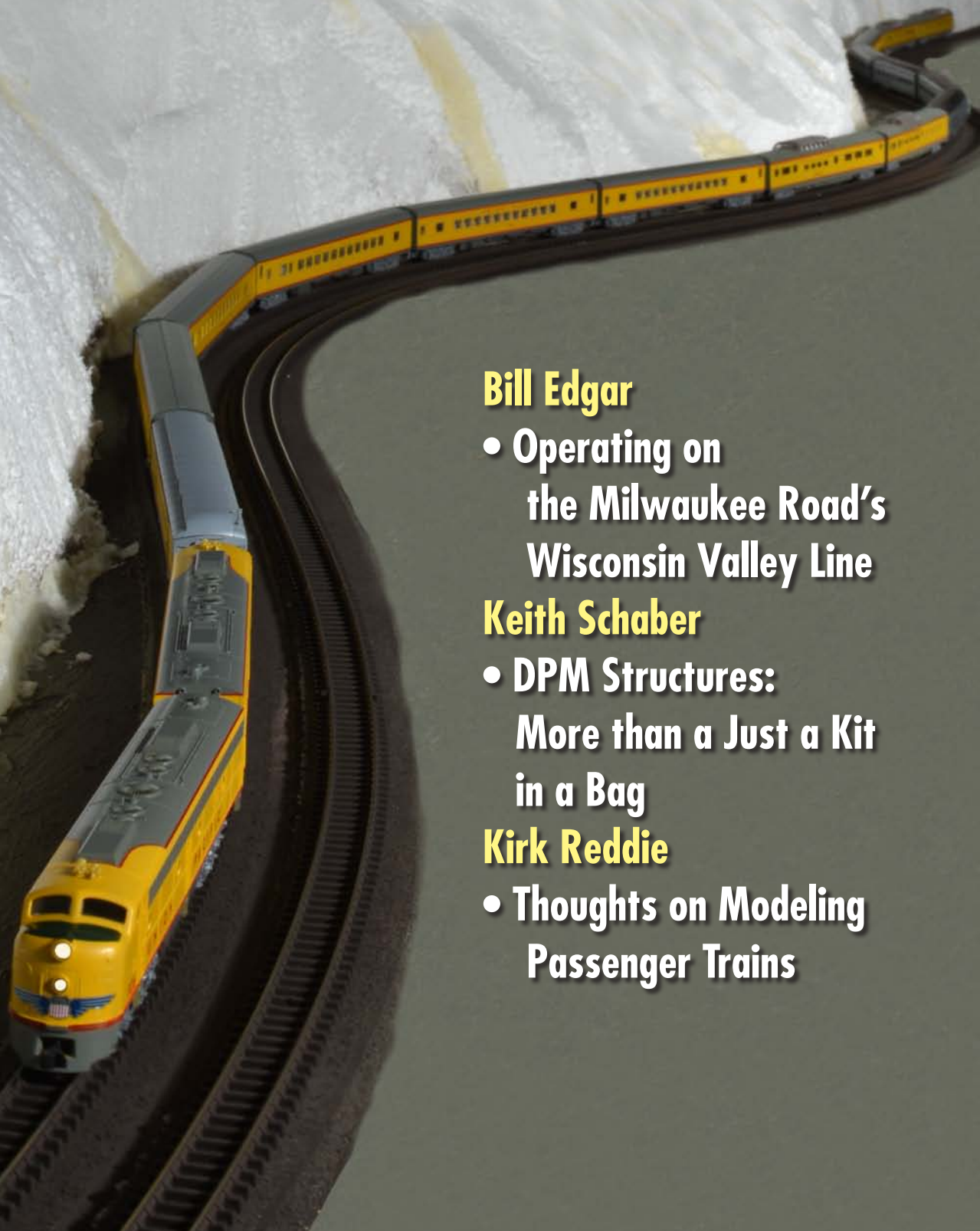


The logo features a large, stylized letter 'N' in black, set against a circular background that is green on the left and yellow on the right. To the right of the 'N', the word 'SCALE' is written in a bold, yellow, sans-serif font. Below 'SCALE', the word 'RAILROADING' is written in a larger, bold, white, sans-serif font.

N SCALE RAILROADING

#125 OCTOBER 2020

1:160 SINCE 2000



Bill Edgar

- Operating on the Milwaukee Road's Wisconsin Valley Line

Keith Schaber

- DPM Structures: More than a Just a Kit in a Bag

Kirk Reddie

- Thoughts on Modeling Passenger Trains

N SCALE RAILROADING WELCOME!

Cover. The editor's evolving stand-in ~1950 Union Pacific #457 works its way north through heavily photoshopped bluffs and the Columbia River north of Portland. Want to see this scene without photoshop? **Click here.** #457 took the Oakland cars north to Seattle later but in 1950 they went north on Northern Pacific #407. It's a long story that I am still learning. I will probably practice yet another selective anachronism. Hyperlinks are in red. These will probably eventually de-link. Do you have a favorite passenger train you have modeled? A favorite building? Why not share in the pages of *N Scale Railroading*? Get adequate photos of adequate models and similar minded folks will find you and compare experiences.

Welcome to *N Scale Railroading* #125, the October, 2020 issue.

Page 04. **Bill Edgar** shares how he operates his Wisconsin, Minnesota & Northern System operating as the Milwaukee Road's Wisconsin Valley Line. Operators Bill's graphic support of his railroad is amazing.

Page 19. **New Products.**

Page 25. My first memories of **Keith Schaber** was his love of buildings and I thought he must be an architect. I am honored as I am surprised that he finally wrote an article on creating unique structures from DPM (Design Preservation Models) kits. The plan is to follow this introduction with articles with specific techniques and how-tos.

Page 33. Passenger trains are one of my N interests. It can be frustrating to find prototype information. I decided to list N models by body style and graph commercial trains, and perhaps add our custom trains. And I share my hunt for modeling UP #457/#458. Maybe I am half the way there...

Page 44. **NCalendar and Observations.** ▶

N SCALE RAILROADING

OCTOBER
2020
ISSUE 125

PUBLISHER & EDITOR

Kirk Reddie
nscalerailroadn@aol.com
Mr. Answering Machine
206•364•1295

ADVERTISING SALES MANAGER
(ADVERTISING ONLY)

Denny Hamilton
262•347•1068
nsrdennyads@aol.com

PREVENTOR OF GARBALANCHES
Elaine R. R.

SUBSCRIBER #125
Michael N. Armstrong

***** Talent Emeritus *****
ISSUES 001-117
ART DIRECTOR
Bill Edgar

PHILOSOPHER KING OF HUE
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AD INDEX

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ES44AC + ES44DC

A Brand New "GEVO"-lution!

Kato's "Evolution" series takes a new step - with the introduction of the GE ES44DC variation of the popular ES44 series - this time a successor to the C44-9W rather than the AC4400CW (like its ES44AC brothers), the ES44DC is available now for the first time from Kato USA in the CSX "Box Car" paint scheme! Joining it will be a new release of the popular Canadian National ES44AC for good measure - which when combined with the previous releases of UP, CP, and BNSF, ensures national coverage of your favorite railroads from North to South!

This new release of the ES44AC and ES44DC are both available in standard Analog variations, as well as with **Kato-installed Ready-to-Run DCC and even DCC and Sound via Special Order (contact your preferred hobby retailer to order)!**



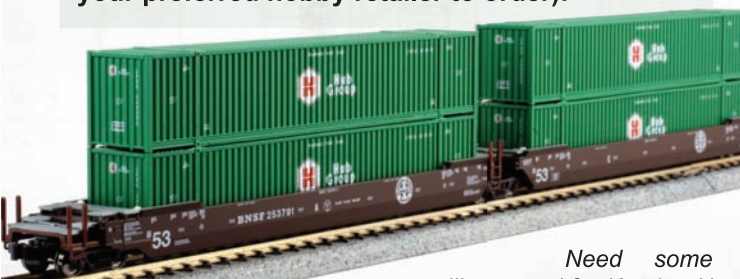
GE ES44DC CSX "Box Car"

This release marks the first time that Kato USA will release this locomotive designation, as well as this modern CSX paint scheme on one of its N Scale locomotives! A perfect match for your MAXI-IV cars!

Item #	Description	MSRP
#176-8936	N GE ES44DC CSX "Boxcar" #5250	\$120
#176-8937	N GE ES44DC CSX "Boxcar" #5407	\$120
#176-8938	N GE ES44AC Canadian National #2898	\$120
#176-8939	N GE ES44AC Canadian National #2952	\$120
<i>ES44AC Locomotives also available with Pre-Installed Digitrax DCC!</i>		
#176-8936-DCC	N GE ES44DC CSX "Boxcar" #5250 w/ DCC	\$200
#176-8937-DCC	N GE ES44DC CSX "Boxcar" #5407 w/ DCC	\$200
#176-8938-DCC	N GE ES44AC Canadian National #2898 w/ DCC	\$200
#176-8939-DCC	N GE ES44AC Canadian National #2952 w/ DCC	\$200
<i>ES44AC Locomotives also available with Special-order ESU LokSound DCC!</i>		
#176-8936-LS	N GE ES44DC CSX "Boxcar" #5250 w/ ESU LokSound	\$320
#176-8937-LS	N GE ES44DC CSX "Boxcar" #5407 w/ ESU LokSound	\$320
#176-8938-LS	N GE ES44AC Canadian National #2898 w/ ESU LokSound	\$320
#176-8939-LS	N GE ES44AC Canadian National #2952 w/ ESU LokSound	\$320

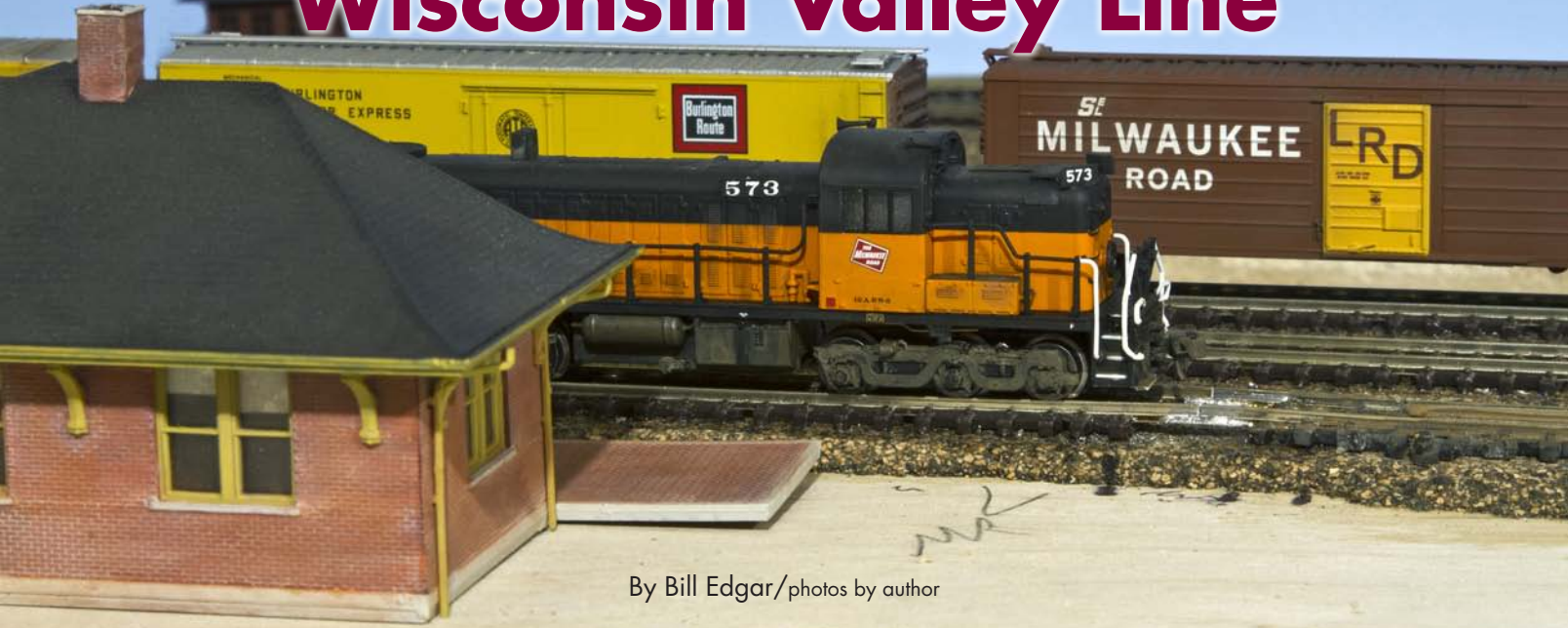
Recently released new run Gunderson MAXI-IV well cars are a perfect pairing with these locos!

#106-6176	N Gunderson MAXI-IV - TTX "New Logo" #766519	\$125
#106-6177	N Gunderson MAXI-IV - BNSF "Old Logo" #253791	\$125
#106-6178	N Gunderson MAXI-IV - BNSF "Swoosh Logo" #253411	\$125
#106-6179	N Gunderson MAXI-IV - Pacer Stacktrain #6020	\$125
#106-6180	N Gunderson MAXI-IV - Pacer Stacktrain #6066	\$125



Need some rolling stock? Kato's N Scale Gunderson MAXI-IV Well Cars are the best intermodal cars available on the market, with their special steel-plastic compound wells giving them a weighty feel and extra stability, whether empty or full. Of course, they come with a full complement of magnetic 53' Intermodal Well Cars!

