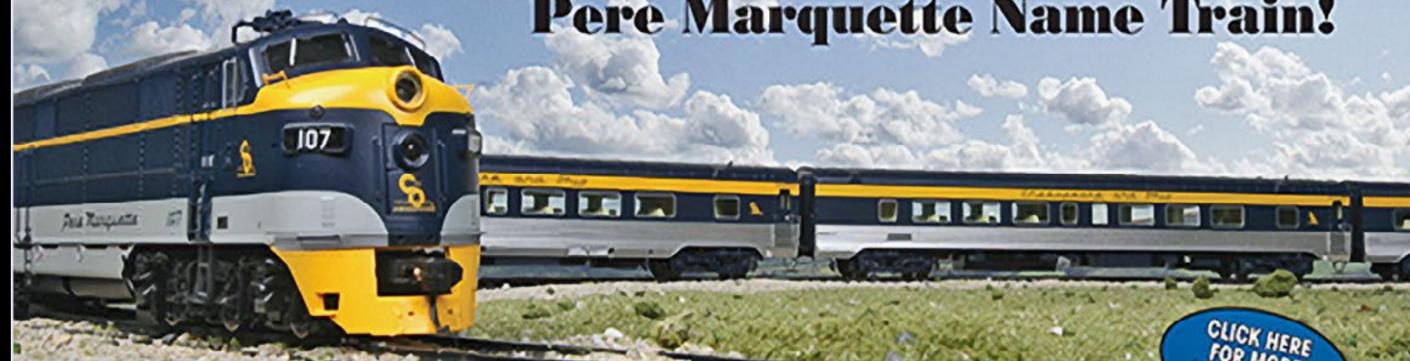
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MRRH

Questions, Answers and Tips

▶ **Reader Feedback**
 (click here)

QUESTIONS AND ANSWERS

Car wheels hard to find

Q. I've been searching Walther's HO catalog and hobby shops for auto tires and wheels (1) in HO scale. So far my cart is empty. Do you know of a source? I would prefer the 1930s to the 1960s era, but would be willing to try anything short of mags and slicks.

– Norm Notdurft

A. We turned the question over to David Biedermann, our resident 1/87 vehicle expert:

Separate wheels and tires are scarce; often they are scavenged from other models, so-called "donor" vehicles.

Search online, or check the pegboards in stores, for:

- 01806 Wiking Miscellaneous Wheels.



1



1: Out-of-scale wheels and tires can ruin the look of a nice model car on the layout, but it's difficult to find parts to improve an otherwise accurate model.

- Herpa 051262 Auto Tires w/Sport Rims.
- Herpa 052108 Wheels with Fulda Tires
- Herpa 052184 Wheels w/Dunlop Tires
- Alloy Forms 3072 Small Truck Tires (no wheels).
- Durango Press 93 Auto Tires (12) Cast Metal (no wheels)
- Promotex 5358 Truck Tires, package of 50
- Rietze 70086 wide low profile truck tires

– MRH

You can get most of these at truckstopmodels.com by mail order. You could make wheels out of plastic disks if you're not looking for anything fancy.

Another spot for truck tires and wheels in newer styles is ralph-ratcliffmodels.com.

Try big box-stores and swap meets for cheap toys that scale out close, and take the wheels and tires. Hot Wheels are a possibility but they are often oversized. Another are vehicles manufactured by Yatming, especially trucks. Check for who is the manufacturer. They come in all sorts of product names.

A couple of other places to search:

newrailmodels.com lists Athearn highway trucks in kit form. They also offer spoke, 2-hole, and 5-hole wheel and tire sets for heavy trucks, and stock parts from Promotex and Trucks n' Stuff.

sylvanscalemodels.com makes many trucks and cars from the 1930s through the early '60s but do not list parts for separate sale.

modeltrainstuff.com/HO-Scale-Vehicles-s/1455.htm lists some wheel accessory kits, as well as inexpensive Model Power and Motor Max cars that could “donate” wheels to other projects – unless these are the cars and trucks you want to improve. One listing is River Point Station HO 537525078 Highway wheel set, painted matte silver.

Thanks to David for sharing his experience and stash of parts numbers. Do readers have any more ideas?

Sticky trees

Q. Can someone out there tell me how to stop ground foam from sticking to tree trunks? The entire tree (2) from top to bottom gets covered with spray adhesive and dusted with foam. I'm not using furnace filter, just individual branches, so the trunk is very exposed.

– John in Australia

A. Cascade Bob says the green foam on the trunks looks like moss that often grows on trees.

Joe Atkinson likes the moss look too, but had the same concerns in making his own trees. He sprayed the tree with hair spray and rolled it in the leaf material instead of sprinkling leaves on the tree form. He then sprayed it a second time, held the tree on its side, and sprinkled leaf material on the edge, rotating the tree as he went. That way, the leaves fell on the perimeter branches and never on the trunk.

Rob Spangler suggested adding foliage to the branches before

2



2: Popular tree-building methods involving spraying the armature of trunk and branches with adhesive, but that can leave foliage sticking in the wrong places.

adding the branches to the trunk. An option that works best with larger trees is to aim the adhesive at the branches and away from the trunk when spraying. Rob also rolls the tree in the scenic material instead of sprinkling it from above.

Rick Reimer is a third vote for rolling; he suggests experimenting with static grass for needles where appropriate.

More photos and discussion at model-railroad-hobbyist.com/node/9044.

– MRH

Q. Are plastic pellet cars always unloaded outdoors, or do some customers use an enclosed dock?

A. Unloading depends on the processes involved and the final product. Molded plastic products like water pipes, or food grade piping for food processing plants, have to be protected from contaminants, so pellets would be unloaded in an enclosed building. Debris can also damage production machinery that requires close tolerances.

Open unloading is more common. Tracks will often have a shed to protect hoses, pumps, and valves. In cases where the factory using the pellets is some distance from the siding, pellets will be pumped into tote containers that can be trucked to the factory. Many manufacturers use the rail car as storage and unload pellets only as they are needed for production.

A factory with on-site rail service and loading facilities indoors may only have room for one car inside at a time, so it would need regular switching service or make some other arrangement, like having a Trackmobile available to move empties and loads around.

– MRH



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TIPS

Dryer sheet scenery

“This has probably been suggested, but will submit this idea just the same. I use 'spent' dryer sheets (3) as scenery material.

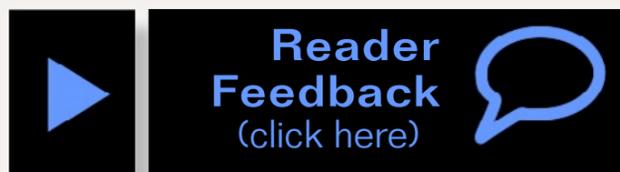
“After creating the basic form of the terrain with plastic store bags filled with old newspaper and covering them with masking tape webbing, I soak spent dryer sheets in plaster of Paris and lay them over the webbing, overlapping each one and smoothing it all out with the leftover plaster mix.

“This is cheaper than using paper towels or plaster-impregnated gauze materials.”

– Jim Schulte



3



3: Gauzy fabric softener and anti-static sheets from the home laundry can be salvaged for use in model railroad scenery. That way, scenery costs come out of the household budget.

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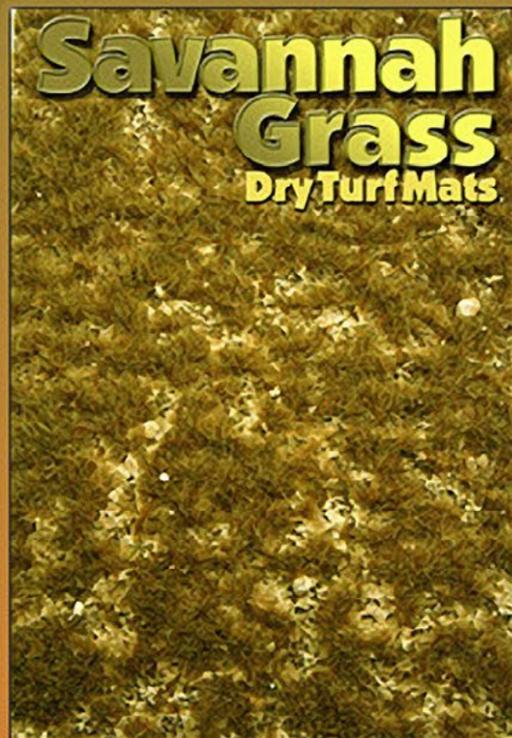
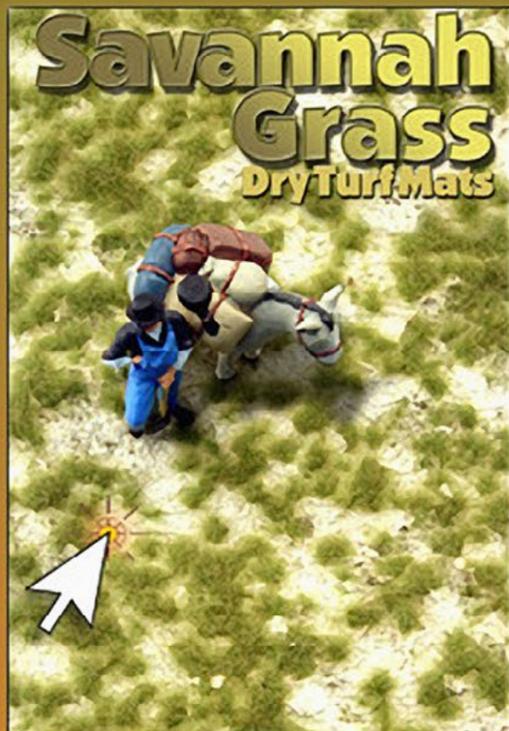


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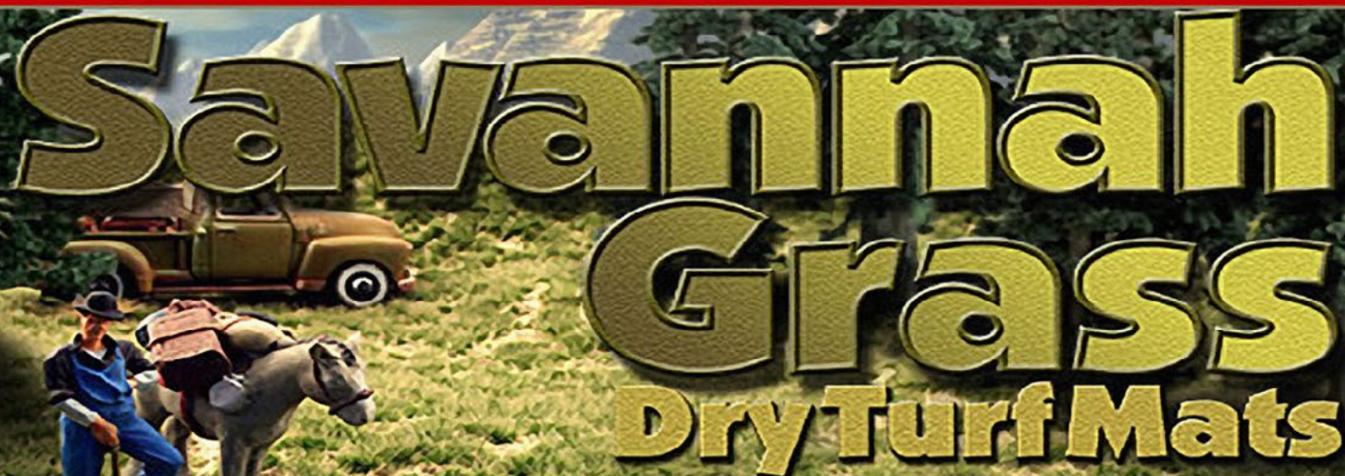
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Entering a photo contest...

A regular report on the construction of a 1950s-something layout

Up the Creek column
by Charlie Comstock



What does it take to enter a photo contest?

These days I seem to be a man of several hats. In addition to the MRH contributing editor hat I often wear, I'm also the superintendent of the NMRA Pacific Northwest Region (PNR) 2nd Division. In June of this year I traveled to Boise, Idaho for the PNR regional convention.

If you haven't attended a NMRA regional event, maybe you should get to one and give it a try. While the national conventions may be on the wrong side of the continent (or even on a different continent), regional conventions are likely to be much closer to home. You'll need to be an NMRA member to attend but a [Rail Pass membership](#) will set you back less than \$10. In exchange, you'll meet lots of interesting folks, get the chance to visit lots of layouts, and maybe make some lifelong friends.

Another feature of these meets is the contests. Although I've been a NMRA member for a number of years, prior to June I'd never entered a NMRA contest. I elected to enter the photo contest this time.



1



1: My assault on the photo contest begin near the Oakhill gravel quarry with this shot. From here I moved the camera around (including into the quarry) and experimented with lighting and equipment placement. Photo shoots can be like a box of chocolates – you don't know what you're going to get until you've got it. It's best to try a variety of approaches. Chances are at least one will yield good results.

In a break from writing about modeling and operation on the BC&SJ, I thought the process I went through to produce my contest entries might be of interest.

Contest rules

Before dragging out the camera and starting to shoot, it's a good idea to check the rules. This photo contest had four categories: color model photos, B&W model photos, color prototype photos, and B&W prototype photos. Each entrant for the Boise convention contest was allowed a maximum of six entries with a maximum of three in any single category. I figured on entering in the color and black and white model photo categories.

What to shoot?

One thing about entering a photo contest – snapshot quality photos aren't likely to do the trick. If you decide to participate be prepared to work at it.

I took some test shots in Oakhill looking for good camera angles (1). This down-the-road-next-to-the-tracks view can't be seen from the layout aisles, but it wasn't quite what I was hoping for. There was another place in Oakhill where I'd never shot photos – from the inside of B. Josef Gravel.

I repositioned the loco and cars on the Oakhill wye track, propped the camera in place inside the gravel quarry, and shot another test photo (2). This one had a lot more potential.

Refining the shot

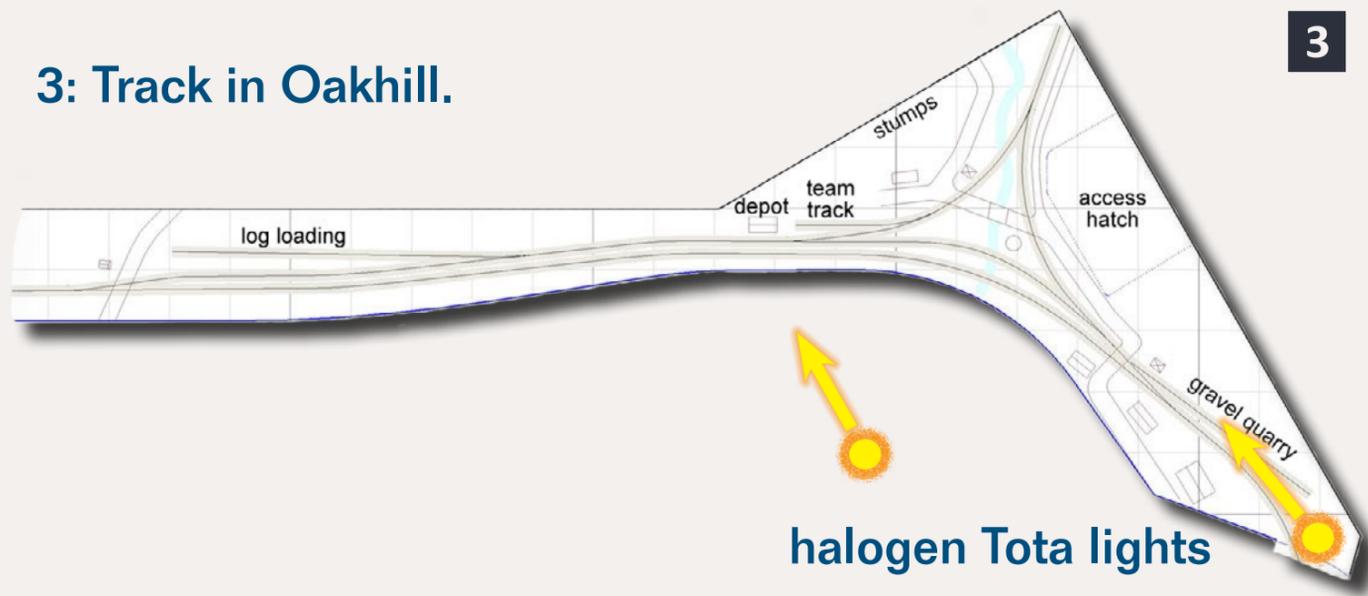
I liked the camera angle, but I could see lighting would be a problem because the lights have to stand in the aisle and

2: Test shot from inside the B. Josef gravel quarry.



2

3: Track in Oakhill.



would have trouble lighting the visible side of the cars. Other problems with the shot were:

- The boxcars blocked the scene beyond the train, limiting depth.
- The background scenery wasn't getting enough light.
- The foreground truck wasn't a foreground quality model.

4: Another test shot with scene changes applied.



I made some changes and shot some more photos. After several rounds of changes I had photo 4. This shot had better lighting on the background, a different truck parked in the quarry and the biggest change – I swapped out two of the boxcars for empty log cars, putting more usable depth into the scene. Much better. However, there were still some issues.

- The truck's rear wheels were unnaturally shiny
- The back window had a rather strange reflection in it.
- I wasn't happy with the position of the yellow truck.

Experimenting – going wide

I tried moving the camera farther back into the quarry. The results were mixed. It definitely was a view of the area I'd never seen before, but there was a vast area of empty quarry visible and the back side of the B. Josef sign blotted out much

5: A view showing a lot more of the quarry interior. Unfortunately this didn't seem like a good thing.





6: Shooting from the quarry gate with view ports in the trains making the stuff behind the trains visible.

of the scene with its stark whiteness. The wider angle also showed more of the background scenery. Putting 2-8-0 BC&SJ 27 in the scene seemed like a good idea.

Scenery view ports

I moved the camera back toward the gate and posed the log cars to give a view of the 2-8-0 behind them and some more of Oakhill, including the depot.

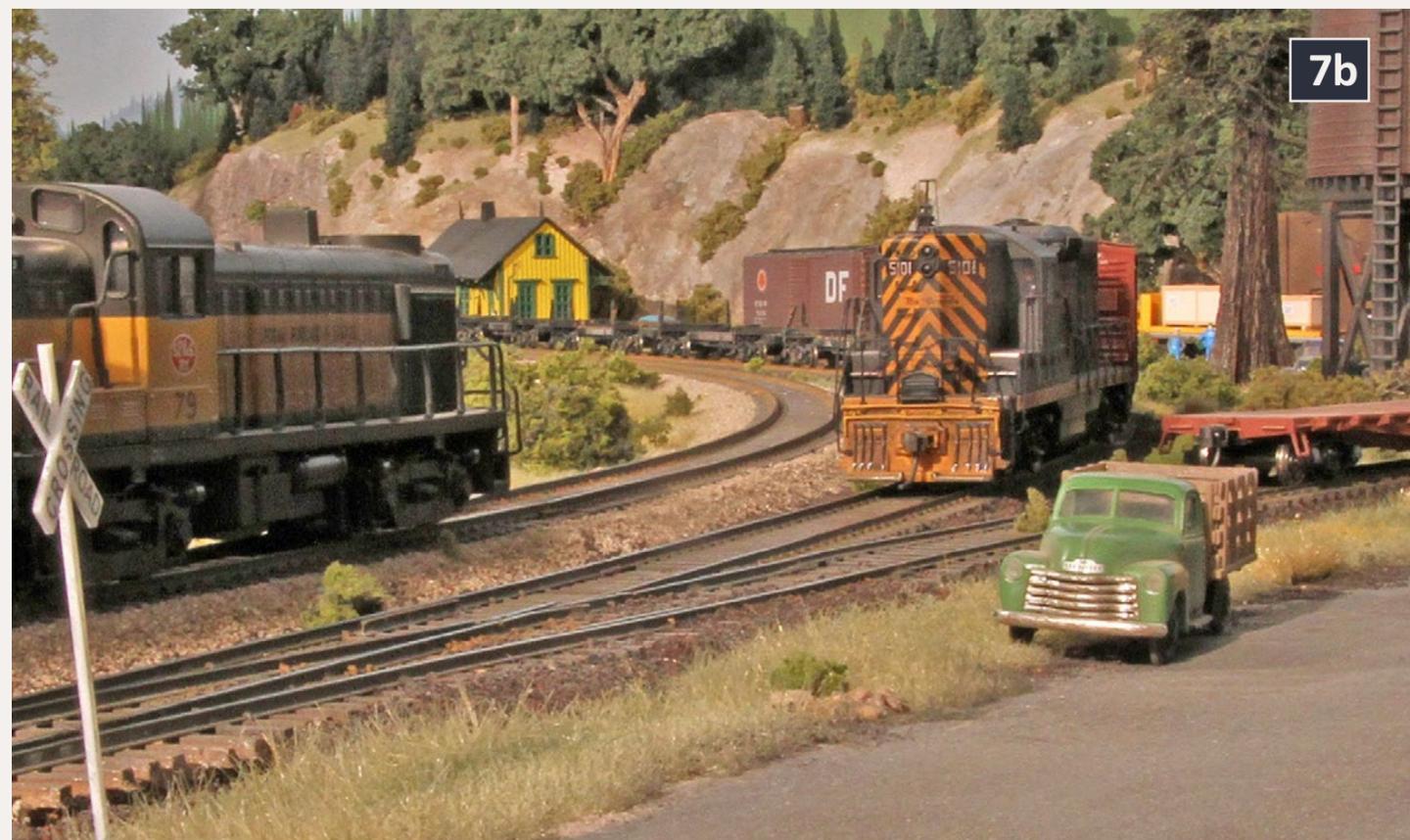
Light was still not getting to the visible side of the freight cars but the contrast was starting to seem like a good thing.

Moving the camera closer to the gate also hid the unsightly reflections on the truck's back window. But, I didn't care for the amount of unadorned road visible in front of the camera and I needed to "paint out" a bit of fascia that was visible in front of the Oakhill depot between the steam engine and NP box car.

[... On to next page of text →](#)



7: A wide angle shot from the quarry gate (7a) and a cropped version of the shot (7b).





8: Vertigo zooming

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I was still interested in wide angle shots so I left the camera positioned where it was in photo 6 and zoomed out. The result (7a) was interesting – it showed more of the scene, but at the same time it showed the ceiling and a good bit of the wall leading away from Oakhill.

I used Photoshop to crop the shot, creating photo 7b with a completely different feel. Now the light primarily accented the nose of the D&RGW GP7. The yellow truck moved to the background where it's visible behind the massive cedar tree, and the Oakhill depot and team track are visible behind the block of empty log cars. I added the green stake bed truck to the scene, but it didn't seem to fit really well.

Swapping zoom for position

Photo 7b looked good, but even starting from an 18 mega-pixel image, the extreme crop wasn't going to be sharp when printed.

I moved the camera back a bit and zoomed in to compensate (8). This technique, referred to as vertigo zooming, is used in video to create an unsettling feeling – the subject stays the same size but the background and foreground dramatically change size and perspective.

In effect, photo 8 was an uncropped version of 7b. But the green truck with the strange rear window reflections was visible, the nose of the green stake bed was cut off behind the fence, and the GP7 lost a good deal of its size.

9: Contest candidate? Not quite...





10: Rearranged composition – better or just different?

Adjusting camera position and zoom resulted in photo 9. Much better. Perhaps a contest candidate?

Not quite. The action in this shot (9) seems to be too far from the camera. Plus that green stakebed seemed out of place and I didn't really care for the shadow color on the side of the RS-3. Yes, I was being picky, but in a contest picky is the name of the game.

More scene – more details

In photo 10 the camera is zoomed out a bit more, adding scope to the scene. I swapped a better-weathered yellow truck for the green one next to the fuel tank (8) and positioned it to avoid rear window reflections. The SP&S RS-3 got replaced by a BC&SJ 2-8-0 with Photoshopped smoke and the GP7 is now pushing a set of empty log cars clearly showing two trains a work, but

not blocking the view. The flat car in front of the water tank got replaced by a more photogenic tank car and a little bit of gravel on the road added additional texture (go easy on the gravel, what looks OK to the eye looks way overdone to the camera).

One thing never added to this area was switch stands for the turnouts. I added a couple of them with a brakeman minding one and that helped bring the scene to life.

Other viewpoints

I still wanted to shoot from some other viewpoints.

Photo 11 shoots across the grade crossing into the B. Josef gravel quarry entrance and shows SP&S RS-3 passing the Oakhill Turn. The wide angle helps bring out the land forms and the lighting is on the near side of the locos, so the shadows aren't dramatic. I thought it was an OK shot but the aspect ratio wasn't the best for the contest and not the RS-3's most photogenic angle.

For photo 12 I propped the camera in place on the spur track. Using the Helicon Remote utility (heliconsoft.com/helicon-soft-products/helicon-remote) helped here because I didn't need to touch the camera to shoot the focus stack. I added the

11: Meeting at the grade crossing





12: The back of the B. Josef sign on the right was way too white and desperately needed a layer of grime.

pipe load to the gondola to hide the edge of the layout beyond it. However, this photo didn't do much for me. The pipe load blocked the view beyond, the Alco's paint job looked a bit dull, and the background felt sort of flat. It also was obvious that the huge white expanse of the B. Josef sign would have to change.

I made a few changes and moved the camera back a bit to get photo 13. Swapping a Baldwin Consolidation (2-8-0) for the Alco diesel helped. Although empty log cars would seldom see this end of Oakhill during an op session, I thought they helped here as well.

Attacking the back of that white sign with India ink and alcohol resulted in an effect that looked like filthy plywood – a big improvement and the view of the shack with its peeling roof edge seemed to complement the newly dirty sign.

I thought this was looking promising but there were still some other camera angles I wanted to explore.

Photo 14a shows a reefer express passing through Oakhill while a couple of gravel loads are being pulled. I liked this shot but I wanted to get in closer to the action. I also wanted to keep the building on the far left and the Quonset hut in the shot, making getting in closer a bit tricky. I cropped the shot to create photo 14b but wasn't entirely satisfied.

Maybe, I thought, I could raise the camera a bit and get a view over the tops of the cars. Photo 15 shows that attempt. It didn't do much to show what's beyond the gravel hoppers, and it revealed that the inside of the hoppers badly need another round of weathering. I didn't want to take the time to do that, so the camera was lowered back to the ground.

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13: A better view of switching in Oakhill from the spur track as a BC&SJ 2-8-0 passes by on the main.





14a

14: A reefer express on the main passes the switching action on the gravel spur.



14b



15

15: Camera is too high, or someone needs to improve the weathering of the hoppers interiors!

A clipping from the

South Jackson Gazette Photo contest to be held!

Citizens along the Bear Creek and South Jackson are organizing a photo contest.

Said Horace Fithers, "I sure love good photos of my favorite railroad and stuff and it looks like this is gonna make some good ones."

When reached at his office, railroad big-wig Mr. Comstock said, "Darn! I really wanted to enter this contest but they're making all railroad executives ineligible!" ❀

* Enjoy the Gazette? Read more at

bcsjrr.com

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Late afternoon lighting

I shut off one light and moved the other farther back, lowering it to a position simulating a sun that was nearly down. The shadows extended dramatically. I played with the loco and brakeman positions and got photo 16. This looked pretty good on the computer but the photo printer just couldn't copy the colors, plus I didn't have the room to get the light positioned to light up the nose of BC&SJ 74. Sigh, sometimes things that should be simple get difficult.

[... On to next page of text →](#)

16: Simulated very late afternoon sun lights the scene well except for the nose of the Alco RS-2.



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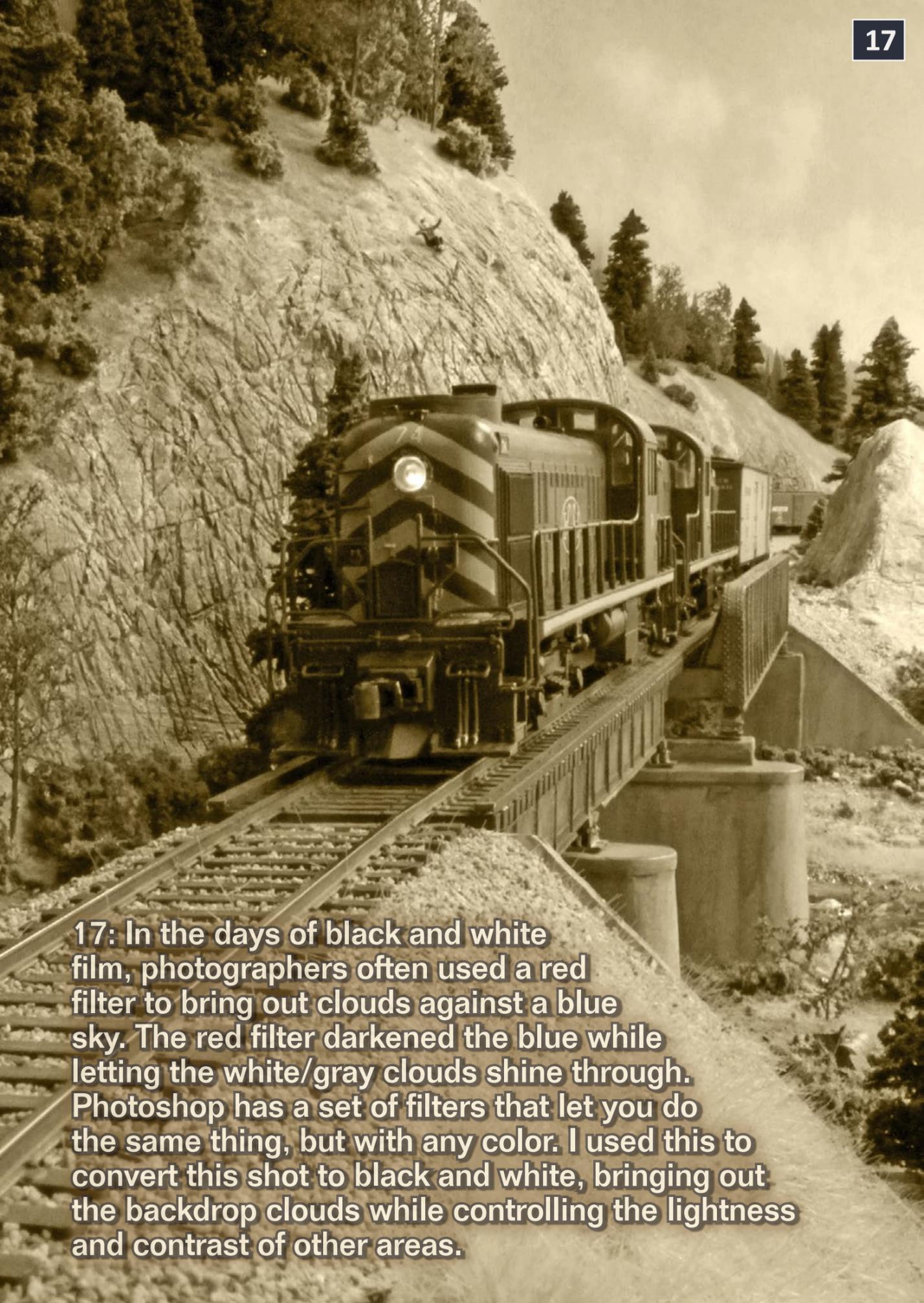
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17: In the days of black and white film, photographers often used a red filter to bring out clouds against a blue sky. The red filter darkened the blue while letting the white/gray clouds shine through. Photoshop has a set of filters that let you do the same thing, but with any color. I used this to convert this shot to black and white, bringing out the backdrop clouds while controlling the lightness and contrast of other areas.



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About The Show

Every year late in January or early in February, the Amherst Railway Society holds its Railroad Hobby Show at the Eastern States Exposition Fairgrounds (The home of The Big E) in West Springfield Massachusetts. More than 25,000 railfans and public attended the Show each of the past three years.

The event features real life railroads and scale model railroads, historical societies, travel agencies, art shows, flea market dealers, importers, manufacturers and photographers. You have to see it to believe it!



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Something completely different

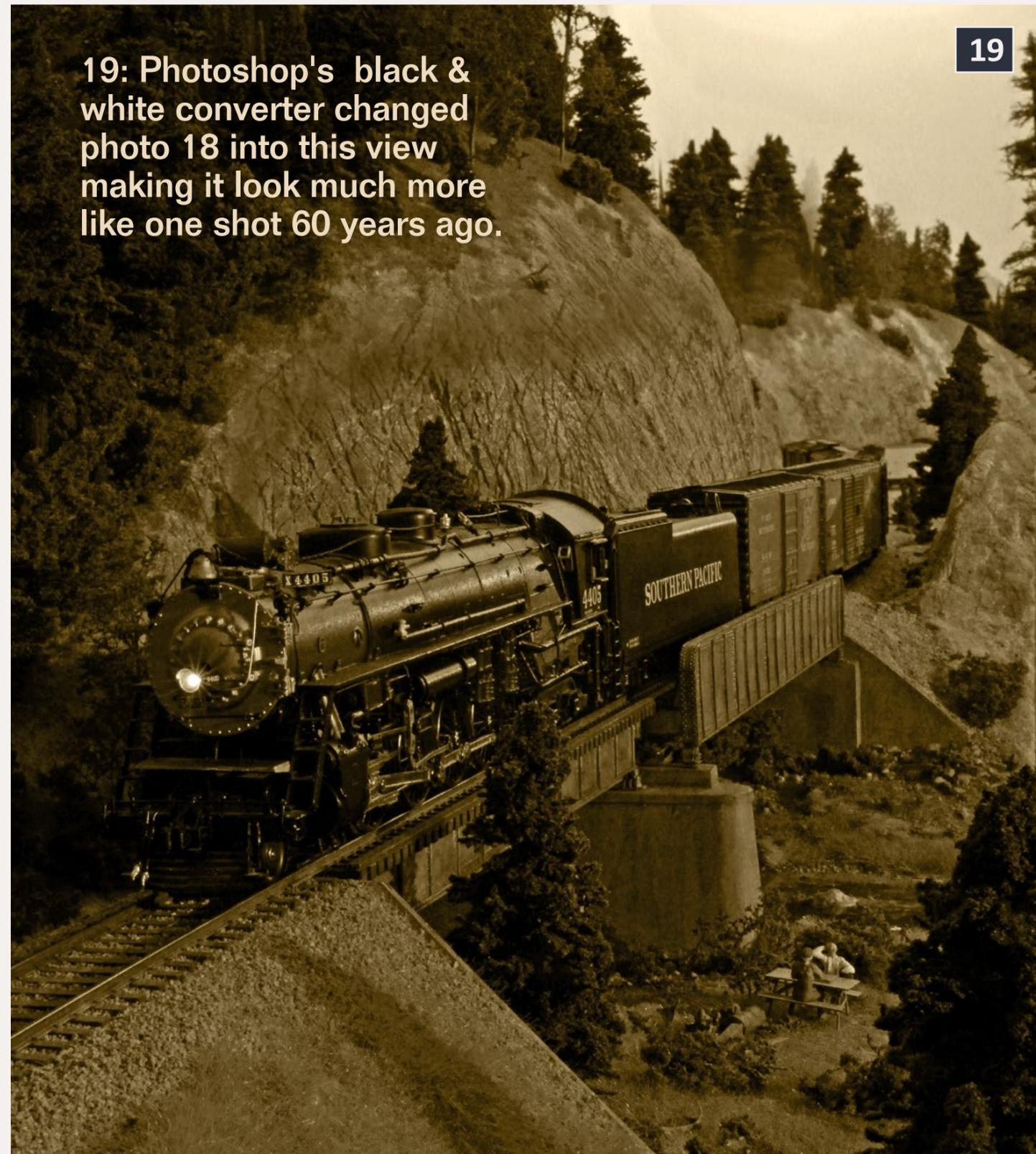
I decided to try shooting in another part of the layout. I'd taken some decent photos over at the Upper Bear Creek bridge so I pulled my brass GS-1 out of its box and set up a scene there.

18: SP Northern pulling uphill over Upper Bear Creek



The lighting here was tricky – a 500W Tota light 12' to the right and another behind the scene aimed up to light the sky. The photo is pleasing – I like it, anyway – but having that much light on the sky and ceiling washed out the shadows in the foreground. Photoshopped smoke helped.

19: Photoshop's black & white converter changed photo 18 into this view making it look much more like one shot 60 years ago.



Up to this point all my images were color, but the contest provided a separate category for black & white. My version of Photoshop has a fancy new black & white converter in it. I used it to convert several color shots to gray scale and give them a little tint.

The three most important things in photography:

The three most important things in photography are similar to the most important things in real estate. They are Lighting, Lighting, and Lighting.

Directional lighting helps a lot. Go outside on any day other than overcast and look at the shadows. If your sunny-day model photos don't have shadows like them, your photos won't look right. Fluorescent fixtures in the ceiling cast a lot of light but they don't create realistic shadows.

Lighting spectrum is important too. Fluorescent and LED lights use much less power but have spiky color spectrums that can make colors appear different to a camera. Incandescent and halogen bulbs have a much smoother spectrum which better mimic the sun and result in more natural colors.

Size of lighting matters. If you want realistic shadows, don't use big lights that are close. A 3" diameter light should be 15' or farther away from the scene to cast realistic shadows!

Another reason to keep lights distant is that light falls off as the square of the distance. Keeping lights farther away puts you in a more linear area of light fall-off which helps avoid light-blasted foregrounds and dark backgrounds. Don't use your flash!

Be sure to set a custom white balance to match your camera to the lighting you're using!

The black and white converter lets the user determine how red, green, blue, cyan, yellow, and magenta each contribute to the brightness of the gray scale output. I used these to set the darkness of a green locomotive and bring out white clouds on a blue sky (17) and (19).

In the past I used the saturation control to remove color from the image. The black and white converter is much more sophisticated and produces much more satisfactory output.

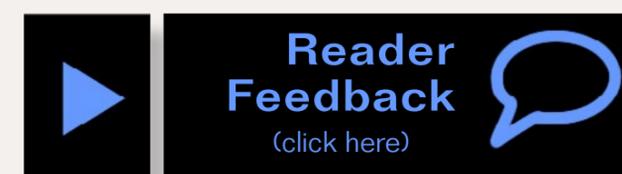
How did I do in the contest?

I did pretty well! I picked three color and two black and white photos to enter. I came away with the Best of Show Photography (20), a People's Choice photography, and a couple of other prizes.

If you have the yen to enter a photo contest I'd urge you to do so. With modern digital cameras, photography is easier than ever. Take your time. Think about what you're doing and work at it. Be honest with yourself and when you see things that don't seem quite right, don't say "they're good enough," go fix them.

Pay scrupulous attention to lighting, and white balance your camera to match the lighting. If you find a few little problems like a flecks of crud on the background, a particularly large chunk of ballast somewhere it should not be, a crack in the sky, or a bit of fascia showing, go ahead and edit them out.

Good luck!



20: The Best of Show photo. Lots of action, a wide field of view, and a good amount of detail helped this shot win. Horace said he liked it too.





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Where is my train?

Basics of block detection



**Reader
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DCC Impulses column

by Bruce Petrarca

What you need to locate your train on the layout ...

