



N SCALE RAILROADING

#120 MAY 2020

Gordon Bliss

- It's All About Kato F Units

Randall Pratt

- Upgrading Old Well Cars

Kirk Reddie

- A Look at Union Pacific 401-402

Robert Sanchez

- A Visit to Bob's World Part 3

N SCALE RAILROADING WELCOME!

Welcome to *N Scale Railroading* #120. I hope everyone can enjoy the hobby during these uncertain times.

There is a change I am making this issue. I consider the direct payment from readers to contributors a noble thing but I didn't realize that many folks do not have Paypal and some folks are outright hostile to its existence. And at the small amounts of each transaction: The percent PP changes is quite steep. So my plan now is to have a list every December issue with each contributors and their articles. Folks

can use Paypal or write checks to the contributor, mail them to me, and I will sort and send to each contributor. I realize not everyone has a checking account either... but let's try this. If most people split \$30.00 among their favorite authors... the people speak.

Page 13 has a very limited **New Products** section.

Page 04: **Gordon Bliss** shares his love and experience of maintaining Kato F Units. I would love this to be the first of many how-to locomotive articles written by fans of these locomotives. Check with me to reduce duplication.

Page 23: **Randall Pratt** shares how he upgraded his older well flat cars.

Page 34: Many of us think M&E service is underrepresented. Doug Nelson's article in NSR 109 (Sep/Oct 2018) is the best read on this. Here I share thoughts on UP 401/402.

Page 35 **Robert Sanchez** hosts Part 3 of our visit to Bob's World.

Page 45: Finally NHorions.

Page 47: Observations: Railroad Colors in Spray Paint cans? ▀

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Now, coming in late 2020/early 2021, Kato USA will finally be paying homage to this classic train in N Scale, recreating the train as it appeared in **1948-1954** (a perfect pairing with the also-available Kato "Broadway Limited"), with a sleek two-toned grey color and pair of streamlined **E7A locomotives** with brand new tooling for this project! Keep an eye on the Kato USA website and stay in touch with your local hobby store for updates - **expect a full announcement in the new few months!**

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- 12 Bedroom Sleeper "Port of Buffalo"
- 5-Bedroom Lounge Observation "Hickory Creek"



The Kato F-Unit

by Gordon Bliss/ Photos by author



One of the most classic and iconic locomotives ever produced was the Electro Motive Division's F-Unit. From the shape of the front end to the many variations of stunning paint schemes, the look never gets old. My first N scale locomotive was a Santa Fe F7 in warbonnet scheme, that legendary paint and stainless steel had me hooked from the start. There have been many manufactures and versions of the F-Unit in N scale over the years, but I feel the Kato version is the best. Some may disagree about the level of detail, but as an operator the running characteristics of the Kato are the best, hands down. This article will be a review of the Kato F-Units history and the differences of the many versions produced. Electro Motive Division or EMD produced the F2 starting in 1946, the F3 in 1945, the F7 1949 and the FP7 and F9 in 1954. Kato produced the F3 A/B unit first in 1988, 1995, and in 2003. Kato produced the F7 A/B in 1992, 1996, 1999, 2006, and in 2016. Kato produced the F2 A/B in 2014 and the FP7 A/B in 2017. The first run of F3 in 1988 and the first run of F7 in 1992 were in the blue box (a blue insert in Kato's jewel case), these were very heavy and great pullers. Many 100 plus car trains were pulled around several NTRAK layouts by these beast. These were heavy metal split frame design with what we will call the "original" trucks (more on this later). The 1988 F3 had oversized flanges (pizza cutters) and the 1992 F7 had reduced flanges, both of these runs had Rapido couplers installed.

The 1995 release of the F7 came with "revised" trucks that used a brass axle cups to hold the ends of the axles, a design that Kato pioneered on the U30 in 1989. This "frictionless" design allowed the revised version to pull much more and not have to fight the friction of the original trucks. The 1995 run of the F3 and the 1996 runs of the F7 came in a green box (a green insert in the Kato's jewel case) and had Rapido couplers installed. On the last run of F7 in 1999 Kato tried their semi operational knuckle coupler. All of these versions to date were heavy split framed design and would require milling of the frame to install a hardwired DCC decoder.

At some point Kato decided that any future runs of their locomotives would need to be DCC friendly and in 2003 the Kato F-Unit got a major upgrade. They went to a solid frame (not

split) and shaved off about the top 1/3 of the frame except at the rear. This made way for decoder to replace the factory light board and a light cover that has molded cab seats. The next big change was to add wipers (brass strips) across the top and held in by the light board or decoder. The new "DCC" trucks have the same brass axle cups that hold the ends of the axles but continue up to the wipers and rubs them to make contact. The wipers have a bit of spring to them and some have referred to these as the "shock absorber" suspension

The shells also got upgraded tooling and interchangeable lighted number boards. Painting upgrades included better stainless steel simulation, builder's plate decals and ladder scuff plates. Kato produced the F3 A/B in 2003, late F3 in 2013, F7 in 2006, 2016, F2 in 2014 and the FP7 in 2017. The FP7 was produced for the Milwaukee Hiawatha and is a longer frame and shell, but share many common parts with the "DCC" F2, F3, and F7 chassis. With the 2003 run going forward Kato installed their operational knuckle coupler that come with the magnetic trip pins in a bag and can be installed by the user if desired. If you search Kato's website for parts they list the parts as "ORG" for the original run, "REV" for the second revised run, and "DCC" for the 2003 and later runs. Very few parts are still listed for the "ORG" and "REV" runs, but these units can be found at swap meets and consignment sales usually for a good price.

If I do not have you completely confused yet, let's dig a bit deeper into what parts swap between units. First is a comparison of the units/ frames all three runs side by side. The original run and the revised run the parts are all interchangeable with the exception of the trucks. You can put the original trucks on the revised frame and the revised on the original frames but the revised truck is far superior. For those who only run DC these locomotives cannot be beat for pulling power. Then a comparison of the trucks, all three runs side by side to see the changes. From original to revised parts are not interchangeable at all. From the revised to the DCC truck parts are not interchangeable with the exception of the side frames and gears.

The body shells are interchangeable from any run to the other as long as you keep the glass with the proper unit. Kato uses the glass as the locking mechanism to keep the shell from falling off, it locks the porthole windows to a notch on the frame.

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So that means B Units that have 3 portholes and A Units that have 2 portholes you need to keep the glass with that shell. For the 2003 runs going forward none of the parts are interchangeable to the earlier runs, except the shell swap, which you must keep the glass with the respective unit. These units are very simple to install a decoder, for Digitrax use the DN163K0B and for Train Control Systems use the KOD8-B for the A-Units, and KOD8-D for the B-Units. For the earlier runs installing a decoder will require milling of the frame and I used Digitrax DZ123/ DZ126 or DZ146 and for Train Control Systems I use a Z2, these all have to be hard wired and require soldering.

I model the Santa Fe Railroad in the early fifties so the F-Unit is large part of my locomotive fleet. In researching the Santa Fe's fleet they purchased 320 FT units, 92 F3 units, 462 F7 units and 36 F9 units for a grand total of 910 units. This explained why at the end of passenger service in the early seventies the CF7 program was such a success in rebuilding these units into usable switching locomotives. As with running large fleets maintenance is a large part of keeping everything moving, let's go thru the process of disassembling, cleaning and lubricating the locomotives.

The original and revised unit are the same except the trucks, to first take off the shell, on A-units the front coupler must be removed first. With a small flat blade screwdriver go in one corner and pop it loose, if the unit has the Micro Trains #1159 conversion just loosen the screw and remove the coupler. Some can just grab at the bottom of the shell and spread the shell and the unit will slip out if not you will need 4 round toothpicks or skewers. Slip these up under the shell between the truck and fuel tank to release the glass and the unit should come out. Light covers on A Units and the front floor board on B Units must be popped off along with the fuel tanks for both units. Remove the two screws at either end, I will note now that it is great to have a clean work area to work on these as small parts can fall out and can be fun to find on the floor (please do not ask how I know this!!).

Keep track of the two small nuts as you loosen the screws and once you separate the frame halves keep an eye on the insulating washers that keep the frame separated. The trucks should fall out at this point, before pulling the motor and worm gears take time to put a mark on the top of the motor (I take a sharpie and put a small "T") so you make sure the motor back in the same way. The bearing blocks are flat on one side and have two little notches on the other, again make sure these go back in the same way. I have yet to have to replace motor in my locomotives but the bearing blocks will need some lube. I use Atlas motor bearing lube the outer block comes off but the inner does not. I use the needle applicator and put a drop or two on the shaft above the block and then spin the block on the shaft to let the lube run down the shaft and into the block. I put a drop inside the outer block then reinstall on the shaft. This is the number one reason of a locomotive that screams or squalls, and it is an easy fix.

The area on the frame where the worms sit should be clean, I will note here that a little bit of lube goes a long way, please do not over lube it only attracts dust and dirt. I put a drop of Atlas gear lubricant (a little bit thicker) with the end of a toothpick. The bottom of the frames where the brass strips rub I will clean with a bright boy. To take the trucks apart slip a flat blade screwdriver in the end and twist, this should break loose the side frames. The brass strips will fall out, I inspect these and have found them to be filthy, a paper towel dipped in alcohol and use the end of a toothpick and twirl should clean

this out. Look in the gears for any fuzz, hair, excessive lube and clean this out with a small screwdriver. I put a drop of Labelle #108 oil on the gears and put a drop of Atlas Conducta Lube Cleaner in the axle cups before reassembling the trucks.

Before I put the truck back in the locomotive I check the top of the brass strip that rubs the frame and find that these get dirty as well, one light pass with a bright boy shines these up. Insert the trucks back into the frame halves and put the insulating bushings and screw and nuts in and DO NOT OVERTIGHTEN! Put the floor board, light cover and fuel tank and shell back on and test the locomotive.

The DCC friendly unit is quite different start by removing the coupler clip on the A unit, again try spreading the shell first, if not use the four toothpick trick to get the shell off. Remove the factory light board or decoder by pulling the grey clip and sliding forward. Now remove the brass strips up top and be careful not to bend them. Now remove the grey truck/ worm cover by prying up with a screwdriver. With a small screwdriver pry the top/ side of the truck gently on both side the release the truck. Remove the motor and worms by releasing the four tabs on the bottom of the unit. This unit only has the outer bearing block and no inners.

Again remove the bearing block from the end of the shaft and put a drop of lube and reinstall on the shaft. Reinstall the motor and worms, before make sure the worm area is clean, and place a drop of Atlas Gear Lube on the worm. Once that is done let's take apart the truck the same way the revised trucks, clean and lube the axle cups, remove and foreign substance from the gears and reassemble. Do not forget to clean the top of the trucks brass strips, and clean the brass strips on the top of the loco as well. To install the trucks on the frame and slight push and they will snap into place. Put the truck/ worm covers back on the frame, and reinstall the brass strips across the top (again be very careful not to bend). Make sure to get the motor leads on the outside of the brass strips and reinstall the factory light board or decoder. Bend the motor tabs over the light board/ decoder and reinstall the grey clip, reinstall the shell and test the locomotive.

I will add that taking these locomotive apart is not hard but it can be a bit tense at times. Something I learned from working on cars is to do one side at a time in case to need to look at the other side for reference, same applies here, take only on locomotive or truck apart at a time. Have a foam cradle, nice set of small screwdrivers and plenty of light and you will be fine. One thing Kato has never done is produced a dummy or non-powered locomotive, but during operations sometimes it is the case where you can have too much pulling or pushing power. I have set up helper operations on my layout and Santa Fe ran most of their units as A-B-B-A configuration. Well if four DCC friendly unit is too much then four of the revised will pull anything. I have pulled the motor and worm gears out of two of my four locomotive giving me only two powered units which will cause the train to slip on the hill. I find it take very little effort to push the train "over the top". I use one DCC friendly unit and one dummy locomotive in an A-A configuration as the helper/ pusher locomotive and it works great!

I hope this article has help in figuring these locomotive out, they are rock solid runners and will last you a long time. ▀

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01 Above. Here are three units: original F3 on the left with the Rapido coupler, the blue / yellow freight F7 is the revised and has a Micro-Trains #1159 installed, on the right is the DCC unit with no coupler.