The Milwaukee Road's Wisconsin Valley Line



By Bill Edgar/photos by author

Milwaukee Road's Wausau South Patrol begins work at Mosinee, Wisconsin. The WSP crew stops at the station to determine the day's chores here. Milwaukee used the term "patrol" for many of their local freights, in this case a turn working south from Wausau. This patrol works south in the morning, then returns to Wausau to become the Wausau North Patrol and will work north of Wausau and up the ore branch later in the afternoon.

The Wisconsin, Minnesota & Northern System was designed for operating my favorite Midwestern railroads. If a railroad served Duluth, Minnesota, it was a favorite of mine. I am starting with the Milwaukee Road since it has been a favorite since childhood and had not previously had much of a presence in my last 20 years of modeling in N scale. My first HO model was an Athearn rubber band drive Milwaukee Road F7A, followed soon by a GP9. These ran on my first 4x8 HO layout in the early 1960s, and my collection expanded to include Great Northern, Burlington and Chicago & North Western. Not much has changed in sixty years, other than switched to N scale and added many more of my favorite railroads to the collection.

We moved from Wenatchee, Washington to Menomonie, Wisconsin in 2018 ending the seven year life span of my North Shore International Railway. This gave me the opportunity to design a more generic layout and acquire a better collection of Milwaukee Road power and cabooses during the layout's design and construction. With completion of track and wiring in July 2020, I decided to develop and test operating strategies for the Milwaukee Road. The Milwaukee vied with C&NW and SOO for dominance in Wisconsin and three carriers could be found serving most major cities. A bit of research led to exploration of Milwaukee operations on its Wisconsin Valley Line, which ran north from New Lisbon, Wis. (Twin Cities-Chicago mainline) to Woodruff, Wis. and beyond through Wisconsin Rapids and Wausau.. I chose the mid 1960s for my operations.

The Wisconsin Valley Line

Named for the Wisconsin River, the Wisconsin Valley Line got an early start back in 1873. It was completed to Wausau by 1874, but various segments and branch lines off the primary trunk were built as late as 1914. Many segments were trimmed back

over the years as forest resources were depleted.

The line became a lucrative route for the Milwaukee Road as the paper industry grew in a number of cities along the line. Today, the line is still operated between New Lisbon and Tomahawk by Canadian National, and trackage rights on portions of the line have been given to Canadian Pacific and Union Pacific. The Wisconsin Public Service (Wisconsin Energy Group) operates a large coal fired generating plant near Wausau, consuming approximately 6500 tons of coal daily, received by rail.

Operating Planning

The Wisconsin Valley Line tied its origins to the early lumber industry in the state with logging branches located along the route. Milwaukee Road's desire to reach Lake Superior led it to build portions of the trunk line and acquire a number of logging branches. Some of those branches were still being built while others were abandoned in the early 1900s. As the lumber industry declined, the paper industry grew, along with agriculture in the region. The territory, especially north of Wausau remains an important recreational retreat, and explains why passenger train service lasted into 1970 from New Lisbon to Wausau.

I have added some fiction to the operations by keeping the passenger train in service north to Minocqua and using an abandoned branch line from Otis to Grandy, Wis. for an iron ore branch with a spur serving a lumber mill and quarry. **Figure 1** on the next page provides a map of the line and nearby region circa 1965. It includes highlighting showing the portion of the line the layout represents. **Figure 2** shows Milwaukee Road's actual timetables for the line, made up of, the 13th and 14th Subdivisions. These were issued in their Employee Timetable No. 23, effective October 31, 1965. These were the bases for developing my timetable shown in **Figure 3**.

My timetable uses Milwaukee's train numbers 263 and 272

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THE WISCONSIN VALLEY LINE

Rail lines in service circa 1965
From DOT 1975; RR Maps & Time Tables

- Key:**
- 2 Annual ton miles ratings (1-7+ based on DOT study, 1 lowest)
 - Track not signaled
 - - - ABS signaled
 - - - - CTC signaled
 - 1 Track/2 or more tracks
 - MILW WIS. VALLEY LINE
 - MILW WIS. VALLEY LINE ABANDONED BY 1965
 - MILW OTHER LINES
 - CNW
 - GBW
 - NP
 - SOO
 - OTHER (MILW) Trackage rights
 - Layout trackage: [Symbol]
 - Layout Stations
 - West (North) Staging Stations
 - East (South) Staging Stations

- Railroad Names:**
- CNW—Chicago & North Western
 - GBW—Green Bay & Western
 - GN—Great Northern
 - HNE—Hillsboro & North Eastern
 - IC—Illinois Central
 - LNO—Laona & Northern
 - MILW—Milwaukee Road
 - MTW—Marinette Tomahawk & Western
 - NP—Northern Pacific
 - SOO—Soo Line

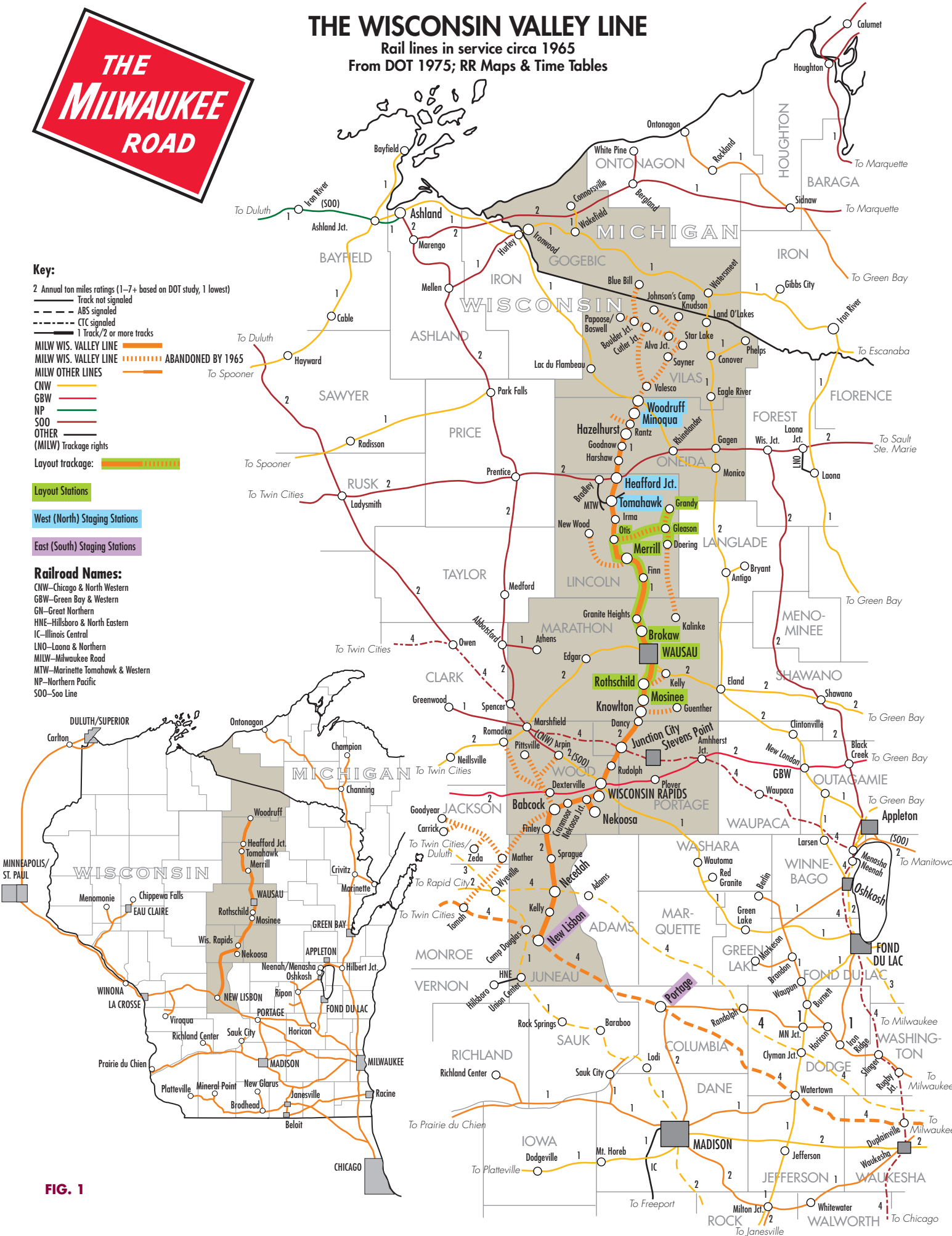


FIG. 1

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N SCALE PRR T1



WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

13

SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from New Lisbon	TIME TABLE No. 23			Distance from Wausau	SEE RULE 6-A	Office hours Also see page 22 for other assigned hours	FIRST CLASS		SECOND CLASS	
263	203	Sliding	Other tracks	October 31, 1965				STATIONS		202				272			
Time Freight	Passenger								Passenger	Time Freight							
Daily Except Sat.	Daily						Daily	Daily Except Sun.									
L 9:30 PM	L 4:22 PM			Yard	BN	0.0	NEW LISBON	91.6	BJKOP RWXY	Continuous	A# 3:25 PM	A 9:16 PM					
9:35	4:23					0.2	WEST WYE SWITCH	91.4	X	No office	3:17	8:50					
				14		7.8	KELLY	83.8		No office							
10:05	4:35	55				11.3	SOUTH NEEDEDAH	80.3		No office		8:24					
10:10	f 4:37			37	NA	12.3	NECEDAH	79.3		7:00AM to 4:00PM Except Sat. & Sun.	# 3:02	8:20					
10:49	4:48	42				21.3	SPRAGUE	70.3		No office	2:47	8:00					
				1		26.7	FINLEY	65.9		No office							
11:10	f 5:01	46	49			32.6	BABCOCK	69.1		No office	# 2:33	7:40					
				24		36.4	CRANMOOR	55.2		No office	2:26	7:33					
11:30	5:15	28	Yard			43.9	NEKOOSA JCT.	47.7	VX	No office	2:17	7:18					
11:35	# 5:18			52	Q	45.1	PORT EDWARDS	46.5	V	8:00AM to 6:00PM Except Sat. & Sun.	# 2:15	7:15					
12:45 AM	# 5:28	38	Yard	WI		49.3	WISCONSIN RAPIDS	42.3	BOVWXZ	7:15AM to 6:15PM Except Sat. & Sun.	# 2:07	6:55					
						49.8	(SOO & C. & N. W. CROSSING) (O. R. & W. CROSSING)	41.8	UX	No office							
1:05		29	8			56.5	RUDOLPH	35.1		No office	1:53	6:35					
1:20	# 5:50	59	12	JO		63.3	JUNCTION CITY	28.3	IVX	Continuous	# 1:43	6:25					
1:35				14		70.6	DANCY	21.0		No office	1:34						
1:45	272 6:05	50	8			73.0	KNOWLTON	18.6		No office	1:30	203 6:05					
2:05	# 6:15	27	Yard	MB		78.5	MOSINEE	18.1	X	7:30AM to 6:00PM Except Sat. & Sun.	# 1:22	5:25					
				116		88.5	WESTON	8.1	Y	No office							
2:30	f 6:25	40	30	RH		86.1	ROTHSCHILD	5.5	V	7:00AM to 4:00PM Except Sat. & Sun.	# 1:12	4:45					
2:35	6:29	26	71			87.9	SCHOFIELD (C. & N. W. CROSSING)	3.7	MV	No office	1:08	4:40					
						89.7	(C. & N. W. CROSSING)	1.9	UX	No office							
A 3:15 AM	A# 6:40 PM		Yard	DS		91.6	WAUSAU	0.0	BKOR TVWXZ	6:00AM to 10:00PM Except Sat. & Sun.	L 1:01 PM	L 4:30 PM					

Passenger trains must not exceed maximum speed of 55 miles per hour; other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Between New Lisbon and West Wye Switch there is no superiority of trains. All trains and engines must move at restricted speed between these points.

The Treating Pond Switch on the East Leg of Wye at New Lisbon may be found lined in either position.

Rule 83(B) does not apply at Wausau when operator is not on duty.

Connection track is in service between Nekoosa Jct. and Nekoosa.

No. 203 stop at Necedah and Babcock to let off revenue passengers from New Lisbon and take on revenue passengers for Wausau.

14 WESTWARD—FOURTEENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Wausau	TIME TABLE No. 23			Distance from Woodruff	SEE RULE 6-A	Office hours Also see page 22 for other assigned hours	THIRD CLASS	
263	272	Sliding	Other tracks			October 31, 1965						STATIONS	
Time Freight	Time Freight										Daily Except Sun.	Daily Except Sun.	
Daily Except Sun.	Daily Except Sun.								Daily Except Sun.	Daily Except Sun.			
L 1:30 AM			Yard	DS	0.0	WAUSAU	74.8	BKO RTVWXZ	5:30AM to 9:30PM Except Sat. & Sun.	A 12:01 PM			
			Yard		1.2	WEST YARD	73.6	X	No office				
1:45			Yard	BW	5.7	BROKAW	69.1	X	7:30 AM to 4:30PM Except Sat. & Sun.	11:45			
1:55	28				8.3	HEIGHTS	66.6		No office	11:40			
2:10			29		13.5	FINN	61.3		No office	11:25			
2:35	38	Yard		NY	19.3	MERRILL	55.6	BXZ	7:30AM to 4:30PM Except Sunday	11:10			
2:50			28		26.1	OTIS	48.7		No office	10:10			
3:05	36	9			32.4	IRMA	42.4		No office	9:50			
3:45	35	Yard		UF	41.6	(M. T. & W. CROSSING) TOMAHAWK	33.2	MYXY	7:30AM to 3:30PM Except Sat. & Sun.	9:15			
4:15	18	37		BR	47.0	HEAFFORD JCT. (SOO CROSSING)	27.8	UV	7:30AM to 4:30PM Except Sat. & Sun.	8:30			
					51.0	DEER TRAIL	23.8		No office	8:00			
4:45			8		56.6	HARSHAW	18.2		No office	7:45			
5:20			27		67.5	HAZELHURST	7.3		No office	7:10			
5:25	20	12			69.2	RANTZ	5.6		No office	7:00			
5:40		Yard		U	72.7	MINOCQUA	2.1	RX	7:45AM to 4:45PM Except Sat. & Sun.	6:50			
A 5:55 AM		Yard			74.8	WOODRUFF	0.0	VX	No office	L 6:30 AM			

Trains must not exceed maximum speed of 35 miles per hour between Wausau and Merrill, 30 miles per hour between Merrill and Minocqua and 25 miles per hour between Minocqua and Woodruff.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Rule 83(B) does not apply at Woodruff and does not apply at Wausau when operator is not on duty.

