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
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.**

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.
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)!

<table>
<thead>
<tr>
<th>Item #</th>
<th>Description</th>
<th>MSRP</th>
</tr>
</thead>
<tbody>
<tr>
<td>#176-8936</td>
<td>N GE ES44DC CSX “Boxcar” #5250</td>
<td>$120</td>
</tr>
<tr>
<td>#176-8937</td>
<td>N GE ES44DC CSX “Boxcar” #5407</td>
<td>$120</td>
</tr>
<tr>
<td>#176-8938</td>
<td>N GE ES44AC Canadian National #2898</td>
<td>$120</td>
</tr>
<tr>
<td>#176-8939</td>
<td>N GE ES44AC Canadian National #2952</td>
<td>$120</td>
</tr>
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</table>

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

<table>
<thead>
<tr>
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<th>MSRP</th>
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<tbody>
<tr>
<td>#106-6176</td>
<td>N Gunderson MAXI-IV - TTX “New Logo” #766519</td>
<td>$125</td>
</tr>
<tr>
<td>#106-6177</td>
<td>N Gunderson MAXI-IV - BNSF “Old Logo” #253791</td>
<td>$125</td>
</tr>
<tr>
<td>#106-6178</td>
<td>N Gunderson MAXI-IV - BNSF “Swoosh Logo” #253411</td>
<td>$125</td>
</tr>
<tr>
<td>#106-6179</td>
<td>N Gunderson MAXI-IV - Pacer Stacktrain #6020</td>
<td>$125</td>
</tr>
<tr>
<td>#106-6180</td>
<td>N Gunderson MAXI-IV - Pacer Stacktrain #6066</td>
<td>$125</td>
</tr>
</tbody>
</table>
The Wisconsin, Minnesota & Northern System’s Operations No. 1:

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
Arriving Soon from

Atlas Classic® N RS-1 Locomotives

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Morristown & Erie
Amtrak
Milwaukee Road
Pennsylvania
Santa Fe
Susquehanna 240
Susquehanna 238
Green Mountain 405
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### WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

<table>
<thead>
<tr>
<th>SECOND CLASS</th>
<th>FIRST CLASS</th>
<th>Capacity in cars</th>
<th>Time Freight</th>
<th>Rate</th>
<th>Division from West Yard</th>
<th>Distance from West Yard</th>
<th>SEE RULE 6-A</th>
<th>Office hours</th>
<th>Also see page 22 for other assigned hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>263</td>
<td>203</td>
<td>15</td>
<td>Passenger</td>
<td>Daily</td>
<td>9:30</td>
<td>L</td>
<td>4.22</td>
<td>Yard</td>
<td>0.0</td>
</tr>
<tr>
<td>9:35</td>
<td>4.23</td>
<td>0.2</td>
<td>WEST WYE SWITCH</td>
<td>Daily</td>
<td>10:05</td>
<td>4:35</td>
<td>4:55</td>
<td>11.3</td>
<td>SOUTH NECEDAH</td>
</tr>
<tr>
<td>10:10</td>
<td>4:37</td>
<td>27</td>
<td>12.3</td>
<td>NECEDAH</td>
<td>70.3</td>
<td>7:30 AM to 4:30 PM</td>
<td>No office</td>
<td>10:49</td>
<td>4:48</td>
</tr>
</tbody>
</table>

Passenger trains must not exceed maximum speed of 25 miles per hour; other trains 40 miles per hour.

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

---

### WESTWARD—FOURTEENTH SUBDIVISION—EASTWARD

<table>
<thead>
<tr>
<th>SECOND CLASS</th>
<th>FIRST CLASS</th>
<th>Capacity in cars</th>
<th>Time Freight</th>
<th>Rate</th>
<th>Division from West Yard</th>
<th>Distance from West Yard</th>
<th>SEE RULE 6-A</th>
<th>Office hours</th>
<th>Also see page 22 for other assigned hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>263</td>
<td>203</td>
<td>15</td>
<td>Passenger</td>
<td>Daily</td>
<td>14:30</td>
<td>Yard</td>
<td>2.0</td>
<td>WAUSAU</td>
<td>74.5</td>
</tr>
<tr>
<td>14:45</td>
<td>2.1</td>
<td>13</td>
<td>WEST YARD</td>
<td>Daily</td>
<td>1:55</td>
<td>2.1</td>
<td>13.5</td>
<td>HEIGHTS</td>
<td>68.5</td>
</tr>
<tr>
<td>2:10</td>
<td>2.1</td>
<td>13.5</td>
<td>FINN</td>
<td>Daily</td>
<td>2:35</td>
<td>2.1</td>
<td>13.9</td>
<td>MERRILL</td>
<td>55.6</td>
</tr>
<tr>
<td>3:05</td>
<td>2.1</td>
<td>15</td>
<td>IBERIA</td>
<td>Daily</td>
<td>3:45</td>
<td>2.1</td>
<td>41.6</td>
<td>(M. &amp; T. W. C. R.) TOMAHAWK</td>
<td>43.6</td>
</tr>
</tbody>
</table>

Trains must not exceed maximum speed of 35 miles per hour between Wausau and Merrill, 25 miles per hour between Merrill and Alconona and 25 miles per hour between Alconona 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 Alconona when operator is on duty.