02 Left. Here are all three frames side by side, Original on the left, revised in the middle and DCC on the right.



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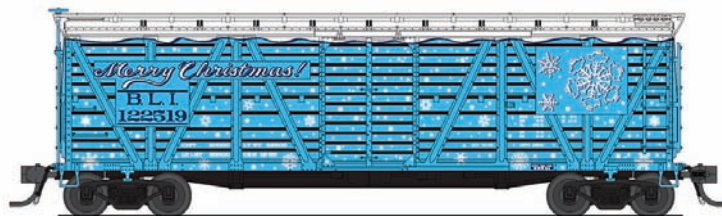
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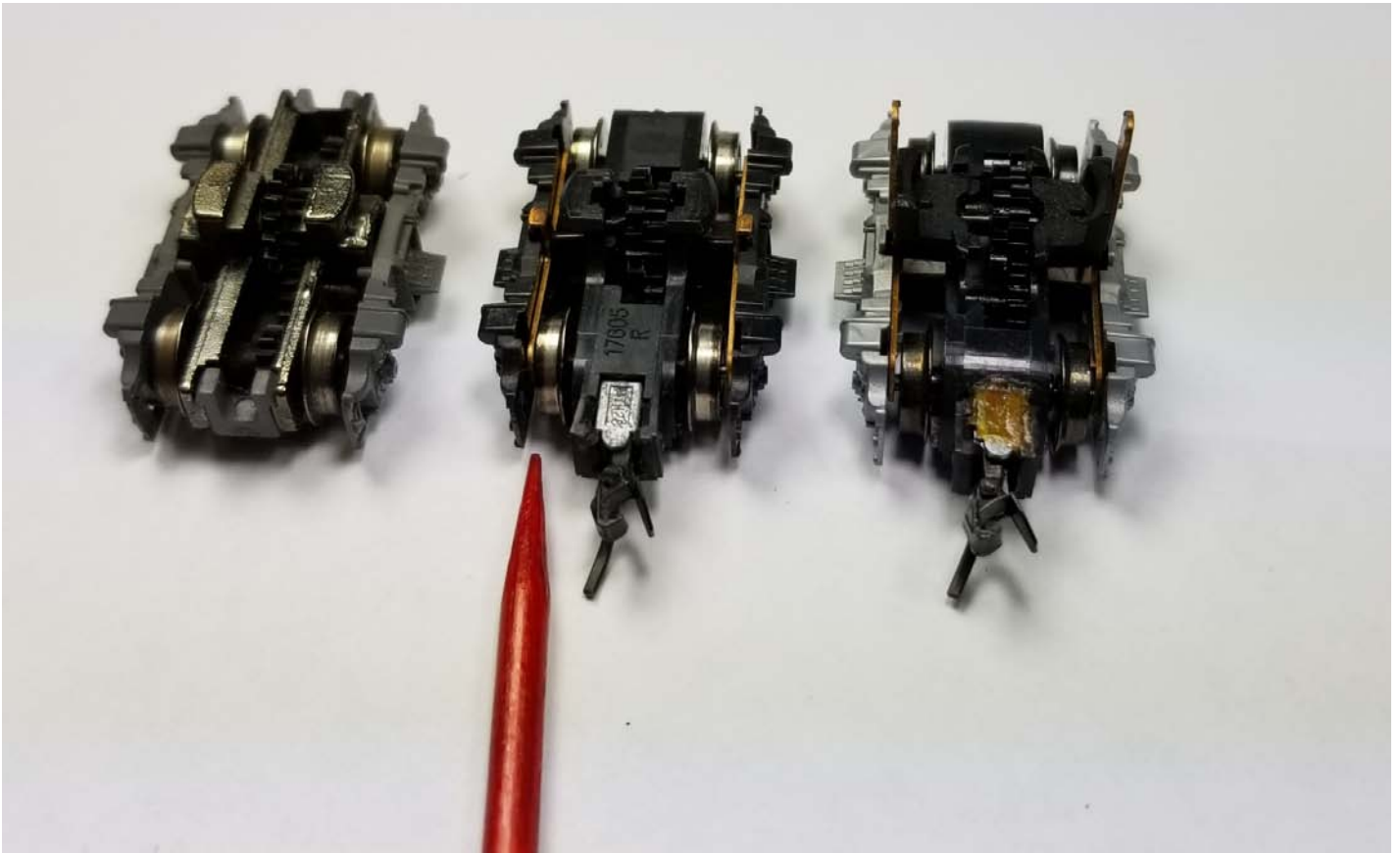


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03 Above. Here the three different styles of trucks, on the left is the original, in the middle is the revised with the point showing the brass strips (short), and the right is the DCC with the brass strips (tall).



04 Above. Here is the original truck disassembled, note the brass wiper rubs the inside of only one side.

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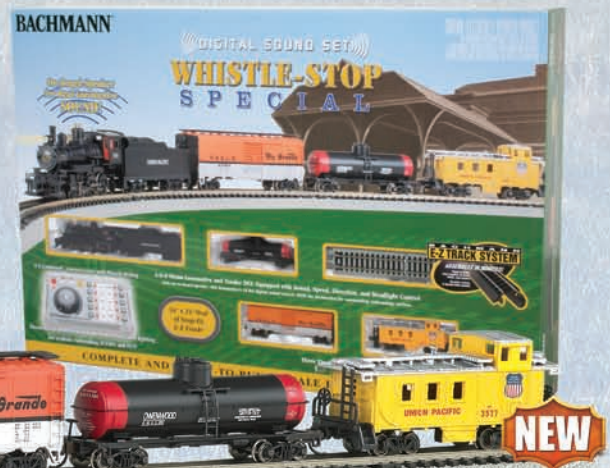
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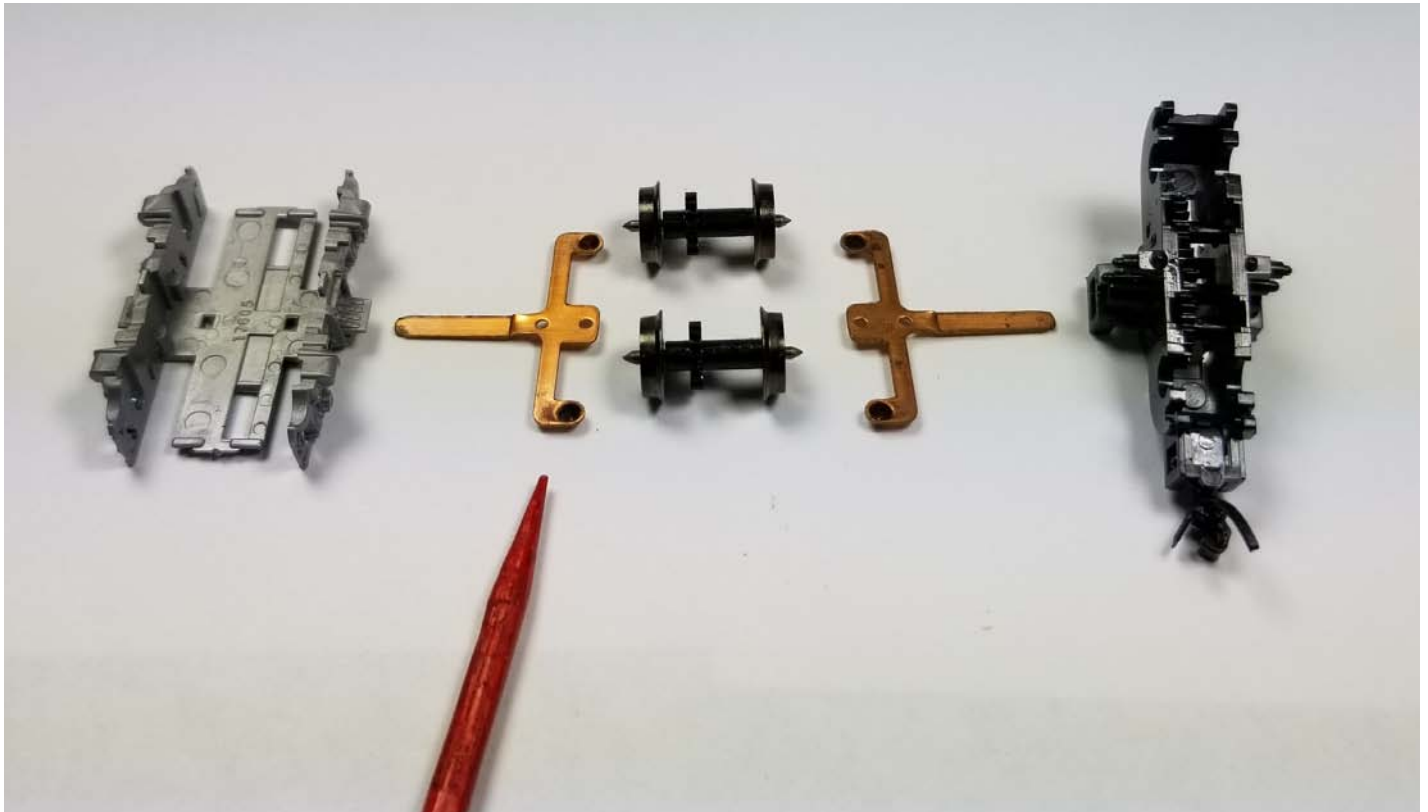
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05 Above. This is the revised, note the pointer at the brass strip with the axle cups, over time these need to be cleaned too.



06 Above. Here is the DCC truck, very similar to the revised, except the brass strips go to the top of the locomotive and rub the wipers.

N SCALE RAILROADING NEW PRODUCTS



Burlington Northern 448441 is Atlas 50 004 709. The packaging for this 4750cf Covered Hopper says Trainman but this looks like a top line model to me.



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07 Above. Here are the revised on the left and the DCC on the right a side shoe shows the difference in the height of the brass strips.



08 Above. At train shows it is very easy to spot the brass strips from the bottom of the trucks.

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These former composite sided hoppers were rebuilt with new steel sides but retained their diagonal bracing. Each of these road names will be available in 6 road numbers: Chesapeake & Ohio post-1952; Illinois Central fc red; Louisville & Nashville; Nickel Plate Road; Pennsylvania shadow keystone; Central Of Georgia post-1951 and Southern permanently coupled pairs. Pre-orders are now open.