Eastward trains must obtain a Clearance Form A at Minocqua when operator is on duty.

FIG. 2

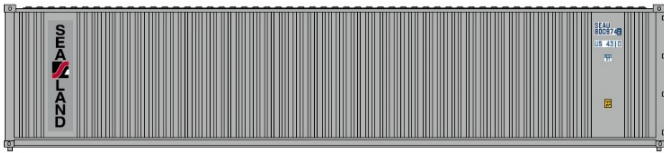
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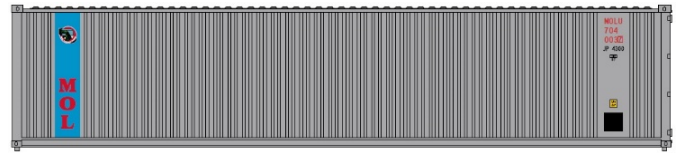
WWW.JTCMODELTRAINS.COM

NEW 40' STANDARD HEIGHT CORRUGATED PANEL SIDE SCHEMES OCTOBER 2020. \$29.95 per 2-pack

405501 SEALAND

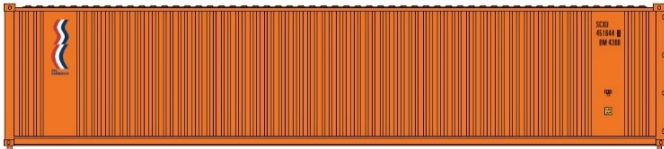


405521 MOL (vertical logo)

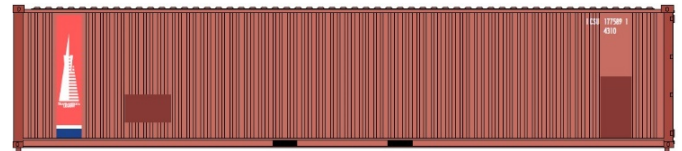


These models feature IBC connecting pins AND our Magnetic connection system (magnets on bottom; metal plates on top) and are decorated with detailed prototype printing. JTC's NEW 40' Standard height corrugated Panel side containers have been tooled with multiple different door and front styles. This allows for many variations and paint schemes to match prototypes.

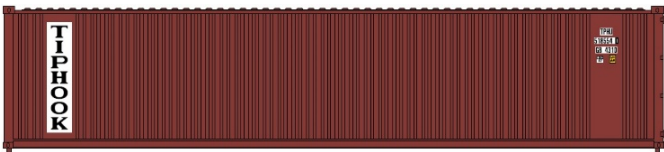
405509 SEA CONTAINERS



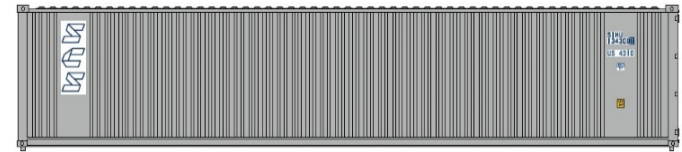
405510 TRANSAMERICA (ICSU) patched



405511 TIPHOOK



405512 SCS (Scandinavian Cargo Sea)



NEW 40' HC AND 20' Std. SCHEMES

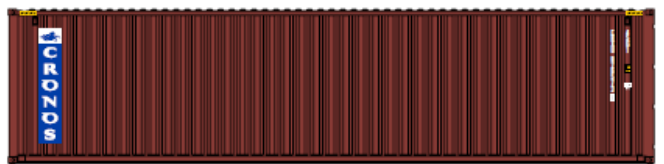
405038 DONG FANG LEASE/ INTERASIA 40' HC



405054 WAN HAI 40' HC –(mixed 2-pack)

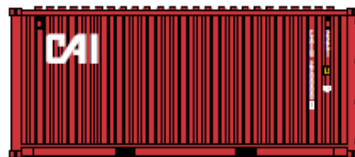


405016 40' HC CRONOS



205329 P&O 20'

205330 CAI 20'



All Jacksonville Terminal Company models are designed for PIN connecting compatibility. 40', 48' and 53' containers all fit on top of two 20' containers and fit with each other; flatracks, tanks, dry containers, canvas/open tops – all PIN compatible, most with magnets. Each new body style (more are in development) is made for compatibility with the entire JTC collection.



THE MILWAUKEE ROAD WISCONSIN VALLEY LINE

13TH, 14TH & FICTIONAL 15TH SUBDIVISIONS CIRCA 1965



WESTWARD – Read Down						EASTWARD – Read Up										
THIRD CLASS PATROLS		SECOND CLASS		FIRST CLASS		Miles Read Down	TIME TABLE No. 23 October 31, 1965		Miles Read Up	FIRST CLASS		SECOND CLASS		THIRD CLASS PATROLS		
			263		5						2		272			
			Daily X Sat.		Daily			STATIONS			Daily		Daily X Sun.			
					AM HIAWATHA	1030 am	0	Lv. CHICAGO, ILL.	Ar.	221	PM HIAWATHA	725 pm				
						1201 pm	85	Lv. MILWAUKEE, WIS.	Lv.	136		605 pm				
			800 pm			147 pm	178	Lv. PORTAGE	Lv.	43		427 pm	245 am			
			900 pm			233 pm	221	Ar. NEW LISBON	Lv.	0		347 pm	145 am			
		WSP	263		203			13TH SUBDIVISION			202	272		WSP		
		MON.-FRI.	Daily X Sat.		Daily						Daily	Daily X Sun.		MON.-FRI.		
			930 pm		422 pm	0	Lv. NEW LISBON	92			315 pm	130 am				
			1010 pm		f 437 pm	12	Lv. NECEDAH	80			f 250 pm	110 am				
			1110 pm		f 501 pm	23	Lv. BABCOCK	69			f 233 pm	1250 am				
			1135 pm		518 pm	45	Lv. PT. EDWARDS	47			215 pm	1215 am				
			1245 am		528 pm	50	Lv. WISCONSIN RAPIDS	42			207 pm	1145 pm				
		1130 am	120 am		550 pm	63	Lv. JUNCTION CITY	29			143 pm	1015 pm		1100 AM		
			145 am		606 pm	73	Lv. KNOWLTON	19			130 pm	955 pm				
		1201 pm	205 am		615 pm	79	Lv. MOSINEE (LO: ROBERTS)	13			122 pm	945 pm		930 am		
		1230 pm	230 am		f 625 pm	86	Lv. ROTHSCHILD	6			f 112 pm	915 pm		930 am		
		1245 pm	235 am		629 pm	88	Lv. SCHOFIELD	4			108 pm	910 pm		830 am		
		100 pm	315 am		640 pm	92	Ar. WAUSAU (LO: JAMES R.)	0			101 pm	900 pm		700 am		
WNP			263					14TH SUBDIVISION				272			WNP	
MON.-FRI.			Daily X Sun.								Daily X Sun.			MON.-FRI.		
200 pm			415 am		650 pm	0	Lv. WAUSAU (LO: JAMES R.)	75			1250 pm	815 pm		700 pm		
215 pm			430 am		f 659 pm	6	Lv. BROKAW	69			f 1240 pm	720 pm		650 pm		
230 pm			455 am		f 716 pm	14	Lv. FINN	61			f 1225 pm	700 pm		625 pm		
300 pm			520 am		725 pm	19	Lv. MERRILL (LO: ROBERTS)	56			1215 pm	640 pm		605 pm		
330 pm			545 am		f 740 pm	26	Lv. OTIS (LO: FLAMBEAU JCT.)	49			f 1201 pm	620 pm		545 pm		
			600 am		755 pm	33	Lv. IRMA	42			1145 am	605 pm				
			640 am		815 pm	42	Lv. TOMAHAWK	33			1125 am	545 pm				
			710 am		f 825 pm	47	Lv. HEAFFORD JCT.	28			f 1115 am	515 pm				
			840 am		f 845 pm	57	Lv. HARSHAW	18			f 1055 am	440 pm				
			915 am		905 pm	68	Lv. HAZELHURST	7			1032 am	415 pm				
			935 am		915 pm	73	Ar. MINOCQUA	2			1020 am	400 pm				
			950 am			75	Ar. WOODRUFF	0								
								(FICTIONAL ORE LINE)								
								15TH SUBDIVISION								
330 pm						0	Lv. OTIS (LO: FLAMBEAU JCT.)	Ar.	12					545 pm		
430 pm						8	Ar. GLEASON (LO: KEEWATIN)	Lv.	4					530 pm		
440 pm						12	Ar. GRANDY (LO: STN. LK.)	Lv.	0					500 pm		

- 13th Subdivision:**
- 1) Passenger trains maximum speed 50 mph/other trains maximum 40 mph. Ore trains maximum 30 mph.
 - 2) Eastward trains are superior to westbound trains of the same class.
 - 3) Speed restrictions are in place in: New Lisbon, Pt. Edwards, Wisconsin Rapids, Mosinee (Roberts) and Schofield to Wausau (James River).
- 14th Subdivision:**
- 1) All trains maximum speed 35 mph between Wausau (James River) and Tomahawk (Roberts); 25 mph between Tomahawk and Woodruff. Ore trains maximum 30 mph between Tomahawk and Wausau.
 - 2) Eastward trains are superior to westbound trains of the same class.
 - 3) Speed restrictions are in place in: Merrill & Tomahawk (Roberts).
- 15th Subdivision:**
- 1) All trains maximum speed 20 mph on whole subdivision.
 - 2) Entire subdivision is in Yard Limits. Trains must operate at a speed that permits safe stopping in visual distance.
- Crew change points:** Wausau (James River), Woodruff/Minocqua, Keewatin.
- Switch engine &/or local assignments:** Wisconsin Rapids, Wausau (James River), Gleason (Keewatin).
- Passenger equipment:** Reclining seat coaches, lunch counter snack lounge. Express service Wausau.
- Notes:**
- 1) James River and Roberts are city names on the layout plan. They represent the stations shown on the time table where shown in parentheses.
 - 2) Meets. Trains may meet at Roberts, James River and Atwood siding on the layout plan. This would be Mosinee and Wausau on the time table as well as using Atwood siding to represent other "floating" siding locations on the Wisconsin Valley Line. Represents where meets are scheduled. These can be changed by dispatcher.
 - 3) Stations operated on the layout.
 - 4) Stations represented by West Staging Yard. Stations represented by East Staging Yard.
 - 5) The 13th and 14th Subdivisions were taken from actual Milwaukee Road time tables. The 15th Subdivision is fictional, operating as an iron ore branch similar to Milwaukee Road's operations in upper Michigan around Iron Mountain and Republic. Ore moves would be all rail to the Chicago area.

WSP: Wausau South Patrol authorized between Wausau & Junction City;
WNP: Wausau North Patrol authorized between Wausau, Merrill & Otis to Grandy.

FIG. 3

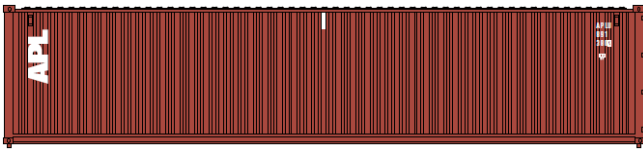
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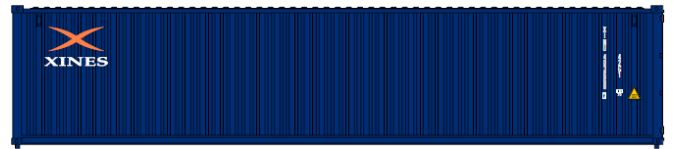
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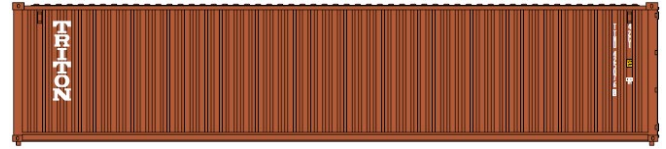


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405310 MATSON



405317 TRITON



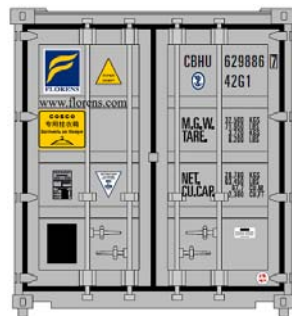
405325 HAPAG LLOYD (Small logo)