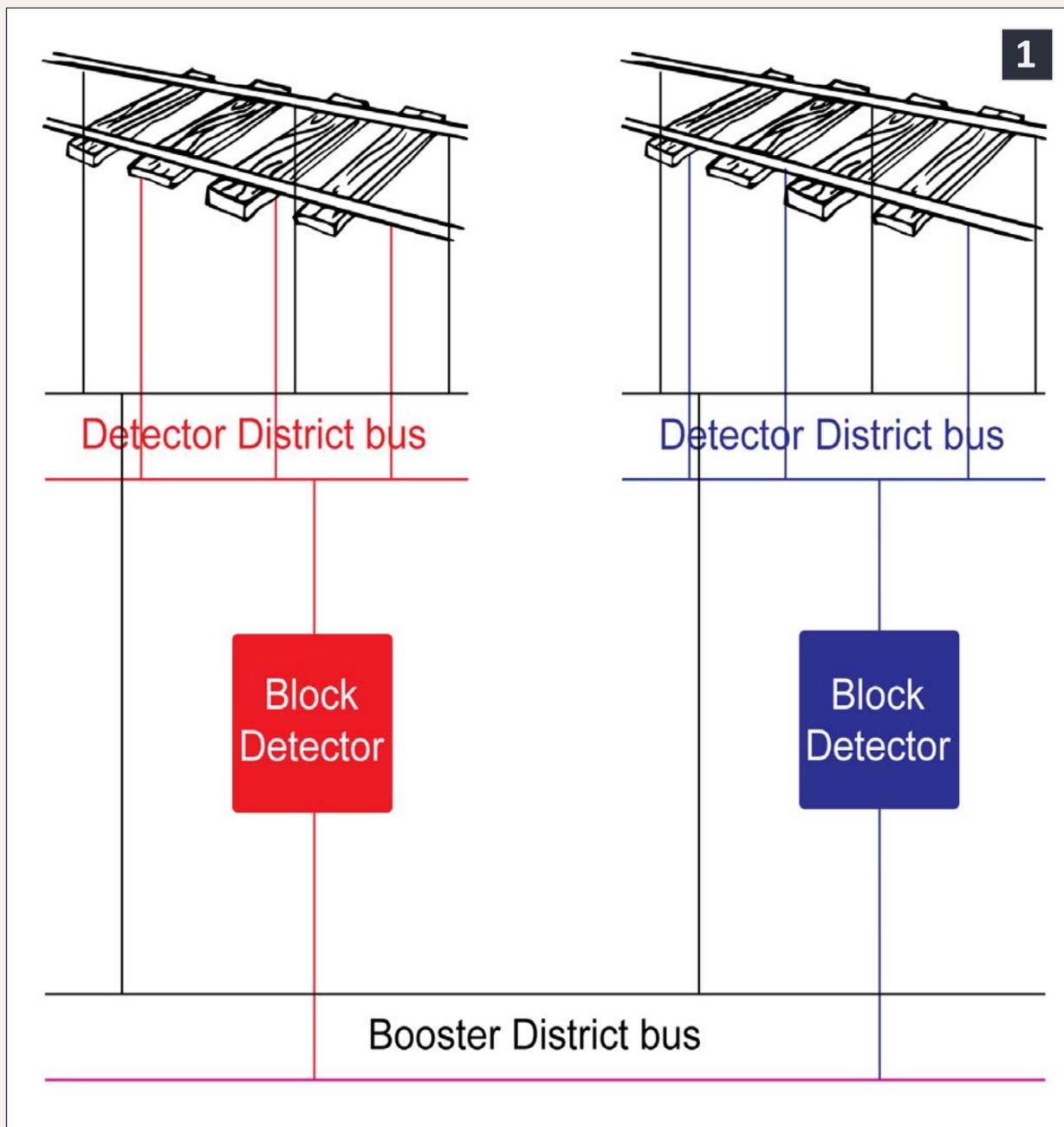
One of the main benefits of DCC is that you have constant power on the track. This allows things like cars having constant brightness lights – perhaps we'll delve into techniques for this in a later column. The topic on the table just now is how to know if there is a train on a specific section of track?

The constant power allows a simple device, known as a block detector, to see if any power is being consumed in a specific section of track. DCC decoders always draw some power, even if the loco is not moving and no lights are on. So, locos are easy to detect, as are lighted cars. Unlighted cars, like freight cars, are more difficult, but possible.

First, why do folks care about knowing that a track is occupied? There are many reasons, running the gamut from following the progress of a train through hidden staging to signaling the layout to full computer control of a layout.

Okay, you isolate the section (cut gaps or use insulated rail joiners) that you want to detect from the rest of the layout, add a block detector and you are done. Yes? Not quite. Let's try to take some of the mystery out of the process.





1: Wiring detection district buses to the booster district bus.

Districts

One of the first things that folks encounter when moving from DC to DCC is revising their terminology. No longer do folks talk about blocks. In the DCC world, there are power districts: a section of track that is isolated from the rest of the layout and driven through some sort of power manager or electronic circuit breaker.

Reasons for this isolation include:

- Troubleshooting (isolating where a short is on the layout).
- Power distribution (supplying enough power to the entire layout to support all the locos moving at one time).
- Job isolation (if Sam runs a turnout on his job and takes down part of the layout, Dave can still run).

Within a power district, there may be sections of track that you want to detect individually. For example, on our PebbleCreek club layout (pcmrc.org), we have nine tracks in double-ended-hidden staging, all in one power district, see figure 8. Each of these nine tracks, as well as the incoming and outgoing leads are detected, so we can tell what is happening without having to look under the layout. Each of these 11 sections of track might be a block on a DC layout. To avoid confusion, I'll call them detection districts, not blocks. I'll refer to the wires that feed the detectors as booster districts.

Figure 1 shows a two detection district buses (red and blue) wired to a booster bus. One side of the rail is represented by black wiring and is connected between all buses. The red detection district bus has power coming to it from the other booster bus wire (indicated by a purple color, a mixture of red and blue) through a block detector. Similarly, the purple detection district has power coming through its own block detector. All of the track feeders in a detection district come down to the bus for that district.

Understand that a booster district may include one or more detection districts. However, a detection district cannot be part

of two booster districts without some fancy electronics that are beyond the scope of this column.

Plan ahead

If you think you might ever be interested in signaling or computer control, you can make later conversion much easier if you plan for it before you build (or rewire) your layout. What I recommend is:

Decide what sections of track you might want to make into detection districts in the future, then:

- Cut the track gaps to isolate these sections.
- Wire each section to its own (14 AWG) detection district – both rails.
- Connect each detection district bus to the booster district bus.

That way, you are ready to add block detection whenever the mood strikes you.

Also, if your goal is to signal your layout, you may want to decide upon a signal system before you choose your detectors. While any detector can, theoretically, work with any signal system, many are plug-and-play if you have the right parts. Signal systems will be a topic for a future column.

Gap one rail or two?

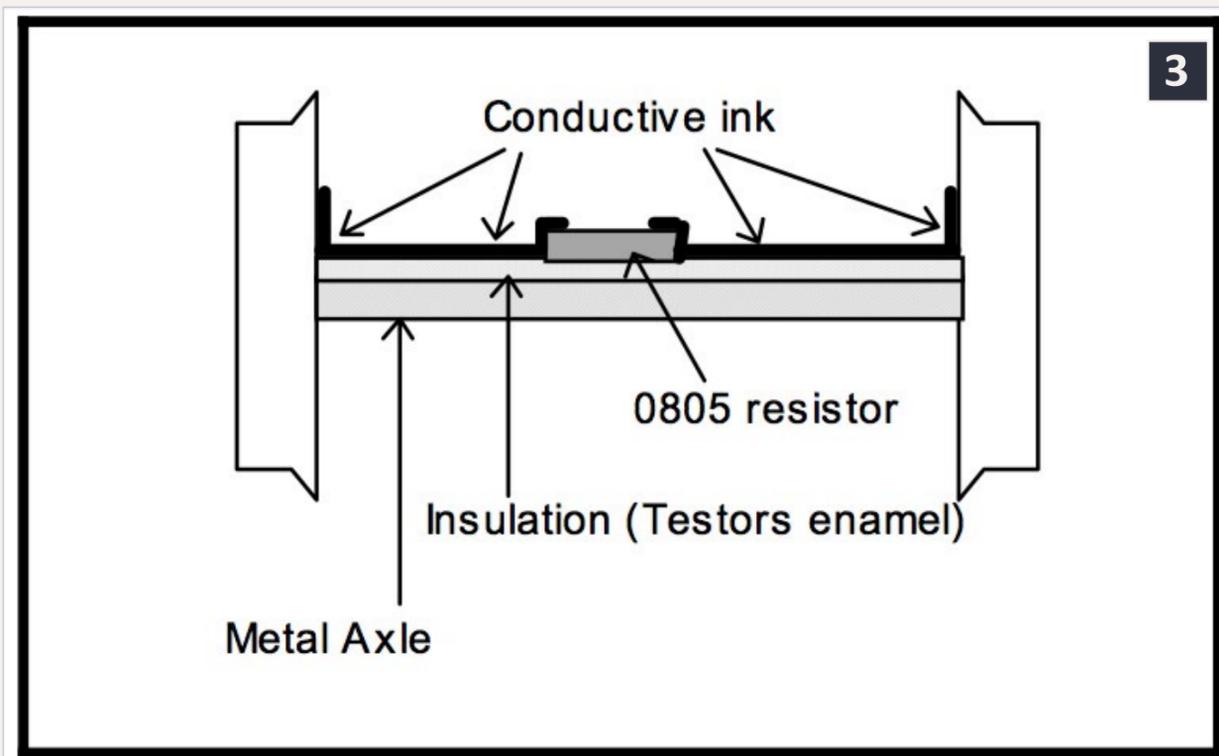
Since detectors sense current flow in one rail only, there is no reason to gap both rails, as long as you are consistent in which rail you gap throughout the layout. However, gapping both rails is essential in reversing districts, as you must switch the power being applied to both rails.

That said, I recommend that you gap both rails, especially if you are building a new layout. Why? As I mentioned, you need to be consistent throughout the layout and it is easy to gap the wrong rail in a very inconvenient place. If they are both gapped in the construction phase, it is simply a wiring change to adjust which rail is isolated.

My preferred method of gapping is to use the thinnest (0.02") cutoff wheel in my rotary tool and slice the rail in a straight section of track. Let me say that again, “in a STRAIGHT section of track.” Gluing a piece of 0.02" thick piece of (black) styrene in it makes the gap disappear. I use the fine-grit emery boards (from the beauty supply store) to smooth out the top and sides of the rail head, especially the inside. Plastic sticking out from the web will be mostly covered by ballast and not very obvious. The result is much better looking than the ugly insulating joiners, to my eye.



2: Resistor wheesets from Jay Bee – photo by the author.



3: Drawing to build your own resistor wheel sets – from the BD-20 manual. Courtesy of NCE Corporation.

Detection

How do the block detectors know that a train is in the detection district? They sense current flow into the district. Okay, the locomotive with a DCC decoder will always draw current, but how do you draw current with the rest of the train? Resistor wheel sets.

“Huh?”, I hear you say. A high value resistor (typically 5 to 40 kohms; 5 kohms = 5,000 ohms) is connected between the two tires on a single axle. This allows any wheel on the train to draw some current, keeping the detector satisfied after the loco leaves the detection district.

These wheel sets are commercially available through companies like Jay Bee (2).

Some hardy souls seek to make their own version with surface-mount resistors and conductive paint. There are instructions (3) on how to do this in NCE’s manual for their BD-20 block detector. You can download the manual from their website (ncedcc.com/images/stories/manuals/bd20a.pdf). Personally, I would buy the commercial version and save my time for more interesting things to do on my layout.

Where to locate resistor wheel sets?

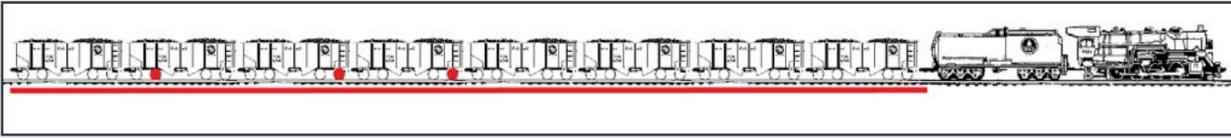
“Okay, these little wheel sets are pretty expensive. Do I need to put one on every car?”, I hear you cry. The answer is a definite “maybe.”

Some things are for certain. Since you want the end of the train to be known, then an unlighted caboose needs one – preferably on the last axle. A lighted caboose will be detected.

If you model a newer era, you have lighted FREDs on the end of your train, don’t you? If they are track-powered, they may make sure that the end of the train is detected. One popular FRED is made



4: Ring Engineering FRED – photo courtesy Ring Engineering.



5: An 8-car train with 3 cars having randomly assigned resistor wheel sets.

by Ring Engineering. It flashes on and off automatically. It draws about 4 mA when on. However, during the 1 second that it is off, it draws less than 1 mA, less than most detectors need to be activated. This can be overcome by adding a resistor wheel set to the truck on the other end of the trailing car.

Now, how good is your planning? On our club layout, we set a train limit of 15 cars plus two locos and a caboose. Why? Not because we were being arbitrary, not at all. Our shortest passing siding was designed to accommodate a train that long.

Following in that thinking, if your shortest detection district is longer than your longest train, you don't need resistor wheel sets on any other cars. The caboose will be in the detection district before the loco leaves. If this fits your layout, you can jump to "Types of detectors", if not, continue to read this section.

If you want every car to be 100% detected, then the answer is "Yes, one axle per car."

However, there is a price to paid if you put one resistor wheel set on every car on your pike: both the dollars spent and the power drawn by all the resistor sets. Say you have 500 cars on your layout. Even if you can use the highest value resistor (40 kohms), you will draw almost $\frac{1}{4}$ amp just in the detection resistors.

Look for the shortest track length detection district on your layout. Think about the locomotive having just left that district. What's the car that will have just come into the detection

district? How many cars are between there and the locomotive? Say the eighth car back will have come into the district (5). Okay, if you can assure that exactly every eighth car in your consist has a resistor wheel set, you will know that you will continue to detect the entire train. Do you want to be building your consists by both destination and whether they have resistor wheel sets? I don't think so.

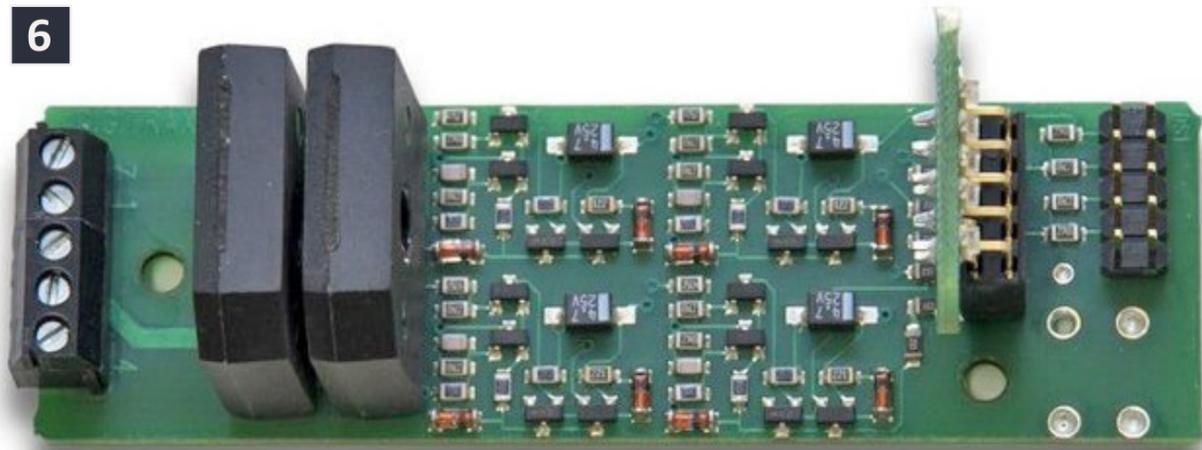
So, like so many things in model railroading, a compromise is needed. Given a random mix of cars that have resistors and those that don't, I'd feel pretty confident that one with a resistor wheel set is in the detection district, if we give a two or three times fudge factor. That translates into every third or fourth car for this example. Okay, this cuts the price down by a factor of 3 or 4 from putting one on every car. Also, it cuts the current draw down by the same amount.

Figure 5 shows an eight-car train with three randomly assigned wheel set locations (red wheels). The red line is used to designate the detection district. Now that the loco has left the district, there are three places that will keep the detector satisfied. By the time the last resistor wheel set is the only one in the block, the caboose (not shown) will be in the district. The entire train will be detected.

Types of detectors

There are two designs of detectors.

Digitrax implements the diode detector format. Their extensive detection and signaling offerings are on their website (digitrax.com/products/detection-signaling). The signal between the input and the output is run through a set of diodes, dropping about $\frac{3}{4}$ of a volt when the DCC signal current flows. The detector senses this voltage drop as an indication of occupancy. The

6

6: BD-4 detector board from Digitrax – photo courtesy Digitrax, Inc.

advantage is that, with some detectors, the remote diode modules can be located where the wiring to them is easy and the detector board can be located in a more convenient location. The disadvantage is that the diodes suck up some of your DCC voltage and power.

The BD-4 is Digitrax' simplest detector board, detecting up to 4 districts. The detection diodes are the two black components on the left of the board. This detector does not support remote sensor diodes.

The NCE BD-20 uses a ferrite toroid (doughnut) as a signal transformer to sense the current flow. Okay, what does that mean? There is a little ring on the board. You wrap one of the wires between the booster bus and the detection district bus through the ring a few times (see the manual for how many). The advantage of this design is that it doesn't drop any of the voltage going to your track. The disadvantage is that you need to locate the detector where you can conveniently wrap the wire through it.

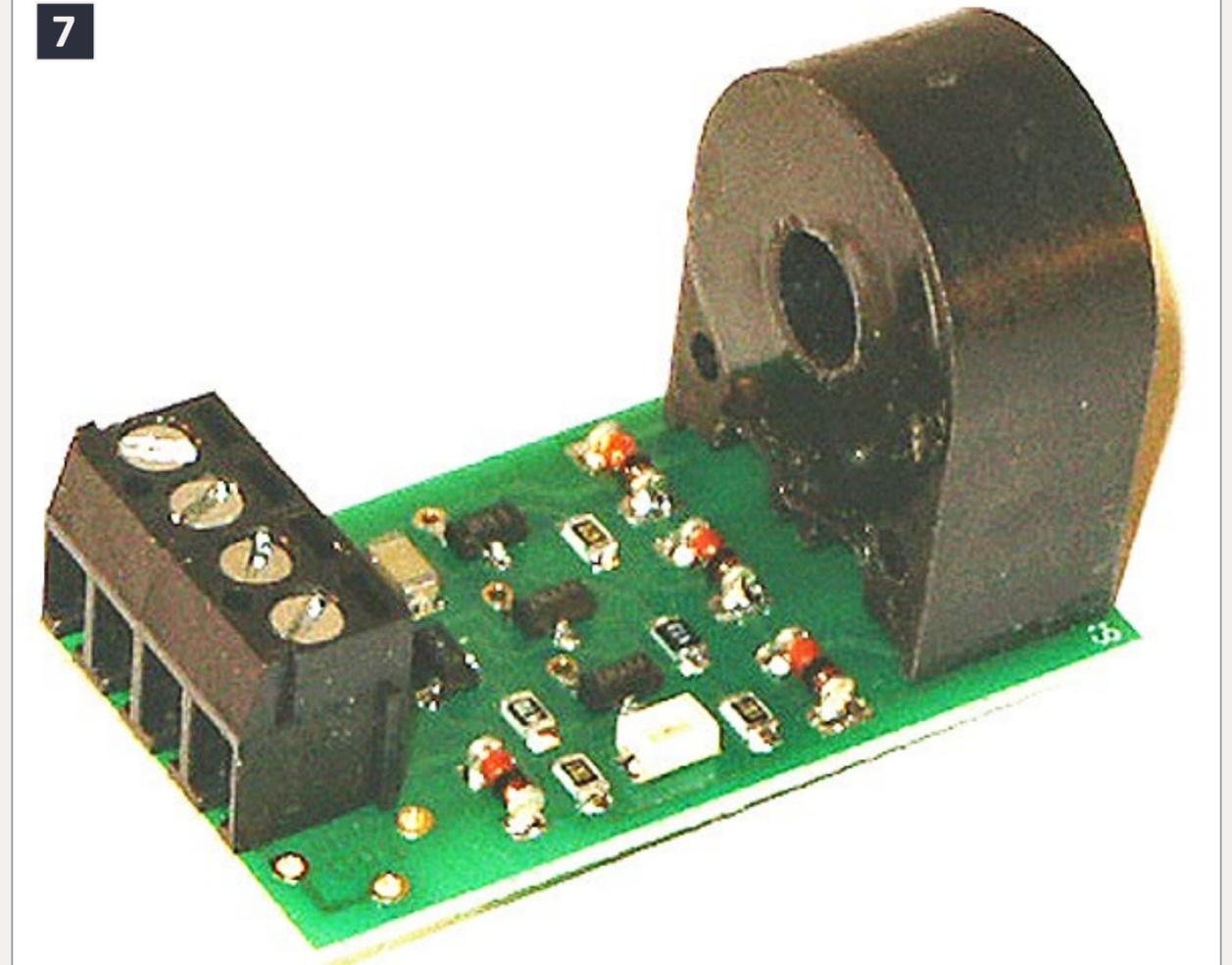
The BD-20 board from NCE will detect one district. You can see the toroid in the photo (7).

Other manufacturers use these two basic themes. Once you see the photo of each, you should be able to recognize which design is being used, based on a photo of the board.

What resistor value?

Ideally, you want the highest resistance possible for your resistive wheel sets, to keep the current draw to a minimum.

Digitrax says that it needs 10,000 ohms or less for positive detection. So I'd recommend that value for all your wheel sets.

7

7: BD-20 detector board from NCE – photo courtesy NCE Corporation.



8: PCMRC control panel – block detection tells the operator where to look for his train. See two yellow LEDs illuminated on the left side of the panel – track 2 and track 6. Photo by the author.

The sensitivity of the NCE BD-20 is adjustable, based on how many times you loop the wire through the toroid.

As shown in the BD-20 manual, a 10-amp set can only have two wraps, resulting in the need for less than 5 kohms to achieve the minimum 4 mA detection current. So, I suggest using 5 kohm resistor wheel sets and doubling the number of cars with resistors on them.

However, a 5-amp booster district can have 4 wraps, so 5 kohms would work out fine!

If you really want to be covered, put a 40 kohm resistor wheel set on every car and accept the ¼ amp current drain.

Okay, now what?

- You have the district detected, now what?
- You can use the output to light LEDs and display on a panel that the track is occupied. This is what we have done with the hidden staging at the PebbleCreek club layout (pcmrc.org), as shown in figure 8.
- You can connect through an interface module designed specifically for your DCC system (DS-64 for Digitrax or AIU for NCE) and report back through the command station to a computer for control or panel indications.
- You can build a signaling system, as we will touch upon in a later column.

Which train is where?

Okay, we now know that there is a train in a specific detection district. But what train is it? The answer is important for computer control (where the computer runs the trains). This requires what is known as bi-directional communication.

The first folks to market bi-directional communication were Digitrax with their system, which they call Transponding (digitrax.com/products/transponding). Lenz has their system, called RailCom (lenzusa.com/1newsite1/RailCom.html), which was embraced by other manufacturers and became the basis of the NMRA standard for bi-directional communication. Lenz has donated their patents to the NMRA to allow multiple vendors to participate without royalty payments.

Both systems allow the decoder in the locomotive to respond back with the decoder address, allowing the computer or whatever is connected to know which train is where.

There are lots of other aspects of these two systems, in terms of capabilities, implementation, etc. An in-depth discussion of

9



9: SurroundTraxx control box, an example of a use of block detection and Transponding – photo courtesy of SoundTraxx.

these variants is way beyond this column. Suffice it to say, the technology is out there, if you wish to delve that deeply into the realm.

In an extreme implementation, for example, the decoder can track fuel usage and report back fuel level, perhaps necessitating a fuel stop during an operating session.

On a side note, bi-directional communication is the only way that you can read back a decoder while programming on the main, or as Digitrax calls it, Ops Mode.

Each system requires a compatible decoder to send the proper signals back.

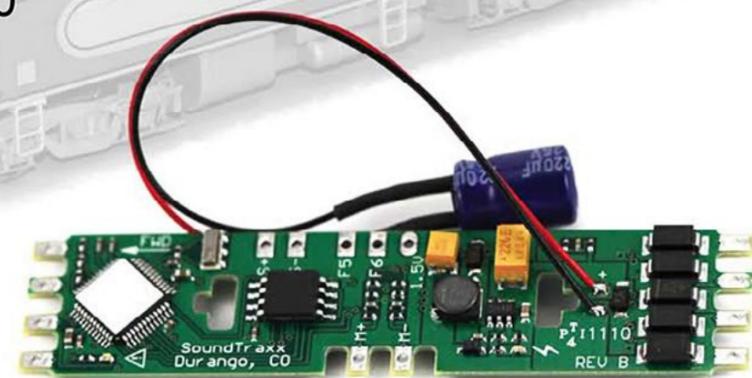
SurroundTraxx

SoundTraxx utilized the Digitrax Transponding system in the initial design of their SurroundTraxx system (soundtraxx.com/surround). This system utilizes the loco information from Transponding decoder to tell it what loco is where. Then the

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SurroundTraxx system makes the appropriate sounds from the speaker located near where the loco is running.

So there you have a bit of a quick dip in the pool of block detection.

If you liked this column, please click on the Reader Feedback link here and rate it awesome. Please join in the conversation that invariably develops there about the topics presented in the column. Share your experiences. Thanks.

Until next month, I wish you green boards.



From Mr. DCC's workbench

- Model Railroading Rules to Live By

I got an eMail a while ago with these rules. I'd like to share them with you.

1. The object of this hobby is to have fun.
2. Buy some freight and passenger cars to go with your gross of engines.
3. Never ever tell a fellow modeler your scale is better than his.
4. At some point stop planning and start building the layout.
5. Never put perfection in front of running the trains.
6. Pay close attention to the track work; it can kill the fun.
7. Meet and bring your favorite engine and have your friends bring their favorites.
8. Have a plan, and an era, so you don't buy a lot of stuff you don't need.
9. Listen to the critics and weigh their suggestions, and then do what you think is best.
10. Never argue with a rivet counter, you will lose.
11. Good running engines and dependable rolling stock are required to really have fun.
12. You don't have to agree with your fellow modelers to be friends
13. Have a spare of all tools, for when you lose the first one.
14. Keep the lubrication supplies handy and use them sometimes.

From Mr. DCC's workbench

- Model Railroading Rules to Live By *Continued ...*

15. Clean the track and wheels before the trains stop running.
16. Know your economic, time, and space resources and plan accordingly.
17. In this hobby, "do overs" are a fact of life.
18. If you are a perfectionist, lighten up and cut the other people some slack.
19. If you are not a perfectionist, lighten up and cut the other people some slack.
20. Never ever forget rule one. ■

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The moon over Union Station



Getting Real column
by Nick Muff

Modeling the evening sky ...

I wanted to have an image of the moon projected on the night sky over Union Station. My first thought was to use

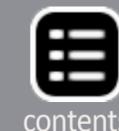
an old 35mm slide projector, or antique 35mm film-strip projector. Neither of these worked well. Worst of all, the fans that cool the bulbs make a lot of distracting noise.

During the Christmas



1

1: Moon just above the horizon.



season, I noticed the "Holiday Projectors" designed to project Rudolph on your garage door. These units projected an image that was bright enough and did not require a cooling fan. It was a simple matter to insert a portion of a 35mm slide with the image of the moon into the projector where the holiday image would normally be placed. I used black masking tape to mask out the entire slide except for the image of the moon. The projector was mounted on the ceiling and produced a very believable image of the moon over downtown Kansas City.



2: The moon in its mid position.



3: The projector for the moon.

Okay, it's true; I can never leave well enough alone! Should I aim the moon low on the horizon, high, or somewhere in between? Then I thought, why should I be forced to make that choice? Why shouldn't the moon move up and down in the sky so that's it's not always in the same place?

To make a long story short, I accomplished this with a slow speed display motor and three stage gear reduction drive. A bolt protruding from the large gear runs

in a slotted bracket screwed to the back of the projector, moving it up and down as the gear rotates. It cycles over about 20 minutes. The speed is slow enough that the movement is not noticeable.



4: The drive system for the moon

Lastly, it makes no sense for the mechanism to be running during the daytime. I installed a relay interface to the blue night lights, so that the moon projector and drive mechanism are only on during the night time cycle.

Thunder and Lightning

Those who have spent time in the Midwest know that thunderstorms are a common occurrence on humid summer evenings. I wondered how I could effectively create thunder and lightning in the layout room. The thunder is not a problem. The sound could be produced with digital sounds you record yourself and an MP3 player, or any of a number of commercial sound modules available such as those from Innovative Train Technologies. ittproducts.com

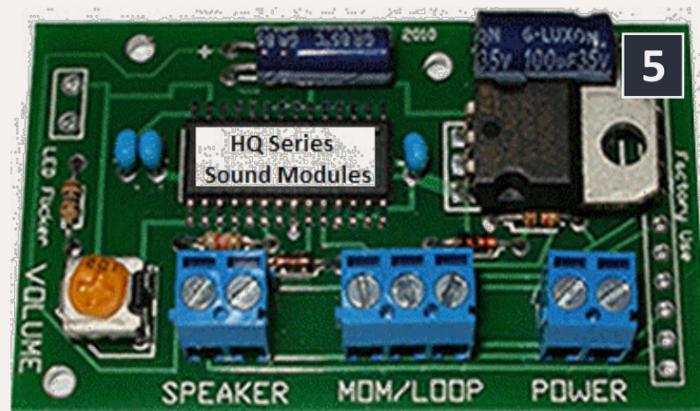
The real challenge was creating lightning. The board I purchased came with a "super-bright" LED. Unfortunately the light from the LED would be wholly inadequate for my 30' x 40' layout room. In addition, I did not want just a bright flash to fill the room. What I wanted was an actual lightning bolt projected onto the sky. How could I accomplish this?

Again, the holiday projectors turned out to be the solution. It was an easy matter to remove the light and socket from the rear of the housing. I then purchased several second-hand strobe flash units on eBay. I used my table saw (a hack saw or any hand saw would work as well) to cut a slot in the back of

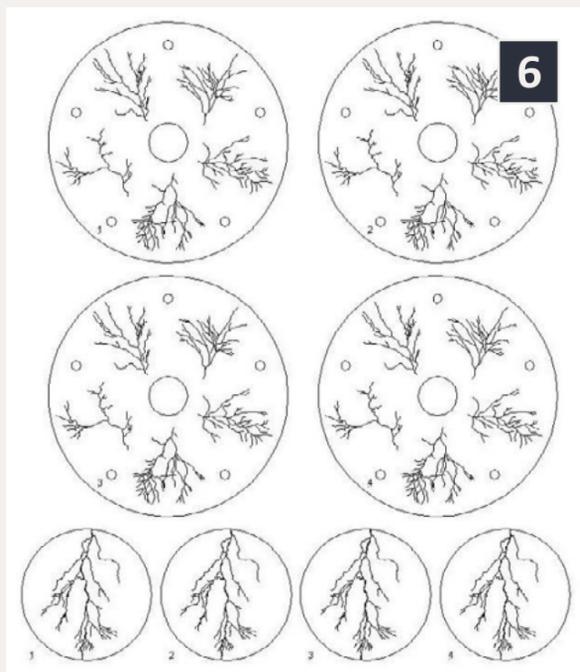
the holiday projector housing that the strobe light would fit into.

The next challenge was to find a way to coordinate the flashing of the strobe light with the flashing of the super-bright LED on the circuit board. To do this, I purchased several strobe flash "slave" units.

The device consists of a small box with a cord that plugs into the flash. It senses the flash of light from a nearby strobe light and triggers the device that it's plugged in to. I then taped the slave trigger device on top of the super-bright LED. Now every time the super-bright LED flashes, it triggers the strobe light. The strobe flash, trigger and circuit board are all enclosed in a plastic electronics project case, attached



5: Innovative Train Technology Products sound board.



6: These are the lightning patterns created I with my cad program.



7: The 2 projectors used for the lightning effects over the Kansas City Power & Light and Sheffield Steel.

to the side of the projector housing.

The last hurdle was to figure a way to create a convincing lightning bolt. I tried using aluminum and a knife to cut slits in the foil. This did not work well. The foil just tore into shreds. Next I thought of having the image etched in thin brass, but this would be expensive. Finally I tried using a piece of exposed x-ray film (hey, I am a radiologist!) and scratching the image of the lightning bolt on to the film emulsion with the tip of a knife. This worked well, and projected a believable lightning bolt.

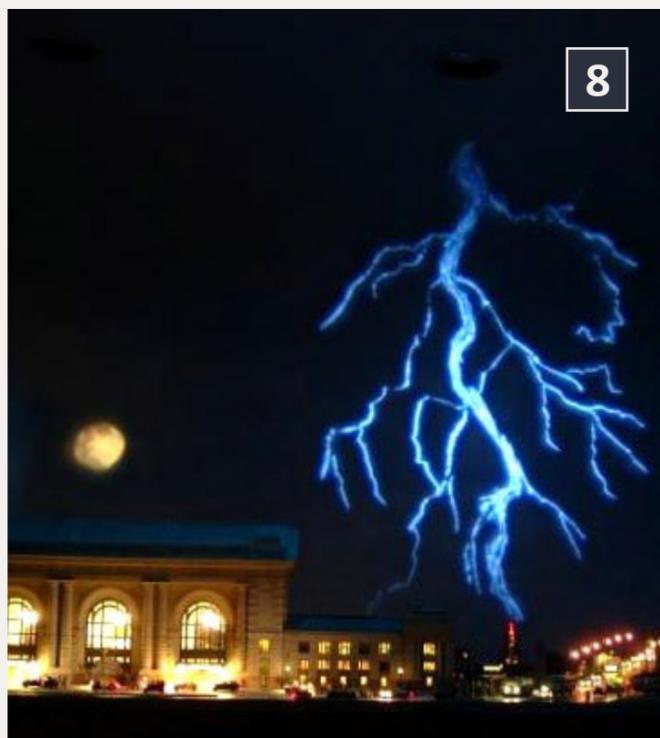
An unexpected problem developed when I tried to photograph a lightning bolt. For the brief time that I could see a lightning bolt with your eye, it looked quite good. However in a photograph, it looked crude, like it had been scratched onto the surface of film with a knife! So it was back to the drawing board.

Actually, it was literally back to the drawing board. The CAD program I use has the capability to bring up any JPEG or bitmap image on the drawing board. This time I used the images of actual lightning bolts to create my miniature version.

I use the CAD program to draw my lightning bolt directly over the prototype image. This also allowed me to accurately transition the width of the lightning bolt from thick at the upper end, to thin at the lower ends. I then scaled the images to fit

the holder in the holiday projectors. I printed the artwork and took it to my local print shop to have a high contrast line negative made. I then cut out the images to the proper diameter and inserted them in the image holders of the holiday projectors.

Now I am talking about two projectors. Innovative train technologies offered two different circuit boards with two different thunder and lightning sequences. It didn't seem right to have the lightning always flash in the same place, in the same way and the same thunder sound. Two circuit boards with two projectors, which are purposely out of synch with each other, solves the problem.



8: The moon is shining through a break in the clouds as the night time thunderstorm rolls through Kansas City with a bolt of lightning striking the top of the top of the Power & Light building.

One lightning bolt would strike the top of the Kansas City Power & Light Building while the second would strike over the area of the Sheffield Steel plant. I used a set of Hi-Fi Heathkit speakers at those separate locations under the layout. With a 10" woofer and no additional amplification, those thunder/lightning circuit boards put out remarkable sound!

I purchased a third holiday projector. This projector was different than the first two I had found. It had a rotating wheel with space for five different images.



9: The third holiday projector that I purchased is capable of holding five different lightning bolt patterns.



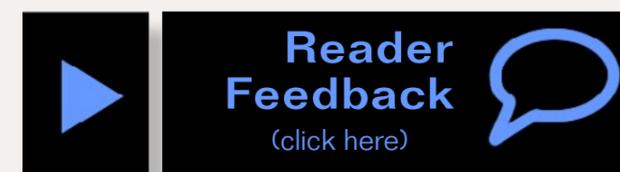
10: One of the three lightning bolt patterns.

This meant that for the lightning flash, it can display any of five different lightning bolt patterns. That turned out to be very effective! Visitors are always impressed with the final effect and always ask if it's going to rain! The answer is no, this is where I quit! There is a limit to what I will try.

That's all for this installation. Next time, it's back to laying track.



11: For minimum visual impact the three projectors are clustered on the ceiling and are painted sky blue.



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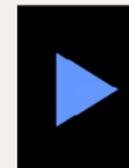
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What's neat this week
 by Ken Patterson



1

1: Two MoPac GP38's running a short local switching job.



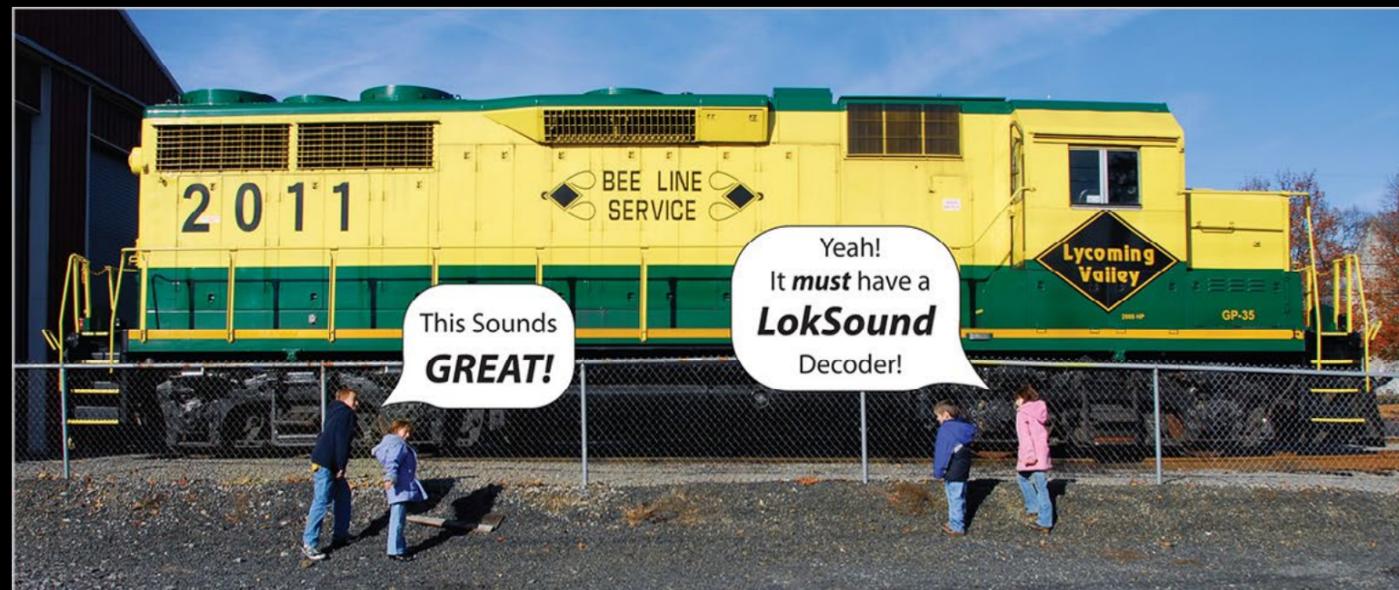
Joe Fugate wanted to give me a month off in August, but I asked for a little bit of space this month so I could still have a fun video in MRH. There's *always* something neat every month! Atlanta's NMRA show demonstrated that the hobby is alive and well, with many new cool products and a record-breaking attendance.