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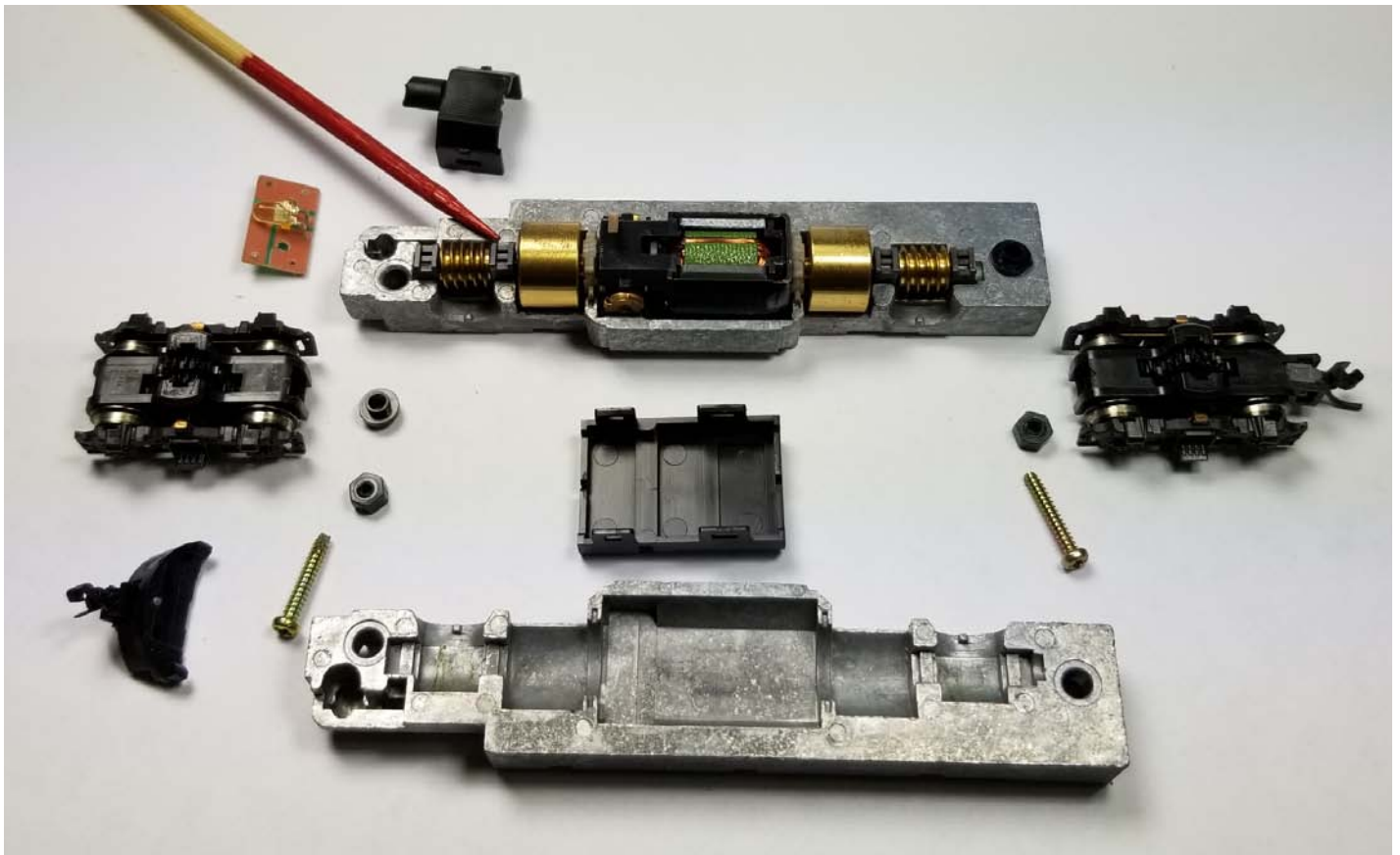
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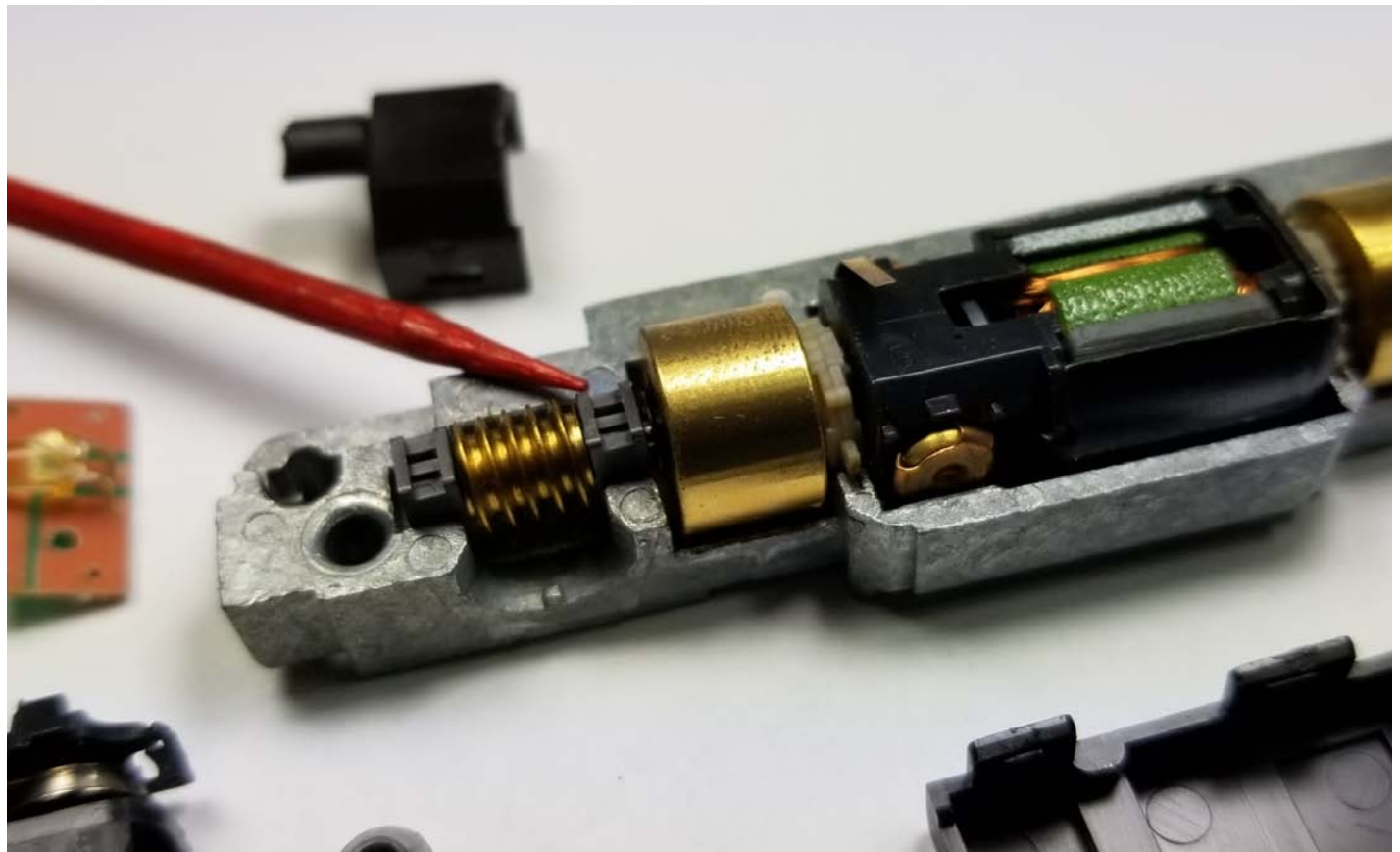
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09 Above. HThis is the revised unit (and original, except the trucks) broken down to see all the parts, both of these have both inner and outer bearing blocks (source of the squeal on many units)



10 Above. Here the pointer is at the inner bearing block, note the top and bottom are smooth and the sides have two little notches, remember to get these back in correctly.

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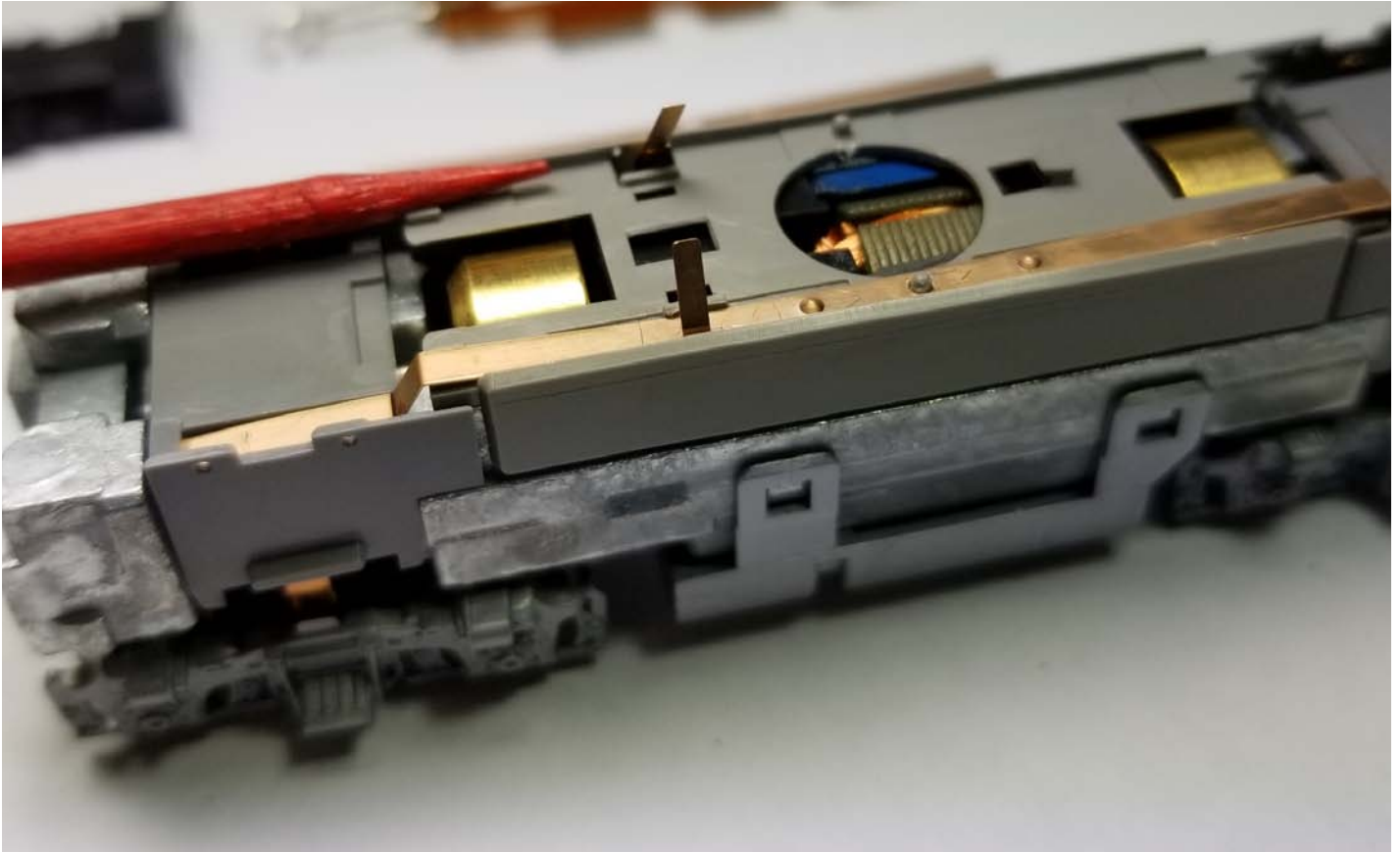
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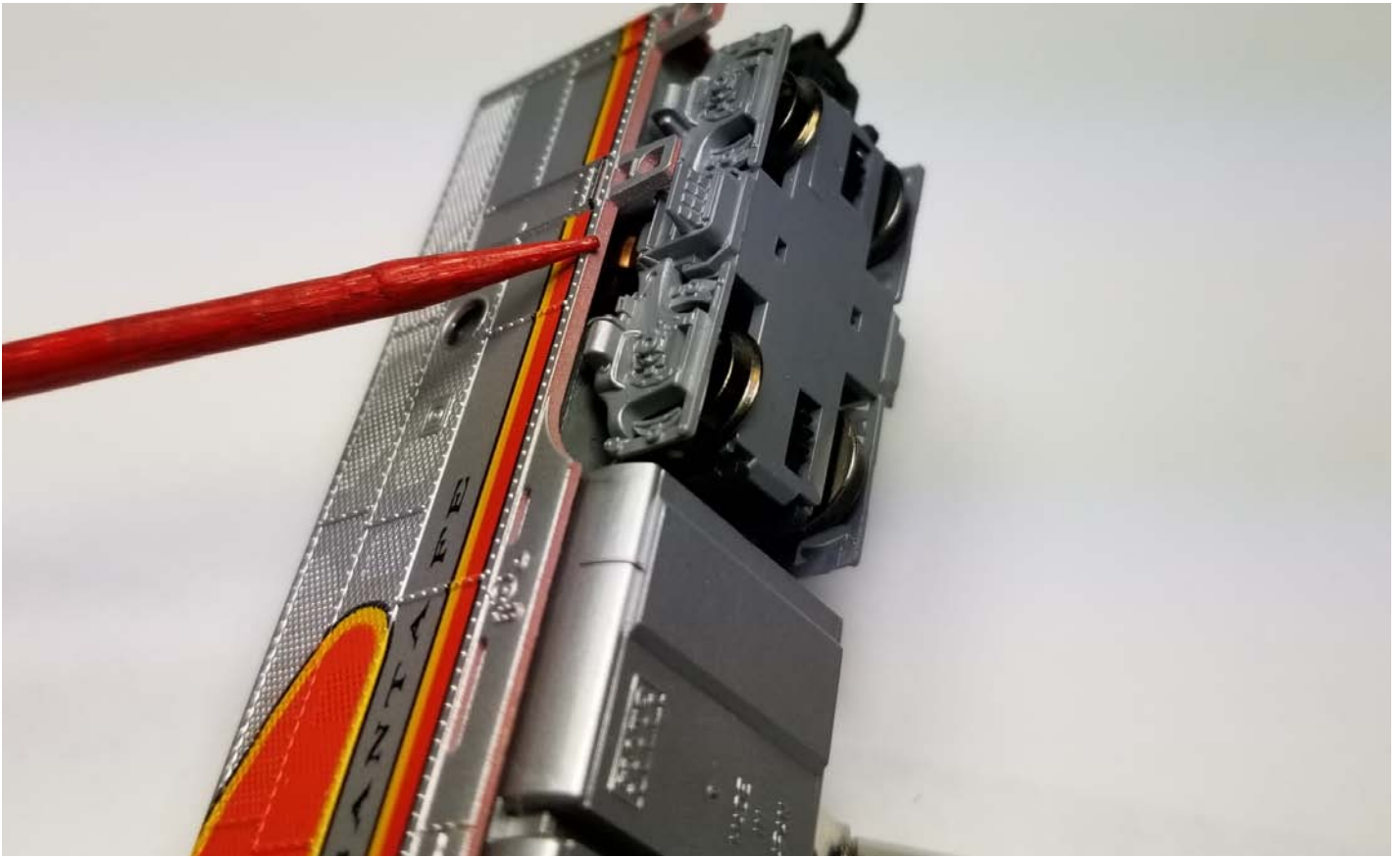
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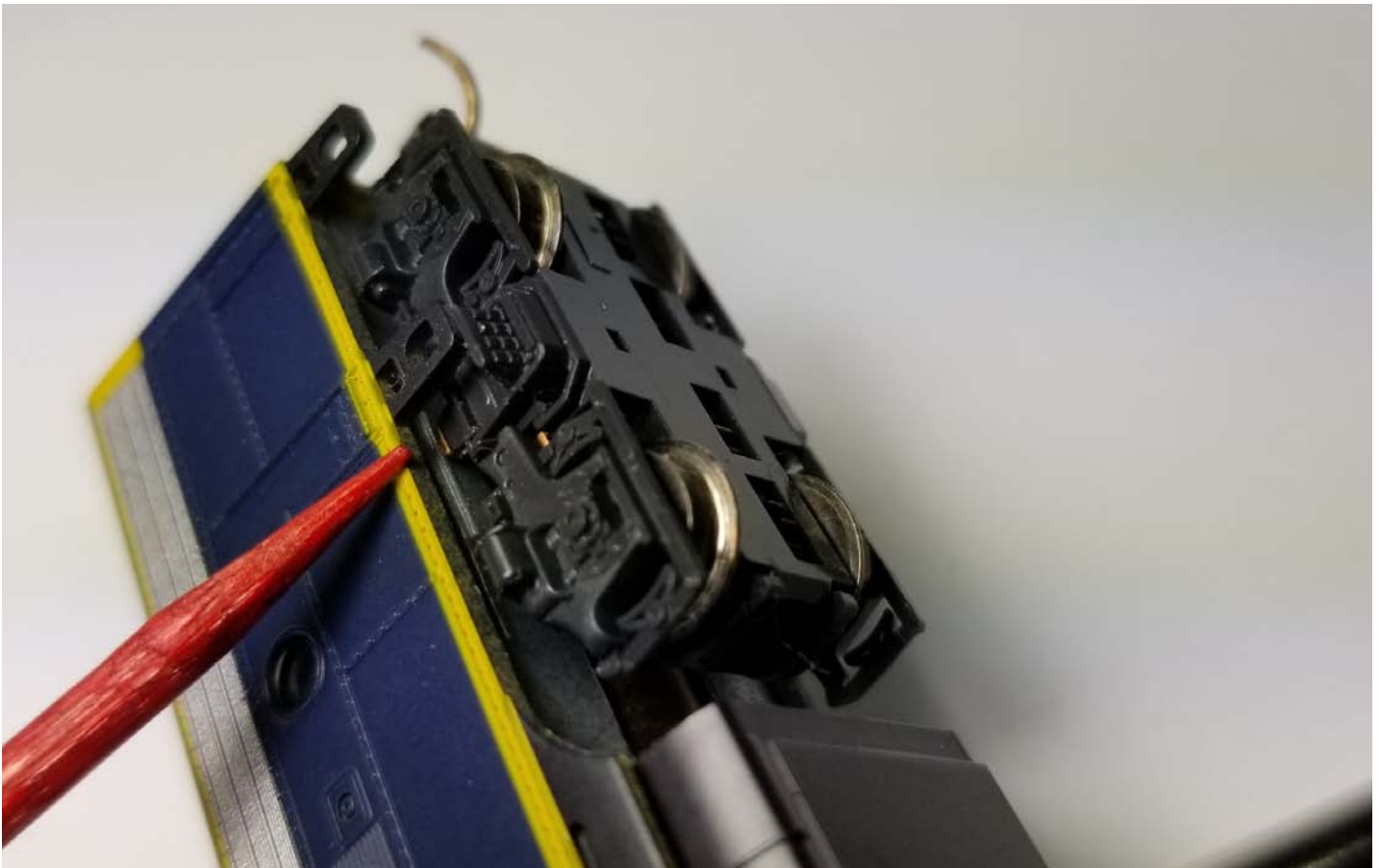
11 Above. This is the DCC unit broken down, note the one piece frame, careful not to bend the brass wipers, also this has only the outer bearing block and a joint that slides into the flywheel.