405312 COSCO (garments)



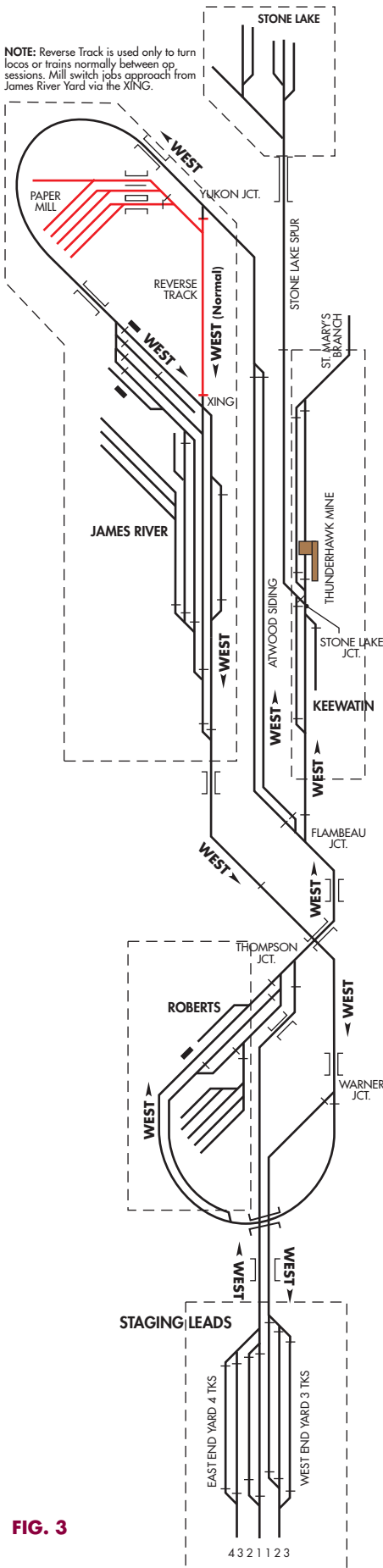
405312 Close-ups of Garment on Hanger Logo



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ORIGINAL PLAN



WISCONSIN VALLEY LINE NAMES

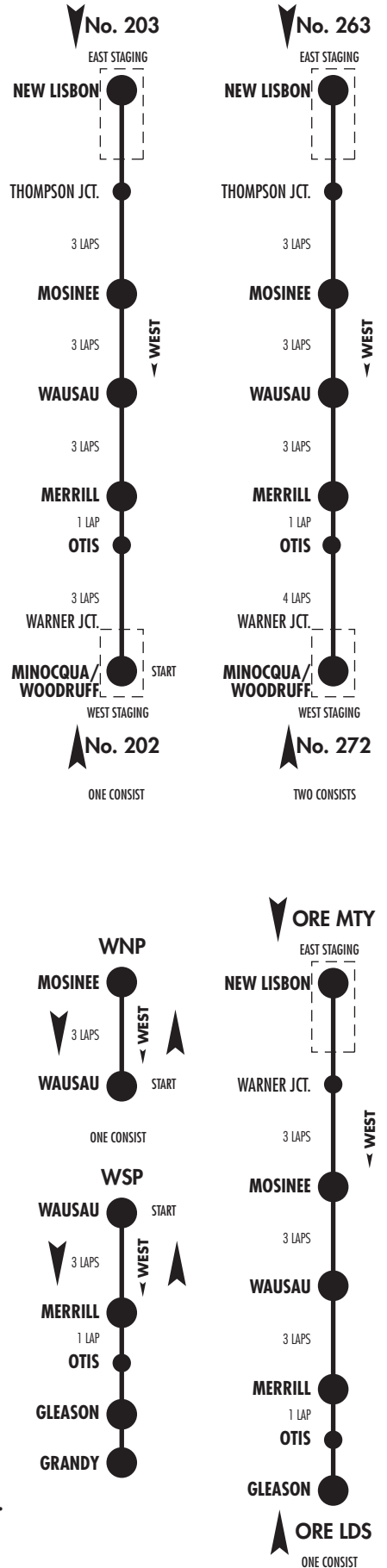
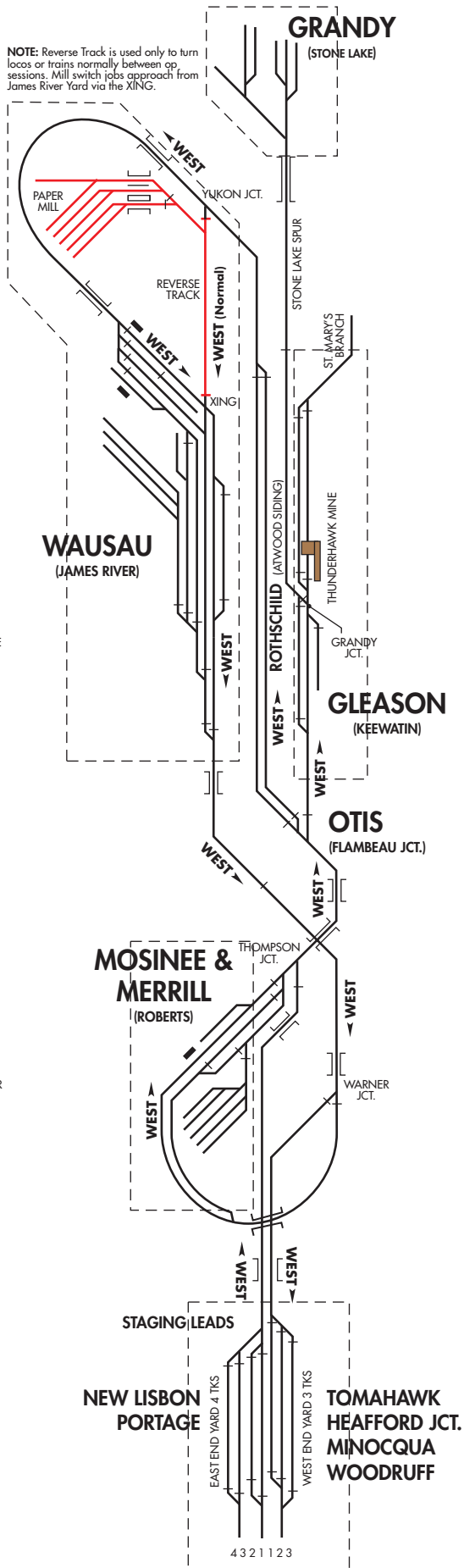
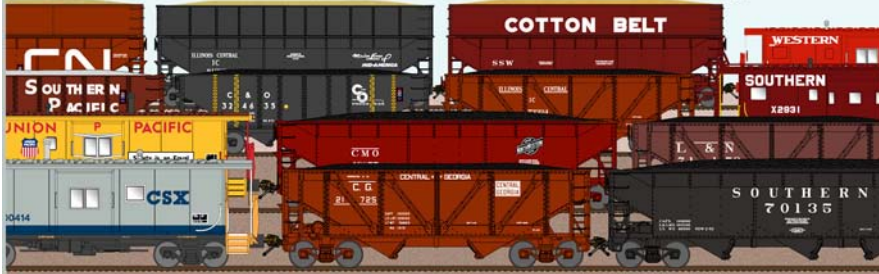


FIG. 3

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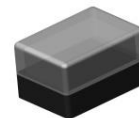
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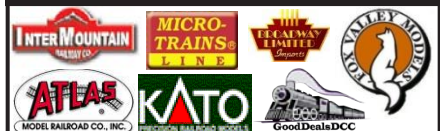
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for the second class freight trains as well as first class passenger train numbers 202 and 203. I named two local jobs the Wausau South Patrol (WSP) and Wausau North Patrol (WNP). Additionally there are switch jobs at Wausau and Gleason. Westbound (northbound) freight 263 originates in Portage, Wis. connecting from Chicago, Milwaukee, Madison and St. Paul. I adjusted the schedule north of Wausau from the prototype to permit a fluid connection for traffic moving north on the same day. I also rescheduled eastbound counterpart 272 to leave Wausau later in the evening to better handle the day's local traffic gathering.

Trains 202 and 203 reflect the last passenger runs on the line. They were a daytime turn originating in Wausau and turning at New Lisbon connecting to the *Morning Hiawatha* westbound and *Afternoon Hiawatha* eastbound. Using artistic license once again, I chose to continue the train up to Minocqua where it once ran. Milwaukee operated four passenger trains on this line into the 1950s. I named these trains *The Tomahawk* after an earlier overnight service that provided sleeping cars connecting from Chicago, Milwaukee and at one time even the Twin Cities.

Putting the Trains to Work

Figure 4 shows how I attempt to make the Valley operations work on my "generic north woods" layout. The left diagram shows the original schematic with names used for the control panels. The center diagram shows the names for the Wisconsin Valley Line. The right diagram shows schematics for the currently planned trains.

Trains 202/203

Trains 202 and 203 provide passenger service on the line. The two trains run with a single consist, normally a single passenger GP9 or an FP7A. If the consist grows beyond 2-3 cars, a pair of locomotives might run. The consist may include an express box or refrigerator car, baggage lounge, RPO, coaches and at times a diner. There may be occasions where sleepers and lounge cars are added. Train 202 begins in West Staging (Minocqua) and heads east around the layout ending its trip in East Staging (New Lisbon). It turns and heads back to Minocqua the same day.

Trains 263/272

Train 263 originates in East Staging (Portage) and is blocked for Wausau/Tomahawk/Heafford Jct.-Soo Line/Minocqua/Woodruff-CNW. The train is worked at Wausau removing Wausau block and filling any northbound loads or empties.



Operations for most trains on the Wisconsin Valley Line begin and end in staging. The four tracks on the left are East Staging, representing New Lisbon and Portage, Wis. Two GP9s will power train 263 leaving Portage around 8 pm. Track one holds an empty ore extra that likely will be called at Portage to stay behind passenger train 203. The three right hand tracks form the West Staging Yard, representing Tomahawk, Heafford Jct., Minocqua and Woodruff on the west (north) end of the branch. Train 272's caboose is on track two, The eastbound *Tomahawk* is ready to go on track 3.

Right: This portable storage cabinet was placed under the staging yards to hold empty boxes for rolling stock being used on the layout. The large storage cabinet is in the work shop.



Below: The staging yard can handle a maximum of seven trains, but it is preferable to leave a couple run around tracks open. I added a few pieces of Kato Unitrack to the end of the yard to store extra cars for "fiddling" with trains between operating sessions. The tracks are loose in place, whereas the yard itself is spiked down and wired.



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The train ends up in West Staging (Minocqua/Woodruff).

Train 272 reverses the procedure blocked for Wausau/Wisconsin Rapids/Portage. These freights use two complete power/caboose sets. Typical power will be GP9s, SD7s, F7s, Alco RSC or RSD road switchers and an occasional FM hood unit. I plan to also work in some GP30s and GP40s in the future.

Local Patrols

The Wausau South Patrol (WSP) works between Wausau and Mosinee as a morning turn. It switches industries at Mosinee and returns to Wausau. The same power works north from Wausau with the Wausau North Patrol (WNP) in the afternoon through Merrill and up the ore branch to Grandy. (Mosinee and Merrill are represented on the layout by Roberts from the original trackplan. The WSP handles industry switching there, while the WNP is used only for setout and pick up of cars while working the ore branch. Power for these patrols will be drawn from first generation Alco, EMD or FM locos.

Wausau has a paper mill, manufacturing, grain elevator and supply industries. Mosinee has more agricultural businesses: flour mill, feed mill, lumber yard and a food distributor. A morning and afternoon switching job using the same engine take care of Wausau industries and yard work.

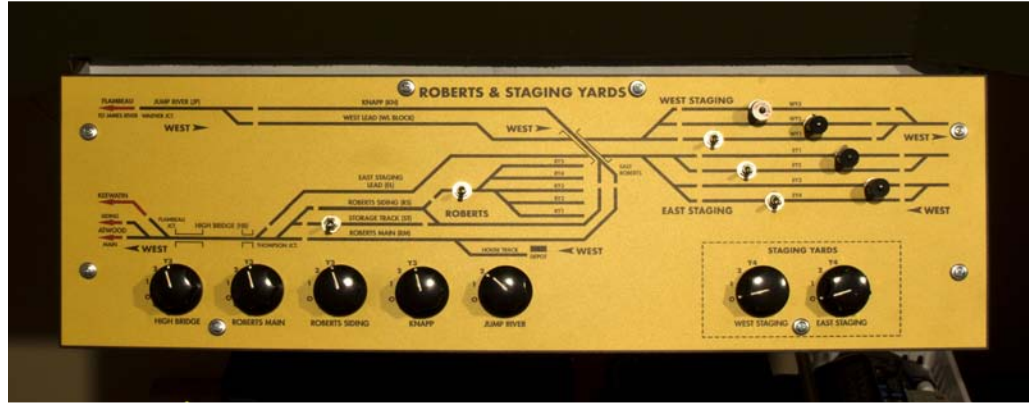
Real Clock

A lap around the layout is approximately 2 scale miles, so the number of laps between stations is up to the operator(s). **Figure 4** schematics suggest a number of laps between stations. Three laps is a nice number, taking about six minutes per segment at 30 mph scale speed. This can be determined before each operating session. Meets can occur along the way, following the timetable at least loosely. Switching is done in near real time by following what train crews would do getting on and off equipment, throwing switches, and coupling/uncoupling cars. Time can be thrown in for air tests as well. It is possible to operate the layout in real time if desired.

A Day in the Valley

Join me for a day of train watching on the Wisconsin Valley Line. The photos that accompany the rest of the article illustrate a typical weekday on the line. Let your imagination flow, and for now, you can fill in the scenery. I will work on scenery at a slower pace. All aboard! ▶

(More photos the next several pages.)



These control panels handle the needs of the new layout. They are printed on 1/8 in. black PVC and were sized to fit three existing frames from my former NSI layout. These are good old DC. It was good to be able to recycle all the materials except the new covers.

Wausau is a crew change point for trains 263 and 272, and home of a small yard. Trains make pickups and setouts and the morning switching assignment organizes two local patrols and switches industries. An afternoon job will organize outbound traffic for the evening trains. Below, RSC-2 588 handles cars from the previous evening. Bottom, the switch crew works the paper mill.