I shot the MoPac GP38 still photo during a video session aimed at getting realistic switching footage at scale speeds. The radio throttle kept experiencing interference, so switching was not as perfect as it could have been.

I added to this month's video a few prototype run-bys below my bluff, along with some large scale footage. Also watch for some fun eye candy in the video. Joe told me to mention some of the videos I'm making to sell, too. So hopefully, some good modeling entertainment in the August "What's neat this week" video. Watch and enjoy!



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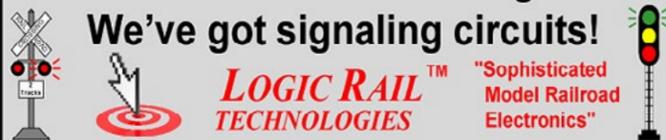
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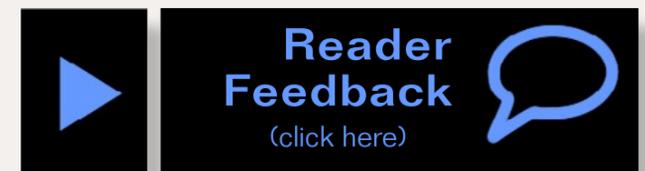
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Drafting tools for modeling, part 1

Inexpensive triangles have a number of uses ...

by Jack Burgess



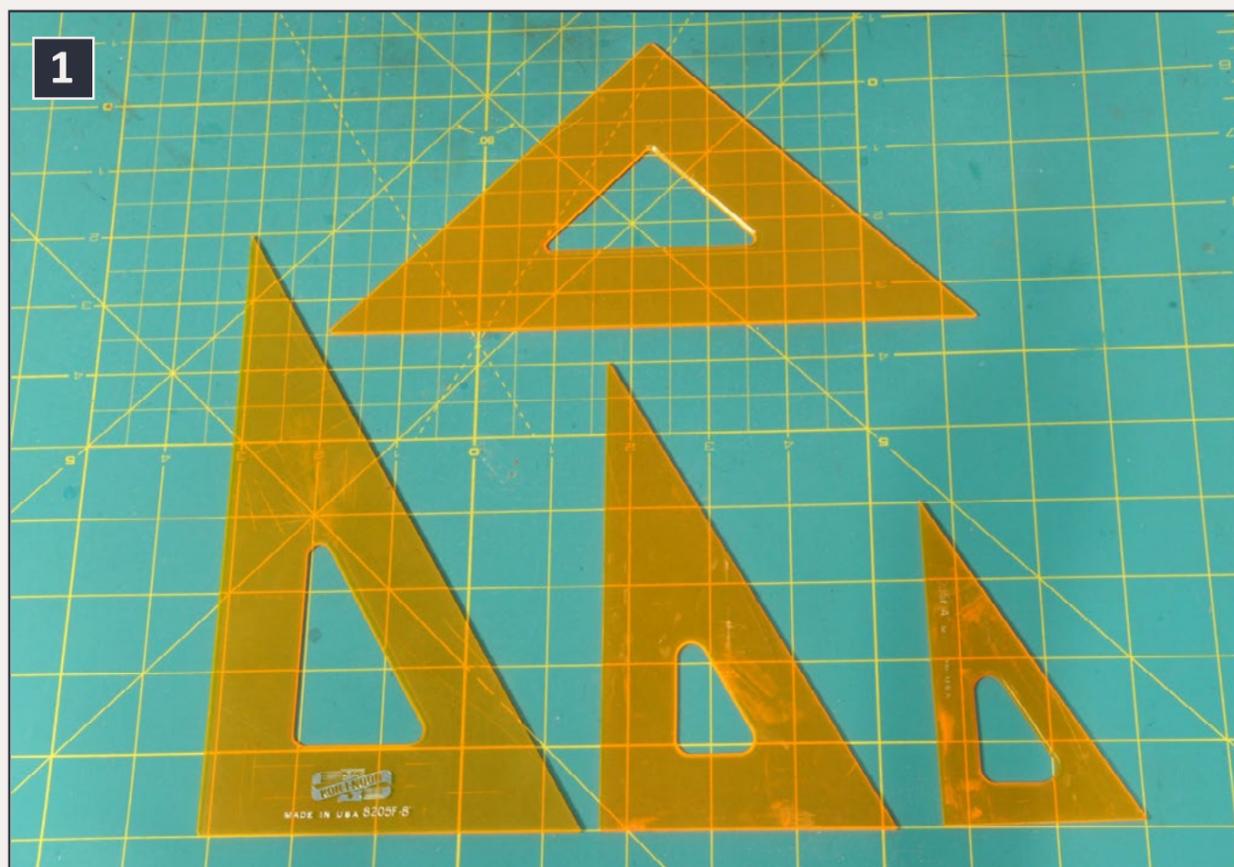
Back in grade school in the early 1950s, we each had a wooden ruler with a metal edge. This basic tool let us both measure things and draw straight lines. A decade later, and as an aspiring civil engineer, one of the classes I took in my college freshman year was a basic drafting class. Within the first couple of classes, the teacher taught us something that I've remembered for the past 50 years—rulers (actually called scales in the engineering and architecture fields) are for measuring, and T-squares and triangles are for drawing lines. In other words, one should never draw a line (or cut material) using a ruler. Instead of using my metal scale ruler to scribe a straight line to score and snap a sheet of styrene, I use a drafting triangle.

Even with the transition to computer-aided drafting (CAD), traditional drafting tools are still available. Triangles are available in two different configurations and many different sizes. There are two configurations – 45° and 30°/60°. A 45° triangle has two 45° angles plus a 90° angle, while a 30°/60° triangle has a 30° angle and a 60° angle along with a 90° angle. Triangle sizes refer to the length of the long side

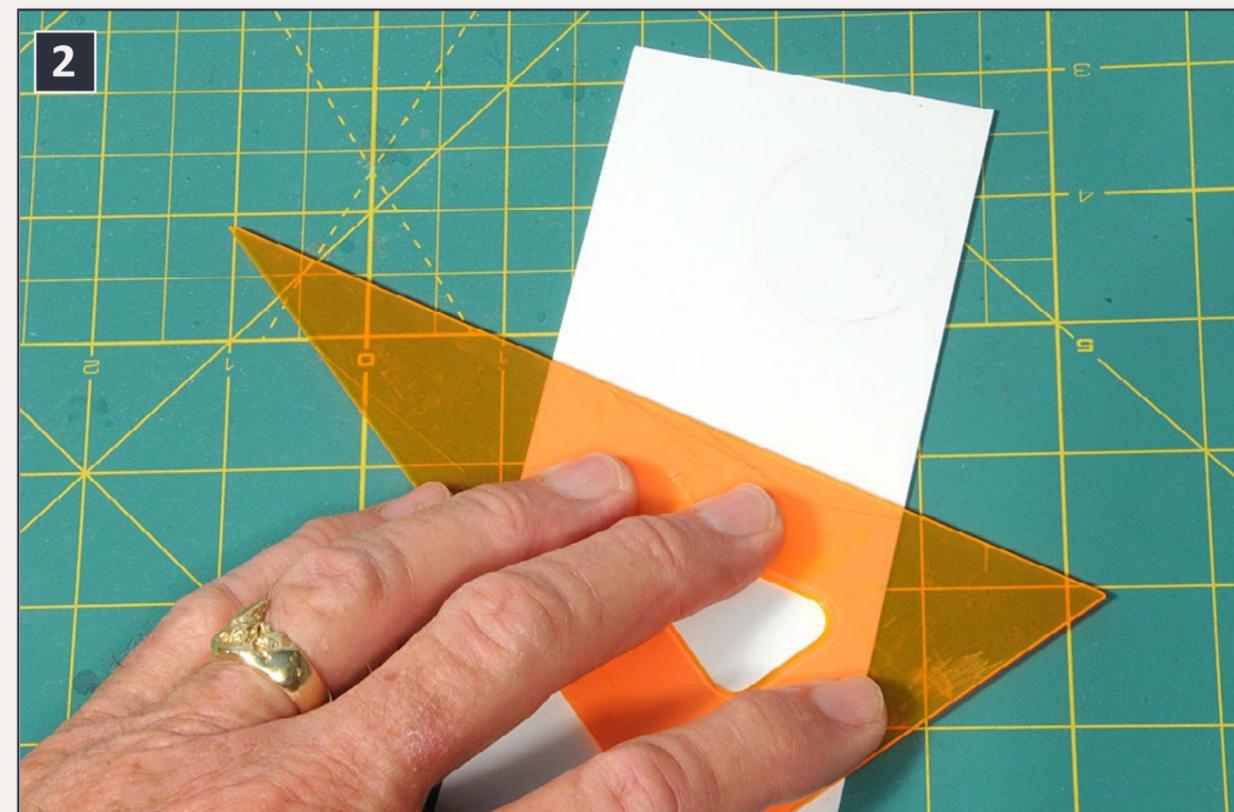


adjacent to the 90° angle. Whether you use 45° or 30°/60° triangles doesn't make much difference in modeling. However, I prefer the 30°/60° triangles since the small side can sometimes fit into spaces better. Drafting triangles are available in both clear and colored acrylic. I prefer the colored acrylic ones since they are easier to find on a cluttered work space. Photo 1 shows my set of triangles.

While I always use a machinist's square when making square cuts on sheet styrene, I use a drafting triangle when making angled cuts. One problem I had in the past with using the typical metal scale ruler for guiding a hobby knife when cutting styrene is that its narrow width made it difficult to hold steady. A triangle has a large surface area, making it easy to hold. Photo 2 shows how I typically hold a triangle while making these cuts.



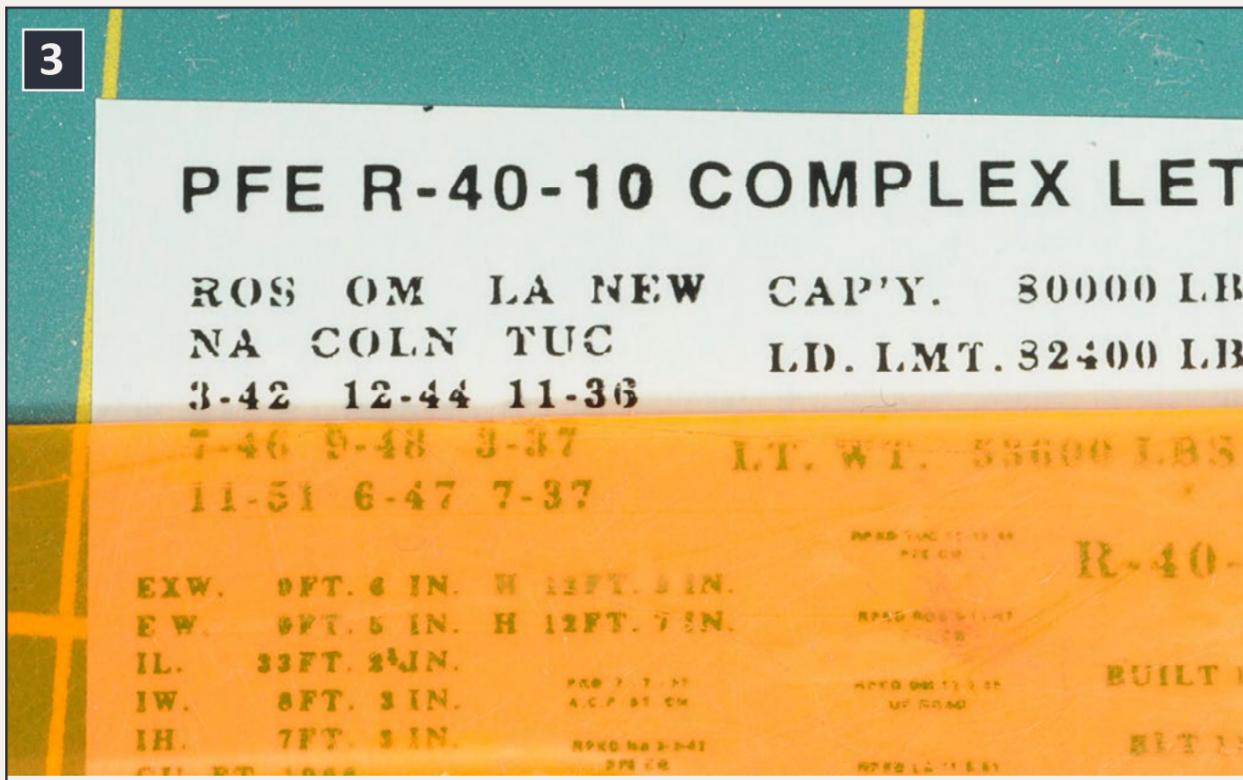
1: My four drafting triangles. The three at the bottom are 30°/60° triangles, while the one at the top is a 45° triangle.



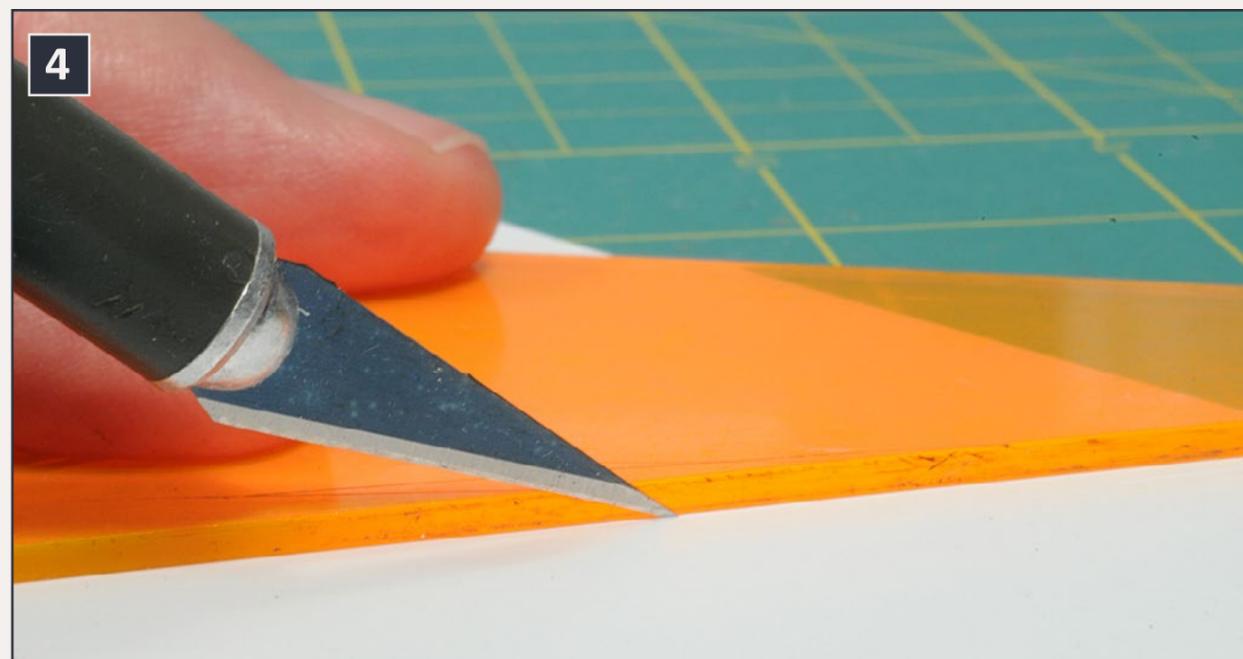
2: It is much easier to hold a triangle than a narrow scale ruler, as shown here. This makes it easy to ensure that the straight-edge doesn't move as you are cutting a piece of material.

Using a triangle to cut apart decals has an additional advantage over a metal ruler. When using a metal ruler, you can't actually see how close you are to the adjacent lettering, especially when the lines of lettering are close to each other. Instead, a "see-through" drafting triangle will ensure that you are halfway between two adjacent lines of lettering as well as parallel to the line of lettering, as shown in Photo 3.

It might seem that using a drafting triangle as a cutting edge instead of a metal ruler would easily result in cutting into the triangle itself. But I haven't had that problem. Holding the hobby knife at about a 30° angle from the sheet being cut and using a No. 11 blade results in the cutting edge of the blade being at a very shallow angle, allowing it to easily



3: A transparent drafting triangle makes it much easier to cut apart decals, since you can see through the triangle.



4: Holding a hobby knife at a shallow angle (along with the shape of the No. 11 blade) makes it easy to avoid cutting the drafting triangle itself.



5: Here a small drafting triangle is lightly tucked up against the letterboard of this freight car so that a colored pencil can be streaked downward along the side of the car.

follow the edge of the triangle without digging into it, as shown in Photo 4.

Photo 5 shows another easy trick you can do with just a single triangle. An interesting weathering effect can be done using colored pencils to lighten or darken individual boards on double-sheathed boxcars and refrigerator cars, to replicate water streaks. To produce this effect, I lightly tuck a small 4" triangle up against the letterboard, then stroke the colored pencil downward along the edge of the triangle. This keeps the streaks parallel with the boards. Photo 6 shows the resulting effect.

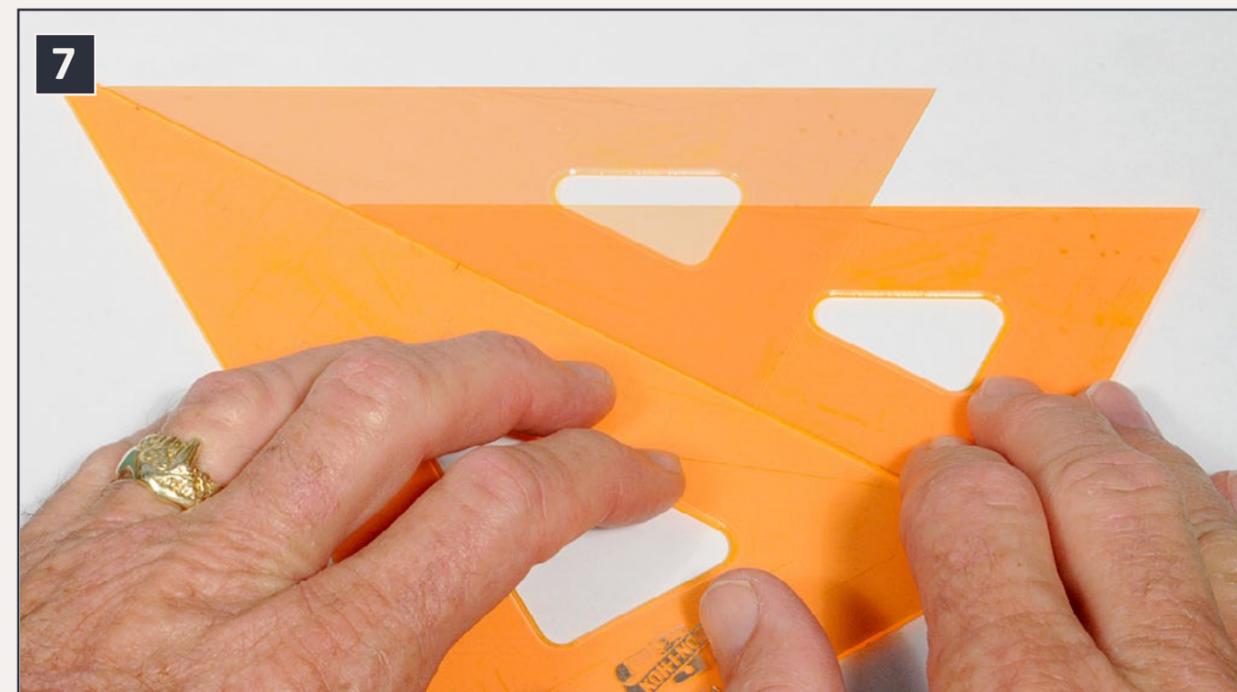
More techniques can be accomplished using two triangles. One is the ability to make parallel or perpendicular lines.

Let's start with parallel lines. As shown in Photo 7, start by placing a pair of triangles adjacent to each other. The type or size of the triangles or which sides are adjacent to each other doesn't make any difference. Assuming that you are right-handed, hold the triangle on the left with your left hand. This will be the "fixed" triangle, while the other will be the "sliding" triangle. To make a parallel pencil line or cut, simply move the sliding triangle up and down as shown in Photo 7. As long as you don't move the fixed triangle; all of the lines or cuts will be parallel.

What value is this technique? Let's go back to the example of cutting decals. Rather than simply eyeballing where to cut lines of decals apart to minimize the extraneous film, use this technique. Hold the pair of triangles loosely together while aligning the sliding triangle to the bottom of a line of lettering on a sheet of decals. Once lined up, hold the fixed triangle in place.



6: Here is the result of using colored pencils to lighten/darken individual "boards" on the car.



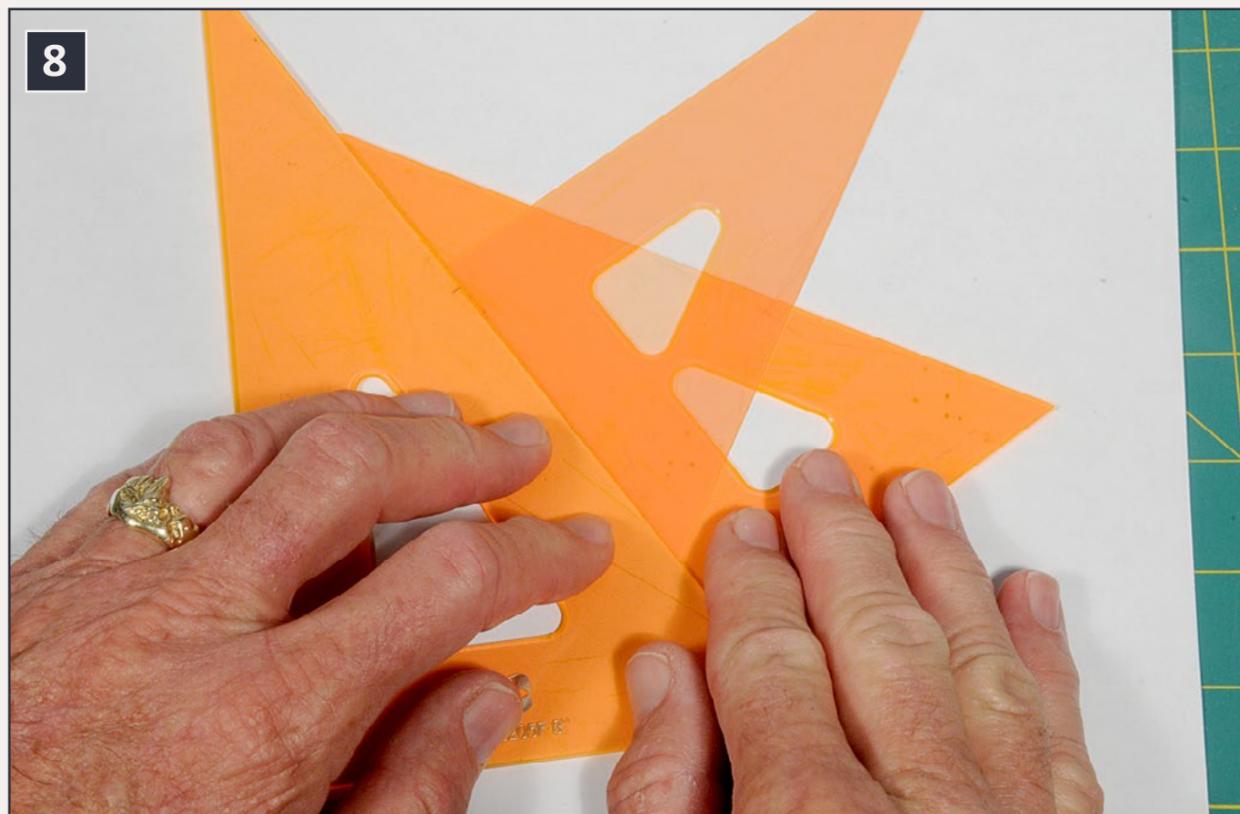
7: When you have two drafting triangles, you can easily make parallel lines. The fixed triangle is on the left (since I am left-handed) while the sliding triangle is on the right. Here I am moving the sliding triangle upwards while holding it against the fixed triangle to create two parallel lines. The "ghost image" shows the sliding triangle after being slid toward the top of the photo.

Then position the sliding triangle just above the line of decals you want to cut free (since you can see through the triangle) and make the top cut with your hobby knife. Without moving the fixed triangle, slide the sliding triangle down to just below the lettering and make the second cut. You then only need to cut the "ends" of the lettering to finish cutting it apart.

If you want to be extra cautious when cutting out decals (or lines of resin rivets), always hold the triangle covering the part that you want to keep. If the hobby knife accidentally swerves away from the triangle, the rest of the decal or line of rivets won't be ruined.

Here is another trick using the same technique. If you need to cut a number of strips of masking tape into narrow strips to mask truck wheel treads, cut a piece of masking tape a few inches long and stick it to a piece of plate glass or other smooth surface which won't ruin the adhesive. Set up your pair of triangles and then simply cut one strip after another, moving the sliding triangle along the fixed triangle to create parallel cuts and thus parallel strips of masking tape.

Making two lines perpendicular to each other is also easy with a pair of triangles. One method is to align one triangle with the base line and then simply place the second triangle in a right-angle position to it. However, I always use a variation of the



8: By turning the “sliding” triangle 90°, as shown by the “ghost image”, you can easily draw or cut something at a 90° angle to the base line. The 90° angle is formed in the space between the two triangles directly above the middle finger of my right hand.



9: These four photos show how you can easily make a template for cutting a sheet of clear styrene to make window glass for a window casting. There are pencil marks on the paper for the horizontal and vertical extents of the window opening. In this view, the sliding triangle is aligned with the bottom pencil mark.

“parallel line” technique discussed above. As shown in Photo 8, hold the pair of triangles together and align the sliding triangle to the base line. Then, while holding the fixed triangle, turn the sliding triangle 90° degrees as shown and you have a 90° angle.

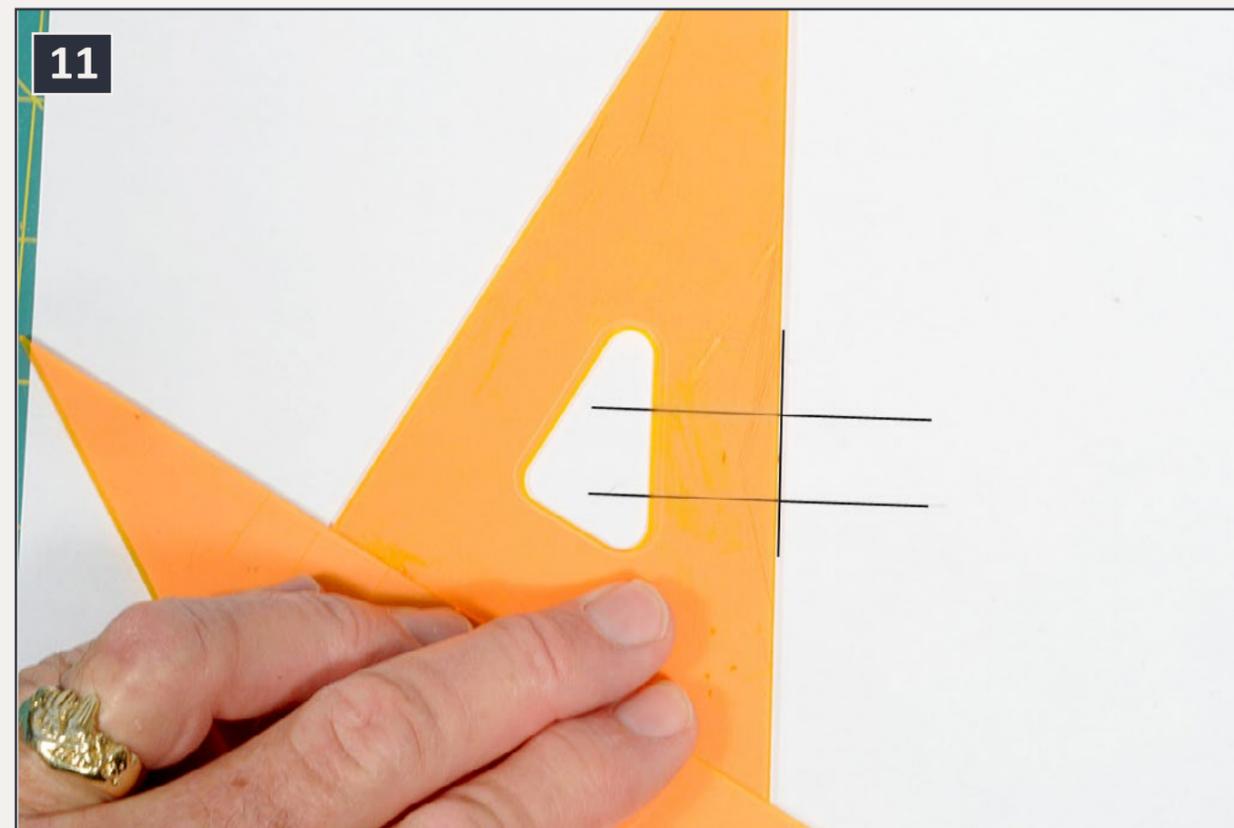
Here is a practical application using two triangles shown in Photo 8. Let's assume that you want to cut some clear styrene to fit inside a cast styrene window. You can easily make a window tracing template to make this task very easy.

Start by measuring the width and height of the opening in the window casting and transfer those measurements to a piece of paper with pencil marks. Envision the window casting on the paper and make the marks roughly in the middle of the two sides and middle of the top and bottom. The marks on the “sides” should be equal to the width of the “glass” for the window opening, while the top and bottom marks should be equal to the height of the glass.

Using the triangles, draw horizontal lines parallel to each other at the marks for the bottom and top of the window template and vertical lines (at 90° from the horizontal lines); draw the lines longer than needed. These steps are shown in Photo 9 through 12. The resulting template is shown in Photo 13. Then tape clear styrene over this drawing with masking tape, and cut the styrene window to size using the pencil lines as guide lines. This same trick works whether you use clear styrene or microscope glass for your windows. Once you understand the idea, you can skip a couple of steps; make the pencil marks on the paper but then tape the clear styrene or microscope glass



10: After drawing a line for the bottom of the window opening, the sliding triangle is slid upward to be aligned with the pencil mark for the top of the window. Another pencil line is drawn aligned with this mark. It is important that the fixed triangle not move while drawing the four lines. Since I need to use my right hand to draw the lines, I hold the fixed triangle with the thumb, ring finger, and little finger of my left hand. After positioning the sliding triangle with my right hand, I hold it in place with the index finger and middle finger of my left hand while drawing the line. This process sounds more complicated and difficult than it actually is—it is quite logical in practice.

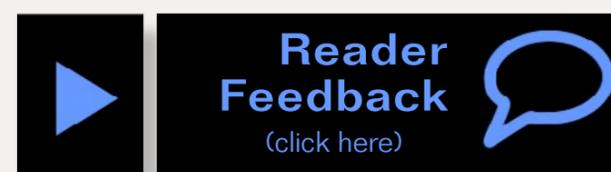


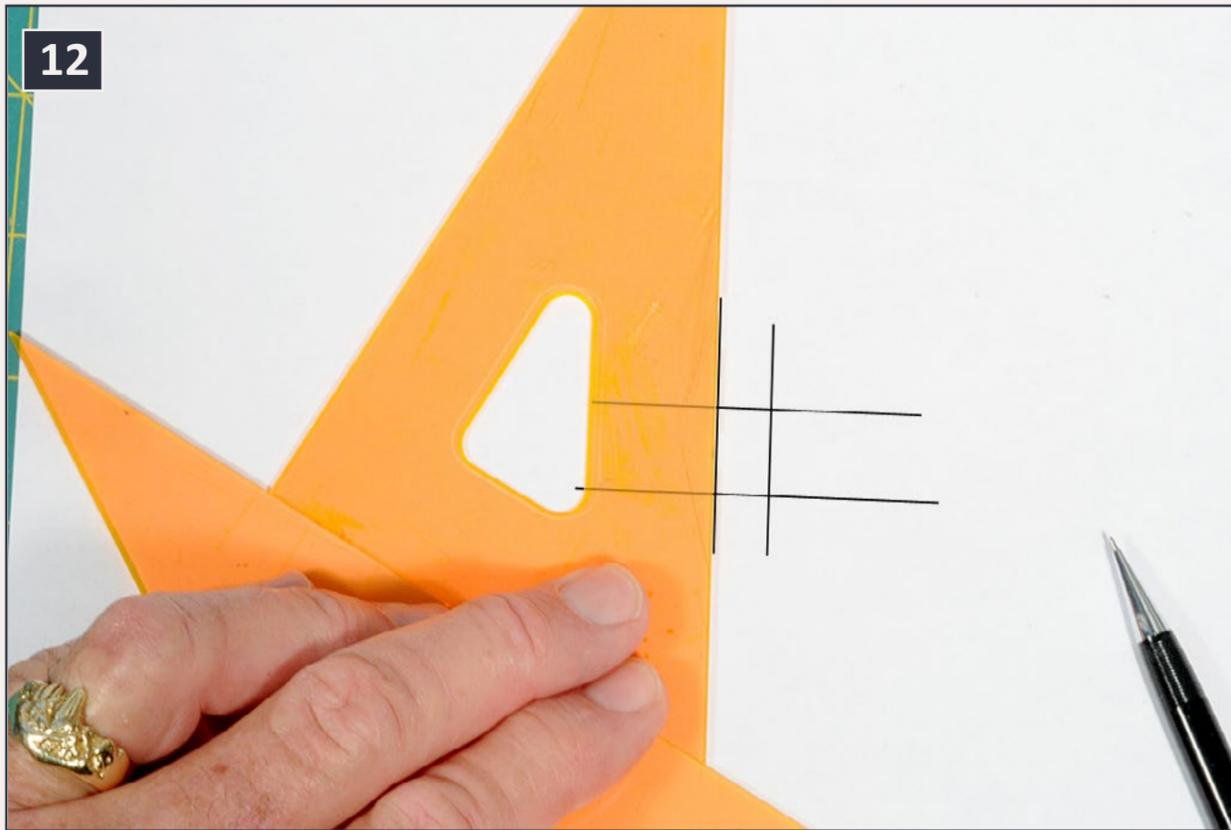
11: The sliding triangle is then turned to result in lines at 90° from the initial lines. Here the sliding triangle is aligned with the pencil mark for the right edge of the window opening.

onto the paper and cut the four sides of the glass without first drawing the pencil line.

Once you have a pair of triangles in your tool collection, you'll find a lot of opportunities to use them. I have three 30/60 triangles (a 4", a 6", and an 8") and a single 6" 45° triangle. The cost of good acrylic triangles ranges from \$2 to \$3 each. They are versatile and inexpensive tools. Drafting tools are available from a number of online outlets. I purchased some of mine from Drafting Steals (draftingsteals.com).

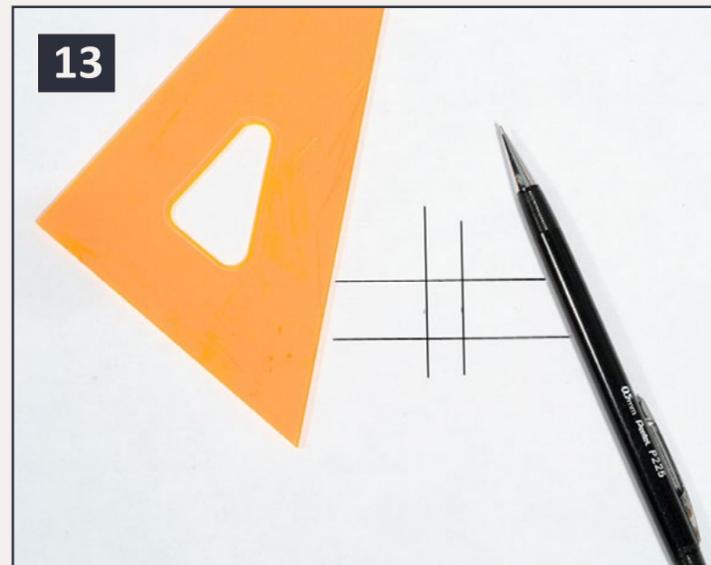
Disclaimer – I love good tools and don't hesitate to invest in them.





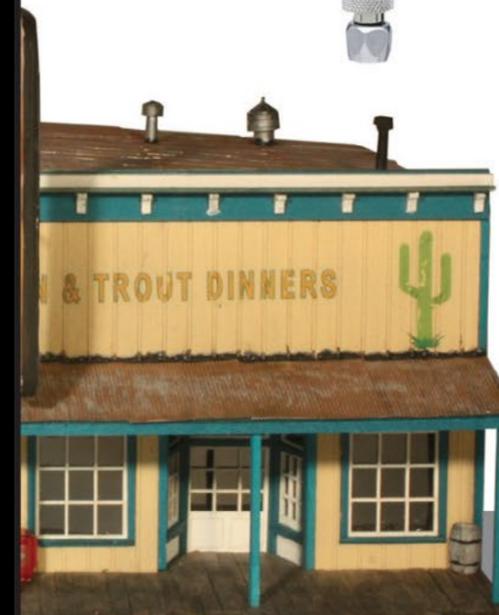
12: The sliding triangle is now slid to the left to be aligned with the pencil mark for the left edge of the window. The window template is now complete.

13: Here is the completed window template. Simply tape your preferred window material over this template and cut it to size using the four pencil lines. The pencil in the photo is a 0.5mm mechanical pencil which I use for all of my layouts; they are available in stationary stores.



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Build some awesome-looking foreground trees with these techniques ...

Almost every modeler needs trees on their layout and many of us need lots of them. Finding the right combination of cost versus appearance can often be one of your greatest challenges. The sheer volume needed can make this seem like an insurmountable hurdle. I knew I needed some iconic trees to model the Eastern United



1: The unpacked SuperSage, with a HO 40' boxcar for comparison.



2: A closer view of the very large tree with the 40' boxcar for comparison.

States, and, specifically the sugar maple to set and sell the visual atmosphere for my layout.

I have used Scenic Express SuperTrees effectively, but despite different approaches applying color and texture to the branches, they lacked the look I wanted. I took a deeper look into their product line, and decided to use their SuperSage product as the basis of my maples.

The SuperSage value pack is advertised as having enough material for nine to 12 trees appropriate for HO through O scale. I unpacked enough sage material to make seven large trees, one very large tree, and four smaller ones.

For my initial tree build I followed their instructions: Build the trees using the SuperSage as trunks, and the included SuperTree material as the branches. Once assembled, each tree is painted and then flocked.

For the very large tree, I wanted to try a different approach than I had used in the past. I used a more generic leaf flake underneath the Silflor maple leaf product (also available from Scenic Express) to give me the great look the Silflor leaf provides, without all of the cost.

Starting Small

Its best to start something new on a small test piece to learn the required techniques. I selected one of the smaller trunks as an appropriate starting point.

First step is to insert a toothpick handle/mounting pin into the bottom of the trunk. I chose toothpicks mostly due to their availability and my general preference for white glue, which makes using metal less practical.



Once the toothpick is dry, I began adding branches. The manufacturer recommends using CA to attach them to the trunks. I tried

3: The tree trunk with the toothpick mounted in the base.



4: This single SuperTree branch shows the detail that comes on the branches.

5: Bulk SuperTree branch material.

6: The completed tree with all the desired branches attached.



it, but I found it did not work for me at all. I ended up reverting to my old friend white glue, and patience. This method requires a lot more drying time than CA, but the results are similar.

I prefer the natural colors of the main trunk material, but the manufacturer recommends painting them and I tend to agree. Natural finishes, if not carefully selected and blended can stand out in a bad way when everything else is artificial.