12 Above. HThe top of the DCC unit shows the motor leads come up and over the top of the wipers, this is where you put the kapton tape when installing a decoder, in layer of tape is enough and only wrap around the outer edge.



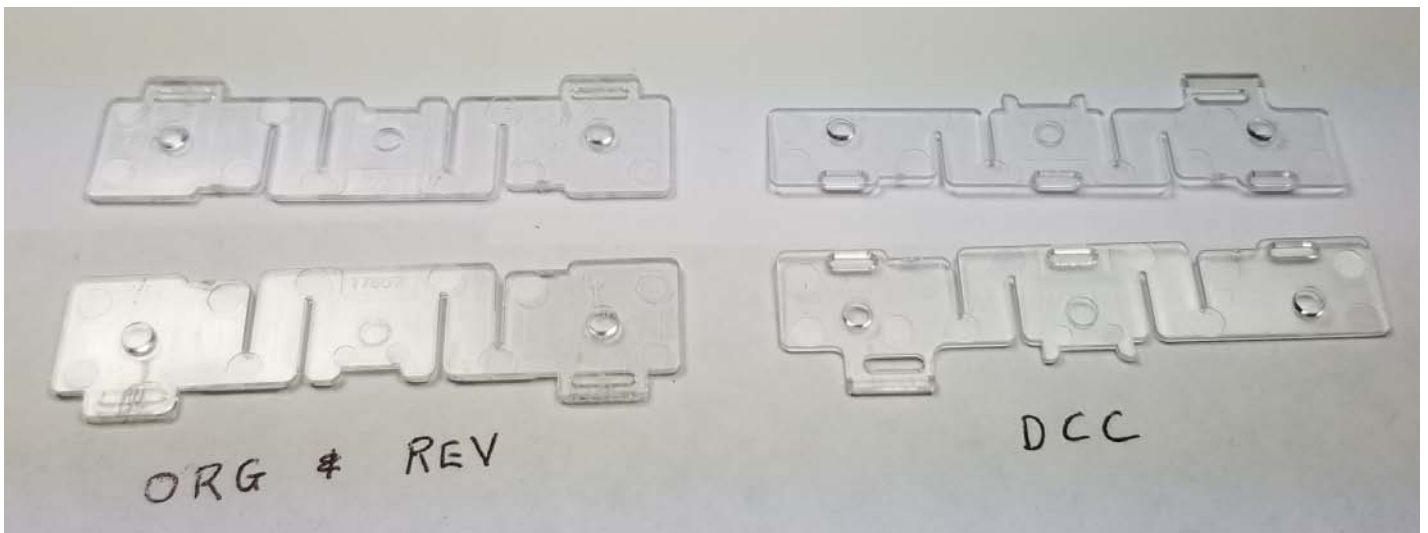
13 Above. This shows a DCC unit side shot and what the truck and brass strip looks like, if you cannot open the box at the train shows.



14 Above. Here is the side shot of the revised truck, note the small bit of brass rubbing the bottom of the frame.



15 Above. This is the original unit, note no brass visible, these should be in a blue box but I have seen these in green boxes too at train shows.



16 Above. Here are both style of glass, original and revised on the left, DCC on the right. This is the locking mechanism that keeps the shells on. Remember you can swap shells, but the glass must stay with the frame.



17 Above. Here are an older shell on the bottom and the newer DCC unit on top, upper has lighted number boards, builder's plate and ladder scuff plates. Note the painted silver on the rear side door and center porthole section, the rest is simulated stainless steel.



18 Above. This is a nose shot, left is the DCC, note the #300 on the light board and the silver around the lower headlamp. I have painted the number board on the older unit on the right and added a dot of white to the class light.



19 Above. These are the lubes I use on the locomotives, remember a little goes a long ways in N scale, do not over lube it only attracts dirt and dust!!



20 Above. Always good to have a cradle to keep the locomotive from moving while working on it and a small set of screwdrivers is required to work on these small engines.

A Couple Hours and a Few 3D Printed Parts

Renew an



Intermodal Fleet for Continued Service

by Randall Pratt/ Photos by author

Before I ever had a railroad of my own, I grew up going down to my local NTRAK Club, Columbia River N-Scale, and running trains under the wise tutelage of the members there. While many of the members had their beautiful steam locomotives and handsome first and second generation diesels with era appropriate consists to pull behind them, all I wanted to run was the big modern trains that I saw when Dad would take me out railfanning. This meant that I just HAD to have a double stack train.

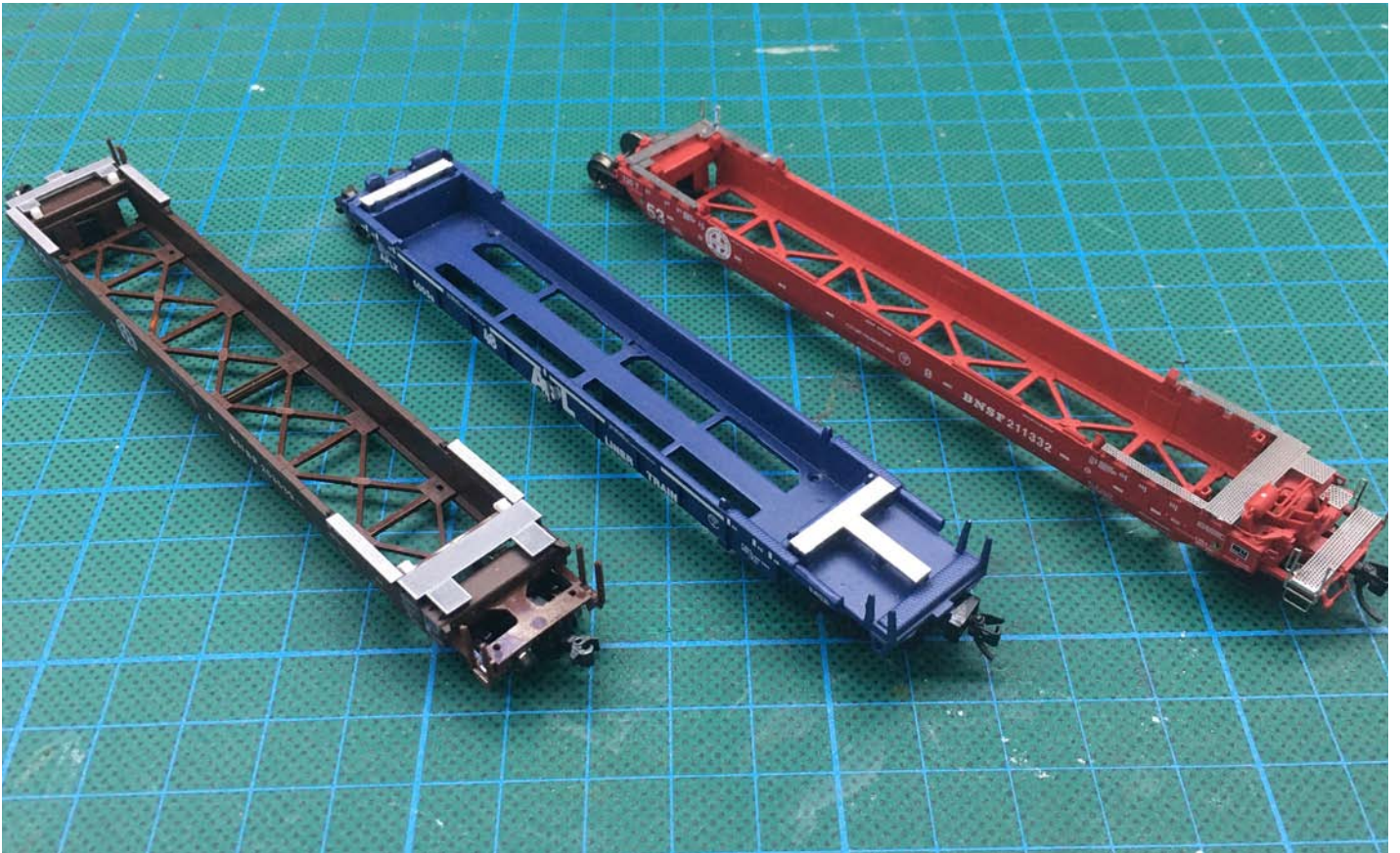
Being a middle schooler and having little funds to put towards trains also meant that I could not afford many of the beautiful new models I saw in the display cases at the hobby shop. Thus I turned to the swap meet tables. Show by show I found one or two sets of cheaper Walthers well cars and added them to my consist. Slowly I grew my train to an acceptable length to represent what I saw out on the mainline. Eight to ten cars seemed about right behind the solitary Dash 9 that had been a birthday gift from my grandfather.