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The Wausau South Patrol

Let's follow the WSP as it begins its work day. The switch crew has assembled its cars and the crew is ready to board their train (above) with orders from the Wausau station operator and agent.

Center: Alco RSD-5s nos. 573 and 575 will handle today's train as well as the WNP later this afternoon. Here the train passes the paper mill and crosses the James River.

Right: The crew runs along the Wisconsin River crossing a tributary on the high bridge en route to Mosinee.



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Above. Santa Fe 3913 is RailSmith RS-901905.



Above. Burlington 1002 is RailSmith RS-901907.



Above. Rio Grande 1210 is RailSmith RS-901915.



Above. Great Northern 277 RS-901909.



Above: The WSP arrives at Mosinee pulling into the passing siding and yard lead. It runs around its train and shoves the inbound cars down the siding to clear the yard lead.

Right & below: The power then pulls outbound cars and sets the caboose at the end of a yard track. The next step is to spot inbound cars, or set them in a yard track until they can be unloaded. Once that is done, the outbound cars will be attached to the caboose, air tested, then back to Wausau.



N SCALE RAILROADING NEW PRODUCTS



Above. Northern Pacific 406 is RS-901911.



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Right: Work is completed at Mosinee and the WSP is ready to head back to Wausau.

Center left: As the WSP progresses toward Wausau, train 202 is seen approaching town from the north along the Wisconsin River.

Center right: No. 202 rolls past the elevator and switch crew doing work in Wausau yard.

Below left: Train 202 makes its station stop at Wausau.

Below right: The WSP crew finishes up its paper work, and the power is ready for the WNP to go north.





Above: Train 202 continues south from Wausau toward its rendezvous with the *Hiawathas* at New Lisbon.



Left: The Gleason switcher trundles across a lake en route to work Grandy on the ore branch.

Below left: The Gleason switcher works a small lumber mill, pulpwood yard and quarry at Grandy.

Below right: The Gleason switcher rolls toward Merrill while an empty ore extra rolls north near Brokaw headed for Gleason using a borrowed DMIR SD9.





Left: The Gleason switcher has completed its commercial freight duties and is putting together a loaded ore train in preparation for the soon to arrive empty ore extra. Milwaukee was a bit power short at this time and was leasing DMIR SD9s for relief.



Center left: Train 272 is running a bit early today out of Woodruff and Minocqua, permitting a couple daylight shots as it approaches Wausau near Brokaw. At this time GP9s and F7s typically rule the roost, along with occasional Alcos or 4 axle FMs showing up. I expect to also see GP30s and GP40s in the near future.

Below: Day begins to turn into night at Wausau and train 203, the return leg of passenger service to New Lisbon, is making its early evening station stop. Train 272 is in the yard and will finish its work and head south to Wisconsin Rapids, New Lisbon and Portage once the passenger train leaves. Patrol power is tied up for the night while RSC-2 588 will continue working the yard to prepare for late evening train 263 once train 272 leaves. The Wisconsin Valley Line provided a healthy amount of business for Milwaukee Road, and is still in served by CN today. ▶



More Than Just a Kit in a Bag...

...and a Testament to my Skill at Procrastination
by Keith Schaber/ Images by author



Image 01. Dave Bohanon built Valley Supply Company from 2 Gripps Luggage. Kit is built entirely from stock Gripps parts. Its length is achieved by using brick sheet for the back wall (the building in this photo has yet to be finished). The one thing that makes this kitbash more difficult is to make sure the horizontal cuts between floors end up being the same heights.

To me, what makes this building hide its origins is that it has three floors, and two setbacks from the front. The changes in the height and building setbacks gives the building quite a different look; and viewed from either left or right, the third story hides the remainder of the building, no matter which direction you are viewing it from.

AUTHOR'S NOTE: I was a clinician at the N Scale Convention in Medford in 2012 and I coerced several friends to help in construction, which saved the day. On several of the models, you'll see that they lack roofs, front doors, and most of them lack signage. At the clinic I promised Kirk an article on this subject and eight years later here is the first part... (Procrastination)

DPM brick buildings are the most popular building kits in N scale and probably H0. Their success is also their biggest downfall...they're easily recognizable and not too adaptable for disguising their DPM heritage. Imagine my surprise when I found that in most instances, there was more than one kit in a bag.

Surprise!

When I took the parts out of the bag and moved the parts around, I discovered that there were lots of possibilities:

- Kits could be enlarged using the original kit's pieces
- The building's architectural features could be changed by swapping or modifying the cornice (the top of the building)
- New architectural features could be made from picket fence parts and plastic angle
- By using the backs of a building, more parts to facilitate a kitbash were available. In some cases, new storefront windows from the rear of the building supplied in the bag

With these kinds of surprises, I began to see if I had more DPM bags to rummage through and heck, why not. I began to look for discarded parts in my inventory. And, I began to look for just the right H0 part for an N scale building. This was a time in my modeling where I lost control, failed to be financially responsible, and became almost intolerably compulsive about "trashbashing." I began to hide my work from other modelers. I nearly lost friends, who were considering throwing me into the DPM dungeon. Unfortunately, I am only partially recovered from this obsession.

To illustrate how easy it is to fall into this kind of obsessive behavior, I thought I should expose you to the simple stuff – you know, no regrets about how much money you've spent, how you've isolated from friends, etc. In the next issue I'll expose you to the harder stuff, but hope you'll heed my words and be aware of the hazards of trashbashing.

02

Let's start simple.

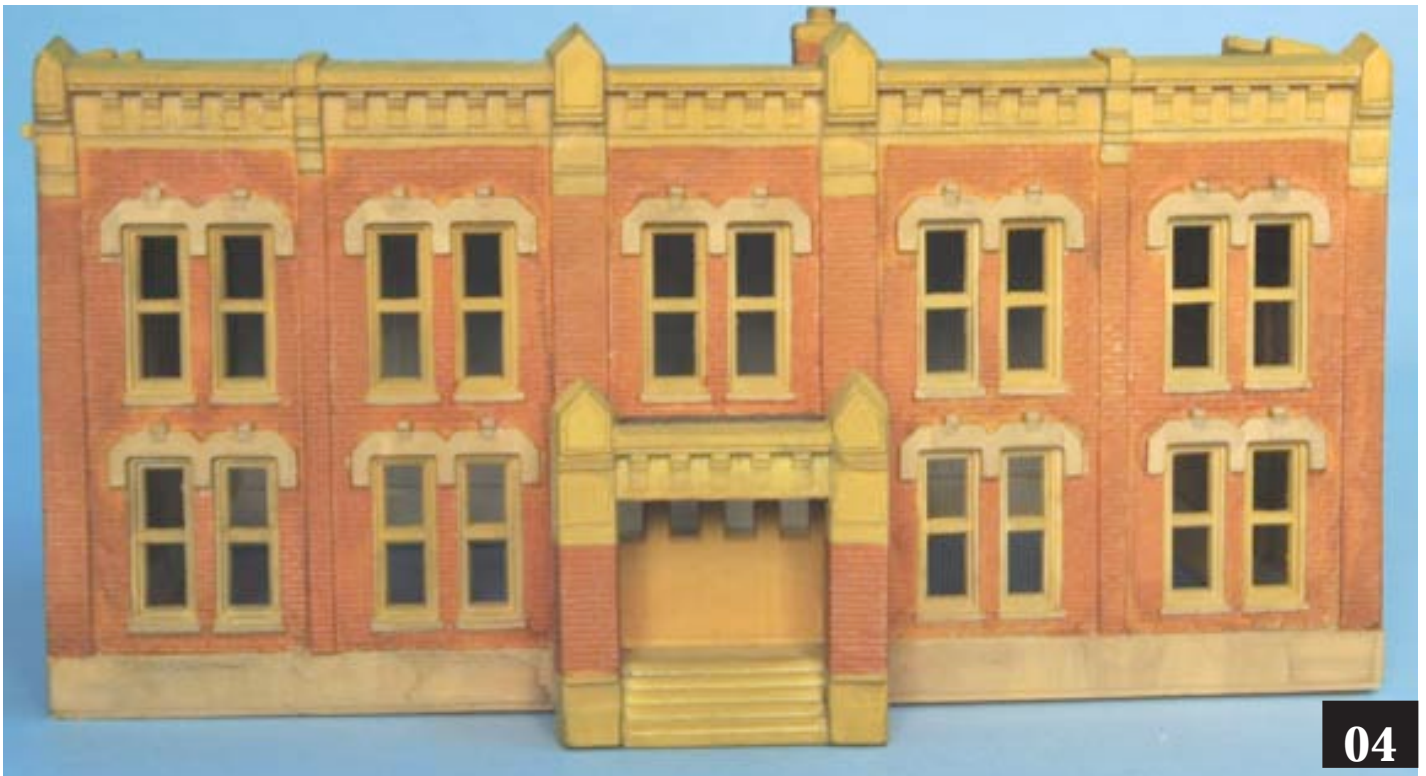
Image 02. Reeds Books to whatever you want – separate store front retail windows from upper story; separate top 2 floors, cut retail windows in half, reverse ends to move doors to ends, make canopy from copy out of canopy catalog, install brick sheet for rear wall, and save the pieces for the bay windows for another kitbash.



03



Image 03. Reeds Books to hearing aid store and (to be determined later). With another Reeds Books rear walls, trade Reeds Books storefront windows for Chars Soda Shop, with sign belt from (to be described later) Chars and pilasters from rear walls of Hilltowne Hotel, and save storefront windows and pieces for bay windows for two additional kitbash.



04

Image 04. Rob Carey converted Wilhelms Mercantile to a City Hall. This involved separating the storefront windows from the top four floors, leaving the top 2 floors. Five floors had plain brick without fancy windows, which were saved to make windows, cornices, and pilasters for other kitbashing projects and the storefront windows were used to make a Ford dealership.



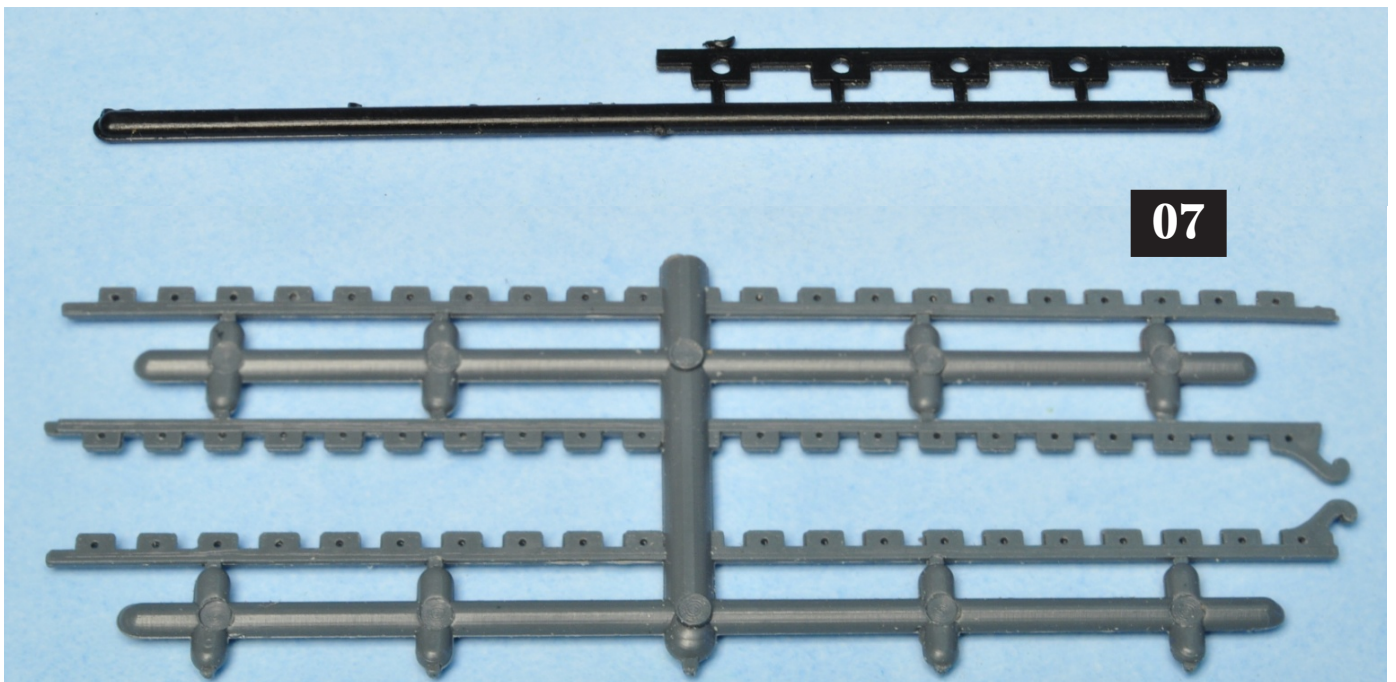
05

Image 05. Mike Pagano converted two Crestone Credit kits into the East Oregonian newspaper. It's all basic building except for the turret from the Corner Turret DPM kits and a new front door.



06

Image 06. Chars Soda Shop is on top and the Corner Turret Building is on the bottom to create Pendleton Vision Center. Mating the Chars straight walls into a corner was the most difficult part of this cross-kitting project. A custom cornice was constructed of styrene angles and roof trim (see photo 17) of some Rio Grande station roof trim, and the turret and trim from the Corner Turret Building was used in Mike Pagano's building (caption 05) and the store front from Chars went to another kitbash. Built by Brad Hochhalter.