Continuing to follow their instructions, I sprayed the tree with a coat of flat brown paint, after which I dry brushed a light gray

across the surface. This treatment also gives a very satisfactory result. The SuperTree branches blend a lot better visually with the sage trunk.

Silfor maple leaf material isn't the least expensive product available, so while my plan is to use it for visual effect, I want to use some less pricey filler underneath to provide depth to the foliage. Assessing my stock prior to ordering, I decided to use some Noch medium green leaf flake.

To apply the Noch flock, spray a 50/50 mix of water and white glue onto the branches, sprinkling the flake over it, and collect the



7: The painted and dry brushed tree.



8: Noch flock.



9: Ready for planting.

excess. Once it dries, shake off any loose and excess flakes. A second coat of flock does wonders in filling out the under foliage.

After the second coat was on and dry, it was time to apply the Silfor maple leaves. This material comes on a carrier sheet that needs to be roughed up to remove the static and uniform look.

I did the cutting and tearing over a bowl to collect the leaves that fall off for future use. Because I'm modeling late summer, I decided to use both the mid summer green leaf, and the late summer package, which has a few brown leaves thrown in.

Once complete, I found myself a less than excited with the result. It looked good, but not quite what I was looking for.

Part of it had to do with the shape of the trunk and the resulting branches, but also with the SuperTree foliage. The brown leaves just didn't work well. At a normal viewing angle they look more



10: Apply maple leaf sheet material over the green leaf flake material to achieve the final appearance.

like a fruit tree than one experiencing a late summer dry spell. In fact, the results reminded me of one of the pre-made Bachman fruit trees. I was disappointed after expending all that time and effort.

Go big or go home

With lessons learned and notes made, it was time to try again. Two big changes on the next tree. First I would only use the mid summer Silfor foliage (no brown leaves); and second, do a more thorough job in breaking up the carrier sheet. I felt confident that working with the carrier sheet a little more might mitigate the uniform shape of the first practice tree.

A larger trunk was selected, this one to represent a very mature tree.

The assembly process was repeated; toothpick, branches, brown spray paint, gray dry-brush, and two applications of Noch leaves.



11: In place on the layout.



12: A large tree with HO scale person.

Finally, the Silflor foliage, now diced and torn up into smaller sections, was applied to the top and outside edges of the tree.

That did it. While the shape of the trunk could also represent other tree species, specifically an elm, once the Silflor foliage was on it passed the test.

It took about a weekend to complete this tree from start



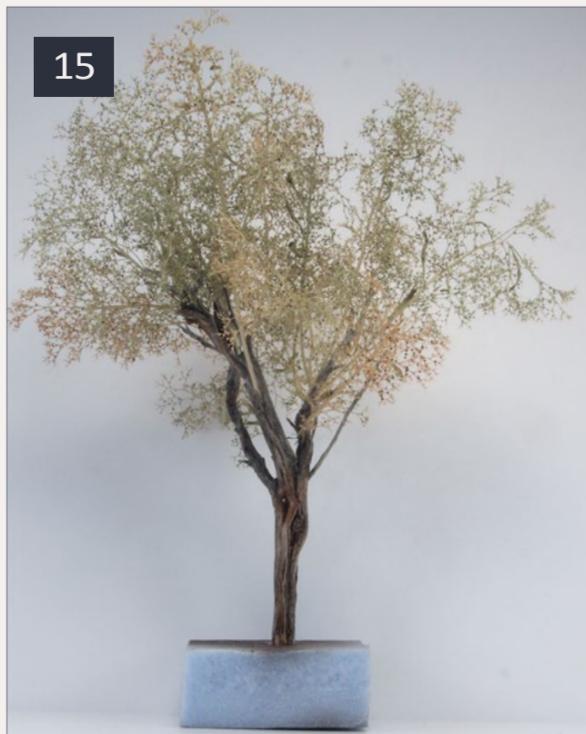
13

13: Toothpick equipped trunk.



14

14: Building out the tree.



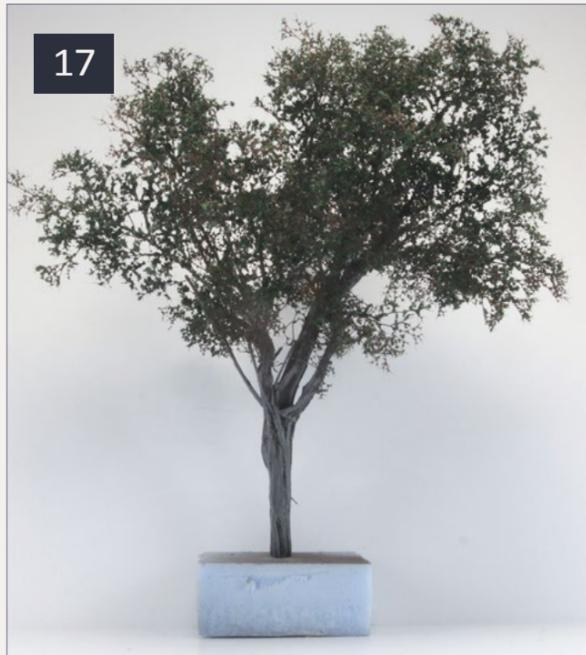
15

15: All of the desired branch material is in place, and the tree is ready for paint.



16

16: The base coat of brown ties in the branches, and the trunk, visually disguising where the branches meet the trunk.



17

17: First coat of Noch leaves has been applied.



18

18: Second coat of Noch leaves is applied, filling out the under foliage of the tree.



19

19: Second attempt using the Silflor maple leaf material. This time it was broken up more robustly.



20

20: Here is the finished tree ready for planting.

to finish, most of that time waiting between each application of a branch as the glue dried. The time can be dramatically reduced by following Scenic Express' recommendation to use CA and an accelerator, and or by processing a number of trees at the same time in assembly line fashion.

On the layout

One consideration that I didn't make when starting this project was how to actually use the trees. I knew I wanted some maple trees, but other than that, I didn't have any fixed goals in mind, which often is not the best approach. So I had my maple tree but now what?

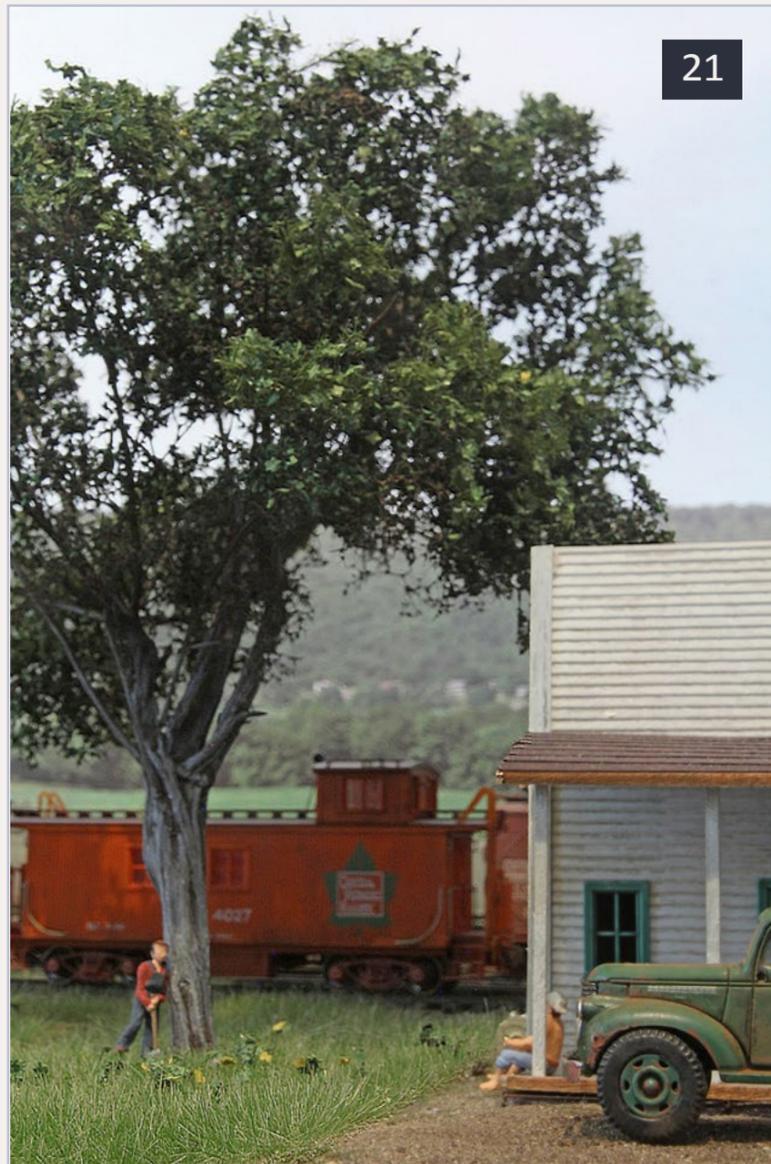
It may seem self-evident that you just plant the larger tree and walk away, but I hadn't thought about the size of these trees in comparison to the forest of SuperTrees that were already in place.

The SuperTrees make great trees, but they appear dramatically smaller than the more true sized SuperSage tree.

My challenge now was to determine the best way to use them; to have these co-exist on the same layout in a visually appealing way with other, smaller trees. Here are my suggestions, I hope some may work for you.

As a large foreground tree

A spot at the front of my layout had a couple of small trees next to a small structure. I removed the smaller trees and I replaced



21

with the large maple. The scene immediately changed for the better. The visible relationship between the structure and its environment was improved. The next closest trees were along the back drop, the difference in size wasn't obvious.

If you decide to build trees along these lines in great number, the highest attached cost will be for the Silfor leaves. I recommend

21: A lazy summer afternoon.



22

22: Here is what the river scene looked like before adding the larger trees to a scene. I liked the look.

using the Silfor only on prominent, front of layout features to help mitigate the cost.

Adding just a couple of trees to a scene

Adding a couple SuperSage trees can dress up an existing scene. Areas that looked good before are enhanced by adding a couple of larger trees. They help frame the view.

Clumping

Another technique is to blend the trees in together in a clump. Apply these smaller groupings as a highlight along the visible edge of the tree line, as a visual point of emphasis, or view block alongside smaller trees. Grouping them together can make them appear less unusual than a single giant tree plunked in amongst dwarfs.

Using a lot of them

If you decide to use nothing but the larger trees you should be good to go, no sizing issues to worry about! Before you gasp at the costs, realize that this can be more economical than you think. In my case, the single large tree's canopy is about 8' x 8' meaning it provides about half a square foot of layout coverage on its own.

Now that's just one of seven large sage trunks, I'd estimate using all of them and the very large trunk, you could cover about four square feet with trees. While that may not sound like much, it is actually a lot of layout real estate. Four square feet covers easily half of one of the 2' by 4' sections that I use. Add in track, rights-of-way, buildings, and other open spaces, such as a field or road, and I have plenty of large tree foliage each section.



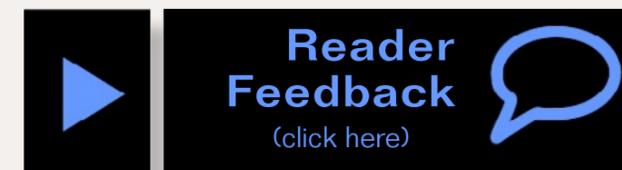
23: Here is what the river scene looked like after adding the larger trees to a scene. I like the way the large trees frame the scene.



24: A different perspective of the river scene. Only one of the large trees has been added. It's starting to make a difference already.

Faced with high shipping costs due to my living situation, I'm pleased with having a single box of these trees to try out. Without the high shipping costs, I'd seriously consider buying enough to cover all seven sections on my C shaped 10' x 12' layout, using these trees everywhere.

More photos on the following pages ...





25: This is the “before” scene. A wide open space gaps between the building in the foreground and the parked car next to the river scene.



27: A second large tree has been added. It's getting better, but there is still a lot of open area between the ground and the bottom branches.



26: I began to make a view-block by adding one large tree.



28: Other scene elements added include shrubs, undergrowth, and a stone wall.



29: Finished view-block.



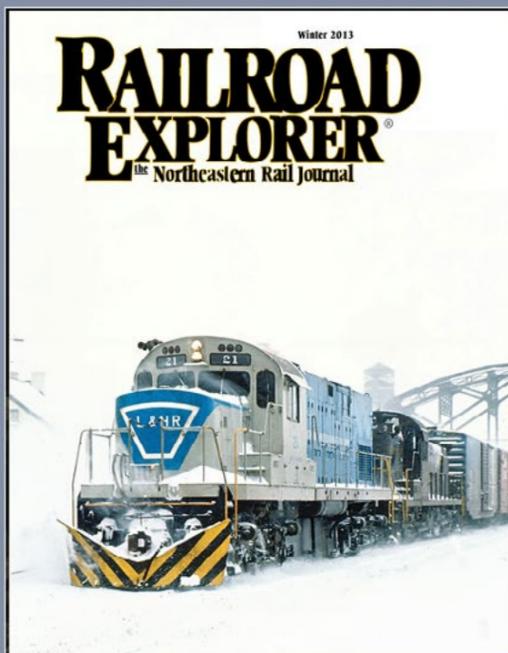
Thomas Garbelotti's chief interest is the Central Vermont railroad, especially the Roxbury Northern Division.

In 2010 Thom relocated from the Vermont/New Hampshire border to the United Arab Emirates. He works for New York University to establish a new four year undergraduate school. His modeling location is 22 stories up in a high-rise apartment building. His layout is now fully constructed and operational, and about 60% scened.

Thom has written before about the challenges of modeling Adu Dhabi, in the United Arab Emirates [Model Railroading 22 Stories Up \(September 2010\)](#) and [Benchwork without Tools \(November 2010\)](#).

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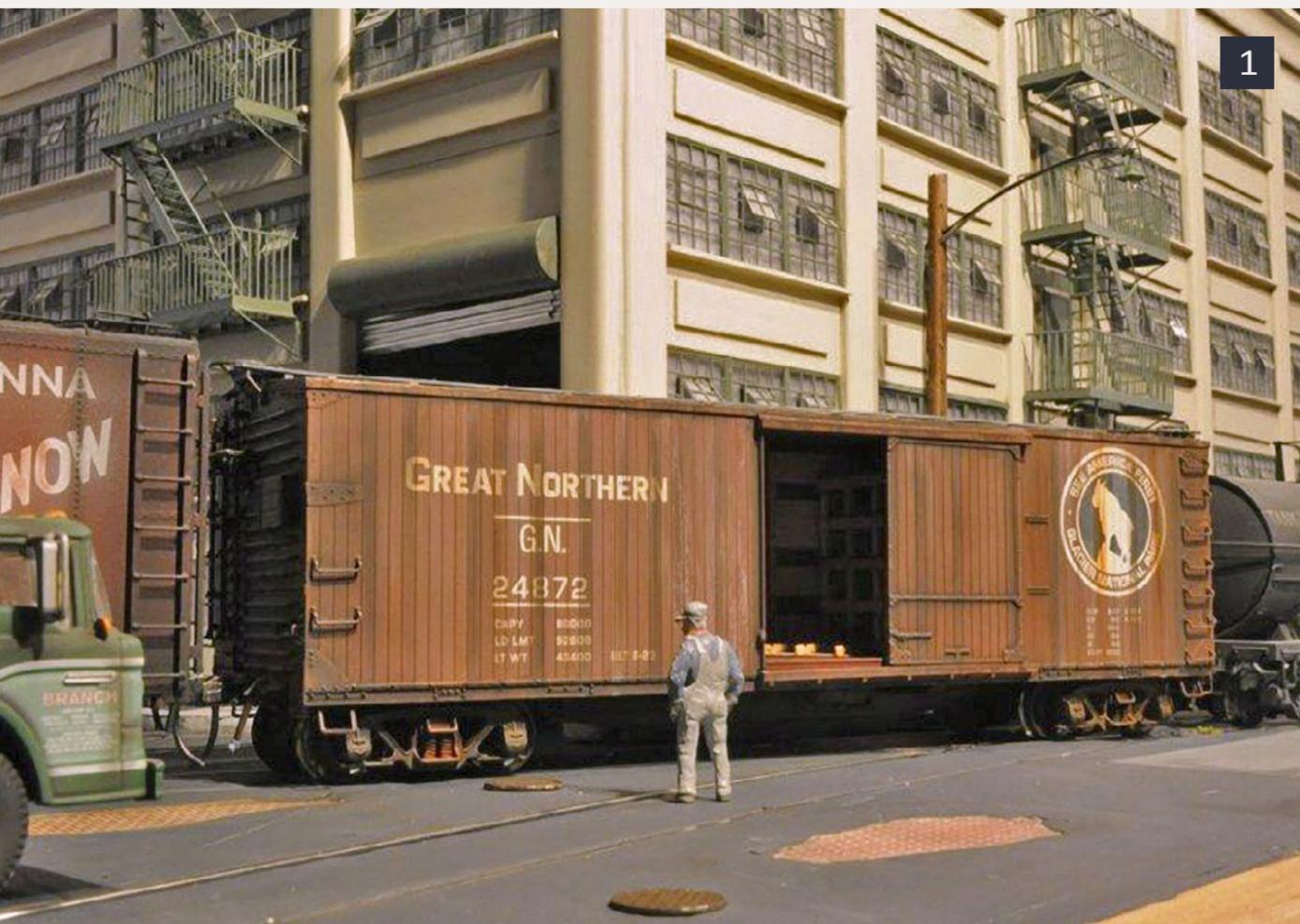
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Yes, it's a model

Model Railroad Hobbyist's monthly photo album



1: It's early morning as the last of the empties are pulled down Van Buren Street after a long night of switching. A brakeman guards the intersection as GN 24872 rolls by. Such scenes were common in the '50s and early '60s as many of the steam era veterans were still in revenue service.

The model was built and photographed by Don Smith. Don specializes in weathering O scale freight cars and engines. More of his work can be seen at www.industrialmodels.net.



2: BNSF 555 still in its Santa Fe paint, is waiting to leave the BNSF Pasco, WA yard. Kevin Packard took this photo on his 3' x3' yard diorama of his modified Atlas 8-40BW. Kevin followed photos of the prototype to detail and weather the model. The model retains its factory paint, but has been renumbered and patched. Weathering involved numerous steps of airbrushing, washes, and dry-brushing, with acrylics, oils and powders.

The diorama track is Micro Engineering track that's been detailed and weathered. Kevin used a mixture of Arizona Rock and Mineral, Woodland Scenics static grass, Silfor tufts and natural materials for the scenery. We think Kevin did an outstanding job of capturing the feel of modern railroading. You can see the model operating at youtube.com/watch?v=aNj8l6m7A78.





3: South Australian Railways 516, a Bo-Bo shunter was built at their Islington Workshops. The local is switching the freight siding at Bridgewater, South Australia. Peter Michalak built the locomotive from a brass kit from End of the Line Hobbies. The body sits on a modified Proto 2000 S1 chassis. The locomotive is fitted with a TCS M1 decoder and LED lighting.

The photo was taken on Peter's exhibition layout Bridgewater, based on the prototype main between Adelaide and Melbourne.



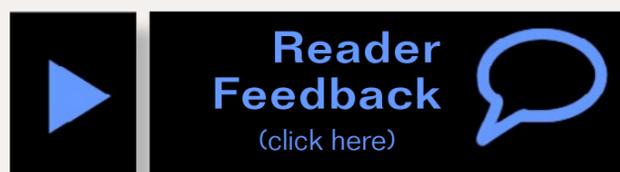
4: Robert Pitts built this unique model of UTLX 80019, a cryo car built in 1962. The cars were designed to haul 15,000+ gal of liquid argon at -302 degrees Fahrenheit This car falls into the general category called RailWhales. The construction of this type of car was ended by Federal regulations that went into effect in December 1970.

See more of Robert's work at:
[flickr.com/photos/53243414@N00/?details=1](https://www.flickr.com/photos/53243414@N00/?details=1)



5: The engineer of SP 5500 is patiently waiting for the brakeman to connect the air hoses so they can pull the empty car from the warehouse dock.

Jürg Rüedi has captured the feel of an industrial siding, from the weeds growing up through the cracks in the concrete to small bits of trash along the dock wall. The engine is an Overland Model RSD-5 Ph III, The model was painted and weathered by Tom Mann.



6: The local crew is trying to figure out how they are going to pick up the car with all of the 87:1 stuff scattered about the yard.

Joe Atkinson is modeling the Iowa Interstate's Atlantic Iowa yard as it existed in May of 2005. He's done a great job of modeling decrepit track. It's one of those things we see on the prototype, but is seldom modeled. ✓

Get your photo here!

Our *Yes, it's a model* monthly photo feature presents some of the most inspiring modeling and photos from the MRH website. If you'd like to get *your modeling* in our photo feature, just start posting your photos on the MRH website, especially in the [Weekend Photo Fun thread](#) created each weekend.

Many of the photos posted show HO modeling, but we'd like to encourage modelers in other scales to post on the MRH website as well. We don't want this to just be an HO photo feature!

For info on how to post photos to our website, [see this help how-to](#). You need to be an MRH subscriber to post photos to our website, and becoming a subscriber is free, [just fill out this form here](#).

How to weather a box car using an artist's pencil



– by Roger Ball

Model Photos by the author



Colored pencils give finer control than brushing or spraying paint ...

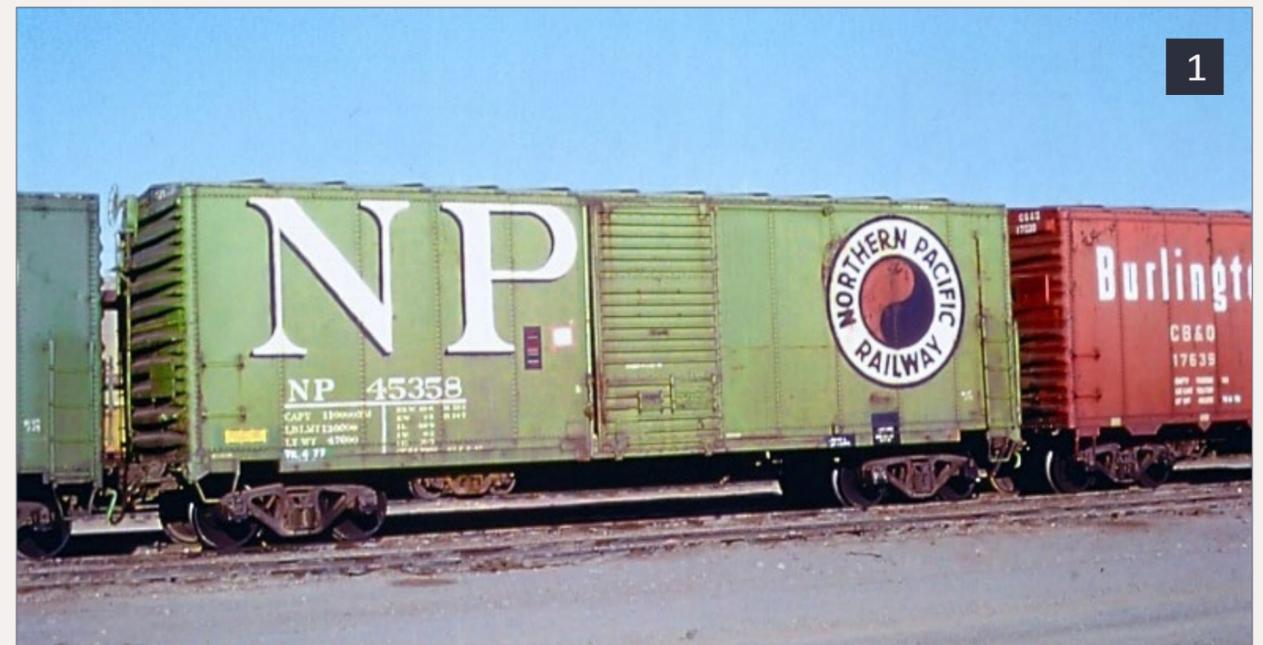
There is a lot of interest in weathering freight cars these days. A new article comes out at least once a month. I have been caught up in the weathering craze and tried many of the techniques. I also developed a few of my own. I don't pretend to be the first to use this technique, but want to share my approach to use a plain artist's pencil to weather a forty-foot box car.

My subject is a Northern Pacific 1937 AAR 40' Boxcar. You can see the model at intermountain-railway.com/ho/html/45749.htm.

The prototype picture I worked from is of NP 45358 (1).

Begin by washing the car with some light soap and water, letting it dry thoroughly. After the car is dry, spray it with a matte finish like Dullcote or Krylon Matte Medium. Next paint the grayed out areas on the roof with PollyScale SP Light Gray. This represents areas where the paint has peeled off. After the gray is dry, paint a deep rust color in areas near the gray. I used PollyScale Box Car red, or any acrylic model paint of that approximate color will do.

Mix a 1 oz. bottle of "dust" which is about 20-30 drops of white, 1-2 drops of black and 1-2 drops of brown. I use cheap acrylic paints from WalMart for this. Thin this with 1/3 water and 2/3, 70% isopropyl alcohol. This makes a very dilute mixture. Spray this on the roof, putting a bit more in the center. I



1: The prototype I followed as a guide.

2: The roof has been grayed out representing areas where the paint is missing and small patches of rust are showing through.

Use light gray paint to simulate chipped paint spots on the boxcar roof

Use a more reddish paint to simulate rust starting to show through the roof

Use artist's pencil to add dirt and grime along panel and roof edges



“Weather with yellow weathering powder to soften the green to a lighter green. Blue and yellow make green, so the more yellow the lighter the green.”

use a double action air brush since that gives the most control. This takes care of the roof (2).

Weather the sides and ends with Bragdon Old Yellar weathering powder to soften the green to a lighter green. Blue and yellow make green, so the more yellow the lighter the green. Using a medium bristle paint brush, scrub the weathering powder into the green areas and seal it with matte medium. Repeat this until the faded paint looks right to you. Avoid getting the powder on the NP herald and lettering. I did not fade the ends much as they are not exposed to the sun as much as the sides (3-4).

Paint the trucks and wheels with a Weathered Black Floquil Enamel Paint Marker. The paint marker makes fast work of the painting. After the paint for the wheels and trucks dries add some Bragdon Dark Rust with a brush and seal it with matte spray.

With the wheels and trucks on the car I made a round patch with blue painters tape to cover the heralds on both sides, then airbrushed the sides and trucks with dust mixture, to fade down the paint a little more. I am a bit fussy about this.

Once the dust is dry out comes the artist pencil. I sharpen a Prismacolor dark umber artist pencil, to a good point. The Prismacolor artist pencils can be found at most art stores. See prismacolor.com/products/colored-pencils/softcore-lead.

Draw along the rivet line, around door corners, and places that grime and rust may accumulate. The pencil is also handy for



3

Use pencil along door tracks to add dirt buildup

Use pencil along door ribs to add accumulated grime and rust

Use pencil to add rust streaks from door scrapes

Use pencil to add dirt and rust along rivet panel seams

3: A good view of the scratch lines caused by the door along with the grime and rust built up on the car.

4: A view of the "B" end of the car. Notice the wheel splash and that the paint on the end of the car is not as faded as the sides.



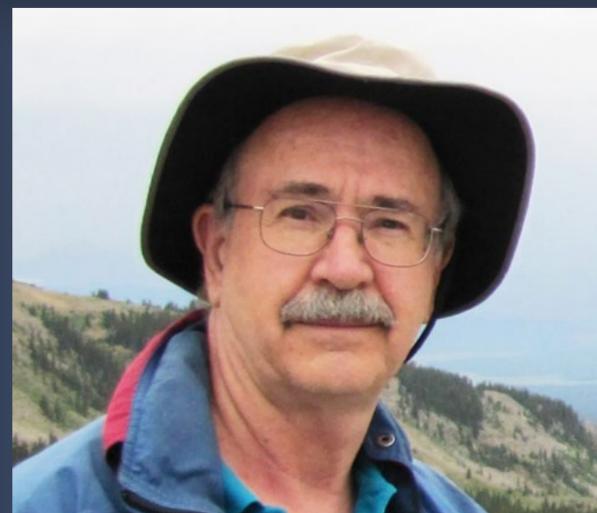
Apply grime to underbody details and truck sideframes

Splash grime up along car ends from wheels

making scratch lines where the door moves along the side of the car while being opened and closed.

Darken inside the grooves on the ends. It can also be used to create rust bleeding out from under the paint. The pencil gives me much better control than I have with a brush. Seal the pencil markings with the matte spray.

Paint the tack boards, sides and ends, with PollyScale Earth after scratching them with the side of a razor saw to add grain.



Roger Ball has been a model railroader for over 30 years, getting his start with a Lionel set at the age of 8. Lately Roger has developed a love for weathering freight cars, trying new techniques that he has read about. The weathered cars have a home on his layout that he has been working on for many years.

Next add Bragdon Rust powder following the rivet lines, around the grab irons, and ladders. The rust lines are enhanced by adding the dark rust just below the line.

Dry-brush the couplers with PollyScale Box Car Red. After it dries, add some medium rust weathering powder. Seal each side and end with matte spray as soon as you finish with the weathering powders.

Simulate wheel splash on the lower car ends by mixing a little gray weathering powder with 70% isopropyl alcohol in a small cup or lid. Brush this mixture on the ends and underside of the car to create the wheel splash, then seal this with matte spray.

To finish the weathering job, over-spray the entire model with a light coat or two of dust mixture to tie it all together. Make sure to fade the sides more than the ends (4).

One very light application of matte medium spray and the car is finished. It's now ready for the layout, showing its age and years of service like a badge of honor.





— by **Bob Anderson**
Model Photos by the author

Build an animated icing platform

Animation on the icing platform ...

My O-gauge layout has a vaguely southwestern theme. I love the red rock canyons in Utah and Colorado, but live in

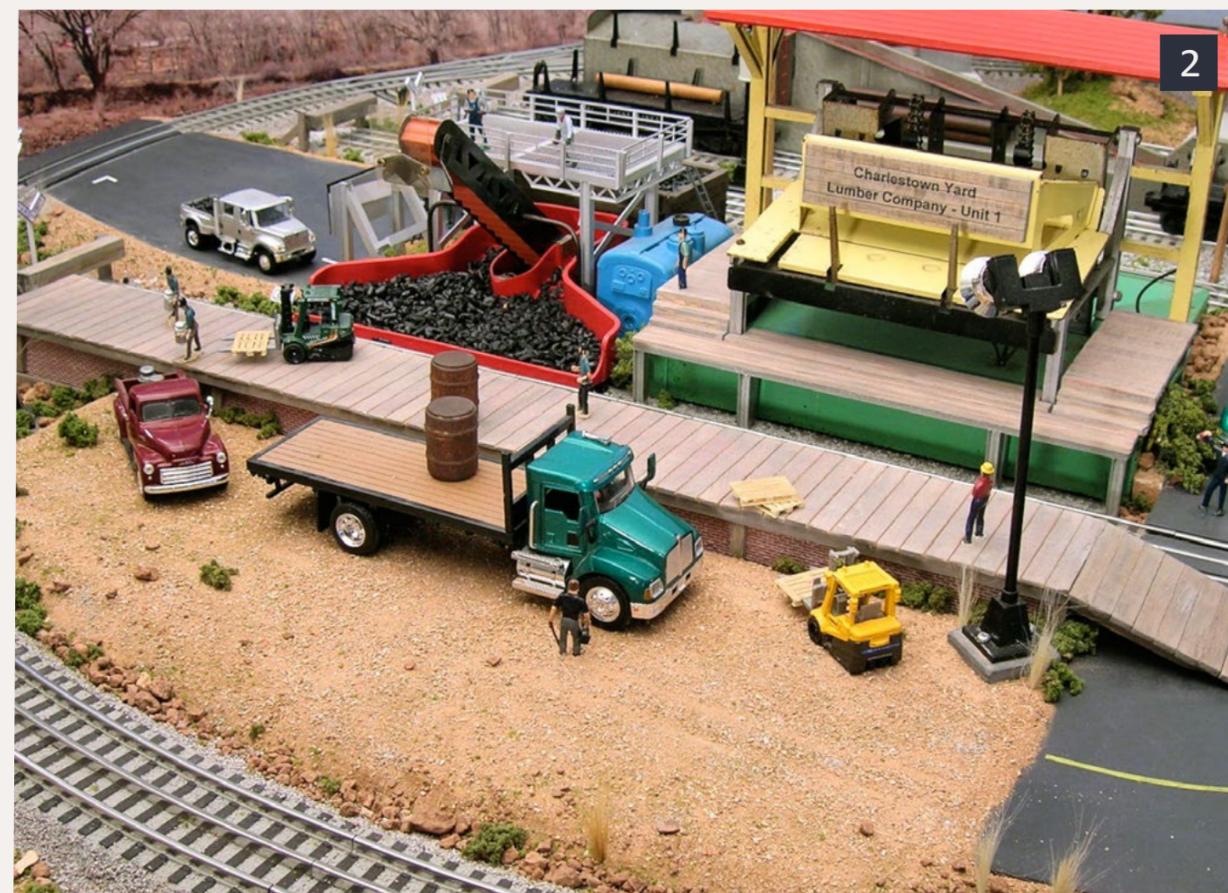


1: Workers are busy icing PFE 97681 in preparation for its trip back east with another load of perishables from the Central Valley of California.

California. It occurred to me that I needed to recreate a scene from my childhood, a string of wood-sided Pacific Fruit Express reefers. Typical of those seen in California's Central Valley in the '50s, they were packed with fruit and vegetables for delivery to Chicago or St. Louis.

Lionel offered some finely detailed wood-sided PFE reefers, offered both in a 3-pack (6-11657) and singly (6-27361) in their 2006 Vol. 2 catalog. I now have nine, making a nice consist on my 10' x 11.5' spare bedroom layout.

But the reefers need ice, that is loaded through their roof hatches. With layout space tight, I looked at my loading dock,



2: This is my existing dock and siding location where I chose to add the icing platform.

and figured it would accommodate a removable icing platform standing above it. But how does the ice get up there?

Atlas-O makes a very handsome icing platform kit (A-6905), but it stretches 37" long, too long for the space I have. It also has a non-working conveyor belt from a lower platform and I wanted a working conveyor. I considered kit-bashing the structure to make it fit my layout, but then decided that I could do better. I would make an animated conveyor, up to my custom-made icing platform, to be placed over my existing wooden loading dock. I decided to make the icing platform and conveyor belt separate, removable pieces for flexibility in use of my layout.

I have not used small motors for animated layout scenes before so I began investigating my options. I came across Al Margolis, at Hobby Engineering, in nearby South San Francisco. After describing my wishes to him, Al suggested a small kit by



3: The Tamiya 4-speed gearbox that is the heart of the working conveyor.

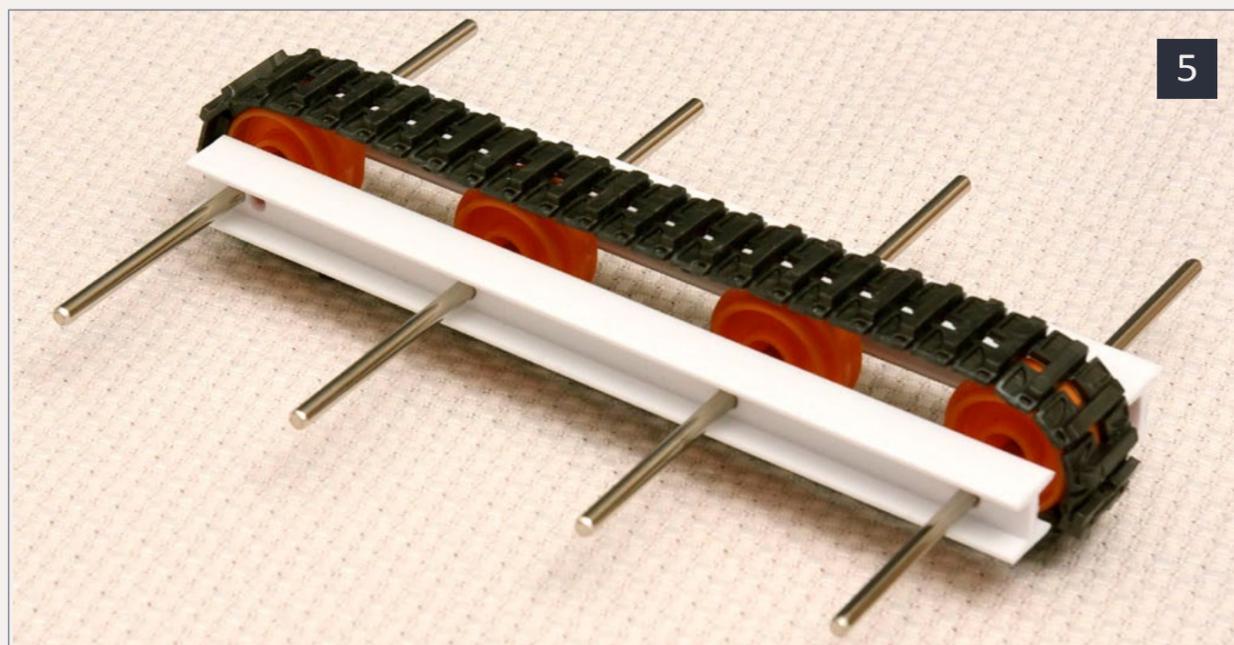


4: I used the Tamiya track & wheel set shown as the starting point for the ice conveyor.

Tamiya which can be assembled to give one of four different gear ratios and runs on 3 volts DC. He also recommended a track and wheel set by the same company, with a rubber tank tread and sprocket wheels that fit on the motor shaft, making a fine conveyor belt. Adding a holder for two AA batteries and a switch, I was set to give it a try (3 and 4).

While studying the various sizes of treads to be snapped together in various combinations, I decided that one large and two medium-sized treads could make a conveyor belt about 6" long. I cut two Plastruct 3/8" H beams 5-1/2" long and drilled four 1/8" holes in each of them to hold axles. I used the

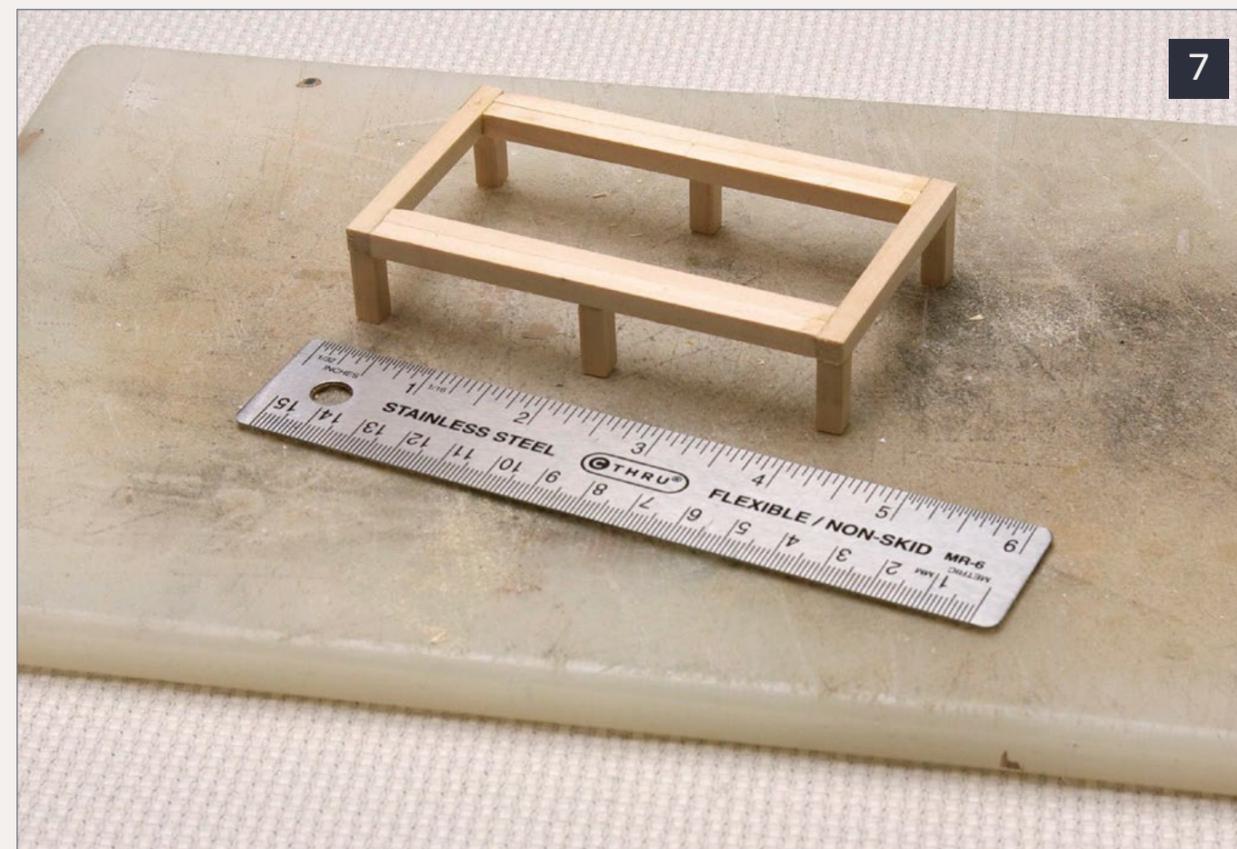
sprocketed end wheels for the drive and smooth inner wheels for conveyor support. I determined that the tread was stretched appropriately when the outermost axles were 4-7/8" apart (5).