During high school I started working in the summers and now had a few dollars to spend on trains. Soon, another locomotive or two arrived and all of a sudden my 10 cars was a bit short! So back to the swap meets I went. What I found was a number of newer and better looking well cars that came in sets and

had nice details. Thanks Kato and Model Die Casting! This was great! New cars to add to my train to make it a more prototypical length. In my excitement I simply added the cars to my consist and away we went. I was happy as could be.

Now, post college, having a job that funds my train adventures and having learned just how much detail one can put into a model, I have slowly been going through my fleet and doing small upgrades. This has added a new layer of enjoyment to my modeling. Thankfully, I can't say I qualify as a rivet counter. (Though I know a few!) When I found that a fellow modeler I had met on social media was selling 3D printing walkways specifically for older Walthers well cars I jumped at the chance to spruce up my older cars so that they wouldn't look so out of place next to the newer, more finely detailed cars. I immediately placed a small order with Robert at <http://nextgeninnovator.com/> and waited for the mail to come! I am very happy with these parts. All kinds of small 3D printed parts for oprojects like this can be found on Shapeways, Thingiverse, and Etsy.

Small upgrades are something that any modeler can do. They don't have to be big overwhelming projects. This was a fun one evening project that anyone can do with a pair of tweezers and a bottle of glue. Come follow along as we walk through the steps together!



01 Above. Here you can see the comparison to between the three brands of car. Kato on the left, Walther's in the middle and Model Die Casting on the right. The Walther's walkways do not cover all of the prototypical places and are a solid piece of plastic that has texture on top. Turns out my Kato car is missing a walkway as well!



02 Above. The whole fleet with the old walkways



03 Above. Robert shipped the new walkways in sets. 3D printing has made many cool things possible in model railroading.



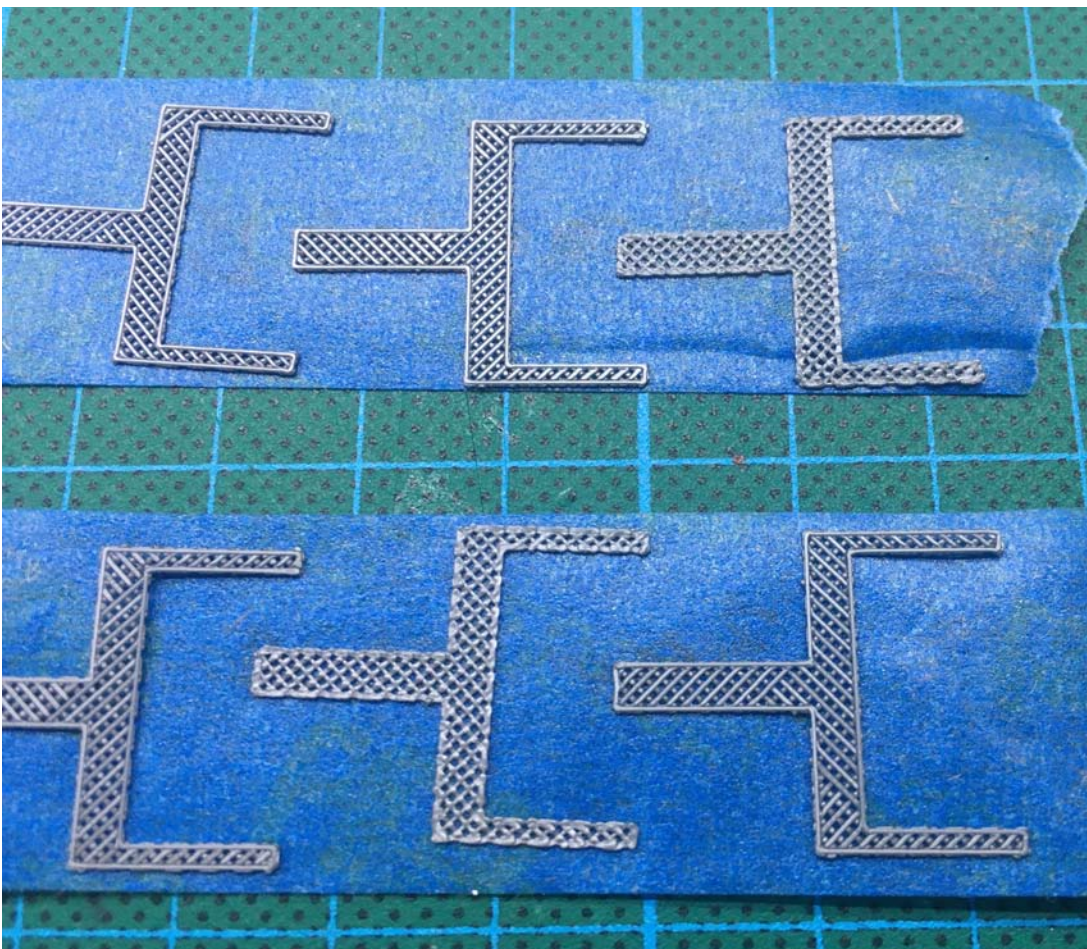
04 Above. I inserted the end of the tweezers under the old walkway and gently tipped them back, popping the old walkway's off of the supports.



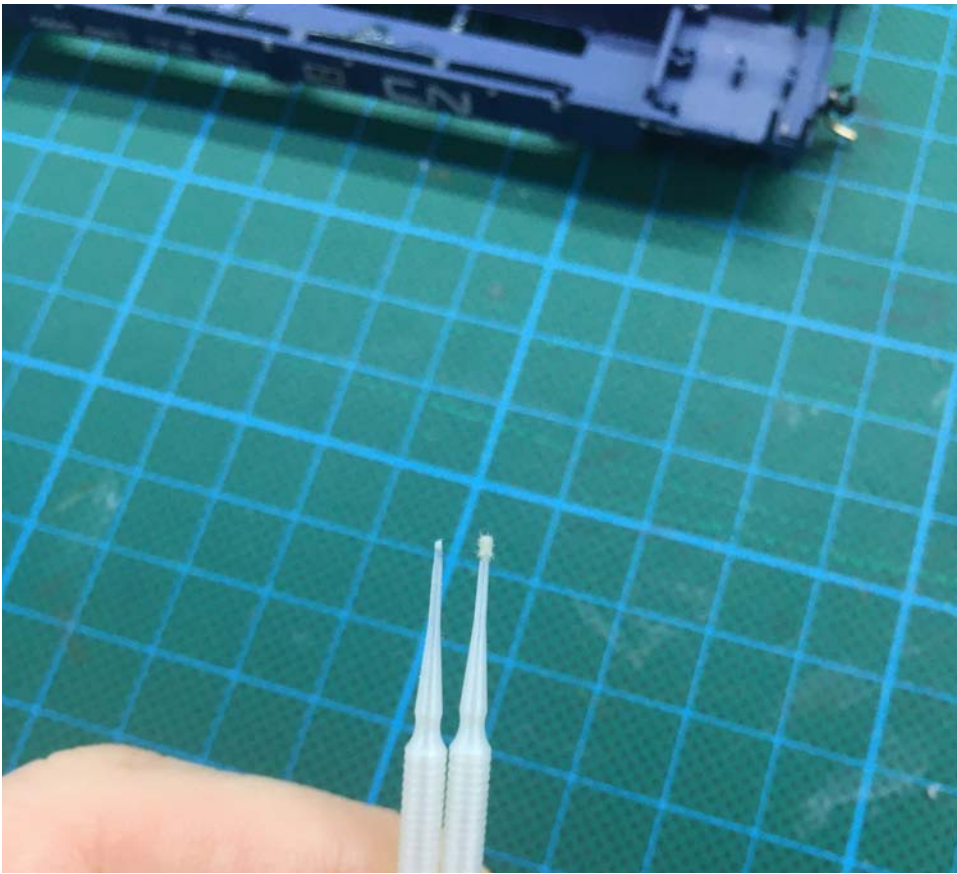
05 Above. The fleet sans walkways.



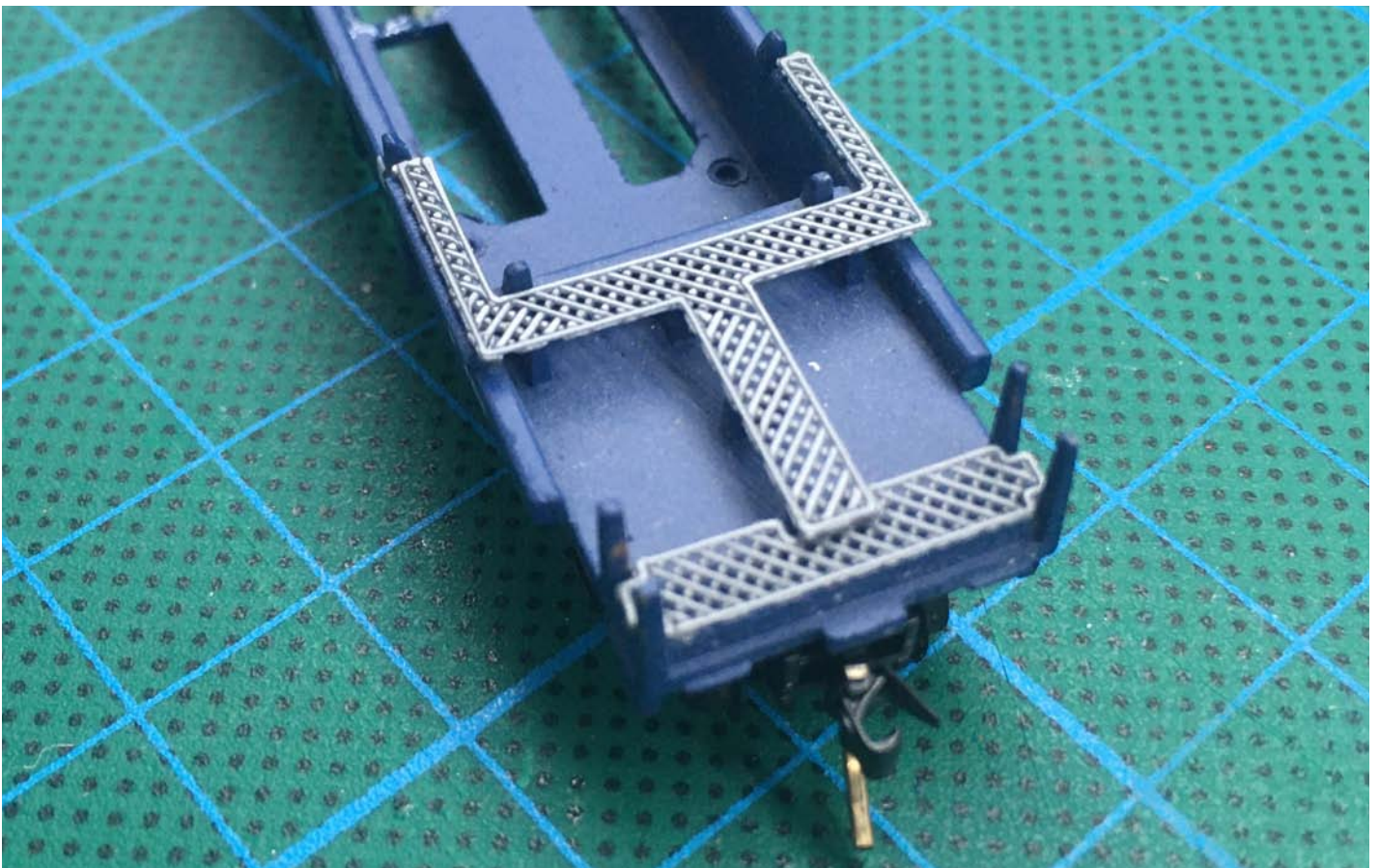
06 Above. The old walkways with their textured but solid design.