07

Image 07. A custom cornice, which was constructed of styrene angles and roof trim, on of this photo was from an H0 scale Rio Grande station roof trim. This was used on the cornice for the building in caption 06. The bottom trim in the photo was used to embellish a storefront in image 11.

08



Images 08 through 15 are of structures built with more complicated methods.

The following pages contain more teaser structures. Can you guess where the parts came from?

Image 08. The cornice is from a picket fence, the windows are from Hilltowne Hotel, the pilasters from DPM modular kits, and the storefront is from 2 Cricket Saloons.

09



Image 09. The pilasters from DPM modular kits, the soldier course from an H0 loading dock, the windows are from Otto's Parts, the canopy is made from "C channel" with metal roof inserts, and the storefront is from Rix Smalltown USA. This model is built by Brad Hochhalter.



11

Image 10. This structure was built from components harvested from 8 different kits, both N and H0.



Image 11 The decorative cornice is from a Kibri Apartment, the second story windows are from sides off a Bruce's Bakery. The store front trim is from an H0 Scale Rio Grande roof. The store-front windows are from Otto's Parts. The canopy is from Metal Siding.



Image 12. Brad Hochhalter built this almost stock Hilltowne Hotel. He embellished the canopy with iron fence post tops.



Lowering or widening helps disguise the DPM heritage.

Image 13. Brad Hochhalter started with a stock DPM Wilhelmi's. He narrowed, shortened and regrouped the windows. Of all the buildings in this article, this was the most difficult to kitbash.

14



Image 14. Brad Hochhalter built this appliance repair structure with windows from two Bruce's kits, the storefront is from the Hilltowne Hotel, and the transom windows were built from H0 freight ladders.

15



Image 15. This Brad Hochhalter structure has a custom cornice top, cornice from the Corner Apothecary kit, windows from the rear of Erick's Emporium, pilasters from Otto's Parts, and the storefront windows are from Chars Soda Shop. See you next issue .. or decade... ▶

A Struggle to Achieve "Good Enough"

A Pleasant Journey
by Kirk Reddie/ Photos by author

N has many advantages. For most railroad fans it is probably the ability to operate long modern trains, at least compared to larger scales. Coal, grain, and these days intermodal service keeps getting easier to represent in N.

For others it is the ability to assemble and operate the amazing variety of passenger equipment built between the mid-1930s through the mid 1950s and operated through the late 1970s on Amtrak. H0 has a wider variety of prototypes, especially with brass imports. O is easier to model the interiors. Both look great on shelves or layouts with huge curves.

First I must mention some great resources. "Spookshow" is making an effort to list all N models of North American prototype sorted by manufacturer. [Click here](#) to visit the passenger car overview page. (Btw his reviews of locomotives is even more amazing.)

Fred Klein has made a great effort to list the prototypes for the various N models of passenger equipment. [Click here](#) for the overview page.

In a perfect world there would be a good book to use as a reference. For lightweight passenger car Wayner's Car Names, Numbers, and Consists is a great overview. The Official Guide to the Railroads was published each month and every ticket office must have had at least one. Public timetables have about the same information with colorful propaganda. Examples can be downloaded at [streamlinermemories](#). There is a search feature, click on the images, then save them.

Our perfect world would also have all the trains we want made commercially and always available. And generic cars that we can piece together the trains we want. On the next page I have a graphic where I try to show the factory sets of plastic models that are close to being prototype with the text below. Eventually I'd like to have a hyperlink to images of that train. Any why not add links to models of major stations that we have modeled, or in the process of models? Oh yes: I have to gather all the models and figure out a way to put them on the website in a manner where the number of links can be efficiently updated. The graphic itself is pretty easy to update. For example I believe Fort Worth has a Union and T&P stations. Do they have more? This kind of information takes awhile to research.

I left the ConCor passenger sets out but those can be great starters for folks to model many specific prototypes, especially Great Northern and Northern Pacific. ConCor offered extra coaches and sleepers that makes those sets more useful.

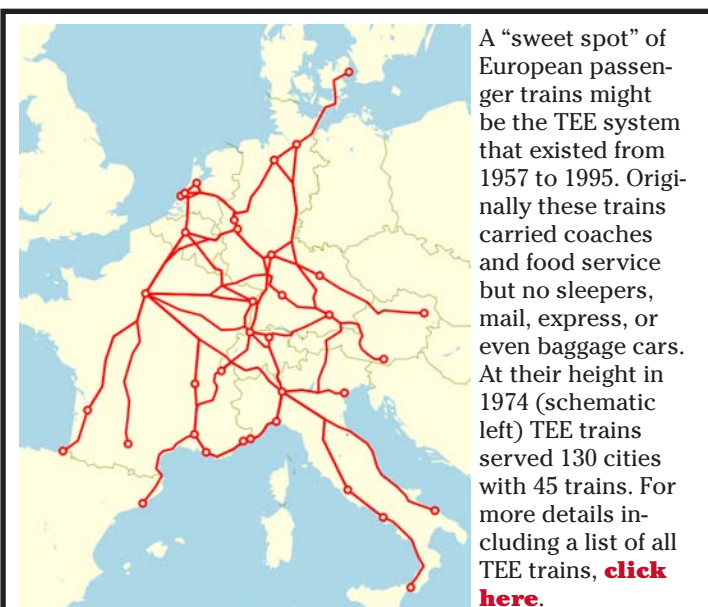
I decided to leave brass models off the list. The brass imports were an important part of N's growth in the 1980s. They are expensive and often don't operate as well as good plastic models. And the truth is they often don't mix well with modern plastic injected models that often look better than the brass models.

Following that page I start my latest list of N scale plastic models that I consider worthy of investing time in. E.g. I listed the Arnold-Rapido Budd RPO even though it is a bit too short. But I didn't list the other three cars, or those offered by Trix. Someday I might get photos of each sides of each model.

While I'm at it, I thought I'd include a graphic of my layout and the universe of logical passenger trains. (Though I just found out that the GN used to have an overnight Portland, OR to Vancouver, BC train. I hear fantasy tempting me...)

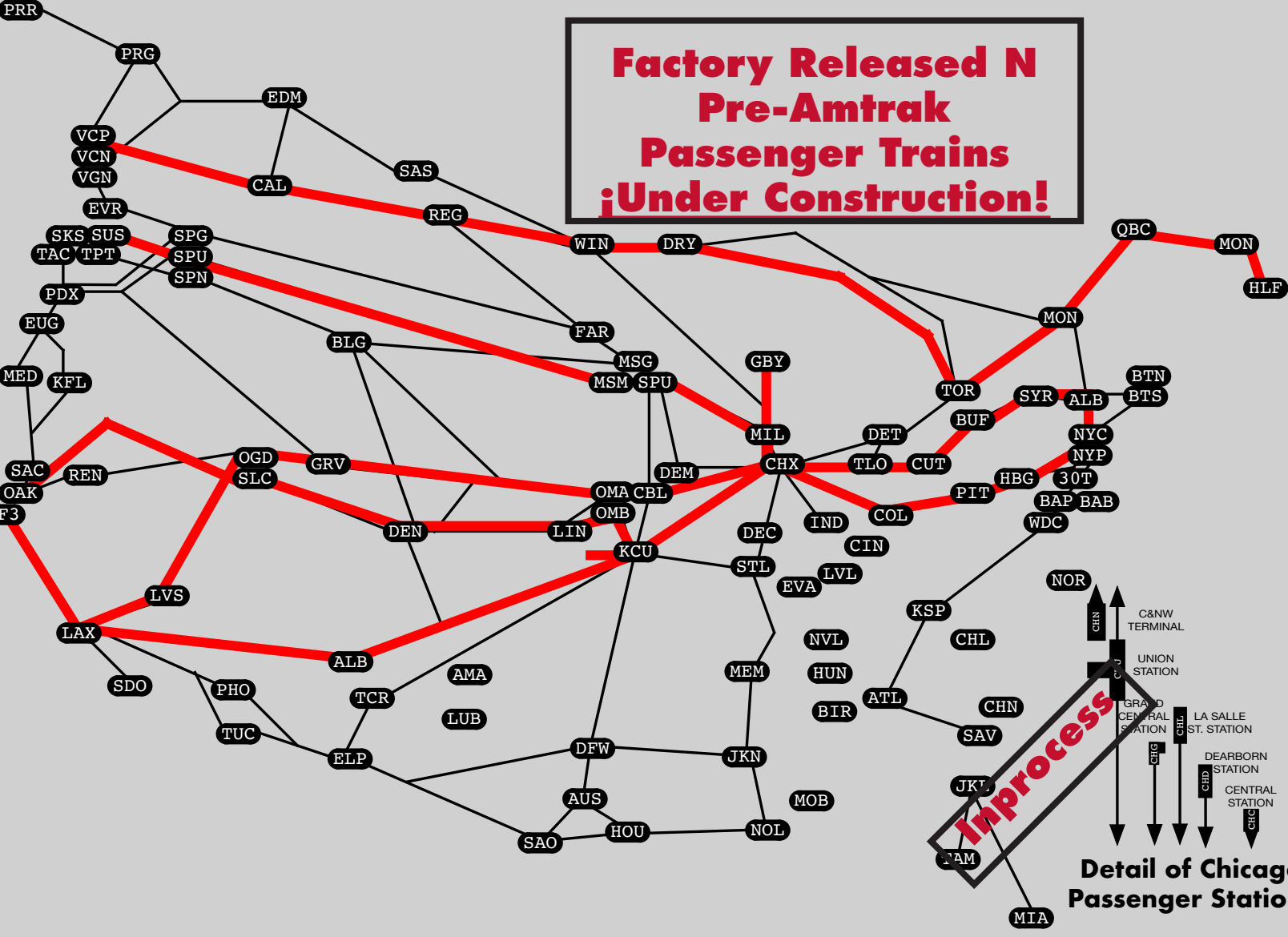
Then I share my journey to understand one of those trains, unnamed Union Pacific #457/458 and the compromises I want to make to improve operating sessions.

This isn't for everyone but I suspect the same process could be used for modern Intermodal modeling. Let's explore this and slide down this rabbit hole.



A "sweet spot" of European passenger trains might be the TEE system that existed from 1957 to 1995. Originally these trains carried coaches and food service but no sleepers, mail, express, or even baggage cars. At their height in 1974 (schematic left) TEE trains served 130 cities with 45 trains. For more details including a list of all TEE trains, [click here](#).

Many of the TEE equipment is available in N. What would be cooler than being able to view models of the TEE trains and the stations they served? Being able to do this for North American passenger trains and their stations! It will take time but we can do this.



Factory N Passenger Trains

Pre Amtrak

Santa Fe
 AT&SF *Super Chief* 1952 (Kato USS)
 AT&SF *El Capitan* 1956 (Kato USA)

Burlington
 CB&Q *9900 Pioneer Zephyr* 1934 (ConCor)
 CB&Q *Silver Streak Zephyr* 1940 (Kato USA)
 CB&Q *California Zephyr* 1949 (Kato USA)

Milwaukee Road
 CMSt.P&P *The Hiawatha* 1935 (FVM)
 CMSt.P&P *Olympian Hiawatha* 1952 (Kato USA)

Chicago & North West
 C&NW *Green Bay 400* 1958 (Kato USA)

Denver & Rio Grande Western
 D&RGW *California Zephyr* 1949 (Kato USA)

Canadian Pacific
 CP *Canadian* 1955 (Rapido)

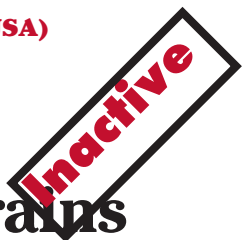
Canadian National
 CN *Ocean* 1964 (Kato USA)

Pennsylvania
 PRR *Broadway Limited* 1948 (Kato USA)

Southern Pacific
 SP *Daylight* 1937 (Kato USA)

Western Pacific
 WP *California Zephyr* 1949 (Kato USA)

Union Pacific
 UP *M10000* 1934 (ConCor)
 UP *City of Los Angeles* (Kato USA)



Click Here to View Modeler's N Trains

Classic (Pre Amtrak) Lightweight 1:160 Passenger Equipment

by Body Style (Kirk Reddie 2020 September)

Key to Manufacturers

Arnold- Arnold Rapido The RPO is too short but is included because it is close.

Bachmann 4 Budd and 3 smoothside cars

CC- ConCor GN EB Cars, Budd cars with notched Skirts

FVM- Fox Valley Models 1935 *Hiawatha*

MRC- Model Rectifier Corp. (Rowa, later CC)

Kato- Kato USA *California Zephyr, Super Chief,*

El Capitan, Daylight, City of Los Angeles, Broadway Limited, Olympian Hiawatha, Twentieth Century Limited, BiLevel 400

Rapido (of Canada): Smoothside cars, New Haven Osgood-Bradly, CP *Canadian*

RSM- RailSmith Models (Includes ex- Walther's)

WOT- Wheels Of Time. Besides WOT heavy-weights, there were commuter cars and a kit.

To oversimplify, most North American prototype lightweight passenger cars are either Pullman-Standard (P-S) or American Car & Foundry (ACF) smoothside cars:



The smoothsides can have welded sides or riveted. The roofs also can be welded or riveted.



P-S/ ACF corrugated sided cars (with welded or riveted roofs) (Also notice this is a flat glass dome as opposed to the Budd's curved glass:



Budd fluted sides and roofs. My understanding is fluting is part of the structure (like classical Greek columns) and corrugation is added decoration:



I don't know how common it was, but there were also Budd slab sides with a fluted roof.