5: The partially completed conveyor system. The holes drilled in the H beam need to be square with each other so that the conveyor will track properly.



6: I built a wood frame from 10" x 10" O scale bass that I attached to the H beams to maintain the proper spacing. You can also see the extensions that are trimmed from each of the Tamiya wheels.



7: The base of the simple platform I made to house the bottom end of the conveyor.

I then created a simple frame from square basswood (10" x 10" scale) to hold the H-beams 1" apart, measured between their innermost edges, and trimmed extensions on the Tamiya wheels to fit (6).

I created a simple frame from square basswood to hold the H-beams one inch apart measured between their innermost edges. I then trimmed the extensions on the Tamiya wheels to fit.

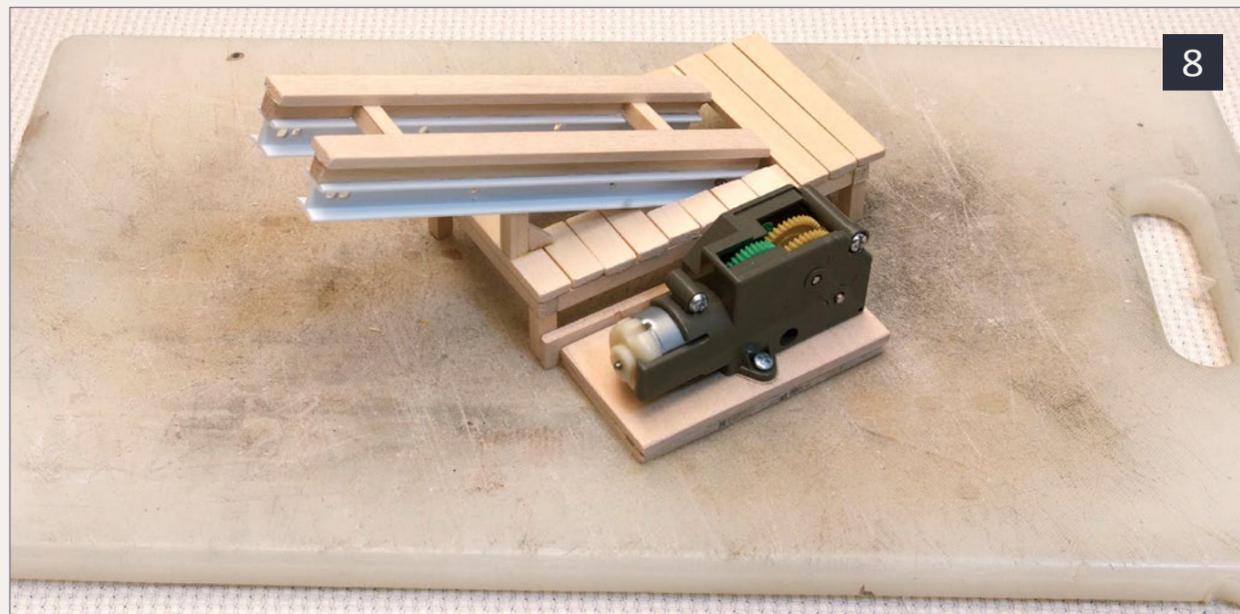
I made a simple 2-1/4" x 4-1/2" lower platform structure to hold the conveyor belt (7). Next I glued 1/8" x 3/8" slats, leaving a center hole for the conveyor. The conveyor is attached to the platform by the axle running from the motor through the wooden frame and an end hole in the H-beams. I also glued

two 1/8" x 3/8" boards to the basswood frame; they run alongside the conveyor belt creating a guide to keep it straight (8).

I assembled the motor, using the lowest of the four gear ratios (5402:1), and mounted the motor on a wooden pad that is 5/16" thick and aligned it with the axle holes in the conveyor unit. A simple scratch-built wooden roadside structure with a corrugated metal roof I had made earlier to hide a control button, just fit around the motor so I adapted it to fit on top of the motor pad. It lifts off to provide access to the motor.

I painted the white H-beams with brown latex paint, and weathered all the wood surfaces with a very dilute India ink mixture, followed by some brown and gray chalks for diversity. The lower conveyor belt and platform were complete (9-11).

I then built an upper icing platform 2-3/16" above my existing loading dock, to make it flush with the reefer roofs. It's 2 1/2"



8: A wood pad was used to mount the motor and connect it to the lower conveyor frame. I also added two strips of basswood to act as guides to keep the conveyor track in alignment.



9: The finished conveyor. I painted the H-beams brown and stained the wood.

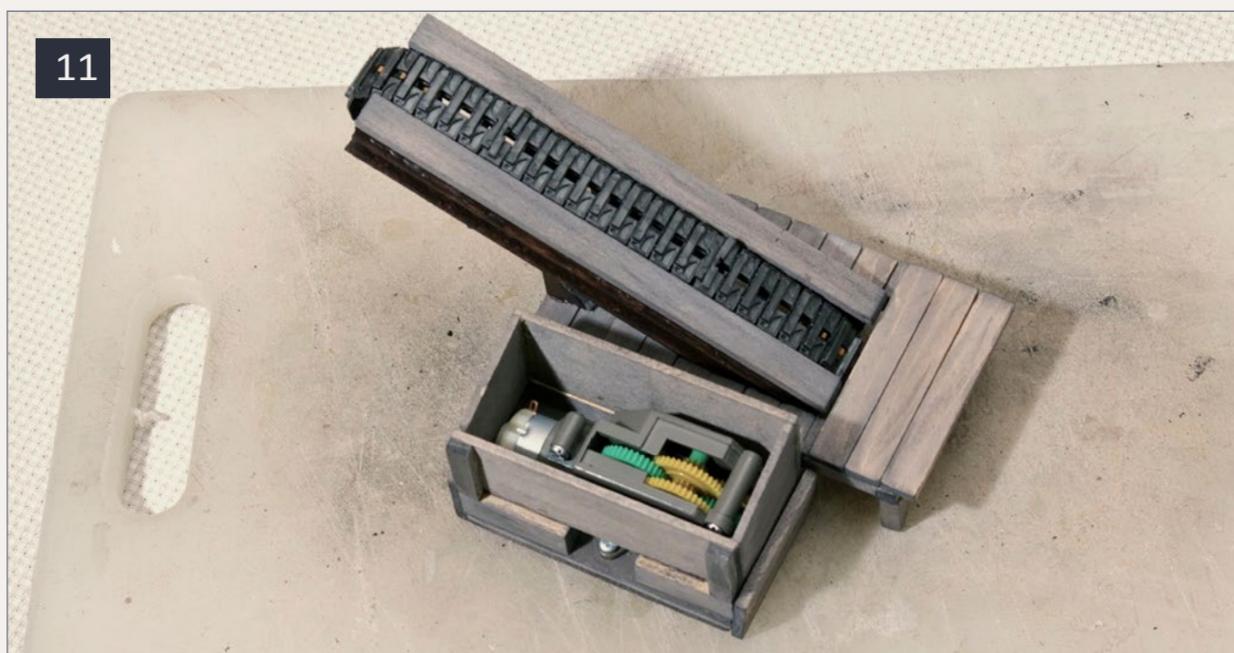


10: The other side of the conveyor shows the structure that I used to house the motor and gear set.

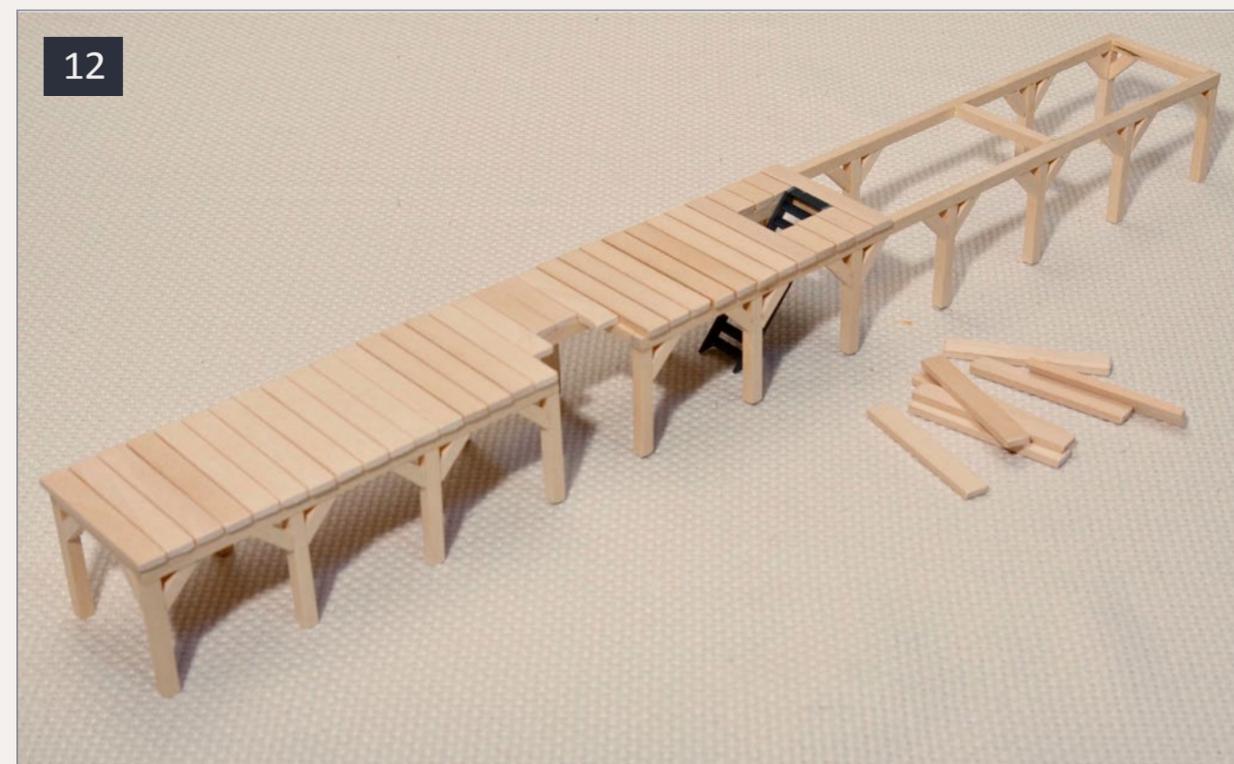
wide by 21½” long, and can accommodate two reefers. It has a cutout 1½” wide by ½” deep to accommodate the conveyor belt. The lower loading dock on which it sits is 3” wide (12).

The hatches on the reefers can take “ice blocks” ½” square, so I sliced ice blocks off of a foot-long rod of 1/2” square Lucite, making them 3/8” high so they wouldn’t topple going up the conveyor belt.

I was ready to declare success. But I had made the top of the conveyor belt almost flush with the top of the icing platform. It looked elegant, but in practice, cubes wouldn’t shift from the conveyor belt to the platform. They got stuck at the transition. Back to the drawing board. I determined that the conveyor needed to be an inch (4 scale feet) higher, so blocks would tumble off it onto the upper icing platform. So I built a lower dock, flush with the original loading dock, on which the conveyor platform itself would sit. It has a cutout in the middle to help hold the wires from the battery pack to the motor (13).



11: I have removed the roof to expose the motor and gears allowing me access for maintenance that might be needed. This provides a good view of the fit inside.



12: I am approximately halfway through the construction of the upper icing platform. You can see the notches for the conveyor on the side as well as the opening for the stairway so that the workers can reach the upper deck. As you can see from the photo there is nothing very complicated about it. It’s just simple construction that anyone can do.



13: Here is the lower deck to raise the conveyor. I could have rebuilt the conveyor, but this was a simpler option and it enhances the overall scene.

I weathered the lower platform, glued the conveyor platform to it, and added Plastruct stairs linking the two levels. The new lower platform also provides room for a delivery truck to unload ice blocks. I complete the scene with several Arttista figures as workers on the icing platform.

By flipping a switch, I can show visitors ice blocks heading up the belt to the icing station, and workers loading the reefers. By placing the conveyor belt at right angles to my dock, I was able to fit it all on my layout. As I originally planned, the whole apparatus of upper icing platform and conveyor unit is self-contained in two separate pieces that are easily removable. If I want to use my original wooden lower loading dock standing alone, I can. I now have the best of both worlds.



14: The completed scene on the layout with workers loading ice onto the conveyor.

A video of the ice conveyor in operation is available on YouTube, at youtube.com/watch?v=cLCd8rJTVXk. It's the seventh in a series I'm making to document my LCJ&I Lines layout.

Parts List

- Tamiya 4-speed crank axle gearbox, item# 70110
- Tamiya track & wheel set (now remote controller) item 70170
- Battery pack holding two AA batteries and on/off switch on cover
- O-scale 10"x10" basswood
- O-scale 6"x18" basswood
- Plastruct 3/8" 90548 H beam
- Plastruct STA-6 stairway
- Arttista figures 1170, 1198, 1366, 1371 ■



Bob Anderson is retired from a career in information sciences. After a many decade absence, he returned to model railroading 10 years ago. He enjoys 3- rail O-gauge and Lionel operating accessories from the 50's.

Bob models the red rock country of the western United States, especially those areas along the D&RGW, Santa Fe, and Western Pacific routes. His layout is in a 12' x13' spare bedroom. To learn more about his layout see his video series on his LCJ&I Lines at youtube.com/user/rha90272.

MRH \$500 CONTEST HONORABLE MENTION

A starter layout you can build for under \$500

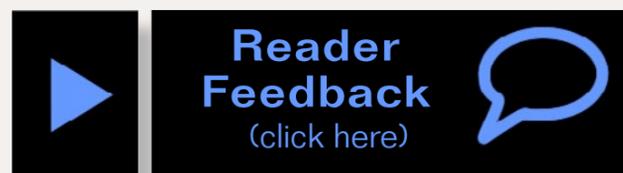
– By Chris Di Paolo & David Gallagher

A traction layout for beginners: If you've never considered modeling an electric prototype, here's a way to start ...



Conceptually we tried to put ourselves in the shoes of a potential new modelers and remember what it was like for us getting started.

One thing that jumped out at us right away was the fragmentation of the hobby into different subsets and schools of thought,

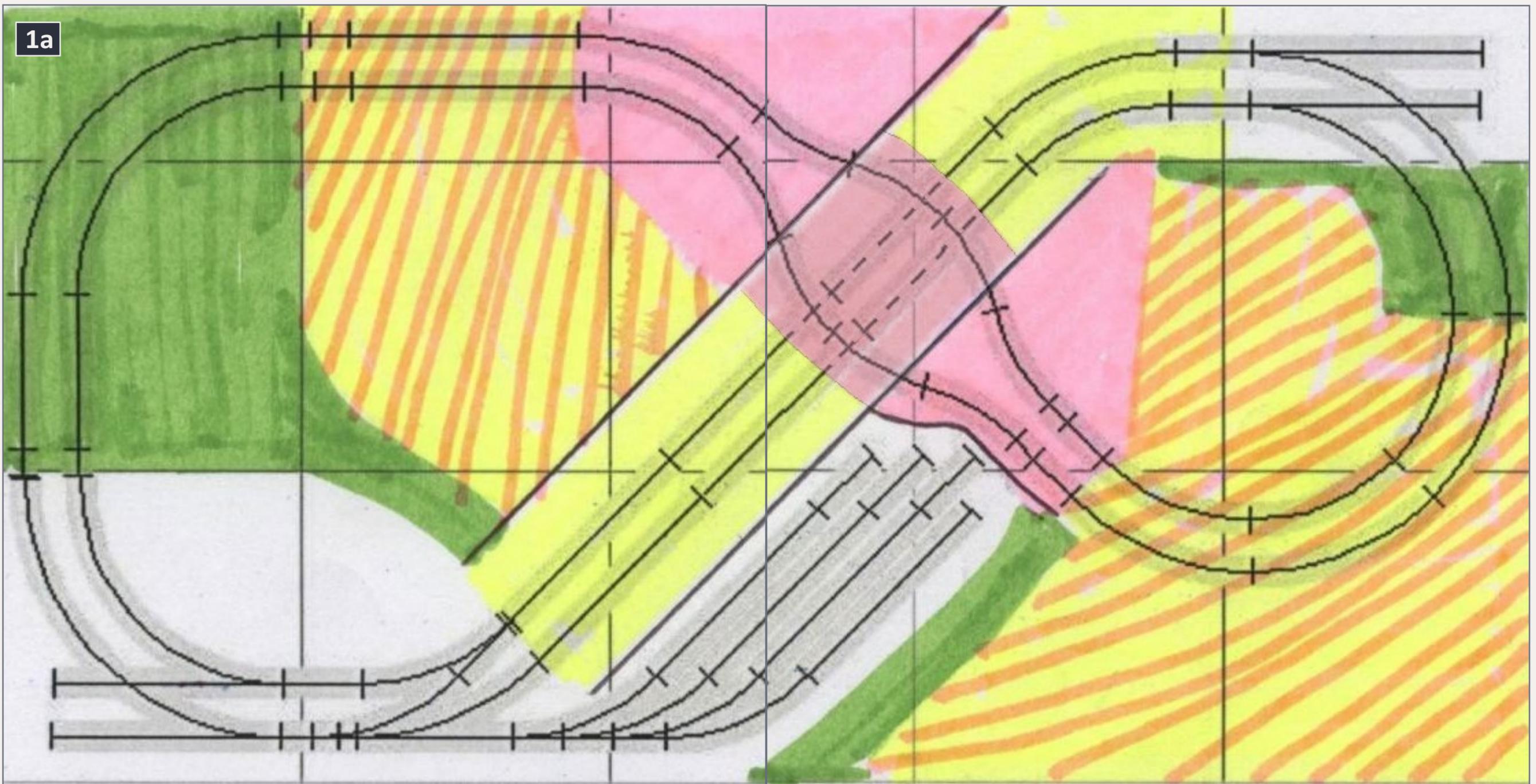


so we made the decision that we should treat the layout as a teaching tool and design it in a building-block fashion while trying to provide for maximum entertainment after building the initial layout, thus satisfying the immediate gratification itch of folks. Without that immediate payoff, we felt that the new modeler might lose interest and not continue to develop the layout and grow in technical skill.

With that in mind we specifically targeted the age group of 14 to 25 year olds in terms of who we were designing for. Why? Because if we could design a layout that this age group could build with little to no experience, limited funds and limited space, then anyone with more experience or skill and more space for a layout could also build it and get into the hobby. Looking at that age group, we assumed very tight space restrictions – they had to keep it in their room at home, apartment or dorm. So, this meant we had to design a compact, sturdy, and transportable (in terms of the physical box) layout with a boatload of expansion capabilities, essentially trying to “future proof” the layout so it could grow with the modeler. From a technology perspective, this meant that the layout had to be “DCC-Ready” and also ready for computer control as well (we include tablets and smart-phones also).

I think you will find we achieved these goals, and have a layout that is “out of the box” because of its ease of initial build and potential future expansion.

When one looks at this layout initially, they may say, “oh, it’s just another figure 8” and they’d be missing the point. The “main line” of our layout is the two-track reserved right-of-way that ducks under our small town park/fountain. This line is straddled by two lanes of roadway and is the “gateway” to expanding this layout to other sections on both sides of it.

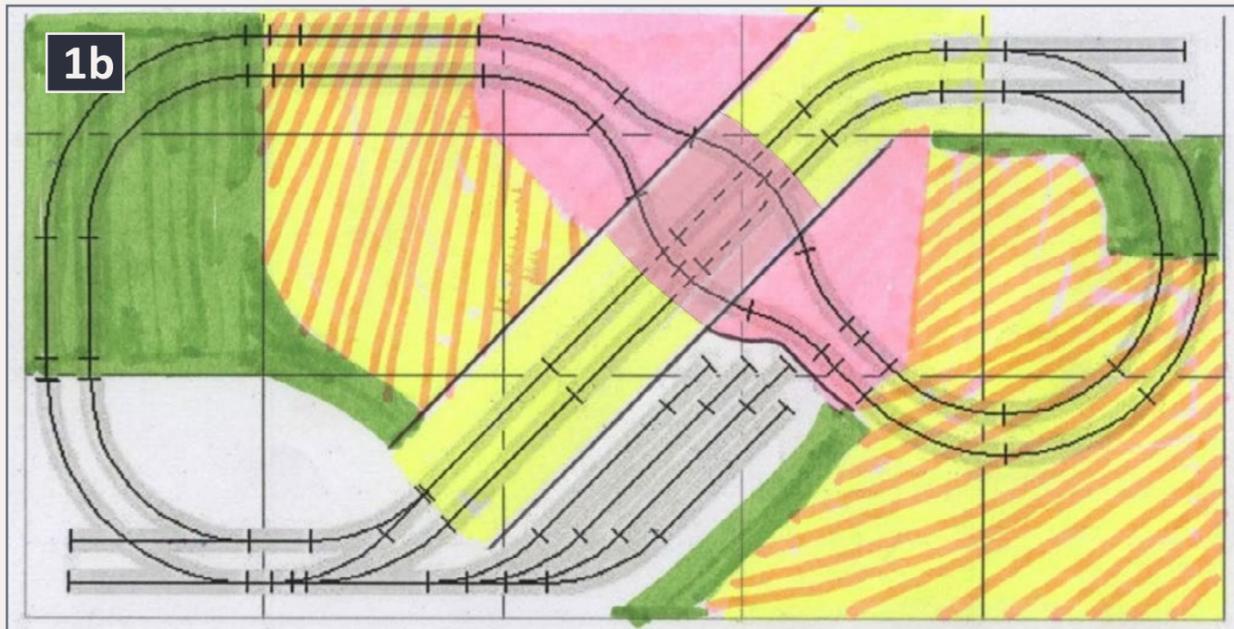


1a-1b: Benchwork.

From a modeling perspective you can model these stub ends as abandoned lines or as modern light rail expansion into the next phase. The return loop goes up a slight hill revealing a town center with a park and fountain in the middle and winds its way back around. In straight DC mode, after the initial build, you could easily operate two vehicles simultaneously in

different directions, adding to the fun. We also provide for a yard expansion that has four tracks. All are long enough to hold modern era light rail Vehicles, including the five-carbody length currently being produced by Halling in Europe.

Turning radius was a big consideration in the design. We looked at several alternatives and radii but, ultimately chose the minimum 8" for two primary reasons.



1) It allowed for modern LRV models to run on the layout, yes, we know you can run them on 6" radius also, but not always without modification, which defeats our building-block approach.

2) We could purchase off-the-shelf track, specifically the "Electric Avenue" track system from Proto:87 Stores (proto87.com). This track comes with 8" and 10" radius curves and is simply glued down to your building surface. This eliminates any bending of flex track and keeps a clear straightforward installation for the beginner.

Benchwork

The benchwork for this Self-Contained Trolley/Light Rail Layout/Module looks difficult at first, but breaking it down will make simple work of its assembly. To help this, I divided the layout and color coded the various heights to avoid confusion (1a-b).

The white sections are at zero or the base level. The yellow area is the sub-grade that will duck under the bridge/park etc. This area will ramp down to 1" below zero. The green area indicates the level will be between zero and 1/4" high. The yellow/

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pink area goes from ¼" to 1¼", and the pink area is 1¼" above zero. This will give us 2¼" of clearance between the duckunder and the bridge/park. This distance is a little less than the modern-day railroad clearance requirement, but many current railroads are limited by the construction done in the steam era. The change of grade was done to East Penn Traction Club standard of 10% maximum grade (1a-b).

Material

We also considered that we wanted the module to be strong, but not too heavy. The goal of this module was something a beginner could construct without a heavy investment in tools. For this reason, I took a trip to my local home center and found the section in the lumber department with small dimensional materials (oak, poplar, pine and aspen).

Further notes for the table: We will bolt them to the end of the module to serve as legs. EPTC standard is to have them cut

Benchwork - Lumber				
Qty	Description	Thickness	Width	Length
3	Aspen, long runners	1/2"	4"	48"
2	Pine, long runners	1/2"	4"	36"
2	Aspen, underpass	1/2"	3"	24"
6	Aspen, other pieces	1/2"	2"	36"
1	Pine, East Penn interface*	3/8"	3"	36"
1	Luan sheet, 4x8	1/8"	48"	96"
2	Plywood pieces	3/4"	24"	48"

*This piece will be ripped on the table saw later to be 7/8 of an inch wide and will be part of the module interface. If I did not have access to a table saw, I would use 3/8" square stock.

to 36" long (most home centers will do one cut for free). You may find 4' to be more comfortable as height for now. Those who have access to a wood shop with a thickness planer will find it to be worth the time to plane the 1" dimension which measures ¾" thick, down to ½" thick instead of buying the craft boards that are ½" thick. Either method will keep the weight of the layout/module down, but still provide plenty of strength.

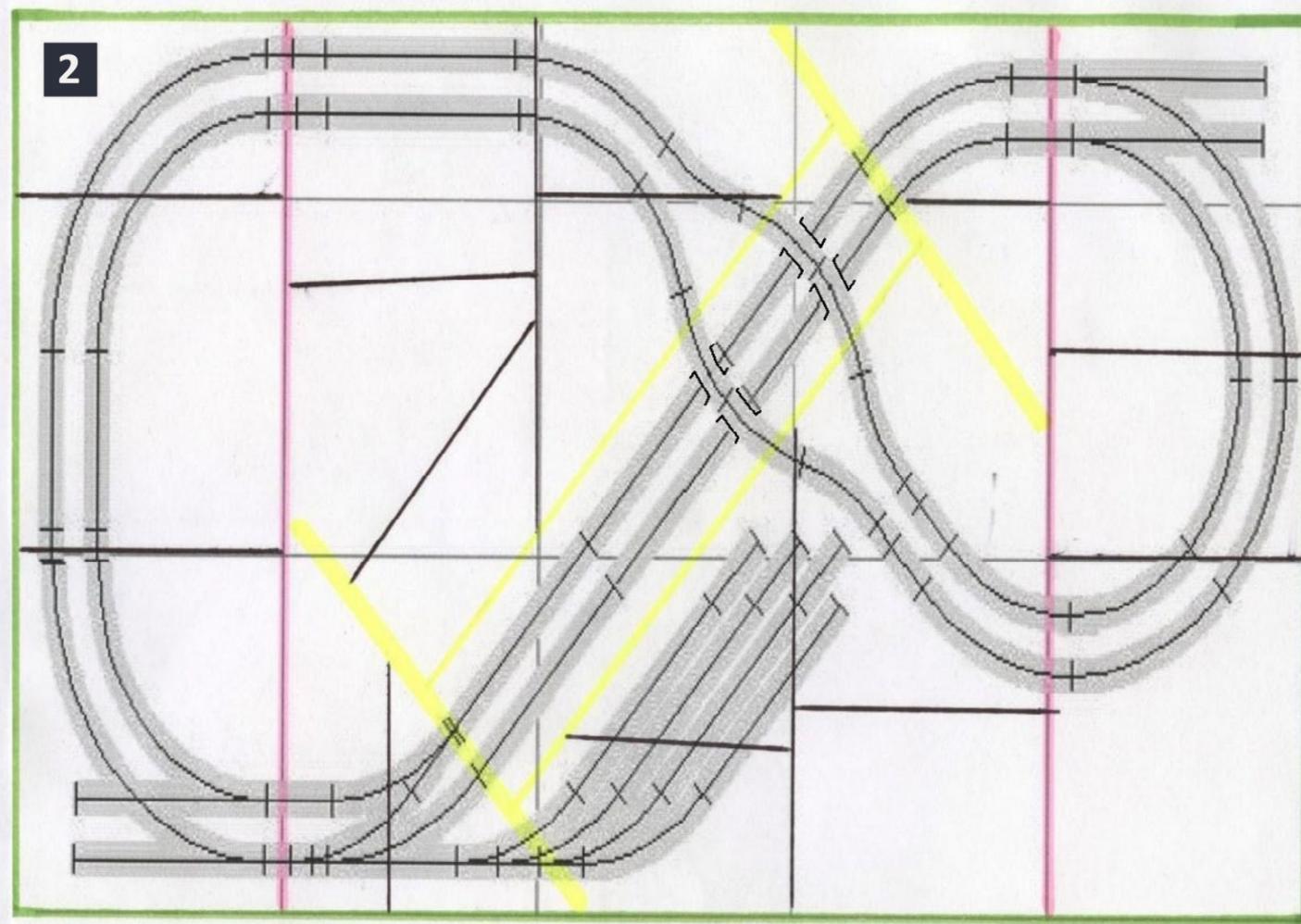
**Note* The reason for the variety of types of wood was due to some pieces being warped, and I wanted to start with lumber that was as straight as possible. You could easily build this with one type of wood.*

The total for all the lumber was \$75.

Fabrication

We start by laying out the parameter framework. To make the module adaptable to other East Penn Modules, I first start with a 3/8" lip which both allows for easy leg construction and connection to other modules built to the same interface standard. Down the line, modifying the module to have built-in folding legs may be worth your time, but to make the initial construction simple, we will use the ¾" legs.

The longest part of the module is 60" long. I subtract the two 3/8" lips ($3/8 + 3/8 = 6/8 = ¾$) which gives the length of 59 ¼" for the two runners (since I could only find ½" wood with a maximum length of 48 inches, I will splice two boards to get to 59 ¼"). Now I calculate the length of the two boards that constitute the ends. Both the runners are ½" thick, which added together, is 1" thick, so I subtract 1 from 30 and find they should be 29" wide. All the boards except the 3/8" thick mentioned above are ½ x 4s (colored in green on figure 2). To



2: Benchwork framework for the layout.

save weight, I now switch to $\frac{1}{2}$ x 2s. I cut two at 29" long and place them at the 12" and 48" long locations (colored in pink on figure 2). Now comes the tricky part, allowing for the over and underpass. I have determined that the underpass will only go down by one inch to keep the grade down to ten percent. We will use foam for the ramps and to get to the $1\frac{1}{4}$ " rise for the bridge over the underpass. This keeps a lot of the framework simple. To allow for the 1" duck under, the "I" section that is on the diagonal should be secured with the top of this framework 1" lower than the top of the zero or the rest of the module (colored in yellow on figure 2). This permits the down-grade to be just after the switches that will allow for future expansion (toward the inside of the module). After the

framework indicated by the green, pink and yellow lines has been installed, the remaining dark black lines should be cut and installed with the tops at the zero level (these will also be $\frac{1}{2}$ " x 2" pieces) of framework.

When assembling the benchwork, I will pre-drill the holes, including a countersink to prevent the wood from splitting. All joints will also be glued. The glue will provide most of the strength, with the screws holding everything into place while the glue sets. The luan top, and $\frac{1}{2}$ " x 2" crossbracing will work together to keep the module straight and prevent warping. Assembly will take place on a flat surface, either a flat basement floor or a work table.

Trackage

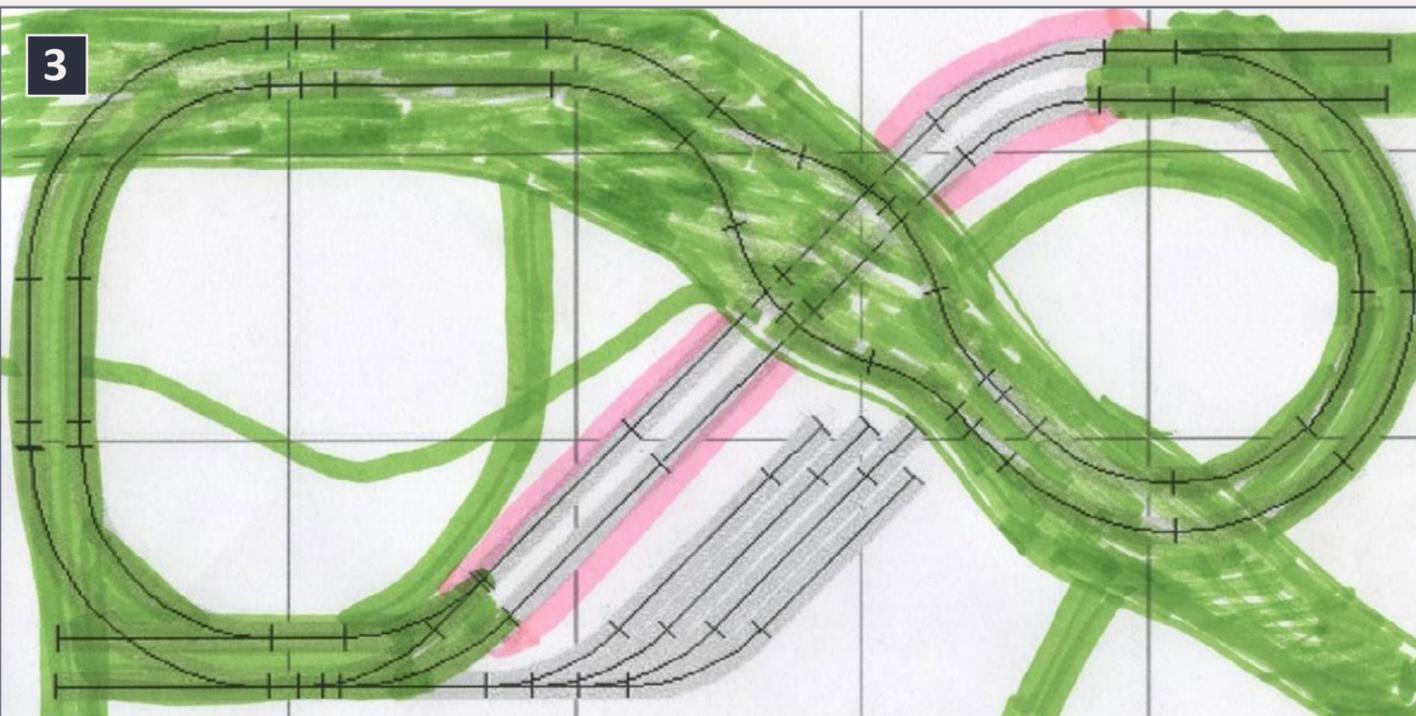
For this project we looked at several types of track for the layout but, decided to use Atlas code 83 flex track (concrete rail ties) for the private right-of-way and Proto:87 Stores "Electric Avenue" street track system.

On the track plan, we show a four-track rail yard, that is for a planned future expansion, but not for the initial layout. The remainder of the track plan is for the initial build including the turnout for the yard. We would purchase Electric Avenue track with the six turnouts, a complete double oval kit, transition track, alignment pins, electrical Flat Wiring, and extra straight and curve sections of track from Proto 87 stores for \$147 and a few sections of Atlas code 83 flex track with concrete rail ties for approximately \$20.

Surface Modeling

The surface will be made out of foam which will be carved to create the different elevation changes.

3



3: Roadways indicated on the plan in green.

Roadways

While this is a model railroad contest, we believe that providing for non-rail vehicular traffic adds to the appeal of the module. We have a rough idea of where roads could be located. We are planning to use these roadways with not only static models, but the Faller Car system. This will not be implemented in the initial build because of the cost limitation, but is planned for a future expansion of layout. The green highlighted areas on the above diagram roughly outlines the alignment of these roadways. The pink highlighted area is alongside the rail private right-of-way part of the layout that passes under the roadway.

Going into detail on the Faller Car system and the roadways is beyond the scope of this article. We leave figuring that out as an exercise for the reader. Animating the roadways on your layout can add an extra dimension of fun for a traction layout that goes beyond just the trains.

Budget

The contest's spending limit is \$500. One distinct advantage with this layout is its ability to pack a lot of action in a small space allowing for two continuous-running lines and stub ends. The budget below is suggested based on building the initial plan with basic scenery, allowing the modeler to personalize their layout and expand.

Cost summary		
Item	Cost	Notes
Benchwork	\$75.00	
Foam	\$20.00	
Track	\$147.00	
Trolley	\$60.00	Used. Cost is \$110 if new
Street coverings	\$70.00	Brickwork / stonework: Proto87 Stores
Transformer	\$50.00	
Wiring	\$20.00	
Scenery/buildings	\$58.00	
Total	\$500.00	

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Chris Di Paolo started in model railroading as a teenager but had left the hobby until his wife got him a Polar Express train set to run with their children.

Chris got into modern urban traction modeling which is his primary interest. His daughters actively help plan, run and set up the trains. His older daughter (7) just installed her first switch recently. Chris is a member of the East Penn Traction Club (EPTC) eastpenn.org.



David Gallagher started in model railroading as a child, encouraged by his father who built a small loop of track, circled by a Tyco single-truck trolley. He has been active with the East Penn Traction club for almost 25 years, primarily in HO, but also with O scale. He does restoration

work with the Electric City Trolley Museum Association in Scranton, Pennsylvania.

David brings modular trolley layouts to several shows a year on the eastern side of Pennsylvania, Baltimore, and occasionally in New England. His goal is to have both modern and historic trolleys to show to young and old visitors alike.



Yes, MRH is indexed. To learn more, click here.

\$500 Starter Layout Contest Rules

Here are the rules for the \$500 Starter Layout Challenge Contest we ran from August to November of 2012.

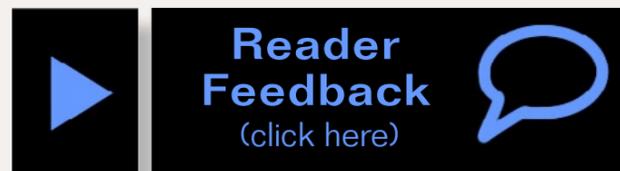
- You have a \$500 total budget.
- Assume basic tools: hammer, saw, drill, screwdriver, scissors, single-edged razor blades, soldering iron.
- Assume advanced tools like a table saw, router, or lathe are NOT available.
- Must design an operating layout or module (continuous running optional).
- Include a shopping list not exceeding \$500 - must cover benchwork, road bed, track, wiring, control system, rolling stock, locos, structures, and scenery.
- Common items listed on the web like eBay or Yahoo train yard sale okay.
- Thinking outside the box encouraged.