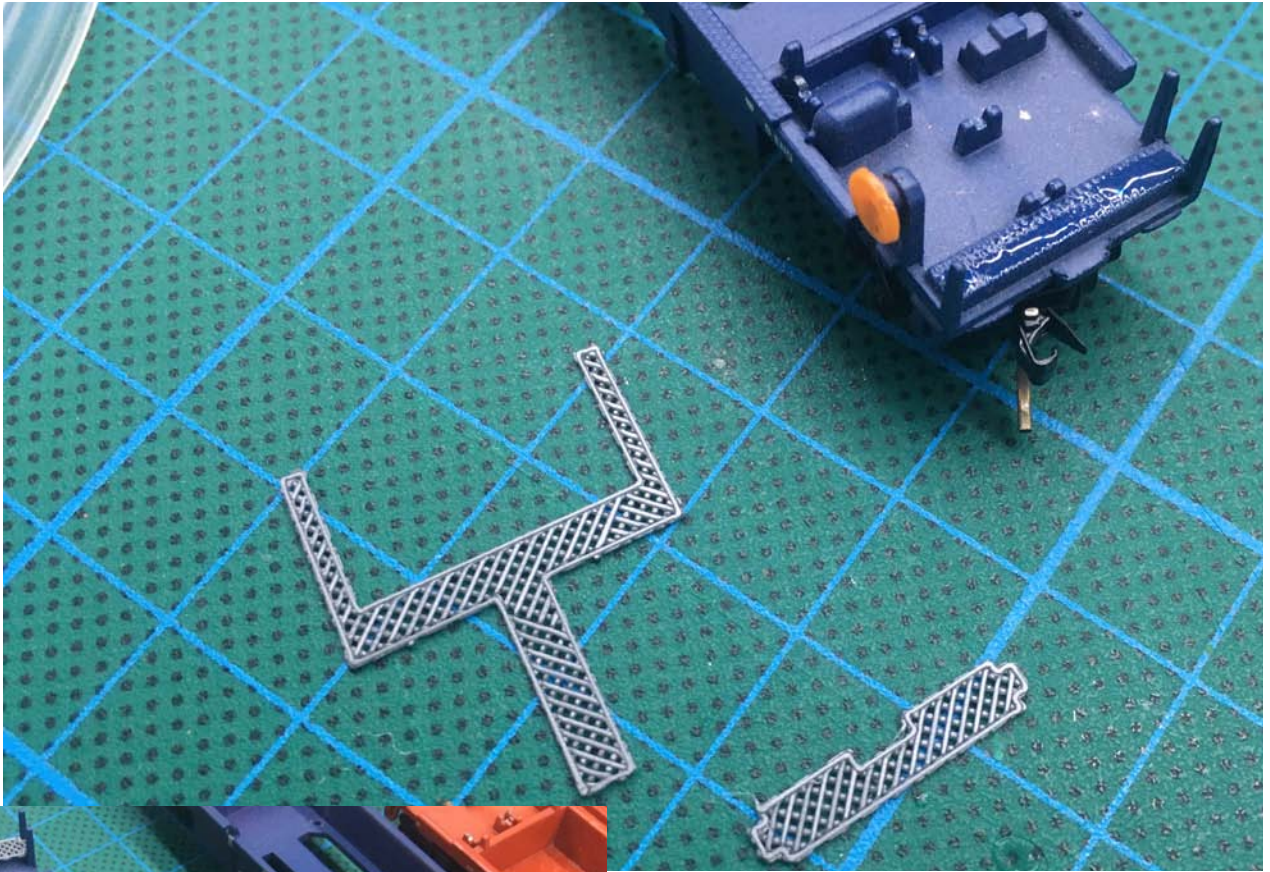
07 Left. New walkways with their open grid design. Two of them are upside down and you can see the 3D printing connections. Some modelers would say that the slats on the walkways are too far apart. While they may be correct, I think these look just fine and they can go count someone else's rivets!



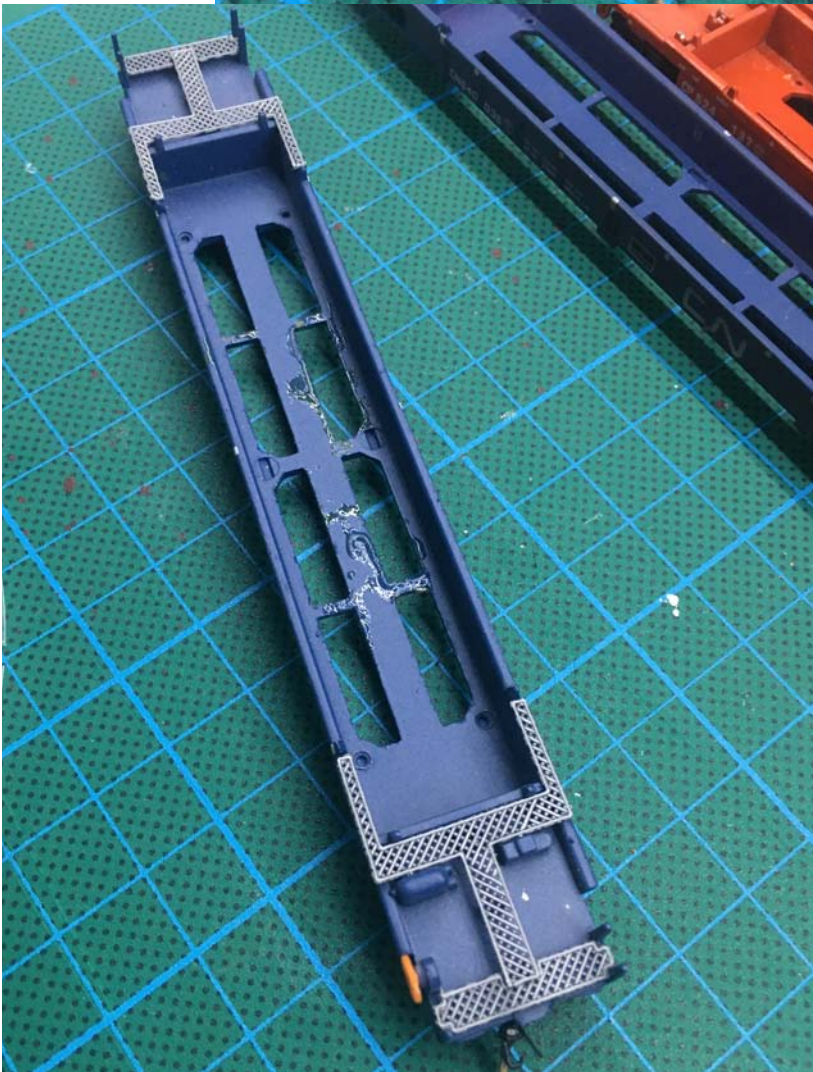
08 Left. I like to use micro brushes as glue applicators for CA for many projects. When I need a more precise application I strip the mini bristles off of the brush with a hobby knife leaving the fine tip to carry the glue.



09 Above. Test fitting the 3D prints. They fit great!



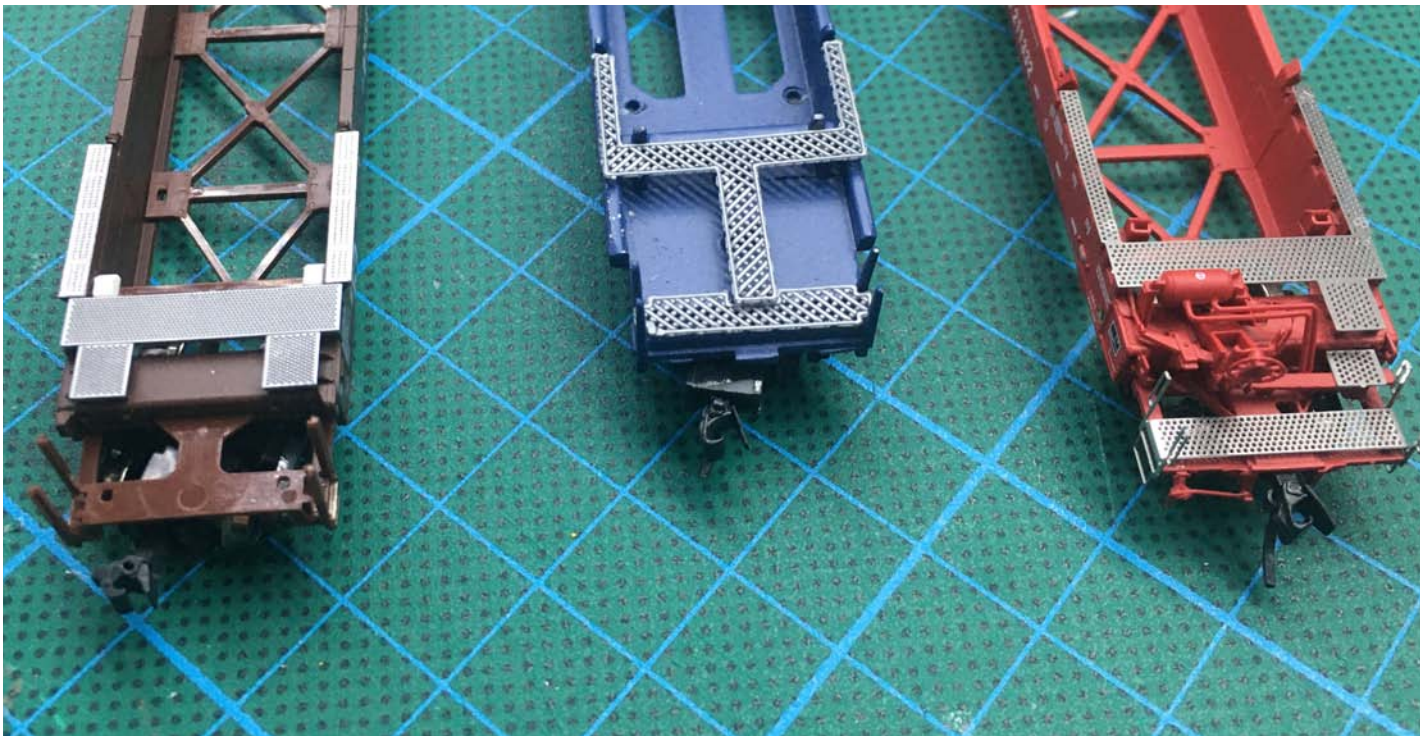
10 Above. Glue Applied, just enough to stick, but not enough to come up through the slats.



11 Left. One car finished!



12 Left. The completed fleet!



13 Above. From left to right: Stock Kato, Walther's with the new walkways, and stock Model Die Casting

Author Bio. Randall Pratt is a Model Railroader, Rail Photographer based in Portland, OR. He models early 2000's MRL, BNSF and Amtrak. When not causing a ruckus on his friends' railroads or making the wise old guys shake their heads, you can find him out rail fanning across the Pacific Northwest, spending time outdoors and making pretty pictures with light at music venues across Portland. You can find his train photos on Instagram and Facebook @rpe_photo.

Stalking Union Pacific #401 / #402

by Kirk Reddie/ Photos by author

Many of us like to start off thinking we are making accurate representations of prototype items and operations. Reality is our modeling can be modified due to limits of time, space, money, and lack of knowledge about the prototype. Or sometimes it is because it might be more fun to make stuff up.

The history of the Seattle-Portland passenger "Pool" trains seems very messy and in constant change. Yet they must have been incredibly planned out. From a distance it is hard to know

all the variables.

In 1950 there were two night trains. 401/402 lasted quite awhile and operation was alternated between the Northern Pacific, Union Pacific, and Great Northern. It left both cities at 11:30PM and arrived at 6:45AM. To reduce congestion on 401/402, for a short time the Northern Pacific operated Mail & Express trains 405/406 45 minutes behind 401/402. I decided on my planet to fold 405/406 back into 401/402, including the two working 60' RPOs. The trains ran at night and I have not found any prototype images. So below are my best guesses.



Let's start at the back. The last car on 402 (southbound) was a 6-6-4 sleeper that will be handed off at Portland with the eventual destination of St. Louis. The car came north on a daylight train along with a 12-4 (soon switched to a 10-6) off the *City of Portland*, which will go south on GN 460 with the destination of Chicago. (Note: I saw a consist of 460 during the 1962 Seattle World's Fair and it include five (!) Union Pacific sleepers heading for the *City of Portland*. So it was possible to have more cars.) Will one 6-6-4 protect the schedule? Probably. If it came north and arrived before 5PM, there is probably time to move it from King Street to Union Station, clean the car, and have it spotted with 402's consist before the 11:30PM departure. I'm guessing the car was yellow but perhaps it could have been 2 tone gray. In the photo I realized *National Homes* is a Wabash car. It still works for me.



Next are the standard sleepers. I don't model Tacoma Union Station so the Tacoma to Portland 10-1-2 will join the Seattle to Portland 12-1 and 10-1-2 sleepers. The MTL cars are perfect in my book. Since these were Pullman cars, it is logical to think Pullman would keep them in green rather than a specific railroad color. And it adds to the rainbow effect.