P-S/ ACF Smoothside

- 83' RPO 30' / Baggage (CC) GN
- 83' RPO 60' / Baggage (CC) GN
- 83' RPO 60' / Baggage (Kato) UP
- 83' RPO/ Baggage (Kato) NYC TCL
- 83' RPO/ EXP (RIV) Monon?
- 72' Baggage (Kato) UP
- 72' Baggage (RSM) CGW
- 72' Baggage (Rapido)
- 72' Baggage (Bachmann)
- 83' Express (Kato) UP 3 Axles
- 83' Baggage (CC) GN?
- 83' Dormitory Lounge (Kato) UP COLA
- 83' Coach (Kato) UP
- 83' Coach (RSM) Big Windows
- 83' Coach (RSM) NP P-S 7510
- 83' Coach (CC) GN Short Haul
- 83' Coach (Bachmann)
- 83' Coach (Rapido)
- 83' Leg Rest Coach (Rapido)
- 83' Dome Coach (Kato) UP
- 83' Cafe bar lounge (Rapido)
- 83' Dome Diner (Kato) UP COLA
- 83' Diner (CC) GN
- 2 car Diner-Kitchen-Dorm (Kato) PRR BL
- 83' Dining Car (Kato) NYC TCL
- 83' Kitchen Dormitory (Kato) NYC TCL
- 83' Club Lounge (Kato) NYC TCL
- 83' 5 BR Lounge (Kato) UP COLA
- 83' 5 BR Lounge (Kato) PRR BL
- 83' 6-6-4 (Kato)
- 83' Duplex Sleeper (CC) GN
- 83' 10-5 (Rapido)
- 83' 10-6 (Kato) PRR BL
- 83' 10-6 Sleeper (Kato) NYC TCL
- 83' 10-6 (RSM)
- 83' 10-6 (RIV)

83' 4-8-4 Duplex (Rapido-)
 83' 12 Duplex 4 DBR (Kato) PRR BL
 83' 4-4-2 (Kato) PRR BL
 83' 4-4-2 (Kato) NYC TCL
 83' 11 BR (Kato) UP COLA
 83' 12 Bedroom (Kato) NYC TCL
 83' Observation (Kato) SP
 83' Observation (CC) GN Big Window
 83' Observation (Bachmann) Sleeper Big Wdw
 83' Observation Lounge (Kato) NYC TCL
 83' Observation (Kato) PRR BL
 83' Observation (RIV) Flat end PRR style)
 83' Dome Observation (Kato) UP COLA

P-S/ ACF Corrugated

60' RPO (Kato) SC
 73' Baggage 72' (Kato) SC
 83' Baggage/ Dorm (RIV) CRIP 820
 83' Baggage/ Coach (Kato) SP Daylight
 83' Coach (Kato) SP Daylight
 Articulated Coach (Kato) SP Daylight
 83' Coach (RIV) CRIP
 83' Coach (RSM)
 83' Dome Coach (CC)
 83' Dome Lounge (Kato) SC
 83' Diner (Kato) SC
 Triple Diner (Kato) SP Daylight
 83' Dormitory Lounge x (Kato) SC
 83' Tavern (Kato) SP Daylight (Ctr blanked)
 83' Parlor (Kato) SP Daylight
 83' 10-6 (Kato) SC ACF
 83' 10-6 (RSM)
 83' 4-4-2 (Kato) SC ACF
 83' 11 BR) (Kato) SC (Amtrak only)
 83' Sleeper Lounge Obs (Kato) SC
 83' Parlor Observation (Kato) SP Daylight
 83' Observation/ ___ (RIV) CRIP

Budd Fluted

60' RPO (Arnold)
 72' RPO 30'/ Baggage (Kato) Prewar
 ___ Weird RPO (CC) CBQ
 72' Baggage (Kato) Prewar
 72' Baggage (Kato, CC, Bachmann) Postwar
 ___ Baggage (Rapido) CP
 72' Coach (Kato) Prewar
 83' Coach (CC)
 83' Coach (CC) Twin window
 83' Coach (Bachmann)
 83' Coach (Rapido) CP

83' Dome Coach (Kato) CZ
 83' Dome Coach (CC)
 83' Dome Coach (Kato) TCZ
 83' Dome Coach (Rapido) CP
 83' Dome Buffet Lounge (Kato) CZ
 ___ ' Diner (Kato) Prewar
 83' Diner (Kato) CZ
 83' Diner (CC)
 83' Diner (Rapido) CP
 83' Full Dome (Bachmann) ATSF
 83' Slumber Coach (Kato)
 83' Slumber Coach (CC)
 83' 10-6 (Kato) Later CZ
 83' 10-6 (Kato) CZ
 83' 10-6 (Kato) UP COLA
 83' 10-6 (CC)
 8 Duplex Roomettes, 1 DR 3 DBR, 4 open sections (Rapido) CP Chateau
 4 Roomettes, 5 DBR, 1 Comp, 4 open sections (Rapido) CP Manor.
 ___ ' Observation (Kato) CBQ Prewar
 83' Observation (Kato) SC
 ___ ' Observation (CC) SC
 83' Observation (Bachmann) Sleeper Lounge
 83' Dome Observation (Kato) CZ
 83' Dome Observation (CC)
 83' Dome Obs 1 Drawing room, 3 DBR. Lounge (Rapido) CP Park

Budd Flat Panel

83' Dome Coach (CC) GN/ NP
 83' 21 Roomette (Kato)

Specialized Passenger Car Styles.

ConCor offered three unique complete train sets: The Union Pacific M10000, the CB&Q 9900 *Pioneer Zephyr*, and the General Motors Aero-train.

Fox Valley Models offered the original 1935 Hiawatha train set plus contemporary express and dormitory/ coach cars. (The PGE ended up with some of the latter.)

Kato USA's *Olympian Hiawatha* cars are unique to the Milwaukee Road, though the Skytop and some Super Domes went to the Canadian National. However after October 1955, every Union Pacific train that went to Chicago had these cars in their consists. They were painted in UP Armor Yellow and Harbor Mist Gray and

lettered for the Milwaukee Road.

MRC's P-S half-corrugated (below the windows) resembled cars that ran on various railroads. The four styles were a partitioned coach, dome coach with flat windows, 10-6 sleeper, and a flat end observation. The original releases had "stainless steel" window outlines.

Ibarten offered the Spanish Talgo equipment useful for Amtrak's version. I don't know how close these were to the 1950s version.

Rapido (of Canada) offered great Pullman Osgood-Bradley "American Flyer" coaches,. Many of us think of them as New Haven cars but other railroads had similar looking cars and

"Modeling Beyond the Layout" usually refers to representing a part of your layout that you haven't actually built. A layout may have division points at each end and during an operation session, crews run train between these points. On freight trains many of the cars may have come from beyond the division point, often in storage drawers. When the train reaches its destination, many of the cars could be moved off the layout into different storage drawers. Now some folks actually move the drawers to a pal's layout and the cars are kept in the exact order. If both layouts have adjoining locations and are of the same time period, an automobile trip is a lot less complicated than building and maintaining teleportation machines.

Another way to fit out layout and our trains into a world beyond our layout is to do it virtually. We build our layout and share images of our trains and locations on a website. We could share out layout with the world. This wouldn't be tactile like home layout visits or hauling our work to model train shows. But it could provide a similar motivation to get things done. Many of us enjoy working on layouts of our pals. This way we could connect our layouts. Few of us have the time, money, or space to include everything we want to build. On the following page I have a the start of a diagram of the layout I and others are building. It turned out that Keith Lyon's layout, while not the exact same era, has very little overlap with mine. Scenically we could join them on a website.

Rapido offered many of them. My favorites are Daylight and SP two-tone gray.

Bi-Level Commuter cars were offered by Kato, WOT, CC, and Arnold. Kato and Arnold also offered cab cars with reversing lighting.

Kato USA offered the Budd built Santa Fe El Capitan trainsets. In the mid 1950s there were efforts to return to the low slung passenger cars from over 20 years earlier. But it was only the Budd Hi-Level equipment that survived to Amtrak and some cars ran well into our current century.

Kato USA offered a Burlington style Budd and UP style open platform business cars.

Amtrak used to have a computer network called ARTS. (Amtrak Reservation and Ticketing System?) Ticket clerks could quickly look up "What Train?", "What Space?", "What Location?", etc. My memory is that during 1976-78 ARTS worked much better than Amtrak's website.

But it doesn't have to be this complicated. I plan on practicing on my layout but I would love have great looking N stations and the trains that ran between them. I'm not sure how accurate I am with western stations but I know I don't know the SE US or eastern Canada. But the way to start is to gather images of the depots and of the consists of the trains.

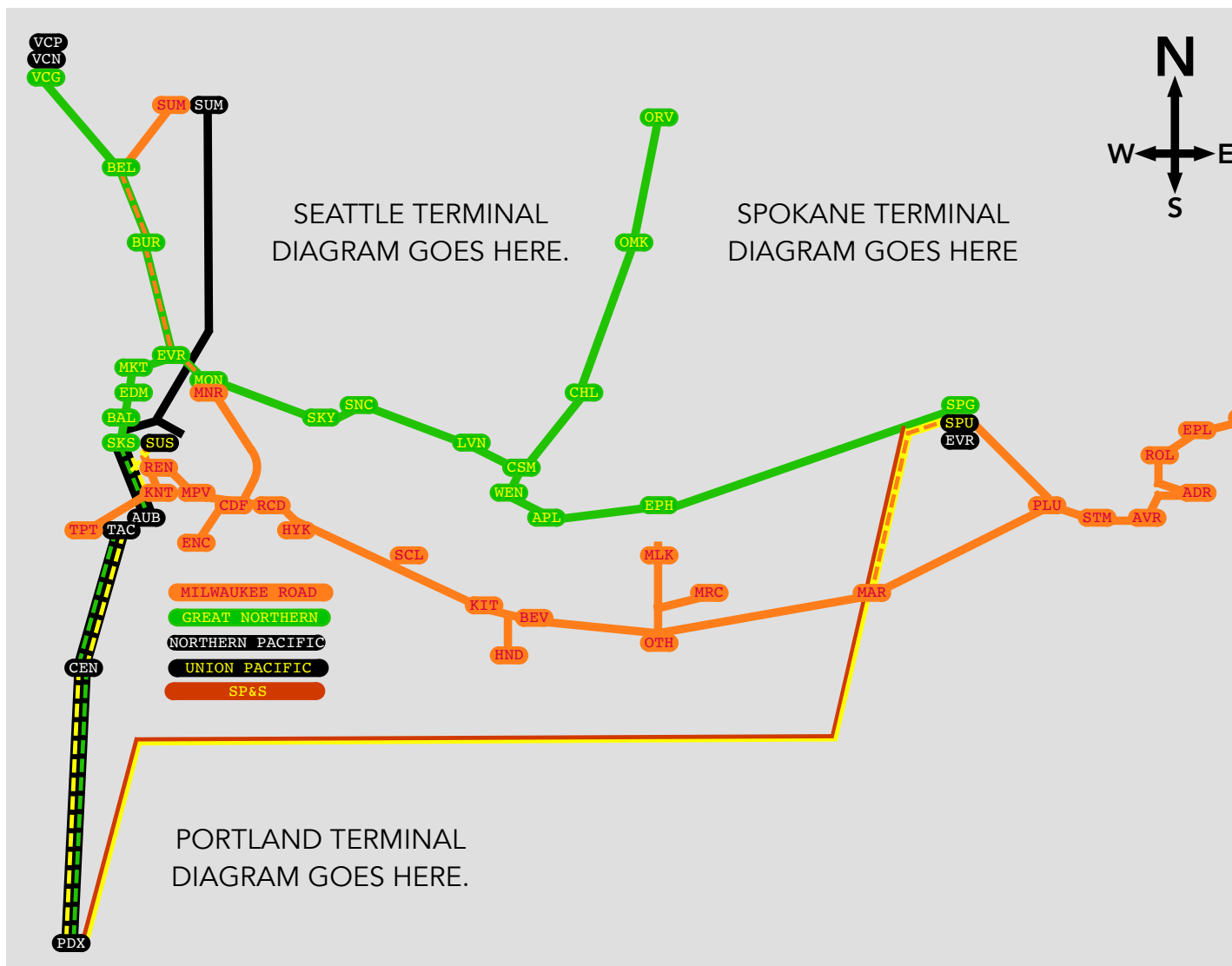
I didn't include Amtrak because the equipment became homogenized and the depots and routes changed so much. Amtrak should be a separate project.

I have very limited experience with websites. I can make things work but I'm concerned about nightmare maintenance.

How accurate do the trains have to be? How good to the models of the stations have to be? I don't know yet. I believe I will test this out on my own layout. There I will start with incomplete models and hopefully replace them as they improve.

On the factory trains, click on the California Zephyr. I figure this is an example of what can be done. (I didn't include locomotives because I don't have all variations.