Modeling the City of Miami, part 2

Making a custom interior

By James Eager



While building the City of Miami, I was pleasantly surprised that most of the manufacturer's interior kits are fairly close to the original layouts of the cars. The woman and children's car has the minor difference of the nurse's office, however the Bamboo Grove required a custom-made interior.

The observation/lounge car Bamboo Grove was custom-designed for the Illinois Central by the Pullman Company, and is a one of a kind car. As such, the interior kit was completely different from that of the actual car.

I decided to bite the bullet and build a custom interior for the car. I used the Paul

1: Carl, the bartender is taking an order from Todd, one of the passengers while another looks on in the finished interior of the Bamboo Grove.

Somers book as a reference for the description of the interior of the Bamboo Grove. I also began searching the internet for any information regarding the car. I finally found two colorized post-cards with views of the interior. No color photographs of the interior exist for the day I chose to model, as the commercial release of color film was still two years in the future!

Two items immediately jumped out at me—the bar in the middle of the car, and the mural on the wall next to it. The Somers book had a halfway-decent photograph of the mural, but it is a black-and-white image. Further research led to the fact that this was a photo mural, not a painted one. However, it used a colorization



2: This is the photo that I scanned from the Somers book. There is a small section in the upper left hand corner where part of the mural is missing and the remaining portion is very pixilated.

process, not available to the general public. This meant that I would need to colorize the photo of the mural in Adobe Photoshop, a tedious process.

After scanning the image, I blew it up in Photoshop to a size large enough to see what I was doing. Examining the route names and lines on the map, I repaired this section of the image with new lines and text for the city names along the route. I replaced the clock on the wall with a stock image from the Internet.



3: The finished mural photo has been colorized in Photoshop. Due to interior space constraints I was able to eliminate the top portion of the photo and didn't need to recreate it in Photoshop. By shrinking the photo down to the size needed to fit the bar area, the pixilation of the original was not a problem anymore.



4: The prototype now owned by Wellington Station's Condo Association.

The City of Miami

The City of Miami is unique to the Illinois Central, so some of our readers might consider skipping this article, having no interest in the IC. Please reconsider. While the interior detailing is unique to the Bamboo Grove, there is much more to be gleaned from this article. James describes his successes and failures, techniques and materials that might prove helpful to you.

The techniques and materials can be used on passenger cars of other trains as well as the interiors of structures. We encourage our readers to find an idea they can use for future modeling. ■

I resized the image back to the correct size and printed a couple of copies to work with. The good news is that the HO sized image is smaller than the photo in the book, so pixilation is not a problem. I was able to discard the one missing notch at the top left of the mural. The slight compression of the mural is necessitated by the model's interior dimensions.

There were no images of the top of the bar and the area behind the bar in either the book or on the internet. Fortunately a few months prior, I had found that the Bamboo Grove was only 105 miles away from my home. Time for a road trip.

The original 1940 bar still exists in the car, and most of the area directly behind the bar is unchanged, so I took close-up photos of these areas. The wall where the mural was has been removed, and the short hall it enclosed has been opened up.



6: The double sinks and cabinets under the bar.

I took close-up shots of the surface of the bar, which had a wooden border with a ceramic tile center strip. Behind where the bar turned, was a double sink. I was told that it was in returning these sinks to service for the clubhouse that the facing surface of the bar was removed and discarded.

Further research led me to believe that the ceramic tile was added during the refurbishment of the car in the 1950's, and that the original bar surface was all wood. One of the 1940s photographs seems to indicate this. The bar now extends past where the original wall was, and all the current ceramic tiles match perfectly, even the ones in the area of the bar that did not exist in 1940.

I learned the design of the model car is done in such a way that the interior space is smaller than the prototype. To that end, about 1/8 of an inch is lost from each of the walls and overhead. That 1/4" lost is not really significant over the length (85 feet)



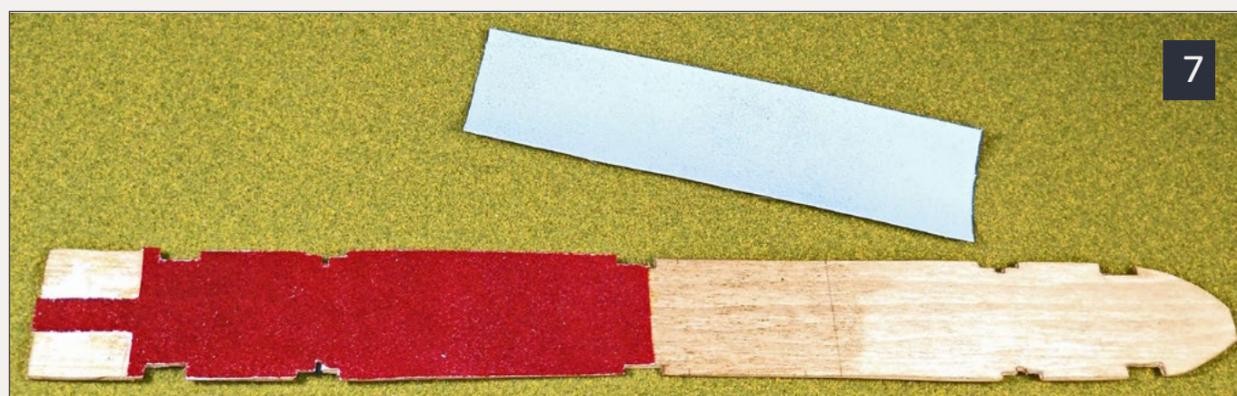
5: The bar today.

of the car. It amounts to a shade over 2% of the overall interior dimensions of the car. However, for the 10' - 6" width and the 14' - 6" height of the car a full 1' - 9.6" is lost. In this case, 16% of the width and 12% of the height of the cars interior dimensions are missing.

In order to get everything into the car some selective compression had to take place. Selective compression can be done in a couple of ways. Either the lengths can be reduced in the shortest dimension, or something can be left out.

The floor

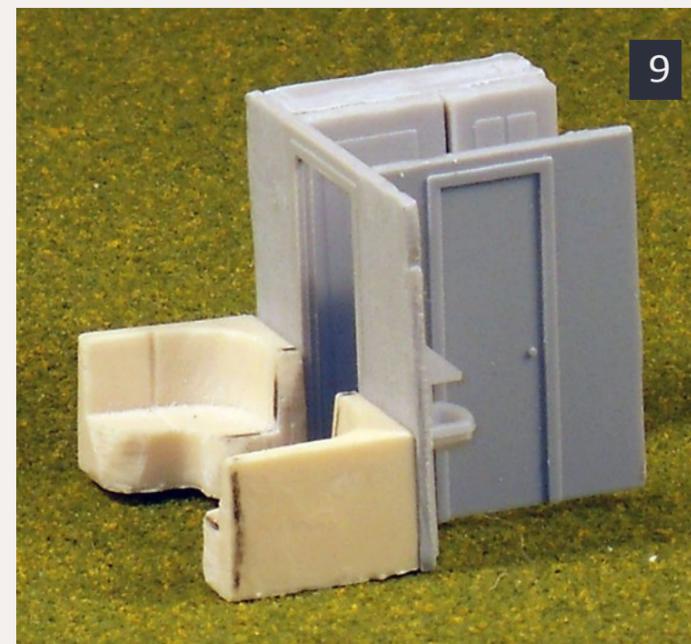
A basswood strip is used as the floor. I wanted a single surface for attaching the different floor finishes in the car. I traced the kit interior floor onto the basswood sheet and then cut it out with a



7: I used a piece of basswood for the floor. The burgundy carpet is in place with the light blue ready to be added.



8: All of the flooring has been placed. The parquet tiles have a basket weave pattern that contrasts nicely with the carpet.



9: This photo and the next two show the service end of the car compartment and partition. This one shows the sofas attached to the partition.

I was not able to get an exact match of the described carpet, but they were close.

I discovered many years ago, that the best thing for modeling a carpet is velvet flocked wallpaper. Sample wallpaper sheets are now available on the internet. This turned out to be a good thing because the only wallpaper store in town was out of old sample books.

With the wallpaper samples in hand, I traced the portion of the floor required on the back of the correct color of wallpaper. Then I cut them out and glued them to the basswood floor. Unfortunately the "brown and blue" wallpaper was flocked on the brown color, not the blue that I wanted. A trip to the craft store where I had gotten the basswood yielded a blue paint that would not eat the flocking. Five coats of paint later, it was ready.

sharp X-Acto blade. A bit of sanding and test fitting and I had a snug fit. I sealed the entire strip before I added anything to it.

The floor of the original car was covered primarily with two different colors of carpet. The carpets for the Bamboo Grove were described as having a pattern of different colors, but were predominately burgundy for one end and light blue for the other.

After the glue had set, I notched out the lineup pins in the carpet. Using a paint chip from the local home repair store, I cut out the restroom floor from a white sample to simulate bathroom tile and glued it down as well. I used more of the paint chip to tile the lower walls in the restroom as well.

The bar floor area is listed as parquet. I found an image of of parquet tile on the internet. A little work with Photoshop yielded an image large enough to cover the bar area floor. I also covered the area under the lockers with the parquet tile. This will not show in the completed model but it was easier to do it this way.

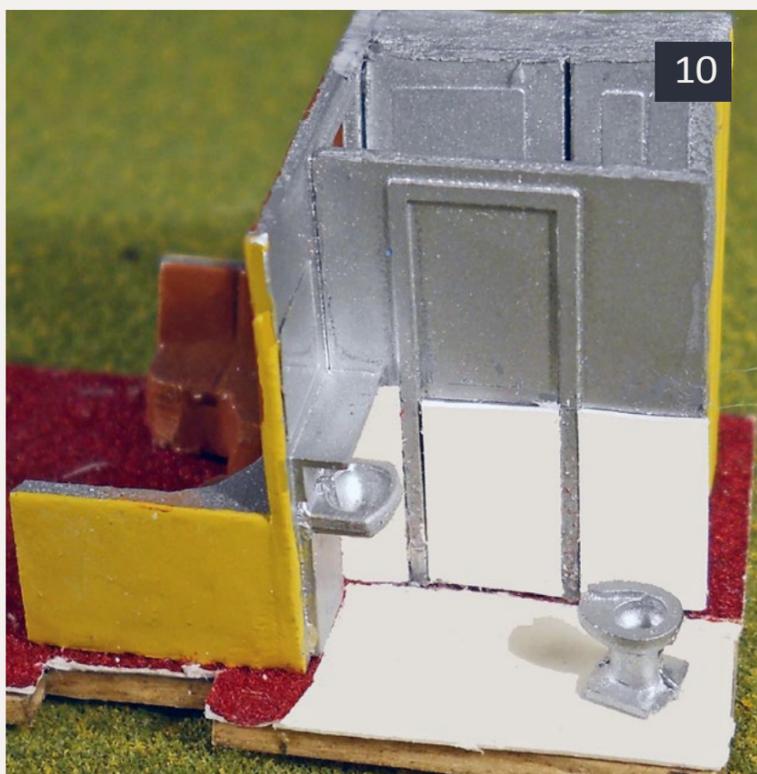
The furnishings

A trip to a local hobby shop yielded the dinette booths that I needed. Palace Car Company, also has a refrigerator and curved sofas on its website palacecarco.com The curved sofas were actu-

ally made as a double curve with a straight section in between. Three of the sofas with a little cutting and shaping give me the five sofas I need.

Car services end of the car

For the partitions, I went with a partition kit from Red Cap Line. redcapline.com They were very helpful and interested in the



10: The finished restroom, ready for passengers to use.



11: The refrigerator compartment as viewed from the bar.



12: Here the bar and refrigerator compartment have been joined and painted. The final painting and papering have yet to be completed.

I laid them out next to each other, using some of the extra partition pieces to splice them together. I tried to attach the locker faces to the partition where they meet, but I could not maintain a 90 degree angle. I gave that up and tried to build the lockers as a box to attach to the end of the cross partition. Just building a box didn't work either.

project. They pulled up their own copies of the interior plan of the Bamboo Grove and walked through my list of parts, making helpful suggestions based upon the parts they offer.

The lockers on the end of the car required three tries before I built them correctly. The first piece is the storage and electrical locker front. These two locker types are side by side on the prototype. While the partition kit did have some good choices for each, none are side by side.

Finally, I glued enough strips of partition material to the back of the locker fronts to give me the depth I needed. Then I added one last strip for the back of the locker, slightly larger than the front of the combined lockers. I ground the back of the locker down with a Dremel motor tool. Next I added sides that were also slightly over-size. I ground down the sides with the motor tool until they were also the correct size. I repeated the process one last time with the top. After all the parts were ground down, the seams didn't show.

Being satisfied with how the lockers turned out, I glued them to the partitions built for the end of the car. Two of the sofa parts were glued to the other side of the partition. The sink and shelf were glued to the end wall in the rest room, and a stool was added.

Now the bad news; when I went to glue the restroom partitions down, I found that pre-cutting the carpet was not the best idea. I had cut the notch a little too far, leaving exposed basswood. I ripped up the entire burgundy carpet and laid another piece on



13: The completed bar is attached to the floor. The adjacent waiting area can be see to the right. The arched doorway header made from printed card stock has been attached. All that's missing are the bartender, palm tree, and passengers.



14: The assembled chairs prior to painting.

that end of the car. This time I glued the partitions down first, then cut through the rug to expose the bathroom tile underneath.

The Bar Area

I had already begun on a bar, but after visiting the real Bamboo Grove, I scrapped it and started over. The construction methods were OK, but the color, wood grain, and layout needed work.

For the partitions around the bar, the first attempt was with basswood. The partition was too thick and the one door header was very fragile. The second attempt went much better. That was until I realized that the refrigerator was too deep. I had reduced the side to side dimension of the interior to match those of the car.

I ripped out one wall and the refrigerator. A new trimmed down refrigerator fit. Fortunately, the refrigerators come three to a pack so I didn't need to purchase another. Finally I glued the long sofa to the partition. A little putty on the joint and it is ready for the base coat of paint.

Behind the bar, the wall is divided into three parts. Below the bar are some cabinets and the double sink, a wood strip just above the bar, and then above that is the mirror. I decided to attack this in layers. The lowest layer is the mirror, so I painted the whole partition in a silver metal color.

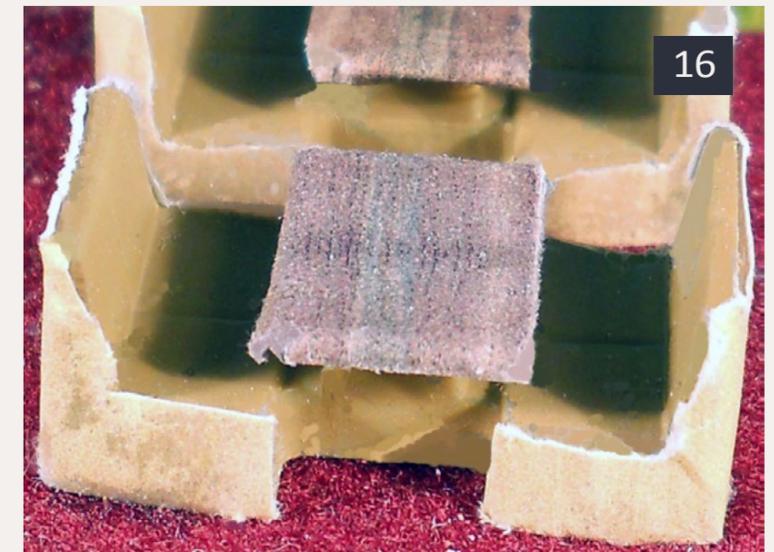
Using Photoshop, I printed wood grain on some cardstock. This was pasted over the lower walls in the same manner as the mural. Finally, the cabinets are built from rectangular tubing stock. The twin sinks came from the Red Cap Lines bathroom kit. The cabinets are painted silver to give them the metallic color.

After painting, I decided that the silver paint was fine for the lower portion of the wall and the under bar cabinets, but did not make the grade for the mirror. I used Bare Metal Foil bare-metal.com/bare-metal-foil.html for the mirror. Now the mirror reflects the bar just like a real mirror.

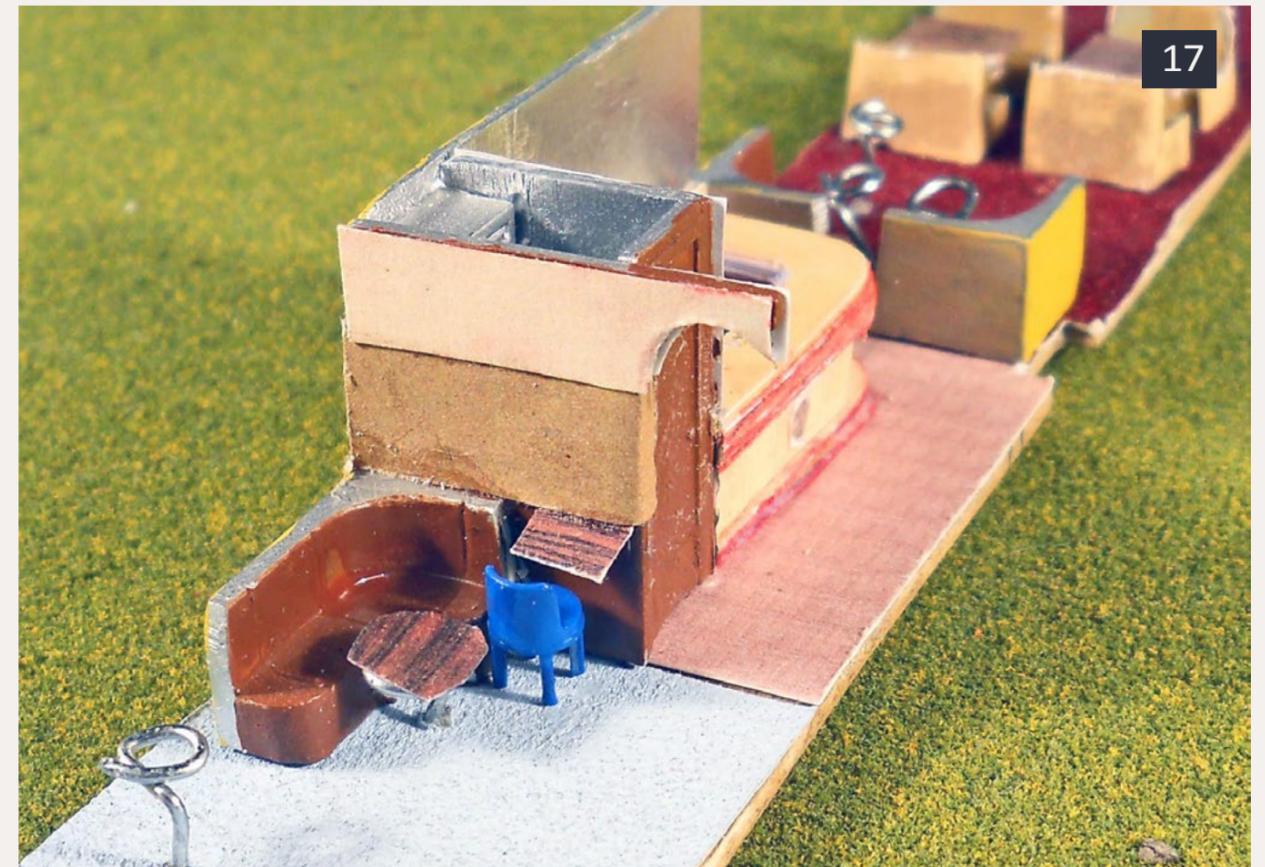


15: The chairs have been painted and are ready for installation. The table was made with cardstock. The newspaper is one of several that I made to scatter throughout the train. The Chicago Times is from Dec 18, 1940, the day of the train's inaugural run.

The bar itself is made from a combination of balsa strips and cardstock. The bar top is made of 8 layers of cardstock. Each layer has the wood grain printed on it, both top and bottom. The front side is a piece of woodgrain card stock wrapped around the balsa strips. Cardstock



16: The dinette booths with the wood-grain tops.



17: One of the table tops has been added in front of the sofa along with the writing desk. All that is needed is to finish adding the table tops, passengers, and the bartender.



18: The observation section of the Bamboo Grove today.

was glued over the wrap for the kick plates. A little work with the Dremel tool on the ends that butt up against the walls and the bar itself is finished.

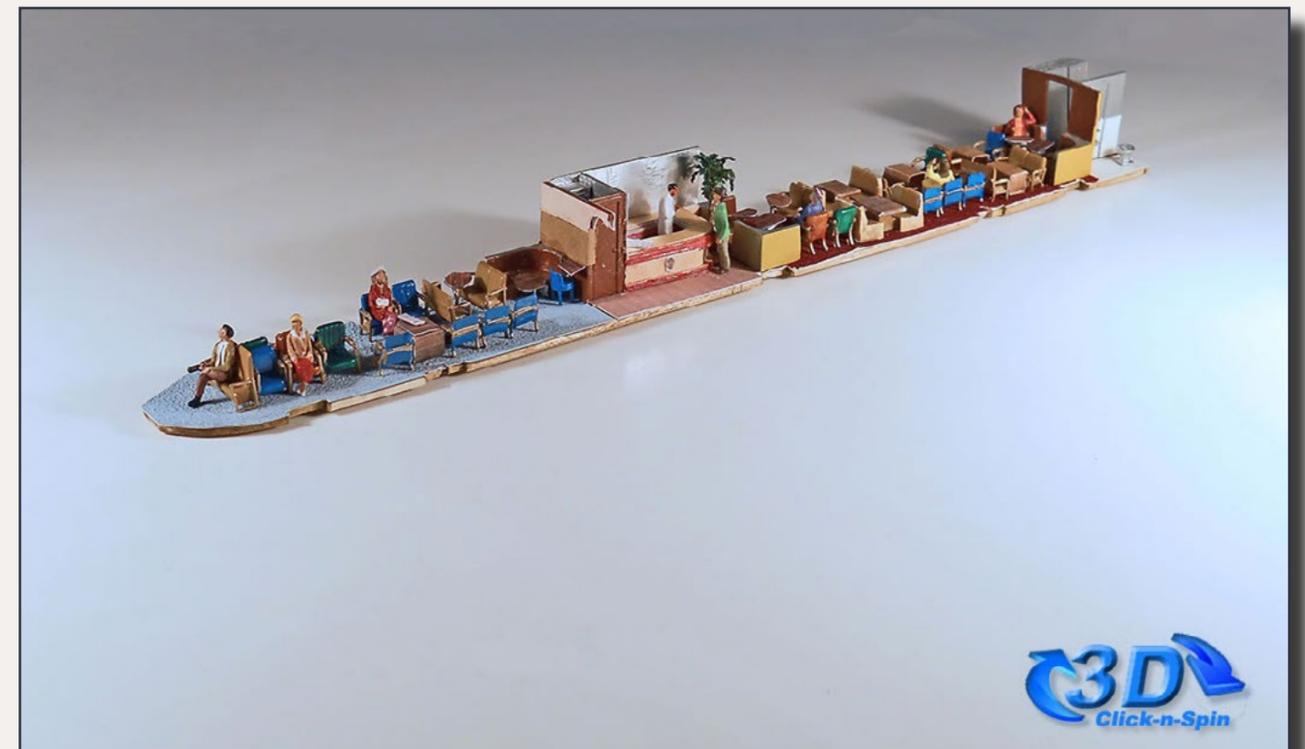
The masks along the side of the bar were Photoshopped from one of the black and white photos. I pushed the image to sepia tone coloration, and sized them to what looked right. After printing them I cut them out and glued them into position.

The wall that butts up to the outer wall I painted in the yellow car color. The body of the car has some extraneous windows, but by painting the wall yellow, it will show yellow thru the window, making the window kind of disappear.

I did all five curved sofa pieces together and in the same way. The sofa at the end of the bar was painted in three colors. Yellow on the outer wall, brown leather for the seat, and silver for the frame.

For the end wall of the rear lounge, I followed the written description of the wall treatment. Accordingly, the wainscoting on lower third of the wall, was a brown leather material, so I matched it to the sofa with the same brown paint. The next level up was cork paneling. Back to the Internet for a cork tile piece. Some magic with Photoshop again and I had 1/87 scale paneling on paper. I glued the desk to the wall and then this paper paneling from the top of the sofa and desk partway up the wall.

The final or topmost part of the wall is described as some type of paneling, likely ash in color. I made it with card-stock. Also a part of the doorway will be formed from the end of it. The curved doorway top has a painted palm tree representation on the bar side. I found a similar image and merged it into the card stock for the bar side of the door top. I used super glue to attach to attach the partitions and bar area to the floor.



Click and spin of the Bamboo Grove interior model.

Playback problems? [Click to try a different version.](#)

The original car had an artificial palm tree at the end of the bar. Fortunately, I have a neighbor who raises chickens. A polite request generated some feathers. Just add a small stick from the yard, some paint, and I would have a palm tree. Or so I was told. It didn't work for me, so I ordered some kit palm trees, and used one. The pot on the bottom is the tip of a needle cover, trimmed to size. I trimmed the palm tree to the desired height, and super glued it into the overturned needle tip. I used regular glue to fill in as a base for the dirt. A little paint, and I had my potted palm tree.

Chairs and sofas

I started with: Red Cap Line -312 Heywood Lounge Sofas #634-P-2. Removing the seat portion from the sprue first, I use self-closing tweezers to hold the part. These pieces are all so small I use tweezers and sprue clippers to cut them from the sprue. Removing the two leg/arm parts from the sprue, I set them on the work surface.

I applied plastic cement to one side of the seat section. Using a pointed tweezers, I placed the arm/leg piece on the side of the



19: The underside of the Camellia. The cavities of the four seats to be removed have been filled in with putty.



20: Here is how the interior looks with the seats removed.

sofa with the cement. I use the tweezers to line up the arms/legs with the sofa body, repeating the step for the other side of chair or sofa.

I left the seat in the self-closing tweezers until the cement was dry. I only have 3 self-closing tweezers, so doing the 6 lounge sofas, 21 chairs, and one special sofa required days of assembly. I did the entire package of each type, and then chose the best to use.

The sofa at the very rear of the car requires special treatment. It's unique from the other sofas in the car. The Red Cap Line -153.01 sofa is close, but too long. I took my Dremel tool, mounted my cutting blade, and prepared to cut a sofa apart.

The sofa is three seats wide, I need two, so I sliced out the center seat and glued the two ends together. The Dremel cuts were so sharp that there was very little cleanup. You can't see the seam.

Once all the chairs and sofas are assembled it's time to begin painting. All chairs and sofas have one common feature. The metal frames are gold colored. The cloth parts of the chairs and sofas

are five different colors. Only having a vaguely written description, your guess is as good as mine. The chair at the writing desk has no arms in the postcard photos. The chair from Red Cap restroom package has no arms and is a good match.

A table in the rear lounge area was made completely from card stock. I added one of the newspapers I made in Photoshop to the top of the table. The newspapers I sprinkled about the train are made using the masthead of the Chicago Times with the headline from their archives for the morning of Dec. 18, 1940, the day of the inaugural run of the City of Miami.

The dinette booths come as separate pieces, the table surface, and the booth. I had to cut the table surface size down slightly. I wrapped the table surfaces with paper printed in zebra-wood,



21: The nurse's lounge portion of the coach kit. Time to get the paint out and start painting the details.



22: The nurse's office and adjacent lounge. The nurse has been added and is patiently waiting for any passengers that may need her service.

matching the written description of the tables. I painted the rest of the booth a “bamboo” color. When the paint had dried, I wrapped the backs of the booths in paper done in a bamboo pattern, The paper also covers the sides of the booths and hides where I used a Dremel tool to grind them down, sizing them for the car. The table tops are glued to table bases, and the booths to the floor.

Finally, to the tables in the lounge areas. Printing table tops on card stock with zebra-wood was not a problem, but how to simulate the pedestals they sit on? Pins and drilling thru the floor? I tried super gluing the tables to the tops of #00 pins, but it would not hold. So, pins thru the table tops, leaving the pin tops on top of the tables? That didn't work either.

Next I tried using some #1 paper clips and pliers. I would bend a paper clip creating a flat surface and glue on the tabletop. Then I put the paperclip thru the floor. It worked, so the remainder of

the tables were made the same way. The interior of the Bamboo Grove was finished!

The Camellia

Using spare parts from the Bamboo Grove interior kits, I had all but one part needed to do the nurse's quarters in the coach: a spare coach interior kit. I wanted a spare in case it did not go as planned. With a spare interior coach kit in hand I could begin.

I printed a scale floor plan of the car, just as for the Bamboo Grove. This is a handy reference while building the car. Comparing the floor plan to the kit floor, I determined where to put the nurse's office. I marked the four seats that needed to be removed.



23: The lounge portion of the coach kit. Time to get the paint out and start painting the details.

I used seam filler putty to fill the underside of the four seats prior to removing them. I sanded the filler smooth using my Dremel tool. I used the cutting blade and sliced off as much of each seat as I could. Using my X-Acto knife with a #17 chisel blade I finished off the seat removal. I reset my Dremel tool with a sanding drum for final touch up. The putty popped out on one of the seats. I put Scotch tape on the bottom of the four seats as a precaution and added more putty in the one that popped out. After I sanded down the last putty area I taped over it as well.

The interior, which came in light blue, was painted a sand beige color along with the partition parts for the nurses office. Why sand beige? I had half a can of sand beige spray enamel left over from another project. Waste not want not.

I began by assembling the base kit. The Red Cap partition kit had more lockers and walls than I needed for the Bamboo Grove. The restroom kit also had more than one stool and sink. I added the extra walls to form the nurse's office, where the four seats used to be. Inside the nurse's office is a long sofa and a restroom, along with some lockers.

The long sofa that I had originally bought from Red Cap Line for the Bamboo Grove is perfect for the nurse's office. Another long sofa is also used on the wall above as a fold down bed for the compartment. I trimmed the seat part of the sofa off, leaving the back. I glued it to the wall above the first sofa. Both sofas are painted in leather color before gluing them into position.

The four coaches had color schemes: one yellow, blue, and coral; two green, copper, and gold; three tan, blue, and gold; four blue, copper, and tan. Unfortunately the source material does not indicate which car received which color scheme, or how and where the colors were used. It does mention that the walls at each end of the seats had murals of palm tree scenes.

[... On to next page of text →](#)

Parts List

Bamboo Grove interior parts list

Red Cap Line (redcapline.com)

Kit	Location in Car	# of Kits
RCL-100	Floor, walls, lockers, etc.	1 Partition Kit
RCL-124	Provides all restroom parts	1
RCL-311	Heywood chairs #634-P	2
RCL-314	Heywood chairs #635-P	2
RCL-312	Heywood Lounge Sofas #634-P-2	1
RCL-153.01	S. Karpen & Brothers Restroom sofas	1

Palace Car Company (palacecarco.com)

500510	Café Booths	1
5138	Refrigerators	1
5019	booths	1.5

Evergreen Scale Models (evergreenscalemodels.com):

EVG257	rectangular tube strip .125" x .25"	1
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IHC (348) (ihc-hobby.com) (Not the original, the person who bought the old stock)

348-20151 Coach interior (1 extra kit)

Local craft store:

Basswood strip for floor

Blue flock paint for painting over brown flock wallpaper

Designyourwall.com (designyourwall.com)

VCC0844 Brown & light blue striped velvet flocked wallpaper sample

VCCD601 Burgundy stripe velvet flocked wallpaper sample

Office supply store:

Card stock printer paper

Small paper clips

Home repair/local hobby store:

Paint chips, white/off white

Stain for wood floor and wall sections (used some left over from a previous project)

Various paint colors as needed

10101 Preiser figures Emergency Team (Nurse and 1 other figure to be the Bartender)

94235 JTT Scenery Products 1.5" Palm 6 pack

Assortment of sitting/standing figures

Tools:

Dremel tool, used for cutting and shaping

#11, #17 x-acto blades in #1 handle

Scissors (sharp stainless steel ones I normally use for decals)

MicroMark (micromark.com)

60304 Magnetic Gluing Jig, 10-1/4 Inch Square 1
(not required, but useful)

60305 Extra Magnetic Plates (Pkg. of 8)
(not required, but useful) ■

[← back to previous page of text ...](#)

With no photos to go by, a search of typical Florida scenes produced photos to use on the end of each of the coaches. I cheated on the scene in front of the nurse's office. I used a photo I had of myself and my wife in a hammock on a beach. I found a nurse figure to add to the office area to complete the compartment. The same set of figures also supplied the base figure for the bartender in the Bamboo Grove.

The remainder of the train

The remaining three coaches, the combine, and the diner simply require painting. For the coaches and dining car, murals are required on the end walls. All five of the cars have stock manufacturer's interior kits. Add a sprinkling of figures to round it out and now you have a complete train from Dec. 18, 1940.

See the sidebar on the following pages ...

James J Eager spent the last 30+ years working as a programmer and database administrator for several major corporations.

He and his brother each recieved trainsets which led to a father and sons' layout in the basement, a Model Railroading Merit Badge, and a long term interest in model railroading.

In 1997, as part of a Jacksonville model railroad club, one of his structures was shown in a TV commercial for the Ronald McDonald House Christmas charity layout at the mall.

James has continued his interest in the Illinois Central, along with the B&O and ATSF.



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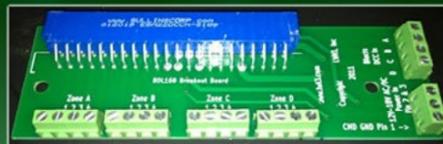


SE8C
breakout
board

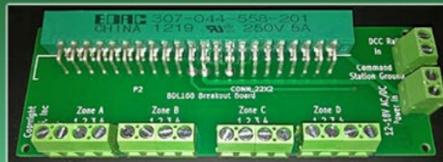


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Bamboo Grove



The last car of the *City of Miami* train was the Bamboo Grove, car number 3300. This car was retired in 1969 (1971 in other records). Originally sold to a railroad museum in New Orleans, it was later resold to a Tampa, Florida real estate man, Bill Savage. Upon his death, it sat on land in Florida where it had been stored. It turned up when a condominium complex was being built on the land where it was stored, specifically the Wellington Station Condominium complex in Ormond Beach, Florida.

Identification was made in 2008 by the plate in the car “IC 3300” attached to the inside of the door on the front end, by Kathy Kopacz, then vice-president of the condominium association.

It can be found in Google Earth using the co-ordinates of: 29°15'47.14"N 81° 4'42.74"W. The club house at this location

has two cars attached as part of the building. The second car is a Southern Railroad coach.

After some effort, I made contact with Kathy Kopacz. She and George Adams worked together to allow me access to the interior of the Bamboo Grove upon my visit to the condominium in Sept 2011.

As you enter the condominium complex, you are greeted by the Bamboo Grove, running parallel to the driveway. The exterior has been repainted back into the original 1940 color scheme, with the exception of the herald plate on the tail end. This was done as part of the restoration work to repair damage done by the 2004 hurricanes. The condo association took the time and effort to repaint using real railroad paints, matching the colors to the original colors as closely as possible.



24: The I.D. plate still in place on the door.

Restoration of the exterior was done by Don Stephens, of Cherokee Welding. In addition to being a welder, Don is also a painter and a sculptor. Upon close inspection, you can see where a plate was welded on the side the car in one place in an effort to repair it.

This car was built as a one of a kind observation lounge. It differs from the stock observation cars that Pullman produced for many railroads in the lack of sleeper compartments, as it was designed to be a bar / lounge from the start. This is also

why the center of the car does not have windows like the standard plan used by many other railroads. The inside walls where those windows would be are covered in mirrors, to create the illusion of more space around the bar area. Those same mirrors are still there today.

The forward half of the car was originally the lounge area. As it stands today, there is a large dining table in this area. In front of that is the original electrical system, still in use to power the section of the clubhouse. The other side of the front hallway was originally a restroom. Right now it is just an empty space.

25a-25b: The side view as the car exists today.



The original bar is still inside the car, and has been set up as the bar for the clubhouse. The compartments behind the bar are mostly original, though someone added a microwave unit in one empty slot. I was told that the Bamboo wood facing of the bar was removed to repair water plumbing behind the bar and it was replaced with the current fabric front covering.



25b



26

26: From the bar looking forward.



27



28

27-28: The bar.

The original bar had a canopy supported by bamboo poles, a fake palm tree and coconut shell masks. Sometime later these items were removed. The surface of the bar has had ceramic tile added. This may have been during the remodeling in the 1950s.

All of the metal cabinets and sinks are original equipment that was part of the bar in 1940. The tile floor is similar to what was listed as being here originally, but it was probably replaced as well.



29-30: The bar.



31: Where the wall was ripped out.

The wall behind the bar where the duck under is now was changed, probably during the 1950s refurbishment. The refrigerator was originally behind a second wall. Obviously this is not the original refrigerator.

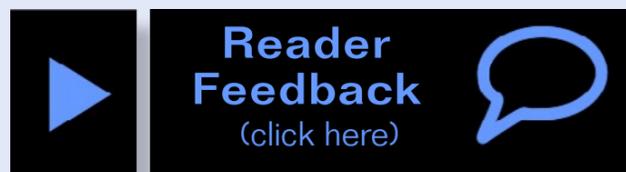
This last portion of the car was originally the observation section and contained mostly chairs and a few sofas. All the current furniture was not there originally.

Wellington Station's condo association hopes to restore the interior to its original condition one day. I am not sure if they mean all the originally furniture types or if they just mean the water damage from the hurricanes of 2004 visible just above some of the windows. ■

Picture continues on the next page ...



32: The observation area.



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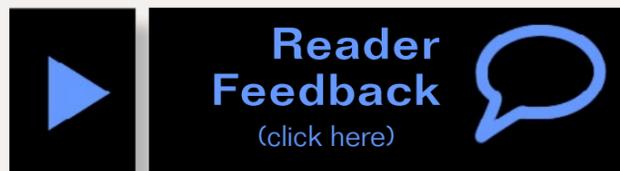
Pacific Western Rail Systems



John Allen Centennial Tribute

John Allen was born 100 years ago, in July of 1913. Here's a tribute to a man who influenced the hobby's beginnings greatly in the 1940s, 50s, and 60s.

by Tom Hokel



The Pine Ridge Railroad celebrated model railroading great John

Whitby Allen's 100th birthday on July 2, 2013 by running a Gorre & Daphetid Railroad "Centennial Train" pulled by GD No. 8 – the "Sgt. Ennis" 4-4-0 locomotive.

Prior to the eastbound excursion from Gorre to Great Divide on the morning of July 2, 2013, banners reading "HAPPY 100th JOHN !" were added to both sides of a GD caboose as the crowd sang "Happy Birthday." Even Emma, the No. 13 stegosaurus, showed up!

My friend Dave Gorelle and I had fun putting all of this together! Hope you enjoy the tribute photos and video.



Photos by the Author

1: After departing Andrew on its way back to Gorre, the westbound Centennial Train crosses the Dana-Shelly High Bridge in the the majestic Ten Mile Range. The Schwarzschild and Sulzberger Co. reefers were a common sight on John's Gorre & Daphetid RR.

As a footnote, members of the Yahoo GandD Group got the word out around the world and honored the occasion by having a John Allen Memorial (JAM) breakfast on July 2. John Le Forestier, who suggested the JAM Breakfast idea, even made signs in several different languages. More photos and video can be found on the gdlines.com website.

Tom Hokel



2: At 8:00 am on July 2, 2013 in honor of John Whitby Allen's 100th birthday, "HAPPY 100th JOHN!" banners are added to both sides of the bobber caboose at Gorre as the crowd sings "Happy Birthday." Even Emma, the No. 13 stegosaurus, is an on-looker. She still hasn't learned to use the ash pit! "SGT. ENNIS" – the colorful gold leafed Belle of the '80s 4-4-0 loco – has been restored for the occasion by the GD Locos shop in Gorelle. The John Allen Centennial Train is heading east to Great Divide for another ceremony and then will return to Gorre.