FIG. 2

N SCALE RAILROADING

#125 OCTOBER 2020
NEW BODY STYLE – 40’ Std. Hgt. Panel side containers

New 40’ Standard Height Corrugated Panel Side Schemes October 2020. $29.95 per 2-pack

<table>
<thead>
<tr>
<th>Model Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>405501 SEALAND</td>
<td>405521 MOL (vertical logo)</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Model Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>405509 SEA CONTAINERS</td>
<td>405510 TRANSAMERICA (ICSU) patched</td>
</tr>
<tr>
<td>405511 TIPHOOK</td>
<td>405512 SCS (Scandinavian Cargo Sea)</td>
</tr>
</tbody>
</table>

NEW 40’ HC AND 20’ Std. SCHEMES

<table>
<thead>
<tr>
<th>Model Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>405038 DONG FANG LEASE/ INTERASIA 40’ HC</td>
<td>405054 WAN HAI 40’ HC – (mixed 2-pack)</td>
</tr>
<tr>
<td>405016 40’ HC CRONOS</td>
<td>405504 WAN HAI 40’ HC – (mixed 2-pack)</td>
</tr>
</tbody>
</table>

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.
### 13th and 14th Subdivisions

#### 13th Subdivision:
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.
- Wisconsin Rapids, Wausau (James River), Gleason (Keewatin).

### Passenger Equipment:
- Reclining seat coaches, lunch counter snack lounge. Express service Wausau.
- Express service Wausau to Chicago and other stations.

### Switch Engine & Local Assignments:
- Wisconsin Rapids, Wausau (James River), Gleason (Keewatin).

### 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.

### Ore Branches

#### 14th Subdivision:
- Speed restrictions are in place.

#### 15th Subdivision:
- All trains maximum speed.

### Ore Branches

#### 15th Subdivision:
- Ore trains maximum speed.

### Time Table No. 23

#### October 31, 1965

<table>
<thead>
<tr>
<th>WNP</th>
<th>STATION</th>
<th>TIME</th>
<th>Arrive</th>
<th>Depart</th>
<th>acons</th>
</tr>
</thead>
<tbody>
<tr>
<td>WNP</td>
<td>NEW LONDON</td>
<td>1030</td>
<td>WNP</td>
<td>0630</td>
<td>200 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>MILWAUKEE, WIS.</td>
<td>1010</td>
<td>WNP</td>
<td>0310</td>
<td>650 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>PORTAGE</td>
<td>1010</td>
<td>WNP</td>
<td>0330</td>
<td>650 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>NEW LISBON</td>
<td>1030</td>
<td>WNP</td>
<td>0410</td>
<td>200 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>Wausau, WI.</td>
<td>1230</td>
<td>WNP</td>
<td>0030</td>
<td>900 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>CHICAGO, ILL.</td>
<td>1310</td>
<td>WNP</td>
<td>0230</td>
<td>1100 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>Wausau, WI.</td>
<td>1630</td>
<td>WNP</td>
<td>0630</td>
<td>900 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>Wausau, WI.</td>
<td>1830</td>
<td>WNP</td>
<td>0930</td>
<td>1100 pm</td>
</tr>
</tbody>
</table>

### Notes:
- All trains maximum speed.
- Eastward trains are superior.
- 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.
- Wisconsin Rapids, Wausau (James River), Gleason (Keewatin).

### Passenger Equipment:
- Reclining seat coaches, lunch counter snack lounge. Express service Wausau.
- Express service Wausau to Chicago and other stations.

### Switch Engine & Local Assignments:
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- Stations operated on the layout.
- Stations represented by West Staging Yard. Stations represented by East Staging Yard.

### Ore Branches

#### 14th Subdivision:
- Speed restrictions are in place.

#### 15th Subdivision:
- All trains maximum speed.

### Ore Branches

#### 15th Subdivision:
- Ore trains maximum speed.

## Time Table No. 23

<table>
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<th>WNP</th>
<th>STATION</th>
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<th>Depart</th>
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<td>0310</td>
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<td>0330</td>
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<td>NEW LISBON</td>
<td>1030</td>
<td>WNP</td>
<td>0410</td>
<td>200 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>Wausau, WI.</td>
<td>1230</td>
<td>WNP</td>
<td>0030</td>
<td>900 pm</td>
</tr>
<tr>
<td>WNP</td>
<td>CHICAGO, ILL.</td>
<td>1310</td>
<td>WNP</td>
<td>0230</td>
<td>1100 pm</td>
</tr>
<tr>
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<td>Wausau, WI.</td>
<td>1630</td>
<td>WNP</td>
<td>0630</td>
<td>900 pm</td>
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<tr>
<td>WNP</td>
<td>Wausau, WI.</td>
<td>1830</td>
<td>WNP</td>
<td>0930</td>
<td>1100 pm</td>
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- Stations operated on the layout.
- Stations represented by West Staging Yard. Stations represented by East Staging Yard.