For an example of a custom trains, I decided Union Pacific unnamed Seattle - Portland Pool



The Universe of N Passenger Trains

On a Certain Layout Between Seattle, Spokane, Portland, and Vancouver

RR	NAME	Train #	DP	AR	RR	NAME	Train #	DP	AR
GN	<i>Empire Builder</i>	#1	CHU	SKS	MILW	<i>Olympian Hiawatha</i>	#15	CHU	SUS
GN	<i>Empire Builder</i>	#2	SKS	CHU	MILW	<i>Olympian Hiawatha</i>	#16	SUS	CHU
GN	<i>Oriental Limited</i>	#3	SEA	SPG	MILW	<i>Columbian</i>	#17	CHU	SUS
GN	<i>Oriental Limited</i>	#4	CHU	SKS	MILW	<i>Columbian</i>	#18	SUS	CHU
GN	<i>Cascadian</i>	#5	SEA	SPG	MILW	<i>Washingtonian **</i>	#5	SPU	SUS
GN	<i>Cascadian</i>	#6	SEA	SPG	MILW	<i>Washingtonian **</i>	#6	SUS	SPU
GN	<i>Fast Mail</i>	#27	SPU	SKS	NP	<i>North Coast Limited</i>	#1	SKS	CHU
GN	<i>Fast Mail</i>	#28	SEA	SPD	NP	<i>North Coast Limited</i>	#2	SEA	CHI
GN	<i>Streamlined International</i>	#355	VBG	SKS	NP	Pool Train 407	#407	PDX	SKS
GN	<i>Streamlined International</i>	#356	SKS	VBG	NP	Pool Train 408	#408	SKS	PDX
GN	<i>Streamlined International</i>	#357	VBG	SKS	SP&S	<i>Empire Builder</i>	#1	PDX	SPG
GN	Local	#358	SKS	VBG	SP&S	<i>Empire Builder</i>	#2	SPG	PDX
GN	Local	#359	VBG	SKS	SP&S	<i>Oriental Limited</i>	#3	PDX	SPG
GN	<i>Streamlined International</i>	#360	SKS	VBG	SP&S	<i>Oriental Limited</i>	#4	SPG	PDX
GN	<i>Streamlined International</i>	#361	VBG	SKS	UP	Spokane	#19	SPU	PDX
GN	<i>Streamlined International</i>	#362	SKS	VBG	UP	Spokane	#20	PDX	SPU
GN	Pool Train #459	#459	SKS	PDX	UP	Pool Train #401	#401	PDX	SUS
GN	Pool Train #460	#460	PDX	SKS	UP	Pool Train #402	#402	SUS	PDX
					UP	Pool Train #457	#457	PDX	SUS
					UP	Pool Train #458	#458	SUS	PDX

** Fictitious: Terminated in the 1930s and not brought back.

Trains #457 and #458 are good examples. I have been rather obsessed with learning about this train and so far the more I find out about it, the less I know. Part of this is because it wasn't a famous train, it was streamlined in 1950, and to understand it one has to study the Northern

Pacific and Great Northern Pool trains. What I know so far may be a good example of the issues involved with a project like this. It's easier when our wonderful N suppliers offer the train. Until then, we do have a lot of models that are hopefully dead on but maybe a good stand-in.

Union Pacific #457 circa 1950

The Northern Pacific owned the double track mainline (double track is rare in the Northwest) between Portland Union Station (switched by the Northern Pacific Terminal RR, but the depot looks very UP). To keep Harriman's UP/ OWR&N from building north of Portland, Hill's NP let the UP share the NP main with the GN to Tacoma. There the UP had trackage rights over the Milwaukee Road to Black River Junction, and they built their own line from BRJ to their own Seattle Union Station, where the Milwaukee Road was a tenant. The Great Northern and Northern Pacific owned Seattle's King Street Station and alternated managing the station. The two Seattle stations were separated by Fourth Avenue. Passengers transferring to between the two stations could be at track level escorted by station personnel. Otherwise going between the stations required a longer walk.

"Pool Service" probably started with the USRA. A passenger could buy a coach ticket from either of the three railroads and ride on any of the trains.

I am still trying to figure out the big picture, but when the Union Pacific's pool train was modernized with the *Train of Tomorrow's* dome cars, the UP left Portland in the morning and returned in the evening. The Great Northern's trains were the opposite. The Northern Pacific had two consists that left about noonish each

day. The fourth train (#401/#402) was an overnight train that the NP, GN, and NP took turns operating. At some point there was a fifth train (#403/#404) that was a slow daylight local, and there was a sixth Mail & Express train #405/#406) that ran 45 minutes behind #401 and #402. One source said #405/#406 had two full working RPOs. By Amtrak day, the pool service was each railroad operated one consist round trip.

The pooling extended beyond coach tickets. Any of the three railroads could carry any of the sleeping cars that were exchanged at Portland. This varied a lot, but the UP's 6-6-4 to St. Louis would be carried south on overnight #402, and their 12-4 (later a 10-6) to Chicago was carried south on NP's #408, which almost always carried the 4 Oakland bound sleepers. NP's northbound #407 carried the Oakland cars but eventually UP's #457 carried them north. The Chicago and St. Louis sleepers jumped around, especially on days the train was late into Portland.

I decided I only want one consist for each daylight pool train so the Oakland cars will go north on UP #457. It appears that in 1950 all the daylight trains had an RPO/Express car, at least 6 coaches, at least one food car, and at least one parlor car. UP #457 and NP #08 could be far longer than the GN's *Empire Builder* and Milwaukee's *Olympian Hiawatha*.

The Train of Tomorrow was 4-car train built by Pullman-Standard and General Motors, completed in May of 1947. It toured the country for 28 months to advertise P-S and GM products. The Union Pacific purchased the four cars, reconditioned them, and on June 18, 1950 put them in service. The domes had flat glass that looks crude compared to the later curved glass domes, but these cars were cutting edge when constructed.

Car Name	Type
Star Dust	Dome Coach
Sky View	Dome Diner
Dream Cloud*	Dome Sleeper
Moon Glow*	Dome Observation Lounge

* Note: On this daylight train the rooms were sold as parlor space.



#457 became a streamliner on June 18, 1950. The power was back to back E8 A units. At some point the UP's F-M Erie-Builts were sent to mildew corner and they could show up on these trains. In later years the E units might be pulled off to help power those huge *City of Everywhere* trains during the summer rush. A photo from the June, 1965 shows F3 508 with a massive snow plow leading a pair of GP9 B units. Another photos shows F3 507 leading a pair of GPs. Quite the contrast to the E8/9s.



Ironically the first car was a mileage weary 5800-series heavyweight RPO/Express car, probably from the 1910s. The Micro-Trains RPO/Express is close enough for me. Changes include renumbering (I haven't seen a wheel report yet.) I want to put a correct Harriman roof. These cars also seem to have small windows that I don't remember seeing anywhere else. I may end up just using black and silver decals. Once these changes are made, this is the one car that should have more light weathering than the other cars.



Next were six lightweight coaches. In 1950 they were 5300-5327 coaches built in 1937 for Challenger service. I am using Kato UP coaches that are from a later prototype but they do resemble cars that operated on this train in later years. There was probably a food service car in there but the only reference I have ever seen it the full diner after the coaches. I will probably keep these stock and not reletter in case the correct cars show up someday.



#457 is sort of a mix of several trains. Heavyweight combine, then 6 coaches from 1937. Then I figure the first two ex-*Train of Tomorrow* (TOT) cars. I am guessing that the dome coach would follow the flat top coaches. Then the dome diner. This was cutting edge. The first all-electric kitchen of any railroad diner. The only other as-built dome diners I know of were the UP's, as offered by Kato in their *City of Los Angeles* set. The downside is that nobody makes anything close to the *TOT* cars. One could start with 4 Santa Fe *Pleasure Domes* from, Kato's *Super Chief* set... and spend an incredible amount of time to try to get an accurate model that also looks good as these stand-ins. My *TOT* cars started life as Kato *California Zephyr* cars. Ron Nowka painted and lettered them with decals he made. I modified and painted the interiors of the Dome Coach and the Dome Lounge that I pretend is a diner. I can see a day when someone may offer a good plastic *Train of Tomorrow* (2 paint schemes!) but there are probably better prototypes so I'm not holding my breath. However the prototype-correct cars won't look as good as the Budd cars.



Above are both sides of NP 364 in the post 1952 Leowy scheme from RailSmith.

And we have arrived at another style of train. On August 13, 1950, the Southern Pacific re-equipped the Oakland to Portland *Cascade* with new two-tone gray lightweight equipment. Two 1937 coaches were added to each consist on October 11, 1950. The heavyweight Portland-Seattle cars were replaced with a 4-4-2, an all-roomette car, and two 10-6 sleepers. Two sets were part of the *Cascades* consist but they also had a third set of four because these four cars stayed in Seattle overnight and returned south the next day on the NP's #408. The two extra 10-6s were owned by the Northern Pacific and everything matched the SP 10-6s except for the NORTHERN PACIFIC above the window band. The details:

4-4-2 Sleeper: SP 9118, 9119, 9120

22 Roomette Sleeper: SP 9301, 9303, 9304

10-6 Sleeper: SP 9031, 9032, 9034, 9035 and NP 364, 365

The 10-6s tooling from Kato's *Broadway Limited* is correct (unfortunately not part of the 4-car add-on set) and RailSmith's 10-6. RailSmith has offered these cars in Northern Pacific in the silver with red trim General Service scheme and the NP's Leowy scheme. Doing the cars in the original NP two tone gray is on his intermediate schedule. The RailSmith 4-4-2 will take longer. I was hoping that the RSM coach windows lined up with the all-roomette car but Lowell told me it isn't close enough. Kato's *Broadway Limited* all-roomette car is a Budd slab-side car so isn't close, either, but the 4-4-2 (below left) and all-roomette (below right) are the closest I know of.





Above is a smoothside 10-6 Pacific Coast from RailSmith. This is the Chicago car off the *City of Portland*. Sometimes it went north on the morning Pool train, sometimes the noon train. South-bound it could be on the morning GN train or the noon NP train. There would be at least 6 cars to cover the service.



Next we have a unique car. #997. This started as a sister of the six 1937 coaches rebuilt for this train into a full parlor car. I haven't added the car number or changed the seats to MTL parlor seats yet. Why? Someone may offers the correct cars. Who would have thought prototype accuracy could be an excuse to delay modeling...



And back to *TOT* equipment. The UP used the Dome Sleeper as a Parlor car. It isn't very noticeable but I replaced the CZ dome coach's bench seats with MTL parlor chairs. Like the dome diner, the windows don't match the *TOT* cars but I figure anyone who gets uppity about it is volunteering to give me a more accurate model of all four *TOT* cars. The dome observation is the signature car but ~10 years later the end was squared off for mid train service.



What about Union Pacific #458?

In 1950 the southbound version of #457 could look quite different, especially the head end equipment. #458 (as far as I know...) didn't carry any sleepers but did have 3 additional head end cars: A storage mail car to Portland, an express car to Oakland, and an express car to Los Angeles. I figure the Portland car would be Union Pacific and most of the others would be Southern Pacific. Most of these express cars were probably dark green... but why not rotate in more colorful cars for some variety?



I have never heard of anyone having too many MTL express cars. Above is a UP 1736 in yellow and below is 740 in 2 tone gray.



Left is Southern Pacific 6236, a MTL express car. For now I figure 1 car for the Portland cycle, 3 for Oakland, and perhaps 5-6 for Los Angeles. A different consist for each opsess.



Off season, the SP horse cars could be used in normal express service. The Wheels of Time 6270 in 2 tone gray and 6207 in Daylight. I doubt the latter ran on 458... but I'd go for Golden State, too.



#457 was a very long train and Seattle Union Station was a stub end depot. To help reduce the long hike the first class passenger had to walk, the train pulled up on the longest platform. A switcher coupled to the observation and the train was cut behind the diner. backed up, and then spotted on the eastern most stub track across from the rest of #457.

Most passengers had a long walk to the escalator that took them to the waiting room. Those transferring to the Great Northern's *Streamlined International* were escorted west through a gate so they could get to King Street Station. Btw the *Internationals* were ordered 4 years

earlier but the entered service June 18, 1950. The same day #457 was put into service. All was well for almost a week until, on June 25th, North Korea invaded South Korea. I'm part way there. I encourage everyone to take a similar journey. ▽



TRAVEL GUIDE N EVENTS

2021 FEB 27-28 WA Monroe The Annual UNW Show will skip a year. See you in 2022.

2021 MAY 15-16 OH Hilliard/ Columbus area. 12th Annual Ohio N-scale Weekend at the Franklin County Fairgrounds, 4100 Columbia St., Hilliard, OH <http://www.centralohiontrak.org/>

2021 JUN 22/23-27 NV Sparks/ Reno area. 28th Annual National N Scale Convention host-

ed by the N Scale Enthusiast. The main venue is the Nugget Hotel that has free parking. An early bird visit to the Western Pacific Railroad Museum in Portola is planned for June 22. The plan for the convention includes layout tours, Convention Banquet, Welcome Reception, Manufacturer's Breakfast, Live Auction, Swap Meet, and more!

2022 JUN ??-?? TN Nashville. 29th Annual National N Scale Convention ▶

OBSERVATIONS

Thoughts by Kirk Reddie

Most of us start more projects than we can ever finish. It is part of the fun of the hobby. It's like the fun part of work but without deadlines. We can pursue a project and jump to another while we contemplate how to complete the next step. (One reason the 'cover' is so photoshopped). Displaying at train shows, hosting open houses, and contributing articles are incentives to complete projects.

When we started *NSR*, I wanted the welcome page to feature an image of a different railroad station every issue. There just wasn't enough time to gather the images. I have a lot of partially complete stations on my layout (page 38) and feature them on my monthly blabber sheet. It occurred to me that,

along with showing factory N passenger trains in red, I could gather images of folks' custom trains in blue and N models of major prototype stations. It is still time consuming but easy to store the images, and eventually put them online so we and potential N scalers can look at them and hopefully be inspired to do similar work.

The ultimate would be to have a fake 24-hour website you could log on and view videos of N trains that correspond to trains arriving and departing major stations, intermediate stations, and anywhere between. I have a layout to build so I doubt I will ever get that far.

Of course this can be done with modern intermodal facilities. I would love to feature

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Jeff Wilson's T-TRAK module took first place in Kansas City

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articles about what folks have researched and modeled. Something like this should be online, too.

It may take years but a site that features classic passenger trains and terminals could be a great portal to our hobby. ▶

SEE YOU NEXT ISSUE!

More good stuff! Within the decade, more structures by Keith Schaber! ▶