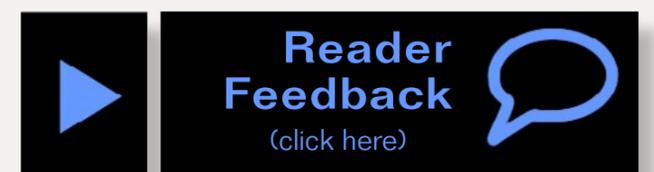
Dave Gorelle built the sound-equipped "Sgt. Ennis" using a rare Mantua "Belle of the 80s" and a new Roundhouse 4-4-0 mechanism and tender frame. The fabulous artwork for the decals was digitally re-created by Rick Luther based on photos of John's hand-painted original. Dave also built the lighted Red Ball bobber caboose. The two Butler Mines ore cars (3) were salvaged from the fire that destroyed John's layout in the 1970s.



3: Encircling Scalp Mountain, the Centennial Train glides downgrade on Kamys Loop, a few miles west of Pooh-Bah City. The Silver King Coalitions Mines Co. structure can be seen in the background. Pine Ridge RR #6 Heisler can be seen working the mine today.

Below, ore cars are being switched at a silver mine. The two original Butler Mines ore cars on the track below (smoke-damaged and now owned by Dave Gorelle) once graced John Allen's original Gorre & Daphetid Railroad.

[... article continues on next page →](#)





4

4: The Centennial Train arrives at Pooh-Bah City, formerly Squawbottom, the lowest point on the Great Divide Division. Pine Ridge RR #9 switches a GD ore car on the Silver King spur.



5

5: The Centennial Train, crossing photogenic French Gulch on the Lower River Tier just east of Gorre, nears the end of its excursion. ☑

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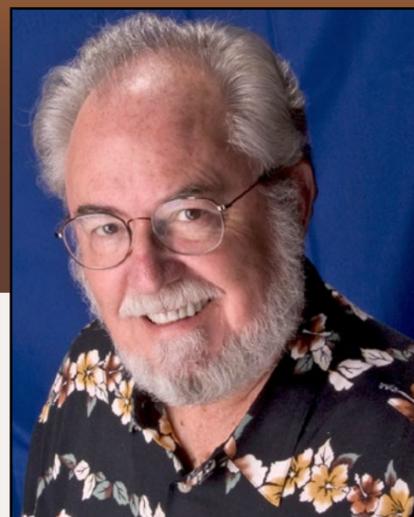
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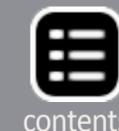
by Richard Bale and Jeff Shultz

Stephens to HMA Hall of Fame

Michael Stephens, who passed away in April, has been posthumously inducted to the Hobby Manufacturers Association Model Railroad Industry Division Hall of Fame. Michael's wife, Tammy, accepted the award presented during the NMRA's annual convention in Atlanta, GA, in July. Stephens' long career in the hobby began in his high school days when he worked at Amro Ltd, an importer of European model trains. He later rose to the position of vice president at Kalmbach Publishing, then moved west to become president of Athearn Trains. At the time of his death in April of this year, Stephens was vice president of proprietary brands at Walthers ...

George Drury 1940-2013

Parkinson's disease has taken the life of noted railroad author George H. Drury. Mr. Drury, who for many years was the librarian at the extensive Kalmbach Library, passed away last month at the age of 73. A native of Reading, Mass., Drury authored



numerous articles as well as such well-known reference books as “The Historical Guide to North American Railroads, The Train-Watcher’s Guide to North American Railroads, Guide to Tourist Railroads and Museums,” and “Guide to North American Steam Locomotives.” After retirement in 1997, Drury wrote a column for Railfan & Railroad magazine, and led rail tours to Europe ...

Bachmann names new official



Bachmann Trains has named Richard Janyszek senior vice president of sales and marketing. He has been with Bachmann since 2004 and was previously vice president of sales. Janyszek is currently president of the Model Railroad Industry Division of the Hobby Manufacturers Association.

He replaces long-time Bachmann employee Bud Reece, who has moved to Colorado for health reasons and transitioned to western regional sales manager ...

InterMountain named ESU distributor

ESU LLC, the manufacturer of LokSound systems, has appointed InterMountain Railway as a distributor of its products in North America. Effective immediately, hobby dealers can order the entire ESU product line through InterMountain ...

Color Suggestions Requested

Tru-Color Paint, which currently has more than 150 prototype specific colors in its line of solvent-based hobby paint, is soliciting suggestions for new colors to be added next year. Hobbyists are urged to email their suggestions to the Arizona-based company at tru.colorpaint1@yahoo.com. To view a list of freight car colors currently available visit trucolorpaint.com/index.php?p=1_27_Freight-Car-Color-Index ...

National Train Show

Several MRH staff members attended the National Train Show held last month in conjunction with the National Model Railroad Association’s annual convention. Many of the new products introduced at NTS are included in this month’s news report ...

NEW PRODUCTS FOR ALL SCALES

Kalmbach Publishing (kalmbachstore.com) has released “50 Way to a Better-Looking Layout,” by Jeff Wilson, in which the prolific author presents a collection of detailing projects. The 100-page book includes some new ideas, as well as selected favorites from the pages of Model Railroader magazine. Most projects are designed to be completed in an evening or weekend. The new publication is available from most hobby stores as well as direct through the above website.



Boulder Creek Engineering (bouldercreekengineering.com) has introduced the HotShot™ Speedometer that displays scale speed of passing trains. The readout device flashes its display and triggers an alarm when trains exceed the user-set speed limit. The device includes photo sensors to detect trains in typical

room lighting, and automatically adjusts to compensate for a range of lighting conditions. Visit the above website for pricing and additional details. A demonstration of the system can be viewed at youtube.com/watch?v=In6Qxb53I4Y.

The latest release from **Morning Sun Books** (morningsun-books.com) includes "Missouri-Kansas-Texas, Volume 2: The Red Era," by Daryl McGee; and "Lehigh and New England Railroad and its Successors," by Mike Bednar. Visit the above website for additional details including pricing.

LARGE SCALE PRODUCT NEWS



Accucraft (accucraft.com) is selling a large scale (1/32 scale for operation on 45mm G scale track) Union Pacific Big Boy 4-8-8-4 steam engine. The live-steam butane-powered model is controlled by working Walschaert's valve gear for forward/reverse with a screw reverser located in cab. Also in the cab are a water level gauge, blow-down valve, throttle valve, a pair of safety valves, super heater tube, and pressure gauge. The dual flue boiler works on 65 psi pressure. The custom built brass model has a list price of \$8995.



The model is scheduled for release in October at a suggested price of \$399.99 each. In addition to the Chicago

New large scale items shown by **Bachmann** (bachmanntrains.com) at the National Train Show included this 1:29 scale Peter Witt

Surface Lines scheme seen above, the model will be available decorated for Baltimore Transit Company, Los Angeles Railway, and Toronto. Additional details are on the above website.

O SCALE PRODUCT NEWS



Bachmann's (bachmanntrains.com) NTS booth displayed several new On30 scale items including a Whitcomb 50-ton center-cab diesel locomotive. It is scheduled for

release in October. It will be available DCC-equipped at an MSRP of \$425.00. A 16-bit Tsunami® plug-and-play sound module will be available at \$125.00. Decorating schemes will be for Midwest Quarry, plus three painted but unlettered versions. Visit Bachmann's website for complete details.



Coming from Bachmann this fall are six 18' On30 shorty freight cars. The collection includes a tank car, flat car, both low- and high-side gondolas, and two different styles of box-cars, with one having a Murphy-style roof.

The ready-to-run models come two to a box with pricing ranging from

\$79.00 to \$109.00. Visit the above website for pricing information and details on decorating schemes.



Scale Model Masterpieces (debenllc.com) is selling an O scale kit for a Railroad Blacksmith Shop. The model was originally developed by Tom Yorke, who based the design on a Sierra Railroad structure in Jamestown,

California. Updates include a positionable sliding door, pre-cut bracing for the cupola vent, and the addition of a loading dock. The four main walls, dormers, cupola ends, brick pillar supports, cellar access, and miscellaneous detail parts are all LabStone castings. The main structure has a footprint of 7" by 7" plus the loading dock. Visit the above website for pricing and ordering details.



A limited edition O scale kit for John Allen's Engine House will be released later this month from **Mt. Albert Scale Models** (mtalbert.com). The kit marks the 100th birthday of John Allen whose famous Gorre & Daphetid

layout featured the memorable structure. Designed by Roger Malinowski, the new 1:48 craftsman kit features laser-cut wall panels, board-by-board siding, complete interior framing and

roof trusses, and laser-cut wood shingles. The kit incorporates detail parts from Tichy, Rusty Rail, VectorCut, Wiseman Services, and Aspen Modeling Company. Instructions are supplied on a CD, and include numerous construction photos. The finished model has a footprint of 8" by 14" and provides sufficient interior space for two small O scale locomotives. The limited-edition kit is priced at \$295.00.



The **NJ International** (njinternational.com) booth at the National Train Show displayed a wide range of signals including new O scale Union Switch & Signal type VA dwarf CPL (color positional lights) signals as used by the Baltimore & Ohio Railroad. The group includes a basic 8-light, 4-position dwarf and a similar signal with one marker (left). Visit the above website for complete details including pricing.

HO SCALE PRODUCT NEWS

Accurail (accurail.com) has released economically priced HO scale freight car kits in eight new decorating schemes.



The new kits include a 50' Atlantic Coast Line riveted-side double-door steel box-car designated for furniture and automobile service.



Also included is a kit for a PRR 40' wood reefer car that models a prototype built in 1906.



A more modern car is represented by a BNSF triple-bay covered-hopper built by ACF in 1966.



A 1950s-era 40' Western Maryland insulated boxcar is also available now. Additional new kits include a Pere Marquette 40' wood reefer, and C&NW 41'

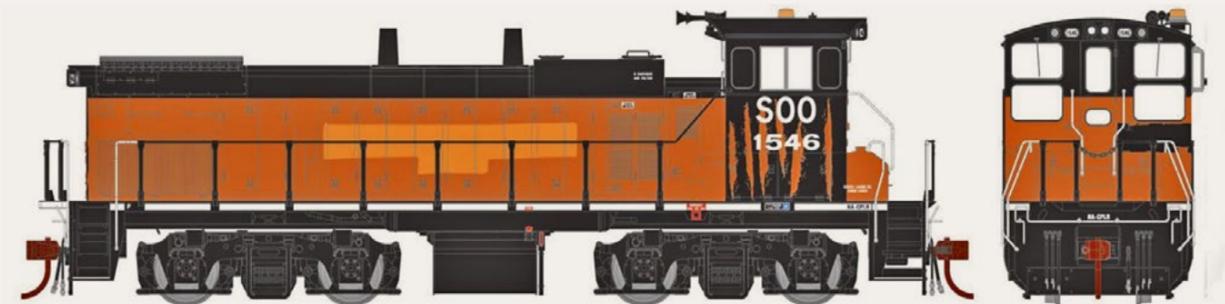
AAR steel gondolas. Also a three-pack of NYC 40' steel boxcars that includes one each of a PS-1 with a sliding door, a riveted car also with a sliding door, and a riveted car with double doors. All Accurail kits include couplers and appropriate trucks. Visit the above website for additional details including pricing.

The newest locomotive from **Athearn** (athearn.com) is a Genesis series EMD SDP45. The HO scale model was unveiled at the recent National Train Show. Standard DC non-sound units will be DCC-ready using Quick Plug™ technology. They will be priced at \$189.98 each. Sound-equipped models have Soundtraxx® Tsunami® DCC decoders and are priced at \$289.98. Initial road names for the feature-laden models will be Southern Pacific (above, with tall SP plow, L-cab window, icicle breakers, and SP light package), Great Northern (Western beacon light, unique GN steam generator hatch and exhaust, low snowplow with steam line door, and handrail-mounted GN placards), and Erie Lackawanna (SD45M freight-service carbody with 20-645 hood door arrangement, 5000 gallon fuel tank, and



Model photo by Ken Patterson

low-profile roof details for eastern tunnel clearance). Visit the website for a rundown of features on all road names. A release date has been scheduled for March 2014.



Also expected from Athearn in March is a Genesis series MP15AC switcher. The HO scale locomotive will be available for Soo Line (ex-Milwaukee Road units in three bandit schemes with black and orange patches), CP Rail System (with a choice of dashed or solid white sill stripes), Union Pacific (three numbers with variations in paint details), Southern Pacific (with SP light package), and CSX (stealth scheme). Standard DC non-sound units, priced at \$169.98 each, will be DCC-ready using Quick Plug™ technology. Sound-equipped models have Soundtraxx® Tsunami® DCC decoders, and are priced at \$269.98.

March is also the scheduled arrival date for a Genesis series SD70MAC. It will be available in four road numbers each for CSX (YN2 scheme with blue cab roof), BNSF (Heritage II scheme with operating ditch lights), and Alaska Railroad (with tall snow



plow, winterization hatch, and unique ECAFB). The ready-to-run DC model has an MSRP of \$169.98. It is DCC-ready using Quick Plug™ technology.



per. Cars designated for plastic pellet service will be available for Amoco, Dow Chemical, BFGX-Goodrich, and Louisiana-Pacific. Cars for grain service will include ADM (above), and Chicago Freight Car Leasing. The HO scale ready-to-run cars are scheduled for release in the first quarter of 2014. They will have an MSRP of \$36.95. An undecorated model will list at \$29.95.

Atlas (atlasrr.com) is preparing another release of its ACF 5701 four-bay covered hopper.



& North Western, Erie, and Northern Pacific. Depending on prototype practice, the HO scale ready-to-run models will have Dreadnaught or Improved Dreadnaught 4/4 ends, straight or

Also scheduled for release early next year is an HO scale 40' postwar boxcar decorated for ATSF, Canadian Pacific, Burlington, Chicago

diagonal roof panels, Superior or Youngstown doors, and either seven or eight rung ladders. Visit the Atlas website for full details including pricing.



Bachmann (bachmanntrains.com) showed several new HO scale items at the National Train Show including a DCC-ready GG1 electric locomotive. Decorating schemes will be Pennsylvania Railroad (Tuscan red, five stripes), PRR (Brunswick green, single stripe), PRR (Brunswick green, five stripes), PRR Congressional (silver with red stripe), and Penn Central (black). The GG1 electrics are scheduled for release in October with an MSRP of \$199.00. Units with DCC will be priced at \$279.00.

Additional new HO scale items displayed in Bachmann's NTS booth included a 50' 6" drop-end gondola decorated for Western Maryland, Nickel Plate Road, Reading, and Denver & Rio Grande Western. The models will come with a variety of loads.

Bachmann also showed an HO scale 72' heavyweight combine decorated for Pennsylvania Railroad, Baltimore & Ohio, New York Central, and Union Pacific. The combine is due in



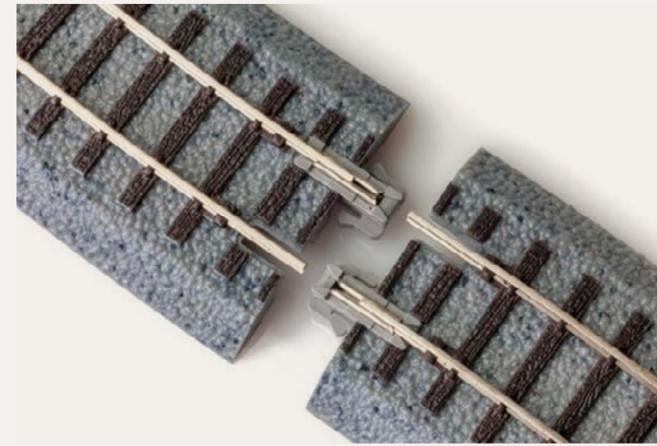
October, along with a 72' heavyweight coach decorated for the same road names plus Erie Lackawanna, and Santa Fe. Final pricing is pending.

Also scheduled for release in October is an EMD GP7 decorated for GM Demo, Rock Island, Atlantic Coast Line, Boston & Maine, PRR, Santa Fe, Midwest Quarry & Mining, Bethlehem Steel, and Midvale Steel. The model will come with a DCC SoundTraxx® 16-bit polyphonic sound decoder that replicates the prime mover, three air horns, and a locomotive bell. Complete details on all of Bachmann's new items can be viewed at bachmanntrains.com.



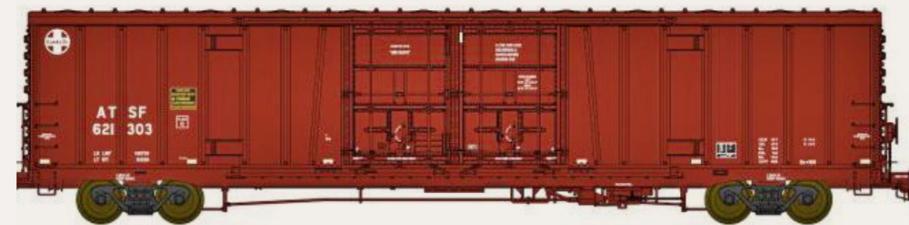
We also saw a pre-view sample of an EMD SD70ACe diesel locomotive at the National

Train Show. The SoundTraxx® equipped model is expected to be available this fall at a list price of \$275.00 each. The HO scale ready-to-run model will be available in five Norfolk Southern Heritage schemes including Erie Railroad, Jersey Central Lines, New York Central, Wabash, and Virginian.



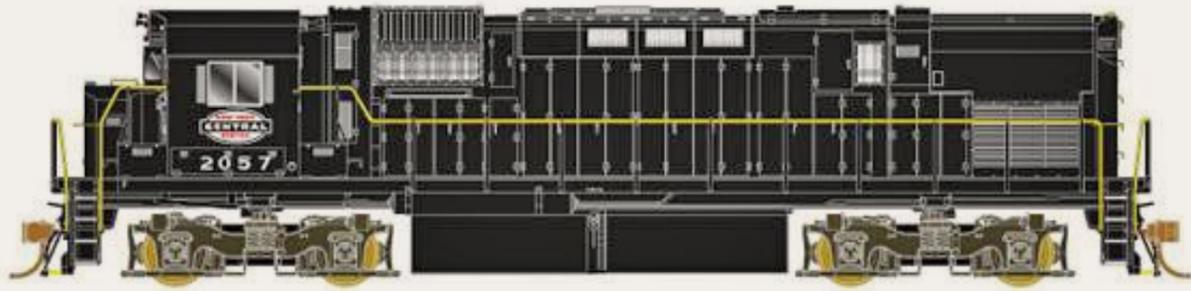
Blackstone Models, division of SoundTraxx, (blackstonemodels.com) has clarified the pricing of its new HOn3 ProTraxx™ prefabricated track system. The principal components are a 9" section

of straight track, and a 9" section of curved track. They each have an MSRP of \$18.25 for a four-pack. The curved track has a radius of 19". A starter set with four pieces of straight track, 16 pieces of curved track (to form a complete oval), and one power joiner with three feet of wire will be priced at \$89.95. ProTraxx™ is composed of code 70 nickel-silver rail mounted on painted and textured ties on ballast-colored roadbed. Each section of track is fitted with Kato UniJoiners at each end. The new HOn3 narrow gauge track system is expected to be available late this summer.

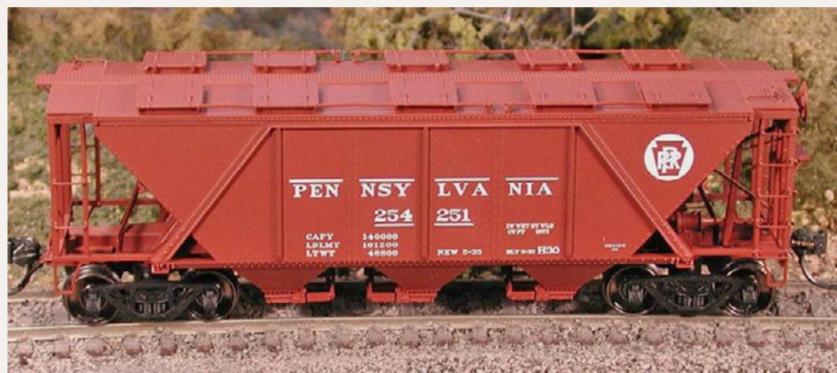


At the NTS, **BLMA** (blmamodels.com) announced

plans for a 62' Santa Fe Bx166 double-door boxcar. The HO scale "beer car" will be available next summer in 12 numbers each for two different decorating schemes. Additional details including pricing will be announced soon.



Bowser (bowser-trains.com) will release several versions of its Executive Line HO scale ALCo Century C430 diesel locomotive this fall. Road names will be ALCo demo, Penn Central, Conrail (two schemes), Reading, SCL, L&N, NYSM-Susquehanna (two schemes), WNY&P (two schemes), Morristown & Erie, GBW (two schemes), Conrail (Reading Patch), and New York Central as seen here. The ready-to-run model will be available for DC operation at an MSRP of \$199.95. DCC versions equipped with LokSound dual-mode decoders will list at \$299.95. An undecorated version will also be offered.



Also coming from Bowser this fall is a newly tooled class H30 outside-framed triple-bay covered hopper car with ten roof hatches. Decorating schemes include PRR (gray with circle keystone), PRR (gray with shadow keystone), PRR (gray with plain keystone), PRR (oxide red with circle keystone, above), PRR (oxide red with plain keystone and S designator), PRR (yellow), PC (green), PC (green with S designator), Norfolk & Western (gray), and Conrail (gray). The new car will have an MSRP of \$29.95.

January will see the arrival of an ALCo Century C628 diesel locomotive from Bowser. The Executive line HO scale ready-to-run model will be available for DC operation at an MSRP of \$199.95. DCC versions equipped with LokSound dual-mode decoders will list at \$299.95. Road names include Conrail (two versions), Conrail (LV patch, two versions), Monon, Pennsylvania Railroad, Delaware & Hudson, SCL/L&N Family Lines, Southern Pacific, SP (ALCo demo patch), Norfolk & Western (high hood, two schemes), and Chicago & North Western (high hood, two schemes).



New Paragon2 models previewed by **Broadway Limited** (broadway-limited.com) at the National Train Show included an HO scale Baldwin class RF-16 Shark Nose diesel scheduled for release in January 2014.

A units and paired A/B units will be available decorated for Pennsylvania (Brunswick green with five stripes), Baltimore & Ohio (blue, gray, and gold), New York Central (cigar band scheme), Delaware & Hudson (blue warbonnet, above), and unpainted. Powered A units will have an MSRP of \$279.99. Paired A/B units (with a dummy B) will list at \$399.99.

Central Valley Model Works (cvmw.com) is offering its 150' truss bridge with two styles of girders. Available now is a kit



with punch-plate girders, as well as a so-called Eastern-style with gusseted girders. The bridge measure 2.875" wide, by 4.375" high, by 21" long. The kit is molded from high-impact styrene. The list price is \$43.95 for either style of bridge.

Classic Metal Works
(buy-hobbies.com)

is developing an HO scale IH Metro Delivery Van scheduled for release in October. Tooling is nearing completion as seen in this test shot photo.



ExactRail
(exactrail.com)

pre-viewed two new HO scale cars at the



National Train Show: a Thrall 54' Coil-Shield car (above) and a

Bethlehem 3483 cu ft quadruple-bay hopper car (previous page). The Thrall model replicates the unique well-type coil gondola Conrail began purchasing in 1992. Of note are the accurately modeled brake appliances and platform at the B-end, etched-metal walkways with appropriate tread pattern, and the nicely detailed framework of the coil hood



The new Bethlehem 3483 hopper car introduces ExactRail's new HO scale

draft box which is said to closely approach scale dimensions with accurate striker contours and other specific details not previously available in an HO model. Both models are scheduled for release late this year..



Available now from ExactRail are six new paint schemes for its PS-2CD 4427 low-side covered

hopper cars. Road names include Santa Fe (billboard repaint with top chord stiffener), Santa Fe (Helvetica repaint with top chord stiffener), Rock Island, Soo Line (1980 green lettering), Soo Line (1985 T stencil), and Soo Line (1985 black lettering). The 4427 hopper is available now at \$36.95.

At the National Train Show, **Funaro and Camerlengo** (fandck-its.com) showed resin-cast components for a forthcoming HO scale kit for an early Pullman-Standard triple-bay covered

hopper. The resin underframe snaps into the one-piece cast superstructure. Among railroads owning the late 1940s-era car were Southern Railway and Kansas City Southern. Additional details including pricing and road names are pending.



Fos Scale Models (foslimited.com) is now selling an HO scale craftsman kit for Ideal Hosiery. The two-story, store-front structure features laser-cut components, Tichy plastic windows and doors, colorful signage, and extensive assembly instructions. The kit is priced at \$64.95. Figures and scenery shown in the above photo are not included.



Hornby America (hornbyamerica.com) showed production samples of a Rivarossi Union Pacific 4-8-8-4 Big Boy steam locomotive at NTS. The HO scale ready-to-run model is

scheduled for release late this month. DCC-ready versions will have an MSRP of \$359.99. Units with a factory installed digital sound decoder will list at \$459.99.



InterMountain (intermountain-railway.com) is quoting an October date for the next release of its 1937 AAR 40' boxcar. The HO scale ready-to-run model will have an MSRP of \$29.95. Road names will be Chesapeake & Ohio, Texas & Pacific, ATSF, Wabash, UP/OWR&N, Pere Marquette, Atlantic Coast Line, and Northern Pacific as seen above.



InterMountain reports that HO scale 40' containers decorated for CMA/CGM, China Shipping, Uniglorry, Triton, Lloyd Triestino, APL, Matson, and CAI are also scheduled for release in October. They will have an MSRP of \$21.95 for a two-pack.



InterMountain has posted a November/December release date for its HO scale 50' PS-1 double-door boxcar. The ready-to-run model will be available in multiple numbers for Chessie

System/C&O, Erie Lackawanna, Louisville & Nashville, Milwaukee Road, SSW/Cotton Belt, Western Pacific, Detroit & Mackinac, and Soo Line as seen here. The model will have an MSRP of \$32.95.



The next release of InterMountain's highly regarded 8000 gallon ACF Type 27 tank car is scheduled

for February or March 2014. In addition to the Champion Oils car seen here, decorating schemes will include Shell Chemical, Union Tank, Mutual Oil, Texaco, Conoco, Chickasaw Refining, and Union Starch. The MSRP on the HO scale ready-to-run model will be \$34.95.

JJL Models (jjlmodels.com) is selling a kit for an HO scale Erie bay-window caboose. The prototype cars eventually saw service on the EL, D&H, and Conrail. The cast resin kit includes stainless steel etched components, trucks, and couplers. The kit is priced at \$69.50 plus shipping. Visit the above website for full details and information on other kits.



Future HO scale ready-to-run models coming from **Kadee Quality Products** (kadee.com) include a

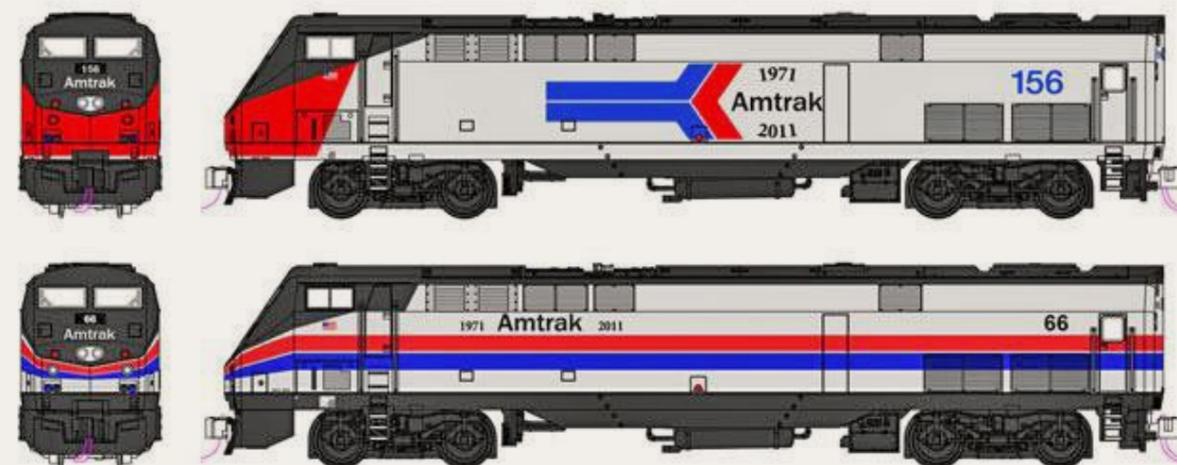
New York Central 40' PS-1 boxcar with a 6' Youngstown door.

Due for release in October, the model will be decorated in the 1951 as-delivered boxcar red scheme with NYC's familiar football herald.

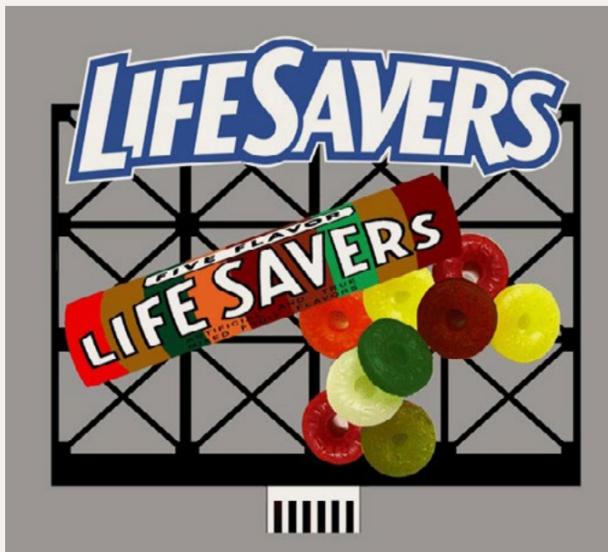


Also coming from Kadee in October is a 40' PS-1 boxcar decorated in Boston & Maine blue and black

scheme. Both models will be fitted with Kadee two-piece self-centering trucks and #2100 couplers.



Kato (katousa.com) plans to release its HO scale General Electric P42 Genesis locomotive decorated in Amtrak's 40th Anniversary scheme in November. Both Phase 1 (upper photo) and Phase II (lower photo) versions will be available. DC models will be priced at \$198.00 each. Units with an ESU LokSound DCC decoder will have an MSRP of \$318.00. Units with Soundtraxx Tsunami DCC and sound will list at \$328.00.



Miller Engineering (microstru.com/Coming-soon.html) reports that plans to produce an electronically animated sign for Coors Beer have been cancelled. The brewer denied Miller's request for a license indicating that the company is "gradu-

ally cycling out of model train replica items." On the positive side, new limited-edition signs currently available from Miller include LifeSavers and The Drunken Clam. Click on the above website for pricing and to view the new signs in action.

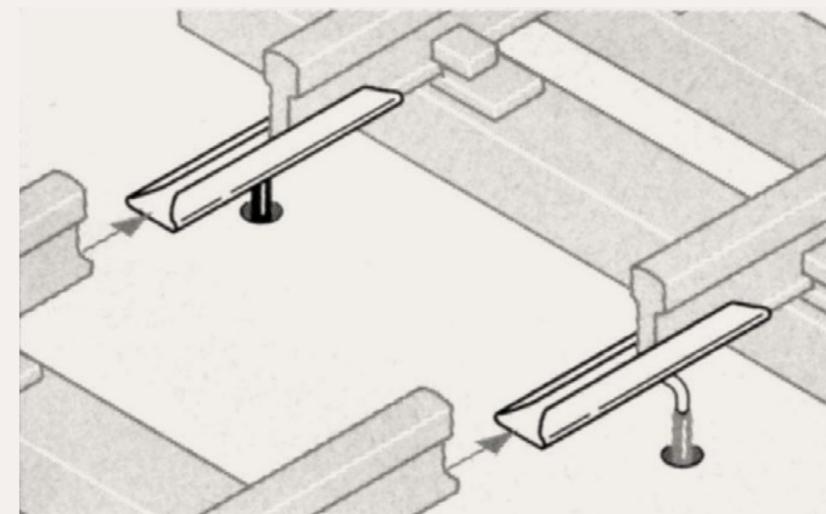


The **NJ International** (njinternational.com) booth at the National Train Show displayed a wide range of signals including new HO scale Union Switch & Signal CPL (color positional lights). The group includes a Bi-Directional type, a Bracket CPL type, and an 8-light, 4-position signal with six markers (above). Visit the above website for complete details including pricing.

The **Northern Pacific Railroad Historical Association** (nprha.org) is selling an HO scale NP 57' class R-70-14 mechanical refrigerator car as built by Pacific Car & Foundry in the



1960s. Twelve different road numbers are available for the ready-to-run models which were produced for NPRHA by Red Caboose. The cars are priced at \$42.95 each. Visit the above website for additional information including ordering details.



Peco (peco-uk.com) showed its new Power Feed Rail Joiners at the National Train Show. Each joiner has a pre-soldered

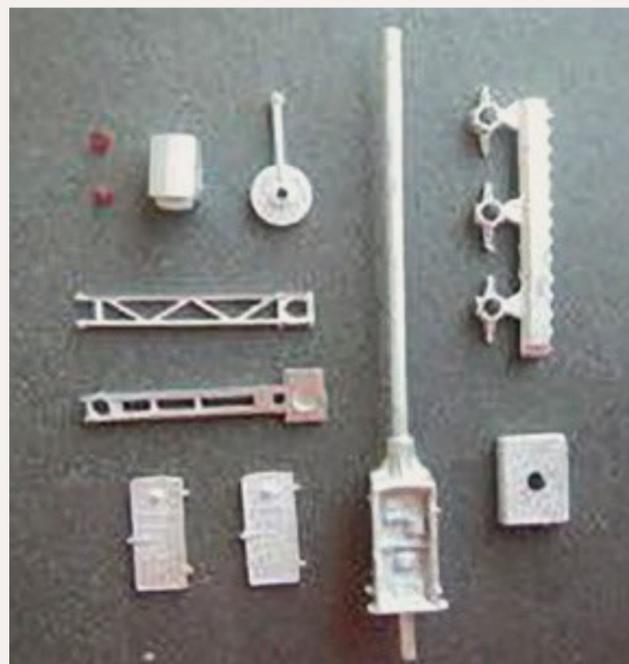
8" (approximate) color-coded feed wire. The rail joiners are available in three sizes: Code 100/124, code 70/83, and code 55/80. The joiners are supplied in packs of four pairs. Pricing in North America is pending.

Rapido Trains, Inc. (rapidotrains.com) has introduced a new HO scale nickel silver flex track. Dubbed "Bendy-Track," three-foot sections of code 83 and code 100 track are scheduled for release in late September. The rail is secured with four offset spikes molded into each of the wood-grained ties. Each section of track comes with four rail joiners. Every few inches, the ties are half-drilled from below so they can



be readily poked through for nail holes as needed. In addition to individual sections, the track will be available

in boxes of five and 25. Rapido will determine the feasibility of producing their own turnouts and crossings at a later date. Meanwhile, Bendy Track is compatible with all major brands of turnouts. Additional information, including pricing, is available at Rapido's website.



Showcase Miniatures (showcaseminatures.net) is selling a kit for an HO scale wig-wag type crossing signal. The non-operating model is based on a prototype manufactured by the Magnetic Signal Company. The model can be assembled with the doors of the cabinet containing the control mechanism open. The addition of one or two technicians peering

into the innards of the cabinet would explain why the wig-wag is not functioning. The kit sells for \$11.95. Visit the above website for ordering details and information on additional signals available from Showcase Miniatures.

Sylvan Scale Models (sylvanscalemodels.com) has cast resin kits for HO scale vehicles including a new fire truck and two versions of Great Dane trailers. Also new are several 1939-40 half-ton GMC trucks including a cab and bare chassis, stake body, grain body, and a pickup. Prices range from \$13.95 to \$20.95. Visit the above website for details on these as well as other HO scale vehicle kits.



Tangent Scale Models (tangentscalemodels.com) introduced a new version of its HO scale Pullman-

Standard PS-2CD 4750 covered hopper at the National Train Show. The new ready-to-run model represents the prototype as manufactured by P-S from 1979 to 1981. Changes from prior cars include a new roof design, narrowed roof hatches, sloped running board, different jacking pads, welded underframe components, and a new brake system. Road names are Burlington Northern, LN Family Lines (above), Missouri-Kansas-Texas, Southern, Foster Farms (FPFX), Mid-South Milling (MSMX), and undecorated. An undecorated kit is also available. Check the above website for pricing and note that Tangent allows mixing for multiple car discounts on quantity purchases in increments of 6, 12, 36 and 48.

WrightTRAK (wrighttrak.com) introduced a resin kit for a Seaboard class V10 ventilated boxcar at the National Train Show. Decals in the HO scale craftsman-style kit include heralds for both Seaboard Railway and Seaboard Railroad, multiple reweigh repack data, and air reservoir dates. Also included are preformed grab irons, Grandt Line ladders, Tichy brake gear, and correct trucks. The kit is priced at \$49.95 with discounts available for multiple purchases. Visit the website for additional information and to order.



Also included are preformed grab irons, Grandt Line ladders, Tichy brake gear, and correct trucks. The kit is priced at \$49.95 with discounts available for multiple purchases. Visit the website for additional information and to order.



Due for release later this month from Walthers is a Cornerstone® structure kit for a 2-story four-unit apartment building. Assembly options include either a peaked or hip roof. The HO scale kit has an MSRP of \$34.98.

HO scale kit has an MSRP of \$34.98.



Also scheduled for release later this month is a Walthers Mainline® series 40' ARA steel boxcar with

Dreadnaught ends. In addition to the Northern Pacific scheme shown here, the car will also be available decorated for Elgin, Joliet & Eastern; Great Northern; and Toledo, Peoria & Western. The HO scale ready-to-run model will have an MSRP of \$24.98.



Walthers (walthers.com) has released its Trainline™ series EMD GP9M diesel locomotive in four new paint schemes including Chessie System/C&O, Conrail, Chicago North Western, and Denver & Rio Grande. The HO scale model comes with a factory-installed Digitrax DCC decoder. The economically priced ready-to-run locomotive has an MSRP of \$74.98.



Walthers' September releases will include this 30' caboose featuring an offset cupola, separately applied

grab irons, and full interior details. In addition to the Grand Trunk Western scheme shown here, the HO caboose will be available for Canadian National, Great Northern, and Denver & Rio Grande Western. The ready-to-run model will have an MSRP of \$41.98.

Also coming from Walthers in September is a six-pack of 24' Ore cars with an MSRP of \$99.98. The ready-to-run models will be available decorated for DMIR (early scheme), DMIR (modern), Milwaukee Road, Northern Pacific, Great Northern, and Union Pacific.



Westerfield (westerfield-models.com) has re-issued two series of HO scale resin kits

including four versions of a USRA 46' mill gondola. Lettering sets are available for NYC/PMcK&Y, PRR class G25, Reading class GMK/GML, and B&O class 0-27 as shown here.



The second re-release from Westerfield this month is a flat resin cast kit for a USRA single-sheathed box-

car. In addition to Milwaukee Road (above), decal choices include Jersey Central, C&O, C&NW, NYC, PRR, SP, B&O, D&H, Reading, GR&I/NPY&N, Erie, Clinchfield, RF&P, WM, ANN, Maine Central, Michigan Central, and data only. All Westerfield kits are sold less trucks and couplers. Visit the above website for pricing and ordering instructions. Items currently under development include an AT&SF class Sk-M/O convertible double-deck stock car.