I thought I grabbed these cars from my lettered but no names box. But Lake Scott was in SP service.



These three cars arrived on 401 at 6:45AM. 401 would be broken up and these three cars stored in tracks under 5th Avenue. They would be out of the way and could be cleaned as schedules allowed. The track these are actually on were usually used to store #458 until the eastbound *Olympian Hiawatha* left town

I have never seen any record of 401/402 having a food service car. There could have been a sandwich, snacks, and newspapers available in a coach.



Coaches. The three main daylight trains seemed to regularly have 6 coaches that probably had comfortable seats. I'm not so sure that the coaches at night were the deluxe recliners. At least some of them were probably bench seats. Micro-Trains coaches would probably work fine but I am thinking of using a mix, including Wheels Of Time coaches. Some of them have the UP-style Harriman roofs.



The only head end cars I am pretty sure of is a pair of 60' Railway Post Office cars. Both Micro-Trains and Atlas make these cars. I will be using any mix of UP, GN, and NP cars I might have.

The car on the right is an MTL 20k car in one of the liveries of the Great Northern 25xx series express boxcar.

In the middle is a stock MTL PFE express refrigerator car.

Next is an MTL 20k boxcar (best generic car!) painted in a Southern Pacific REA express boxcar by Don Tousley



Next I have a pair of Pacific Fruit Express wood refrigerator cars. I love these cars. I think they are the Athearn version of the original MDC tooling. This is one car type I had to body mount because mine didn't track well with truck mounted couplers.



Left. Two more SP express boxcars painted by Don Tousley. These cars could be heading to Oakland, Los Angeles, or New Orleans. Guessing is part of the fun.



Left. A 2 tone gray Southern Pacific express car lettered for US mail storage (as opposed to REA). Note the Hariman roof. These Wheels of Time cars quickly add variety to our consists. I figure these cars should be near the working Railway Post Office cars.



I figure the working RPOs should be behind the locomotives. They can be quickly switched out to the Post Office at Portland.



Here are two sets of three M&E cars that are not going on #402. On my planet #457 carries the four Oakland-Seattle sleepers (which always went south on NP 408) and express cars for Portland, Oakland, and Los Angeles went south on #458. I do not know what train they came north on and what kind of time they have to be emptied, cleaned, and loaded for #458. So I thought I should have two sets. Then I realized that I should have a pair of Portland cars, at least three Oakland cars, and 4-5 Los Angeles cars. So the mix in Seattle will always be different. UP express cars can be yellow, 2 tone gray, or green. The California cars are probably mostly Southern Pacific. Here is a chance to use the long Wheels of Time horse cars in both Daylight and 2 tone gray schemes. My assumption here is that the Railway Express Agency contracts for space between cities and the railroads provide the cars. The horse racing cars have an off-season and were probably in normal REA service.



A token Milwaukee Road express car. During this time the westbound *Columbian* would drop off an express car at Seattle before proceeding to Tacoma. There was a ballet of sorts as the *Columbian* and *Olympian Hiawatha* arrived early in the morning, UP 457 arrived at noon, then the eastbound *Olympian Hiawatha* arrived in late afternoon. Then UP #458 could be assembled on the main station track for ~5ish departure. The eastbound *Columbian* arrived, picked up this express car, and headed east. Then UP 402 could be assembled on the main station track for an 11:30PM departure.



Another look at the opening shot. The 2 sets of 3 cars on the far left are out of place. One set should have left with #458. The Milwaukee car will be added to #17. The string of cars on stub #2 are being preloaded for #402. The 6-6-4 sleeper has been delivered and being cleaned. The two coaches and 3 Pullmans on the right (they should really be on the track to the right). Once Milwaukee #17 departs, a UP switcher will grab the 6-6-4 and put it on the main station track (across the platform). Then the five cars on the right will be switched to the main station track. Then the head end cars on stub 2 will be added to the main station track. Note that all passenger cars will be spotted conveniently near the station's electric motorized stairs. The power is added and #402 is on its way to Portland. ▀

A Visit To:

Bob's World

Part Three: Ashcroft Junction to Boswell Yard (Proposed)

By Bob Sanchez/ Photos by Kirk Reddie

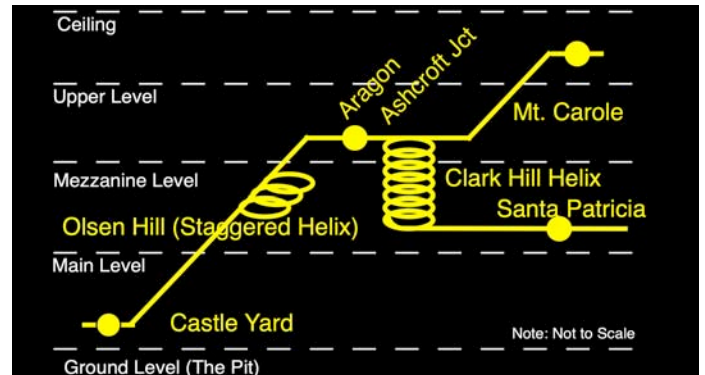


01 Above. Ashcroft Junction. Upper left leads to Santa Patricia, to the right is Aragon to Castle Yard, and the lower leg leads to Oregon.

With Part 3 we restart at Ashcroft Junction. The third route goes into a trough over Santa Patricia for about 30 feet. Then the double track mainline his daylight over the main crew lounge and kitchen area.

I needed to keep the elevation I had gained in the helix and I need more as we climb through the coastal mountains and into the northern California mountains. We have a lot planned for this area scenically. One of the mizzens over looks this area. We are going to have the dry California scenery to the right over the kitchen then we are planning to have a brush fire scene that will divide the coast Mountains from the northern CA mountains. Traffic on the road will be stopped while the fire fighters fight the fire. We will also have a rock slide shed.

The mainline track passes though the wall and we are now in Oregon. We are still climbing. We either hold here at Waite siding or proceed into the a power plant, Pratt Steel Mill, and Linde chemical plant. There is already a lot of switch



03 Above. After crossing over Santa Patricia for about 30 feet, the double track mainline comes out into the mountainous area above the crew lounge and kitchen.



04 Above. Above the tracks is an early highway. Fun to model but of course a nightmare to drive, especially at night.

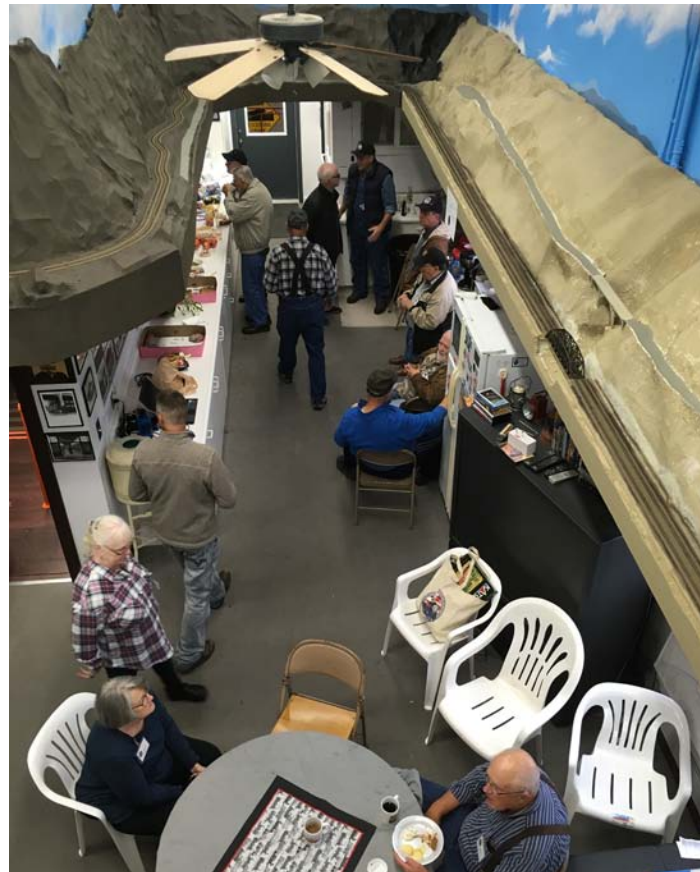
- X Chevrolet Auto Plant
- X Proposed UP Boswell Yard
- X Ford Auto Plant SP Reed Yard
- X Proposed Maverick Mine and Steel Loadout
- X Big Steel Beam Over Aragon
- ↙ A Branch Line
- X A Log Reload
- X A Dam Site
- X Mount Carole
- X B Jorgen Yard
- X Meja Junction
- ↘ Scrap Yard
- X Vista
- X Lind Chemical
- X Pratt Steel
- X Waite Siding
- X Over Crew Lounge
- X Over St. Patricia
- ↙ Ashcroft Junction

ing here. The tentative plan for trains serving the steel mill are 2 coal trains, 1 or 2 ore trains, a limestone and coke train, and 2 manifest trains. (Editor: I'm not sure there have ever been any large coal fired power plants in an area with so much potential hydroelectric power but having an area that looks like the PRR's Middle Division is part of the fun of this layout.) Farther on we have about 30' of run to the scrap yard to feed the steel plant. The scrap yard is inside a reverse loop which allows operators to have continuous running.

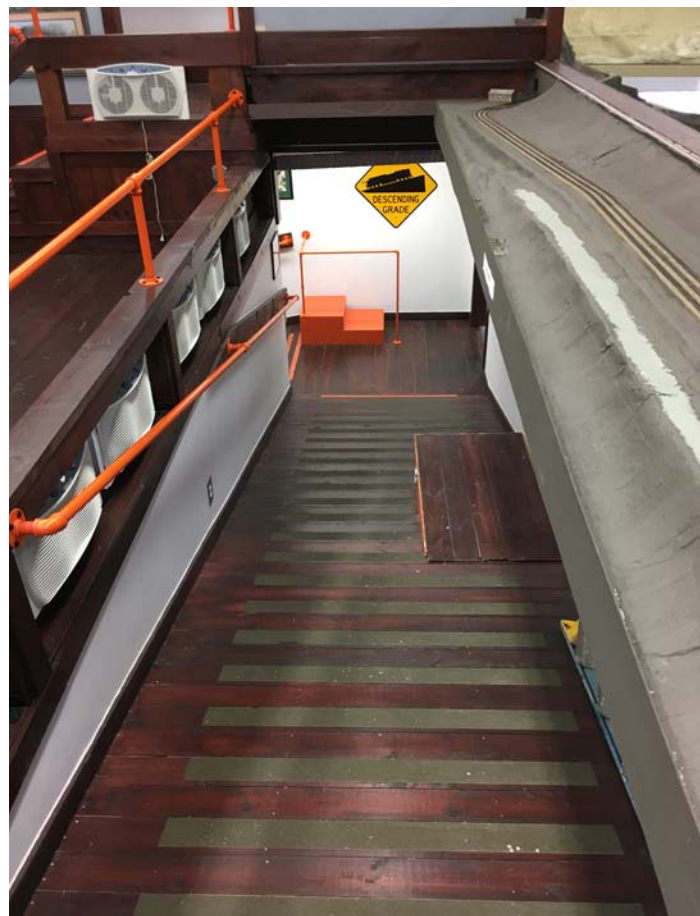
This is as far as the track is operational now. We will be working on scenery for now. Though the subroadbed is in for most of the railroad and we have a major branch line that we are in process of layout out the industries.

Editor's note: This concludes part 3 of Bob's World. Many thanks to Robert Sanchez and his wonderful and talented friends who are helping him with this fun project. ▾

06 Right. The view of the people ramp that runs from the crew lounge to the steel mill level. Waite siding is on the right. Notice one of the portable platforms that they built to access areas the require a tall reach.



05 Above. The mainline is at the mezzanine level above the main kitchen and crew lounge where crews can wait in comfort for their next run. Dry coastal scenery will be on the right.