### Ore Branches

#### 14th Subdivision:
- Speed restrictions are in place.

#### 15th Subdivision:
- All trains maximum speed.

### Ore Branches

#### 15th Subdivision:
- Ore trains maximum speed.
NEW 40’ STANDARD HEIGHT CORRUGATED SIDE SCHEMES OCTOBER 2020. $29.95 per 2-pack

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 40’ Standard height corrugated side containers have been tooled with multiple different door and front styles. This allows for many variations and paint schemes to match prototypes.

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www.jtcmodeltrains.com
Note: Reverse Track is used only to turn locos or trains normally between op sessions. Mill switch jobs approach from James River Yard via the XINC.

**Original Plan**

**Wisconsin Valley Line Names**

**No. 203**

**No. 263**
In the works at Bluford Shops...

...New runs of ICC Bay Window Cabooses, Rebuilt War Emergency Hoppers, 8-Panel Hoppers, 3-Bay Offset Side Hoppers, and Converted Wood Chip Hoppers. Pre-orders are open.

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HOME OF THE “SUGAR CUBE”
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TRACK - COUPLERS - SUPPLIES
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.
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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.

**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 takes 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.)
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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.
New Products

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.
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.
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.

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)

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.
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.

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.
Image 04. Rob Carey converted Wilhelmis 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.

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.
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.

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.
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.

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.
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 storefront trim is from an H0 Scale Rio Grande roof. The storefront 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.

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.

Lowering or widening helps disguise the DPM heritage.
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 HO freight ladders.

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...
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. HO 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 Arnoldi-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 Released N Pre-Amtrak Passenger Trains ¡Under Construction!

**Santa Fe**
AT&SF *Super Chief* 1952 (Kato USA)
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)

*Inprocess*

**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): Smooothside cars, New Haven Osgood-Bradly, CP Canadian
RSM- RailSmith Models (Includes ex- Walthers)
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.
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 Aerotrain. 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. Iberten 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 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.

“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 then 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.

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

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<td>Oriental Limited</td>
<td>#4</td>
<td>PDX</td>
<td>SPG</td>
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<tr>
<td>GN</td>
<td>Streamlined International</td>
<td>#361</td>
<td>VBG</td>
<td>SKS</td>
<td>UP</td>
<td>Spokane</td>
<td>#19</td>
<td>SPU</td>
<td>PDX</td>
</tr>
<tr>
<td>GN</td>
<td>Streamlined International</td>
<td>#362</td>
<td>VBG</td>
<td>SKS</td>
<td>UP</td>
<td>Spokane</td>
<td>#20</td>
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<td>SPU</td>
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<tr>
<td>GN</td>
<td>Pool Train #459</td>
<td>#459</td>
<td>SKS</td>
<td>PDX</td>
<td>UP</td>
<td>Pool Train #401</td>
<td>#401</td>
<td>PDX</td>
<td>SUS</td>
</tr>
<tr>
<td>GN</td>
<td>Pool Train #460</td>
<td>#460</td>
<td>PDX</td>
<td>SKS</td>
<td>UP</td>
<td>Pool Train #402</td>
<td>#402</td>
<td>SUS</td>
<td>PDX</td>
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<td></td>
<td></td>
<td>UP</td>
<td>Pool Train #457</td>
<td>#457</td>
<td>PDX</td>
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<td></td>
<td></td>
<td>UP</td>
<td>Pool Train #458</td>
<td>#458</td>
<td>SUS</td>
<td>PDX</td>
</tr>
</tbody>
</table>

** 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 and RPO/Express car, at least 6 coaches, at least one food car, and at least on parlor car. UP #457 and NP #08 could be far longer than the GN’s *Empire Builder* and Milwaukee’s *Olympian Hiawatha*.

<table>
<thead>
<tr>
<th>Car Name</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Star Dust</td>
<td>Dome Coach</td>
</tr>
<tr>
<td>Sky View</td>
<td>Dome Diner</td>
</tr>
<tr>
<td>Dream Cloud*</td>
<td>Dome Sleeper</td>
</tr>
<tr>
<td>Moon Glow*</td>
<td>Dome Observation Lounge</td>
</tr>
</tbody>
</table>

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

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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.
#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 intermedite 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. Southbound 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 noticable 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.
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 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.