Wild West Models (wildwestmodels.com) is selling an HO scale dump ore car at \$20.00 for a pack of four. The cars are made of ABS plastic using a 3D printing process. The kit consists of just three pieces to assemble and paint.

The base, wheels and body mount are one piece. The dump body and gate can be positioned as desired. S and O scale versions are under development.

N SCALE PRODUCT NEWS



The **Arnold** brand of N scale products will soon be available again to North American modelers. The initial product will be a General Electric U25C diesel locomotive which will be produced from new tooling. Pricing and a

release date are pending. The announcement was made at NTS by Hornby America (hornbyamerica.com), the North American distributor of several European brands including Arnold.

Atlas (atlasrr.com) has scheduled another production run of hand-crafted N scale street and highway light fixtures for delivery during the fourth quarter of this year. The models feature LED technology and include a resistor for proper power control. The series includes (from the left) a clock light, three park or residential neighborhood lights, a taller street light, a modern



angled highway light, and two goose-neck street lights. Visit the above website for pricing.



Atlas is preparing another release of its ACF 5701

four-bay covered hopper. Cars designated for plastic pellet service will be available for Amoco, Dow Chemical, BFGX-Goodrich, and Louisiana-Pacific. Cars for grain service will include ADM (above), and Chicago Freight Car Leasing. The N scale ready-to-run cars are scheduled for release in the first quarter of 2014. They will have an MSRP of \$24.95. An undecorated model will list at \$18.95.



Also scheduled for release early next year is an N scale

GP35 diesel locomotive decorated for Atlantic Coast Line, Canadian Pacific, Railink Canada, Reading, Western Maryland, Conrail, Union Pacific, and Great Northern. The ready-to-run locomotives will be available for standard DC operation and

with a built-in DCC decoder. Visit the Atlas website for more details and pricing.



Bachmann (bachmanntrains.com) showed several new N scale models at the National Train Show

including a DCC-equipped EMD NW-2 Switcher with an MSRP of \$139.00. Road names will include Union Pacific, Great Northern, Pennsylvania Railroad, and New York Central, as well as painted but unlettered. The NW-2 is scheduled for release next month.

Also due in September are DCC-equipped EMD F7-A and F7-B diesel locomotives with an MSRP of \$115.00. A list of road names and other details can be viewed at the above website.



Bachmann has selected Union Pacific's Centennial DD40AX as its first N scale DCC sound-equipped locomotive. Scheduled for release in October, the SoundTraxx® 16-bit diesel sound package will include dual-prime movers, three air horns, and a locomotive bell. Three versions of the UP locomotive will be available at an MSRP of \$209.00 each.



Bachmann plans to release a new N scale version of ALCo's 1,000 hp S4 diesel switcher this fall. The ready-

to-run model will come with a dual-mode decoder that allows operation in either analog DC or with any NMRA-compliant DCC system. In DCC operation, the built-in decoder controls speed, direction, and lighting. The model will have an MSRP of \$129.00, and will be available decorated for Western Maryland, Southern Pacific, NYC System/P&LE, ATSF, and Union Pacific. Additional Bachmann N scale models shown at NTS include a USRA 55-ton twin-bay hopper car decorated for Pennsylvania Railroad, Western Maryland, Chesapeake & Ohio, Baltimore & Ohio, and Clinchfield. More information is available at the above website.



At the National Train Show, **BLMA** (blmamodels.com)

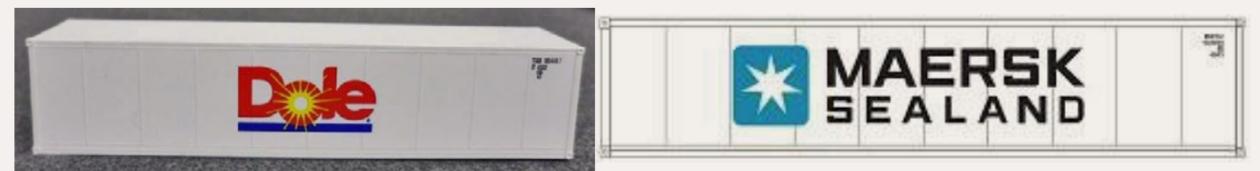
announced long-range plans for a 62' Santa Fe Bx166 double-door boxcar. The N scale "beer car" will be available next summer in 12 numbers each for two different decorating schemes. Additional details including pricing will be announced soon.

BLMA showed pre-production samples of its new General America 3500 cu ft 'Dry-Flo' covered hopper car. The N scale model features etched-metal brake-wheel platforms, 70-ton

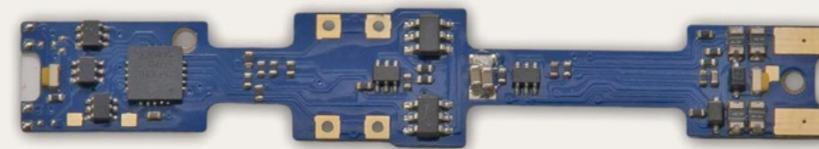


ASF Ride Control® trucks with metal wheelsets, and body-mounted Micro-Trains™ couplers. Road

names on the initial release will be Burlington Northern, Chicago Great Western, Pennsylvania, Union Pacific, GACX Diamond Sugar, and CACX Shell Plastics. Pricing is to be announced.



New items coming from **DeLuxe Innovations** (deluxeinnovations.com) during the fourth quarter of 2013 include 40' refrigerated containers decorated for Dole Foods, Maersk-Sealand. Also coming this winter are three-packs of C&D waste loads that will fit DeLuxe Innovations' deep or shallow-rib woodchip cars. The loads are cast in gray resin and are lightly painted for a realistic look. DeLuxe Innovations is now selling bulk packs of undecorated containers at favorable prices. Visit the above website for full details.



Among the many items shown by **Digitrax** (digitrax.com) at their NTS display booth was

a drop-in replacement board for Kato's N scale Alpine Glacier Express sightseeing train. Identified as Digitrax DN163K4A, the motor decoder handles six FX3 function at a function current

rating of 500mA. It has a peak motor current rating of 1.5 to 2.0 amps. The MSRP for DN163K4A is \$36.00.



InterMountain Railway (intermountain-railway.com) has released N scale ACF Center Flow two-bay covered hoppers with

etched metal running boards, and Micro-Trains® trucks and couplers. Decorating schemes include The Rock, Saskatchewan Minerals, Southern Railway, BN, Great Northern, GTW, BNSF, Midwest Railcar, and Chicago North Western as shown above. The ready-to-run models have an MSRP of \$22.95.

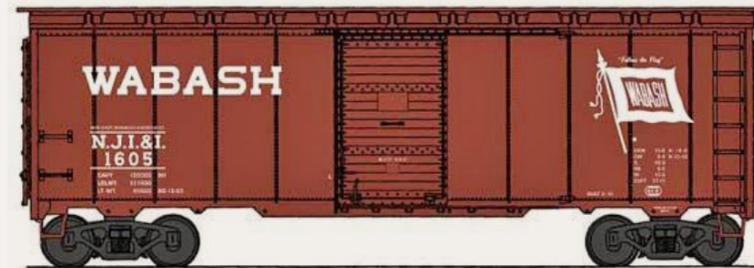


InterMountain is scheduled to release N scale models of EMD FT diesel sets this month. In addition to the Lackawanna scheme shown here, the ready-to-run locomotives will be available for B&O, C&NW, ATSF (blue and yellow), Southern, Milwaukee Road, Lehigh Valley, Western Pacific, Boston & Maine, ACC, NYO&W, SL-SW, Atlantic Coast Line, and EMD demonstrator. The MSRP is \$239.95.

Scheduled to arrive from InterMountain in September is a run of class R-70-20 steel refrigerator cars. Road names for the N scale models include ARMN, Milwaukee Road, SPFE, UPFE, FGE, BN (white), BNSF, and a late version of BNSF as shown here.



The ready-to-run models will have an MSRP of \$22.96 and will come equipped with Micro-Trains® trucks and couplers.



InterMountain's November schedule includes another release of its 1937 AAR 40' boxcar. The N scale ready-to-run

model will have an MSRP of \$21.95. Road names will be Chesapeake & Ohio, Texas & Pacific, ATSF, Wabash, UP/OWR&N, Pere Marquette, B&M, and Atlantic Coast Line.



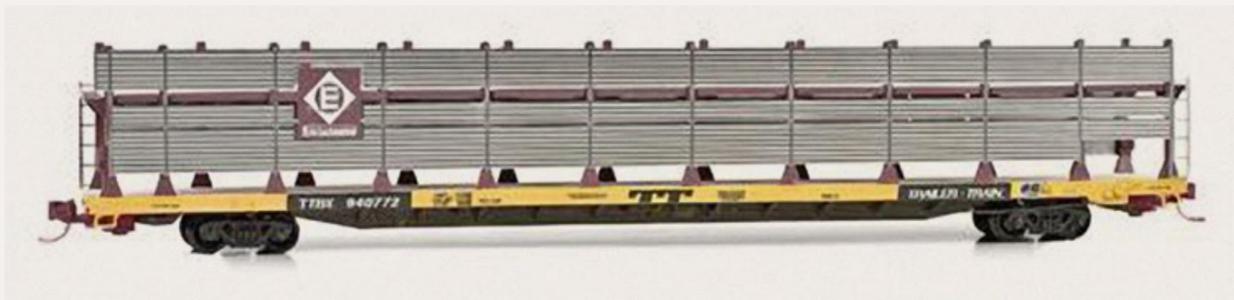
InterMountain plans to release another run of its 8,000 gallon ACF Type 27 tank car in February or March. In addition

to the Union Starch car seen here, other decorating schemes will include Shell Chemical, Union Tank, Mutual Oil, Texaco, Conoco, Chickasaw Refining, and Champion Oils. The MSRP on the N scale ready-to-run model will be \$22.95.

Kato (katousa.com) is currently selling its SD90/43MAC diesel locomotive in two new schemes; San Luis & Rio Grande, and Union Pacific (We Will Deliver slogan). The N scale ready-to-run locomotives are DCC-ready and will accept a drop-in



aftermarket decoder. Visit the above website for additional features including pricing and availability.



Micro-Trains (micro-trains.com) is collaborating with Eastern Seaboard Models to offer a bi-level auto rack that features stainless-steel anti-vandal panels. The panels are a separate item to be installed by the modeler. The N scale model has a light freight car red rack mounted on a yellow Trailer Train flatcar. The car will have an MSRP of \$44.95 and is scheduled for release in November.

NJ International (njinternational.com) has introduced N scale Speeders. The brass models are static but could be animated or



modified as desired. Both open and enclosed speeders are available at an MSRP of \$39.99 each.



Rapido Trains, Inc. (rapidotrains.com) is booking orders now for its N scale Panorama series passenger equipment. The initial release is scheduled for early next year and will be for a Café-Bar-Lounge car, above, and a 10-5 sleeper (Pullman plan #4186), below. Although the program has been on hold for a few years due to the factory's limited production capacity, Rapido reports that the tooling is in the final polishing stage and production has been scheduled for this fall. Road names will be Amtrak Phase I, Great Northern (above), Baltimore & Ohio, Erie (two-tone green), Erie-Lackawanna (below), Milwaukee Road, Missouri Pacific, New York Central, Northern Pacific, Southern Pacific, Via Rail Canada, Canadian National (1954 scheme), CN (wet noodle), and undecorated.



The N scale ready-to-run models will be fitted with Rapido's "Easy-Peasy" battery powered interior

lighting system. Depending on the prototype being modeled, the cars will ride on either 41-BNO-11 (outside swing hanger), or 41-N-11 (inside swing hanger) trucks with 36" metal wheel-sets. Visit the above website for pricing and additional features including a look at the fully-detailed interior and underframe.



Showcase Miniatures (showcaseminatures.net) has kits for several N scale vehicles including two styles of F-Type cab-over-engine tractors. The kits are priced at \$14.95 and include a COE day-cab (left) and a similar COE with an extended over-the-road cab (right). Visit the above website for customizing details and additional N scale vehicle models.



Walthers (walthers.com) is selling a versatile N scale water tower that could serve in a variety of applications on layouts depicting almost any era. The fully assembled tower stands 7" tall and has an MSRP of \$34.98.

Also currently available from Walthers is an N scale kit for Union Crane & Shovel Company. When assembled the structure has a footprint of 4.25" by 5.625". The height is 3". The interior



length will accommodate a car up to 57 scale feet long. The grooved base accepts rail up to code 80. Union Crane & Shovel has an MSRP of \$29.98.

Z SCALE PRODUCT NEWS



InterMountain (intermountain-railway.com) is preparing new tooling for a Z scale R-70-20 refrigerator car. The ready-to-run models will have an MSRP of \$26.95 each with the initial release expected about February or March. Road names will include UPFE, SPFE, VCY/Golden West, NRDY-Cold Train, BNFE, WFCX (GN goat) ARMN (R-70-24), and SFRC-Santa Fe.



Full Throttle (wdw-fullthrottle.com) is selling a Z scale 51' ACF cylindrical covered hopper car decorated for Farm and Ranch Feed Supply Company. Manufactured by Bowser, the ready-to-run car is priced at \$54.00 for a two-pack. Visit the above website for additional information including ordering instructions.

NEW DECALS, SIGNS AND FINISHING PRODUCTS



Florida East Coast Railway Society (store.fecrs.com/category_s/1513.htm) offers a nice selection of HO and N scale decals for FEC locomotives, freight cars, and passenger equipment. An example is the set shown above for 1930s-era markings for FEC 20001-20200 series ventilated boxcars the road operated between 1924 and 1945.



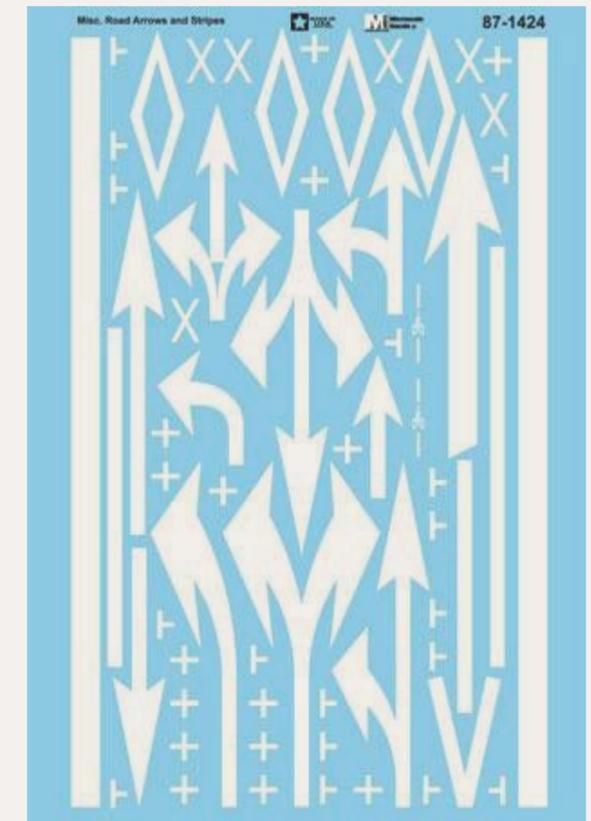
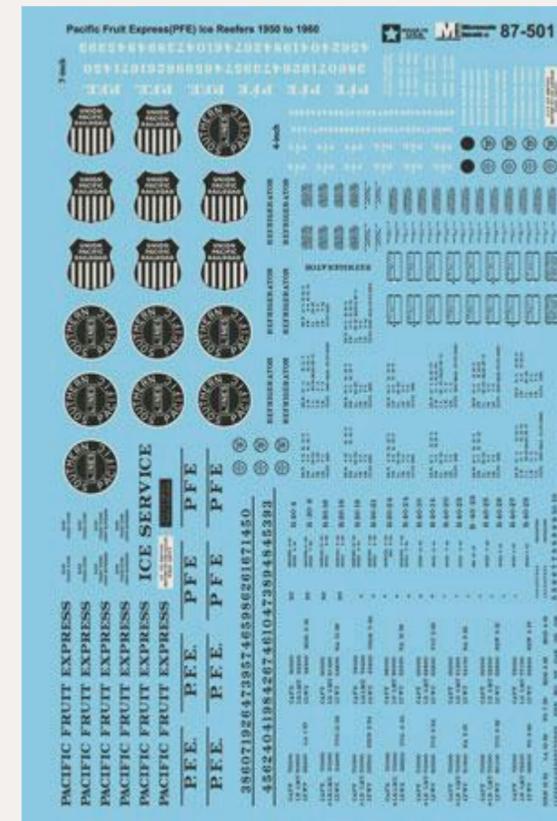
Chicago & Eastern Illinois single-sheathed boxcar (Accurail 7200 series), and Texas & Pacific AAR 1937 steel boxcar.

New HO scale lettering sets from Jerry Glow Decals (home.comcast.net/~jerryglow/decals.html) include Chicago Great Western 1930s-era AAR steel boxcar,



Mask Island Decals (maskislanddecals.com) has introduced several new HO scale wet decals including

Savannah & Atlanta 40' boxcar (post Southern merger), ATSF 40' Bx37/57 class boxcars, Southern 89' ACF flat car, Southern 40' double-door boxcar with cushion underframe, Florida East Coast 70-ton twin-bay covered hopper, The Rock enclosed auto rack car, and ACL 50' boxcar as seen above. Pricing and ordering information can be viewed at the above website.



Microscale Industries (microscale.com) has released a revised lettering set for PFE 40' wood and steel ice refrigerator cars painted between June 1950 and April 1960 (above left). According to Dick Harley, who would lead the research, the art was completely redrawn using PFE, UP, and SP drawings for the medallions and all the lettering shapes and sizes. All lettering

was then compared to a multitude of photos to verify the scale size and spacing. Harley noted that a revised lettering set for the 1960s is now being researched. Also new are N and HO scale lettering sets for RJ Corman (RJCC) switching locomotives; Arcato & Mad River, Amador Central Railroad, Camino Placerville & Lake Tahoe, Sierra Railway, and per diem boxcars of California Shortline; and various highway markings (previous page).

The **Northern Pacific Railway Historical Association** (nprha.com) has prepared decals for NP trailers and tractors that operated from the 1950s through the 1970s. Produced by Microscale, the historically-accurate decals are based on extensive research by NPRHA members. The lettering sets will be priced at \$3.50 each plus shipping. They are expected to be available later this month. To order, visit the Company Store at the above website.

Tru-Color Paint (trucolorpaint.com) has added Chicago & Eastern Illinois orange and early blue to its growing list of solvent-based prototype specific colors. New colors scheduled for release through the balance of 2013 include Southern Pacific colonial yellow, and SP moss green (September); Great Northern glacier green, and Western Fruit Express yellow (October); SOO Line off white, and Canadian Pacific gray (November); and Louisville & Nashville blue, gray, and yellow (December). Tru-Color Paint is available direct or from your favorite hobby dealer. A list of colors currently available can be viewed at trucolorpaint.com/index.php?p=1_27_Freight-Car-Color-Index.

True Line Trains (truelinetrains.ca), a division of Hobbycraft Canada Ltd., reports that Testors will no longer supply them with railroad paints. The company is currently negotiating for a new paint manufacturing source, but notes that it may take some time to find a qualified supplier. TLT paint colors on the discontinued list include PGE diesel orange, PGE diesel green, ONR light blue, TH&B cream, TH&B brown, and TH&B yellow.

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Briefly noted at press time...

... Richard J. Orr, 1925-2013

Streetcar enthusiast and modeler Dick Orr has died at the age of 88. Before his retirement, Orr spent his workday in the printing business, but at night he made parts for model streetcars in his basement. The model business was subsequently sold to George Huckaby, proprietor of Los Angeles-based CustomTraxx, a company that still provides HO modelers with the Orr Line of trolley track switches and girder rail.

Orr authored two books including "O&CB-Streetcars of Omaha and Council Bluffs," and "Omaha Streetcars Revisited." He helped to restore an old Omaha streetcar that is now on display in the Durham Museum. As a member of the Omaha Running Club, Orr participated in 22 events including the Boston and Chicago marathons. He was also active in the Omaha Philatelic Society, and the Studebaker Drivers' Club. He is survived by his wife of 62 years, Martha Ann (Neuhaus), two daughters and three grandchildren. Dick Orr was a long-time member of Omaha's St. Paul United Methodist Church, where a memorial service will be held at 3:30 p.m. on August 18. ■



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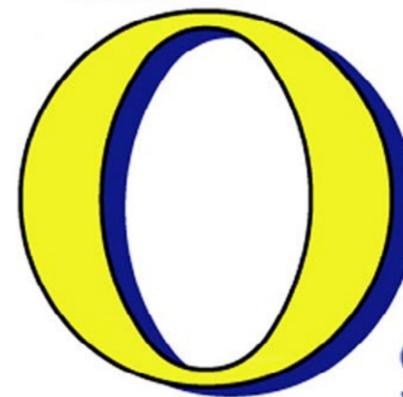
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Selected Events



August 2013

CANADA, ONTARIO, BRACEBRIDGE, August 10, Muskoka Summer Train Show with historical displays, layouts, and vendor tables. At James Lang Activity Park, Bracebridge Fair Grounds. Info at muskokamodelrailwayclub.org/annual-summer-train-show.html.

[org/annual-summer-train-show.html](http://muskokamodelrailwayclub.org/annual-summer-train-show.html).

CANADA, ONTARIO, PORT HOPE, August 9-11, Bridges to the Future - Canadian Railway Convention at Trinity College School, 55 Deblaquiere Street. Event hosted by The Canadian Association of Railway Modellers. Registration and accommodation information at caorm.org/crc2013.

CALIFORNIA, PASADENA, August 28-31, 33rd National Narrow Gauge Convention. Nationally recognized speakers include Eric Bracher, Jack Burgess, Steve Harris, and Burton Maxwell. Tours include steam operations at Disneyland, Knott's Berry Farm, and the backshop at the Fillmore and Western Railway. HQ at Hilton Hotel, 199 S. Los Robles Avenue. Full details at 33rdnngc.com.

FLORIDA, ORLANDO, August 3-4, The Great Train Expo, at Central Florida Fairgrounds. Info at greattrainexpo.com.

FLORIDA, THE VILLAGES, August 17, The Villages Summer Train Expo, with operating layouts, raffle, and sales tables, sponsored by The Villages Railroad Historical Society. At The Savannah Regional Recreation Center. Email inquires to Alan Goldberg at amgold15@hotmail.com.

GEORGIA, NORCROSS, August 10, 45th Atlanta Train Show, at North Atlanta Trade Center. Info at gserr.com/shows.htm.

ILLINOIS, COLLINSVILLE (Metro St. Louis), August 2-3, St. Louis RPM Meet, at Gateway Convention Center. Info from John Golden at golden1014@yahoo.com.

ILLINOIS, WHEATON, August 11, Great Midwest Train Show with sales tables, clinics, and family fun. DuPage County Fairgrounds. Info at dupageshow.com.

OHIO, CINCINNATI, August 10, Railroad Art Show and Sale, featuring quality railroad photography, at Cincinnati Union Terminal. Sponsored by Cincinnati Railroad Club. Info at cincinnatiirclub.org/Summerail/index.shtml.

PENNSYLVANIA, PITTSBURGH, August 28-September 1, Annual Steel Mill Modelers Meet with seminars, model contests, vendor tables, and tour of Carrie Furnace. At Four Points Sheraton Hotel at Pittsburgh Airport, 1 Industry Lane. Info from John Glaab at peachcreekshops.com.

PENNSYLVANIA, STRASBURG, August 10, Strasburg Train Show and Two Rail Swap Meet, at Strasburg Fire Company, 203 W. Franklin St. Info from John Dunn at jdunn8888@hotmail.com or Rich Yoder at oscale48@comcast.net.

WYOMING, EVANSTON, August 2-4, 16th Annual Roundhouse Festival with model trains, layouts, vendor tables and turntable rides. Hosted by Hostler Model Railroad Club. Info from Mike Murphy at mmurphy@g.com.

September 2013

CANADA, MONTREAL, September 28-29, Montreal Model Train Exposition, with vendor tables and operating layouts. At Sun Youth Centre, 251 Urbain St. Direct inquiries to i.dow@videotron.ca.



CALIFORNIA, SAN BERNARDINO, September 25-29, NMRA Pacific Southwest Region Convention with contests, manufacturers displays, clinics and Big Boy raffle. Prototype tours include Union Pacific hump yard, the Victorville CEMEX plant, and the Columbia Park Live Steamers. HQ at Hilton Hotel 285 E. Hospitality Lane. Details at psrconvention.org/sb13/index.html or contact Bob Mitchell at CajonDivision@coastinet.com.

CALIFORNIA, PERRIS, September 7, Fall Railroadiansa Swap Meet at Orange Empire Railway Museum, includes trolley rides, cabooses rides, and access to all prototype collections. Info at oerm.org.

CALIFORNIA, SONOMA, September 20-22, 5th Annual Redwood Empire Train Show featuring family fun, sponsored by NMRA Redwood Empire and Redwood Empire Garden Railway Society. Info at sonomacountyhomeshows.com.

COLORADO, COLORADO SPRINGS, September 13-15, TECO-Train Expo Colorado at Freedom Financial Services Expo Center, 3660 N. Nevada Ave. Info at tecoshow.org.

INDIANA, INDIANAPOLIS, September 6-7, 30th Annual Hoosier Traction Meet and educational conference with more than a dozen presentations on rail-based mass transportation, plus a public swap meet. At Clarion Hotel, 2930 Waterfront Parkway West Drive. Visit trolleybuses.net for fees and additional information.

NEBRASKA, NORTH PLATTE, September 20-22, North Plate Rail Fest and Model Train Expo, includes tour of Bailey Yards and live steam locomotive display, at National Guard Armory. info at nprailfest.com.

NEW JERSEY, MERCHANTVILLE, September 7, Cherry Valley Railroad Open House and Swap Meet hosted by Cherry Valley Model Railroad Club at Grace Church, 7 East Maple Ave. Info from Chris Crane at cherryvalleyrr@verizon.net.

VIRGINIA, STAFFORD, September 13-14, Mid-Atlantic Railroad Prototype Modelers Meet, at Hope Springs Marina Clubhouse, 4 Hope Springs Lane. Info at marpm.org.

Future 2013 (by location)

CANADA, BRITISH COLUMBIA, BURNABY, November 9-10, NMRA Canada presents Trains 2013 model train show and meet with operating layouts, displays, commercial displays, Operating sessions, clinics, RPM exhibits at Cameron Rec Centre, 9523 Cameron Street. Info at bctrains.org.

CANADA, QUEBEC, LAVAL, November 2-3, Laval Expo Train Modelisme Show, (The Quebec Hobby Show) –*CANCELLED*–

CALIFORNIA, BANNING, October 19-20, The Banning Centennial Train Festival, includes a judged model display and contest (to provide quality contest railroad models to the general public). Banning Community Center, 789 N. San Gorgonio Ave. Info at banning100birthday.com/2012/11/26/centennial-train-fest.

CALIFORNIA, DEL MAR (Metro San Diego), December 7-8, Great Train Expo, Del Mar Fairgrounds, 2260 Jimmy Durante Blvd. Info at greattrainexpo.com.

COLORADO, LONGMONT, December 14-15, Annual Train Show, sponsored by Boulder Model Railroad Club, at Boulder County Fairgrounds. Info at bouldermodelrailroadclub.org.

CONNECTICUT, ORANGE (Metro New Haven), October 13, 21st Annual Train Show sponsored by The New Haven & Derby Model Railroad Club. Vendor tables, operating layouts, door prizes, food, free parking, and more. High Plains Community Center, 525 Orange Center Road (Rt. 152). Info at newhaven-derbymodelrailroadclub.org.

FLORIDA, BRADENTON, October 11-13, Manatee Rails, NMRA Sunshine Region 2013 Convention, Courtyard Marriott Bradenton Convention Center. Info at sunshineregion.org.

ILLINOIS, LISLE (formerly at Naperville), October 17-19, 20th Annual RPM-Naperville Conference. Clinicians include Bob Van Arnem, John Brown, Richard Hendrickson, Tony Koester, Clark Propst, Mont Switzer, and Tony Thompson. Hosted by Joe D'Elia at Wyndham Lisle Hotel (new venue), 3000 Warrenville Road, Lisle. For info visit Railroad Prototype Modelers at railroadprototypemodelers.com.

INDIANA, DANVILLE, November 23, NMRA Central Indiana Division Train Show & Meet, at Hendricks County 4H Fair Grounds, 1900 East Main St. info at cid.railfan.net. Vendors contact John Pancini at jpancini@indy.rr.com.

MARYLAND, ROCKVILLE, October 10-12, NMRA Mid-East Region Convention includes tour of Howard Zane's Piedmont division and clinic by Marty McGuirk. At Rockville Crowne Plaza Hotel. info at mer.nmra.org/MERConv/MERConv.html.

MARYLAND, TIMONIUM, October 26-27, Great Scale Model Train Show with more than 800 vendor tables. Hosted by Howard Zane at Cow Palace, Maryland State Fairgrounds. Info at gsmts.com.

MASSACHUSETTS, GARDNER, October 5, Southern New England O Scale Model Train Show Sale and Open House, United Methodist Church, 161 Chestnut Street. Info at snemrr.org.

MASSACHUSETTS, MARLBOROUGH, December 7-8, Annual New England Model Train Expo hosted by NMRA HUB Division featuring operating layouts, 200 plus dealer tables, manufacturer displays, railroadiana, Build-a-Car Clinic for ages 8-14, and a Boy Scout merit badge clinic. Best Western Royal Plaza Trade Center, 181 Boston Post Road West (US 20). Info at hubdiv.org.

MASSACHUSETTS, PITTSFIELD, November 7-9, Fine Scale Model Railroader Expo, with focus on structures. Speakers include Jon Addison, Michael Duggan, Dave Frary, Brett Gallant, Ken Hamilton, Bernard Kempinski, Marty McGuirk, Bob Mitchell, Dave Revelia, and Bill Sartore, at Berkshire Crown Plaza Hotel, One West Street. Info at modelrailroadexpo.com.

MICHIGAN, FARMINGTON HILLS (Detroit area), October 27, Trainorama & Flea Market, hosted by Redford Model Railroad Club. At Costick Activities Center, 28600 Eleven Mile Road. Info at redfordmodelrailroadclub.com.

NEW YORK, GARDINER, October 25-26, Semi-Annual Mid Hudson On30 Meet at St. Charles Borromeo RC Church, 2212 Route 44/55. Details at groups.yahoo.com/group/midhudsonOn30meet/?yguid=120653266.

OHIO, KIRTLAND, November 1-2, Cleveland 2-Rail O Scale Train Meet & Sale. Friday night O scale dinner social. Sales and layout tours on Saturday. Info from Sam Shumaker at j1d464@yahoo.com.

TEXAS, FORT WORTH, October 11-13, Southwest O Scale Meet and Fall Train Show, sponsored by Lockheed Martin Railroad Association. At Lockheed Martin Recreation Center, 3400 Bryant Irvin Road. Info from swoscalemeet@gmail.com.

WISCONSIN, WEST ALLIS (Metro Milwaukee), November 9-10, Trainfest 2013, hosted by Wisconsin Southeastern Division of NMRA. Info at trainfest.com.

Future (2014 and beyond, by location)

FLORIDA, COCOA BEACH, January 9-11, 2014, Cocoa Beach RPM meet.

GEORGIA, SAVANNAH, March 27-29, 2014, Savannah RPM meet.

INDIANA, INDIANAPOLIS, July 3-10, 2016, NMRA National Convention and National Train Show.

MAINE, AUGUSTA, 2016, date TBA, 36th National Narrow Gauge Convention.

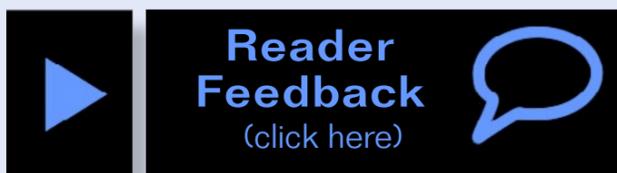
MISSOURI, KANSAS CITY, September 3-6, 2014, 34th National Narrow Gauge Convention.

OHIO, CLEVELAND, July 13-19, 2014, NMRA National Convention and National Train Show.

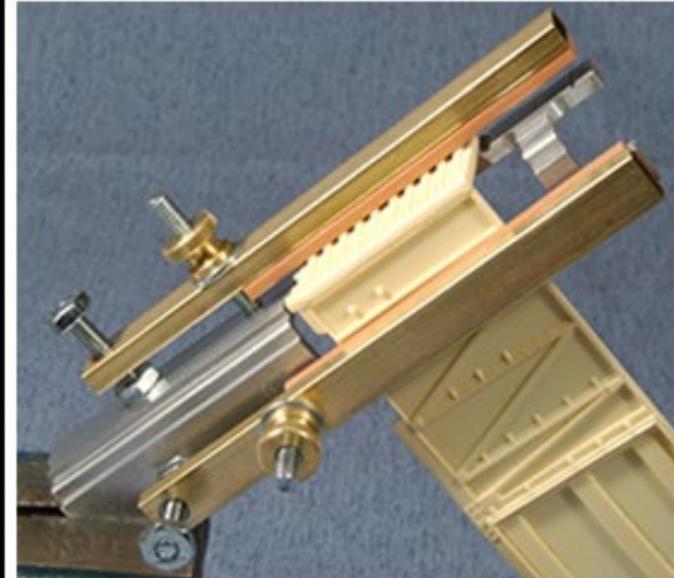
OREGON, PORTLAND, August 23-30, 2015, NMRA National Convention and National Train Show.

TEXAS, HOUSTON, 2015, date TBA, 35th National Narrow Gauge Convention.

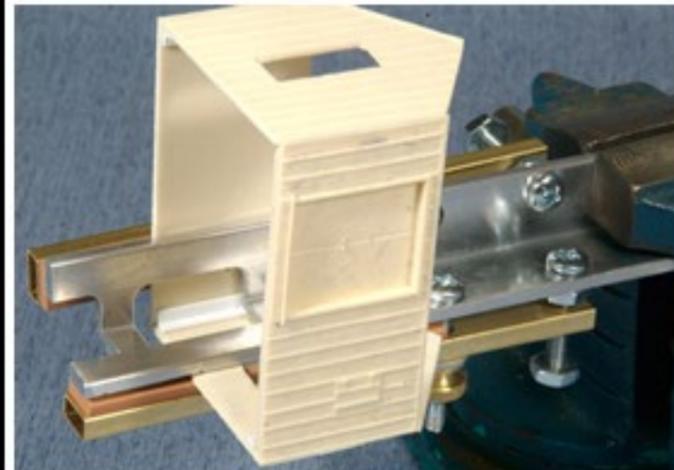
TEXAS, IRVING, February 27-March 1, 2014, Sn3 Symposium. ■



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Just run trains for fun

Reverse Running: Stepping outside the box with a contrary view

by Joe Fugate

While serious prototype operation seems to be a hot topic in the hobby, is it correct to assume that everyone ought to run their trains this way?

Model railroading is diverse enough I don't think there's any one thing in the hobby "everyone" ought to be doing. While I personally get a real charge out of serious prototype operations, I think it's a mistake to believe everyone does.

Some who are into serious ops seem to think "running trains for fun," just to railfan, is akin to sacrilege. While I personally love serious ops, I am okay with serious model railroaders who don't like prototype ops.

Let me tell you a story to illustrate why I feel this way.

Back when I first got into the hobby in the late 1960s, I soon discovered a fellow model railroader in the most unexpected place – the 40-year-old high school janitor!

Tom the janitor was as passionate a model railroader as I had ever seen, carefully modeling backwoods railroad logging equipment and having a total ball doing it. Tom and I became great friends, talking for long stints about model railroading.



Tom was also quite a good modeler.

However, I soon discovered that while Tom loved the modeling and delighted in watching the trains run, he had zero interest in serious operations. At first that surprised me, but I could see Tom loved the hobby as much as I did, even though he couldn't care less about running trains realistically.

I felt a strong camaraderie with Tom, and the fact he didn't care for ops didn't change our shared passion for the hobby.

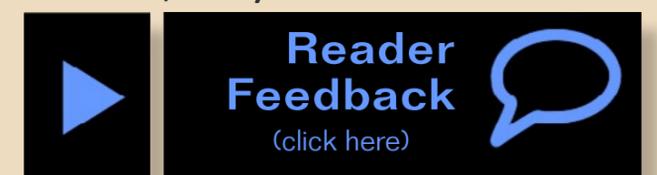
Much later, I became something of a hobby insider in the 1990s, and I learned that prototype operation is not the most popular topic in the hobby. Operations books and videos don't sell nearly as well as books and videos on scenery and DCC, for instance.

It's a give-and-take. Those of us into serious ops need to allow that there are those in the hobby who love the modeling but they don't find serious ops to be all that fun.

On the flip side, those who don't enjoy serious ops need to recognize that those of us who do love serious prototype ops can find it to be a real blast. Serious ops can be like any group game, with some good-natured fun and interesting challenges to solve.

Both sides of this question are running trains for the fun of it. And for those who tire of the "roundy-roundy" running, there's more serious prototype ops.

For those who never tire of railfanning model trains, there's just running for the fun of it. After all, why not? Remember Tom the janitor. It's all about *having fun with trains*. Right, Tom?



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Deraillments

humor (allegedly)



Danger and carnage on two rails – diecast metal and plastic exploited with terrifying results

We enjoyed this spoof video and its tongue-in-cheek parody of over-the-top sensationist news broadcasting. Instead of the model railroading how-to content this video links to, however, we recommend *Model Railroad Hobbyist* – there’s no question you get a lot more for the money with us!

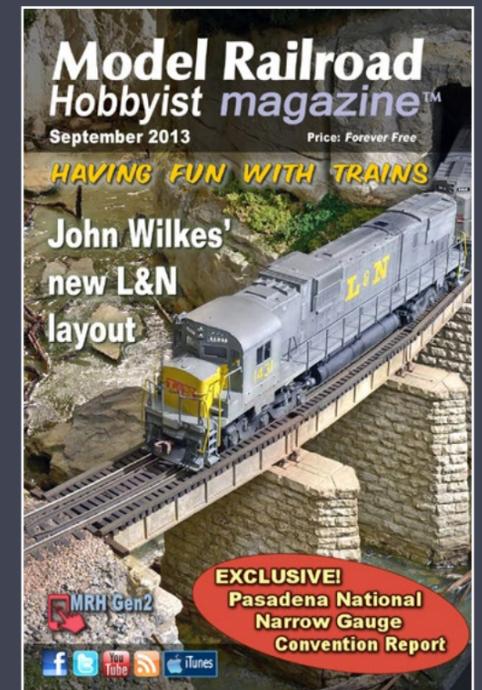
If you’re the first to [submit a bit of good humor](#) and we use it, it’s worth \$25!



For the love of model trains

Coming September 9th

- John Wilkes new L&N layout and his innovative benchwork
- Stainless steel passenger car modeling
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- MRH Exclusive: Pasadena National Narrow Gauge convention report! ...and lots more!



More Derailments humor ...

Famous model railroaders

Who is the most famous person in the most popular scale? Santa Claus, of course. He’s famous for his HO-HO-HO.

Who’s the most famous person in N scale? It has to be Captain Jean-Luc Picard of the USS Enterprise. He’s always saying, “N-gauge!”

As for the smallest scale, there was that great pioneer in working Z-scale semaphores, Alexander Graham Bell, who gave us the bi-Z signal. (In America, “z” is pronounced “zee.”)

We cannot forget the great contribution to fine-scale model railroading made by women during World War II, collectively known as “Rosie the Rivet-Counter.”