07 Above. Another view of Waite siding.



10 Above. The view of Pratt Steel. Linde Chemical is in the back.



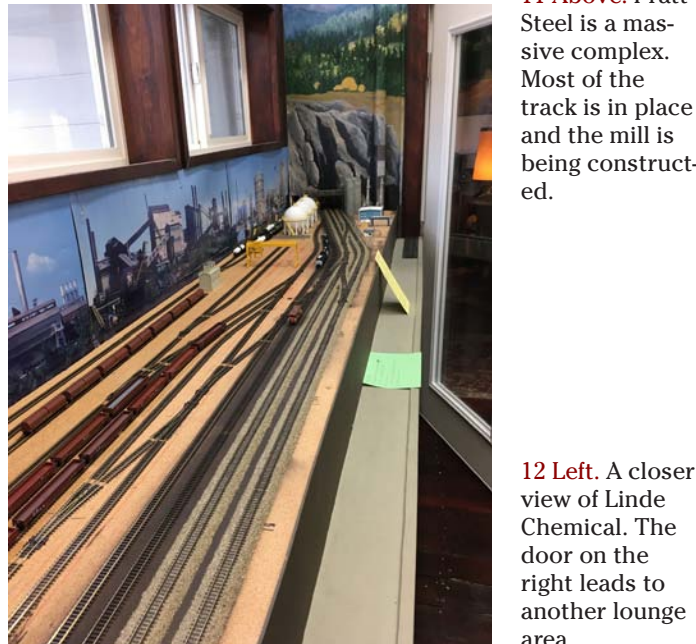
08 Above. Looking down at Waite siding. Aragon is on the left.



11 Above. Pratt Steel is a massive complex. Most of the track is in place and the mill is being constructed.



09 Above. The future coal fired power plant.



12 Left. A closer view of Linde Chemical. The door on the right leads to another lounge area.



13 Above. The siding at Vista.



14 Above. The view that gave Vista its name. One of many lounges in Bob's World. This one overlooks the prototype ex-SP mainline in Oregon.



15 Left. The North side of Vista.



16 Below. The scrap yard serves the Pratt Steel Mill is inside the loop that is also the current "end of track" for Bob's World.



17 Left. Out of the room at Vista, Meja Junction will be an SP-BN interchange.

18 Right. Bjorgan Yard will service the Dam site on the BN.





19 Above. The foreground is the Southern Pacific mainlines at its climbs. Mount Carole is painted on the backdrop.



20 Above. Another view of the sub roadbed of the Southern Pacific mainline.



21 Above. Another view of half-walls that will support scenery.



22 Above. Another view of Mount Carole.



23 Above. The mainline loops in front of Mount Carole.



24 Above. A future log reload.



26 Above. More surveys of the branch line. This branch line will take up the space of two fairly large rooms.



25 Above. Structures are being test placed on the branch line.



27 Above. More test locations of structures.



28 Above. The hobos are well equipped and very tidy.



29 Above. More 3D doodling in the branch line.



30 Above. Branch line!



31 Above. The second room of the branch line.



32 Above. It is impressive how the quality and quantity of structures that Bob and his pals have built and gathered.



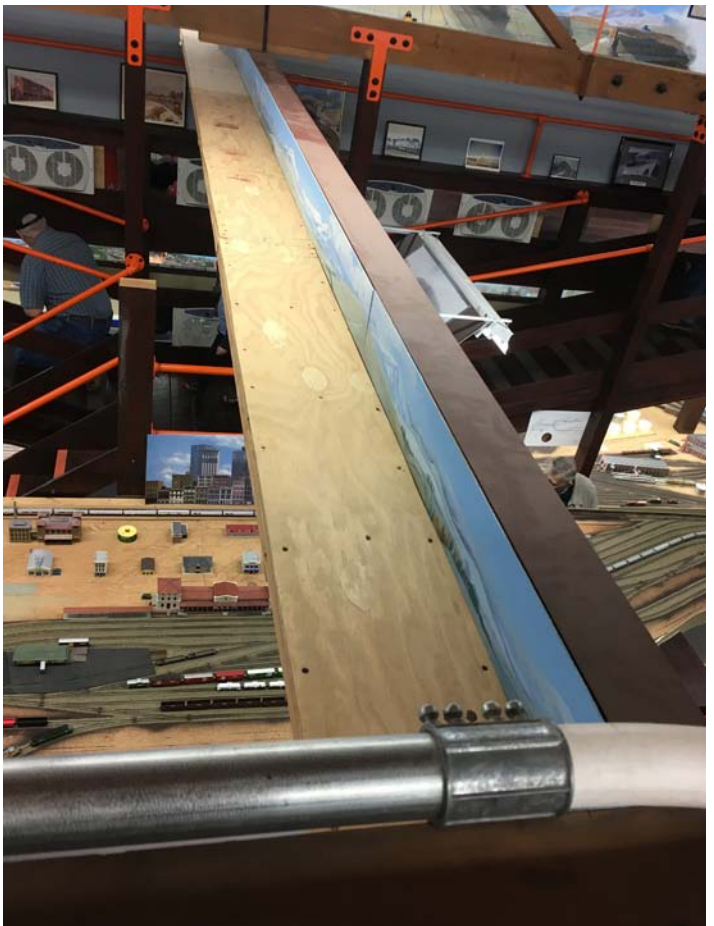
33 Right. A ground level view of part of the second room of the branch line.



34 Above. A series of elevators.



35 Above. The view from the edge of the 2nd room of the branch line. The subroadbed here goes over Aragon and to the end of the railroad.



36 Above. The subroadbed covers a beam that this part of the layout was designed around. Like the prototype, the surveyors took advantage of the “lay of the land”. Aragon is below, Santa Patricia in the distance.

37 Left. A ground level view of the route over the steel beam.



38 Above. From the other side of the beam. The SP Reed Yard will be in front of the Ford automobile plant.



39 Above. Maverick Mine will be near Reed Yard.



40 Above. The Southern Pacific's Reed Yard.



41 Above. On the other side of the barrier.



42 Above. A temporary ballast sifting facility.



43 Above. A Chevrolet plant will be on the right side of the backdrop.



44 Upper Right. One of two crew lounges in this area.



45 Right. Another 'bo Jungle infested with very clean and polite travelers.

46 Below. We'll finish the visit with an overview of the future UP Boswell Yard. This is going to be even greater! –Kirk Reddie ▶



N SCALE RAILROADING N HORIZONS

Good news!

Bluford Shops. In addition to the new run of Rebuilt War Emergency Hoppers (see the Bluford ad in this issue,) Craig is working on the next announcement consisting of a new group of International Car Bay Window Cabooses. These include a new version of Conrail, New York Central "Road To The Future", Penn Central giant worms, and TP&W in red and white on the Half Bay Window design. Coming on the Phase 1 version is Kansas City Southern in silver and Southern Railway in boxcar brown. On the Phase 2 car you can expect Chicago Great Western in red and M-K-T in Whitman green. Finally on the Phase 4 car they have Burlington Northern patched Frisco cars, Chessie - C&O with the green safety cross, Delaware & Hudon in red with yellow lettering, Family Lines - L&N and a new run of Union Pacific this time with the "Safety is an Equal Opportunity For All" slogan.

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N SCALE RAILROADING OBSERVATIONS

Despite the current situation, it is a great time to be a model railroader. One of the frustrating developments is the loss of model railroad paint. We may not have all the models we want in the schemes we want. With 3D printing we have the potential to have far more models available than we could have back in the golden age of N scale brass models.

At one time many local shops stocked an amazing variety of decals. There are still decals but never the variety. On the other hand there are a lot of great drawing programs, color laser printers, and talented people who know how to use them.

What we don't have is great model railroad paint. Railroad colors are different than most colors. The differences are too subtle for most of us to detect and mixing them is beyond the ability for most of us to master in an efficient amount of time. Krylon and others have greatly improved and with their handle they have spray control that rivals that of decent air brushes. They are far better than the spray cans of railroad paints that we used to be able to purchase.

Krylon makes more types and colors of spray paint than I suspect any retailer would carry. They do have a website that shows quite a variety of paint. But do they match railroad colors? Is Southern Pacific two tone gray the same as New York Central's? I'm thinking they should be gloss to be decal friendly and will match railroad colors after they are hit with dullcoat.

The railroad colors I think of first is:

General Railroad colors

Pullman Green
Stainless Steel

Boxcar Red
Oxide Red

Southern Pacific

Daylight Red
Daylight Orange
SP Dark Gray
SP Light Gray
SP Lettering Gray

Union Pacific

Armour Yellow
Harbor Mist Gray

Pennsylvania:

Tuscan
FOM other maroon

New York Central

Light Gray
Dark Gray

Great Northern

Omaha Orange
Pullman Green


Milwaukee Road

Creamy Orange
Milwaukee Maroon
Milwaukee Gray

Northern Pacific


Streamliner Dark Green (Pullman Green?)
Streamliner Light Green
Loewy Light Green
Loewy Dark Green

The one I know for sure: Camo brown is great for rail brown. Do you have any positive experience matching Krylon paint? Why not share? We still have to mask but avoiding having to clean airbrushes will give us more time to try to put those decals on straight. ▀



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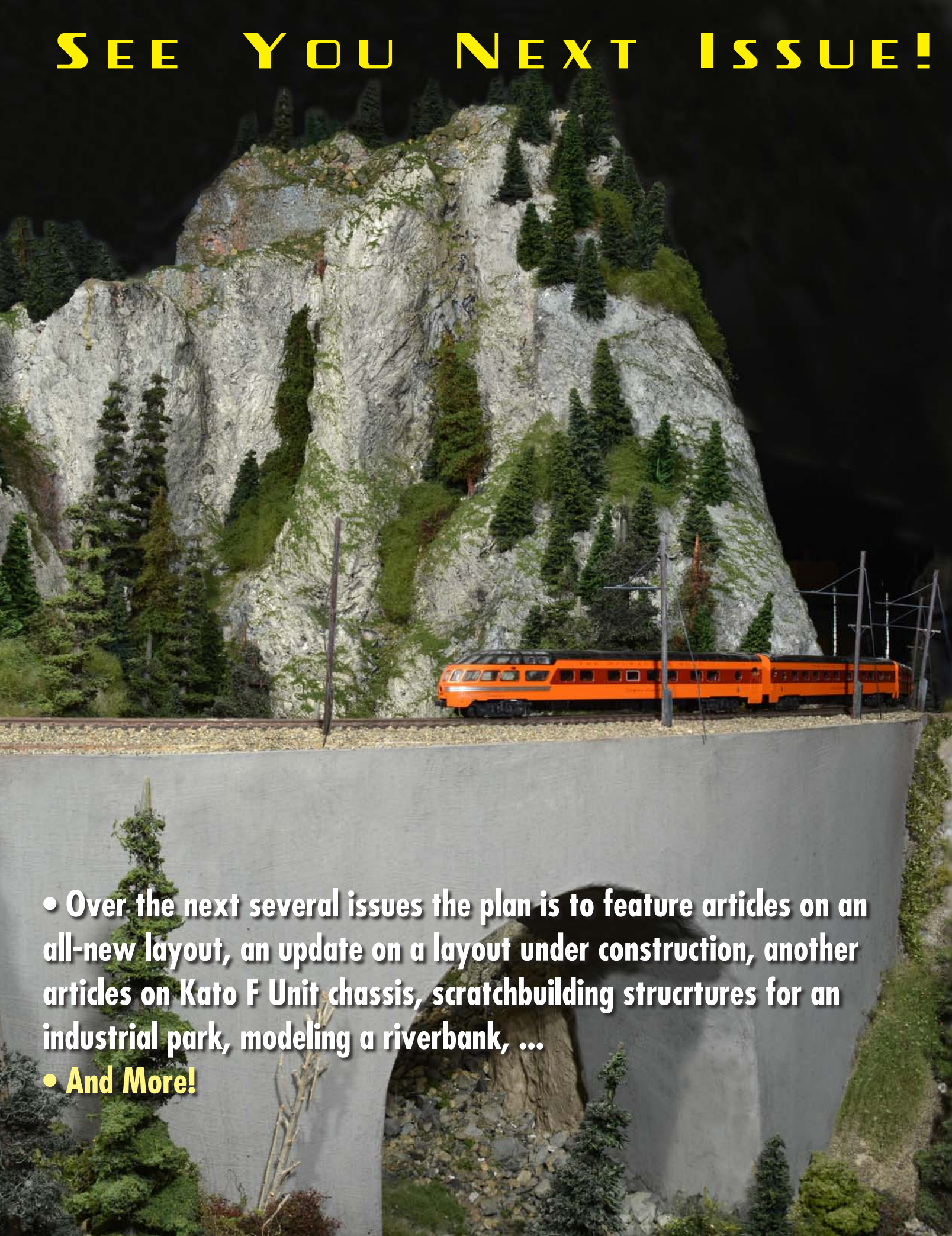
Membership, \$5 per year, includes 6 issues of the NTRAK Newsletter.



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

NTRAK.ORG

SEE YOU NEXT ISSUE!



- Over the next several issues the plan is to feature articles on an all-new layout, an update on a layout under construction, another articles on Kato F Unit chassis, scratchbuilding structures for an industrial park, modeling a riverbank, ...

- **And More!**